CITY OF PARRAMATTA

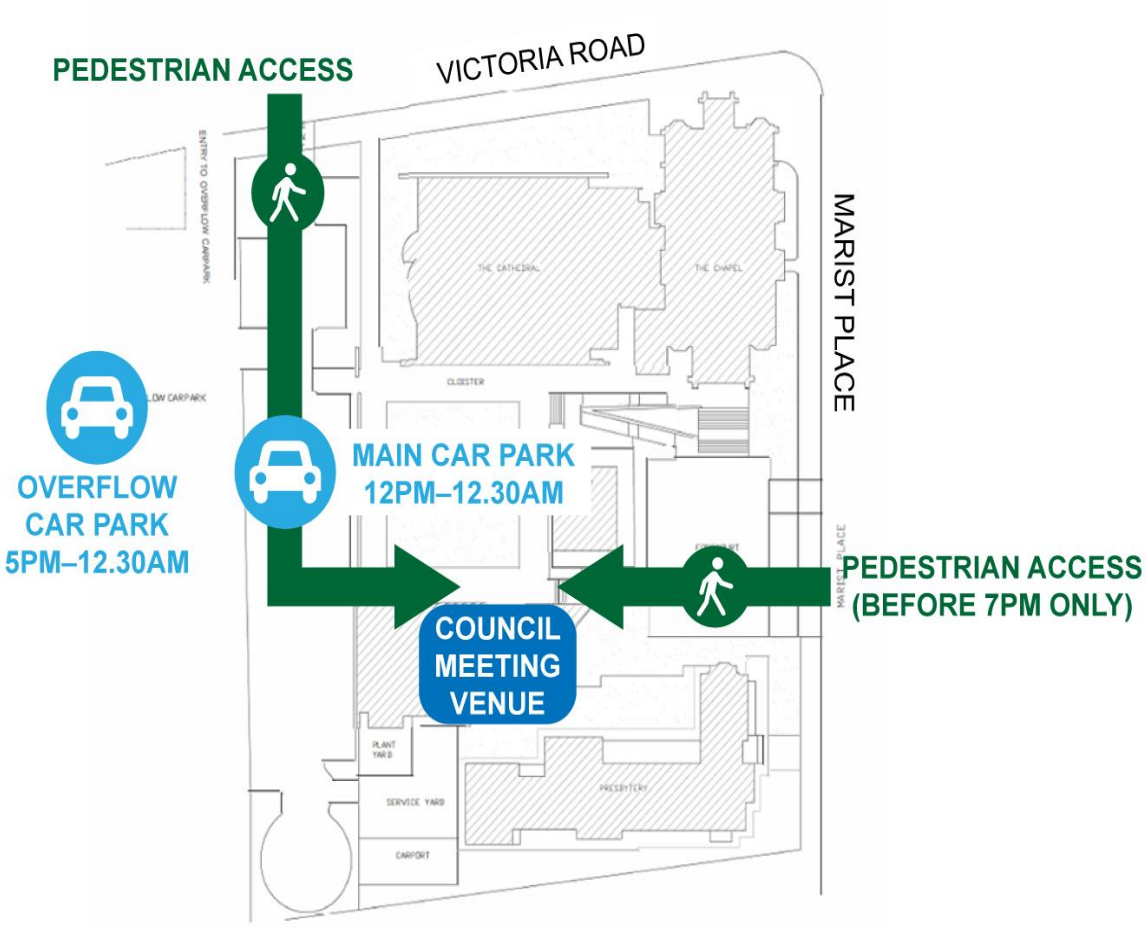
NOTICE OF COUNCIL MEETING

PUBLIC AGENDA

An Ordinary Meeting of City of Parramatta Council will be held in the Cloister Function Rooms, St Patrick's Cathedral, 1 Marist Place, Parramatta on Monday, 11 October 2021 at 6.30pm.

Note: Members of the public will be permitted to attend the Council Meeting in person in line with conditions of entry imposed by the Public Health Order. The Council Meeting live stream will continue to be available to view on Council's website.

Brett Newman
CHIEF EXECUTIVE OFFICER



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CITY OF PARRAMATTA

COUNCIL CHAMBERS

Governance Manager	Lord Mayor Clr Steven Issa	Chief Executive Officer

Minute Clerk

Clr Phil Bradley	Clr Lorraine Wearne	Sound
Clr Sameer Pandey	Clr Andrew Wilson	
	Clr Andrew Jefferies	
Clr Dr Patricia Prociv	Clr Bill Tyrrell	IT
Clr Pierre Esber	Clr Benjamin Barrak	
Clr Donna Davis	Clr Martin Zaiter	
Clr Michelle Garrard, Deputy Lord Mayor	Clr Bob Dwyer	

Executive Director City Engagement & Experience	Executive Director Community Services	Executive Director City Planning & Design	Group Manager City Strategy	Executive Director City Assets & Operations	Executive Director Corporate Services	Executive Director Property and Place

Press	Press

Public Gallery

CITY OF PARRAMATTA

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18 NOTICES OF MOTION

19 QUESTIONS WITH NOTICE

19.1 QUESTION WITH NOTICE: Questions Taken on Notice from Council Meeting - 27 September 2021 1962

20 CLOSED SESSION

20.1 FOR APPROVAL: Shop 7/4-14 Hunter Street, Parramatta - PARI - Request For Reduction in Rent

This report is confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.

21 PUBLIC ANNOUNCEMENT OF RESOLUTIONS PASSED IN CLOSED SESSION

22 CONCLUSION OF MEETING

After the conclusion of the Council Meeting, and if time permits, Councillors will be provided an opportunity to ask questions of staff

MINUTES OF THE MEETING OF CITY OF PARRAMATTA COUNCIL HELD IN THE CLOISTER FUNCTION ROOMS, ST PATRICK'S CATHEDRAL 1 MARIST PLACE, PARRAMATTA ON MONDAY, 27 SEPTEMBER 2021 AT 6:30PM

These are draft minutes and are subject to confirmation by Council at its next meeting. The confirmed minutes will replace this draft version on the website once confirmed.

PRESENT

The Lord Mayor, Councillor Bob Dwyer and Councillors Benjamin Barrak (6:32pm), Phil Bradley, Donna Davis, Pierre Esber, Michelle Garrard (Deputy Lord Mayor), Steven Issa, Andrew Jefferies, Sameer Pandey, Dr Patricia Prociv, Bill Tyrrell, Andrew Wilson, Lorraine Wearne and Martin Zaiter.

1. OPENING MEETING

The Lord Mayor, Councillor Bob Dwyer, opened the meeting at 6:30pm.

2. ACKNOWLEDGEMENT OF THE TRADITIONAL LAND OWNERS

The Lord Mayor, acknowledged the Burramattagal people of The Darug Nation as the traditional custodians of this land, and paid respect to their ancient culture and their elders past and present.

3. WEBCASTING ANNOUNCEMENT

The Lord Mayor, advised that this public meeting is being recorded and streamed live on the internet. The recording will also be archived and made available on Council's website.

4. OTHER RECORDING OF MEETING ANOUNCEMENT

Nil.

5. CONFIRMATION OF MINUTES

SUBJECT: Minutes of the Council Meeting held on 13 September 2021

3446 RESOLVED (Tyrrell/Bradley)

That the minutes be taken as read and be accepted as a true record of the Meeting.

6. APOLOGIES/REQUESTS FOR LEAVE OF ABSENCE

3447 RESOLVED (Garrard/Wilson)

That the request to attend the Ordinary Council Meeting dated 27 September 2021 via remote means submitted by the following Councillors due to personal reasons, be accepted:

- Councillor Barrak

- Councillor Bradley.

7. DECLARATIONS OF INTEREST

Councillor Prociv declared a non-pecuniary and less than significant interest in Item 20.2 – Tender 1/2021 Upgrade of Rydalmere Park, Filed 1 & 2, Rydalmere being that her partner and her sons are former employees of the tenderer. She remained in the meeting during debate and voting on this matter.

Note: Councillor Barrak arrived at 6:32pm during Declarations of Interest.

8. MINUTES OF THE LORD MAYOR

8.1 SUBJECT Thanking the Parramatta Community

REFERENCE F2019/03630 - D08239325

REPORT OF Lord Mayor, Councillor Bob Dwyer

3448 RESOLVED (Dwyer/Tyrrell)

(a) **That** Council thank and congratulate the many community groups, organisations and volunteers detailed in this Lord Mayor Minute at **Attachment 1** for their exceptional ongoing efforts to support the people of the City of Parramatta in the face of the Covid-19 pandemic and lockdowns.

(b) **That** Council note the support provided by these organisations has been across a wide range of areas, from provision of essential food and household items to activities reducing the impacts of social isolation.

(c) **That** Council note messages of thanks have been sent to these organisations recognising the integral role they play in our community and for the incredible resilience they have shown through these uncertain times, adapting their services when faced with new challenges.

(d) **That** Council note this list of organisations is not exhaustive, and that there are many more in our City who have made contributions to support and keep this community well and safe.

8.2 SUBJECT End of Lord Mayoral Term Report

REFERENCE F2019/03630 - D08239465

REPORT OF Lord Mayor, Councillor Bob Dwyer

3449 RESOLVED (Dwyer/Issa)

(a) **That** Council note I thank the Chamber, the community, Council staff, and my family for their support during my term as Lord Mayor.

(b) **Further, that** the Chamber note the significant achievements and milestones of Council during this period, some of which are outlined in this Minute.

9. PUBLIC FORUM

9.1 SUBJECT PUBLIC FORUM 1: Item 17.2 - Planning Proposal and associated process - 355 & 377 Church Street, Parramatta

REFERENCE F2021/00521 - D08240359

FROM: Alison Brown, NSW Planning Manager, Stockland

Background to Planning Proposal

Stockland is working with McDonald's to deliver a high quality mixed use development at 355-375 Church Street, Parramatta. As Councillors may be aware, there is a long planning history on the site.

An initial DA submitted by McDonald's and supported by Council in 2015, included a drive-through and at grade car parking. This DA was deferred by the Regional Planning Panel with feedback that the proposal did not maximise the site potential. Specifically, that it was a "lost opportunity to present a major architectural feature on this significant site substantial amendment is required to create a building of more appropriate scale and city character in this very significant location of Parramatta".

McDonald's withdrew the DA, and subsequently entered into a JV with Stockland in 2017 to deliver a scheme that would maximise the sites potential in accordance with the Panel's feedback and the CBD Planning Strategy. Since then Stockland and McDonald's have worked extensively with Council and other authorities to deliver a satisfactory Planning Proposal. Lodged in 2018, the Planning Proposal was finally supported by Council in July 2020.

After receiving the support of full Council in July 2020, we have dealt with some hurdles put up by the Department of Planning. Firstly, the Gateway Determination issued in September 2020 sought to further restrict the number of parking spaces contrary to Council's resolution, however this was overturned by the Independent Planning Commission. Eight months later, the Gateway Determination was amended. We were then instructed by the Department to refine the Planning Proposal, to remove those elements which will duplicate the CBD Planning Proposal, and lodge as a fresh application. We were concerned about this backward step, but given no choice. This has resulted in the need to report the matter to Council again today.

This has been a long process starting from the feedback received in 2015 that the site is capable of great things. We have fully cooperated

with consent authorities in order to achieve an outcome that is acceptable to all stakeholders including the landowner, McDonald's.

McDonald's Key Requirements

Stockland wishes to realise the shared goal of achieving a high quality mixed use development on this strategic site. However in order to proceed with the development we must meet the minimum requirements of McDonald's.

The present McDonald's restaurant and take away operation is supported by a dual drive-through facility and approximately 60 at-grade parking spaces. The site also benefits from a high level of visibility and accessibility, with multiple entries and unrestricted operation (entry/exit) from both Victoria Road and Ross Street. McDonald's presence at the site for 42 years means that they own the site outright and are under no commercial pressure from their business to redevelop the land in the foreseeable future.

McDonald's overriding objective in any redevelopment is to continue to operate a successful restaurant on the site. This has informed our conversations with Council over the past 4 years as we worked through the planning and design issues, and the concept was endorsed by Council in July 2021.

McDonald's requirements to support the ongoing operation include the following of relevance:

- Maintain a drive thru facility,
- Provide convenient access to the drive through, and
- Provide adequate customer car parking.

If McDonald's cannot achieve these fundamental requirements, they will not proceed with a redevelopment.

Parking and Access

Currently, there are 60 McDonalds parking spaces. This will reduce to 30 spaces following development.

In terms of access arrangements at Victoria Road, there is currently free movement of traffic, with turning movements permitted freely in both left and right directions, and both into and out of the site. Traffic may also enter from Ross Street. This will change significantly following development.

- In terms of entry from Victoria Road, movements into the site will be restricted to left in only. This will prevent any impact whatsoever on the Church Street intersection, or the light rail corridor, as only eastbound traffic approaching from the west can enter the site.
- In terms of exit movements, no cars will be permitted to exit the site onto Victoria Road at all. Instead, all exits will be to Ross Street.

- Ross Street access will be upgraded to permit both entry and exit movements.

The above approach is supported by traffic modelling.

McDonald's Compromises

As noted above, there are three key changes to the current access and parking arrangements that McDonald's has agreed to:

- Firstly, a halving of customer car parking numbers.
- Secondly, left turn only movements into the site from Victoria Road
- Thirdly, all exit movements onto Ross Street.

Each of these changes represents a compromise by McDonald's, as they will result in a reduction in convenience for customers. As such, McDonald's cannot accept any further restrictions on their access arrangements compared to the existing. Any proposal to further restrict access or egress arrangements will result in the project being abandoned. Instead McDonald's has indicated that it would simply maintain the status quo, preferring to maintain a large car park and highly flexible vehicle movements.

Recommendation

We endorse the Recommendation in the business paper. In order to ensure that the access arrangements are thoroughly interrogated going forward, we would accept an amendment to recommendation (f) to require that the DCP address the following (added text in red): Recommendation (f)…

> *3 Resolving traffic issues (including justifying the location for vehicular access, sightlines, vehicle queueing, pedestrian safety and minimising any impact of the development on Parramatta Light Rail and the surrounding road network, including restricting turning right from Victoria Road into the site);*

Conclusion

We thank you for the opportunity to present our submission.

EXECUTIVE DIRECTOR, CITY PLANNING AND DESIGN

No staff response provided.

10. PETITIONS

10.1 SUBJECT Pedestrian Crossing at Louise Sauvage Pathway, Newington

FROM Patricia Prociv

A petition signed by the public was tabled at the Council Meeting and reads:

"This petition is requesting Parramatta Council install a pedestrian crossing or pedestrian island where Oceania Boulevard is crossed by the Louise Sauvage Pathway in Newington, NSW.

Given the increased heavy traffic flow and often excessive sppeds by some motorists using this road as either a means to access Holker Street, Silverwater or by residential traffic, this location presents a dangerous crossing point as the Louise Sauvage Pathway is in constant use by local pedestrians, cyclists, dog walkers and parents with strollers.

Both approaches on Oceania Boulevard to the pathway intersection are distinguished by two blind corners and it appears it will only be a matter of time before a potential serious accident occurs at this location. Currently where the road is crossed by the pathway it is only signposted on the eastern approach from Hill Road, which doesn't seem to act as a cautionary warning to many speeding motorists."

3450 RESOLVED (Prociv/Wilson)

(a) **That** the petition be received and a copy of the petition be circulated to all Councillors.

(b) **That** the petition be forwarded to the Traffic Committee.

(c) **Further, that** Council Officers respond to the concerns raised in the petition with the head petitioner.

10.2 SUBJECT Proposed Epping South Primary School at 86 Chelmsford Avenue, Epping

FROM Donna Davis

A petition signed by the public was tabled at the Council Meeting and reads:

"We the undersigned insist the proposed extension of Grimes Lane to the link with Second Avenue Epping be rescinded and that denial of motor vehicle access from Grimes Lane to Second Avenue Epping remains in force."

3451 RESOLVED (Davis/Prociv)

(a) **That** the petition be received and a copy of the petition be circulated to all Councillors.

(b) **That** the petition be forwarded to appropriate Council Officer.

(c) **Further, that** Council Officers respond to the concerns raised in the petition with the head petitioner.

10.3 SUBJECT State Significant Development 883789

FROM Donna Davis

A petition signed by the public was tabled at the Council Meeting and reads:

"We the undersigned insist the motor vehicle access to the proposed carpark via Second Avenue Epping be rescinded and relocated to Grimes Lane."

(a) **That** the petition be received and a copy of the petition be circulated to all Councillors.

(b) **That** the petition be forwarded to appropriate Council Officer.

(c) **Further, that** Council Officers respond to the concerns raised in the petition with the head petitioner.

11. RESCISSION MOTIONS

Nil

12. FAIR

12.1 SUBJECT FOR APPROVAL: Election of the Lord Mayor

REFERENCE F2021/00521 - D08184871

REPORT OF Governance Manager

3452 RESOLVED (Zaiter/Garrard)

(a) **That** in accordance with Schedule 7 of the Local Government (General) Regulation 2005, the Chief Executive Officer, as the Returning Officer, conduct the Election of the Lord Mayor.

(b) **That** in the event that there be more than one (1) nomination, Council determine the method of voting as Open Voting.

(c) **That** the Office of Local Government and Local Government NSW be advised of the result of the election.

(d) **Further, that** Local Members, surrounding Councils and other key stakeholders be informed of the result of the election.

The Chief Executive Officer (CEO), as Returning Officer, then conducted the election of the Lord Mayor.

The CEO advised that two (2) nominations had been received for the role of Lord Mayor, being:

- Councillor Esber; and

- Councillor Issa.

There having been two (2) nominations received, the names of both nominations were written on slips of paper and placed in a barrel and the names were drawn from the barrel in the following order:

- Councillor S Issa
- Councillor P Esber

Those voting for Councillor Issa were asked to raise their hands and the following votes were recorded:

Councillors Barrak, Dwyer, Garrard, Issa, Jefferies, Tyrrell, Wearne, Wilson and Zaiter – 9 votes.

Those voting for Councillor Esber were then asked to raise their hands and the following votes were recorded:

Councillors Bradley, Davis, Esber, Pandey and Prociv – 5 votes.

The CEO then declared Councillor Steven Issa duly elected Lord Mayor for the ensuing term to December 2021.

Note: At this time, the newly elected Lord Mayor, Councillor Steven Issa assumed the Chair.

12.2 SUBJECT FOR APPROVAL: Election of the Deputy Lord Mayor

REFERENCE F2021/00521 - D08184882

REPORT OF Governance Manager

3453 RESOLVED (Wilson/Zaiter)

(a) **That** in accordance with Schedule 7 of the Local Government (General) Regulation 2005, the Chief Executive Officer, as the Returning Officer, conduct the Election of the Deputy Lord Mayor.

(b) **That** in the event that there be more than one (1) nomination, Council determine the method of voting as Open Voting.

(c) **That** the Office of Local Government and Local Government NSW be informed of the result of the election.

(d) **Further, that** Local Members, surrounding Councils and other key stakeholders be informed of the result of the election.

The Chief Executive Officer (CEO), as Returning Officer, then conducted the election of the Deputy Lord Mayor.

The CEO advised that two (2) nominations had been received for the role of Deputy Lord Mayor, being:

- Councillor Davis; and
- Councillor Garrard.

There having been two (2) nominations received, the names of both nominations were written on slips of paper and placed in a barrel and the names were drawn from the barrel in the following order:

- Councillor M Garrard
- Councillor D Davis

Those voting for Councillor Garrard were then asked to raise their hands and the following votes were recorded:

Councillors Barrak, Dwyer, Garrard, Issa, Jefferies, Tyrrell, Wearne, Wilson and Zaiter – 9 votes.

Those voting for Councillor Davis were asked to raise their hands and the following votes were recorded:

Councillors Bradley, Davis, Esber, Pandey and Prociv – 5 votes.

The CEO then declared Councillor Michelle Garrard duly elected Deputy Lord Mayor for the ensuing term to December 2021.

PROCEDURAL MOTION

3454 RESOLVED (Issa/Garrard)

That the meeting be adjourned for fifteen (15) minutes.

Note: The meeting was adjourned at 7:36pm for a short recess.

PROCEDURAL MOTION

3455 RESOLVED (Issa/Tyrrell)

That the meeting resume.

The meeting resumed at 7:56pm with the following Councillors in attendance: The Lord Mayor, Councillor Steven Issa and Councillors Bob Dwyer, Phil Bradley, Donna Davis, Pierre Esber, Michelle Garrard (Deputy Lord Mayor), Andrew Jefferies, Sameer Pandey, Dr Patricia Prociv, Bill Tyrrell, Andrew Wilson, Lorraine Wearne and Martin Zaiter.

MATTER OF URGENCY

MOTION (Garrard/)

That a procedural motion be granted to allow a consideration of a matter of urgency in relation to Bankwest Stadium that is owned by CommBank.

The Lord Mayor ruled the matter not urgent.

Note: Councillor Barrak returned to the meeting at 7:57pm during consideration of the Matter of Urgency.

12.3 SUBJECT FOR NOTATION: Investment Report for August 2021

REFERENCE F2021/00521 - D08214535

REPORT OF Tax and Treasury Accountant

3456 RESOLVED (Tyrrell/Zaiter)

That Council receive the Investment Report for August 2021.

12.4 SUBJECT FOR NOTATION: Minutes of Audit Risk and Improvement Committee Meeting held on 20 May 2021

REFERENCE F2021/00521 - D08204439

REPORT OF Coordinator Internal Audit

3457 RESOLVED (Esber/Tyrrell)

That Council notes the minutes of the Audit Risk and Improvement Committee meetings as provided at Attachment 1**.**

12.5 SUBJECT FOR APPROVAL: Interaction between Councillors and Staff Policy

REFERENCE F2021/00521 - D08202153

REPORT OF Governance Manager

3458 RESOLVED (Wearne/Pandey)

That Council defer consideration of this matter to a Councillor Workshop to be held on 29 September 2021.

12.6 SUBJECT FOR APPROVAL: Public Exhibition of Draft Councillors' Expenses and Facilities Policy

REFERENCE F2021/00521 - D08216125

REPORT OF Executive Officer

3459 RESOLVED (Wearne/Pandey)

That Council defer consideration of this matter to a Councillor Workshop to be held on 29 September 2021.

12.7 SUBJECT FOR APPROVAL: 2021 Local Government NSW Annual Conference

REFERENCE F2021/00521 - D08216153

REPORT OF Executive Officer

3460 RESOLVED (Esber/Tyrrell)

(a) **That** Council nominate the following ten (10) Councillors to be Council's voting delegates for the 2021 Local Government NSW online Annual Conference, being held on 29 November 2021:
- Lord Mayor Councillor Issa
- Councillor Bradley
- Councillor Dwyer
- Councillor Esber
- Councillor Jefferies
- Councillor Tyrrell
- Councillor Pandey
- Councillor Prociv
- Councillor Wearne.

(b) **That** Council nominate the following nine (9) Councillors and two (2) alternatives to be Council's voting delegates for the 2021 Local Government NSW Board Elections, to be held by postal vote between 27 October and 24 November 2021:
- Lord Mayor Councillor Issa
- Councillor Davis
- Councillor Esber
- Councillor Jefferies
- Councillor Tyrrell
- Councillor Pandey
- Councillor Prociv
- Councillor Wearne
- Councillor Zaiter
- Councillor Bradley (Alternate)
- Councillor Dwyer (Alternate).

(c) **Further, that** Council note the 2021 Local Government NSW Annual Conference is being delivered in a split format due to current Covid-19 restrictions and the postponement of the local government elections as outlined in the report background.

12.8 SUBJECT SUPPLEMENTARY REPORT FOR APPROVAL: Proposed extension of current COVID Relief Package

REFERENCE F2021/00521 - D08241869

REPORT OF Acting Senior Project Officer

MOTION (Tyrrell/Esber)

(a) **That** Council approve the extension of ten action items (1(c) i.-x.) previously endorsed on the 26 July 2021, for a further three months until 31 December 2021:

i. (F1) Waiver of interest on late rate payments - The Council will waive interest on late payments for Council rates, where ratepayers satisfy the hardship criteria (as set out in the Rates Hardship Policy).
ii. (F2) Payment Plans for Late Rate Payments - The Council will put in place payment plans for late payments for Council Rates, where ratepayers are suffering financial hardship and satisfy the hardship criteria (as set out in the Rates Hardship Policy).
iii. (F3) 7-day Payment of Goods – The Council will reintroduce 7-day payment processing periods for local small and medium suppliers of goods.
iv. (F5(a)) Waiver of License and Hire Fees - The Council will waive pre-paid and ongoing licence and hire fees for outdoor dining, food stalls, temporary premises, and non-commercial advertising.
v. (F5(b)) Waiver of License and Hire Fees – The Council will waive pre-paid and ongoing licence and hire fees for community halls, parks, and community venues.
vi. (F5(c)) Waiver of Outdoor Dining Fees - License and Approvals – The Council will waive the licence and approval fees for outdoor dining licences across the LGA, including Parramatta Square.
vii. (F6) On Street Parking – The Council will put in place a range of measures to provide grace periods and cautions for time limited on street parking spaces; however, Council will continue to enforce illegal parking to ensure public safety and turnover for short stay parking to support local businesses. Council will also reduce and change time limits in a number of local on street parking locations to facilitate takeaway services, support local business and hospital staff. These measures will remain in place until occupancy reaches 80% of 2019's vehicle volumes or at Councils discretion.
viii. (F7a) Waiver of Rents – The Council will waive all rents for Council owned assets which are occupied by community groups, essential services and not for profit organisations.
ix. (F7b) Waiver of Rents – Affordable Housing Dwellings - The Council will provide rent relief for tenants of City of Parramatta Council's Affordable Housing Dwellings, if tenants qualify for financial hardship and a request is made for rent reduction.
x. (H3) Evening Lighting Trial of Council's sportsgrounds - That Council implement a park night lighting trial across the entire Local Government Area.

(b) **Further, that** Council notes the State Government's intention to provide $250,000 to Council to contribute to on-the-ground emergency relief efforts in relation to the impacts of COVID-19, and resolves that to meet required timeframes, expenditure of these funds will occur in one of the following ways:
i. Through existing procurement policy and financial delegations; and/or

ii. Via delegated authority to the Chief Executive Officer to award ad-hoc grants, under the Community Capacity Building category of the Community Grants program, where grants are directly related to emergency relief provision as a result of lockdown restrictions.

AMENDMENT (Pandey/Davis)

(a) **That** Council approve the extension of ten action items (1(c) i.-x.) previously endorsed on the 26 July 2021, for a further three months until 31 December 2021:

i. (F1) Waiver of interest on late rate payments - The Council will waive interest on late payments for Council rates, where ratepayers satisfy the hardship criteria (as set out in the Rates Hardship Policy).

ii. (F2) Payment Plans for Late Rate Payments - The Council will put in place payment plans for late payments for Council Rates, where ratepayers are suffering financial hardship and satisfy the hardship criteria (as set out in the Rates Hardship Policy).

iii. (F3) 7-day Payment of Goods – The Council will reintroduce 7-day payment processing periods for local small and medium suppliers of goods.

iv. (F5(a)) Waiver of License and Hire Fees - The Council will waive pre-paid and ongoing licence and hire fees for outdoor dining, food stalls, temporary premises, and non-commercial advertising.

v. (F5(b)) Waiver of License and Hire Fees – The Council will waive pre-paid and ongoing licence and hire fees for community halls, parks, and community venues.

vi. (F5(c)) Waiver of Outdoor Dining Fees - License and Approvals – The Council will waive the licence and approval fees for outdoor dining licences across the LGA, including Parramatta Square.

vii. (F6) On Street Parking – The Council will put in place a range of measures to provide grace periods and cautions for time limited on street parking spaces; however, Council will continue to enforce illegal parking to ensure public safety and turnover for short stay parking to support local businesses. Council will also reduce and change time limits in a number of local on street parking locations to facilitate takeaway services, support local business and hospital staff. These measures will remain in place until occupancy reaches 80% of 2019's vehicle volumes or at Councils discretion.

viii. (F7a) Waiver of Rents – The Council will waive all rents for Council owned assets which are occupied by community groups, essential services and not for profit organisations.

ix. (F7b) Waiver of Rents – Affordable Housing Dwellings - The Council will provide rent relief for tenants of City of Parramatta Council's Affordable Housing Dwellings, if tenants qualify for financial hardship and a request is made for rent reduction.

x. (H3) Evening Lighting Trial of Council's sportsgrounds - That Council implement a park night lighting trial across the entire Local Government Area.

(b) **That** Council notes the State Government's intention to provide $250,000 to Council to contribute to on-the-ground emergency relief efforts in relation to the impacts of COVID-19, and resolves that to meet required timeframes, expenditure of these funds will occur in one of the following ways:

i. Through existing procurement policy and financial delegations; or

ii. Via delegated authority to the Chief Executive Officer to award ad-hoc grants, under the Community Capacity Building category of the Community Grants program, where grants are directly related to emergency relief provision as a result of lockdown restrictions.

(c) **Further, that** a report be provided to the next Council Meeting regarding the implications of an EOI process to donate used computers and laptops through a digital donation program (including any licensing implications) during this period to registered Community based organisations within City of Parramatta and the license implications.

The amendment was accepted by Councillor Tyrrell as the mover of the motion.

The motion moved by Councillor Tyrrell and seconded by Councillor Esber on being put was declared CARRIED.

3461 RESOLVED (Tyrrell/Esber)

(a) **That** Council approve the extension of ten action items (1(c) i.-x.) previously endorsed on the 26 July 2021, for a further three months until 31 December 2021:

i. (F1) Waiver of interest on late rate payments - The Council will waive interest on late payments for Council rates, where ratepayers satisfy the hardship criteria (as set out in the Rates Hardship Policy).

ii. (F2) Payment Plans for Late Rate Payments - The Council will put in place payment plans for late payments for Council Rates, where ratepayers are suffering financial hardship and satisfy the hardship criteria (as set out in the Rates Hardship Policy).

iii. (F3) 7-day Payment of Goods – The Council will reintroduce 7-day payment processing periods for local small and medium suppliers of goods.

iv. (F5(a)) Waiver of License and Hire Fees - The Council will waive pre-paid and ongoing licence and hire fees for outdoor dining, food stalls, temporary premises, and non-commercial advertising.

v. (F5(b)) Waiver of License and Hire Fees – The Council will waive pre-paid and ongoing licence and hire fees for community halls, parks, and community venues.
vi. (F5(c)) Waiver of Outdoor Dining Fees - License and Approvals – The Council will waive the licence and approval fees for outdoor dining licences across the LGA, including Parramatta Square.
vii. (F6) On Street Parking – The Council will put in place a range of measures to provide grace periods and cautions for time limited on street parking spaces; however, Council will continue to enforce illegal parking to ensure public safety and turnover for short stay parking to support local businesses. Council will also reduce and change time limits in a number of local on street parking locations to facilitate takeaway services, support local business and hospital staff. These measures will remain in place until occupancy reaches 80% of 2019's vehicle volumes or at Councils discretion.
viii. (F7a) Waiver of Rents – The Council will waive all rents for Council owned assets which are occupied by community groups, essential services and not for profit organisations.
ix. (F7b) Waiver of Rents – Affordable Housing Dwellings - The Council will provide rent relief for tenants of City of Parramatta Council's Affordable Housing Dwellings, if tenants qualify for financial hardship and a request is made for rent reduction.
x. (H3) Evening Lighting Trial of Council's sportsgrounds - That Council implement a park night lighting trial across the entire Local Government Area.

(b) **That** Council notes the State Government's intention to provide $250,000 to Council to contribute to on-the-ground emergency relief efforts in relation to the impacts of COVID-19, and resolves that to meet required timeframes, expenditure of these funds will occur in one of the following ways:
i. Through existing procurement policy and financial delegations; or
ii. Via delegated authority to the Chief Executive Officer to award ad-hoc grants, under the Community Capacity Building category of the Community Grants program, where grants are directly related to emergency relief provision as a result of lockdown restrictions.

(c) **Further, that** a report be provided to the next Council Meeting regarding the implications of an EOI process to donate used computers and laptops through a digital donation program (including any licensing implications) during this period to registered Community based organisations within City of Parramatta and the license implications.

Note: Councillor Wilson left the Chamber at 8:21pm during consideration of the Item 12.8 and was not present in the Chamber for the vote thereon.

13. ACCESSIBLE

13.1 SUBJECT FOR APPROVAL: Reappointment of Community Representatives to the Parramatta Local Planning Panel

REFERENCE F2021/01980 - D08194263

REPORT OF Strategic Business Manager

MOTION (Davis/Wearne)

(a) **That** Council reappoint the current community representative members (named in paragraph 20) of the Parramatta Local Planning Panel until 31 March 2022.

(b) **Further, that** appropriate actions to be taken to commence the recruitment and selection and appointment of community representatives immediately with a list of suitable applicants to be reported to the next term of Council.

AMENDMENT (Dwyer/Zaiter)

That Council reappoint the current community representative members (named in paragraph 20) of the Parramatta Local Planning Panel until 29 February 2024.

The amendment moved by Councillor Dwyer and seconded by Councillor Zaiter on being put was declared LOST.

The motion moved by Councillor Davis and seconded by Councillor Wearne on being put was declared CARRIED.

3462 RESOLVED (Davis/Wearne)

(a) **That** Council reappoint the current community representative members (named in paragraph 20) of the Parramatta Local Planning Panel until 31 March 2022.

(b) **Further, that** appropriate actions to be taken to commence the recruitment and selection and appointment of community representatives immediately with a list of suitable applicants to be reported to the next term of Council.

Note: Councillor Dwyer requested that his name be recorded as having voted against the decision taken on this matter.

Note:
1. **Councillor Wilson returned to the Chamber at 8:29pm during consideration of the Item 13.1.**
2. **Councillor Dwyer left the Chamber at 8:34pm and returned at 8:35pm during the consideration of Item 13.1.**

13.2 SUBJECT FOR APPROVAL: Free Parking - Ticket Parking Machines (On-Street) and Multi Level Carpark - Christmas Festive Period

REFERENCE F2021/00521 - D08212390

REPORT OF Manager Paid Parking

MOTION (Garrard/Zaiter)

That Council approve:

i. The City's parking meters be switched off and no parking fee be charged for on street parking in the meter's location between 24 December 2021 to 4 January 2022 inclusive.
ii. The provision of free parking at Council owned parking stations for one (1) day on 24 December 2021.

AMENDMENT (Barrak/Esber)

That Council approve:

i. The City's parking meters be switched off and no parking fee be charged for on street parking in the meter's location between 24 December 2021 to 4 January 2022 inclusive.
ii. The provision of free parking at Council owned parking stations between 24 December 2021 to 4 January 2022 inclusive.

The amendment moved by Councillor Barrak and seconded by Councillor Esber on being put was declared LOST.

The motion moved by Councillor Garrard and seconded by Councillor Zaiter on being put was declared CARRIED.

3463 RESOLVED (Garrard/Zaiter)

That Council approve:

i. The City's parking meters be switched off and no parking fee be charged for on street parking in the meter's location between 24 December 2021 to 4 January 2022 inclusive.
ii. The provision of free parking at Council owned parking stations for one (1) day on 24 December 2021.

Note: Councillor Davis left the Chamber at 8:41pm and returned at 8:45pm during consideration of Item 13.2.

13.3 SUBJECT FOR APPROVAL: Public Exhibition of the Dunlop Street (Epping) Pedestrian and Cyclist Paths, and George Street East (Parramatta) Pedestrian and Cyclist Paths

REFERENCE F2021/00521 - D08206857

REPORT OF Senior Project Officer Transport Planning

3464 RESOLVED (Esber/Tyrrell)

(a) **That** Council approve the attached draft Dunlop Street pedestrian and cyclist paths at Attachment 1 for the purposes of exhibition.

(b) **That** Council approve the attached draft George Street East pedestrian and cyclist paths at Attachment 2**,** for the purposes of exhibition.

(c) **That** the draft plans be placed on exhibition for a minimum period of 28 days.

(d) **Further, that** the outcomes of public exhibition of the plans be reported to Parramatta Traffic Committee, and in turn to Council.

14. GREEN

Nil

15. WELCOMING

15.1 SUBJECT SUPPLEMENTARY LATE REPORT FOR APPROVAL: Citizen of the Year Awards Policy

REFERENCE F2021/00521 - D08023479

REPORT OF City Events & Festivals Manager

3465 RESOLVED (Tyrrell/Garrard)

(a) **That** it be noted that the Citizen of the Year Awards is currently administered by a Terms of Reference.

(b) **Further that,** Council approve the City of Parramatta Citizen of the Year Awards Policy which will supersede the previous Terms of Reference.

16. THRIVING

Nil

17. INNOVATIVE

17.1 SUBJECT FOR APPROVAL: Post exhibition Draft Development Control Plan for the Telopea Precinct

REFERENCE F2019/00327 - D08093458

REPORT OF Senior Project Officer Land Use Planning; Team Leader Land Use Planning

MOTION (Tyrrell/Garrard)

(a) **That** Council receives and notes the submissions received during the public exhibition of the Draft Development Control Plan for the Telopea Precinct which are summarised at Attachments 2 and 3.

(b) **That** Council approves finalisation of the Development Control Plan (DCP) for the Telopea Precinct at Attachment 5 including the minor amendments, which will repeal the existing controls relating to the Telopea Precinct in Section 4.1.11 of the Parramatta DCP 2011 and that the amendments come into effect from the date of the public notice of Council's decision.

(c) **Further, that** Council authorise the Chief Executive Officer (CEO) to correct any minor anomalies of a non-policy and administrative nature relating to the finalisation of the DCP that may arise.

AMENDMENT (Esber/Wilson)

That Council defer consideration of this matter for two (2) weeks to allow for senior planning staff to meet with the community.

The amendment was accepted by Councillor Tyrrell as mover of the original motion.

The motion moved by Councillor Tyrrell and seconded by Councillor Garrard on being put was declared CARRIED.

DIVISION A division was called, the result being:-

AYES: Councillors Barrak, Bradley, Davis, Esber, Garrard, Jefferies, Pandey, Prociv, Tyrrell, Wearne, Wilson and Zaiter

NOES: Councillors Dwyer and Issa

3466 RESOLVED (Tyrrell/Garrard)

That Council defer consideration of this matter for two (2) weeks to allow for senior planning staff to meet with the community.

Note:
The Lord Mayor vacated the Chair at 8:54pm during the discussion of the amendment moved by Councillor Esber. The Deputy Lord Mayor assumed the Chair. The Lord Mayor resumed the chair at 8:58pm during the discussion of the amendment moved by Councillor Esber.

17.2 SUBJECT SUPPLEMENTARY REPORT FOR APPROVAL: Planning Proposal and associated processes - 355 & 375 Church St, Parramatta

REFERENCE RZ/10/2018 - D08073201

REPORT OF Land Use Planning Manager

MOTION (Garrard/Esber)

(a) **That** Council note the correspondence from the Department of Planning, Infrastructure and Environment (DPIE) summarised in this report regarding this Planning Proposal.

(b) **That** the existing Planning Proposal for 355-375 Church St, Parramatta be amended to remove provisions consistent with the CBD Planning Proposal, while retaining the provision pertaining to a bespoke parking rate for take away food and drink premises at this site.

(c) **That** the amended Planning Proposal (as at Attachment 1) be resubmitted to the DPIE as a new Planning Proposal seeking a new Gateway determination.

(d) **That**, pending a new Gateway determination from DPIE in line with the amendments outlined in (b) above, Council:

1 advise DPIE that it no longer wishes to pursue the existing Planning Proposal process, as the amended Planning Proposal described above will replace it as a new Planning Proposal, and
2 exhibit the Planning Proposal.

(e) **That** negotiation of a Planning Agreement at this site cease, recognising that infrastructure contributions for this site will instead be made as part of a future Development Application (DA) in line with the relevant Contributions Plan in place for the CBD at that time.

(f) **That** Council officers prepare a draft Development Control Plan (DCP) and it be endorsed under delegation by the Chief Executive Officer for the purpose of public exhibition in accordance with the following principles:

1 Further defining the preferred two-tower scheme, including podium heights and tower setbacks, with a view to minimising any non-compliances with relevant Apartment Design Guide requirements but acknowledging that some non-compliances will remain;
2 Establishing an appropriate relationship to, and mitigating impacts on, proximate heritage items;
3 Resolving traffic issues (including sightlines, vehicle queueing, pedestrian safety and minimising any impact of the development on Parramatta Light Rail and the surrounding road network, including restricting turning right from Victoria Road into the site);
4 Demonstrating adaptive re-use potential of the drive-through facility and at least some of the parking spaces proposed;
5 Establishing an appropriate relationship to the 385 Church Street isolated site (including built form controls for an unamalgamated scenario, and a direction for an

amalgamated scenario that maintains the two towers while seeking to increase inter-building separation and tower setbacks);

6 Appropriately managing the environmental quality impacts of the proposed podium uses (particularly noise, air pollution and odour);

7 Ensuring that footpath widening and the “notch” in the centre of the site are marked appropriately in the DCP to support future public access;

8 Ensuring the building appropriately addresses the potential future through-block link;

9 Require a comprehensive Crime Prevention through Environmental Design (CPTED) report at Development Application stage and ensure that building design implements CPTED principles; and

10 Ensuring that podium landscaping makes a positive contribution to public and private domain.

(g) **That**, prior to exhibition of the draft DCP, Council consult with the landowners of 385 Church Street on the draft DCP about the controls pertaining to their land.

(h) **That** the exhibition of the Planning Proposal and DCP need not occur concurrently.

(i) **Further, that** Council delegates to the Chief Executive Officer to make any changes of a minor, administrative and/or non-policy nature that may arise during progression of the relevant Planning Proposal.

AMENDMENT (Wilson/Barrak)

(a) **That** Council note the correspondence from the Department of Planning, Infrastructure and Environment (DPIE) summarised in this report regarding this Planning Proposal.

(b) **That** the existing Planning Proposal for 355-375 Church St, Parramatta be amended to remove provisions consistent with the CBD Planning Proposal, while retaining the provision pertaining to a bespoke parking rate for take away food and drink premises at this site.

(c) **That** the amended Planning Proposal (as at **Attachment 1**) be resubmitted to the DPIE as a new Planning Proposal seeking a new Gateway determination.

(d) **That**, pending a new Gateway determination from DPIE in line with the amendments outlined in (b) above, Council:

1 advise DPIE that it no longer wishes to pursue the existing Planning Proposal process, as the amended Planning Proposal described above will replace it as a new Planning Proposal, and

2 exhibit the Planning Proposal.

(e) **That** negotiation of a Planning Agreement at this site cease, recognising that infrastructure contributions for this site will instead be made as part of a future Development Application (DA) in line with the relevant Contributions Plan in place for the CBD at that time.

(f) **That**, prior to exhibition of the draft DCP, Council consult with the landowners of 385 Church Street on the draft DCP about the controls pertaining to their land.

(g) **That** the exhibition of the Planning Proposal and DCP need not occur concurrently.

(h) **Further, that** Council delegates to the Chief Executive Officer to make any changes of a minor, administrative and/or non-policy nature that may arise during progression of the relevant Planning Proposal.

FORESHADOWED MOTION (Wearne/)

That Council defer consideration of this matter to a Councillor Workshop to seek clarity on parking rates, the drive through and the traffic study.

The foreshadowed motion was accepted by Councillor Garrard as mover of the original motion.

MOTION (Garrard/Esber)

That Council defer consideration of this matter to a Councillor Workshop to seek clarity on parking rates, the drive through and the traffic study.

The amendment moved by Councillor Wilson and seconded by Councillor Barrak on being put was declared LOST.

DIVISION A division was called, the result being:-

AYES: Councillors Barrak and Wilson

NOES: Councillors Bradley, Davis, Dwyer, Esber, Garrard, Issa, Jefferies, Pandey, Prociv, Tyrrell, Wearne and Zaiter

The motion moved by Councillor Garrard and seconded by Councillor Esber on being put was declared CARRIED.

DIVISION A division was called, the result being:-

AYES: Councillors Barrak, Bradley, Davis, Dwyer, Esber, Garrard, Issa, Jefferies, Pandey, Prociv, Tyrrell, Wearne, Wilson and Zaiter

NOES: Nil

3467 RESOLVED (Garrard/Esber)

That Council defer consideration of this matter to a Councillor Workshop to seek clarity on parking rates, the drive through and the traffic study.

18. NOTICES OF MOTION

Nil

19. QUESTIONS WITH NOTICE

19.1 SUBJECT QUESTION WITH NOTICE: Wistaria Gardens and Glengarriff House

REFERENCE F2021/00521 - D08228042

FROM Councillor Davis

QUESTION

At the 9 June 2020 Council meeting Councillor Davis moved a notice of motion regarding the delay of the 2017 NSW Government decision to transfer Wistaria Gardens from NSW Health to the Parramatta Park Trust.

In response, the Lord Mayor wrote to the Chief Executive of Western Sydney Local Health District and a reply was received advising that the matter had been referred to the Minister for Health and Research.

1. Has Council received any correspondence from the Minister and/or other NSW Government departments or agencies regarding a date for the transfer of Wistaria Gardens and Glengarriff House to Parramatta Park?

2. If Council has received any correspondence from or engaged in any discussions with the NSW Government or agencies about the transfer of Wistaria Gardens and Glengarriff House what, if anything has been discussed/resolved to this point including a date for transfer?

3. Is the Governor's Walk included in the land transfer from NSW Health to Parramatta Park Trust?

4. Can Council provide information about the long-term plan of management for the Governor's Walk?

CHIEF OF STAFF RESPONSE

1. The Office of the Lord Mayor received a response from The Hon Brad Hazzard MP, Minister for Health on 1 February 2021. This response was circulated to all Councillors on 2 February 2021.

2. The Office of the Lord Mayor received a response from The Hon Brad Hazzard MP, Minister for Health on 1 February 2021. This response was circulated to all Councillors on 2 February 2021.

3. Council staff are not aware of the specific site details or any other terms of any proposed transfer.

4. Council staff are not aware of any such plans.

Note:

1. **Councillor Tyrrell left the Chamber at 9:24pm and returned at 9:27pm during consideration of Item 19.1.**
2. **Councillor Garrard left the Chamber at 9:23pm and returned at 9.25pm during consideration of Item 19.1.**
3. **Councillor Esber left the Chamber at 9:23pm and returned at 9.27pm during consideration of Item 19.1.**
4. **Councillor Zaiter left the Chamber at 9:29pm and returned at 9:27pm during consideration of Item 19.1.**

19.2 SUBJECT QUESTION WITH NOTICE: Questions Taken on Notice from Council Meeting - 13 September 2021

REFERENCE F2021/00521 - D08226390

FROM Governance Manager

QUESTIONS TAKEN ON NOTICE FROM THE COUNCIL MEETING OF 13 SEPTEMBER 2021

Item	Subject	Councillor	Question
14.1	Sustainability Rebates and Small Grants Program	Prociv	When will the grant applications be available? Will they be available all year? Will there be multiple rounds for these grants?
18.2	Notice of Motion – Project Budgets in Property & Place Division	Garrard	What is the financial implications around the amendment (*which became the resolution)*, noting that the original motion had a $50,000 financial implication?
19.2	Questions Taken on Notice from Council Meeting – 23 August 2021	Garrard	Should the information contained within the Question Taken on Notice at the last Council Meeting be answered in closed session?

STAFF RESPONSE

Item	Subject	Councillor	Question	Answer	Executive Director
14.1	Sustainability Rebates and Small Grants Program	Prociv	When will the grant applications be available? Will they be available all year?	Available from December 2021 for the remainder of financial year, or until the budgets are	City Assets & Operations

			Will there be multiple rounds for these grants?	expended / claimed. The intention is for only 1 round per financial year. However, if budgets are increased, up to 2 rounds maybe possible.	
18.2	Notice of Motion – Project Budgets in Property & Place Division	Garrard	What is the financial implications around the amendment (*which became the resolution)*, noting that the original motion had a $50,000 financial implication?	To provide Councillors with a report that explains current processes and recommend process improvements to better manage scope, budget and timing of a project we will be undergoing a two stage process: Stage 1 will be to engage an external consultant to review current processes and identify improvements for the life of a major project from ideation to delivery. This is estimated at a cost of $15,000 to $20,000. Stage 2 will be to receive an MPAC assurance on the processes and any recommended changes agreed upon by the Executive for the life of a major project.	Property & Place

				This is estimated at a cost of $10,000 to $15,000. The cost of this report will be charged to the PDG Consultancy budget line therefore having no unbudgeted impact on Council's current approved budget.	
19.2	Questions Taken on Notice from Council Meeting – 23 August 2021	Garrard	Should the information contained within the Question Taken on Notice at the last Council Meeting be answered in closed session?	Section 53 of the Local Government Act states that Councils must keep a register of all land vested in it or under its control. The register must include (inter alia) *particulars of any agreement (including any lease or licence) entered into by the council with respect to the land.* The land register is prescribed as open access information under the Government Information (Public Access) Act 2009.	Corporate Services

20. CLOSED SESSION

3469 RESOLVED (Tyrrell/Esber)

That members of the press and public be excluded from the meeting of the Closed Session and access to the correspondence and reports

relating to the items considered during the course of the Closed Session be withheld. This action is taken in accordance with Section 10A(s) of the Local Government Act, 1993 as the items listed come within the following provisions:-

1 FOR APPROVAL: Tender 19/2020 Stage 2 Request for Quote (RFQ) for Advertising Services for Billboards. (D08211664) - *This report is confidential in accordance with section 10A (2) (d) of the Local Government Act 1993 as the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*

2 FOR APPROVAL: Tender 1/2021 Upgrade of Rydalmere Park, Field 1 & 2, Rydalmere. (D08144159) - *This report is confidential in accordance with section 10A (2) (d) of the Local Government Act 1993 as the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*

20.1 SUBJECT FOR APPROVAL: Tender 19/2020 Stage 2 Request for Quote (RFQ) for Advertising Services for Billboards

REFERENCE F2020/02353 - D08211664

REPORT OF Category Manager Shared Services

3470 RESOLVED (Tyrrell/Wilson)

(a) **That** the proposal submitted by JCDecaux Australia Trading Pty Ltd (ABN: 49 059 604 278) for the provision of Advertising Services be accepted.

(b) **That** all unsuccessful tenderers be advised of Council's decision in this matter.

(c) **Further, that** the Chief Executive Officer be given delegated authority to execute the necessary documents.

20.2 SUBJECT FOR APPROVAL: Tender 1/2021 Upgrade of Rydalmere Park, Field 1 & 2, Rydalmere

REFERENCE F2021/01075 - D08144159

REPORT OF Manager Capital Projects

3471 RESOLVED (Tyrrell/Barrak)

(a) **That** Council approve appointment of the preferred proponent for the upgrade of the southern playing fields (Fields 1 and 2) at Rydalmere Park, Rydalmere for the contract sum as outlined in paragraph 12 of the report.

(b) **That** all unsuccessful tenderers be advised of Council's decision in this matter.

(c) **Further, that** Council delegate authority to the Chief Executive Officer to finalise and execute all necessary documents.

21. REPORTS OF RESOLUTIONS PASSED IN CLOSED SESSION

The Chief Executive Officer read out the resolutions for Items 20.1 and 20.2.

22. CONCLUSION OF MEETING

The meeting terminated at 9:36pm.

THIS PAGE AND THE PRECEDING 26 PAGES ARE THE MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON MONDAY, 27 SEPTEMBER 2021 AND CONFIRMED ON MONDAY, 11 OCTOBER 2021.

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Chairperson

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FAIR

11 OCTOBER 2021

12.1 FOR NOTATION: Quarter Four Progress Report - Delivery Program and Operational Plan 2020/21 36

12.2 FOR NOTATION: Annual Returns for Designated Persons 124

12.3 FOR APPROVAL: Interaction between Councillors and Staff Policy (Deferred Item) 270

12.4 FOR APPROVAL: Public Exhibition of Draft Councillors' Expenses and Facilities Policy (Deferred Item) 310

FAIR

ITEM NUMBER	12.1
SUBJECT	FOR NOTATION: Quarter Four Progress Report - Delivery Program and Operational Plan 2020/21
REFERENCE	F2020/03674 - D08017101
REPORT OF	Corporate Strategy Manager

PURPOSE:

To present Council's Quarter Four progress on implementing the Delivery Program 2018-21 and Operational Plan 2020/21.

RECOMMENDATION

That Council receive and note the Quarter Four Progress Report on the Delivery Program 2018-21 (Operational Plan 2020/21).

BACKGROUND

1. The Local Government Act 1993 and Integrated Planning and Reporting Guidelines 2021 require that the General Manager (Chief Executive Officer) provide progress reports to the Council with respect to the principal activities detailed in the Delivery Program at least every six months.

2. At its meeting of 13 July 2020, Council adopted a Delivery Program for 2018-2021 (the Plan), inclusive of the Year Three Operational Plan & Budget for 2020/21. The structure of the Plan reflects the six Strategic Goals of the City's Community Strategic Plan (CSP) – *Fair, Accessible, Green, Welcoming, Thriving, and Innovative.*

ISSUES/OPTIONS/CONSEQUENCES

3. The Quarter Four Progress Report (the Report) in Attachment 1 provides an update on progress made in the final quarter, and through the 2020/21 financial year, against the Principal Activities, Focus Areas and Service Measures in the Plan.

4. The Report is structured by the six Goals from City of Parramatta's CSP. An Exceptions Report listing only Focus Areas 'off track' or 'on hold', and Service Measures 'not achieved', is provided in pages 5 to 20 of the Report.

5. After notation by Council, the Report will be published on the *Quarterly and Annual Reporting* section of Council's website.

6. Council's Annual Report 2020/21 is currently in development and will be completed by the statutory deadline of 30 November 2021.

7. The City's End of Term Report on implementing the CSP is also in development. It will be presented at the final meeting of this Council term (22 November).

Q4 status summary of Focus Areas and Service Measures

8. Ongoing COVID-19 public health orders and changes in community behaviours affected Council services in 2020/21. These impacts are reflected in the Report, with a number of action items reporting this as a contributor for abnormal or off target performance.

9. At 30 June 2021, 79% of Council's 161 Focus Areas were reported as either completed or progressing on track. A further 20% were reported as either progressing off track or on hold.

Focus Area status	#	%
Completed	107	66%
Progressing – on track	21	13%
Progressing – off track	23	14%
On hold / stopped	9	6%
Not due to start	1	1%
Total	**161**	**100%**

10. At 30 June 2021, 66% of Council's 118 Service Measures were reported as achieved or on track to achieve their targets. 29% were reported as not achieved, with at least 20 of these 34 Service Measures citing COVID-19 related impacts to their service. For 5% of measures, data was reported as not available or not due in this period.

Service Measure status	#	%
Achieved / on track	78	66%
Not achieved	34	29%
Data not available / Not due	6	5%
Total	**118**	**100%**

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
Jul - Aug 2021	Reporting officers; Executive Approvers	All business units with reportable items in the Plan have been consulted to compile the Report.	Final draft report finalised.	All business units, led by City Strategy

14 September 2021	Executive Team	Final draft approved.	Report finalised.	City Strategy

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
N/A	N/A	N/A	N/A	N/A

LEGAL IMPLICATIONS FOR COUNCIL

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

FINANCIAL IMPLICATIONS FOR COUNCIL

14. There are no financial implications for Council associated with this report.

	FY 20/21	FY 21/22	FY 22/23	FY 23/24
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	Nil	Nil	Nil	Nil
Funding Source	N/A	N/A	N/A	N/A
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil	Nil	Nil	Nil
Funding Source	N/A	N/A	N/A	N/A

Dayne Glinkowski
Corporate Strategy Manager

Nicole Carnegie
Acting Group Manager, City Strategy

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1⇩ Q4 Progress Report - Delivery Program and Operational Plan 2020/21 85 Pages

REFERENCE MATERIAL

CITY OF PARRAMATTA COUNCIL

Quarterly Progress Report

Quarter Four 2020/21

CITY OF PARRAMATTA

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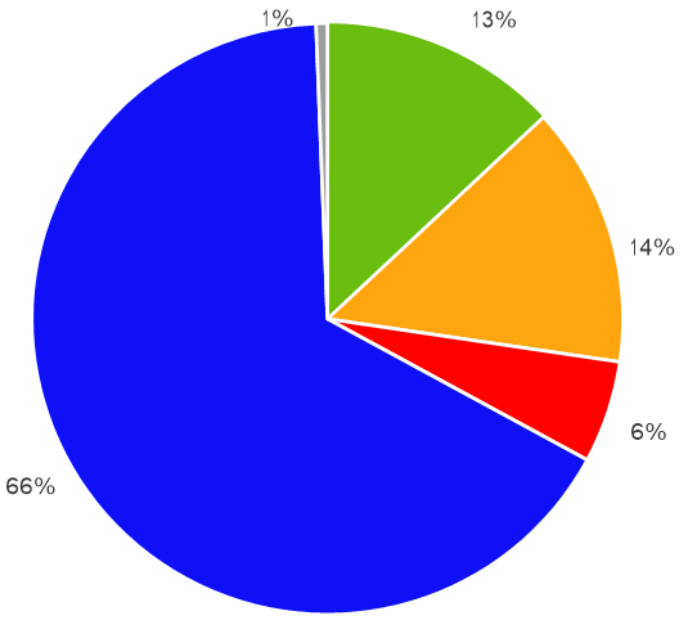
All of Council Summary – Focus Areas & Service Measures

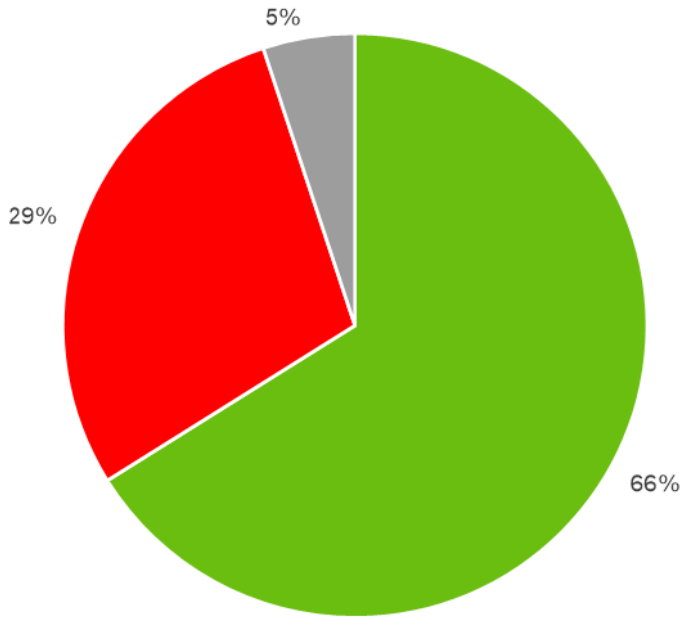
161 - Focus Areas

- 21 Progressing – on track
- 23 Progressing – off track
- 1 Not due to start
- 107 Completed
- 9 On hold /stopped



118 - Service Measures

- 78 Achieved – on track
- 34 Not achieved
- 6 Data not available / not due



About this Progress Report

The Quarterly Progress Report is structured to reflect the six goals of the Community Strategic Plan.

FAIR

We can all benefit from the opportunities our city offers

ACCESSIBLE

We can all get to where we want to go

GREEN

We care for and enjoy our environment

WELCOMING

We celebrate culture and diversity - past, present and future

THRIVING

We benefit from having a thriving CBD and local centres

INNOVATIVE

We collaborate and champion new ideas to create a better future

Each strategic goal is reported against using **two sets** of measures:

1. Service Measures – these measures consider the core business functions of our business units
2. Focus Areas – these measures track progress against specific operational plan activities

How to read this report

Council's Service Measures and Focus Areas are presented in tables like the examples below.

Service Measures

Outcome		Service	Measure & Target	Business Unit	Target	Q1 Actual	Comment	Status
T01.1	Residents, businesses, workers, students and visitors benefit from sustained strong economic performance across the City of Parramatta LGA. Partnerships support the delivery of our vision and priorities.	Work collaboratively to support sustainable economic growth by supporting small business, attracting investment, and leveraging strategic partnerships with key stakeholders	**Number of new businesses created** Increase number of new businesses	City Strategy		1,014.00		

Reference Only — *The desired Community Outcome for Core Services delivered by Council* — *A description of the Service provided by Council to achieve the Strategic Objective* — *The Measure allows us to monitor & the target allows us to assess our delivery progress or performance* — *Accountable Service Area* — *Target Full Year* — *Actual result for the quarter* — *Provide an overall unbiased, complete & balanced commentary, clearly & concisely identifying actual performance, goas & variances* — *Quarterly tracking indicator*

Focus Areas

1.2: Advocate for affordable and diverse housing ← *Community Strategic Plan Strategy*

1.2.1: Work in partnership (Government, Agencies, and Alliances) to develop approaches to increase the supply of more affordable housing for the City ← *Delivery Program Principle*

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
1.2.1.1	* Implement the Affordable Rental Housing Policy (P)	30/06/2021		City Strategy	25%	

Reference Only — *Describes the specific action that will be undertaken to support the principle activity.*
Council's roles:
(D) Deliver a range of programs & services,
(P) To build & facilitate strategic partnerships
(A) Advocate the needs & aspirations of the community — *Date for completion* — *Provide an overall unbiased, complete & balanced commentary, clearly & concisely identifying actual performance, gaps & variances* — *Council team responsible for delivering this Focus Area* — *What has been achieved this quarter?* — *Quarterly tracking indicator*

Exceptions Report - Focus Areas

This exceptions report lists only Focus Areas reported as "Progressing off track" and "On hold / stopped" this quarter.

KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed

D - Deliver
P - Partner
A - Advocate

Code	Focus Area	Due Date	Quarterly Comment	Business Unit	Progress	Q3 Status	Q4 Status
New to exceptions this quarter							
1.1.4.2	* Complete development of the online booking tool for community facilities, sports fields, parks and program ticketing (D)	30/06/2021	Council is on track toward a hard launch in October 2021. Key deliverables have been completed, including, familiarisation sessions, venue build, business rule integration & User Acceptance Testing ongoing. A Project Steering Group was established to oversee the overall delivery of the project and to manage any risks & issues beyond the capability of the project team.	Social & Community Services	90%		
1.3.1.1	* Develop and implement Council's Open Space & Recreation Plan (D)	30/06/2021	This action is dependent on the progress of the Sportsground Strategy. (April 2021 it was presented to City Assets & Environment then to ET; 3 May & 5 July 2021- Councillor Workshops; 26 July 2021- Council Meeting; and Public Exhibition to follow, pending Council approval).	Social & Community Services	80%		
2.3.1.3	Increase pedestrian activity by 5% per quarter by implementing the priority actions from Council's CBD Pedestrian Strategy to provide safe, accessible, and simple CBD pedestrian journeys (D)	30/06/2021	Despite delays to some projects, some significant elements of improved pedestrian connections have been completed in this financial year. Pedestrian and Cycle activity has increased partially due to COVID-19 restrictions.	City Strategy	70%		
3.2.2.1	Continue to monitor water quality at Lake Parramatta swimming site (twice yearly, Summer and Winter) to inform the development and implementation of an Integrated Water Plan for the City of Parramatta (D)	30/06/2021	The Summer water quality monitoring was completed to support swimming at Lake Parramatta. The Water Plan completion was delayed due to complexities with options modelled. Plan expected to be completed in 2021/22.	City Strategy	70%		

Code	Focus Area	Due Date	Quarterly Comment	Business Unit	Progress	Q3 Status	Q4 Status
3.4.2.2	* Develop a Tree Canopy Plan, incorporating protection of trees, increased tree diversity and a program of works for priority tree planting locations (D)	31/12/2020	Collecting reliable LGA wide data on existing canopy and tree removal has been more complex than anticipated.	City Strategy	75%		
3.5.3.1	Develop Urban Heat Reduction Strategy to cool the city and protect the community from heat waves and trail 2 urban cooling projects per year (D)	30/06/2021	The Urban Heat Plan has been on hold while the trial partnership projects progressed to completion. To be finalised as part of the City Resilience Planning.	City Strategy	75%		
3.6.6.1	Develop and deliver a Community Energy Plan which incorporates the consideration of energy saving initiatives such as solar in the City's upcoming major projects (D)	30/06/2021	The finalisation of the Energy Plan has been delayed while we refine and revise measures and targets as part of the review of the Environmental Sustainability Strategy. These changes have provided a solid basis for finalising the Community Energy Plan in the next quarter Q1 2021/22.	City Strategy	70%		
5.2.6.1	Riverside Lennox Bridge: Manage and administer a project development agreement for the external delivery of a premium grade mixed use 41 storey and 413 residential apartments tower at 12 Phillip Street, Parramatta (D)	31/05/2021	The development is due for completion in Q3 2021 due to delays with PLR works and COVID-19 shutdowns.	Property Development	90%		
5.4.1.2	Prepare and adopt a Late-Night Trading Development Control Plan to encourage and plan for a safe and vibrant night life (D)	30/06/2021	Due to resourcing constraints, this project is behind schedule.	City Strategy	85%		
6.1.1.4	* Review developer contributions, processes and financial planning (D)	30/06/2021	Progression has been limited due to resourcing issues and State Government announcements of a review of the Contributions Planning Framework. Aspects of this work have been put on hold pending the State Government review of the framework.	City Planning	35%		
6.2.2.1	Develop and implement Council's Domestic and Family Violence Action Plan (D)	30/06/2021	Draft Plan to be presented to Executive Team, prior to Councillor engagement via a Councillor Workshop and Council consideration of Action Plan.	Social & Community Services	95%		
6.3.1.1	Improve the capability of the Customer Service Request system and Council's customer service processes (D)	30/06/2021	Delay in launching UX enhanced and new services online due to the need to reprioritise work given available resources.	City Strategy	80%		

Code	Focus Area	Due Date	Quarterly Comment	Business Unit	Progress	Q3 Status	Q4 Status
6.3.8.1	Continue to implement the priority actions from Council's Cyber Security Strategy to minimise risk of data loss and external threats to systems and digital assets (D)	30/06/2021	Adjustments to the CyberSecurity program during the period resulted in the implementation of a Security Incident and Event Management system being delayed. Resource diverted to enabling secure mobility access and performance to assist working from home.	Information Technology	95%		
6.5.3.2	Review and maintain the Parramatta River Flood Study (D)	30/06/2021	Work is now progressing in line with a revised timeframe to support a change of scope to the project with the inclusion of Climate Change impacts and the implementation of the Parramatta Light Rail project. The Final Draft Flood Study report and flood mapping results is anticipated to be completed around mid-2022 and adoption by Council anticipated around October 2022.	City Assets & Environment	90%		
Still an exception this quarter							
1.1.1.1	Advance feasibility study completed, and recommendations considered by Council (D)	30/06/2021	No further progress achieved in Q4 on this focus area. However, progress is expected to be made in Q1 of 2021/22.	Social & Community Services	45%		
1.2.1.1	* Implement the Affordable Rental Housing Policy (P)	30/06/2021	Project paused. Progress depends on finalisation of the draft Development Contributions Plan (outside CBD) so that all development costs can be factored into feasibility. This draft Plan is yet to be endorsed by Council.	Social & Community Services	50%		
1.6.3.1	Develop and deliver an internal communications strategy that support Council programs and services (D)	30/06/2021	This project was not completed within the quarter due to other priority projects. The strategy is currently still in development; however, it is expected to be completed by the end of Q1 2021/22.	City Engagement	95%		
2.1.3.1	Implement maintenance projects on Council owned websites and digital platforms to ensure legal compliance with Web Content Accessibility Guidelines (WCAG) (D)	30/06/2021	Vision Australia WCAG 2.1 Audit was completed. It identified Council's website is compliant with 20 of the 50 Web Content Accessibility Guidelines 2.1 success criteria, demonstrating compliance gaps. The Audit will be reviewed in Q3/Q4 2021/22 to assess action required to improve compliance.	City Engagement & Experience	15%		

Code	Focus Area	Due Date	Quarterly Comment	Business Unit	Progress	Q3 Status	Q4 Status
3.1.1.4	* Develop Green Infrastructure Strategy to protect and increase our green infrastructure (trees, green grid, biodiversity & bushland) (D)	30/06/2021	The Green Infrastructure Plan is on hold. Prioritised development of the Central City Parkway Project and the Parramatta River Spatial Framework.	City Strategy	60%		
3.6.1.1	Conduct an independent review of Council practices to ensure that all aspects of Council's fleet management (Plant and vehicles): procurement, disposal, repair, emissions and maintenance systems are considered best practice (D)	30/06/2021	The reviewed policies are to be presented to the Consultative Committee in August and then wider consultation will take place. Finalisation is due by the end of the 2nd quarter of the next review period. Council has received the external review of City Operations fleet and a number of recommendations are to be actioned in 2021/22.	City Assets & Operations	90%		
3.6.4.1	Reduce Council energy emissions by delivering energy efficiency upgrades and implement renewable energy opportunities in Council buildings and facilities (D)	30/06/2021	Budgets supporting energy efficiency upgrades and solar renewable opportunities were reduced this year as part of the COVID-19 organisational savings. All minor energy upgrades have now been completed, with major works to be undertaken in 2021/22.	City Assets & Operations	75%		
4.4.1.1	Appoint an Indigenous Cultural Officer and develop new Aboriginal and Torres Strait Islander cultural programs and projects (D)	31/02/2021	Developing Aboriginal identified positions and resourcing will be a focus in the development of the successor to the Reconciliation Action plan.	City Culture	15%		
5.1.1.4	Host a bi-annual Investment attraction event to support inbound investment and industry development (D)	30/06/2021	This event was postponed due to COVID-19 ahead of its scheduled March 2020 date. This continues to be the case given the limitations of international visitation.	City Strategy	25%		
5.2.1.1	Implement and monitor the priority actions identified in the Cultural Plan and prepare annual implementation plans (D)	31/12/2021	Cultural Plan implementation is ongoing but slowed by impacts of COVID-19. Cultural Fund implementation process and governance is to be reviewed in 2021/22. Preparation is underway for successive Cultural Plan development in alignment with broader Community Strategic Plan development.	Community Services	30%		
5.2.1.2	Finalise and implement the Cultural Plan Implementation Framework and Fund (D)	30/06/2021	Cultural Plan implementation ongoing, Cultural Fund implementation process and governance to be reviewed in 2021/22 as part of new model of Cultural Strategy and Cultural Service delivery coordination.	City Culture	25%		

Code	Focus Area	Due Date	Quarterly Comment	Business Unit	Progress	Q3 Status	Q4 Status
5.2.3.1	Re-develop Riverside Theatres in partnership with NSW Government (P)	30/06/21	The joint venture arrangements with the NSW Government have been concluded, and City of Parramatta endorsed a strategy for the Riverside Theatre redevelopment proposal on 26 July 2021.	Property Development Group	50%		
5.2.8.1	Execute of the whole of property asset strategy (D)	31/12/2023	A new General Manager of Property Security, Assets and Services has been recruited, the whole of property asset strategy is a deliverable of the new GM.	Property, Security, Assets & Services	10%		
5.3.5.2	Set design and program priorities for the implementation of the Civic Link Framework Plan (connecting Parramatta Square to the Parramatta River City foreshore) (D)	30/06/2021	Draft DCP for Blocks 2, 3, 4 delayed due to Metro coordination and alignment with CBD DCP timeframes. Business case for public domain delivery has been approved and delivery planning commenced.	City Design	65%		
6.3.1.2	Implement outcomes of service excellence review to improve customer service processes and further enhancing the positive customer experience of council (D)	30/06/2021	Resources have been realigned to prioritise Digital Transformation work.	City Strategy	25%		
6.4.2.1	Agree a new governance structure for Westmead Alliance (P, A)	30/06/2021	The NSW Government is reviewing the submissions made to the draft Westmead Place Strategy, including that submitted by Council.	City Strategy	25%		
6.5.2.1	Complete review of the delivery of infrastructure by third party VPA, PDA etc. (asset need, value for money, quality assurance and handover) (D)	30/06/2021	Work on improving the VPA and the like, process is still being undertaken across several Directorates primarily led by PDG, with an approved new framework being developed. Associated work is also being undertaken as part of the CA&O's general review including the review of the Capital Project delivery process. Work will continue throughout this financial year.	City Assets & Environment	75%		
6.5.5.1	Implement ATSI Employment Strategy and Disability Inclusion Action Plan to ensure a diverse workforce for Council (D)	30/06/2021	DIAP is still under review & we have been playing an active role in contributing & influencing. ATSI Employment Strategy is currently under review & establishment as part of the broader D&I strategy, team capacity in the past 12 months has impacted on this result.	People & Culture	30%		

Exceptions Report – Service Measures

This exceptions report lists only Service Measures reported as "Not achieved" this quarter / year.

Achieved Not Achieved Data Not Available/Not Due

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
New to exceptions this quarter												
F01.2	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	**Utilisation of library services (number of loans)** Maintain on previous year (within 2% variation)	Social & Community Services	2019/20 Q1 311,899 Q2 264,870 Q3 292,603 Q4 113,379	219,595	288,314	344,713	234,969	Q4 result reflects that customers were increasingly confident of safely returning to the library. In April, books were no longer automatically renewed, which had occurred throughout the period of COVID-19 closures and staged reopening. 234,969 loans is a significant increase in the number of loans in Q4 2019/20, which was a quarter heavily impacted by COVID-19 closures.		
F02.5	Greater community capabilities to improve well-being and enhance services to meet the community's needs	Provision and facilitation of Affordable Housing in the LGA	**Cumulative total number in the LGA (totalling Council ARH properties, CHP AH properties and RFB dwellings delivered through AHSEPP 2009) - Annual Q4** Increase 10% annually	City Strategy	> 10% Annual	Not Due	Not Due	Not Due	362	This will be measured again in Q2 2021/22. The previous reported measure of 440 was incorrect data. Negations are underway to resource more affordable housing properties via Voluntary Planning Agreements.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
A05.1	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Community satisfaction with the condition of local roads - annual reported in Q2** Increase compared to previous year	City Assets & Environment	> 3.64	Not Due	3.57	Not Due	Not Due	Very close to meeting target and an improvement on previous year result.		
A05.2	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Community satisfaction with provision and maintenance of footpaths and cycleways - annual reported in Q2** Increase compared to previous year	City Assets & Environment	> 3.64	Not Due	3.61	Not Due	Not Due	Very close to meeting target and an improvement on previous year result.		
G02.2	Environmental sustainability initiatives delivered in accordance with community priorities and expectations	Environmental and sustainability programs and educational activities	**Tonnes of carbon emissions generated by Council operations** Decreasing trend on previous year with carbon neutrality by 2022	City Assets & Environment	≥ 5% Annual	0%	0%	0%	0%	Since 2014/15 baseline emissions have increased by approximately 20% to 2019/20 despite consumption decreasing. This relates to the cessation of 100% Greenpower purchase in 2017/18 (for all assets except street lighting) in lieu of Power Purchase Agreement (PPA) sourcing 25% renewable energy for only large Council sites.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
G05.1.1	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Percentage complete of registered/known food outlets inspection program** Number % of total	Regulatory Services	25%	26%	27%	24%	20%	Following the combination of reduced resources and COVID-19 impacts, 3% of food premises were not inspected.		
G05.2.1	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Percentage complete of registered cooling towers inspection program** Maintain	Regulatory Services	25%	2%	7%	19%	62%	Due to COVID-19 impacts which resulted in reduced resources, 10% of the number of cooling towers were not inspected		
G05.3.1	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Percentage complete of registered public swimming pool inspection program** Percentage	Regulatory Services	25%	0%	7%	43%	11%	As a result of COVID-19 and reduced resources, this quarter's target was not able to be achieved.		
G06.1	Provide effective parking management and regulatory functions, focusing on CBD, local centres, entertainment and education hubs and residential hotspots	Ranger Services	**Percentage of parking non-compliance detected (timed parking offences)** Decrease against previous year	Regulatory Services	≥ 10% Decrease	3%	3%	9%	14.5%	The number of timed parking offences relevant to the number of vehicles marked (in timed areas) rose in Q3 resulting in lower turnover rates. Council continues to monitor all times areas in order to increase turnover which is crucial to businesses in the CBD and suburban hubs.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
G07.1.1	Improved quality of life by managing the impact of building activities, illegal dumping, unlawful use of public spaces and responsible companion animal ownership within local communities	Ranger Services	Number of total animals De-Sexed - Annual, reported in Q4 > 70 Annual	Regulatory Services	≥ 70 Annual	Not Due	Not Due	Not Due	25	Due to restrictions caused by COVID-19, Council ran a smaller desexing campaign resulting in 25 animals in total being desexed.		
W01.3	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	**Percentage of Riverside's available seating capacity utilised annually** Maintain or increase above target	Riverside Theatres	≥ 60% Annual	63%	88%	63%	46%	Riverside Theatres closure due to COVID-19 restrictions, affected capacity.		
W05.1	Community is proud of the opportunities to experience arts and culture	Arts & Culture program development and delivery	**Number of art and cultural programs developed and delivered - Annual Q4** Maintain on previous year	Cultural Strategy	≥ 3,851 Annual	Not Due	Not Due	Not Due	2,354	COVID-19 impact has resulted in many programs and events being cancelled, some of which were able to be pivoted to digital delivery. This impact also resulted in the opportunity to develop additional digital programming not previously prioritized.		
I08.2	The City is better positioned to meet the challenges of the future and better able to leverage the opportunities of data, information and technology	The delivery of programs and projects to make Parramatta a 'Smart City' and develop and implement new solutions to address the challenges of growth of the City	**Number of Smart City initiatives launched annually - reported in Q4** Increase from previous year	City Strategy	> 4	Not Due	Not Due	Not Due	0	The Smart Places Acceleration Program was announced in December 2020 which allows the State Government to partner with Council's and place-owners to accelerate the development of Smart Places. Two EOIs have been submitted to the Program with a third submitted listing Council as a partner.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
Still an exception this quarter												
F03.1	Access to high quality childcare and family support	The provision of Children & Family services	**Annual average percentage utilisation of childcare and family support services** Maintain or increase above target	Social & Community Services	≥93% 2019/20 Q1 99% Q2 98% Q3 91% Q4 91%	93%	95%	85%	90%	There has been a gradual increase in the utilisation during Q4. The NSW Government COVID-19 Free Preschool Funding program has had an impact on enrolments across all Early Learning Centres.		
F04.2	Enhanced ability of older people and those with disabilities to live well and more independently	The provision of Community Care services	**Overall number of participants of Seniors and Disability programs** Maintain on same quarter previous year (within 2% variation)	Social & Community Services	2019/20 Q1 0 Q2 0 Q3 -7 Q4 1	9	2.1	-30	-32.3	The number of active participants (626 persons) increased from Q3 (583), due to reintroduction of face-to-face programming. However, it is a 32.3% decrease compared to the same quarter of 2019/20 due to new criteria for an 'active participant' being applied from the previous year.		
F05.2	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	**Number of participants in Councils' Recreation programs Maintain on same quarter previous year (within 2% variation)** Maintain on same quarter previous year (within 2% variation)	Social & Community Services	2019/20 Q1 13,884 Q2 27,227 Q3 26,939 Q4 2,965	12,041	10,878	10,747	11,039	While program hours have been increasing, COVID-19 rules continue to limit participation numbers in each program.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
F08.2	Deliver high quality services and outcomes to the Lord Mayor, Councillors and Chief Executive Officer in a timely manner	The provision of advice, administrative support, induction and continuous improvement to the Lord Mayor, Councillors and Chief Executive Officer	**Percentage of Service Requests (LM and Councillors) actioned within 48 hours** Maintain	Executive Support	100%	100%	95%	95%	95%	Excluding those impacted by system errors, all other Service Requests were actioned within the 48-hour period.		
F08.3	Deliver high quality services and outcomes to the Lord Mayor, Councillors and Chief Executive Officer in a timely manner	The provision of advice, administrative support, induction and continuous improvement to the Lord Mayor, Councillors and Chief Executive Officer	**Percentage of Councillor Requests for information and advice is actioned within 48 hours** Maintain	Executive Support	100%	100%	95%	95%	95%	Excluding those impacted by system errors, all other Information Requests were actioned within the 48-hour period.		
F09.3	An open, transparent and responsive Council that meets the needs of the community	Corporate-wide administrative Governance functions including Council meetings and other committee meetings, publishing of business papers, policies, delegations, maintaining registers and determining 'Access to Information' (GIPA) requests	**Percentage of Information Access requests (GIPA formal) completed within statutory timeframe** Maintain	Information Technology	100%	100%	100%	48%	96.8%	30 of 31 formal GIPA requests completed within SLA (20 days). One processed within 23 days.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
A04.3	Appropriate management of new development to create good environmental outcomes and minimise adverse impact on our communities, and ensure a safe and efficient local road network	Oversight of local traffic management and the assessment and determination of Development Applications (DAs) including private tree management within a transparent, legally framework and aligned with established industry best practice	**Percentage of tree permits determined within 21 days** Maintain or increase	Development & Traffic Services	≥ 80%	72%	80.49%	68.69%	46.73%	Team capacity in Q4 has impacted the targeted requirements to achieve the Open Space Legacy Program and DA acceleration.		
A04.4	Appropriate management of new development to create good environmental outcomes and minimise adverse impact on our communities, and ensure a safe and efficient local road network	Oversight of local traffic management and the assessment and determination of Development Applications including private tree management within a transparent, legally framework and aligned with established industry best practice	**Percentage of Temporary Road Occupancy permit applications completed within 2 working days** Maintain or increase	Development & Traffic Services	≥ 90%	85%	87%	89%	79%	There has been an increase in applicants making applications well before the work is to be done and also changing the proposed dates. This results in additional processing and increase time frames by Council.		
A04.6	Appropriate management of new development to create good environmental outcomes and minimise adverse impact on our communities, and ensure a safe and efficient local road network	Oversight of local traffic management and the assessment and determination of Development Applications including private tree management within a transparent, legally framework and aligned with established industry best practice	**Percentage of Traffic related service requests completed within the specified service standard** Maintain	Development & Traffic Services	≥ 80%	70%	83%	63%	66%	In Q4 there was an improvement in the time frame for the completion of Service Requests and an increase in the number of Service Requests completed compared to Q3.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
G03.3	Clean and usable public spaces, community facilities, business /local centres and local amenities	Cleansing services in the public domain	**Satisfaction with maintenance of sporting fields (Annual Survey)** Sustain based on previous year	City Operations	≥ 80% Annual	Not Due	Not Due	79%	Not Due	There has been a slight improvement from previous survey 2019, from 3.88/5 to 3.95/5 and the trend is upwards. Result is based on 2020 survey.		
G04.1	High quality, efficient and reliable domestic and commercial waste services managed in a sustainable way	Management of domestic and commercial waste services	**Community satisfaction with domestic waste collection services – reported in Q2** Maintain on previous year	City Assets & Environment	≥ 3.97	Not Due	3.92	Not Due	Not Due	Very close to meeting target and an improvement on previous year result.		
W01.1	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	**Percentage of days Riverside venues are utilised for performances and events annually** Maintain or increase above target	Riverside Theatre	≥ 75% Annual	3%	11%	26%	43%	Q4 saw an increase in Riverside venue utilisation, but performance remains below target		
W02.1	A year-round stage and screen presentation program for the general public, schools and special interest groups	Riverside Presentations	**Annual attendance at *"Riverside Presentations"* Program of performances and events held at Riverside and elsewhere** Maintain or increase on previous year	Riversi de Theatr e	≥ 35,000 Annual	7,040	11,188	11,721	18,954	YTD attendance: 18,954 at 174 events. This equates to 54.2% of Annual Target (35,000). Riverside Theatres closure due to COVID-19 restrictions affected live performances with some digital performances possible.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
W02.2	A year-round stage and screen presentation program for the general public, schools and special interest groups	Total Riverside Program	**Attendances at Total Riverside Program of performances (events held at Riverside and elsewhere)** Maintain or increase on previous year	Riverside Theatre	≥ 144,000 Annual	7,352	12,328	32,615	54,810	YTD attendance: 54,810 at 1,070 events. This equates to 38% of Annual Target (144,000). Riverside Theatres closure due to COVID-19 restrictions, affected live performances with some digital performances possible.		
W03.1	Local production of performances and increased opportunity for local artists	National Theatre of Parramatta	**Attendance at National Theatre of Parramatta program of performances (events held at Riverside and elsewhere)** Maintain or increase on previous year	Riverside Theatres	≥ 21,000 Annual	53	594	1,765	2,771	Q4 saw an increase in attendance to 2,771 customers at 129 National Theatre of Parramatta events. This equates to 13% of Annual Target (21,000). Riverside Theatres closure due to COVID-19 restrictions, affected live performances.		
W04.1	Provision of a year-round program of workshops and performance with - and for - people with disability	Performance and Disability Program (Beyond the Square)	**Attendance at Access performance and Workshop program (performances and workshops held at Riverside and elsewhere)** Maintain based on previous year, measured in percentage of attendees over previous year	Riverside Theatre	2,500 Annual	20	117	203	434	YTD attendance: 434 at 58 events. This equates to 17% of annual attendance target (2,500). Riverside Theatres closure due to COVID-19 restrictions, affected activities.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
W06.1	Opportunities for the community to participate, celebrate and commemorate in the civic, heritage and cultural life of the City	Events & Festivals	**Combined attendance at events and festivals** Increase 2% over previous years	City Experience	> 292,026 Annual	Not Due	147,000	2,400	7,356	Target not achieved due to COVID-19.		
W09.1	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City of Parramatta via digital and traditional platforms	**Number of day visitors to the City of Parramatta** Increase on 5% on previous year	City Identity	> 5% Annual	Not Due	Not Due	91,255	163,588	Target not achieved due to COVID-19 and disruptions from Light Rail construction works.		
W09.2	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City of Parramatta via digital and traditional platforms	**Revenue expenditure from day visitors to the City of Parramatta** Increase 5% on previous year	City Identity	> 5% Annual	Not Due	Not Due	$7,282,149	$13,054,340	Target not achieved due to COVID-19 and disruption from Light Rail construction works.		
W09.3	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City of Parramatta via digital and traditional platforms	**Increase in Gross Regional Product** Increase on 5% previous year	City Identity	> 5% Annual	Not Due	Not Due	$7,473	$7,672	Target not achieved due to COVID-19.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comment	Q3 Status	Q4 Status
T03.1	Increase investment in the City of Parramatta to provide the Community with the desired jobs, education and health facilities	Actively market Parramatta as Sydney's Central City	**Net job growth within the City of Parramatta** Increase number on previous year	City Identity	≥ 6%	0	195,025	185,273	187,604	Target not achieved due to COVID-19.		
T04.1	Drive visitation to the City of Parramatta resulting in strong economic performance	Actively market Parramatta as Sydney's Central City	**Visitation numbers within the City of Parramatta** Increase 3% on previous year	City Identity	≥ 3%	0	231,995	120,351	197,062	Target not achieved due to COVID-19 and disruptions from Light Rail construction works.		

Achieved/on track | Not Achieved | Data Not Available/Not Due

FAIR - Service Measures

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
F01.1	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	**Utilisation of library services (number of visits)** Maintain on previous year (within 2% variation)	Social & Community Services	2019/20 Q1 257,219 Q2 225,050 Q3 231,455 Q4 9,524	47,253	74,295	112,187	142,025		Achieved/on track
F01.2	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	**Utilisation of library services (number of loans)** Maintain on previous year (within 2% variation)	Social & Community Services	2019/20 Q1 311,899 Q2 264,870 Q3 292,603 Q4 113,379	219,595	288,314	344,713	234,969	Q4 result reflects that customers were increasingly confident of safely returning to the library. In April, books were no longer automatically renewed, which had occurred throughout the period of COVID-19 closures and staged reopening. 234,969 loans is a significant increase in the number of loans in Q4 2019/20, which was a quarter heavily impacted by COVID-19 closures.	Not Achieved
F01.3	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	**Community satisfaction with library services** Maintain on previous year (within 2% variation)	Social & Community Services		Not Due	92	Not Due	Not Due		Achieved/on track
F01.4	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	**Utilisation of library services (number of new members)** Increase on same quarter as previous year	Social & Community Services	≥ 3,600 Annual	1,906	815	3,292	3,673		Achieved/on track
F02.1	Greater community capabilities to improve well-being and enhance services to meet the community's needs	Funding and support for community projects and social enterprises	**Percentage of open Community Grants that are on track with reporting** Maintain or increase above target	Social & Community Services	> 70%	98%	71%	83%	82.8%		Achieved/on track
F02.2	Greater community capabilities to improve well-being and enhance services to meet the community's needs	Funding and support for community projects and social enterprises	**Skills and confidence levels of participants in community capacity building programs** Maintain or increase above target	Social & Community Services	> 80%	87%	93%	85%	100%		Achieved/on track
F02.3	Greater community capabilities to improve well-being and enhance services to meet the community's needs	Funding and support for community projects and social enterprises	**Annual satisfaction levels for participants in Social enterprises that are assisted by Council's program - reported in Q4** Maintain or increase on previous year	Social & Community Services	≥ 86% Annual	Data Not Available	Data Not Available	Data Not Available	Data Not Available		Data Not Available/Not Due
F02.4	Greater community capabilities to improve well-being and enhance services to meet the community's needs	Funding and support for community projects and social enterprises	**Annual satisfaction with community capacity building services (support provided to networks, individual organisations, CCB delivered projects)** Maintain or increase above target	Social & Community Services	≥ 80% Annual	Not Due	Not Due	Not Due	83%		Achieved/on track
F02.5	Greater community capabilities to improve well-being and enhance services to meet the community's needs	Provision and facilitation of Affordable Housing in the LGA	**Cumulative total number in the LGA (totalling Council ARH properties, CHP AH properties and RFB dwellings delivered through AHSEPP 2009) - Annual Q4** Increase 10% annually	City Strategy	> 10% Annual	Not Due	Not Due	Not Due	362	This will be measured again in Q2 2021/22. The previous reported measure of 440 was incorrect data. Negations are underway to resource more affordable housing properties via Voluntary Planning Agreements.	Not Achieved

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
F03.1	Access to high quality childcare and family support	The provision of Children & Family services	**Annual average percentage utilisation of childcare and family support services** Maintain or increase above target	Social & Community Services	≥ 90% Annual	93%	95%	85%	90%	There has been a gradual increase in the utilisation during Q4. The NSW Government COVID-19 Free Preschool Funding program has had an impact on enrolments across all Early Learning Centres.	
F03.2	Access to high quality childcare and family support	The provision of Children & Family services	**Level of quality ratings as determined by independent accreditation body** Achieve highest rating	Social & Community Services		5	5	5	5		
F04.1	Enhanced ability of older people and those with disabilities to live well and more independently	The provision of Community Care services	**Overall number of Seniors and Disability program hours** Maintain on same quarter previous year (within 2% variation)	Social & Community Services	2019/20 Q1 5,015 Q2 8,504 Q3 6,183 Q4 3,773	3,228	3,223	3,603	4,528		
F04.2	Enhanced ability of older people and those with disabilities to live well and more independently	The provision of Community Care services	**Overall number of participants of Seniors and Disability programs** Maintain on same quarter previous year (within 2% variation)	Social & Community Services		9	21	-30	-32.3	The number of active participants (626 persons) increased from Q3 (583), due to reintroduction of face-to-face programming. However, it is a 32.3% decrease compared to the same quarter of 2019/20 due to new criteria for an 'active participant' being applied from the previous year.	
F04.3	Enhanced ability of older people and those with disabilities to live well and more independently	The provision of Community Care services	**Annual satisfaction levels with community & social services (social inclusion, meal options, practical support, leisure and learning services for people over 55, and people with a disability)** Maintain or increase above target	Social & Community Services	≥ 90% Annual	Not Due	93%	Not Due	Not Due		
F05.1	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	**Number of program hours of Council's Recreation Programs** Maintain on same quarter previous year (within 2% variation)	Social & Community Services	2019/20 Q1 1,017 Q2 1,301 Q3 1,018 Q4 206	290.37	859.8	1,142	1,182		
F05.2	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	**Number of participants in Councils' Recreation programs** Maintain on same quarter previous year (within 2% variation)	Social & Community Services	2019/20 Q1 13,884 Q2 27,227 Q3 26,939 Q4 2,965	12,041	10,878	10,747	11,039		
F05.3	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	**Annual satisfaction of users of School Holiday and Active Parramatta programs** Maintain or increase above 90%	Social & Community Services	≥ 90% Annual	95%	96%	92%	97%		
F06.1	A well informed community, who have been provided with clear and accurate information about Council programs and services as well as opportunities to engage with civic decision making. Enhanced public perceptions of the Parramatta LGA and Council. Informed and highly engaged organisation and staff, with improved capability to deliver services to the local community	The provision of whole of organisation Engagement, Communications planning and delivery (including design & print), Media and Public Relations, Internal Communications services	**Satisfaction of information provision & communications - annual reported in Q2** Sustain on previous year	City Engagement	≥ 3.47	Not Due	3.47	Not Due	Not Due		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
F06.2	A well informed community, who have been provided with clear and accurate information about Council programs and services as well as opportunities to engage with civic decision making. Enhanced public perceptions of the Parramatta LGA and Council. Informed and highly engaged organisation and staff, with improved capability to deliver services to the local community	The provision of whole of organisation Engagement, Communications planning and delivery (including design & print), Media and Public Relations, Internal Communications services	**Satisfaction with the opportunity to have Your Say - annual reported in Q2** Sustain on previous year	City Engagement	≥ 3.41	Not Due	3.5	Not Due	Not Due		
F06.3	A well informed community, who have been provided with clear and accurate information about Council programs and services as well as opportunities to engage with civic decision making. Enhanced public perceptions of the Parramatta LGA and Council. Informed and highly engaged organisation and staff, with improved capability to deliver services to the local community	The provision of whole of organisation Engagement, Communications planning and delivery (including design & print), Media and Public Relations, Internal Communications services	**Overall satisfaction with Council - Annual Q2** Sustain on previous year	City Engagement	≥ 3.76	Not Due	3.74	Not Due	Not Due		
F07.1	Ensure the community's interests and values are heard by facilitating opportunities for the community to participate in Council's decision making, policy and programs through quantitative and qualitative research	Engage and consult the community in decision making	**Size of Our City Your Say membership as a percentage of the population of the LGA** Sustain on previous year	City Engagement	≥ 3%	4.4%	3.66%	3.6%	3.6%		
F07.2	Ensure the community's interests and values are heard by facilitating opportunities for the community to participate in Council's decision making, policy and programs through quantitative and qualitative research	Engage and consult the community in decision making	**Number and type of people who were reached via engagement and consultation with City projects** Sustain on previous year	City Engagement	2,205,278	12,420,210	32,623,020	926,458	2,582,807		
F08.1	Deliver high quality services and outcomes to the Lord Mayor, Councillors and Chief Executive Officer in a timely manner	The provision of advice, administrative support, induction and continuous improvement to the Lord Mayor, Councillors and Chief Executive Officer	**Percentage of LM Correspondence actioned within 7 days** Maintain	Executive Support	100%	100%	100%	100%	100%		
F08.2	Deliver high quality services and outcomes to the Lord Mayor, Councillors and Chief Executive Officer in a timely manner	The provision of advice, administrative support, induction and continuous improvement to the Lord Mayor, Councillors and Chief Executive Officer	**Percentage of Service Requests (LM and Councillors) actioned within 48 hours** Maintain	Executive Support	100%	100%	95%	95%	95%	Excluding those impacted by system errors, all other Service Requests were actioned within the 48-hour period.	
F08.3	Deliver high quality services and outcomes to the Lord Mayor, Councillors and Chief Executive Officer in a timely manner	The provision of advice, administrative support, induction and continuous improvement to the Lord Mayor, Councillors and Chief Executive Officer	**Percentage of Councillor Requests for information and advice is actioned within 48 hours** Maintain	Executive Support	100%	100%	95%	95%	95%	Excluding those impacted by system errors, all other Information Requests were actioned within the 48-hour period.	
F08.4	Deliver high quality services and outcomes to the Lord Mayor, Councillors and Chief Executive Officer in a timely manner	The provision of advice, administrative support, induction and continuous improvement to the Lord Mayor, Councillors and Chief Executive Officer	**Percentage of key information provided to Councillors in a weekly newsletter** Maintain	Executive Support	100%	100%	100%	100%	100%		
F09.1	An open, transparent and responsive Council that meets the needs of the community	Corporate-wide administrative Governance functions including Council meetings and other committee meetings, publishing of business papers, policies, delegations, maintaining registers and determining 'Access to Information' (GIPA) requests	**Percentage of Council business papers online at least 3 business days before Council meeting and minutes online within 5 business days following Council meeting** Maintain	Governance	100%	100%	100%	100%	100%		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
F09.2	An open, transparent and responsive Council that meets the needs of the community	Corporate-wide administrative Governance functions including Council meetings and other committee meetings, publishing of business papers, policies, delegations, maintaining registers and determining 'Access to Information' (GIPA) requests	**Percentage of actions arising from Council meetings that are completed by their due date** Maintain	Governance	≥ 85%	83.5%	92%	99%	96%		
F09.3	An open, transparent and responsive Council that meets the needs of the community	Corporate-wide administrative Governance functions including Council meetings and other committee meetings, publishing of business papers, policies, delegations, maintaining registers and determining 'Access to Information' (GIPA) requests	**Percentage of Information Access requests (GIPA formal) completed within statutory timeframe** Maintain	Information Technology	100%	100%	100%	48%	96.8%	30 of 31 formal GIPA requests completed within SLA (20 days). One processed within 23 days.	
F10.1	Robust business processes and procedures that support high quality services	Management of Internal Audit Program	**Number of internal audits completed per year** Maintain	Audit & Risk	6 Annual	2	2	4	8		
F10.2	Robust business processes and procedures that support high quality services	Management of Internal Audit Program	**Percentage of Internal Audit actions completed by their due date** Maintain	Audit & Risk	≥ 95%	94.27%	94.85%	95.6%	98.5%		
F11.1	Confidence in Council in conducting its business with the a strong level of probity and governance	Internal Investigations and liaising with Internal Ombudsman where necessary	**Percentage of investigations and complaints (either sent to Internal Ombudsman Shared Service or managed internally) resolved within 6 weeks** Maintain	Customer Contact Centre	> 90%	95%	78%	0%	0%		

KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed

D - Deliver
P - Partner
A - Advocate

1.1: Invest in services and facilities for our growing community

1.1.1: Tackle inequality by investing in cultural infrastructure that empowers our Aboriginal and Torres Strait Islander (ATSI) community

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.1.1.1	Advance feasibility study completed and recommendations considered by Council (D)	No further progress achieved in Q4 on this focus area. However, progress is expected to be made in Q1 of 2021/22.	No further progress achieved in Q4 on this focus area. However, progress is expected to be made in Q1 of 2021/22. Engagement with Councillors, Executive Team and Aboriginal and Torres Strait Islander Advisory Committee throughout the year have provided updates on what had been investigated so far.	30/06/2021	Social & Community Services	45%	

1.1.2: Improve early years development through collaborations with partner organisations

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.1.2.1	Implement Wentworthville Early Childhood Development Initiative by supporting local partner organisations to complete their deliverables on time (P)		Initiative was completed. A review was conducted of the model and new approach and focus of activities planned for 2021/22 including further developing the collaboration framework in partnership with Collaboration for Impact that will result in greater focus on action and collaboration and measuring impact.	30/06/2021	Social & Community Services	100%	

1.1.3: Implement Council's responsibilities under the Targeted Earlier Intervention Program of the NSW Government

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.1.3.1	Support the local reform process for the Targeted Earlier Intervention Program of the NSW Government by undertaking community engagement activities, sector planning and sector coordination as per service agreements agreed to with Department of Communities and Justice (D)		This is a 3 year funding contract with DCJ from 2020 - 2023. Year 1 implemented successfully meeting all DCJ requirements. Community Engagement - 8 activities; Community Sector Coordination - 30 occasions; Community Sector Planning - 41 occasions; Education and Skills Training - 7 activities; Information/Advice/Referral - 57 occasions; Social Participation - 23 occasions.	30/06/2021	Social & Community Services	100%	

1.1.4: Foster active and healthy communities by managing and upgrading recreation, community, and aquatic facilities to increase community access

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.1.4.1	* Provide interim swimming facilities at Macarthur Girls High School and deliver Learn to Swim programs in Parramatta CBD (D)		COVID-19 restrictions negatively impacted Lap swimming and Learn to Swim (LTS) at MGHS Pool during Q1 of 2020. Visitation steadily increased throughout the year: Q1 (1,670), Q2 (3,139), Q3 (3,099) & Q4 (4,913). LTS delivered 2, 264 classes to 8,375 participants across Q 2, 3 & 4 with an average occupancy of 95.13%.	30/06/2023	Social & Community Services	100%	
1.1.4.2	* Complete development of the online booking tool for community facilities, sports fields, parks and program ticketing (D)	Council is on track toward a hard launch in October 2021. Key deliverables have been completed, including, familiarisation sessions, venue build, business rule integration & User Acceptance Testing ongoing. A Project Steering Group was established to oversee the overall delivery of the project and to manage any risks & issues beyond the capability of the project team.	Council is on track toward a hard launch in October 2021. Key deliverables have been completed, including, familiarisation sessions, venue build, business rule integration & User Acceptance Testing ongoing. A Project Steering Group was established to oversee the overall delivery of the project and to manage any risks & issues beyond the capability of the project team.	30/06/2021	Social & Community Services	90%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.1.4.3	* Open and operate Wentworth Point Library & Community Centre (D)		Wentworth Point Community Centre and Library celebrated its one-year anniversary of opening on 15 December 2020. While the first full year of operations have been interrupted by COVID-19, the facility is experiencing strong utilisation and customer satisfaction.	30/06/2021	Social & Community Services	100%	
1.1.4.4	* Deliver 5 Parramatta Square on time & on budget (D)		Project tracking target program. Challenges include meeting the technological aspirations requirements of an evolving organisation within budgetary constraints.	30/04/2022	Project Delivery	60%	
1.1.4.5	Deliver Aquatic and Leisure Centre on time and on budget (D, P)		We have achieved all our statutory approvals and works have commenced on site in line with our program.	30/09/2023	Property Development	30%	
1.1.4.6	Launch a community services performance reporting and impact assessment framework (D)		Service Dashboards on Council's website tracks the utilisation, volume and satisfaction of Council's Community Services.	31/12/2020	Social & Community Services	100%	
1.1.4.7	Complete review of Community Services offering including point of difference and breadth vs depth of service (D)	Focus Area to be incorporated and actioned as part of the CSP Service Review process.	New endorsed DPOP confirms this is an action not due to start yet.	30/06/2021	Social & Community Services	0%	

1.2: Advocate for affordable and diverse housing choices

1.2.1: Work in partnership (Government, Agencies and Alliances) to develop approaches to increase the supply of more affordable housing for the City

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.2.1.1	* Implement the Affordable Rental Housing Policy (P)	Project paused. Progress depends on finalisation of the draft Development Contributions Plan (outside CBD) so that all development costs can be factored into feasibility. This draft Plan is yet to be endorsed by Council.	Project paused. Progress depends on finalisation of the draft Development Contributions Plan (outside CBD) so that all development costs can be factored into feasibility. This draft Plan is scheduled to be endorsed by Council in Q1 of 2021/22, at which time the project will recommence.	30/06/2021	City Strategy	50%	

1.2.3: Build the capability of Council and local services to reduce the incidence and impact of homelessness

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.2.3.1	Implement the Homelessness Policy and Action Plan (D)		Status of actions (total 59): 8 complete; 33 on schedule; 11 not started; 2 behind schedule; 5 on hold; 0 unknown.	30/06/2021	Social & Community Services	100%	

1.3: Support people to live active and healthy lives

1.3.1: Foster active and healthy communities through recreation planning to meet the growing needs of our community

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.3.1.1	* Develop and implement Council's Open Space & Recreation Plan (D)	This action is dependent on the progress of the Sportsground Strategy. (April 2021 it was presented to City Assets & Environment then to ET; 3 May & 5 July 2021- Councillor Workshops; 26 July 2021- Council Meeting; and, Public Exhibition to follow, pending Council approval).	This action is related to, and dependent on, the progress of the Sportsground Strategy. In 2021/22 this action flows onto a range of actions and planning that flow from the Sportsground Strategy.	30/06/2021	Social & Community Services	80%	
1.3.1.2	* Increase participation in Healthy and Active Communities Program, which encompasses Active Parramatta and School Holiday programs and Active Parramatta Van (D)		COVID-19 heavily impacted face-to-face programming in Q1 & 2 of 2020/21. The Active Parramatta team excelled at developing and delivering a suite of online programs during Q1 & 2 which were warmly received by the community. Q3 & 4 of 2020/21 saw a return to face-to-face programming and the team were able to deliver a combination of face-to-face & online programs to great effect.	30/06/2021	Social & Community Services	100%	

1.3.2: Improve health outcomes in the community related to mental health, wellbeing, and individual resilience

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.3.2.1	Increase participation in programs by partnering with external services and organisations seeking to improve mental health outcomes for the community (P)		Two key initiatives delivered in 2020/21: an awareness campaign during Mental Health Month in October and new Council webpage with information to assist local LGTBQI+ communities. Planning for activities in 2021/22 has commenced including delivery of training for workers on working with male child sexual assault survivors.	30/06/2021	Social & Community Services	100%	

1.3.3: Foster active and healthy communities, by facilitating social connections which are socially and culturally diverse, inclusive, and empowering communities

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.3.3.1	Complete strategy for renewal key City of Parramatta assets including Carlingford Bowling Club and Epping Town Centre community services (D)		Work is progressing on the Epping Masonic Centre and Library, design works are ongoing for the Epping Pool. The Carlingford Bowling Club expression of interest is in the market and (subject to COVID-19 restrictions on inspections) is due to close in mid to late August.	31/12/2021	Property Development	30%	

1.4: Ensure everyone has access to education and learning opportunities

1.4.1: Continue to improve and expand the City of Parramatta network of libraries

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.4.1.1	* Design and deliver end to end review of City of Parramatta Library operating model (D)		Consultants report completed and findings shared with staff. Implementation plan was completed and distributed to staff 6 June 2021. Implementation Plan will continue to be actioned in 2021/22.	31/12/2020	Social & Community Services	100%	

1.5: Empower communities to be strong and resilient by building individual and community capability

1.5.1: Build the capacity of young people through the implementation of youth focused engagement and programming

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.5.1.1	* Deliver programs and activities that engage with and/or build the capacity of young people and youth services (annual City of Parramatta Youth Forum, Youth Issues Forum, Youth Week and other youth focused programs) (D)		Youth Week - 14 activities - 308 participants; Youth Forum - 1 activity - 40 participants; Emerging Civic Leaders Project - 7 workshops; Parramatta Westfield Youth Drop In - 20 activities; capacity building activities with young people - 15 activities.	30/06/2021	Social & Community Services	100%	

1.5.2: Build the capacity of the community to support each other and be welcoming, skilled, trusting, and respectful of differences

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.5.2.1	* Deliver community capacity building training to community sector in response to needs, including on mental health, social cohesion and inclusion, empowerment and skills development that seek to increase participants' sense of connection, confidence, skill and trust (D)		7 activities held over 2020/21 with over 130 participants. Majority of participants reported having increased their knowledge and confidence as a result of their participation	30/06/2021	Social & Community Services	100%	

1.5.4: Tackling inequality by ensuring our community has a voice and empowered to access services administered by National Disability Insurance Agency (NDIA).

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.5.4.1	Provide education and advice about National Disability Insurance Scheme (NDIS) and advocate to NDIA to secure appropriate NDIS package funding and monitor the number of people with NDIS packages using Council Services (D, A)		Over the past 12 months there has been a slight increase in people requiring meal services through National Disability Insurance Scheme. The Support Coordination service had a fluid number of active participants due to the nature of the service type. The Support Coordination service has received recognition for the conscientious work they do.	30/06/2021	Social & Community Services	100%	

1.6: Engage and consult the community in decision-making

1.6.1: Provide increased opportunities for community participation in decision making

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.6.1.1	Implement Council's Community Engagement Strategy (D)		The Community Engagement team engaged on 71 projects in 2020/21 Despite the challenges of COVID-19 this figure more than doubled in comparison to the previous year. A variety of methods were used, including new ones such as online channels to overcome restrictions. The opportunity to have a say on projects had a combined total reach of 48,552,495.	30/06/2021	City Engagement	100%	

1.6.2: Enhance public access to information and promote Council programs and initiatives to ensure our community is well informed

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.6.2.1	Complete and implement Communications Plan (D)		Communications and engagement plans have been developed and executed for a wide range of projects. The community is now well practiced in providing feedback via Council's online engagement portal Participate Parramatta and increasingly expresses their views on projects through social media channels.	30/06/2021	City Engagement	100%	
1.6.2.2	Develop and implement media and communications campaigns and initiatives about Council's programs, services, major events/cultural/heritage attractions and City-significant projects (D)		The Media and Communications Team have kept the community informed of Council programs, services, events and major City-changing projects. Examples include, but not limited to: COVID-19 impact on services/events; Aquatic Centre sod turn; 5 Parramatta Square public art; CBD PP; grants; PLR business support and advocacy; Melrose Park Smart City launch; Camellia; and Escarpment Boardwalk opening.	30/06/2021	City Engagement	100%	

1.6.3: Deliver high quality internal communications that improves staff engagement with the organisation and its functions in order to improve capability to deliver local services

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.6.3.1	Develop and deliver an internal communications strategy that support Council programs and services (D)	This project was not completed within the quarter due to other priority projects. The strategy is currently still in development; however, it is expected to be completed by the end of Q1 2021/22.	A first draft of the strategy has been developed and work is progressing on editing this draft. Work is expected to be finalised by the end of the next quarter.	30/06/2021	City Engagement	95%	

1.6.4: Implement the Parramatta Square Community Development Plan

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.6.4.1	* Complete community and consumer participation in the design of 5 PS (civic and community building) and the public domain in Parramatta Square (D)		Design Finalisation is an iterative process that is ongoing right up until project completion - Our Internal stakeholders and relevant external stakeholders e.g. with Heritage interpretation and Public Art, continue to be consulted via the design management process.	30/06/2021	Project Delivery	95%	

1.6.5: Provide the community with the opportunity to participate in Council's decision making and influence the outcomes that will shape their local community

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.6.5.1	Interpret qualitative and quantitative survey and consultation data to provide business insights (D)		The research and insights team has interpreted and disseminated many research projects in 2020/21. Key research projects included Community Satisfaction, Library Satisfaction and "AT Parramatta" Brand tracking surveying more than 10,000 LGA residents this year. The Research HUB was also launched as the new internal communication tool for disseminating insights across Council.	30/06/2021	City Engagement	100%	
1.6.5.2	Grow the size and quality of the 'Our City, Your Say' panel so it represents the diversity of the Community (D)		The Participate Parramatta continues to grow and thrive in 2020/21 with a net increase of 321 members to now be 9865 members or 0.35% of the LGA. The panel has 43% speaking a LOTE at home, 0.9% ATSI and 4.5% indicating they have a disability. All measures are reflective of the LGA based on the 2016 census and demonstrate the diversity of the panel.	30/06/2021	City Engagement	100%	

1.7: Deliver effective, responsible, ethical leadership and decision-making, reflective of community needs and aspirations

1.7.1: Support Councillors in their role of effectively representing the community

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.7.1.1	Monitor the Councillor Expenses and Facilities Policy to ensure zero breaches (D)		Payment of expenses and provision of facilities to Councillors effectively monitored throughout the 2020/21 year to ensure zero breaches of the policy, and provide accountability and transparency in line with Council and community expectations.	30/06/2021	Executive Support	100%	
1.7.1.2	Support effective decision making by developing and facilitating the ongoing delivery of a Professional Development Program for Councillors in line with statutory requirements (D		Ongoing advice and support provided throughout 2020/21 to facilitate professional development, including notice of upcoming opportunities and the delivery of a strategy sessions in August 2020 focused on enhancing Councillor Support and alignment. All Councillors offered the opportunity to complete the AICD Company Director's Course, with six Councillors participating in February 2021.	30/06/2021	Executive Support	100%	

1.7.2: Guide the preparation and implementation of the Community Strategic Plan and Councils response to it via implementation and reporting of the Delivery Program

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.7.2.1	Prepare Integrated Planning and Reporting (IPR) documents for community engagement and Council adoption (D)		All Integrated Planning and Reporting documents have been completed on time and in line with legislated requirements this year. This includes the Q2 Report, Q4 Report, Annual Report, and update of the Delivery Program, Operational Plan and Budget 2021/22.	30/06/2021	City Strategy	100%	
1.7.2.2	Prepare and review the Community Strategic Plan (D)		The City of Parramatta's Community Strategic Plan 2018-2038 Butbutt yura barra ngurra was endorsed on 25 June 2018. A report on the implementation of the Community Strategic Plan must be presented at the final meeting of an outgoing Council (NSW IP&R). The Community Strategic Plan End of Term report is being prepared for the Council meeting on 23 August 2021.	30/06/2022	City Strategy	20%	

1.7.4: Strengthening of Council's governance framework to ensure the high levels of decision making, integrity and accountability

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.7.4.1	Deliver model code of conduct training across the organisation with greater than 90% of staff attending (D)		Training completed.	30/06/2021	Corporate Services	100%	

1.7.7: Plan to minimise disruption to local services to the community in the event of an emergency

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.7.7.1	Annually review and maintain Council's Business Continuity Plan (BCP) (D)		Plan is continually updated as required.	30/06/2021	Corporate Services	100%	

1.7.9: Independent, transparent and accountable determination of sensitive development applications and planning proposals

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.7.9.1	Operate the Local Planning Panel (LPP) to assess new development and ensure legislative compliance and report to Department of Planning & Environment (D)		LPP operated throughout the year in accordance with the Section 9.1 direction from the Minister.	30/06/2021	Development & Traffic Services	100%	

1.7.10: Advocate for lands affected by James Hardie Legacy Asbestos contamination

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
1.7.10.1	Participation in Heads of Asbestos Coordination Authorities (HACA) activities on this issue, and through representations to the State Government (A)		Council has continued to engage with the NSW Asbestos Coordination Committee and its representatives as needed.	30/06/2021	City Assets & Environment	100%	

Achieved/on track | Not Achieved | Data Not Available/Not Due

ACCESSIBLE - Service Measures

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
A01.1	A well-considered strategic planning framework that manages growth and facilitates the delivery of a liveable, sustainable and productive City for our communities	The preparation, development and maintenance of strategies and plans to manage the growth of the City	**The annual number of active architectural design competitions** Maintain	City Design	8 Annual	1	3	4	7		
A02.1.1	Improved quality of life by managing the impact of unlawful parking. Improved safety and parking compliance in and around schools. Ensuring City and local commercial centres are patrolled resulting in the turnover of associated parking to support businesses	Parking Services	**Response to unlawful parking - Total Parking PINs** Report on totals	Regulatory Services		8,623	7,942	10,297	12,254		
A02.1.2	Improved quality of life by managing the impact of unlawful parking. Improved safety and parking compliance in and around schools. Ensuring City and local commercial centres are patrolled resulting in the turnover of associated parking to support businesses	Parking Services	**Response to unlawful parking - Timed Parking PIN's** Report on totals	Regulatory Services		921	863	2,868	3,899		
A02.1.3	Improved quality of life by managing the impact of unlawful parking. Improved safety and parking compliance in and around schools. Ensuring City and local commercial centres are patrolled resulting in the turnover of associated parking to support businesses	Parking Services	**Response to unlawful parking - Number vehicles Marked** Report on totals	Regulatory Services		27,979	25,788	30,476	26,851		
A03.1	Well managed, clean, convenient and affordable parking options that support the city centre	Provision of adequate paid parking, including street and multilevel car parks in Parramatta CBD	**Overall community satisfaction with Council's on-street and multi-level car parking facilities and services** Sustain compared to same time previous year	Property, Security, Assets & Services		22%	55%	20%	24%		
A03.2	Well managed, clean, convenient and affordable parking options that support the city centre	Provision of adequate paid parking, including street and multilevel car parks in Parramatta CBD	**Utilisation of paid parking services.** Sustain compared to last year	Property, Security, Assets & Services		50.57%	33%	31%	55%		
A04.1	Appropriate management of new development to create good environmental outcomes and minimise adverse impact on our communities, and ensure a safe and efficient local road network	Oversight of local traffic management and the assessment and determination of Development Applications including private tree management within a transparent, legally framework and aligned with established industry best practice	**Net time in days taken for Residential Development Applications to be completed** Maintain	Development & Traffic Servieds	< 40.00	Data Not Available	Data Not Available	Data Not Available	Data Not Available		
A04.2	Appropriate management of new development to create good environmental outcomes and minimise adverse impact on our communities, and ensure a safe and efficient local road network	Oversight of local traffic management and the assessment and determination of Development Applications including private tree management within a transparent, legally framework and aligned with established industry best practice	**Number of Land and Environmental Court appeals that achieve amendment to a proposal or dismissal of the appeal** Maintain or increase	Development & Traffic Services	> 90%	9.00	2.00	4.00	27.00		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
A04.3	Appropriate management of new development to create good environmental outcomes and minimise adverse impact on our communities, and ensure a safe and efficient local road network	Oversight of local traffic management and the assessment and determination of Development Applications including private tree management within a transparent, legally framework and aligned with established industry best practice	**Percentage of tree permits determined within 21 days** Maintain or increase	Development & Traffic Services	≥ 80.00%	72.00%	80.49%	68.69%	46.73%	Team capacity in Q4 has impacted the targeted requirements to achieve the Open Space Legacy Program and DA acceleration.	
A04.4	Appropriate management of new development to create good environmental outcomes and minimise adverse impact on our communities, and ensure a safe and efficient local road network	Oversight of local traffic management and the assessment and determination of Development Applications including private tree management within a transparent, legally framework and aligned with established industry best practice	**Percentage of Temporary Road Occupancy permit applications completed within 2 working days** Maintain or increase	Development & Traffic Services	≥ 90%	85%	87%	89%	79%	There has been an increase in applicants making applications well before the work is to be done and also changing the proposed dates. This results in additional processing and increase time frames by Council.	
A04.5	Appropriate management of new development to create good environmental outcomes and minimise adverse impact on our communities, and ensure a safe and efficient local road network	Oversight of local traffic management and the assessment and determination of Development Applications including private tree management within a transparent, legally framework and aligned with established industry best practice	**Percentage of actions from Council resolutions from PTC and TEAG that are to commence within 1 month of the resolution** Maintain	Development & Traffic Services	100%	100%	100%	100%	100%		
A04.6	Appropriate management of new development to create good environmental outcomes and minimise adverse impact on our communities, and ensure a safe and efficient local road network	Oversight of local traffic management and the assessment and determination of Development Applications including private tree management within a transparent, legally framework and aligned with established industry best practice	**Percentage of Traffic related service requests completed within the specified service standard** Maintain	Development & Traffic Services	≥ 80%	70%	83%	63%	66%	In Q4 there was an improvement in the time frame for the completion of Service Requests and an increase in the number of Service Requests completed compared to Q3.	
A05.1	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Community satisfaction with the condition of local roads - annual reported in Q2** Increase compared to previous year	City Assets & Environment	> 3.64	Not Due	3.57	Not Due	Not Due	Very close to meeting target and an improvement on previous year result.	
A05.2	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Community satisfaction with provision and maintenance of footpaths and cycleways - annual reported in Q2** Increase compared to previous year	City Assets & Environment	> 3.64	Not Due	3.61	Not Due	Not Due	Very close to meeting target and an improvement on previous year result.	
A05.3	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Community satisfaction with provision and maintenance of drainage, bridge and other special assets - annual reported in Q2** Sustain compared to previous year	City Assets & Environment	> 3.77	Not Due	3.80	Not Due	Not Due		
A05.4	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Community satisfaction with provision of lighting in the public domain - annual reported in Q2** Sustain compared to previous year	City Assets & Environment	> 3.64	Not Due	3.75	Not Due	Not Due		
A05.5	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Community satisfaction with local traffic management - annual reported in Q2** Increase from previous year	Development & Traffic Services	> 3.46	Not Due	3.47	Not Due	Not Due		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
A05.6	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Investment in local infrastructure (combined new & renew) delivered to support growing communities - annual reported in Q2** Increase from previous year ($m)	City Assets & Environment	> $35.5m Annual	$4.5m	$6.8m	$12.65m	$12.86m		
A05.7.1	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Utilisation of Parramatta Valley Cycleway by Cyclists** Increase from previous year	City Strategy		73,815.00	71,374.00	78,409.00	81,709.00		
A05.7.2	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	**Utilisation of Parramatta Valley Cycleway by Pedestrians** Increase usage from previous year	City Strategy		60,523	54,821	65,030	75,699		

KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed

D - Deliver
P - Partner
A - Advocate

ACCESSIBLE

2.1: Design our City so that it is usable by people of all ages and abilities

2.1.1: Provision of advice to deliver design led outcomes throughout the City

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.1.1.1	* Urban Design advice incorporated into major planning and development proposals to facilitate improved urban outcomes in line with best practice city making, Parramatta Public Domain Guidelines and the Disability Discrimination Act (DDA) (D)		Successfully provided Urban Design advice into major planning and development proposals to facilitate improved urban outcomes in line with best practice city making, Parramatta Public Domain Guidelines and the Disability Discrimination Act (DDA), including increasing numbers of Accessibility and public domain referrals.	30/06/2021	City Design	100%	

2.1.2: Tackle inequalities for residents, visitors, employees, workers across four key focus areas of Disability Inclusion Action Program (DIAP)

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.1.2.1	Implement the actions outlined in the Disability Inclusion Action Plan (DIAP) (D)		92% of actions either complete or in progress and on schedule. End of Term report to be finalised and shared with Executive Team and other internal and external stakeholders. DIAP renewal process commenced with stakeholder engagement commencing late July/early August	30/06/2021	Social & Community Services	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.1.2.2	Develop capital renewal plans that ensure new and upgraded public buildings, facilities and open spaces consider Disability Discrimination Act (DDA) (D)		Access provisions have been considered and included where practical to the Buildings Capital New and Renewal Projects. Standout projects include the upgrade to the Justice Precinct Car Park Public Amenities that are now compliant with the DDA Standards.	30/06/2021	Property, Security, Assets & Services	100%	
2.1.2.3	Support all capital works programs to comply with the Disability Discrimination Act (D)		Completed. All civil and landscape designs consider DDA requirements. Examples of completed works are John Wearn Reserve Major Upgrade, Chisolm Centre Upgrade, Boronia Grove Community Centre Upgrade.	30/06/2021	City Assets & Environment	100%	

2.1.3: Provide innovative and accessible digital tools for a diverse community

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.1.3.1	Implement maintenance projects on Council owned websites and digital platforms to ensure legal compliance with Web Content Accessibility Guidelines (WCAG) (D)	Vision Australia WCAG 2.1 Audit was completed. It identified Council's website is compliant with 20 of the 50 Web Content Accessibility Guidelines 2.1 success criteria, demonstrating compliance gaps. The Audit will be reviewed in Q3/Q4 2021/22 to assess action required to improve compliance.	Digital accessibility was given priority during the update and launch of the new Council website in Q2 2020/21; however, resources were not available to make all the required, and in some instances significant, changes to achieve full compliance. This will be reviewed again in the 2021/22 period.	30/06/2021	City Identity	15%	

2.2: Improve public transport to and from Parramatta CBD, our local centres, neighbourhoods and the greater Sydney region

2.2.1: Ensure the delivery of Stage 1 of Parramatta Light Rail meets the needs of the City of Parramatta

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.2.1.1	* Support successful delivery of Parramatta Light Rail Stage 1 (D)		The first two quarters of the year focused heavily on design package review and then a transition to construction inspections for the remaining period. An additional resource was brought on board, funded by PLR, to work in Civil Infrastructure. This position is now established and productive. The design evaluation team has achieved significant performance in evaluating scores of design packages.	30/06/2021	City Design	100%	

2.2.2: Work in partnership with the State Government to plan for the delivery of Stage 2 of Parramatta Light Rail

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.2.2.1	* Provide strategic advice to Transport for NSW to inform the planning and delivery of Stage 2 Parramatta Light Rail (P)		In late June 2021 the NSW Government announced that $50M had been allocated to TfNSW to commence and complete the EIS for Stage 2 of the PLR. TfNSW are currently putting together their project team. Council has made it clear we wish to be engaged early in the process, and we have reached out to the local team.	30/06/2021	City Design	5%	

2.3: Make our City more enjoyable and safe for walking and cycling

2.3.1: Improve walking and cycling connections between the Parramatta CBD, the Greater Parramatta precincts, Sydney Olympic Park, Parramatta River and the surrounding area CP4

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.3.1.1	Implement Council's Parramatta Ways Walking Strategy to improve walkability across Parramatta through a network of green streets, parks and open space and connections to local centres (D)		Parramatta Ways Walking Strategy progressed this year via the development of the Central City Parkway project, and the Parramatta River Spatial Framework. Three State Govt grants secured ($1.15million) for tree planting along key walking corridors - Greening the Great West Walk, and two Greening our City Grants targeting low canopy locations across the LGA, and the Parramatta CBD.	30/06/2021	City Strategy	100%	
2.3.1.2	Investigate and prioritise the delivery of integrated walkability outcomes around the Parramatta Light Rail (D)		PLR Tree Offset program negotiated but pending TfNSW executive signoff. Key walking routes to Parramatta Light Rail with missing footpaths have been identified and $520,000 funding secured through Federal Local Roads and Community Infrastructure program. Delivery to be completed by Dec 2021.	30/06/2021	City Strategy	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.3.1.3	Increase pedestrian activity by 5% per quarter by implementing the priority actions from Council's CBD Pedestrian Strategy to provide safe, accessible and simple CBD pedestrian journeys (D)	Despite delays to some projects, some significant elements of improved pedestrian connections have been completed in this financial year. Pedestrian and Cycle activity has increased partially due to COVID-19 restrictions.	This item has been delayed due to construction disruptions and finalisation of the ITP. Completed actions include the Lord Mayoral Minute regarding Pedestrian Safety in the CBD. The program will be revised following a CBD Pedestrian Audit and strategic prioritisation of a City Access Strategy (to be completed by the end of 2021).	30/06/2021	City Strategy	70%	
2.3.1.4	Increase cycling numbers by 5% per quarter by implementing the priorities of Council's Bike Plan (D)		There has been an above 5% increase seen in cycling numbers (over and above the target) correlating to both increased outdoor activities relating to COVID-19 and the opening of the Escarpment boardwalk component of the Parramatta Valley Cycleway.	30/06/2021	City Strategy	100%	

2.4: Provide and upgrade roads and improve safety for all road users

2.4.1: Improve transport infrastructure and implement the priority schemes from the Citys Integrated Transport Plan and Capital Works Program

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.4.1.1	* Work with State Government Agencies on traffic related projects such a Parramatta Light Rail to manage local traffic and ensure network efficiency and safety by providing transport advice and completing traffic schemes (P)		Traffic and Transport has continued to work with various teams on projects such as Parramatta Light Rail, West Metro, Melrose Park urban development and traffic management related to Parramatta Stadium. Traffic and Transport is also a client for traffic projects including road widening and traffic signals at the intersection of Alkira Road and North Rocks Road.	30/06/2021	Development & Traffic Services	100%	
2.4.1.2	* Build capacity to improve road safety and strengthen relationships with the Police and community to promote, educate and address local road safety by delivering RMS funded road safety projects (P)		Traffic and Transport has worked with Schools and the Department of Education on pedestrian infrastructure and behavioural issues in relation to increased pick up/set down activity and development proposals at schools. Council has also worked on Food Delivery Rider issues with Police and Delivery Platforms.	30/06/2021	Development & Traffic Services	100%	

2.5: Manage traffic congestion and access to parking

2.5.1: Provision of strategic transport planning and management

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.5.1.1	Develop and implement an Integrated Transport Plan for the Parramatta CBD endorsed by Council (D)		A draft Integrated Transport Plan for the Parramatta CBD was exhibited by Council in June 2021, while delayed, the Integrated Transport Plan has been adopted by Council 26/7/21, completing this task.	31/12/2020	City Strategy	100%	

2.5.2: Provision of strategic parking management

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.5.2.1	Finalise and implement priority actions from the Parramatta CBD Public Car Parking Strategy (D)		The Draft CBD Public Car Parking strategy has been endorsed by Council and is due to go on Public Exhibition (for 28 days) in late July. On receipt of public comment a further report will be taken to Council.	30/06/2021	Property Development	90%	

2.5.3: Provide effective parking management and regulatory functions, focusing on CBD, local centres, entertainment and education hubs and residential hotspots

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.5.3.1	Reduce the number of complaints received and Penalty Infringement Notices issued by working with Sydney Olympic Park Authority (SOPA) to minimise the impact on communities from unlawful activities (P)		Events at Sydney Olympic Park were heavily impacted by COVID-19 with very few events occurring during the year. When events did return Council conducted patrols during those times and enforced illegal parking, which impacted nearby residents, in particular the suburbs of Newington, Wentworth Point and Silverwater.	30/06/2021	Regulatory Services	100%	

2.5.4: Provide effective parking management and regulatory functions, focusing on CBD, local centres, entertainment and education hubs and residential hotspots

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.5.4.1	* Reduce the number of complaints received and Penalty Infringement Notices issued by working with large housing strata community groups to improve parking on private roads (P)		Council implemented two new Private Agreements in the current year and will provide ongoing enforcement patrols for these as well as already established Private Agreements going forward into 2021/22	30/06/2021	Regulatory Services	100%	
2.5.4.2	* Reduce the number of complaints received and Penalty Infringement Notices issued by monitoring and improving parking compliance in the CBD, and suburban local centres (D)		COVID-19 had a major impact on timed parking, a 1 hour grace period and two caution system prior to issuing a penalty was implemented April 2020 - February 2021, 18,000 cautions issued. Parramatta Light Rail construction also significantly impacted the CBD in relation to changing parking restrictions and availability however Council maintained daily patrols and regular patrols in suburban hubs.	30/06/2021	Regulatory Services	100%	
2.5.4.3	* Reduce the number of complaints received and Penalty Infringement Notices issued by monitoring and improving building site compliance and impacts in residential hotspots (high growth areas, development sites) (D)		Council maintained daily patrols of building sites throughout the LGA ensuring compliance to consent conditions and Ministerial Orders implemented in response to COVID-19. We participated in the annual Get the Site Right campaign protecting waterways. Council was required to focus on parking patrols in areas where development construction was impacting on parking for residents and businesses.	30/06/2021	Regulatory Services	100%	
2.5.4.4	* Provide School Safety Monitoring, Education and Compliance improvement programs (D)		Council continued to provide daily school safety patrols for primary schools in the LGA and maintain a zero tolerance on illegal parking near schools. Our Road Safety Officer emailed all primary schools offering to present our education program "Keeping Our Kids Safe At School". This program aims to educate parents/guardians as to the correct and safe way to park and drive in and around schools.	30/06/2021	Regulatory Services	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
2.5.4.5	* Improve the turnover of vehicles in Mobility Parking Schemes by reviewing disability parking controls in CBD (D)		Council continues to monitor MPS permits to ensure they are valid as well as being used correctly, conducting targeted patrols to ensure they are not being misused for all day parking in the CBD. All unauthorised use of MPS Permits are reported to the RMS for follow up action.	30/06/2021	Regulatory Services	100%	

Achieved/on track | Not Achieved | Data Not Available/Not Due

GREEN - Service Measures

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
G01.1	Open space & natural area assets and facilities meet community expectations & legislative requirements	Open space & natural area management (bushland, waterways, open spaces, parks)	**Satisfaction in the Integrated Open Space Services (IOSS) Benchmarking Survey with cleanliness of parks (Annual Survey)** Maintain on previous year	City Operations	≥ 80%	0%	80%	80%	80%		Achieved/on track
G01.2	Open space & natural area assets and facilities meet community expectations & legislative requirements	Open space & natural area management (bushland, waterways, open spaces, parks)	**Number of street trees planted** Increase based on same quarter previous year	City Assets & Environment		500	150	350	300		Achieved/on track
G01.3	Open space & natural area assets and facilities meet community expectations & legislative requirements	Open space & natural areas improvement programs (bushland, waterways, open spaces, parks)	**The value invested on parks, playgrounds and open space upgrades** Maintain or increase on previous year ($m)	City Assets & Environment	≥ $10.2m Annual	$500,000	$1.8m	$2m	$13m		Achieved/on track
G02.1	Environmental sustainability initiatives delivered in accordance with community priorities and expectations	Environmental and sustainability programs and educational activities	**Number of volunteers participating in supporting environmental programs** Maintain on previous year	City Assets & Environment		300	300	300	300		Achieved/on track
G02.2	Environmental sustainability initiatives delivered in accordance with community priorities and expectations	Environmental and sustainability programs and educational activities	**Tonnes of carbon emissions generated by Council operations** Decreasing trend on previous year with carbon neutrality by 2022	City Assets & Environment	≥ 5% Annual	0%	0%	0%	0%	Since 2014/15 baseline emissions have increased by approx 20% to 2019/20 despite consumption decreasing. This relates to the cessation of 100% Greenpower purchase in 2017/18 (for all assets except street lighting) in lieu of Power Purchase Agreement (PPA) sourcing 25% renewable energy for only large Council sites.	Not Achieved
G03.1	Clean and usable public spaces, community facilities, business /local centres and local amenities	Cleansing services in the public domain. Management of domestic and commercial waste services. Environmental & Public Health Protection & Compliance	**Satisfaction with cleanliness of streets resulting from Council's cleansing services (Annual Survey)** Sustain based on previous year	City Operations	≥ 76% Annual	Not Due	Not Due	78%	Not Due		Achieved/on track
G03.2	Clean and usable public spaces, community facilities, business /local centres and local amenities	Cleansing services in the public domain. Management of domestic and commercial waste services. Environmental & Public Health Protection & Compliance	**Satisfaction with cleanliness of parks resulting from Council's cleansing services (Annual Survey)** Sustain based on previous year	City Operations	≥ 80% Annual	Not Due	83%	Not Due	Not Due		Achieved/on track
G03.3	Clean and usable public spaces, community facilities, business /local centres and local amenities	Cleansing services in the public domain. Management of domestic and commercial waste services. Environmental & Public Health Protection & Compliance	**Satisfaction with maintenance of sporting fields (Annual Survey)** ≥ 80% Annual	City Operations	≥ 80% Annual	Not Due	Not Due	79%	Not Due	There has been a slight improvement from previous survey 2019, from 3.88/5 to 3.95/5 and the trend is upwards. Result is based on 2020 survey.	Not Achieved
G03.4	Clean and usable public spaces, community facilities, business /local centres and local amenities	Cleansing services in the public domain	**Satisfaction with cleanliness of local centres (Annual Survey)** Increase based on previous year	City Operations	≥ 77.4% Annual	Not Due	Not Due	77.4%	Not Due		Achieved/on track
G04.1	High quality, efficient and reliable domestic and commercial waste services managed in a sustainable way	Management of domestic and commercial waste services	**Community satisfaction with domestic waste collection services – reported in Q2** Maintain on previous year	City Assets & Environment	≥ 3.97	Not Due	3.92	Not Due	Not Due	Very close to meeting target and an improvement on previous year result.	Not Achieved
G04.2	High quality, efficient and reliable domestic and commercial waste services managed in a sustainable way	Management of domestic and commercial waste services	**Percentage of waste diverted from landfill (At least 50% by 2022, increasing to 85% by 2038)** Maintain on previous year	City Assets & Environment	≥ 50% Annual	52%	54%	55%	53%		Achieved/on track

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
G04.3	High quality, efficient and reliable domestic and commercial waste services managed in a sustainable way	Management of domestic and commercial waste services	**Percentage of waste related Service Requests resolved within the required time frame** Maintain or increase	City Assets & Environment	≥ 80% Annual	87%	95.9%	92.2%	85.9%		
G05.1.1	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Percentage complete of registered/known food outlets inspection program** Number % of total	Regulatory Services	25%	26%	27%	24%	20%	Following the combination of reduced resources and COVID-19 impacts, 3% of food premises were not inspected.	
G05.1.2	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Number of non-compliance follow up inspections to ensure compliance is achieved of registered/known food outlets** Number	Regulatory Services		22	20	37	37		
G05.1.3	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Number of NSW Health requests completed of registered/known food outlets** Number	Regulatory Services		82	5	5	6		
G05.2.1	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Percentage complete of registered cooling towers inspection program** Maintain	Regulatory Services	25%	2%	7%	19%	62%	Due to COVID-19 impacts which resulted in reduced resources, 10% of the number of cooling towers were not inspected	
G05.2.2	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Number of non-compliance follow up inspections to ensure compliance is achieved of registered cooling tower inspection program** Number follow up inspections	Regulatory Services		1	0	0	1		
G05.3.1	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Percentage complete of registered public swimming pool inspection program** Percentage	Regulatory Services	25%	0%	7%	43%	11%	As a result of COVID-19 and reduced resources, this quarter's target was not able to be achieved.	
G05.3.2	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	**Non-compliance follow up inspections to ensure compliance is achieved of registered swimming pool inspection program** Number total follow up inspections	Regulatory Services	Annual - Dependent on G05.3.1	Not Due	Not Due	0	Not Due		
G06.1	Provide effective parking management and regulatory functions, focusing on CBD, local centres, entertainment and education hubs and residential hotspots	Ranger Services	**Percentage of parking non-compliance detected (timed parking offences)** Decrease against previous year	Regulatory Services	≥ 10% Decrease	3%	3%	9%	14.5%	The number of timed parking offences relevant to the number of vehicles marked (in timed areas) rose in Q3 resulting in lower turn over rates. Council continues to monitor all times areas in order to increase turnover which is crucial to businesses in the CBD and suburban hubs.	
G07.1.1	Improved quality of life by managing the impact of building activities, illegal dumping, unlawful use of public spaces and responsible companion animal ownership within local communities	Ranger Services	**Number of total animals De-Sexed - Annual, reported in Q4** > 70 Annual	Regulatory Services	≥ 70 Annual	Not Due	Not Due	Not Due	25	Due to restrictions caused by COVID-19, Council ran a smaller desexing campaign resulting in 25 animals in total being desexed.	
G07.1.2	Improved quality of life by managing the impact of building activities, illegal dumping, unlawful use of public spaces and responsible companion animal ownership within local communities	Ranger Services	**Number of total animals Micro-Chipped** Number of total animals	Regulatory Services		14	13	18	18		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
G07.1.3	Improved quality of life by managing the impact of building activities, illegal dumping, unlawful use of public spaces and responsible companion animal ownership within local communities	Ranger Services	**Number of total animals registered** Number of total animals	Regulatory Services		91	88	Data Not Available	263		
G07.1.4	Improved quality of life by managing the impact of building activities, illegal dumping, unlawful use of public spaces and responsible companion animal ownership within local communities	Ranger Services	**Animals returned home to owners and or re-homed** Increase	Regulatory Services		99%	71%	80%	61%		
G08.1	Certification Services to provide quality and safety of the built environment in accordance with legislation and standards (Building Code of Australia)	Certification Services	**Number of Building Certificate Applications received** Decrease based on previous quarter	Regulatory Services		57	41	8	37		

GREEN

KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed

D - Deliver
P - Partner
A - Advocate

3.1: Protect and enhance our natural environment

3.1.1: Implement and report the priority actions from Environmental Sustainability Strategy

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.1.1.1	* Implement Council's Environmental Strategy (D)		While several priorities were successfully delivered, not all actions identified in the 4-year implementation plan (within DPOP) were completed on time. The plan for the next four years will be reviewed, and these items will be clearly addressed in the end of term report.	30/06/2021	City Strategy	100%	
3.1.1.2	* Deliver a Bushland Program, as identified by the Capital Works Program to improve vegetation conditions (D)		All bushland regeneration contracts focusing on environmental weed removal works were completed successfully.	30/06/2021	City Assets & Environment	100%	
3.1.1.3	* Develop and deliver management plans for bushland areas across the Local Government Area covering fire hazard (D)		Council engaged an ecological consultant who has developed a draft operational Natural Areas Management Plan to assist in the prioritisation of Council's environmental restoration works undertaken within Council's bushland reserves.	30/06/2021	City Assets & Environment	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.1.1.4	* Develop Green Infrastructure Strategy to protect and increase our green infrastructure (trees, green grid, biodiversity & bushland) (D)	The Green Infrastructure Plan is on hold. Prioritised development of the Central City Parkway Project and the Parramatta River Spatial Framework.	While the Green Infrastructure Plan is currently on hold, component parts of the plan have been completed. These include the Parramatta River Spatial Framework (funded by the NSW State Government), and progressing the Central City Parkway Project. Timelines and deliverables will to be reviewed as part of preparation of the next version of the Delivery Program.	30/06/2021	City Strategy	60%	

3.2: Improve our River and waterways

3.2.1: Implement waterways master plans for estuary, river and creek preservation

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.2.1.1	Deliver the Natural Waterways Program (D)		The Waterways Program was successfully completed. Projects delivered include; McCoy Park wetland works Toongabbie, creek bank remediation works at Devlins Creek Epping, bank stabilisation works on Terry's Creek Epping and bank revegetation on Toongabbie Creek at Third Settlement Reserve, Winston Hills.	30/06/2021	City Assets & Environment	100%	

3.2.2: Make Parramatta River swimmable again

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.2.2.1	Continue to monitor water quality at Lake Parramatta swimming site (twice yearly, Summer and Winter) to inform the development and implementation of an Integrated Water Plan for the City of Parramatta (D)	The Summer water quality monitoring was completed to support swimming at Lake Parramatta. The Water Plan completion was delayed due to complexities with options modelled. Plan expected to be completed in 2021/22.	The Summer water quality monitoring was completed to support swimming at Lake Parramatta. The Water Plan completion was delayed due to complexities with options modelled. Plan delivery and timelines will be reviewed as part of the preparation of the next version of the Delivery Program.	30/06/2021	City Strategy	70%	

3.3: Keep our City clean

3.3.1: Reducing the volume of litter in our city

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.3.1.1	* Reduce the volume of litter by 40% by 2020 by delivering public place litter education and recycling programs and the strategic use of street sweeping, gross pollutant traps and enforcement that targets hotspots (D)		Litter study completed in June across 30 different sites. In 2019 all sites had some form of litter, in 2021 30% of sites recorded no litter. Litter items on average reduced by 84% (per square metre) across all sites. Council staff provided community litter education to several primary schools and litter training and equipment to community Clean-up volunteers.	30/06/2021	City Assets & Environment	100%	

3.3.2: Improve the City's waste management service to increase satisfaction, waste recovery and diversion from landfill

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.3.2.1	* Address the issue of illegal dumping, including shopping trolleys, via the internal cross-functional working group that (D)		Report to Council in July on the results of the Abandoned Trolley trial. Notice of Motion from Clr Pandey in June requesting a further report on planned initiatives to address illegal dumping particularly in high density residential areas. Joint initiative currently being developed with Place Services focussing on the Harris Park area.	30/06/2021	City Assets & Environment	100%	

3.4: Provide green spaces for recreation, relaxation, and enjoyment

3.4.1: Protect, enhance and increase our parks and green spaces to make them a community feature

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.4.1.1	Work with the NSW Department of Education (DOE), to increase community access to open space by increasing the number of DOE assets under Council lease or licence (P)		Agreement has been reached with the NSW Department of Education on the value of working together to address this issue and a number of sites have been prioritised, based on planning activity and proposed future density. We currently have 2 significant leases and licenses: Macarthur Girls High and Carlingford High School.	30/06/2021	City Strategy	70%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.4.1.2	Promote the use of shared green space through delivering community education and engagement activities (D)		Community education and engagement activities that were undertaken this year include; Guided Bushtucker walks, Guided walk on country, Webinars with Sydney Wildlife, Feral Scan and other experts, Native Plant ID workshop, Nocturnal safari tours and Nature playgroups.	30/06/2021	City Assets & Environment	100%	

3.4.2: Increase the City's tree canopy to create shade and improve amenity

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.4.2.1	* Deliver the City of Trees planting program, prioritising street tree planting along cycleways and the Parramatta Ways walking network (with more diverse street tree species to withstand pests, disease and the changing climate) and plant tube stock in Council reserves (D)		1,300 street trees were planted in 2020/21. Large volumes of street trees were purchased for a significant tree-planting grant to commence in 2021/22.	30/06/2021	City Assets & Environment	100%	
3.4.2.2	* Develop a Tree Canopy Plan, incorporating protection of trees, increased tree diversity and a program of works for priority tree planting locations (D)	Collecting reliable LGA wide data on existing canopy and tree removal has been more complex than anticipated.	The draft Plan will be reported to Council in October with a request for permission to exhibit and to address existing Council Notice of Motions.	31/12/2020	City Strategy	75%	

3.5: Prepare for and lessen the impacts of extreme weather events

3.5.1: Maintain effective partnerships with the emergency services and other alliances in support of community safety

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.5.1.1	Participate in the Local Emergency Management Committee to oversee the Local Emergency Management plan to manage local emergencies (P)		The LEMO has actively participated in the Local Emergency Management Committee, overseen the Local Emergency Management plan to manage local emergencies and undertaken reviews of a number of sub plans.	30/06/2021	City Operations	100%	

3.5.2: Provide flood management and resilience planning activities

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.5.2.1	Progress investigations and advocacy to reduce flood risk in the CBD and key growth precincts (D)		Council is updating its flood information and flood related planning and development controls through the Parramatta River Flood Study and the Update of Parramatta CBD Floodplain Risk Management Plans. Council has developed the FloodSmart flood warning system and is continuing to expand this warning system to include areas adjacent to and downstream of the CBD.	30/06/2021	City Assets & Environment	100%	

3.5.3: Improve liveability by cooling the City and protecting people and communities from heat stress

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.5.3.1	Develop Urban Heat Reduction Strategy to cool the city and protect the community from heat waves and trail 2 urban cooling projects per year (D)	The Urban Heat Plan has been on hold while the trial partnership projects progressed to completion. To be finalised as part of the City Resilience Planning.	Urban Heat Plan on hold, to be progressed for summer - Q3 2021/22. Three trial partnership projects close to completion: 1. CoolRoads trial in final reporting phase, 2. HeatSmart framework drafted and community workshop planning underway; 3. Urban Heat Planning toolkit completed and awarded Best Sustainability Initiative at the Greater Sydney Commission Planning Awards.	30/06/2021	City Strategy	75%	

3.6: Promote energy and water efficiency, renewable energy sources, and reduced emissions and waste

3.6.1: Provide leadership in sustainability best practice for Council's operations

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.6.1.1	Conduct an independent review of Council practices to ensure that all aspects of Council's fleet management (Plant and vehicles): procurement, disposal, repair, emissions and maintenance systems are considered best practice (D)	The reviewed policies are to be presented to the Consultative Committee in August and then wider consultation will take place. Finalisation is due by the end of the 2nd quarter of the next review period. Council has received the external review of City Operations fleet and a number of recommendations are to be actioned in 2021/22.	A comprehensive review of the Fleet/Leaseback policy is completed for presentation to the Consultative Committee in August and consultation with staff finalisation by the end of the 2nd quarter of the next review period. City Assets & Operations external review has been received and fleet & workshop have a number of recommendations to be actioned in 2021/22.	30/06/2021	City Operations	90%	

3.6.2: Increase waste diversion from landfill and reduce resource consumption

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.6.2.1	* Consider long term options to maximise waste processing and diversion from landfill (D)		Consultant report completed on financial modelling of future waste collection & processing options/scenarios. The resuts of this work will be workshopped with the newly elected council in October 2021 before moving to public consultation.	30/06/2021	City Assets & Environment	100%	
3.6.2.2	* Enter into partnership agreements with business and industry to reduce plastics and packaging including plastic bag bans (P)		Face-to-face consultation limited by COVID-19 impact and restrictions on business during the past 12 months. Bin trim audits completed on over 200 businesses in the past year with plastic free (plastic alternative) education material and collateral distributed to targeted areas.	30/06/2021	City Assets & Environment	100%	

3.6.3: Reduce energy, carbon emissions, water consumption, increase renewable energy production and increase waste diversion from landfill

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.6.3.1	Provide leadership in sustainability best practice for Council's operations (D)		Energy and water efficiency upgrades completed across a number of council facilities. Regular newsletter "Sustainability Matters" distributed to staff. Advice on environmental sustainable design provided to future capital work projects including 5PS, Parramatta & Epping Aquatic centres. Draft Green Building policy developed with final internal consultation underway.	30/06/2021	City Assets & Environment	100%	

3.6.4: Reducing energy and carbon emissions and increase renewable energy

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.6.4.1	Reduce Council energy emissions by delivering energy efficiency upgrades and implement renewable energy opportunities in Council buildings and facilities (D	Budgets supporting energy efficiency upgrades and solar renewable opportunities were reduced this year as part of the COVID-19 organisational savings. All minor energy upgrades have now been completed, with major works to be undertaken in 2021/22.	Budgets supporting energy efficiency upgrades & solar renewable opportunities were reduced this year as part of the COVID-19 organisational savings. The existing solar & Tesla battery system at the Rydalmere Operations Centre (ROC) delivered an annual savings of approx $30k per annum. Procurement commenced for electric vehicle charging infrastructure at both the ROC & Parramatta Station carparks.	30/06/2021	City Assets & Environment	75%	
3.6.4.2	Prepare for carbon neutral certification (national Carbon Off-set Standard) for Council operations (D)		Consultant report on Carbon Neutrality pathway options due July 2021. Briefing Note to be prepared for the Executive Team with financial implications to achieving goal by end of 2022.	30/06/2021	City Assets & Environment	100%	

3.6.5: Improve water efficiency of our parks, and council buildings

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.6.5.1	Reduce Council consumption of water by delivering water efficiency upgrades (irrigation, stormwater harvesting/rainwater collection and reuse and other equipment) in Council facilities (D)		Water efficiency upgrade works completed at Council's nursery and several community and child care centres. A study on irrigation system upgrade requirements for Dundas Park completed. Trials on smart real-time water metering at the Heart of Play parks also completed.	30/06/2021	City Assets & Environment	100%	

3.6.6: Reduce energy consumption, increase renewable energy, and reduce potable water consumption (in local government area)

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
3.6.6.1	Develop and deliver a Community Energy Plan which incorporates the consideration of energy saving initiatives such as solar in the City's upcoming major projects (D)	The finalisation of the Energy Plan has been delayed while we refine and revise measures and targets as part of the review of the Environmental Sustainability Strategy. These changes have provided a solid basis for finalising the Community Energy Plan in the next quarter Q1 2021/22.	Second draft of Energy Transition Plan completed and being reviewed by internal working group. Plan development is concurrent with the development of new 4-year action plan for the Environmental Sustainability Strategy, and the corporate 100% renewable PPA and carbon neutrality projects.	30/06/2021	City Strategy	70%	
3.6.6.2	Prepare business case to seek funding for phase 3 of the Light Years Ahead (LED Street Light replacement program) (D)		Phase 3a (Ausgrid) residential streetlighting business case completed, endorsed by Council and delivery to be completed by July 2021. Phase 3b (Endeavour Energy) Major Roads business case completed, report to Council going up 26 July 2021. $4M funding secured through Federal (LRCI) program to deliver Phase 3b - 3,372 lights to LED and smart cells. Installation to be completed 31 December 2021.	31/08/2020	City Strategy	100%	

Achieved/on track | Not Achieved | Data Not Available/Not Due

WELCOMING - Service Measures

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
W01.1	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	**Percentage of days Riverside venues are utilised for performances and events annually** ≥ 75%	Riverside Theatres	≥ 75% Annual	3%	11%	26%	43%	Q4 saw an increase in Riverside venue utilisation, but performance remains below target	Not Achieved
W01.2	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	**Community satisfaction with Riverside Theatres - reported annually in Q2** ≥ 3.99	Riverside Theatres	≥ 3.99	Not Due	4	Not Due	Not Due		Achieved/on track
W01.3	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	**Percentage of Riverside's available seating capacity utilised annually** Maintain or increase above target	Riverside Theatres	≥ 60% Annual	63%	88%	63%	46%	Riverside Theatres closure due to COVID-19 restrictions, affected capacity.	Not Achieved
W02.1	A year-round stage and screen presentation program for the general public, schools and special interest groups	Riverside Presentations	**Annual attendance at "Riverside Presentations" Program of performances and events held at Riverside and elsewhere** Maintain or increase on previous year	Riverside Theatres	≥ 35,000 Annual	7,040	11,188	11,721	18,954	YTD attendance: 18,954 at 174 events. This equates to 54.2% of Annual Target (35,000). Riverside Theatres closure due to COVID-19 restrictions affected live performances with some digital performances possible.	Not Achieved
W02.2	A year-round stage and screen presentation program for the general public, schools and special interest groups	Total Riverside Program	**Attendances at Total Riverside Program of performances (events held at Riverside and elsewhere)** Maintain or increase on previous year	Riverside Theatres	≥ 144,000 Annual	7,352	12,328	32,615	54,810	YTD attendance: 54,810 at 1,070 events. This equates to 38% of Annual Target (144,000). Riverside Theatres closure due to COVID-19 restrictions, affected live performances with some digital performances possible.	Not Achieved
W03.1	Local production of performances and increased opportunity for local artists	National Theatre of Parramatta	**Attendance at National Theatre of Parramatta program of performances (events held at Riverside and elsewhere)** Maintain or increase on previous year	Riverside Theatres	≥ 21,000 Annual	53	594	1,765	2,771	Q4 saw an increase in attendance to 2,771 customers at 129 National Theatre of Parramatta events. This equates to 13% of Annual Target (21,000). Riverside Theatres closure due to COVID-19 restrictions, affected live performances.	Not Achieved
W04.1	Provision of a year round program of workshops and performance with - and for - people with disability	Performance and Disability Program (Beyond the Square)	**Attendance at Access performance and Workshop program (performances and workshops held at Riverside and elsewhere)** Maintain based on previous year, measured in percentage of attendees over previous year	Riverside Theatres	2,500 Annual	20	117	203	434	YTD attendance: 434 at 58 events. This equates to 17% of annual attendance target (2,500). Riverside Theatres closure due to COVID-19 restrictions, affected activities.	Not Achieved
W05.1	Community is proud of the opportunities to experience arts and culture	Arts & Culture program development and delivery	**Number of art and cultural programs developed and delivered - Annual Q4** Maintain on previous year	Cultural Strategy	≥ 3,851 Annual	Not Due	Not Due	Not Due	2,354	COVID-19 impact has resulted in many programs and events being cancelled, some of which were able to be pivoted to digital delivery. This impact also resulted in the opportunity to develop additional digital programming not previously prioritized.	Not Achieved
W06.1	Opportunities for the community to participate, celebrate and commemorate in the civic, heritage and cultural life of the City	Events & Festivals	**Combined attendance at events and festivals** Increase 2% over previous years	City Experience	> 292,026 Annual	Not Due	147,000	2,400	7,356	Target not achieved due to COVID-19.	Not Achieved

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
W07.1	Tourism delivers local economic, cultural and social benefits and visitor services enhance the perception of Parramatta as a place people want to visit	Tourism Development & Visitor Services	**Number of attendees at key destinations & tourist attractions** Increase 2% over previous years	City Experience	> 2% Annual	Not Due	Not Due	Not Due	2,174,121		
W08.1	Share and celebrate our cultural heritage assets and stories	Cultural Heritage	**Satisfaction with Parramatta Heritage & Visitor Information Centre services and programs** Sustain, compared to previous years	City Experience	≥ 93% Annual	97.1%	99%	93.6%	96.4%		
W09.1	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City of Parramatta via digital and traditional platforms	**Number of day visitors to the City of Parramatta** Increase on 5% on previous year	City Identity	> 5% Annual	Not Due	Not Due	91,255	163,588	Target not achieved due to COVID-19 and disruptions from Light Rail construction works.	
W09.2	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City of Parramatta via digital and traditional platforms	**Revenue expenditure from day visitors to the City of Parramatta** Increase 5% on previous year	City Identity	> 5% Annual	Not Due	Not Due	$7,282,149	$13,054,340	Target not achieved due to COVID-19 and disruption from Light Rail construction works.	
W09.3	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City of Parramatta via digital and traditional platforms	**Increase in Gross Regional Product** Increase on 5% previous year	City Identity	> 5% Annual	Not Due	Not Due	$7,473	$7,672	Target not achieved due to COVID-19.	
W09.4	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City of Parramatta via digital and traditional platforms	**Number of visitors to City Marketing Platforms** Increase in same quarter previous year	City Identity	> 5%	2.65%	7.69%	6.9%	33%		
W09.5	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City of Parramatta via digital and traditiol platforms	**Satisfaction with Parramatta as a place to live - annual reported in Q2** Increase on previous year	City Engagement	> 7.29	Not Due	7.57	Not Due	Not Due		

KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed

D - Deliver
P - Partner
A - Advocate

WELCOMING

4.1: Acknowledge the Darug peoples as the traditional custodians of this land and make Parramatta a leading City of Reconciliation

4.1.1: Reduce inequality through a strong and respectful relationship with the Darug people and other Aboriginal and Torres Strait Islander communities

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
4.1.1.1	Implement, monitor and review the Stretch Reconciliation Action Plan (RAP) 2017-2020 (D)		80% of RAP actions completed, 16% continue in progress. Highlights include: Cultural awareness training; Inclusion of First Nations programming, particularly in Early Learning Centres and Events; Elevated acknowledge of Dharug in signage and interpretation; Major cultural infrastructure including a Keeping Place in 5PS to house significant Aboriginal cultural materials.	30/06/2021	Social & Community Services	100%	

4.2: Promote the growth of arts and culture and champion the role that culture plays in city-building

4.2.1: Implement Culture and Our City - A Cultural Plan for Parramatta's CBD 2017-2022 Goal 1: Always a Gathering Place

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
4.2.1.1	Commission artworks in diverse media across the public domain (D)		Council-led Public Art projects progressed significantly, including finalisation of artists/artist teams for two Parramatta Square commissions and early-stage planning for 5/7PS and the Aquatic Leisure Centre Parramatta. A number of significant Developer-led Public Art projects were selected and/or delivered, including Melrose Park, Granville Place and 32 Smith Street.	30/06/2021	City Experience	100%	

4.2.2: Implement Culture and Our City - A Cultural Plan for Parramatta's CBD 2017-2022 Goal 2: Diversity is Our Strength

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
4.2.2.1	Finalise & implement Events & Festivals Strategy (D)		The new Sound West Festival was developed and contracted, scheduled for delivery in November 2021. New model for Winterlight developed and contracted, delivery begun in June, suspended in July due to COVID-19. Warami program delivered including Sorry Day (North Parramatta) and Yuin Byalla talk, Reconciliation Week (Riverside Theatres). Awarded Create NSW grants to support Live Music programming.	30/06/2021	City Experience	100%	

4.2.3: Implement Culture and Our City - A Cultural Plan for Parramatta's CBD 2017- 2022: Goal 3: Ideas and imagination are the heartbeat of our City

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
4.2.3.1	Deliver an expanded Parramatta Artists' Studios residency program through the CBD Studios and Satellite Studio project (D)		Parramatta Artists Studios (PAS) residency studios were fully subscribed with 13 artists selected for both the Parramatta and Rydalmere facilities. A total of 26 studio residencies supported local, Western Sydney and Sydney-based artists. Residencies were supported by a professional development program and studio artists presented public programs connecting with local community.	30/06/2021	City Experience	100%	
4.2.3.2	Finalise the Cultural Infrastructure Strategy 2039 to inform the types of creative spaces and programs required to best support the growth of our creative communities (D)		Finalisation of the Strategy is proceeding in alignment with the development of broader growth strategies. Research and audit outcomes from development of this strategy is being used to inform cultural infrastructure and cultural use opportunities across the region.	31/12/2021	Cultural Strategy	90%	
4.2.3.3	Commission, produce and present local, national and international performances of contemporary excellence and scale alongside the National Theatre of Parramatta program (D)		Riverside reopened with Spot on Children's Festival. Highlights included streamed concerts, Stolen (demand digital), Things I Can't Tell About Steven, Queen Fatima, (National Theatre of Parramatta), Wharf Revue (STC), We Will Rock You (Packemin), Grimm (Syd Choreographic Ensemble), Brandenburg Orchestra, Chop Chef (Blush Opera), Truth to Power Café, Spiegelesque (Kermond) and Cinema Program.	30/06/2021	Riverside Theatres	100%	

4.3: Respect, protect and celebrate our shared living histories of Parramatta and embrace our heritage

4.3.1: Implement Culture and Our City - A Cultural Plan for Parramatta's CBD 2017-2022 Goal 1: Always a Gathering Place

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
4.3.1.1	Increase accessibility to the City's cultural collection of archives, artefacts, research resources (D)		The Cultural Heritage and Tourism team continue to research and share the cultural heritage and stories of the City of Parramatta, both online and face-to-face and have completed all projects planned for 2020/21. Highlights include the Parramatta People video series and a partnership with Macquarie University to 3D scan 40 cultural collection items.	30/06/2021	City Experience	100%	
4.3.1.2	Create an integrated Heritage Strategy (D)		Draft integrated Heritage Strategy was completed. Implementation of this project transitions to City Strategy in 2021/22.	30/06/2021	City Experience	100%	
4.3.1.3	Informed by Council's Cultural Infrastructure Strategy, advocate and make submissions to the NSW Government to identify appropriate uses for heritage buildings in the North Parramatta Precinct, including cultural and arts uses (A)		Council has been collaboratively engaging with NSW Government through Registration of Interest (ROI) processes and other formal submissions to advocate for suitable and heritage sensitive cultural uses and activations across the Parramatta North development site.	30/06/2021	Cultural Strategy	50%	

4.4: Recognise that Parramatta has always been a gathering place and our diversity is our strength

4.4.1: Implement Culture and Our City - A Cultural Plan for Parramatta's CBD 2017-2022 Goal 1: Always a Gathering Place

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
4.4.1.1	Appoint an Indigenous Cultural Officer and develop new Aboriginal and Torres Strait Islander cultural programs and projects (D)	Developing Aboriginal identified positions and resourcing will be a focus in the development of the successor to the Reconciliation Action plan.	Developing Aboriginal identified positions and resourcing will be a focus in the development of the successor to the Reconciliation Action plan.	31/03/2021	Cultural Strategy	15%	

4.4.2: Promote lifelong learning and tackle inequality by delivering programs and services that provide equal access to all.

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
4.4.2.1	Increase programs in diverse languages depending on profile of the local community, as part of a lifelong learning objective (D)		In 2020/21 libraries delivered a number programs for our CALD community both online and face-to-face. These programs attracted 3,185 participants. Of this, 38 small group face-to-face programs were run, including Tech Savvy Seniors, which attracted 278 participants.	30/06/2021	Social & Community Services	100%	

Achieved/on track | Not Achieved | Data Not Available/Not Due

THRIVING - Service Measures

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
T01.1	Residents, businesses, workers, students and visitors benefit from sustained strong economic performance across the City of Parramatta LGA. Partnerships support the delivery of our vision and priorities.	Work collaboratively to support sustainable economic growth by supporting small business, attracting investment, and leveraging strategic partnerships with key stakeholders	**Number of new businesses created** Increase number of new businesses	City Strategy	> 3,410 Annual	1,148	812	1,291	738		Achieved/on track
T02.1	Jobs growth and increased inbound investment	Economic Development activities	**Percentage net increase in investment inquiries (website, phone and email)** Increase based on previous year	City Strategy	> 5%	Not Due	Not Due	Not Due	Data Not Available		Data Not Available/Not Due
T03.1	Increase investment in the City of Parramatta to provide the Community with the desired jobs, education and health facilities	Actively market Parramatta as Sydney's Central City	**Net job growth within the City of Parramatta** Increase number on previous year	City Identity	6%	195,320	195,025	185,273	187,604	Target not achieved due to COVID-19.	Not Achieved
T04.1	Drive visitation to the City of Parramatta resulting in strong economic performance	Actively market Parramatta as Sydney's Central City	**Visitation numbers within the City of Parramatta** Increase 3% on previous year	City Identity	≥ 3%	412,928	231,995	120,351	197,062	Target not achieved due to COVID-19 and disruptions from Light Rail construction works.	Not Achieved
T05.2	Improve perception of the City of Parramatta as a desirable place to work	Actively market Parramatta as Sydney's Central City	**Satisfaction of businesses who rate Parramatta as place to work/do business – annual Q2** Sustain on previous year	City Engagement	> 7.08	Not Due	7.71	Not Due	Not Due		Achieved/on track
T06.1	Enables timely identification and repair of issues to maintain community safety and amenity of the public domain	Proactive and reactive inspection and monitoring of the public domain (Including but not limited to; Better Neighbourhood Program)	**Percentage of Service Requests from customers or Councillors for Place Services responded to within 48 hours** Maintain	Place Services	100%	100%	100%	100%	100%		Achieved/on track
T07.1	Ensuring that difficult and cross-functiol community and/or Councillor issues are resolved in consultation with affected stakeholders	Investigating, reporting and referring multi-faceted issues for resolution	**Percentage of Service Requests by customers or Councillors where contact is made prior to closing** Sustain on previous year	Place Services	100%	100%	100%	100%	100%		Achieved/on track
T08.1	High quality design and appropriate allocation, creating attractive, safe and vibrant public spaces to support urban life and local economic activity	Assessment of proposals to use Council land for Outdoor Dining	**Percentage of "Notice of Approval" issued to customer within a two month period** Maintain or increase	Property, Security, Assets & Services	≥ 80%	90%	100%	100%	90%		Achieved/on track
T09.1	Efficient use of Council land to facilitate the sustainable growth of the City	Provision of statutory property service such as land acquisition, classification & easements on Council land	**Percentage of information and services provided within 10 working days** Maintain or increase	Property, Security, Assets & Services	≥ 80%	100%	90%	90%	85%		Achieved/on track

KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed

D - Deliver
P - Partner
A - Advocate

5.1: Accelerate local jobs growth and support people in finding employment

5.1.1: Facilitate local employment and economic growth through the delivery of targeted Economic Development activities

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.1.1.1	Implement the priority actions identified in Council's Economic Development Plan (EDP) 2017 -2021 (D)		Council continues to deliver on the actions identified in the Economic Development Plan, including initiatives supporting job growth, the nighttime economy and industry development.	30/06/2021	City Strategy	100%	
5.1.1.2	Deliver and support small business development programs and have 80% small business satisfaction with activities (D)		The Small Business Program has continued to deliver programs that have been met with overall satisfaction of attendees. The Program has included starting small business courses, business fundamental series from the ATO, digital and social media for business training, specialist marketing webinars and regular online virtual networking events for local small businesses.	30/06/2021	City Strategy	100%	
5.1.1.3	Provide accurate and timely research, analysis and investment information to increase by 10% annually traffic to Invest Parramatta website and have on average 20% of business community recipients open each addition of Economic Development Team EDM (D)		Economic Development provide advice, research services and economic data to inform strategic projects across the organisation, and content, collateral and resources developed in conjunction with the City Identity team. The impact of COVID-19 has resulted in fewer investment requests and opportunities in the last quarter.	30/06/2021	City Strategy	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.1.1.4	Host a bi-annual Investment attraction event to support inbound investment and industry development (D)	This event was postponed due to COVID-19 ahead of its scheduled March 2020 date. This continues to be the case given the limitations of international visitation.	This event was postponed due to COVID-19 ahead of its scheduled March 2020 date. This continues to be the case given the limitations of international visitation.	30/06/2021	City Strategy	25%	
5.1.1.5	Support the delivery of Council's Destination Management Plan (DMP) (P)		The Destination Management Plan is a 3-year plan. At the end of Year 2 the implementation status was 12% completed, 53% on-track, 29% delayed and 6% on hold. All delayed and on hold items will be reviewed for completion in Year 3.	30/06/2021	City Experience	65%	
5.1.1.6	Increase Community Satisfaction with Events & Festivals by 5% annually by promoting events and activation programs that increase visitation to support the City's culture and liveability (D)		Events throughout 2020/21 demonstrated strong customer and community satisfaction. Key result included Parramatta Nights Rooftop Hangout receiving 8.9/10 for overall experience, and 2 in 3 respondents feeling more positive about Parramatta as a result of the event. There was a decrease in overall surveying due to postponed/cancelled events and the online transition of some events.	30/06/2021	City Experience	100%	

5.2: Attract public and private investment to our City and support the growth and prosperity of local businesses

5.2.1: Implement Culture and Our City - A Cultural Plan for Parramatta's CBD 2017-2022

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.2.1.1	Implement and monitor the priority actions identified in the Cultural Plan and prepare annual implementation plans (D)	Cultural Plan implementation is ongoing, but slowed by impacts of COVID-19. Cultural Fund implementation process and governance is to be reviewed in 2021/22. Preparation is underway for successive Cultural Plan development in alignment with broader Community Strategic Plan development.	Cultural Plan implementation is ongoing, but slowed by impacts of COVID-19. Cultural Fund implementation process and governance is to be reviewed in 2021/22. Preparation is underway for successive Cultural Plan development in alignment with broader Community Strategic Plan development	31/12/2021	Cultural Strategy	30%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.2.1.2	Finalise and implement the Cultural Plan Implementation Framework and Fund (D)	Cultural Plan implementation ongoing, but with a substantial number of actions not yet started or off track. Cultural Plan implementation ongoing, Cultural Fund implementation process and governance to be reviewed in 2021/22 as part of new model of Cultural Strategy and Cultural Service delivery coordination.	Cultural Plan implementation ongoing, Cultural Fund implementation process and governance to be reviewed in 2121/22 as part of new model of Cultural Strategy and Cultural Service delivery coordination.	30/06/2021	Cultural Strategy	25%	

5.2.2: Promotion of Parramatta's precincts and unique attributes

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.2.2.1	Undertake City marketing activities to raise the profile of Parramatta's unique offer (D)		Campaigns undertaken included the delivery of City Brand campaign, Summer Where It's AT, Parramatta Where It's At, Church St- We're Open, Major Events & Festivals marketing, Innovate Parramatta, CEO Roundtables, Alliance Charter Signings, Go Local campaign, and event sponsorships such as Boomtown, the Westmead Precinct Conference and WSBC's local business event.	30/06/2021	City Identity	100%	

5.2.3: Implement the Parramatta CBD Cultural Plan Goal 3: Ideas and imagination are the heartbeat of our City

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.2.3.1	Re-develop Riverside Theatres in partnership with NSW Government (P)	The joint venture arrangements with the NSW Government have been concluded, and City of Parramatta endorsed a strategy for the Riverside Theatre redevelopment proposal on 26 July 2021.	The Riverside Theatre operational model has been refined and a schematic design that supports the amended model has been prepared. It is the subject of a Council Report to be considered at the Council meeting on 26th July.	30/06/2021	Property Development	50%	

5.2.4: Implement the Parramatta CBD Cultural Plan Goal 3: Ideas and imagination are the heartbeat of our City

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.2.4.1	Maintain financial support level for Riverside Theatres by delivering fundraising strategies to secure financial support (government, corporate sponsorship, private) including campaigns and philanthropic circles (D)		Annual support continued from Create NSW ($200k), Crown Packer Foundation ($86k) and additional one-off project grant ($18.6k).	30/06/2021	Riverside Theatres	100%	

5.2.5: Deliver the Parramatta Square Project to create world-class office, retail, public space and civic facilities

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.2.5.1	5 & 7 (Town Hall) Parramatta Square - Deliver a state of the art civic building, library and community facilities (D)		Subject to Council report being considered at Council meeting on 26 July 21.	30/04/2022	Project Delivery	65%	
5.2.5.2	Deliver key milestones for 6 & 8 Parramatta Square (D)		The lower floors of the building (6 Parramatta Square) are on track for occupation in late 2021. Construction of the upper floors (8 Parramatta Square) are on track for completion in 2022 with the internal fit out continuing in 2023.	31/12/2023	Project Delivery	80%	

5.2.6: Deliver a modern premium grade mixed use development at 12 Phillip Street, Parramatta

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.2.6.1	Riverside Lennox Bridge: Manage and administer a project development agreement for the external delivery of a premium grade mixed use 41 storey and 413 residential apartments tower at 12 Phillip Street, Parramatta (D)	The development is due for completion in Q3 2021 due to delays with PLR works and COVID-19 shutdowns.	The development is due for completion in late July and the developer will deliver its obligations in respect to public domain works in the project development agreement prior to completion.	31/05/2021	Property Development	90%	

5.2.8: Plan and deliver a range of options to maximise Councils financial returns on its publicly owned assets

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.2.8.1	Execute of the whole of property asset strategy (D)	A new General Manager of Property Security, Assets and Services has been recruited, the whole of property asset strategy is a deliverable of the new GM.	A new General Manager of Property Security, Assets and Services has been recruited, the whole of property asset strategy is a deliverable of the new GM.	31/12/2023	Property, Security, Assets & Services	10%	
5.2.8.2	Manage the Horwood Place compulsory acquisition process to secure the best possible commercial return for Council (D)		The City of Parramatta Council has provided all prescribed information in the required Statutory timeframe to the Valuer General for its determination of compensation for the compulsory acquisition of Horwood Place by Sydney Metro West. The Valuer General's determination is pending.	31/05/2023	Property Development	90%	

5.2.9: Deliver the Parramatta Square public domain to create an engaging connection between the buildings that surround it, to promote both day and nighttime activity

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.2.9.1	Public Domain: Deliver a lively and engaging public domain to support the future of the City (D)		Stage 1 of Parramatta Square Public domain (PSPD) is open and fully activated. Stages 2 & 3 remain on track to be opened as scheduled June 22.	Project Delivery	Property & Place	100%	

5.3: Plan and deliver a vibrant, attractive and safe CBD and local centres

5.3.1: Plan and design distinctive neighbourhoods and CBD precincts that have unique local identity and are places where people want to be

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.3.1.1	Complete the preparation of masterplans, in consultation with locally impacted communities for North Parramatta 'Heart of Play' Sporting and Recreation Network (D)		The Heart of Play Masterplan undertook extensive community engagement which took place for 4 weeks. All of the communities comments were taken into consideration to inform the masterplan which will seek council adoption on 12 July 2021.	30/06/2021	Place Services	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.3.1.2	Deliver physical works associated with endorsed Masterplans focused on shops and commercial areas (including North Rocks Masterplan, Dence Park Masterplan, Sue Savage & Reynolds Park, Rydalmere Park, North Granville Community Facilities Masterplan) (D)		All scheduled masterplan physical works complete except for Sue Savage & Reynolds Park masterplan - to be rephased to 2021/22 due to lower than projected S7.11 Open Space contributions relating to the impact of COVID-19 on developments.	30/06/2021	Place Services	100%	
5.3.1.3	Development of a Neighbourhood Cultural Masterplan to reflect the cultural aspirations, distinctive identities and needs of our broader communities (D)		Parramatta Square Place Plan complete. Granville Place Plan complete expect for Council adoption - report scheduled for the 26 July 2021 Council meeting. Per 2021/22 DPOP, Epping, Parramatta CBD, and Wentworth Point Place Plans to be delivered in 2021/22.	30/06/2021	Place Services	95%	
5.3.1.4	Develop a community-led Neighbourhood Policy and Place Plans to inform local service and project delivery (D)		Parramatta Square Place Plan complete. Granville Place Plan complete expect for Council adoption - report scheduled for the 26 July 2021 Council meeting. Per 2021/22 DPOP, Epping, Parramatta CBD, and Wentworth Point Place Plans to be delivered in 2021/22.	30/06/2021	Place Services	95%	
5.3.1.5	Undertake a biennial Centres Review to collate data on town and neighbourhood centres in the LGA to inform the prioritisation of Better neighbourhood program funding (D)		The biennial Centres Review was completed in 2021 and endorsed by Council, along with BNP projects for 2021/22 and 2022/23, on 26 June 2021.	30/06/2021	Place Services	100%	
5.3.1.6	Deliver a Masterplan for Granville Town Centre (D)		Granville Square masterplan complete expect for Council adoption - report scheduled for the 26 July 2021 Council meeting.	31/12/2021	Place Services	95%	

5.3.4: Deliver and manage the City's crime prevention infrastructure to increase the sense of community safety and prevent crime

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.3.4.1	Implement the priority actions from the updated Parramatta Crime Prevention Plan 2019-2023 (D)		Implementation of the plan has been affected by the effects of COVID-19 and associated restrictions on residents and visitors to the City of Parramatta.	30/06/2023	Property, Security, Assets & Services	40%	
5.3.4.2	Expand the CCTV network by 10 additional cameras per year by advocating and seeking funding from State Government as appropriate (D)		12 New Cameras were installed in Phillip Street as part of the Smart Street Project. 4 cameras were installed permanently at lake Parramatta to enhance the safety of staff and patrons during swimming season.	30/06/2021	Property, Security, Assets & Services	100%	

5.3.5: Revitalise, connect, and activate key public domain spaces in the CBD to create vibrant public spaces

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.3.5.1	Develop a masterplan for Parramatta River Strategy (D)		The Parramatta River Masterplan identified several projects and works programs such as the Charles Street Square Upgrade, Old Kings Foreshore Lighting and City River DCP. These works programs continue to be rolled out and delivered.	30/06/2021	City Design	100%	
5.3.5.2	Set design and program priorities for the implementation of the Civic Link Framework Plan (connecting Parramatta Square to the Parramatta River City foreshore) (D)	Draft DCP for Blocks 2, 3, 4 delayed due to Metro coordination and alignment with CBD DCP timeframes. Business case for public domain delivery has been approved and delivery planning commenced.	Coordination with Metro is ongoing. Civic Link DCP to be incorporated into the City Centre DCP. Delivery planning for the Civic Link project is underway.	30/06/2021	City Design	65%	

5.3.6: Implement CBD Cultural Plan: Goal 1: Always a Gathering Place

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.3.6.1	Develop a sustained program to grow live music in the City (D)		Curated and delivered live music programming for key City events including Parramatta Lanes, Parramatta Nights and Make Music Day. Included 34 musicians engaged for Parramatta Lanes, for online and in-person performances. The new Sound West Music Festival was developed and contracted. Two grants awarded to deliver Live Music programming for Make Music Day and Warami.	30/06/2021	City Experience	100%	

5.4: Ensure Parramatta has a thriving day and nighttime economy

5.4.1: Facilitate local employment and economic growth through the delivery of targeted Economic Development activities

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
5.4.1.1	Finalise the Night Time Economy City Framework including controls to DCP to facilitate late night trading (D)		The Parramatta Night City Framework 2020-2024 was endorsed by Council in February 2020. There are 7 priority actions within the Framework which detail the actions to be delivered	30/06/2021	City Strategy	100%	
5.4.1.2	Prepare and adopt a Late Night Trading Development Control Plan to encourage and plan for a safe and vibrant night life (D)	Due to resourcing constraints, this project is behind schedule.	The development of a late-night trading DCP is 85% complete, it has been on hold for the last 2 months due to resourcing constraints (resignation and replacement of critical staff member).	30/06/2021	City Strategy	85%	
5.4.1.3	Increase the number of businesses offering live music by 10% per annum by implementing the priority actions identified in Culture and Our City: A Cultural Plan for the Parramatta CBD such as the 'Live and Local' events, and 'Amplify' as a CBD-wide venue activation for live music (D)		Due to COVID-19, opportunities for live music have been limited in the last 12 months. However, a number of virtual events were also delivered to accommodate this.	30/06/2021	City Strategy	100%	

Achieved/on track | Not Achieved | Data Not Available/Not Due

INNOVATIVE - Service Measures

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
I01.1	A well-considered strategic planning framework that manages growth and facilitates the delivery of a liveable, sustainable and productive City for our communities	The preparation, development and maintenance of strategies and plans to manage the growth of the City	**Percentage of customer who are 'satisfied' or higher with Council's strategic planning - reported in Q4** Maintain or increase on previous year	City Strategy	≥ 90%	Data Not Available	Data Not Available	Data Not Available	Data Not Available		
I01.2	A well-considered strategic planning framework that manages growth and facilitates the delivery of a liveable, sustainable and productive City for our communities	The preparation, development and maintenance of strategies and plans to manage the growth of the City	**Percentage of City Strategy reports that are approved by Council - reported in Q4** Maintain or increase on previous year	City Strategy	≥ 80%	100%	100%	100%	100%		
I02.1	Partnerships support the delivery of our vision and priorities	Work collaboratively to support sustainable economic growth by supporting small business, attracting investment, and leveraging strategic partnerships with key stakeholders	**Percentage of existing strategic partners are satisfied with Council** Maintain or increase on previous year	City Strategy	≥ 75%	Data Not Available	Data Not Available	Data Not Available	Data Not Available		
I02.2	Partnerships support the delivery of our vision and priorities	Work collaboratively to support sustainable economic growth by supporting small business, attracting investment, and leveraging strategic partnerships with key stakeholders	**Annual number of Social Enterprises operating in Parramatta LGA** Increase total # on previous year	Social & Community Services	> 43	Not Due	Not Due	Not Due	45		
I03.1	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City of Parramatta via digital and traditional platforms	**Effectiveness of digital marketing platforms** Percentage of digital innovations that are AB tested	City Identity	≥ 50%	85%	85%	85%	95%		
I04.1	Improvement of services provided to customers both internal and external	Continuous Improvement and Innovation capabilities and culture - Service Excellence Program	**Number of Service Excellence Reviews conducted annually across the organisation to guide our Service Delivery Transformation Program priorities** Maintain	City Strategy	4	1	1	1	1		
I05.1	Council is Financially sustainable and provides transparent, value for money services, according to the priorities of the Community	Financial Reporting and Controls (Accounting, Financial Systems and Taxation and Treasury)	**Community Satisfaction with value for money – annual Q2** Sustain on previous year	City Engagement	≥ 3.43	Not Due	3.55	Not Due	Not Due		
I06.1	Achievement of service levels for critical applications and systems to support both community and organisational objectives. Service levels include hours of availability, performance and responsiveness to incidents	Service Management – delivery of IT support services	**Percentage of time that website and external facing technology is available (excluding scheduled maintenance windows)** Maintain	Information Technology	100%	99.9%	85.9%	95%	100%		
I06.2	Achievement of service levels for critical applications and systems to support both community and organisational objectives. Service levels include hours of availability, performance and responsiveness to incidents	Service Management – delivery of IT support services	**Percentage of all routine correspondence actioned within 48 hours** Maintain	Information Technology	≥ 90%	99.96%	99.9%	95%	99.94%		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Comments	Status
I07.1	Customer satisfaction with Council's internal and external customer services	Provide information and services to customers via four channels – Telephone, Face-to-Face, Corporate Reception and Digital Streams (Web Chat, Social Media and Emails)	**Percentage of calls answered within 30 seconds** Maintain or increase	Customer Contact Centre	≥ 80%	78%	78%	80%	84%		
I07.2	Customer satisfaction with Council's internal and external customer services	Provide information and services to customers via four channels – Telephone, Face-to-Face, Corporate Reception and Digital Streams (Web Chat, Social Media and Emails)	**Percentage of Customer queries resolved at the first point of contact** Maintain or increase	Customer Contact Centre	≥ 80%	61%	72%	77%	81%		
I07.3	Customer satisfaction with Council's internal and external customer services	Provide information and services to customers via four channels – Telephone, Face-to-Face, Corporate Reception and Digital Streams (Web Chat, Social Media and Emails)	**Percentage of Service requests completed within agreed service standards** Maintain or increase	Customer Contact Centre	≥ 85%	86%	90%	88%	85%		
I07.4	Customer satisfaction with Council's internal and external customer services	Provide information and services to customers via four channels – Telephone, Face-to-Face, Corporate Reception and Digital Streams (Web Chat, Social Media and Emails)	**Percentage of customer contacts resulting in formal complaints** Maintain level	Customer Contact Centre	< 0.25%	0%	0%	0%	0%		
I07.5	Customer satisfaction with Council's internal and external customer services	Provide information and services to customers via four channels – Telephone, Face-to-Face, Corporate Reception and Digital Streams (Web Chat, Social Media and Emails)	**Percentage of average customer wait time that is less than 5 minutes** Maintain or increase	Customer Contact Centre	≥ 80%	84%	80%	87%	81%		
I08.1	The City is better positioned to meet the challenges of the future and better able to leverage the opportunities of data, information and technology	The delivery of programs and projects to make Parramatta a 'Smart City' and develop and implement new solutions to address the challenges of growth of the City	**Number of Smart City Advisory Committee conducted and minuted annually** Maintain	City Strategy	4	1	1	1	2		
I08.2	The City is better positioned to meet the challenges of the future and better able to leverage the opportunities of data, information and technology	The delivery of programs and projects to make Parramatta a 'Smart City' and develop and implement new solutions to address the challenges of growth of the City	**Number of Smart City initiatives launched annually - reported in Q4** Increase from previous year	City Strategy	> 4	Not Due	Not Due	Not Due	0	The Smart Places Acceleration Program was announced in December 2020 which allows the State Government to partner with Council's and place-owners to accelerate the development of Smart Places. Two EOIs have been submitted to the Program with a third submitted listing Council as a partner.	

KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed

D - Deliver
P - Partner
A - Advocate

6.1: Engage in strategic planning and implement innovative solutions to manage the growth of our City

6.1.1: Develop the City's strategic planning framework to support growth

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.1.1.1	* Finalise the harmonisation of LEPs, DCPs and Development Contributions Plans (D)		Harmonisation LEP and Contributions Plan endorsed by Council 12 July 2021. Draft DCP to be reported to Council for endorsement for exhibition win second half of 2021.	31/12/2021	City Planning	90%	
6.1.1.2	* Finalise CBD Planning Proposal (D)		Exhibition of the Parramatta CBD Planning Proposal was completed this year. Submissions were considered and on 15 June 2021 Council resolved to submit the planning proposal to the Department of Planning, Industry and Environment for finalisation.	30/06/2021	City Planning	80%	
6.1.1.3	* Support the effective leadership of the City by facilitating Lord Mayor and Councillor advocacy on State and Federal Government issues affecting the City of Parramatta's strategic planning framework to support growth by making submissions (D)		Council continues to advocate on State and Federal issues through representations, meetings and formal submissions. Focus areas included: Expanded Justice Precinct Parramatta Light Rail Sydney West Metro COVID-19 stimulus funding Camellia Precinct Transport issues in key City precincts (Wentworth Point, Westmead and Epping) Palliative Care at Westmead Hospital	30/06/2021	Executive Support	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.1.1.4	* Review developer contributions, processes and financial planning (D)	Progression has been limited due to resourcing issues and State Government announcements of a review of the Contributions Planning Framework. Aspects of this work have been put on hold pending the State Government review of the framework.	Progression has been limited due to resourcing issues and State Government announcements of a review of the Contributions Planning Framework. Aspects of this work have been put on hold pending the State Government review of the framework.	30/06/2021	City Planning	35%	
6.1.1.5	* Finalise the Local Strategic Planning Statement, Local Housing Strategy & Community Infrastructure Strategy (D)		Council approved the Local Housing Strategy and Community Infrastructure Strategy on 13 July 2020. The Local Strategic Planning Statement was completed in the previous reporting year. No further action required on this matter.	31/07/2020	City Planning	100%	

6.1.2: Work in partnerships to prepare Precinct Plans that meets the needs of the City of Parramatta

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.1.2.1	* Work with stakeholders to prepare Precinct Plans in key precincts including: Camellia, Carlingford, Carter Street, Epping Town Centre incorporating a transport plan, Granville, Melrose Park, Parramatta North, Parramatta Road, Rosehill, Sydney Olympic Park, Telopea, Wentworth Point Wentworthville and Westmead (P)		Precinct work has progressed consistent with Council's Local Strategic Planning Statement. Planning controls continue to be refined in Melrose Park, Wentworth Point and Telopea, and matters are progressing in all other precincts including Camellia where a Place Strategy is being developed with the State Government.	30/06/2021	City Planning	100%	

6.1.3: Tackle inequality through leading social innovation collaboration between business, community, government and philanthropy

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.1.3.1	Implement the Social Investment Action Plan 2018-2021 (D)		Current Social Investment Action Plan ended 30 June 2021 and End of Term Report being prepared. 25 out of the 30 action items were achieved or partially achieved. Only five items were not progressed. Activities related to the Parramatta Community Fund have not progressed, however, work is now focused on potential links with the Impact100 network.	30/06/2021	Social & Community Services	100%	

6.1.4: Develop and implement a long-term strategic plan for the provision of social infrastructure to meet the needs of the community

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.1.4.1	* Prepare implementation plans for community facilities and open space and recreation assets under the Community Infrastructure Strategy (D)		Council adopted the Community Infrastructure Strategy 2020 a its meeting in July 2020. The next phase of this project involves developing more detailed action plans for specific community assets, and embedding the Community Infrastructure Strategy into Council business.	30/06/2021	City Strategy	100%	

6.2: Support collaboration and partnerships to deliver key outcomes for our City

6.2.1: Leverage partnerships with State Government, peak business, and industry groups

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.2.1.1	Support activities to encourage and maintain visitation to the Parramatta CBD during the delivery of significant infrastructure projects including Light Rail, Parramatta Square and a new Museum by facilitating liaison between Transport for NSW and Council on matters affecting small business (D)		The Economic Development team continue to support the marketing team to drive visitation to the city via content, relationship building and collaboration. However, due to COVID-19, this has been limited over the last 12 months.	30/06/2021	City Strategy	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.2.1.2	Continue to promote local businesses and local investment opportunities through targeted promotion and communication activities (D)		Continued to promote local businesses through targeted communication activities. Opportunities for local businesses have continued to be highlighted in the monthly Parramatta Business Newsletter. Council has continued to foster and promote local businesses through the Parramatta Localised Online Business Directory and the associated virtual meet-ups.	30/06/2021	City Strategy	100%	
6.2.1.3	Response to & support planning for North Parramatta & Sydney University (D, P)		The NSW State Government and the University of Sydney signed a framework agreement in December 2020 marking the next steps in negotiations. Council continues to engage with and support the planning process where appropriate.	30/06/2021	City Strategy	100%	
6.2.1.4	Support planning approvals for MAAS (D, P)		State Significant Development Approval was granted in February 2021. Development is under construction.	30/06/2021	City Design	100%	

6.2.2: Tackle disadvantage through implementing a primary prevention framework for the prevention of domestic and family violence

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.2.2.1	Develop and implement Council's Domestic and Family Violence Action Plan (D)	Draft Plan to be presented to Executive Team, prior to Councillor engagement via a Councillor Workshop and Council consideration of Action Plan.	Draft finalised following final round of internal consultation. Draft Plan to be submitted to Executive Team for endorsement in July 2021 prior to engagement with Councillors. In the meantime, some actions in the community have progressed.	30/06/2021	Social & Community Services	95%	

6.2.3: Building great community capacities by partnering with local sports clubs, peak sporting bodies, schools and community groups to improve their capability and sustainability

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.2.3.1	Sports club liaison, partnerships with program providers to deliver Mobile Active Health Project, Active Parramatta and School Holiday programs, and special projects, such as Girls in Sports and Disability Inclusion Action Day (P)		Slow relaxation of COVID-19 restrictions impacted programming from Q1-4 during 20/21. Celebrating Girls in Sport delivered at Bankwest Stadium on 3 December 2020 with 120 students in attendance. Disability Inclusion Action Day was delivered in June 2021 in partnership with Cumberland Council and Sport NSW.	30/06/2021	Social & Community Services	100%	

6.3: Embrace technology, creativity, and innovation to solve complex problems and improve our City

6.3.1: Deliver professional, responsive and innovative customer service to our community including online service delivery

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.3.1.1	Improve the capability of the Customer Service Request system and Council's customer service processes (D)	Delay in launching UX enhanced and new services online due to the need to reprioritise work given available resources.	Online uptake has reached 35% YTD and 41% as of July up from 28% in February 2020 when the Digital Transformation Team started the Channel Shift to Online work. Following the delivery of initial phase of the work program, the focus has shifted to addressing the needs of Council relating to 5PS.	30/06/2021	City Strategy	80%	
6.3.1.2	Implement outcomes of service excellence review to improve customer service processes and further enhancing the positive customer experience of council (D)	Resources have been realigned to prioritise Digital Transformation work.	Program has been on hold while project planning is reviewed.	30/06/2021	City Strategy	25%	
6.3.1.3	Implement the Digital Service Transformation Strategy incorporating the embedding of continuous improvement and innovation capabilities in Council (D)		Completed phase 1 of the channel shift to online program. Enhanced 43 service requests and 4 permit & licence services. Currently reviewing next stages of online enhancements and new online services	30/06/2021	City Strategy	100%	

6.3.5: Implement CBD Cultural Plan: Goal 4: Our City incubates creativity, industry, and new knowledge

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.3.5.1	Grow opportunities for industry partnerships that deliver new cultural assets and experiences and social and economic benefits by establishing three new relationships or partnerships annually (P)		A new Creative Economy Grant program funded 12 organisations, increasing accessibility to cultural and creative experiences and supporting local business. We partnered with Western Sydney Business Connection to support SoundWest, a technology and music festival and initiated connections to organisations to progress critical strategies in delivering and facilitating cultural infrastructure.	30/06/2021	Cultural Strategy	100%	

6.3.6: Investigate data driven solutions and Smart City initiatives to help address the complex challenges facing the City

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.3.6.1	Deliver Smart City project for Melrose Park North (D)		All project milestones have been delivered and final reports have been submitted to and approved by the Australian Government for the grant funded project. The project piloted a range of sensors to capture, analyse and visualise environmental data including temperature, humidity, air quality, noise and water run-off at Melrose Park.	30/09/2020	City Strategy	100%	

6.3.8: Provide Information technology systems to support Council's services delivery and respond to customers

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.3.8.1	Continue to implement the priority actions from Council's Cyber Security Strategy to minimise risk of data loss and external threats to systems and digital assets (D)	Adjustments to the CyberSecurity program during the period resulted in the implementation of a Security Incident and Event Management system being delayed. Resource diverted to enabling secure mobility access and performance to assist working from home.	Implementation of Mobile Device Management, Multi-Factor Authentication and Staff Cybersecurity training were all achieved during the period. CyberSecurity continues to be a key focus for the Information Technology Group.	30/06/2021	Information Technology	95%	

6.4: Attract leading research, education and training facilities to Parramatta

6.4.1: Develop a City marketing strategy to position Parramatta as a place where people want to live, work, study and play

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.4.1.1	Analyse and report on community driven data (D)		Brand tracking completed for 2021 and research is planned for the education sector in the second half of 2021	30/06/2021	City Engagement	100%	
6.4.1.2	Undertake City marketing activities to raise the profile of Parramatta as a place to work, invest and do business, resulting in an increase in investment and visitation (D)		Campaigns and initiatives delivered include Innovate Parramatta, CEO Roundtables, Alliance Charter Signings, Go Local campaign, and event sponsorships such as Boomtown, the Westmead Precinct Conference and Western Sydney Business Connection's local business event.	30/06/2021	City Identity	100%	
6.4.1.3	Implement Marketing & Brand Strategy (D)		A marketing and brand strategy has been developed and was endorsed by Council in February 2020.	30/06/2021	City Identity	100%	

6.4.2: Work with NSW Government to upgrade and expand services and facilities at Westmead Health Precinct

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.4.2.1	Agree a new governance structure for Westmead Alliance (P, A)	The NSW Government is reviewing the submissions made to the draft Westmead Place Strategy, including that submitted by Council.	While the Westmead Alliance was inactive over the last 12 months, the NSW Government released a draft Westmead Place Strategy that Council prepared a submission in response to. The draft Place Strategy builds on the draft Westmead Innovation District Masterplan that Council jointly funded with NSW Health and University of Sydney.	30/06/2021	City Strategy	25%	
6.4.2.2	Promote Westmead Health Precinct as Australia's leading medical research centre by attending 3 Westmead Alliance meetings per year (P)		The NSW State Government and the University of Sydney signed a framework agreement in December 2020 which marks the next steps of negotiations. Reinstating the Westmead Alliance is being considered which will bring a new focus to advocacy and promotion of the precinct.	30/06/2021	City Strategy	100%	

6.5: Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community

6.5.1: Development and implementation of Asset Management Policy, Strategy, Plan(s) and Programs to reduce renewal backlog and meet community needs

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.1.1	* Undertake asset modelling to ensure Council's assets are adequately maintained: 1. Perform asset condition assessment of at least one major asset class annually (based on rolling program or triggered by a major change in asset class) by 31 March 2. Update Asset Management Policy to be endorsed by Executive Team by 30 June every 3 years. 3. Asset Management Strategy and Plans Updated and endorsed by Executive Team annually by 30 June		1. Condition assessments for bridge assets and other structure assets were completed during the year. 2. Asset Management Policy review will be conducted in 2021/22 to align with new Asset Management Framework including Asset Strategy and Plans. 3. Asset Management Strategy and Plans have been updated for 30 June 2021	30/06/2021	Finance	100%	
6.5.1.2	* Undertake detailed consultation with the community regarding service levels, the prioritisation of expenditure and maintenance of Community assets to inform the Asset Management Plan (D)		Detailed consultation with the community regarding service levels, the prioritisation of expenditure and maintenance of Community assets to inform the Asset Management Plan was conducted in 2018/19 -Year 1 of the Delivery Program	30/06/2021	Finance	100%	
6.5.1.3	* Formalise rolling works programs for capital projects including renewals, identifying 1, 4 and 10 years priorities and develop integrated capital and maintenance budgets (D)		1-, 4- and 10-year Buildings Capital Renewal and Maintenance Works Program and associated budgets have been developed and are currently progressing on track.	30/06/2021	Property, Security, Assets & Services	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.1.4	Complete Corporate accommodation plan for City of Parramatta (D, P)		The corporate accommodation plan has been finalised and the strategy endorsed by Council. A number of accommodation options are being assessed for their functional and financial suitability. A further report will be taken to Council for consideration on completion of this assessment.	31/05/2021	Property Development	100%	

6.5.2: Build and maintain the Citys essential infrastructure and assets, as identified by the Capital Works Program

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.2.1	Complete review of the delivery of infrastructure by third party VPA, PDA etc (asset need, value for money, quality assurance and handover) (D)	Work on improving the VPA and the like, process is still being undertaken across several Directorates primarily led by PDG, with an approved new framework being developed. Associated work is also being undertaken as part of the CA&O's general review including the review of the Capital Project delivery process. Work will continue throughout this financial year.	This work has now been incorporated into the Property & Place Directorate. Work has been undertaken in Q4 2021 by this team, with a newly created and endorsed framework to better manage VPAs and the like across the organisation.	30/06/2021	City Assets & Environment	75%	

6.5.3: Provide flood, catchment, stormwater management to prevent or minimise the impacts of flooding

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.3.1	Undertake flood risk management, management of stormwater drainage assets and Council's prescribed dams (Lake Parramatta, McCoy Park detention basin, Northmead Reserve, Muirfield Golf Course & Epping West Park) (D)		Provided flooding referral advice for all developments impacted by mainstream and overland flooding. Completed flood mitigation and drainage improvement projects at identified priority sites. Managed all Council's Declared Dams in a pro-active manner in line with the requirements of the Dams Safety NSW.	30/06/2021	City Assets & Environment	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.3.2	Review and maintain the Parramatta River Flood Study (D)	Work is now progressing in line with a revised timeframe to support a change of scope to the project with the inclusion of Climate Change impacts and the implementation of the Parramatta Light Rail project. The Final Draft Flood Study report and flood mapping results is anticipated to be completed around mid 2022 and adoption by Council anticipated around October 2022.	Parramatta River Flood Study is nearing completion, the scope of the study was increased to include the impact of Climate Change and the implementation of Parramatta Light Rail project. The Final Draft Flood Study report and flood mapping results is anticipated to be completed around mid 2022, and adoption by Council anticipated around October 2022.	30/06/2021	City Assets & Environment	90%	

6.5.4: Improve the long-term financial sustainability of Council services and community assets

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.4.1	* Prepare Long Term Financial Plan (D)			30/06/2021	Finance	100%	
6.5.4.2	* Develop options for harmonisation of rates across the Local Government Area (D)		Completed and adopted by Council on the 28th June 2021 in the Making of the Rates and Annual Charges resolution.	30/06/2021	Finance	100%	

6.5.5: Improve the diversity of Council's workforce to reflect the community we serve

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.5.1	Implement ATSI Employment Strategy and Disability Inclusion Action Plan to ensure a diverse workforce for Council (D)	DIAP is still under review & we have been playing an active role in contributing & influencing. ATSI Employment Strategy is currently under review & establishment as part of the broader D&I strategy, team capacity in the past 12 months has impacted on this result.	DIAP is still under review & we have been playing an active role in contributing & influencing. ATSI Employment Strategy is currently under review & establishment as part of the broader D&I strategy, team capacity in the past 12 months has impacted on this result.	30/06/2021	People & Culture	30%	

6.5.6: Contribute to the review and update of a Resourcing Strategy to support implementation of the Community Strategic Plan and plan for our workforce needs

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.6.1	Annually review Council's Workforce Management Strategy to address the human resourcing requirements of a Council's new Delivery Program (D)		Divisional reports have been developed which provide analytics to lead and inform human resourcing activities. These reports will continue to be provided on a quarterly basis to ensure the workforce strategy remains aligned with the Delivery Program.	30/06/2021	People & Culture	100%	

6.5.7: Improve our staff and leadership skills, capabilities, and wellbeing to meet the needs of the community

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.7.1	Develop and increase the capabilities of leaders and staff across the organisation through implementing capability frameworks and development programs to position Council for the future (D)		Council has implemented an extensive Leadership Development program focused on developing the skillset of current and emerging leaders. The Evolve program along with Change & Performance Evolution programs underpin the leadership development program. This program has been rolled out to 80% completion.	30/06/2021	People & Culture	80%	

6.5.8: Mitigate risks to human and environmental health, for the benefit of both the public, and employees carrying out work at James Hardy legacy asbestos sites

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.8.1	Identify, test, and where appropriate treat, Council owned or managed lands affected by James Hardie legacy asbestos contamination of soils (D)		The testing and treatment program has continued throughout the financial year, with three permanent treatment projects completed, and several interim or temporary treatments completed. A new suspected legacy site was identified as part of the testing program, and information about the site referred to the Environmental Protection Agency for consideration.	30/06/2021	City Assets & Environment	100%	

Code	Focus Area	Quarterly Comment	Annual Comment	Due Date	Business Unit	Progress	Status
6.5.8.2	Work with the relevant state agencies to identify and regulate land within the City of Parramatta Local Government Area that is known or suspected to be affected by James Hardie legacy asbestos contamination (D,P)		Work with the Environmental Protection Agency and SafeWork has continued throughout the financial year, and is expected to continue into the next.	30/06/2021	City Assets & Environment	100%	

FAIR

ITEM NUMBER	12.2
SUBJECT	FOR NOTATION: Annual Returns for Designated Persons
REFERENCE	F2021/00521 - D08228897
REPORT OF	Governance Projects Officer

WORKSHOP/BRIEFING DATE: Nil

PURPOSE:

The purpose of this report is to table Disclosures of Interest and Other Matters in Written Returns submitted in accordance with s4.26 of Council's Code of Conduct.

RECOMMENDATION

(a) **That** Council receive and note the Disclosures of Interest and Other Matters in Written Returns attached to this report in accordance with the requirements of Council's Code of Conduct.

(b) **Further, that** Council notes the Disclosures of Interest and Other Matters in Written Returns will be included in the Register of Returns Disclosing Interests in accordance with Section 440AAB of the Local Government Act 1993.

BACKGROUND

1. Clause 4.21 of Council's Code of Conduct (Code) requires a Councillor or Designated Person to make and lodge with the Chief Executive Officer (CEO) a return in the form set out in Schedule 1 of the Code, disclosing the Councillor's or designated person's interests as specified in schedule 1 of the Code within three (3) months after 30 June of each year.

2. Clause 4.26 requires that the CEO must table all returns required to be lodged under 4.21(c) of the Code, at the next Council meeting after the return is lodged. As Council Meetings are currently being held remotely (via audio-visual means) in line with the current Public Health Order for the Greater Sydney Area, redacted returns (with personal information removed from designated persons returns) to 30 June 2021 are attached to this report.

3. In accordance with Clause 4.21 of the Code, Councillors and designated persons have completed and lodged Pecuniary Interest returns for the period ending 30 June 2021.

4. Disclosures of Interest and Other Matters in Written Returns lodged under clause 4.21 of the Code is to be made publicly available in accordance with the Government Information (Public Access) Act 2009, the Governance Information (Public Access) Regulation 2009 and any guidelines issued by the Information Commissioner.

ISSUES/OPTIONS/CONSEQUENCES

5. Disclosures of Interest and Other Matters in Written Returns which have been completed by Councillors and designated persons is to be made publicly

available in accordance with the Government Information (Public Access) Act 2009, the Governance Information (Public Access) Regulation 2009 and any guidelines issued by the Information Commissioner.

6. Redacted returns removing personal information will be published on Council's website in accordance with Council's obligations under the Code of Conduct. Any request to view the full return of designated persons will be actioned in accordance with strict protocols.

7. It is recommended that Council receive and note the Returns attached to this report, in accordance with the requirements of Council's Code of Conduct.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
17 August 2021	Request to Executive Team and Designated Persons to submit annual written return in accordance with Clause 4.21 of the Code of Conduct	NA	NA	Governance
17 August 2021	Request to members of the Local Planning Panel and Major Projects Advisory Committee to submit annual written returns in accordance with Clause 4.21 of the Code of Conduct	NA	NA	Governance
27 Aug, 7 and 14 September 2021	Follow up reminders requesting Designated Persons to submit annual written returns	NA	NA	Governance

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
17 August 2021	Request to Councillors to submit annual written returns in accordance with Clause 4.21 of the Code of Conduct	NA	NA	Governance

27 Aug, 7 and 14 September 2021	Follow up requests to Councillors to submit annual written returns in accordance with Clause 4.21 of the Code of Conduct	NA	NA	Governance

LEGAL IMPLICATIONS FOR COUNCIL

10. Clause 4.21 of Council's Code of Conduct (Code) requires Councillors and Designated Persons to lodge an annual return within three (3) months after 30 June of each year.

FINANCIAL IMPLICATIONS FOR COUNCIL

11. There are no unbudgeted financial implications for Council associated with this report. The staff costs in collating the designated persons returns are provided for within existing adopted operating budgets.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Revenue				
Internal Revenue				
External Revenue				
Total Revenue	Nil			
Funding Source				
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	Nil			
Funding Source				
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil			

Paul Spyve
Governance Projects Officer

Patricia Krzeminski
Governance Manager

Jillian Khoo
Executive Director

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1	Register of 2020/2021 Pecuniary Interest Returns	3 Pages
2	Councillor Pecuniary Interest Returns - redacted	30 Pages
3	Executive Team Designated Person Returns - redacted	16 Pages
4	Desginated Person Pecuniary Interest Returns - redacted	93 Pages

REFERENCE MATERIAL

2021 Register of Pecuniary Interest Returns
For the period 1 July 2020 to 30 June 2021

Item #	Name	Position	Date Received
1	Benjamin Barrak	Councillor	27-Aug-21
2	Phil Bradley	Councillor	08-Sep-21
3	Donna Davis	Councillor	12-Sep-21
4	Bob Dwyer	Councillor	27-Aug-21
5	Pierre Esber	Councillor	20-Aug-21
6			
7	Michelle Garrard	Deputy Lord Mayor	21-Sep-21
8	Steve Issa	Councillor	15-Sep-21
9	Andrew Jefferies	Councillor	20-Sep-21
10	Sameer Pandey	Councillor	18-Sep-21
11	Dr Patricia Prociv	Councillor	21-Aug-21
12	Bill Tyrrell	Councillor	17-Aug-21
13	Lorraine Wearne	Councillor	15-Sep-21
14	Andrew Wilson	Lord Mayor	27-Sep-21
15	Martin Zaiter	Councillor	08-Sep-21

2021 Register of Pecuniary Interest Returns
For the period 1 July 2020 to 30 June 2021

Item #	Name	Position	Date Received
1	John Warburton	Executive Director, City Assets & Operations	19-Aug-21
2	Jennifer Concato	Executive Director, City Planning and Design	16-Sep-21
3	Jon Greig	Executive Director, Community Services	25-Aug-21
4	Bryan Hynes	Director, Property & Place	23-Aug-21
5	Brett Newman	Chief Executive Officer	17-Sep-21
6	Michael Tzimoulas	Executive Director, Corporate Services	Not applicable
7	Tamara Hitchcock	Acting Executive Director, City Engagement & Experience	20-Sep-21

2021 Register of Pecuniary Interest Returns
For the period 1 July 2020 to 30 June 2021

Item #	Name	Position	Date Received
1	Justin Mulder	Chief of Staff	17-Aug-21
2		Internal Ombudsman	Not applicable
3		Group Manager City Identity	vacant
4	Sophia Kouyoumdjian	Group Manager City Experience	24-Sep-21
5	Anthea Hall	Group Manager City Engagement	30-Aug-21
6	Paul Lyth	Group Manager Regulatory Services	07-Sep-21
7	Terry Johnson	Group Manager City Operations	13-Sep-21
8	Jim Stefan	Group Manager City Assets & Enviornment	24-Sep-21
9	Ian Woodward	Group Manager Legal Services	11-Sep-21
10	Bernadette Cavanagh	Chief People & Culture	27-Aug-21
11	Mark Rugless	Head of IT	12-Sep-21
12		Acting Chief Financial Officer	vacant
13		Group Manager Cultural Strategy	vacant
14	David Moutou	Group Manager Social & Community Services	18-Aug-21
15	Robert Love	Riverside Theatres Director	24-Aug-21
1	Bruce Mills	Group Manager Place Services	23-Sep-21
17	Justin Day	Group Manager Property Development	20-Sep-21
18	Boz Lukin	Group Manager Project Delivery	23-Sep-21
19	Robert Ramsbottom	Group Manager Property, Security, Assets & Services	23-Sep-21
20	Mark Leotta	Group Manager Development & Traffic Services	17-Aug-21
21	Kelly van der Zanden	Group Manager City Design	23-Sep-21
22	David Birds	Group Manager City Planning	20-Sep-21
23	Christopher Snelling	Group Manager 5 Parramatta Square	01-Sep-21
24	Geoff King	Group Manager City Strategy	20-Sep-21
Major Projects Advisory Committee			
25	Gavine Zimmerle	Major Projects Advisory Committee Member	17-Aug-21
26	Charles Fortin	Major Projects Advisory Committee Member	29-Aug-21
Local Planning Panel			
27	David Lloyd QC	Local Planning Panel Member	No longer Member of LPP
28	Mary-Lynne Taylor	Local Planning Panel Member	14-Sep-21
29	Stephen O'Connor	Local Planning Panel Member	15-Jul-21
30	Paul Berkemeier	Local Planning Panel Member	16-Jul-21
31	Helen Deegan	Local Planning Panel Member	29-Aug-21
32	Jane Fielding	Local Planning Panel Member	No longer Member of LPP
33	Lindsay Fletcher	Local Planning Panel Member	15-Jul-21
34	Sue Francis	Local Planning Panel Member	27-Aug-21
35	Robert Hussey	Local Planning Panel Member	15-Jul-21
36	David Johnson	Local Planning Panel Member	15-Jul-21
37	Alf Lester	Local Planning Panel Member	15-Jul-21
38	Tony Reed	Local Planning Panel Member	15-Jul-21
39	David Ryan	Local Planning Panel Member	No longer Member of LPP
40	Deb Sutherland	Local Planning Panel Member	07-Sep-21
41	Richard Thorp	Local Planning Panel Member	15-Jul-21
42	Anne Smith	Local Planning Panel Member	01-Sep-21
43	Warwick Mclean	Local Planning Panel Member	02-Sep-21
44	Maree Turner	Local Planning Panel Member	30-Aug-21
45	Hugh Colless	Local Planning Panel Member	No longer Member of LPPt
46	Ian (Albert) Gilbertson	Local Planning Panel Member	27-Aug-21
47	Darryn Capes-Davis	Local Planning Panel Member	26-Aug-21
48	Kirrily McDermott	Local Planning Panel Member	22-Aug-21
49	Peter Haliburn	Local Planning Panel Member	07-Sep-21

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by: Benjamin Barrak
[Full name of Councillor or Designated Person]

as at 26 August 2021 [Return date]

in respect of the period from 1 July 2020 to 30 June 2021.

[redacted] 26 August 2021

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
See attached "Annexure A".		

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Lawyer	Legal Practitioner Director – Barrak Lawyers	N/A
Councillor	City of Parramatta Council	N/A

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
N/A	N/A

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Rent from tenants from time to time of properties listed at *"Item A Real Property"* above.

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
N/A	N/A

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
N/A	N/A	N/A

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
See attached "Annexure B"			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

No.

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Law Society of NSW	Member
The Carlingford Dundas Lions Club Inc.	Member

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Nil – Other than to commercial banks or lenders.

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

Member – Liberal Party of Australia (NSW Division)

Annexure A

Address	Nature of Interest
[redacted] North Parramatta 2151	Owner
[redacted] North Parramatta 2151	Director / Shareholder of owner
[redacted] North Parramatta 2151	Director / Shareholder of owner
[redacted] Harris Park 2150	Director / Shareholder of owner

Annexure B [redacted]

Name	Address	Nature of Interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation
Barrak Corporation Pty Ltd	[redacted] North Parramatta NSW 2151	Director and Shareholder	Director and Shareholder	General Corporate Entity
Barlaw Pty Ltd	[redacted] North Parramatta NSW 2151	Director and Shareholder	Director and Shareholder	Incorporated Law Firm
Barrak Legal Services Pty Ltd	[redacted] North Parramatta NSW 2151	Director and Shareholder	Director and Shareholder	Shelf Company /Trustee - Inactive
Western Sydney Regional Organisation of Councils Ltd	Not known	Director	Director	Represent city of Parramatta Council at WSROC

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by PHILLIP JOHN BRADLEY
[Full name of Councillor or Designated Person]

as at 6/9/21 [Return date]

in respect of the period from 1/7/20 to 30/6/21

[redacted]
[Councillor's or Designated Person's signature]

6/9/21
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] WINSTON HILLS 2153	40% in Common	✓

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
COUNCILLOR	CITY OF PARRAMATTA COUNCIL 126 CHURCH STREET PARRAMATTA	N/A

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL —	N/A

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

SUPERANNUATION (AUSTRALIAN SUPER INTEREST + FIRST STATE SUPER RETIREMENT INCOME STREAM
GRANNY FLAT PART OF HOME [redacted] (40% SHARE)
IAG 528 SHARES PLUS ENDEAVOUR + ME BANK INTEREST

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	N/A

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NONE	N/A	NONE

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL	NONE	NONE	N/A

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO! —

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL —	N/A

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

N/A

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NONE —

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NONE —

J. Discretionary disclosures

MEMBER OF THE GREENS NSW POLITICAL PARTY

[redacted] 6/9/21

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Donna Davis
[Full name of Councillor or Designated Person]

as at 8/09/21 [Return date]

in respect of the period from 01/07/20 to 30/06/21

[redacted]
[Councillor's or Designated Person's signature]

8/09/21
[date]

[redacted]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	Nature of interest	Tick PPR*
[redacted] Dundas Valley	2117	X

* PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
Councillor	City of Parramatta	
Electorate Officer	[redacted] Parramatta Australian Parliament 1/25 Smith St, Parramatta	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	Name and address of trustee
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

~~DATE~~ NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Bob Dwyer
[Full name of Councillor or Designated

as at 27/8/21 [Return date]

in respect of the period from 1.7.20 to 30.6.21

[Council[redacted]son's signature]

27/8/21
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*
[redacted] Winston Hills 2153	Joint Owner
[redacted] Tweed Heads 2485	Owner
[redacted] Tweed Heads 2485	Joint Owner

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protec purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commenci first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partners conducted (if applicable)*
Councillor / Lord Mayor	City of Parramatta Council	n/a
	126 Church St Parramatta	
Migration Consultant	Self employed [redacted]	N/a

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first d the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that incom received]

Rental Income from Investment property at [redacted] Tweed Heads 2485

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

•

Click here to sign

Click to change

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D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Ter the Commonwealth overseas countries i travel was undertak
City of Parramatta Council	Conference 26-28 May 2021	Port Macquarie N

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of p objects (if any) corporation (ex case of listed c
Nil			

F. Were you a property developer or a close associate of a property developer on the r date?

Please write "YES" or "NO"

No

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Migration Institute of Australia	Member

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at an since 30 June

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affect property) at any time since 30 June as a result of which I retained, either wholly or in part, the use benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangement by me (including the street address of the affected property), being dispositions made at any tim 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the proper

Nil

J. Discretionary disclosures

Nila

Start

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matter Pierre Esber

[Full name of Councillor or Designated Person]

as at 19/8/ 2021 [Return date]

in respect of the period from 1/7 2020 to 30/6/2021

[redacted]

[Councillor's or Designated Person's signature] 19/8/2021 [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Oatlands	Owner	X
[redacted] Toongabbie	Owner	
[redacted] Parramatta [redacted] Northmead	Owner / Part	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Plumber	Northview Plumbing P/L	
Councillor	City Of Parramatta	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Nil

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
No

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
AWU	Member

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
ANZ
BoQ

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NO
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures
No

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ___Michelle Garrard_____
[Full name of Councillor or Designated Person]

as at __21/09/2021_____ [Return date]

in respect of the period from ____ 30/06/2020_____ to _30/06/2021_____

_____ _____21/09/2021_____
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Old Toongabbie NSW 2146		
[redacted] Concord West NSW 2138		

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Federal Employee		
Councillor		

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Nil

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
No

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
Nil

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
Nil
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
Nil

J. Discretionary disclosures
Nil

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _Steven Issa_____
[Full name of Councillor or Designated Person]

as at _14/09/21_____ [Return date]

in respect of the period from __July 1 2020_____ to __June 30 2021_____

[redacted]_____ _14/09/21_____
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Guildford - Owner		
[redacted] Long Jetty - Owner		
[redacted] Merrylands - Owner		x

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Chief Digital Officer	Australian Digital Health Agency [redacted] Sydney	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NM Taxation - [redacted] Rosehill	SJ Family Holdings Pty Ltd - [redacted] North Parramatta 1750 SJ Family Trust

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Rental Income from [redacted] Long Jetty
Photography and other services - 3 Birds Pty Ltd

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
SJ Family Holdings 3 Birds Pty Ltd Project Generosity Liberal Party of NSW Division	Director Director Public Officer / Secretary State Executive		Trust Creative/Photography Charity Political Party

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Liberal Party - NSW Division	State Executive - President, Local Government Assembly

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Commonwealth Bank

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

[redacted] Guildford – sold primary place of residence

[redacted] – sold my investment property

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ___Andrew Jefferies_____
[Full name of Councillor or Designated Person]
as at 20 September 2021_____ [Return date]

in respect of the period from ___1 July 2020_____ to __30 June 2021_____ ____

_[redacted]__ ____20 September 2021_____
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted], Carlingford NSW 2118	Own Home	✓

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Industry Relations & Policy Manager	CCAA – [redacted] MASCOT NSW 2020	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
N/A	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]
N/A

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
N/A			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
No

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Liberal Party of Australia – NSW Division	Winston Hills Branch

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
Nil

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
N/A
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
N/A

J. Discretionary disclosures
Nil

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by SAMEER PANDEY
[Full name of Councillor or Designated Person]

as at 17/09/21 [Return date]

in respect of the period from 1/7/20 to 30/6/21

[redacted] 17/9/2021

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
PLS see attached		

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
DIRECTOR	CAPITAL CAREERS PTY LTD	
	[redacted], PARRAMATTA	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June NIL

Name and address of settlor	*Name and address of trustee*

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

1. Fee from city of Parramatta in my capacity as Councillor and a member of Planning Panel.
2. Board member sitting fee - Lincoln Education Australia

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
PLS See Attached			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

	Address
A. Real Property	
	[redacted] Girraween
	[redacted] Girraween
	[redacted] Toongabbie
	[redacted], Westmead
	[redacted] Westfield , Parramatta
	[redacted] Westfield , Parramatta
	[redacted] Westfield, Parramatta
	[redacted] Belconnen ACT 2617
E. Interests and Positions in corporations	
	Capital Careers Pty Ltd, [redacted] Belconnen ACT 2617
	Innovative Hub Pty Ltd, [redacted]
	Care Training and consultants Pty Ltd, [redacted]
	Power of One Australia Pty Ltd, [redacted] Girraween 2145
	Lincoln Institute for Higher Education Australia
	Parramasala Ltd
	Stand Out Care Services
	Western Sydney Vocational Training Committee Inc.

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Patricia Prociv
[Full name of Councillor or Designated Person]

as at 21/08/2021 [Return date]

in respect of the period from 03/06/2020 to 30/06/2021

[redacted] 21/08/2021
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted]Rosehill NSW 2142	Owner	PPR

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June NIL

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June NIL

Name and address of settlor	*Name and address of trustee*

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Councillor City of Parramatta

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Mind Matters Book	Art of Living International Day of Yoga

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
NIL

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
NIL

J. Discretionary disclosures
NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by WILLIAM ALLAN TYRRELL
[Full name of Councillor or Designated Person]

as at 17/8/2021 [Return date]

in respect of the period from 1/7/2020 to 30/6/2021

[redacted] 17/8/2021

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
NIL		

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
COUNCILLOR	CITY OF PARRAMATTA	
ACCOUNTANT	PRIME FOCUS GROWTH.	
	[redacted]	PARRAMATTA NSW

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
DIRECTORS INVITATION. GOLDEN SLIPPER $160	AUSTRALIAN TURF CLUB. (ACCEPTED.

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
CARLINGFORD SPORTS & RECREATION CLUB	NIL	PATRON	BOWLING CLUB
[redacted] CARLINGFORD			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

RENTAL - [redacted] QUAKERS HILL NSW 2763

J. Discretionary disclosures

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by **Lorraine Evelyn Wearne**
[Full name of Councillor or Designated Person]

as at _15/9/2021_ [Return date]

in respect of the period from 1st July 2020 to 30th June 2021

[redacted]
[Councillor's or Designated Person's signature]

15th September 2021
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June		*Nature of interest*	*Tick PPR**
[redacted] Epping	Primary residence	Part Owner	X
[redacted] Epping		Part Owner	
[redacted] McMahons Point		Part Owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Councillor	City of Parramatta, 126 Church Street, Parramatta	
Solicior	Self Employed	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Personal Superannuation Fund Pension

Rental from properties 2 and 3 in A

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

NIL

[redacted]

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ANDREW ARTHUR WILSON
[Full name of Councillor or Designated Person]

as at _____ [Return date]

in respect of the period from _____ to _____

[redacted]
[Councillor's or Designated Person's signature]

27-9-2021
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPP**
[redacted]		

** PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
NIL		

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

PSS Superannuation
Member fees City of Parramatta

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
~~Cash~~ $3000 Cheques	Carole Wilson [redacted] Arncliffe 2205

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO" NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Commonwealth Bank
Sydney Mutual Bank

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Martin Albert Zaiter
[Full name of Councillor or Designated Person]

as at 30 June 2021 [Return date]

in respect of the period from 1 July 2020 to 30 June 2021

[redacted] 8.9.21

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Prospect NSW 2148	Ownership	NO
[redacted] Prospect NSW 2148	Ownership	YES
[redacted], Parramatta NSW 2150	Lease	No

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Councillor	COP, 126 Church St, Parramatta	N/A
Accountant	MJZ Accountants; [redacted] Parramatta	N/A

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Miramar Abboud: [redacted] Guildford NSW 2161	MJZ Services P/L: [redacted] Parramatta

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Rental Income: [redacted] Prospect NSW 2148 (listed above)

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
N/A	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
N/A		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
MJZ Services P/L	50% shareholder	Director	Trustee Company
MJZ Pty Ltd	50% shareholder	Director	Trustee Company
Parramasala Ltd	N/A	Director	Community Event

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
State Executive: Liberal Party NSW Division	Urban Representative

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

N/A

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

N/A

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

N/A

J. Discretionary disclosures

N/A

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _____John Warburton_____

[Full name of Councillor or Designated Person]

as at _____30/6/21_____ [Return date]

in respect of the period from ____1/7/20_____ to _____30/6/21_____

[redacted] _____18/8/21_____

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Balgowlah Heights	Part owner	y

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Executive Director	City of Parramatta 316 Victoria Road Rydalmere	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
nil	nil

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

nil

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
nil	nil

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
nil	ni	nil

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
nil	nil	nil	nil

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

no

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
nil	nil

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NAB Sydney

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

nil

J. Discretionary disclosures

nil

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ___Jennifer Concato_____
[Full name of Councillor or Designated Person]

as at 16 September 2021 [Return date]

in respect of the [redacted] to June 2021

_____[redacted]____ _16/9/2021_____
[Councillor's or Designated Person's signature] [date]

A. Real Property		
Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted], Nelson NSW	50% owner	PPR
[redacted], Taylors Beach NSW (settled on 16 August 2021)	18% owner	
[redacted], Taylors Beach NSW (settled on 6 September 2021)	25% owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Executive Director City Planning & Design	City of Parramatta Council 126 Church Street, Parramatta NSW	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor

Governance Use:			
Date Received:		Initial:	

NIL	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
AJ Concato Holdings Pty Ltd	Director (50%)	Director (50%)	36% owner of [redacted] Taylors Beach NSW 15% owner of [redacted] Taylors Beach NSW
SMSF - AJ Concato Superfund / AJ Concato Investments Pty Ltd	Director (50%)	Director (50%)	35% owner of [redacted] Taylors Beach NSW

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
NIL

J. Discretionary disclosures
NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ___Jon Greig_____
[Full name of Councillor or Designated Person]

as at _____25/8/2021_____ [Return date]

in respect of the period from ___1/7/2020_____ to _____30/6/2021_____

[redacted]
[Councillor's or Designated Person's signature] _____25/8/2021_____
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted], Redfern, Sydney, NSW, 2016.	Property Owner	Yes
[redacted], London, UK, E2 8QR	Property Owner	No

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Executive Director Community Services	City of Parramatta Council	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

I have previously received rental income from my UK property, but it has been vacant for the past 12 months.

C. Gifts

Governance Use:			
Date Received:		Initial:	

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nile			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
No

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
Nil

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
Nil
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
Nil

J. Discretionary disclosures
Nil

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Bryan John Hynes
[Full name of Councillor or Designated Person]

as at 21 August 2021 [Return date]

in respect of the period from 1 July 2020 to 30 June 2021

[redacted]

[Council[redacted]rson's signature] 21 August 2021 [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*
[redacted]Castle Hill, NSW 2154	100% Ownership principal place of residen
[redacted]Pacific Pines QLD 4211- Sale Settlement 2 July 2020	100% Ownership BJ Hynes
[redacted]Castle Hill NSW 2154 - Sale Settlement 27 & 29 July 2020	100% Ownership Hynes Properties Pty Ltd
[redacted]Castle Hill NSW 2154 - Four Lot Subdivision & Four Dwellings	Mortgage Hynes Family Trust and Developmen Agreement Inspire Property Investments Pty Lt

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Executive Director Property & Place	City of Parramatta	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Hynes Family Trust	BJ & DC Hynes
Hynes Properties Pty Ltd - Property Investment Trust	BJ Hynes
Hynes Family Self Managed Superannuation Fund	BJ & DC Hynes

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Property investment as listed in Real Property above

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Hynes Properties Pty Ltd		Director	Real Estate Development & Investment
Inspire Property Investments Australia Pty Ltd		Director	Real Estate Development & Investment

F. Were you a property developer or a close associate of a property developer on the return date? (Y/N)

Yes - Hynes Properties Pty Ltd & Inspire Investments Australia Pty Ltd

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Not Applicable	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Mortgage to NAB [redacted] Castle Hill NSW 2154 Discharged 27 July 2020

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

[redacted] Pacific Pines QLD 4211- Sale Settlement 2 July 2020

[redacted] Castle Hill NSW 2154 - Sale Settlement 27 & 29 July 2020

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

Nil

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ___Brett Newman_____
[Full name of Councillor or Designated Person]

as at _16/09/2021_____ [Return date]

in respect of the period from __last return date____ to ____30/6/21_____

_____[redacted]__ _____16/9/2021_____
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Manly	Part Owner	
[redacted] Manly	Part Owner	
[redacted] Rose Bay	Part Owner	
[redacted] Coogee	Part Owner	PPR
[redacted] Edgecliff	Part Owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
CEO	City of Parramatta Council	N/A

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Rent from properties in A. above.

Dividends from listed and unlisted companies

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Mecurium Pty Limited	Shareholder	Director	Dormant
Super ZAZ Superfund	Beneficiary	Trustee	Superannuation
JA Fraser Investments Ltd	Shareholder	Director	Investment
ZAZ Fund	Beneficiary	Trustee	Investment

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
NIL

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _Tamara Hitchcock_____
[Full name of Councillor or Designated Person]

as at 20/09/2021 [Return date]

in respect of the period from _1 July 2020 to 30 June 2021

[redacted]_____ 20 September 2021
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Rydalmere NSW 2116	80%	PPR
[redacted] Dundas NSW 2117	20%	
[redacted] Culburra Beach NSW 2540	66%	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Employee	City of Parramatta Council 126 Church St Parramatta NSW 2150	Tamara Hitchcock
Consultant	Saviesa Marketing [redacted] Rydalmere NSW 2116	Tamara Hitchcock

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Rental income from two rental properties listed above.

Consulting income from Saviesa Marketing work

C. Gifts

Governance Use:			
Date Received:		Initial:	

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Justin Mulder

as at 17 August 2021

in respect of the period from 1 July 2020 to 30 June 2021

[redacted] 17 August 2021

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Northmead NSW 2152	Owner	X
[redacted] Northmead NSW 2152	Owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Chief of Staff	City of Parramatta	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Rental income from property at [redacted] Northmead

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _Sophia Kouyoumdjian
[Full name of Councillor or Designated Person]
as at 24 September 2021_____ [Return date]

in respect of the period from 1 July 2020 to 30 June 2021

_____ 24 September 2021
[Cou[redacted]ature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Petersham NSW	Owner	PPR

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
NIL	n/a	n/a

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	NIL

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	N/A

Governance Use:			
Date Received:		**Initial:**	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL	N/A	N/A

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL	N/A	N/A	N/A

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	n/a

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
NIL

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
NIL

J. Discretionary disclosures
Dance Makers Collective – Chair of Board (volunteer)
Western Sydney University Art Collection Committee – Committee member
National Association for the Visual Arts - member

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Anthea hall_____

[Full name of Councillor or Designated Person]

as at _____30/08/21_____ [Return date]

in respect of the period from : 1 July 2020 to o30 June 2021.

[redacted]

[Councillor's or Designated Person's signature] [date] 30/8/21

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Valley Heights	Defacto Owner	
[redacted] Surry Hills	Owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Grp Mgr City Engagement	City of Parramatta	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
N/A	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Income from my rental property at [redacted] - manager agent is Bresic Whitney

Income from a term depots - Sydney Mutual Bank

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
N/A		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
N/A			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

No

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
N/A	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

N/A

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

N/A

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

N/A

J. Discretionary disclosures

N/A

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Paul Thomas LYTH
[Full name of Councillor or Designated Person]
as at, 07 September 2021, in respect of the period from 1 July 2020 to 30 June 2021.

[redacted]

[Councillor's or Designated Person's signature]

7 September 2021
[date]

A. Real Property		
Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted], Blue Bay, NSW 2261	Owner	PPR
[redacted], Merewether, NSW 2291	Owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
NIL		

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

First State Super - Police Pension

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
Police Bank – Pitt Street, Sydney – Property Mortgage

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Terry Johnson
as at 30June 2021

in respect of the period from 1 July 2020 to 30 June 2021

[redacted]
[Councillor's or Designated Person's signature]

13 September 2021
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Bulli, 2516	Owner	X
[redacted] Ambarvale, 2560	Co-owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
A/ Group Manager City Operations	City of Parramatta Council	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Rental income from [redacted]

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
LGEA	member

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Bankwest

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Jim Simon Stefan
[Full name of Councillor or Designated Person]

as at 24 September 2021 [Return date]

in respect of the period from 1 July 2020 to 30 June 2021.

[redacted] _____ _____

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] North Curl Curl	Home	x
[redacted] Avalon Beach	Investment	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Group Manager City Assets & Environment	City of Parramatta Council	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]
NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
JAKS CONSTRUCTIONS PTY LTD c/o BusinessDEPOT Accounting	Personal Investments Only	Director	Personal Investments Only. No work undertaken during this period other than own home improvements.

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
National Australia Bank (NAB) – Home & Investment Loans Only.

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
NIL

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by __Ian Woodward
[Full name of Councillor or Designated Person]

as at 13/09/2021 [Return date]

in respect of the period from __1 July 2020_____ to ___30 June 2021_____

[redacted] ___10 Sep 2021_____

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted]Baulkham Hills, NSW	Joint owner	x
[redacted]Soldiers Point, NSW	Owner	
[redacted] Soldiers Point, NSW	Owner	

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B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Manger Legal Services	City of Parramatta, 126 Church St, Parramatta,	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Nil

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Woodward Legal Pty Ltd [redacted] Baulkham Hills, NSW	Owner	Director	Legal services

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

Nil

J. Discretionary disclosures

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ____Bernadette Cavanagh_____
[Full name of Councillor or Designated Person]

as at _27/08/2021___ [Return date]

[redacted] of the period from __July 2020____ to ____July 2021___

[redacted]_____ ___27/08/2021

_____
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted]		

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Chief People & Culture Officer	City of Parramatta Council	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
NIL

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures
NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _Mark Donald Rugless_____
[Full name of Councillor or Designated Person]

as at _12/9/2021_____ [Return date]

in respect of the period from _1/7/2020_ to _30/6/2021__

[redacted]

_____ _12/9/2021___
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted], Coogee, NSW 2034	Investor 100%	
[redacted], Maroubra, NSW 2034	Investor 100%	
[redacted] Coogee, NSW 2034	Owner	✓

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B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Head of IT	City of Parramatta Council 126 Church Street, Parramatta, NSW 2150	NA

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Rugless Family Trust	Mark & Nicole Rugless [redacted], Coogee, NSW 2034

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Rental income from investment properties named above

Dividend income from share investments through IBM and Commsec

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NONE		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NA			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Australian Graduate School of Management	Alumni
Coogee Legion Club	Director

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
Only debts outstanding relate to investments made through financial institutions. None to individual persons.

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
NIL

J. Discretionary disclosures
NA

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by DAVID MOUTOU
[Full name of Councillor or Designated Person]

as at 17 AUGUST 2021 [Return date]

in respect of the period from 1 JULY 2020 to 30 JUNE 2021

[redacted]_____ __18/8/21_____
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Summer Hill NSW 2130	Mortgage	
[redacted] Belfield	Lease	X

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Group Manager Social and Community Services	City of Parramatta Council 126 Church Street Parramatta NSW 2150	
Registered Marriage Celebrant	Self Employed [redacted] Belfield	David Moutou Celebrant

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
N/A	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Rental income for [redacted] Summer Hill NSW 2130

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Gift of money from parents greater than $500	Sydney and Joan Moutou, [redacted]

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
None.	N/A	

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
National Institute of Challenging Homophobia Education (NICHE), 13/12 Tivoli Road South Yarra VIC	Not-for-profit Director	Public Officer	Increase inclusion of gender and sexual diversity in regional and rural communities

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
NIL

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
NIL

J. Discretionary disclosures
Life member, The Aurora Group – A Ruby Foundation, PO Box 121 Strawberry Hills NSW 2012
Member, Australian Labor Party NSW Branch, Sussex Street Sydney NSW 2000
Member, Wests Ashfield Club, 115 Liverpool Road, Ashfield NSW 2131
Member, Lismore Workers Club, 231 Keen St, Lismore NSW 2480

CITY OF PARRAMATTA

Robert Allan Love [Full name of Councillor or Designated Person]
as at ___25 August 2021_____ [Return date]

in respect of the period from 1 July 2020 to 30 June 2021

[redacted]
[Councillor's or Designated Person's signature]

25 August 2021
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] South Turramurra NSW 2074	Owner	✓

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B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Director Riverside Theatres	City of Parramatta Council	
	126 Church St Parramatta	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

AMP – Dividend Income

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
AMP	Shareholder		

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Robert Bruce Mills
[Full name of Councillor or Designated Person]

as at 21/9/22 [Return date]

in respect of the period from 30/6/20 to 30/6/21

[redacted]
[Co[redacted]son's signature]

21/9/22
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Cherrybrook, NSW 2126	Equitable	
[redacted] Wentworth Falls NSW 2782	99% own.	

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B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
MANAGER	CITY OF PARRAMATTA COUNCIL, 126 CHURCH ST PARRAMATTA NSW 2150.	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June
[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL.

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _
Justin Day_____
[Full name of Councillor or Designated Person]
as at ____30th June 2021_____ [Return date]

in respect of the period from ___1st July 2020_____ to ____30th June 2021_____

[redacted]
_____20th September 2021_____
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] West Pymble	Owner	√
[redacted] Balga, Western Australia	Owner	
[redacted] Balga, Western Australia	33% Owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Group Manager – Property Development Group	City of Parramatta Council, 126 Church St Parramatta 2150	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Nil

C. Gifts

Governance Use:			
Date Received:		Initial:	

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Not applicable

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

Nil

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Bozidar Lukin
[Full name of Councillor or Designated Person]

as at 23 September 2021 [Return date]

in respect of the period from 30 June 2020 to 30 June 2021

[redacted]
[Councillor's or Designated Person's signature]

23 September 2021
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Newtown NSW 2042	Owner/occupier	PPR

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Group Manager Project Delivery	City of Parramatta, 126 church St Parramatta	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Nil

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ____Robert Ainsley Ramsbottom_____

[Full name of Councillor or Designated Person]

as at _____14 September 2021_____ [Return date]

in respect of the period from _____1 July 2020____ to ___30 June 2021_____

[redacted]

_____ _23/09/2021_____

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted]Pymble NSW 2073		✓

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
GM, Property, Security, Assets & Services	City of Parramatta 126 Church St Parramatta 2150	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Governance Use:			
Date Received:		Initial:	

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

No

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

Nil

J. Discretionary disclosures
Nil

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _____Mark Lindberg Paul Leotta_____

[Full name of Councillor or Designated Person]

as at ___17 August 2021_____ [Return date]

in respect of the period from ___1 July 2020_____ to __30 June 2021_____

[redacted] 17/8/2021

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted]	Owner in part	☑
[redacted]	Owner in part	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Urban Planning Manager	City of Parramatta Council 126 Church Street Parramatta NSW 2150	NIL

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

rent

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
NIL

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
NIL

J. Discretionary disclosures
NIL

[redacted]

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by __Kelly van der Zanden
as at 23 September 2021

in respect of the period from 30 June 2020 to 30 June 2021

[redacted]

23 Spetember 2021

[Councillor's or Designated Person's signature]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Pennant Hills NSW 2120	owner	yes
[redacted] Mount Lofty QLD 4350	owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Employee – Group Manager, City Design	City of Parramatta Council 126 Church Street, Parramatta	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor

Governance Use:			
Date Received:		Initial:	

NIL	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
NIL

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
N/A

J. Discretionary disclosures
NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by David John Birds
[Full name of Councillor or Designated Person]

as at 20 September 2021

in respect of the period from 1 July 2020 to 30 June 2021

[redacted]
David J Birds (Sep 20, 2021 08:16 GMT+10)
[Councillor's or Designated Person's signature]

20.9.21
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Balmain NSW 2041	Joint Owner	X
[redacted] Rozelle NSW 2039	Joint Owner	
[redacted] Newtown NSW 2042	Joint Owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Acting Executive Director City Planning and Design/Group Manager City Planning	City of Parramatta Council, PO Box 32, Parramatta, NSW 2124	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

D. Contributions to travel

Name and address of each person who made any financial or other	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and

Governance Use:			
Date Received:		Initial:	

contribution to any travel undertaken by me at any time since 30 June		overseas countries in which travel was undertaken
NIL		

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Christopher A G Snelling
[Full name of Councillor or Designated Person]

as at 30 June 2021 [Return date]

in respect of the period from 1 July 2020 to 30 June 2021

[redacted]

[Councillor's or Designated Person's signature] 1/09/2021 [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Maraylya NSW 2765	Home (mortgaged)	PPR
[redacted] Pyrmont	Investment (shareholder)	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Senior Manager	City of Parramatta Council 126 Church St Parramatta	NA

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
PAR Investments [redacted] [redacted], Chatswood NSW 2067	Same

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Nil

Governance Use:			
Date Received:		Initial:	

C. Gifts	
Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
PAR Investments [redacted] Chatswood NSW 2067	Shareholder	Director (Voluntary)	1 X residential property (Prymont) and share portfolio
Consolo Limited, [redacted] Concord NSW 2137	Shareholder	Director (Voluntary)	Holding company for horticultural business (Oasis)
Kingsley Investments	Shareholder	Director (Voluntary)	Investment in Consolo Limited.
Oasis Horticulture	Director	Director (Voluntary)	Horticultural wholesale business

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
Nil

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
Nil
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

Nil

J. Discretionary disclosures

Nil

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Geoffrey Stuart King
[Full name of Councillor or Designated Person]

as at ____14/09/2021____ [Return date]

in respect of the period from 30/06/2020 to 30/06/2021_

[redacted]_____ __14 Sep 2021_____
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Hunters Hill		X

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Group Manager City Strategy	City of Parramatta Council 126 Church Street Parramatta	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	NIL

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]
NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Commonwealth Bank (mortgage)

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Gavin Zimmerle [Full name of Councillor or Designated Person] as at 17 August 2021[Return date]

in respect of the period from 1 July 2020 to 30 June 2021

[redacted] 17 August 2021

[Councillor's or Designated Person's signature] [date]

A. Real Property		
Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Little Bay NSW 2036	Owner (50%)	√
[redacted] Yalangur QLD 4352	Owner (100%)	√

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of Income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Management Consultant	ZSI Pty Ltd, [redacted]	N/A
	Darlinghurst NSW 2010	
	Director	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
None	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

None

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
None	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
None		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
ZSI PTY LTD	N/A	DIRECTOR/SECRETARY	CONSULTANCY
ZSI HOLDINGS PTY LTD	SHAREOWNER	DIRECTOR/SECRETARY	FAMILY TRUST

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
None	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Westpac Bank (Home Mortgage)

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

None

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

None

J. Discretionary disclosures

None

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by CHARLES FORTIN
[Full name of Councillor or Designated Person]

as at 27/8/2021 [Return date]

in respect of the period from 2019/09/04 to 27/8/2021

[redacted]
[Councillor's or Designated Person's signature]

2021/8/27
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
NONE Nil	N/A	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
ARCHITECT FIRM	CM+A [redacted] NORTH SYDNEY 2060	N/A

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
N/A Nil	N/A Nil

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NONE Nil

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NONE Nil	N/A

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NONE Nil	N/A	N/A

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NONE	N/A	N/A	N/A

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

No

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NONE	N/A

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NONE

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NONE

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NONE

J. Discretionary disclosures

NONE

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Mary-Lynne Taylor
[Full name of Councillor or Designated Person]

as at 8 July 2021 [Return date]

in respect of the period from 1 July 2020 to 30 June 2021

[redacted]

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPP**
[redacted] La Perouse	Sole Owner	✔

** PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Employed solicitor	Bartier Perry Pty Limited	Bartier Perry Pty Limited
	[redacted] Sydney	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
N/A	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Thomson Reuter - honorarium as book editor

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Diamond Ring	John Toon of Wahroongah

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

No

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

None

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

None

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

None

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by STEPHEN JOHN O'CONNOR
[Full name of Councillor or Designated Person]

as at 30/6/2021 [Return date]

in respect of the period from 1/7/2021 to 30/6/2022

[redacted]
[Councillor's or Designated Person's signature]

30/6/2021
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPP**
[redacted]	Merewether owner	
[redacted]	Alstonville part owner	

** PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Technical Director	SLR Aust Pty Ltd	N/A

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
N/A	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received] Dividends from NIB Health Fund
Income from my self managed super fund which holds shares in CBA, WBC, ANZ, NAB, WES & COL.

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
N/A	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
N/A		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
N/A			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Planning Institute of Australia	Immediate Past National President

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

N/A

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

N/A

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

N/A

J. Discretionary disclosures

N/A

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by PAUL BERKEMEIER
[Full name ~~of Councillor~~ or Designated Person]

as at 16 JULY 21 [Return date]

in respect of the period from 1 JUL 20 to 30 JUN 21

[redacted] 16 JUL 21
[~~Councillor's or~~ Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPP**
[redacted] CREMORNE POINT NSW	OWN	✓
[redacted] KURRABA POINT NSW	OWN	

** PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
ARCHITECT	PAUL BERKEMEIER ARCHITECT P/L	
CITY OF PARAMATTA	LOCAL PLANNING PANEL MEMBER	
CITY OF SYDNEY	LOCAL PLANNING PANEL MEMBER	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
N/A	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

RENTAL INCOME FROM [redacted] KURRABA POINT
DIVIDEND INCOME FROM LISTED EQUITIES + BANK INTEREST
SUPERANNUATION: PENSION FROM SUPAG SMSF.

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NONE	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
PAUL BERKEMEIER ARCHITECT	APRIL 21	VICTORIA.
P/L [redacted]		
CREMORNE POINT		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
PAUL BERKEMEIER ARCH P/L	SOLE OWNER	DIRECTOR	ARCHITECTURAL CONSULTANCY
SUPAG PTY LTD	SOLE TRUSTEE	DIRECTOR	S.M.S.F

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
AUSTRALIA INSTITUTE OF ARCHITECTS	LIFE FELLOW

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NONE

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NONE

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NONE

J. Discretionary disclosures

NONE

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Helen Deegan
[Full name of Councillor or Designated Person]

as at 10/9/21 [Return date]

in respect of the period from 1 July 2020 to 30 June 2021

[redacted]
[Councillor's or Designated Person's signature]

10/9/21
[date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Manoukora	residents	✓

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Director Major Projects	Cycle (City Plan Strategy + Development Pty Ltd) [redacted] Sydney	N/A

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June Nil

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

minor share dividends from personal shareholding (ASX)

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO" NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Planning Institute of Australia	member

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

Nil

J. Discretionary disclosures

Nil

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _Lindsay Miles Fletcher_____
[Full name of Councillor or Designated Person]

as at _12 July 2021_ [Return date]

in respect of the period from _1 July 2020__ to __30 June 2021_

[redacted] _____ 12 July 2021_____

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the date/at any time since 30 June	*PPP**	*Nature of interest*	*Tick return*
[redacted]	Abbotsford	Part owner	
[redacted]	Miranda	Superannuation Asset	
[redacted]	Birtinya	Superannuation Asset	

** PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
	See Attachment	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Nil

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

No

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

N/A

J. Discretionary disclosures

Nil

ATTACHMENT

B. Sources of Income

1 *Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June
*Sources of income I received from an occupation at any time since 30 June

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
Member Strathfield Local Planning Panel	Strathfield Council Strathfield	N/A
Member The Hills Shire Local Planning Panel	The Hills Shire Council, Norwest	N/A
Member Cumberland Local Planning Panel	Cumberland Council Merrylands	N/A
Member Liverpool Local Planning Panel	Liverpool City Council Liverpool	N/A
Member Parramatta Local Planning Panel	Parramatta City Council Parramatta	N/A
Member Randwick Local Planning Panel	Randwick City Council Randwick	N/A
Member Campbelltown Local Planning Panel Member Ku-ring-gai Local Planning Panel	Campbelltown Council Campbelltown Ku-ring-gai Council Gordon	N/A N/A
Town Planning Consultant	Self employed	N/A

[redacted]

Lindsay Fletcher

12 July 2021

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _____SUE FRANCIS_____

[Full name of Councillor or Designated Person]

as at _____27/8/21_____ [Return date]

in respect of the period from _____1 JULY 2020____ to _____30 June 2021_____

[redacted]

_____ _____27/8/21_____

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Roseville	owner	x
[redacted] Naremburn	owner	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Executive Director - planning	[redacted] Sydney 2000	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
DF and SE Francis [redacted] Roseville (High Meadows Trust)	DF and SE Ashley St Roseville

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

Governance Use:			
Date Received:		Initial:	

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]
nil

C. Gifts	
Description of each gift I received at any time since 30 June	Name and address of donor
nil	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
nil		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
nil			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
no

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
nil	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
nil

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
nil
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
nil

J. Discretionary disclosures

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Robert Raymond Hussey
[Full name of Councillor or Designated Person]

as at 9/7/21 [Return date]

in respect of the period from 1/7/20 to 30/6/21

[redacted] 9/7/21
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPP**
[redacted] TEA GARDENS, [redacted], CABARITA 2170.	2324 Investment Unit (50%)	✓

** PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June ~~N/A~~ Nil.

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Retired	-	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
~~N/A~~ Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Northern Beaches Council
Parramatta City Council

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
~~N/A~~ Nil	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

Nil.

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by DAVID OWEN JOHNSON
[Full name of Councillor or Designated Person]

as at 10/7/21 [Return date]

in respect of the period from ~~30~~ 1/7/20 to 30/6/21

[redacted]
[Councillor's or Designated Person's signature] [date] 10/7/21

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	Nature of interest	Tick PPP*
[redacted] LEICHHARDT NSW 2040	50% Share	✓

* PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
Environmental Consulting (Self employed)		
Local Planning Panels (3)		
Community Consultative Committees (5)		

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June – NIL

Name and address of settlor	Name and address of trustee
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June
[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Share dividends ; bank interest

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

None

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

—

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

—

J. Discretionary disclosures

NONE

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ___Alfred Nathan Lester_____
[Full name of Councillor or Designated Person]

as at ___8 July 2021_____ [Return date]

in respect of the period from ____1/7/20_____ to ____30/6/21_____

[redacted]
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPP**
NIL		

** PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Architect / Planner	Director	LFA (Pacific) Pty Ltd

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Jeanette Flanagan	Araluen Trust

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Bank interest
Superannuation

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
LFA (Pacific) Pty Ltd	Director/Shareholder	Director	Architectural /Planning Services
Panstyle Pty Ltd	Director/Shareholder	Director	Trustee Company
Superannuation Fund	Member	Director	SMSF
~~Yarrandoo 2~~	~~Director/Shareholder~~	~~Director~~	~~Investment~~
Callemondah	Director/Shareholder	Director	Investmnent

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

No

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

Nil

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ANTHONY REED
[Full name of Councillor or Designated Person]

as at 9 JULY 2021 [Return date]

in respect of the period from 30 JUNE 2020 to 30 JUNE 2021

[redacted] 9 JULY 2021
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPP**
[redacted] JANNALI NSW 2226	OWNER	✓

** PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
CONSULTING ENGINEER	SOLE TRADER [redacted]	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received] NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
IPWEA - NSW & ACT	MEMBER OF MANAGEMENT COMMITEE NSW ROADS AND TRANSPORT DIRECTORATE

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ___Deborah Gai Sutherland

[Full name of Councillor or Designated Person]

as at __27/08/2021_____ [Return date]

in respect of the period from _30/06/2021_____ to _30/06/2022_____

[redacted]

[Councillor's or Designated Person's signature] [date] 27/08/2021

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Bowral NSW 2576	Owner occupier	✓
[redacted] Shoal Bay	Investment property	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Town Planner	FELICITA PLANNING PTY LTD, DIRECTOR [redacted] BOWRAL NSW 2576	DSA Planning & Design
Planning Panel member	Blue Mountains City Council, 2-6 Civic Place, Katoomba NSW 2780	
Planning Panel member	Hawkesbury City Council, 366 George Street, Windsor NSW 2756	
Planning Panel member	Parramatta City Council, 126 Church Street, Parramatta NSW 2150	
District Panel Member	Lane Cove Council, 48 Longueville Road, Lane Cove NSW 2066	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

Governance Use:			
Date Received:		Initial:	

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]
Rental income from Shoal Bay unit

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
Nil		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Nil			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"
No

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Nil	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

Nil

J. Discretionary disclosures

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by RICHARD GRAHAM THORP
[Full name of Councillor or Designated Person]

as at 09.07.2021 [Return date]

in respect of the period from 01.07.2020 to 30.06.2021

[redacted]

[Councillor's or Designated Person's signature] 09.07.2021 [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPP**
[redacted], VAUCLUSE NSW 2030	50/50 SELF & WIFE	— SOLD June 2021
[redacted], NEWTOWN NSW 2042	" " "	✓
[redacted] LILLI PILLI NSW 2536	100% OWNER	

** PPP = Principle Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
ARCHITECT	DIRECTOR / OWNER	THORPARCHITECTURE PTY LTD

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
BELL STREET TRUST	THORP INVESTMENTS PTY LTD

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

C. Gifts

Description of each gift I received at any time since 30 June	*Name and address of donor*
NIL	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
THORP ARCHITECT PTY LTD	DIRECTOR		ARCHITECTURAL WORK
THORP FAM PTY LTD	DIRECTOR		CORPORATE BENEFICIARY

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ANNE MARGARET SMITH
[Full name of Councillor or Designated Person]

as at 01-09-21 [Return date]

in respect of the period from 01-07-20 to 30-06-21

[redacted] 01-09-21
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return	*Nature of interest*	*Tick PPR**
[redacted] WENTWORTH POINT 2127		✓

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
RETIRED TEACHER	N/A.	AS ABOVE.

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
N/A.	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June
(Include description sufficient to identify the person from whom, or the circumstances in which, that income was received)

SHARES - COMMBANK, TELSTRA, LINK, AMCOR.

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
N/A.	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
N/A		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
N/A			

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
N/A	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

N/A

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

N/A

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

N/A

J. Discretionary disclosures

NONE

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Warrick Bruce McLean [Full name of Councillor or Designated Person]
as at 1 September 2021 [Return date]

in respect of the period from 1 July 2021 to 30 June 2022

[redacted]
[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Epping NSW 2121	Residential Home	
[redacted] Dubbo NSW 2830	Investment Property	
[redacted] Dubbo NSW 2830	Investment Property	
[redacted] Balgowlah NSW 2093	Investment Property	
[redacted] Willunga SA 5172	Investment Property	

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B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
CEO Coleman Greig Lawyers Pty Ltd	[redacted], Parramatta	Coleman Greig Lawyers Pty,Ltd
City of Parramatta	Local Planning Panel	
Non-Executive Director	Business NSW	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Matthew John Rowe	Cudgegong Pty Ltd, [redacted] Epping NSW 2121

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]
ASX Listed Entities
CBA – Commonwealth Bank of Australia
AIG – Australian Insurance Group

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Not Applicable	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
Coleman Greig Lawyers Pty Ltd	Shareholder	Company Secretary/CEO	Legal Services
Business NSW/New South Wales business Chambers	Not Applicable	Director	Advocacy for NSW Small Business

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
Business New South Wales/New South Wales Business Chambers	Director
ALPMA- Australian Legal Practice Managers Assoc.	Life Member
New South Wales Law Society	Associate member
ALA – Association of Legal Administrators	Member

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
St George Bank Pty Ltd

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

3455-6786-3318, v. 1

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by

_____

MAREE LESLEY TURNER[Full name of Councillor or Designated Person]

as at __30/6/2021_____ [Return date]

in respect of the period from _11/7/2020_____ to ____30/6/2021_____

____[redacted]_____ _____27/8/2021

_____

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
PRINCIPAL RESIDENCE; [redacted] NORTH PARRAMATTA	JOINT TENANT	
[redacted], SUMMERLAND POINT	JOINT TENANT	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
GUARDIAN AD LITEM	NSW DEPT OF COMMUNITY SERVICES	
COMMUNITY MEMBER	PARRAMATTA CITY COUNCIL	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

Governance Use:
Date Received:

Initial:

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]
SHARE DIVIDENDS, BANK INTEREST

C. Gifts	
Description of each gift I received at any time since 30 June	Name and address of donor
NIL	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
NO

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
NIL

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by Albert Ian Gilbertson
[Full name of Councillor or Designated Person]

as at 27/08/2021 [Return date]

in respect of the period from _01/07/2020_____ to __30/06/2021_____

[redacted] ____28/8/2021_____

[Councillor's or Designated Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted], Winston Hills, NSW, 2153	Wholly owned	PPR

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Retired		

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
None	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

City of Parramatta for Local Planning Panel

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
None	

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel		
Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
None		

E. Interests and positions in corporations			
Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
None			

F. Were you a property developer or a close associate of a property developer on the return date?
Please write "YES" or "NO"
No

G. Positions in trade unions and professional or business associations	
Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
None	

H. Debts
Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
Utilities for domestic use.

I. Dispositions of property
1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time
None
2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property
None

J. Discretionary disclosures
None

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by ___Darryn Lyndon Capes-Davis_____
[Full name of Councillor or Designated Person]

as at ___26/8/2021_____ [Return date]

in respect of the period from ___1/7/2020_____ to _____30/6/2021_____

_____ _____
[[redacted]d Person's signature] [date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] Carlingford NSW 2118	Owner	Yes

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
Sole Trader - Voiceover	Lint Free Voices, [redacted] Carlingford	
Local Planning Panel Member	City of Parramatta 126 Church St Parramatta NSW 2150	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
Nil	

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

(Include description sufficient to identify the person from whom, or the circumstances in which, that income was received)

Nil

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
Nil	

Governance Use:			
Date Received:		Initial:	

[redacted]

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by _KIRRILY MCDERMOTT_____ [Full name of Councillor or Designated Person]

as at _22 AUGUST 2021_____ [Return date]

in respect of the period from _30 JUNE 2020_____ to __1 JULY 2021_____

_____ 19 AUGUST 2021_____

[Councillor's or Designated Person's signature] [redacted]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
[redacted] NORTH PARRAMATTA NSW 2151		PPR-YES

**PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
FAMILY EDUCATOR	SYDNEY CATHOLIC SCHOOLS, [redacted] LEICHARDT 2040	
COMMUNITY REPRESENTATIVE ON LOCAL PLANNING PANEL	CITY OF PARRAMATTA COUNCIL, 126 CHURCH ST, PARRAMATTA 2150	

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	NIL

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June NIL

Sources of other income I received at any time since 30 June NIL

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	NIL

Governance Use:			
Date Received:		Initial:	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL	NIL	NIL

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL	NIL	NIL	NIL

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	NIL

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL- (ONLY MORTGAGE ON HOME)

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL

CITY OF PARRAMATTA

Disclosure of pecuniary interests and other matters by PETER HALIBURN

[Full name of Councillor or Designated Person]

as at 26-8-2021 [Return date]

in respect of the period from 1-7-2020 to 30-6-2021

[redacted]

[Councillor's or Designated Person's signature] [date] 26/8/2021

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	*Nature of interest*	*Tick PPR**
NIL	NIL	

** PPR = Principal Place of Residence. Council will take all steps to ensure that your personal information remains protected for the purposes of Council's obligation in publishing this form under the Code of Conduct*

B. Sources of income

1. Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	*Name and address of employer or description of office held (if applicable)*	*Name under which partnership conducted (if applicable)*
RETIRED	NIL	NIL

2. Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	*Name and address of trustee*
NIL	NIL

3. Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
NIL	NIL.

Governance Use:			
Date Received:		Initial:	

[redacted]

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL	NIL	NIL

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL	NIL	NIL	NIL

F. Were you a property developer or a close associate of a property developer on the return date?

Please write "YES" or "NO"

NO

G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
NIL	NIL.

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

J. Discretionary disclosures

NIL.

[redacted] Page 2/2

FAIR

ITEM NUMBER	12.3
SUBJECT	FOR APPROVAL: Interaction between Councillors and Staff Policy (Deferred Item)
REFERENCE	F2021/00521 - D08243067
REPORT OF	Governance Manager

WORKSHOP/BRIEFING DATE: Policy Advisory Committee Meetings 22 April, 20 July and 24 August 2021 and Councillor Briefing Session held 29 September 2021

NOTE: THIS ITEM WAS DEFERRED FROM THE 27 SEPTEMBER COUNCIL MEETING FOR A COUNCILLOR WORKSHOP.

PURPOSE:

The purpose of this report is to seek Council's approval of the revised Interaction between Councillors and Staff Policy.

RECOMMENDATION

That Council adopt the revised Interaction between Councillors and Staff Policy.

BACKGROUND

1. On 22 February 2021, Council resolved to adopt the revised Model Code of Conduct and Procedures for the Administration of the Model Code of Conduct, and resolved to establish a Policy Advisory Committee to review all policies that underpin Council's governance framework, and any other policy that requires Council approval.

2. A vast range of governance policies were reviewed by the Committee at meetings held March, April and May and Council subsequently resolved to adopt those policies on 15 June 2021. Policies adopted at the time include:
    a. Governance Framework
    b. Fraud and Corruption Prevention Policy
    c. Complaints Handling Policy
    d. Gifts and Benefits Policy
    e. Affixing the Council Seal Policy
    f. Webcasting Policy
    g. Business Ethics Policy
    h. Public Interest Disclosures Policy
    i. Councillors Workshop & Briefing Policy
    j. Legislative Compliance Policy.

3. The Interaction between Councillors and Staff Policy (Interaction Policy) was deferred at that time, noting that the Office of Local Government (OLG) had released a draft Model Interaction Policy for consultation. Council officers subsequently aligned Council's draft Interaction Policy with the draft from the OLG, and presented the revised draft to the Policy Advisory Committee for comment.

4. This report presents the final revised draft Interaction Policy to Council for adoption.

ISSUES/OPTIONS/CONSEQUENCES

5. The revised Interaction Policy is largely aligned to the OLG's draft Model Councillor and Staff Interaction Policy. It provides a framework for Councillors when exercising their civic functions by specifically addressing their ability to interact with, and receive advice from, authorised staff. The Interaction Policy aims to facilitate a positive working relationship between Councillors and staff. It provides direction on interactions between Councillors and staff to assist both parties in carrying out their day to day duties professionally, ethically and respectfully.

6. The Interaction Policy outlines:
    a. principles, roles and responsibilities
    b. the Councillor Request System
    c. access to Council staff
    d. Councillor Access to Council Buildings
    e. appropriate and inappropriate interactions; and
    f. authorised staff contacts for Councillors.

7. The Interaction Policy provides the Chief Executive Officer discretion to update the authorised staff contacts for Councillors list from time to time to meet organisation and operational needs.

8. The Interaction Policy does not provide specific service measures in responding to Councillor inquiries, but references Council's Guidelines for Responding to Councillor Information Requests which may be reviewed and updated from time to time. The Guidelines have also been attached as an appendix to the Policy.

9. The Interaction Policy aims to establish positive, effective and professional working relationships to ensure that Councillors are able to fulfil their statutory roles. In addition, it intends to maintain transparent decision making and good governance arrangements, ensure that Council's reputation is enhanced by consistent, professional and positive interactions between Councillors and staff and provide a clear and consistent framework through which any potential breaches of the Policy will be managed, in accordance with Council's adopted Code of Conduct.

10. A copy of the revised Interaction Policy is attached to this report.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility

16/10/2020	Policy provided to IOSS, Risk, Councillor Support for comment	General agreement with the Policy	NA	NA
5/11/2020	Policy provided to Leadership Team for comment	General agreement with the Policy	NA	NA
20/1/2021	Policy provided to ET for endorsement	General agreement with the Policy	NA	NA

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
22/2/2021	Council Meeting	Defer consideration of governance related policies to newly established Policy Advisory Committee	Noted.	Governance
20/4/2021	Policy Advisory Committee	Recommended Policy incorporate hybrid document aligned to agreed service measures	Noted. Policy revised to align with the draft Model Policy released by OLG.	Governance
20/7/2021	Policy Advisory Committee	Recommended Policy to reference agreed SLAs, provision of Executive Director approval to give alternate contacts as required and expand list that Councillors may contact	Agreed. Policy updated to reflect recommendation.	Governance
24/8/21	Policy Advisory Committee	Recommended Policy be reported to Council for approval	Noted.	Governance
29/9/21	Councillor Briefing Session	Changes to Policy to refer to SLAs as “guidelines”,	Agreed. Policy updated to reflect request.	Governance

		and for the guidelines to be attached as an appendix, update section 7 to provide clarity around the purpose of the clause		

LEGAL IMPLICATIONS FOR COUNCIL

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

FINANCIAL IMPLICATIONS FOR COUNCIL

14. There are no unbudgeted financial implications for Council associated with this report. The staff costs in reviewing the policy are provided for within existing adopted operating budgets.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Revenue				
Internal Revenue				
External Revenue				
Total Revenue	Nil			
Funding Source				
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	Nil			
Funding Source				
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil			

Patricia Krzeminski
Governance Manager

Richard Sheridan
Chief Financial Officer

Jillian Khoo
Executive Director

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1⇩	Revised Draft Interaction between Councillors and Staff Policy	17 Pages
2⇩	Revised Draft Interaction between Councillors and Staff Policy - Marked Up	17 Pages

REFERENCE MATERIAL

CITY OF PARRAMATTA

Interaction Between Councillors and Staff Policy

Contents

1. Introduction
2. Application
3. Policy Objectives
4. Principles, Roles and Responsibilities
5. The Councillor Request System
6. Access to Council Staff
7. Councillor Access to Council Buildings
8. Appropriate and Inappropriate Interactions
9. Schedule 1 – Authorised staff contacts for Councillors

1. Introduction

1.1 The Councillor and Staff Interaction Policy (the Policy) provides a framework for Councillors when exercising their civic functions by specifically addressing their ability to interact with, and receive advice from, authorised staff.

1.2 The Policy complements and should be read in conjunction with the City of Parramatta's Code of Conduct (the Code of Conduct).

1.3 The aim of the Policy is to facilitate a positive working relationship between Councillors, as the community's elected representatives, and staff, who are employed to administer the operations of the Council. The Policy provides direction on interactions between Councillors and staff to assist both parties in carrying out their day-to-day duties professionally, ethically and respectfully.

1.4 It is important to have an effective working relationship that recognises the important but differing contribution both parties bring to their complementary roles.

Interaction between Councillors and Staff		
Owner: Governance Manager	Area: Corporate Services	POL No: 222
Date of Commencement: 2005	Approval Authority: Council	Date Approved: [Date]
Amendment: 4	Date of Next Review: 2024	Review period: Every 4 years

DRAFT

CITY OF PARRAMATTA

2. Application

2.1 This Policy applies to all Councillors and Council staff.

2.2 This Policy applies to all interactions between Councillors and staff, whether face-to-face, online (including social media and virtual meeting platforms), by phone, text message or in writing.

2.3 This Policy applies whenever interactions between Councillors and staff occur, including inside or outside of work hours, and at both Council and non-Council venues and events.

2.4 This Policy does not confer any delegated authority upon any person. All delegations to staff are made by the Chief Executive Officer.

2.5 Clause 3.1(b) of the Code of Conduct provides Council officials must not conduct themselves in a manner that is contrary to a Council's policies. A breach of this Policy will be a breach of the Code.

3. Policy Objectives

3.1 The objectives of the Policy are to:

a) establish positive, effective and professional working relationships between Councillors and staff defined by mutual respect and courtesy
b) enable Councillors and staff to work together appropriately and effectively to support each other in their respective roles
c) ensure that Councillors receive advice in an orderly, courteous and appropriate manner to assist them in the performance of their civic duties
d) ensure Councillors have adequate access to information to exercise their statutory roles
e) provide direction on, and guide Councillor interaction with, staff for both obtaining information and in general situations
f) maintain transparent decision making and good governance arrangements

Interaction between Councillors and Staff		
Owner: Governance Manager	Area: Corporate Services	POL No: 222
Date of Commencement: 2005	Approval Authority: Council	Date Approved: [Date]
Amendment: 4	Date of Next Review: 2024	Review period: Every 4 years

DRAFT

CITY OF PARRAMATTA

g) ensure the reputation of Council is enhanced by Councillors and staff interacting consistently, professionally and positively in their day-to-day duties
h) provide a clear and consistent framework through which breaches of the Policy will be managed in accordance with the Code of Conduct.

4. Principles, Roles and Responsibilities

4.1 Several factors contribute to a good relationship between Councillors and staff. These include goodwill, understanding of roles, communication, protocols, and a good understanding of legislative requirements.

4.2 The Council's governing body and its administration (being staff within the organisation) must have a clear and sophisticated understanding of their different roles, and the fact that these operate within a hierarchy. The administration is accountable to the Chief Executive Officer, who in turn, is accountable to the Council's governing body.

4.3 Section 232 of the Local Government Act 1993 (the LGA) states that the role of a Councillor is:
a) to be an active and contributing member of the governing body
b) to make considered and well-informed decisions as a member of the governing body
c) to participate in the development of the integrated planning and reporting framework
d) to represent the collective interests of residents, ratepayers and the local community
e) to facilitate communication between the local community and the governing body
f) to uphold and represent accurately the policies and decisions of the governing body
g) to make all reasonable efforts to acquire and maintain the skills necessary to perform the role of a councillor.

DRAFT

Interaction between Councillors and Staff		
Owner: Governance Manager	Area: Corporate Services	POL No: 222
Date of Commencement: 2005	Approval Authority: Council	Date Approved: [Date]
Amendment: 4	Date of Next Review: 2024	Review period: Every 4 years

CITY OF PARRAMATTA

4.4 The administration's role is to advise the governing body, implement Council's decisions and to oversee service delivery.

4.5 It is beneficial if the administration recognises the complex political environments in which elected members operate and acknowledge that they work within a system that is based on democratic governance. Councillors similarly need to understand that it is a highly complex task to prepare information and provide quality advice on the very wide range of issues that Council operations cover.

4.6 Council commits to the following principles to guide interactions between Councillors and staff:

Principle	Achieved By
Equitable and consistent	Ensuring appropriate, consistent and equitable access to information for all Councillors within established service levels
Considerate and respectful	Councillors and staff working supportively together in the interests of the whole community, based on mutual respect and consideration of their respective positions
Ethical, open and transparent	Ensuring that interactions between Councillors and staff are ethical, open, transparent, honest and display the highest standards of professional conduct
Fit for purpose	Ensuring that the provision of equipment and information to Councillors is done in a way that is suitable, practical and of an appropriate size, scale and cost for a client group of fifteen (15) people.
Accountable and measurable	Providing support to Councillors in the performance of their role in a way that can be measured, reviewed and improved based on qualitative and quantitative data

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4.7 Councillors are members of the Council's governing body, which is responsible for directing and controlling the affairs of the Council in accordance with the LGA. Councillors need to accept that:

a) responses to requests for information from Councillors may take time and consultation to prepare and be approved prior to responding
b) staff are not accountable to them individually
c) they must not direct staff except by giving appropriate direction to the Chief Executive Officer by way of a Council or Committee resolution, or by the Lord Mayor exercising their functions under section 226 of the LGA
d) they must not, in any public or private forum, direct or influence, or attempt to direct or influence, a member of staff in the exercise of their functions
e) they must not contact a member of staff on Council-related business unless in accordance with this Policy
f) they must not use their position to attempt to receive favourable treatment for themselves or others.

4.8 The Chief Executive Officer is responsible for the efficient and effective day-to-day operation of the Council and for ensuring that the lawful decisions of the Council are implemented without undue delay. Council staff need to understand:

a) they are not accountable to individual Councillors and do not take direction from them. They are accountable to the Chief Executive Officer, who in turn is accountable to the Council's governing body
b) they should not provide advice to Councillors unless they have been approved to do so
c) they must carry out reasonable and lawful directions given by any person having the authority to give such directions in an efficient and effective manner
d) they must ensure that participation in political activities outside the service of the Council does not interfere with the performance of their official duties
e) they must provide full and timely information to Councillors sufficient to enable them to exercise their civic functions in accordance with this Policy.

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5. The Councillor Request System

5.1 Councillors have a right to request information provided it is relevant to Councillor's exercise of their civic functions. This right does not extend to matters about which a Councillor is merely curious.

5.2 Councillors do not have a right to request information about matters that they are prevented from participating in decision-making on because of a conflict of interest, unless the information is otherwise publicly available.

5.3 The Chief Executive Officer may identify Council support staff (the Councillor Support Officer) under this Policy for the management of requests from Councillors.

5.4 Councillors can use the Councillor requests system to:

a) request information or ask questions that relate to the strategic position, performance or operation of the Council
b) bring concerns that have been raised by members of the public to the attention of staff
c) request ICT or other support from the Council administration
d) raise Notices of Motions or Questions on Notice for consideration at Council Meetings
e) lodge an expense claim.

5.5 Councillors must, to the best of their knowledge, be specific about what information they are requesting, and make their requests respectfully. Where a Councillor's request lacks specificity, the Chief Executive Officer or staff member authorised to manage the matter is entitled to ask the Councillor to clarify their request and the reason(s) why they are seeking the information.

5.6 Staff must make every reasonable effort to assist Councillors with their requests and do so in a respectful manner.

5.7 The Chief Executive Officer or the staff member authorised to manage a Councillor request will provide a response in accordance with the time frames

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and processes set out in the Guidelines for Responding to Councillor Information Requests (included as an Appendix to this Policy). Where a response cannot be provided within that timeframe, the Councillor will be advised, and the information will be provided as soon as practicable.

5.8 Councillors are required to treat all information provided by staff appropriately and to observe any confidentiality requirements.

5.9 Staff will inform Councillors of any confidentiality requirements for information they provide so Councillors can handle the information appropriately.

5.10 Where a Councillor is unsure of confidentiality requirements, they should contact the Chief Executive Officer, or the staff member authorised to manage their request.

5.11 The Chief Executive Officer may refuse access to information requested by a Councillor if:

a) the information is not necessary for the performance of the Councillor's civic functions, or
b) the Councillor has previously declared a conflict of interest in the matter and removed themselves from decision-making on it, or
c) the Chief Executive Officer is prevented by law from disclosing the information, or
d) if responding to the request would, in the Chief Executive Officer's opinion, result in an unreasonable diversion of staff time and resources.

5.12 Where the Chief Executive Officer refuses to provide information requested by a Councillor, they must act reasonably. The Chief Executive Officer must advise a Councillor in writing of their reasons for refusing access to the information requested.

5.13 Where a Councillor's request for information is refused by the Chief Executive Officer on the grounds referred to under paragraph c) of clause 5.11, the Councillor may instead request the information through a resolution of the Council by way of a Notice of Motion.

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5.14 Where a Councillor persistently makes requests for information which, in the Chief Executive Officer's opinion, result in a significant and unreasonable diversion of staff time and resources the Council may, on the advice of the Chief Executive Officer, resolve to limit the number of requests the Councillor may make.

5.15 A report will be provided to Councillors regularly (at least monthly) regarding the performance and efficiency of the Councillor requests system against established key performance indicators.

6. Access to Council Staff

6.1 Councillors may directly contact members of staff that are listed at Schedule 1 of this Policy. The Chief Executive Officer may amend this list at any time and will advise Councillors promptly of any changes.

6.2 Councillors can contact staff listed at Schedule 1 about matters that relate to the staff member's area of responsibility.

6.3 If Councillors would like to contact a member of staff not listed on Schedule 1, permission should be sought from the Chief Executive Officer or relevant Executive Director.

6.4 If a Councillor is unsure which authorised staff member can help with their enquiry, they can contact the Chief Executive Officer or the Councillor Support Officer who will provide advice about which authorised staff member to contact.

6.5 In some instances, the Chief Executive Officer or a member of the Council's Executive Team will direct a Council staff member to contact Councillors to provide specific information or clarification relating to a specific matter.

6.6 A Councillor or member of staff must not take advantage of their official position to improperly influence other Councillors or members of staff in the

performance of their civic or professional duties for the purposes of securing a private benefit for themselves or for another person.

7. Councillor Access to Council Buildings

7.1 Councillors are entitled to have access to the Council Chamber, committee room, Lord Mayor's office (subject to availability), Councillors' rooms, and public areas of Council's buildings. From time to time, Councillors may also require access to other meeting rooms within staff-only areas for the purposes of conducting their civic functions.

8. Appropriate and Inappropriate Interactions

8.1 Examples of appropriate interactions between Councillors and staff include, but are not limited to, the following:

a) Councillors and Council staff are courteous and display a positive and professional attitude towards one another
b) Council staff ensure that information necessary for Councillors to exercise their civic functions is made equally available to all Councillors, in accordance with this Policy and any other relevant Council policies
c) Council staff record the advice they give to Councillors in the same way they would if it was provided to members of the public
d) Council staff, including Council's Executive Team members, document Councillor requests via the Councillor requests system
e) Council meetings and Councillor briefings are used to establish positive working relationships and help Councillors to gain an understanding of the complex issues related to their civic duties
f) Councillors and Council staff feel supported when seeking and providing clarification about Council related business
g) Councillors forward requests through the Councillor requests system and staff respond in accordance with the timeframes stipulated in this Policy

8.2 Examples of inappropriate interactions between Councillors and staff include, but are not limited to, the following:

a) Councillors and Council staff conducting themselves in a manner which:

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i) is contrary to their duties under the Work Health and Safety Act 2011 and their responsibilities under any policies or procedures adopted by the Council to ensure workplace health and safety

ii) constitutes harassment and/or bullying within the meaning of clauses 3.7 and 3.9 of the Code of Conduct, or is unlawfully discriminatory

b) Councillors approaching staff and staff organisations to discuss individual or operational staff matters (other than matters relating to broader workforce policy such as, but not limited to, organisational restructures or outsourcing decisions), grievances, workplace investigations and disciplinary matters

c) staff approaching Councillors to discuss individual or operational staff matters (other than matters relating to broader workforce policy such as, but not limited to, organisational restructures or outsourcing decisions), grievances, workplace investigations and disciplinary matters

d) subject to paragraph b) of clause 5.11, staff refusing to give information that is available to other Councillors to a particular Councillor

e) Councillors who have lodged an application with the Council, discussing the matter with staff in staff-only areas of the council

f) Councillors being overbearing or threatening to staff

g) staff being overbearing or threatening to Councillors

h) Councillors making personal attacks on staff or engaging in conduct towards staff that would be contrary to the general conduct provisions in Part 3 of the Code of Conduct in public forums including social media

i) Councillors directing or pressuring staff in the performance of their work, or recommendations they should make

j) staff providing ad hoc advice to Councillors without recording or documenting the interaction as they would if the advice was provided to a member of the community

8.3 Where a Councillor engages in conduct that, in the opinion of the Chief Executive Officer, puts the health, safety or welfare of staff at risk, the Chief Executive Officer may restrict the Councillor's access to staff.

8.4 Any concerns relating to the conduct of staff under this Policy should be raised with the Chief Executive Officer.

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9. Related Resources

9.1 Legislation

- *NSW Local Government Act 1993*
- *Local Government (General) Regulation 2005(NSW)*
- *Environmental Planning and Assessment Act 1979 (NSW)*
- *Government Information (Public Access) Act 2009 (NSW)*
- *Independent Commission and Corruption (ICAC) Act 1998 (NSW)*
- *NSW Anti-Discrimination Act 1977*
- *Local Government (State) Award*

9.2 Associated Documents

- City of Parramatta Council Code of Conduct and Procedures for the Administration of the Model Code of Conduct
- City of Parramatta Council Access to Information Policy
- Draft Office of Local Government Model Councillor and Staff Interaction Policy
- Guidelines for Responding to Councillor Information Requests

9.3 Definitions

Authorised staff *Staff nominated by the Chief Executive Officer who can interact with or provide advice to Councillors.*

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Schedule 1 - Authorised staff contacts for Councillors

1. Clause 6.1 of this Policy provides that Councillors may directly contact members of staff that are listed below. The Chief Executive Officer may amend this list at any time.

2. Councillors can contact staff listed below about matters that relate to the staff member's area of responsibility.

3. Councillors should as far as practicable, only contact staff during normal business hours.

4. If Councillors would like to contact a member of staff not listed below, they must receive permission from the Chief Executive Officer.

5. If a Councillor is unsure which authorised staff member can help with their enquiry, they can contact the Chief Executive Officer or the Councillor Support Officer who will provide advice about which authorised staff member to contact.

6. In some instances, the Chief Executive Officer or a member of the Council's Executive Leadership team will direct a Council staff member to contact Councillors to provide specific information or clarification relating to a specific matter.

7. The Chief Executive Officer may amend the roles listed in Schedule 1 from time to time in response to changes in the organisation structure, or in response to operational needs.

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Office of the CEO
Chief Executive Officer
Chief of Staff - Executive Office
Executive Officer

City Assets & Operations
Executive Director, City Assets & Operations
Group Manager, Regulatory Services
Group Manager, City Operations
Group Manager, City Assets & Environment

City Engagement & Experience
Research & Engagement Manager
Corporate Affairs Manager
Digital & Creative Manager
Marketing & Brand Manager
Events & Festivals Manager
Customer Service Centre Manager

City Planning & Design
Executive Director, Planning & Design
Group Manager, Development & Traffic Services
Group Manager, City Design
Group Manager, City Planning

Internal Ombudsman Shared Service Staff

City Strategy
Group Manager, City Strategy

Corporate Services
Executive Director, Corporate Services
Chief Financial Officer
Group Manager, Legal Services
Chief People & Culture Officer
Head of IT
Risk & Audit Manager
Governance Manager

Community Services
Executive Director, Community Services
Group Manager, Cultural Strategy
Group Manager, Social & Community Services
Riverside Theatre Director
Group Manager, City Assets Parramatta Square

Property & Place
Executive Director, Property & Place
Group Manager, Place Services
Group Manager, Property Development
Group Manager, Project Deliver
Group Manager, Property, Security, Assets & Services
Place Managers

***Support Staff** *(may provide information to and receive information from Councillors, under advice from their Executive Director / Group Manager*
Lord Mayor / Councillor Support Staff
Executive Assistants
Governance Support Staff
ICT Help Desk Support Staff

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Guidelines for Responding to Councillor Information Requests

1. Councillor requests for information and advice will only be processed through Council's existing Pathway system, the internal Service Request management platform, unless the response can be provided within 48 hours.

2. The following process and timeframes will apply:

   - Councillors will receive a response, where possible, within 48 hours to their request for information or advice.

   - If a definitive response within 48 hours is not possible, the process will then be:
     - The Receiving Officer will raise a Service Request in Pathway;
     - Acknowledge receipt of the request to the Councillor within 48 hours, providing the:
       - Service Request reference number;
       - Confirmation of the Actioning Officer i.e. the Executive Director or Group Manager who will consider and respond to the request; and
       - Provide a timeframe for response.
     - Provide a response to the request within 7 days of the request being made by the Councillor.
       - If further consideration or investigation is required, the Actioning Officer will provide an update within 7 days of the request being made by the Councillor and provide a revised timeframe for response.

3. Councillors are requested to utilise the Councillor Portal to lodge information requests. Requests which are made by e-mail, phone or face-to-face will be entered into Pathway by the Receiving Officer.

4. To lodge a Service Request for Information or Advice through the Councillor Portal, Councillors should:
   - Login to the Councillor Portal, https://parracity.sharepoint.com/sites/councillorportal, using their Council e-mail address and password;
   - On the navigation menu at the top of the home page, select 'Requests' and then 'Submit Service Request' from the drop-down menu; and
   - On the Service Request form:
     - Select 'Information Request' from the drop-down menu;
     - Enter the details of your request in the Comments box;
     - Add property details, constituent details or attachments if relevant, although not mandatory for Information Requests; and
     - Select 'Submit' at the bottom of the page.

5. For non-Information or Advice related Service Requests, Councillors should:
   - Select the appropriate Service Area / topic from the drop-down menu;
   - Enter the details of the request in the comments box;
   - Add property details, constituent details or attachments if relevant, noting that some Service Request types i.e. Waste Management, require an address in order to submit the Request; and
   - Select 'Submit' at the bottom of the page.

6. Councillors can also view a high-level status of their requests lodged through the Councillor Portal, including the date lodged, Service Request number, status and date completed, by:
   - Logging in to the Councillor Portal, https://parracity.sharepoint.com/sites/councillorportal, using their Council e-mail address and password; and
   - On the navigation menu at the top of the home page, select 'Requests' and then 'View my Service Requests' from the drop-down menu.

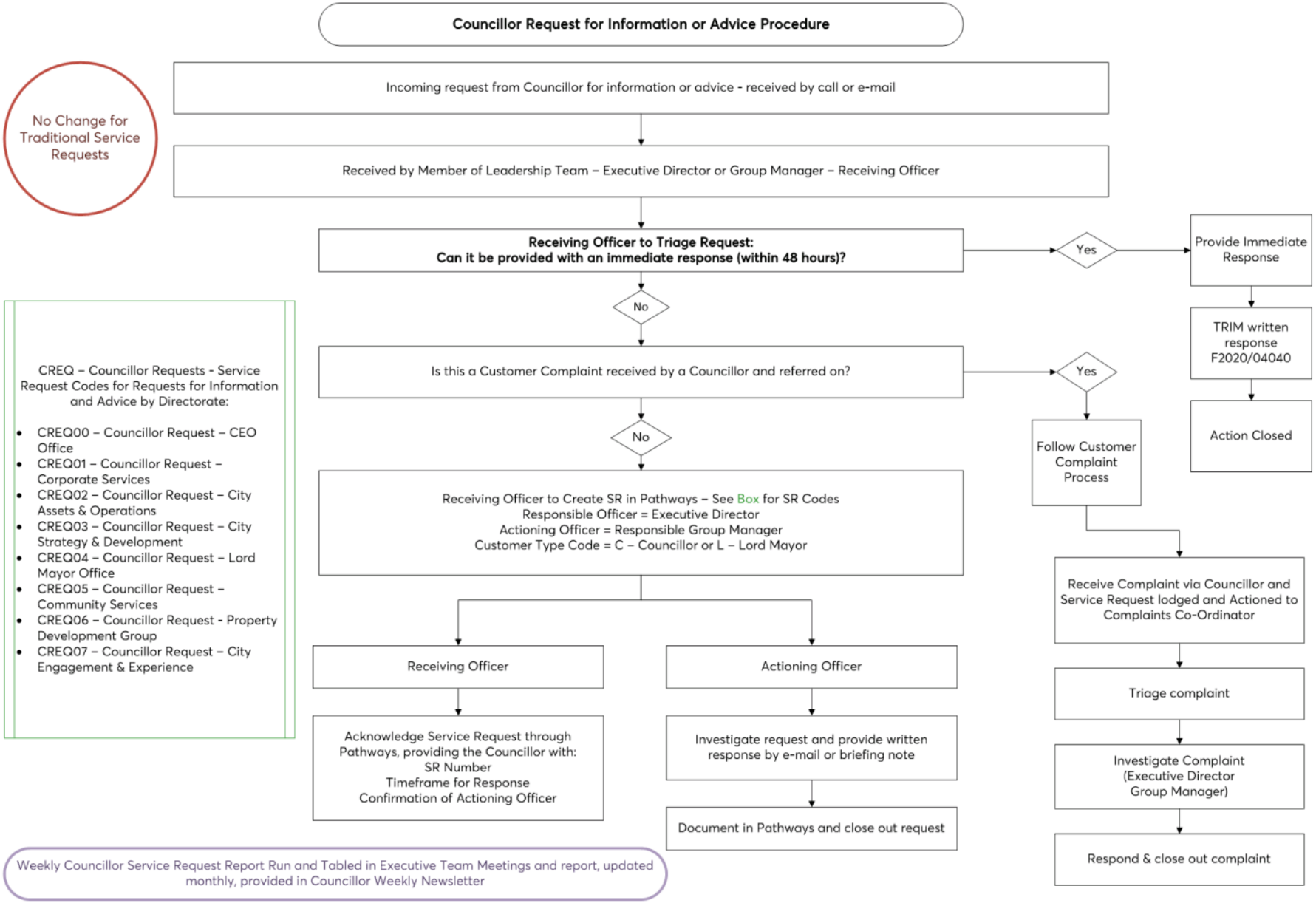
7. There is no proposed change to the process for managing Councillor Service Requests for operational matters, i.e. requests for infrastructure repairs, waste management issues etc. Councillors will continue to receive the Service Request reference number and updates as these matters are investigated.

8. To ensure this process is both effective and efficient in its implementation and ongoing delivery, work has been undertaken by Council Officers to:
   - Create uniform workflows and service level agreements (SLAs) for each Councillor Request code in Pathway;
   - Create new Directorate Level Information Request Codes in Pathway, where a code does not currently exist;
   - Create training guides and tools to ensure all staff are able to effectively use the Pathway system and follow this process;
   - Implement a report to Councillors, distributed through the Weekly Newsletter and updated monthly, providing an overview of requests raised and their status i.e. open, overdue, closed.

9. This process will continue to be monitored by the Executive Office team, and consultation will take place with the CEO, Executive Directors, Leadership Team and Councillors to confirm efficiency and identify implementation issues and improvements.

10. Implementation of this new process mitigates risks to the organisation and improves the delivery of support services to Councillors, including:
    - Meeting Council's obligations under the State Records Act to manage its records in a way that continuously improves corporate governance and accountability, including creating and maintaining accurate and reliable records of advice and information provided to Councillors to assist them in undertaking their civic duties.

- Resolving consistency and transparency issues by providing a centralised and uniform process for managing and responding to Councillor requests.


Councillor Request for Information or Advice Procedure
No Change for Traditional Service Requests
Incoming request from Councillor for information or advice - received by call or e-mail
Received by Member of Leadership Team – Executive Director or Group Manager – Receiving Officer
Receiving Officer to Triage Request:
Can it be provided with an immediate response (within 48 hours)?
Yes
Provide Immediate Response
TRIM written response F2020/04040
Action Closed
No
Is this a Customer Complaint received by a Councillor and referred on?
Yes
Follow Customer Complaint Process
No
Receiving Officer to Create SR in Pathways – See Box for SR Codes
Responsible Officer = Executive Director
Actioning Officer = Responsible Group Manager
Customer Type Code = C – Councillor or L – Lord Mayor
CREQ – Councillor Requests - Service Request Codes for Requests for Information and Advice by Directorate:
• CREQ00 – Councillor Request – CEO Office
• CREQ01 – Councillor Request – Corporate Services
• CREQ02 – Councillor Request – City Assets & Operations
• CREQ03 – Councillor Request – City Strategy & Development
• CREQ04 – Councillor Request – Lord Mayor Office
• CREQ05 – Councillor Request – Community Services
• CREQ06 – Councillor Request - Property Development Group
• CREQ07 – Councillor Request – City Engagement & Experience
Receiving Officer
Actioning Officer
Acknowledge Service Request through Pathways, providing the Councillor with:
SR Number
Timeframe for Response
Confirmation of Actioning Officer
Investigate request and provide written response by e-mail or briefing note
Document in Pathways and close out request
Receive Complaint via Councillor and Service Request lodged and Actioned to Complaints Co-Ordinator
Triage complaint
Investigate Complaint (Executive Director Group Manager)
Respond & close out complaint
Weekly Councillor Service Request Report Run and Tabled in Executive Team Meetings and report, updated monthly, provided in Councillor Weekly Newsletter

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Interaction Between Councillors and Staff Policy

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2. Application
3. Policy Objectives
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7. Councillor Access to Council Buildings
8. Appropriate and Inappropriate Interactions
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1. Introduction

1.1 The Councillor and Staff Interaction Policy (the Policy) provides a framework for Councillors when exercising their civic functions by specifically addressing their ability to interact with, and receive advice from, authorised staff.

1.2 The Policy complements and should be read in conjunction with the City of Parramatta's Code of Conduct (the Code of Conduct).

1.3 The aim of the Policy is to facilitate a positive working relationship between Councillors, as the community's elected representatives, and staff, who are employed to administer the operations of the Council. The Policy provides direction on interactions between Councillors and staff to assist both parties in carrying out their day-to-day duties professionally, ethically and respectfully.

1.4 It is important to have an effective working relationship that recognises the important but differing contribution both parties bring to their complementary roles.

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2. Application

2.1 This Policy applies to all Councillors and Council staff.

2.2 This Policy applies to all interactions between Councillors and staff, whether face-to-face, online (including social media and virtual meeting platforms), by phone, text message or in writing.

2.3 This Policy applies whenever interactions between Councillors and staff occur, including inside or outside of work hours, and at both Council and non-Council venues and events.

2.4 This Policy does not confer any delegated authority upon any person. All delegations to staff are made by the Chief Executive Officer.

2.5 Clause 3.1(b) of the Code of Conduct provides Council officials must not conduct themselves in a manner that is contrary to a Council's policies. A breach of this Policy will be a breach of the Code.

3. Policy Objectives

3.1 The objectives of the Policy are to:

a) establish positive, effective and professional working relationships between Councillors and staff defined by mutual respect and courtesy
b) enable Councillors and staff to work together appropriately and effectively to support each other in their respective roles
c) ensure that Councillors receive advice in an orderly, courteous and appropriate manner to assist them in the performance of their civic duties
d) ensure Councillors have adequate access to information to exercise their statutory roles
e) provide direction on, and guide Councillor interaction with, staff for both obtaining information and in general situations
f) maintain transparent decision making and good governance arrangements

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g) ensure the reputation of Council is enhanced by Councillors and staff interacting consistently, professionally and positively in their day-to-day duties

h) provide a clear and consistent framework through which breaches of the Policy will be managed in accordance with the Code of Conduct.

4. Principles, Roles and Responsibilities

4.1 Several factors contribute to a good relationship between Councillors and staff. These include goodwill, understanding of roles, communication, protocols, and a good understanding of legislative requirements.

4.2 The Council's governing body and its administration (being staff within the organisation) must have a clear and sophisticated understanding of their different roles, and the fact that these operate within a hierarchy. The administration is accountable to the Chief Executive Officer, who in turn, is accountable to the Council's governing body.

4.3 Section 232 of the Local Government Act 1993 (the LGA) states that the role of a Councillor is:

a) to be an active and contributing member of the governing body

b) to make considered and well-informed decisions as a member of the governing body

c) to participate in the development of the integrated planning and reporting framework

d) to represent the collective interests of residents, ratepayers and the local community

e) to facilitate communication between the local community and the governing body

f) to uphold and represent accurately the policies and decisions of the governing body

g) to make all reasonable efforts to acquire and maintain the skills necessary to perform the role of a councillor.

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4.4 The administration's role is to advise the governing body, implement Council's decisions and to oversee service delivery.

4.5 It is beneficial if the administration recognises the complex political environments in which elected members operate and acknowledge that they work within a system that is based on democratic governance. Councillors similarly need to understand that it is a highly complex task to prepare information and provide quality advice on the very wide range of issues that Council operations cover.

4.6 Council commits to the following principles to guide interactions between Councillors and staff:

Principle	Achieved By
Equitable and consistent	Ensuring appropriate, consistent and equitable access to information for all Councillors within established service levels
Considerate and respectful	Councillors and staff working supportively together in the interests of the whole community, based on mutual respect and consideration of their respective positions
Ethical, open and transparent	Ensuring that interactions between Councillors and staff are ethical, open, transparent, honest and display the highest standards of professional conduct
Fit for purpose	Ensuring that the provision of equipment and information to Councillors is done in a way that is suitable, practical and of an appropriate size, scale and cost for a client group of fifteen (15) people.
Accountable and measurable	Providing support to Councillors in the performance of their role in a way that can be measured, reviewed and improved based on qualitative and quantitative data

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4.7 Councillors are members of the Council's governing body, which is responsible for directing and controlling the affairs of the Council in accordance with the LGA. Councillors need to accept that:

a) responses to requests for information from Councillors may take time and consultation to prepare and be approved prior to responding
b) staff are not accountable to them individually
c) they must not direct staff except by giving appropriate direction to the Chief Executive Officer by way of a Council or Committee resolution, or by the Lord Mayor exercising their functions under section 226 of the LGA
d) they must not, in any public or private forum, direct or influence, or attempt to direct or influence, a member of staff in the exercise of their functions
e) they must not contact a member of staff on Council-related business unless in accordance with this Policy
f) they must not use their position to attempt to receive favourable treatment for themselves or others.

4.8 The Chief Executive Officer is responsible for the efficient and effective day-to-day operation of the Council and for ensuring that the lawful decisions of the Council are implemented without undue delay. Council staff need to understand:

a) they are not accountable to individual Councillors and do not take direction from them. They are accountable to the Chief Executive Officer, who in turn is accountable to the Council's governing body
b) they should not provide advice to Councillors unless they have been approved to do so
c) they must carry out reasonable and lawful directions given by any person having the authority to give such directions in an efficient and effective manner
d) they must ensure that participation in political activities outside the service of the Council does not interfere with the performance of their official duties
e) they must provide full and timely information to Councillors sufficient to enable them to exercise their civic functions in accordance with this Policy.

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5. The Councillor Request System

5.1 Councillors have a right to request information provided it is relevant to Councillor's exercise of their civic functions. This right does not extend to matters about which a Councillor is merely curious.

5.2 Councillors do not have a right to request information about matters that they are prevented from participating in decision-making on because of a conflict of interest, unless the information is otherwise publicly available.

5.3 The Chief Executive Officer may identify Council support staff (the Councillor Support Officer) under this Policy for the management of requests from Councillors.

5.4 Councillors can use the Councillor requests system to:

a) request information or ask questions that relate to the strategic position, performance or operation of the Council
b) bring concerns that have been raised by members of the public to the attention of staff
c) request ICT or other support from the Council administration
d) raise Notices of Motions or Questions on Notice for consideration at Council Meetings
e) lodge an expense claim.

5.5 Councillors must, to the best of their knowledge, be specific about what information they are requesting, and make their requests respectfully. Where a Councillor's request lacks specificity, the Chief Executive Officer or staff member authorised to manage the matter is entitled to ask the Councillor to clarify their request and the reason(s) why they are seeking the information.

5.6 Staff must make every reasonable effort to assist Councillors with their requests and do so in a respectful manner.

5.7 The Chief Executive Officer or the staff member authorised to manage a Councillor request will provide a response in accordance with the time frames

Interaction between Councillors and Staff		
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and processes set out in the Guidelines ~~within the Process~~ for Responding ~~dealing with~~ to Councillor Information Requests ~~for Information and Advice~~(included as an Appendix to this Policy). Where a response cannot be provided within that timeframe, the Councillor will be advised, and the information will be provided as soon as practicable.

5.8 Councillors are required to treat all information provided by staff appropriately and to observe any confidentiality requirements.

5.9 Staff will inform Councillors of any confidentiality requirements for information they provide so Councillors can handle the information appropriately.

5.10 Where a Councillor is unsure of confidentiality requirements, they should contact the Chief Executive Officer, or the staff member authorised to manage their request.

5.11 The Chief Executive Officer may refuse access to information requested by a Councillor if:

a) the information is not necessary for the performance of the Councillor's civic functions, or
b) the Councillor has previously declared a conflict of interest in the matter and removed themselves from decision-making on it, or
c) the Chief Executive Officer is prevented by law from disclosing the information, or
d) if responding to the request would, in the Chief Executive Officer's opinion, result in an unreasonable diversion of staff time and resources.

5.12 Where the Chief Executive Officer refuses to provide information requested by a Councillor, they must act reasonably. The Chief Executive Officer must advise a Councillor in writing of their reasons for refusing access to the information requested.

5.13 Where a Councillor's request for information is refused by the Chief Executive Officer on the grounds referred to under paragraph c) of clause 5.11, the

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Councillor may instead request the information through a resolution of the Council by way of a Notice of Motion.

5.14 Where a Councillor persistently makes requests for information which, in the Chief Executive Officer's opinion, result in a significant and unreasonable diversion of staff time and resources the Council may, on the advice of the Chief Executive Officer, resolve to limit the number of requests the Councillor may make.

5.15 A report will be provided to Councillors regularly (at least monthly) regarding the performance and efficiency of the Councillor requests system against established key performance indicators.

6. Access to Council Staff

6.1 Councillors may directly contact members of staff that are listed at Schedule 1 of this Policy. The Chief Executive Officer may amend this list at any time and will advise Councillors promptly of any changes.

6.2 Councillors can contact staff listed at Schedule 1 about matters that relate to the staff member's area of responsibility.

6.3 ~~Councillors should as far as practicable, only contact staff during normal business hours~~.

6.4 If Councillors would like to contact a member of staff not listed on Schedule 1, permission should be sought from the Chief Executive Officer or relevant Executive Director.

6.5 If a Councillor is unsure which authorised staff member can help with their enquiry, they can contact the Chief Executive Officer or the Councillor Support Officer who will provide advice about which authorised staff member to contact.

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6.6 In some instances, the Chief Executive Officer or a member of the Council's Executive Team will direct a Council staff member to contact Councillors to provide specific information or clarification relating to a specific matter.

6.7 A Councillor or member of staff must not take advantage of their official position to improperly influence other Councillors or members of staff in the performance of their civic or professional duties for the purposes of securing a private benefit for themselves or for another person.

7. Councillor Access to Council Buildings

7.1 Councillors are entitled to have access to the Council Chamber, committee room, Lord Mayor's office (subject to availability), Councillors' rooms, and public areas of Council's buildings. From time to time, Councillors may also require access to other meeting rooms within staff-only areas for the purposes of conducting their civic functions.

7.2 ~~Councillors must not enter staff-only areas of Council buildings without the approval of the Chief Executive Officer.~~

8. Appropriate and Inappropriate Interactions

8.1 Examples of appropriate interactions between Councillors and staff include, but are not limited to, the following:

a) Councillors and Council staff are courteous and display a positive and professional attitude towards one another

b) Council staff ensure that information necessary for Councillors to exercise their civic functions is made equally available to all Councillors, in accordance with this Policy and any other relevant Council policies

c) Council staff record the advice they give to Councillors in the same way they would if it was provided to members of the public

d) Council staff, including Council's Executive Team members, document Councillor requests via the Councillor requests system

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e) Council meetings and Councillor briefings are used to establish positive working relationships and help Councillors to gain an understanding of the complex issues related to their civic duties
f) Councillors and Council staff feel supported when seeking and providing clarification about Council related business
g) Councillors forward requests through the Councillor requests system and staff respond in accordance with the timeframes stipulated in this Policy

8.2 Examples of inappropriate interactions between Councillors and staff include, but are not limited to, the following:
a) Councillors and Council staff conducting themselves in a manner which:
   i) is contrary to their duties under the Work Health and Safety Act 2011 and their responsibilities under any policies or procedures adopted by the Council to ensure workplace health and safety
   ii) constitutes harassment and/or bullying within the meaning of clauses 3.7 and 3.9 of the Code of Conduct, or is unlawfully discriminatory
b) Councillors approaching staff and staff organisations to discuss individual or operational staff matters (other than matters relating to broader workforce policy such as, but not limited to, organisational restructures or outsourcing decisions), grievances, workplace investigations and disciplinary matters
c) staff approaching Councillors to discuss individual or operational staff matters (other than matters relating to broader workforce policy such as, but not limited to, organisational restructures or outsourcing decisions), grievances, workplace investigations and disciplinary matters
d) subject to paragraph b) of clause 5.11, staff refusing to give information that is available to other Councillors to a particular Councillor
e) Councillors who have lodged an application with the Council, discussing the matter with staff in staff-only areas of the council
f) Councillors being overbearing or threatening to staff
g) staff being overbearing or threatening to Councillors
h) Councillors making personal attacks on staff or engaging in conduct towards staff that would be contrary to the general conduct provisions in Part 3 of the Code of Conduct in public forums including social media

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i) Councillors directing or pressuring staff in the performance of their work, or recommendations they should make

j) staff providing ad hoc advice to Councillors without recording or documenting the interaction as they would if the advice was provided to a member of the community

8.3 Where a Councillor engages in conduct that, in the opinion of the Chief Executive Officer, puts the health, safety or welfare of staff at risk, the Chief Executive Officer may restrict the Councillor's access to staff.

8.4 Any concerns relating to the conduct of staff under this Policy should be raised with the Chief Executive Officer.

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3. Related Resources

4.1 Legislation

- *NSW Local Government Act 1993*
- *Local Government (General) Regulation 2005(NSW)*
- *Environmental Planning and Assessment Act 1979 (NSW)*
- *Government Information (Public Access) Act 2009 (NSW)*
- *Independent Commission and Corruption (ICAC) Act 1998 (NSW)*
- *NSW Anti-Discrimination Act 1977*
- *Local Government (State) Award*

4.2 Associated Documents

- City of Parramatta Council Code of Conduct and Procedures for the Administration of the Model Code of Conduct
- City of Parramatta Council Access to Information Policy
- Draft Office of Local Government Model Councillor and Staff Interaction Policy
- Guidelines~~Process~~ for Responding to Councillor Information Requests

4.3 Definitions

Interaction between Councillors and Staff		
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Authorised staff	*Staff nominated by the Chief Executive Officer who can interact with or provide advice to Councillors.*

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Schedule 1 - Authorised staff contacts for Councillors

1. Clause 6.1 of this Policy provides that Councillors may directly contact members of staff that are listed below. The Chief Executive Officer may amend this list at any time.

2. Councillors can contact staff listed below about matters that relate to the staff member's area of responsibility.

3. Councillors should as far as practicable, only contact staff during normal business hours.

4. If Councillors would like to contact a member of staff not listed below, they must receive permission from the Chief Executive Officer.

5. If a Councillor is unsure which authorised staff member can help with their enquiry, they can contact the Chief Executive Officer or the Councillor Support Officer who will provide advice about which authorised staff member to contact.

6. In some instances, the Chief Executive Officer or a member of the Council's Executive Leadership team will direct a Council staff member to contact Councillors to provide specific information or clarification relating to a specific matter.

7. The Chief Executive Officer may amend the roles listed in Schedule 1 from time to time in response to changes in the organisation structure, or in response to operational needs.

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Office of the CEO
Chief Executive Officer
Chief of Staff - Executive Office
Executive Officer

City Assets & Operations
Executive Director, City Assets & Operations
Group Manager, Regulatory Services
Group Manager, City Operations
Group Manager, City Assets & Environment

City Engagement & Experience
Research & Engagement Manager
Corporate Affairs Manager
Digital & Creative Manager
Marketing & Brand Manager
Events & Festivals Manager
Customer Service Centre Manager

City Planning & Design
Executive Director, Planning & Design
Group Manager, Development & Traffic Services
Group Manager, City Design
Group Manager, City Planning

Internal Ombudsman Shared Service Staff

City Strategy
Group Manager, City Strategy

Corporate Services
Executive Director, Corporate Services
Chief Financial Officer
Group Manager, Legal Services
Chief People & Culture Officer
Head of IT
Risk & Audit Manager
Governance Manager

Community Services
Executive Director, Community Services
Group Manager, Cultural Strategy
Group Manager, Social & Community Services
Riverside Theatre Director
Group Manager, City Assets Parramatta Square

Property & Place
Executive Director, Property & Place
Group Manager, Place Services
Group Manager, Property Development
Group Manager, Project Deliver
Group Manager, Property, Security, Assets & Services
Place Managers

***Support Staff** *(may provide information to and receive information from Councillors, under advice from their Executive Director / Group Manager*
Lord Mayor / Councillor Support Staff
Executive Assistants
Governance Support Staff
ICT Help Desk Support Staff

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Guidelines for Responding to Councillor Information Requests

1. Councillor requests for information and advice will only be processed through Council's existing Pathway system, the internal Service Request management platform, unless the response can be provided within 48 hours.

2. The following process and timeframes will apply:

   - Councillors will receive a response, where possible, within 48 hours to their request for information or advice.

   - If a definitive response within 48 hours is not possible, the process will then be:
     - The Receiving Officer will raise a Service Request in Pathway;
     - Acknowledge receipt of the request to the Councillor within 48 hours, providing the:
       - Service Request reference number;
       - Confirmation of the Actioning Officer i.e. the Executive Director or Group Manager who will consider and respond to the request; and
       - Provide a timeframe for response.
     - Provide a response to the request within 7 days of the request being made by the Councillor.
       - If further consideration or investigation is required, the Actioning Officer will provide an update within 7 days of the request being made by the Councillor and provide a revised timeframe for response.

3. Councillors are requested to utilise the Councillor Portal to lodge information requests. Requests which are made by e-mail, phone or face-to-face will be entered into Pathway by the Receiving Officer.

4. To lodge a Service Request for Information or Advice through the Councillor Portal, Councillors should:
   - Login to the Councillor Portal, https://parracity.sharepoint.com/sites/councillorportal, using their Council e-mail address and password;
   - On the navigation menu at the top of the home page, select 'Requests' and then 'Submit Service Request' from the drop-down menu; and
   - On the Service Request form:
     - Select 'Information Request' from the drop-down menu;
     - Enter the details of your request in the Comments box;
     - Add property details, constituent details or attachments if relevant, although not mandatory for Information Requests; and
     - Select 'Submit' at the bottom of the page.

5. For non-Information or Advice related Service Requests, Councillors should:
   - Select the appropriate Service Area / topic from the drop-down menu;
   - Enter the details of the request in the comments box;
   - Add property details, constituent details or attachments if relevant, noting that some Service Request types i.e. Waste Management, require an address in order to submit the Request; and
   - Select 'Submit' at the bottom of the page.

6. Councillors can also view a high-level status of their requests lodged through the Councillor Portal, including the date lodged, Service Request number, status and date completed, by:
   - Logging in to the Councillor Portal, https://parracity.sharepoint.com/sites/councillorportal, using their Council e-mail address and password; and
   - On the navigation menu at the top of the home page, select 'Requests' and then 'View my Service Requests' from the drop-down menu.

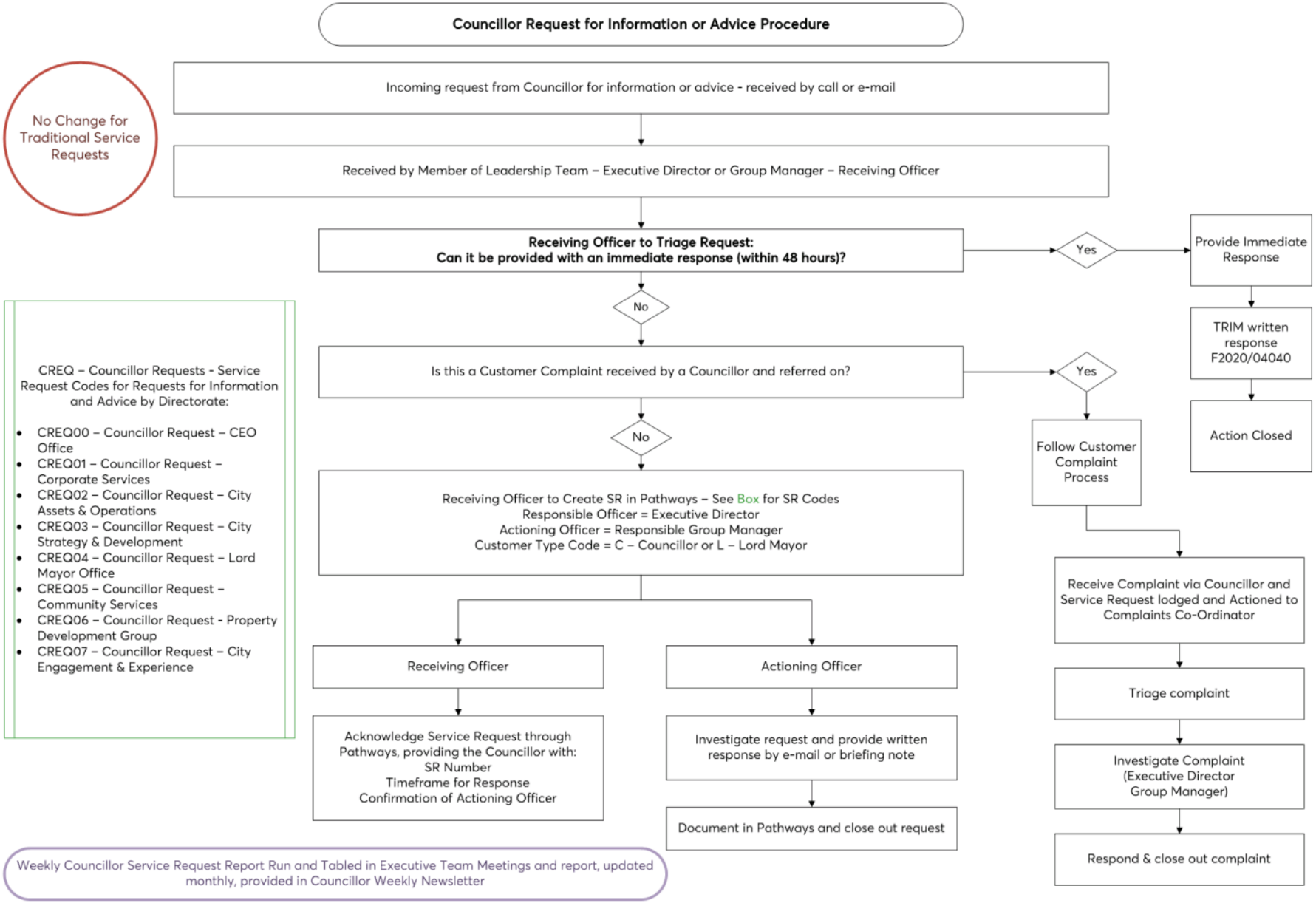
7. There is no proposed change to the process for managing Councillor Service Requests for operational matters, i.e. requests for infrastructure repairs, waste management issues etc. Councillors will continue to receive the Service Request reference number and updates as these matters are investigated.

8. To ensure this process is both effective and efficient in its implementation and ongoing delivery, work has been undertaken by Council Officers to:
   - Create uniform workflows and service level agreements (SLAs) for each Councillor Request code in Pathway;
   - Create new Directorate Level Information Request Codes in Pathway, where a code does not currently exist;
   - Create training guides and tools to ensure all staff are able to effectively use the Pathway system and follow this process;
   - Implement a report to Councillors, distributed through the Weekly Newsletter and updated monthly, providing an overview of requests raised and their status i.e. open, overdue, closed.

9. This process will continue to be monitored by the Executive Office team, and consultation will take place with the CEO, Executive Directors, Leadership Team and Councillors to confirm efficiency and identify implementation issues and improvements.

10. Implementation of this new process mitigates risks to the organisation and improves the delivery of support services to Councillors, including:
    - Meeting Council's obligations under the State Records Act to manage its records in a way that continuously improves corporate governance and accountability, including creating and maintaining accurate and reliable records of advice and information provided to Councillors to assist them in undertaking their civic duties.

- Resolving consistency and transparency issues by providing a centralised and uniform process for managing and responding to Councillor requests.


Councillor Request for Information or Advice Procedure
No Change for Traditional Service Requests
Incoming request from Councillor for information or advice - received by call or e-mail
Received by Member of Leadership Team – Executive Director or Group Manager – Receiving Officer
Receiving Officer to Triage Request:
Can it be provided with an immediate response (within 48 hours)?
Yes
Provide Immediate Response
TRIM written response F2020/04040
Action Closed
No
Is this a Customer Complaint received by a Councillor and referred on?
Yes
Follow Customer Complaint Process
No
Receiving Officer to Create SR in Pathways – See Box for SR Codes
Responsible Officer = Executive Director
Actioning Officer = Responsible Group Manager
Customer Type Code = C – Councillor or L – Lord Mayor
CREQ – Councillor Requests - Service Request Codes for Requests for Information and Advice by Directorate:
• CREQ00 – Councillor Request – CEO Office
• CREQ01 – Councillor Request – Corporate Services
• CREQ02 – Councillor Request – City Assets & Operations
• CREQ03 – Councillor Request – City Strategy & Development
• CREQ04 – Councillor Request – Lord Mayor Office
• CREQ05 – Councillor Request – Community Services
• CREQ06 – Councillor Request - Property Development Group
• CREQ07 – Councillor Request – City Engagement & Experience
Receiving Officer
Actioning Officer
Acknowledge Service Request through Pathways, providing the Councillor with:
SR Number
Timeframe for Response
Confirmation of Actioning Officer
Investigate request and provide written response by e-mail or briefing note
Document in Pathways and close out request
Receive Complaint via Councillor and Service Request lodged and Actioned to Complaints Co-Ordinator
Triage complaint
Investigate Complaint (Executive Director Group Manager)
Respond & close out complaint
Weekly Councillor Service Request Report Run and Tabled in Executive Team Meetings and report, updated monthly, provided in Councillor Weekly Newsletter

FAIR

ITEM NUMBER	12.4
SUBJECT	FOR APPROVAL: Public Exhibition of Draft Councillors' Expenses and Facilities Policy (Deferred Item)
REFERENCE	F2021/00521 - D08243088
REPORT OF	Executive Officer

WORKSHOP/BRIEFING DATE: Policy Advisory Committee meetings on 31 May, 29 June and 20 July 2021.

NOTE: THIS ITEM WAS DEFERRED FROM THE 27 SEPTEMBER COUNCIL MEETING FOR A COUNCILLOR WORKSHOP.

PURPOSE:

This report seeks the endorsement of Council to publicly exhibit the draft *Councillors' Expenses and Facilities Polic*y.

RECOMMENDATION

(a) **That** Council approve the attached draft *Councillors' Expenses and Facilities Policy* at **Attachment 1** for the purposes of public exhibition.

(b) **That** the draft Policy be placed on exhibition for a minimum period of 28 days.

(c) **Further, that** following public exhibition, the *Councillors' Expenses and Facilities Policy*, together with a summary of submissions and any further revisions, be referred back to Council for consideration.

BACKGROUND

1. Under the Local Government Act 1993 (the Act), City of Parramatta Council (Council) is required to prepare, exhibit and adopt a policy governing the payment of expenses and provision of facilities to the Lord Mayor and Councillors.

2. Once exhibited and adopted, the policy must be made publicly available on Council's website.

ISSUES/OPTIONS/CONSEQUENCES

3. The policy has been reviewed and changes have been proposed to ensure that the Policy is:
    a. Fit for purpose and effectively supports Councillors' in fulfilling their civic duties, in line with community expectations.
    b. Reflects established Council practices not previously documented in the Policy and improves its practical applications.
    c. Reflects key learnings gained from Councillors, Council officers and the community throughout the current Council term.
    d. Remains up to date with regulations, policy benchmarking and advice received from the Office of Local Government.

4. Consultation has been undertaken with Councillors, the Office of Local Government and a cross section of Council teams. A bench-marking exercise was also undertaken against the Office of Local Government's Better Practice Template and several expenses and facilities policies of NSW councils including, but not limited to, the City of Sydney, Canterbury Bankstown City Council, Inner West Council, Cumberland City Council, Liverpool City Council, City of Newcastle and Wollongong City Council.

5. Changes proposed as a result of the review are summarised in the table at **Attachment 2,** and include updates to key support provisions including:
    a. Updated provisions to allow for a hybrid model for the issue or purchase of Councillor ICT equipment.
    b. Updated Councillor professional development provisions to improve transparency and accountability.
    c. Updated approval provisions throughout the policy to improve transparency and accountability.
    d. Additional provisions documenting the established practice of issuing Council event or function tickets, and update approval provisions for Councillor and accompanying person attendance at non-Council functions and events where a cost is involved.
    e. Clarifying administrative support provisions, including revising postage provisions to be through Council's mail services system.
    f. Clarifying equipment ownership provisions for items purchased or reimbursed by Council under the policy.
    g. Updated reimbursement of legal expenses provision in relation to Code of Conduct investigations to improve clarity.

6. While Council is required to prepare, exhibit, and adopt a policy governing the payment of expenses and provision of facilities to Councillors in the first year of a new Council term, undertaking a review of the Policy prior to the 2021 local government election reduces risk to Council by clarifying support provisions and setting clear expectations for both Councillors and staff from the commencement of a new Council term.

7. Additionally, the updates to the policy seek to reduce risk by responding to key learnings, operational needs and improve language to ensure the consistent application of the policy in supporting the Lord Mayor and Councillors.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
April 2021	Office of Local Government	Provision of OLG Better Practice Template and provision of advice	Feedback incorporated into review and language clarified throughout policy.	Executive Support

		regarding event ticketing requirements		
5/5/2021	ICT Team	Feedback provided on the updates to the policy's ICT provisions and proposed changes	Feedback incorporated into review and language clarified in ICT provisions	Executive Support
6/5/2021	Governance Team	Questions raised on definitions, references to the Code of Conduct, approval processes and wording of ICT provisions	Questions were answered with language clarified throughout policy.	Executive Support
6/5/2021	Leadership Team	Questions raised on administrative support provisions, event invitations and ticketing, and legal provisions.	Questions were answered with language clarified in the policy on support provisions including meeting room access.	Executive Support
May 2021	Executive Team	Approval received from ET to proceed to Policy Advisory Committee	Questions were answered and language clarified throughout policy.	Executive Support
July 2021	Business Information Services	Advice provided on postage cost comparison of mail issued through Council's mail room services compared to individual stamp allocations	Advice provided to Councillors at July 2021 PAC meeting	Executive Support
August 2021	Office of Local Government	Advice provided on proposed revision to legal	Policy language clarified for legal reimbursement provisions on occasions where	Executive Support

		reimbursement provisions to ensure adherence with the Act, and OLG guidelines	a Code of Conduct investigation is withdrawn or closed without an adverse finding	

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
31/5/2021	Policy Advisory Committee Meeting	Questions raised and feedback provided on ICT provisions, focused on retaining provisions to individually purchase devices and seek reimbursement	Questions were answered and ICT provisions were amended to include the option to reimburse Councillors for individually purchase devices to a value equitable to the value of devices issued by Council, with edits reported back to the June PAC meeting	Executive Support
25/6/2021	All Councillors	Provision to all Councillors of the updated draft policy prior to June PAC Meeting	No additional feedback received	Executive Support
29/6/2021	Policy Advisory Committee Meeting	Questions raised and feedback provided on expense approvals, reimbursement to Council, professional development, legal assistance, postage, and return of equipment provisions	Questions answered with further edits and advice reported back to the July PAC meeting	Executive Support
20/7/2021	Policy Advisory	Feedback provided with	Further advice sought from OLG	Executive Support

	Committee Meeting	questions raised on legal reimbursement provisions and capacity for pro-rata valuations on instances where Councillors contribute personally to equipment costs	on legal reimbursement provisions prior to finalisation of the draft Policy, and language clarified to allow for pro-rata valuations	
27/08/2021	Policy Advisory Committee Members	Provision to PAC members the updated draft Policy incorporating the final changes requested at the July PAC meeting	NA	Executive Support

LEGAL IMPLICATIONS FOR COUNCIL

10. There are no new legal implications for Council as a result of the Policy review. Proposed changes align with the requirements of the *Local Government Act 1993,* the *Local Government Regulation 2005* and the guidelines for the payment of expenses and provision of facilities for mayors and councillors in NSW as set out by the Office of Local Government.

FINANCIAL IMPLICATIONS FOR COUNCIL

11. If Council resolves to approve this report in accordance with the proposed resolution, there are no unbudgeted financial implications for Council's budget.

12. The proposed policy updates reflect a series of established practices already being carried out within existing budgets, and the initial costs for the provision of ICT equipment to Councillors on the commencement of a new Council term has been accounted for in the forecasted Councillor Support budget for 2021/22.

13. The table below summarises the financial impacts on the budget arising from approval of this report.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Revenue				
Internal Revenue				
External Revenue				
Total Revenue				
Funding Source				
Operating Result				
External Costs				
Internal Costs				

Depreciation				
Other				
Total Operating Result	Nil			
Funding Source				
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil			

Bronwyn Pullen
Executive Officer

Richard Sheridan
Chief Financial Officer

Justin Mulder
Chief of Staff

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1⇩	DRAFT Councillors Expenses and Facilities Policy August 2021	23 Pages
2⇩	Summary of Proposed Changes - Councillors' Expenses and Facilities Policy - August 2021	4 Pages

REFERENCE MATERIAL

CITY OF PARRAMATTA

Councillors' Expenses and Facilities Policy

Contents

Policy Summary

Part A – Introduction

Introduction
Policy objectives
Principles
Private or political benefit

Part B – Expenses

Payment of expenses – General
Payment of expenses – Specific
Legal Assistance

Part C – Facilities

General facilities for Councillors
Additional facilities for the Lord Mayor

Part D – Processes related to this policy

Approval, payment and reimbursement arrangements
Disputes
Return or retention of facilities
Reporting
Auditing
Breaches

Part E – History & Associated Documents

Document History
Associated Documents

Definitions

Councillors' Expenses and Facilities Policy		
Owner: Manager Governance and Risk	Area: Governance and Risk	POL No: 217
Date of Commencement: 13/11/2017	Approval Authority: Council	Date Approved: 27/07/2020
Amendment 11	Date of Next Review: by September 2022	Review: 4 years

Policy Summary

This policy enables the reasonable and appropriate reimbursement of expenses and provision of facilities to Councillors to help them undertake their civic duties.

It ensures accountability and transparency, and seeks to align Councillor expenses and facilities with community expectations. Councillors must not obtain private or political benefit from any expense or facility provided under this policy.

The policy has been prepared in accordance with the Local Government Act 1993 (the Act) and Local Government (General) Regulation 2005 (the Regulation), and complies with the Office of Local Government's Guidelines for the payment of expenses and provision of facilities to Mayors and Councillors in NSW.

The policy sets out the maximum amounts Council will pay for specific expenses and facilities. Expenses not explicitly addressed in this policy will not be paid or reimbursed.

The main expenses and facilities are summarised in the table below. All monetary amounts are exclusive of GST.

Expense or facility	Standard / Maximum amount	Frequency
General travel expenses	$5,000 per Councillor $6,500 for the Lord Mayor	Per year
Interstate and overseas travel expenses	$2,000 per Councillor for interstate All overseas travel to go to a full Council meeting for approval	Per year
Accommodation and meals	As per the *NSW Crown Employees (Public Service Conditions of Employment) Reviewed Award 2009*, adjusted annually	Per meal/night
Professional development, including Conferences and Seminars	$5,000 per Councillor	Per year
Non-Council Functions and Other Events including accompanying person expenses	$1,000 per Councillor $2,000 for the Lord Mayor	Per year
ICT equipment and expenses		
(a) Mobile computing device (e.g. tablet or laptop)/multifunction device	$5,000 per Councillor	Per term
(b) Mobile phone and related equipment	$3,000 per Councillor	Per term
(c) Mobile phone plan including calls and data for Council business	Up to $80 per Councillor	Per month
(d) Personal internet connection	Up to $50 per Councillor	Per month
Carer expenses	$4,000 per Councillor	Per year
Home office expenses (a) Printer paper, envelopes and other minor items of consumable stationery	$500 per Councillor in the first year of a Council term $300 per Councillor every year after	Per year

(b) Printer ink cartridges	$500 per Councillor	Per year
Postage	$1,000 per Councillor	Per year
Christmas or festive cards	200 per Councillor 600 for the Lord Mayor	Per year
Access to facilities in a Councillor common area and access to shared private work spaces/offices as per Clause 8.1	Provided to all Councillors	Not relevant
Council vehicle, fuel card and toll road tag supplied for official use to the Lord Mayor	Provided to the Lord Mayor	Not relevant
Reserved parking space at Council's offices for the Lord Mayor's Council-issued vehicle and parking spaces sufficient to allow Councillors to park when in the office or at Council meetings.	Provided to the Lord Mayor and Councillors	Not relevant
Furnished office incorporating a computer configured to Council's standard operating environment, telephone and meeting space	Provided to the Lord Mayor	Not relevant
Councillor corporate uniform and name badge	Name badge provided to all Councillors Issued upon request: One blazer per Councillor Two neckties / scarves per Councillor t One hat per Councillor Two business shirts or blouses per Councillor Two polo shirts per Councillor One all weather coat per Councillor One umbrella per Councillor	Per Council term
Additional Lord Mayor corporate uniform	Issued upon request: One additional blazer Two additional business shirts or blouses	Per Lord Mayoral term

Additional costs incurred by a Councillor in excess of these limits are considered a personal expense that is the responsibility of the Councillor.

Councillors must provide claims for reimbursement within three months of an expense being incurred. Claims made after this time can only be approved by the Lord Mayor and Chief Executive Officer (CEO).

Detailed reports on the provision of expenses and facilities to Councillors will be published publicly in accordance with the requirements of the Local Government Act 1993 (NSW).

PART A – INTRODUCTION

1. Introduction

1.1. The provision of expenses and facilities enables Councillors to fulfil their civic duties as the elected representatives of City of Parramatta Council.

1.2. The community is entitled to know the extent of expenses paid to Councillors, as well as the facilities provided.

1.3. The purpose of this policy is to clearly state the facilities and support that are available to Councillors to assist them in fulfilling their civic duties.

1.4. Council staff are empowered to question or refuse a request for payment from a Councillor when it does not accord with this policy.

1.5. Expenses and facilities provided by this policy are in addition to fees paid to Councillors. The minimum and maximum fees a Council may pay each Councillor are set by the Local Government Remuneration Tribunal as per Section 241 of the Act and reviewed annually. Council must adopt its annual fees within this set range.

1.6. Where a Councillor is entitled to an additional sitting fee, where formally directed by the NSW Government through the Office of Local Government or by Ministerial Direction, payments will be arranged in accordance with these directions and confirmed by Council resolution as required.

2. Policy objectives

2.1. The objectives of this policy are to:

- ensure accountability and transparency in the reasonable and appropriate reimbursement of expenses incurred by Councillors in the course of discharging their civic duties
- ensure that the facilities provided to Councillors to carry out their civic duties are reasonable, are at a standard appropriate to their professional role as a Councillor and meet community expectations
- promote a diversity of representation
- fulfil Council's statutory responsibilities.

3. Principles

3.1. Council commits to the following principles:

- **Proper conduct**: Councillors acting lawfully and honestly, exercising care and diligence in carrying out their functions in accordance with Council's Code of Conduct
- **Direct expenses**: Providing for Councillors to be reimbursed for expenses directly incurred as part of their role as a Councillor.
- **Participation, equity and access**: Enabling people from diverse backgrounds, underrepresented groups, those in carer roles and those with special needs to serve as a Councillor.

- **Appropriate use of resources**: Providing clear direction on the appropriate use of Council resources in accordance with legal requirements, Council policies and community expectations.
- **Accountability and transparency**: Clearly stating and reporting on the expenses and facilities provided to Councillors.

4. Private or political benefit

4.1. Councillors must not obtain private or political benefit from any expense or facility provided under this policy.

4.2. Private use of Council equipment and facilities by Councillors may occur from time to time. Such incidental private use is not subject to a compensatory payment back to Council. For example, telephoning home to advise that a Council meeting will run later than expected.

4.3. Councillors should avoid obtaining any greater private benefit from Council than an incidental benefit. Where there are unavoidable circumstances and more substantial private use of Council equipment of facilities does occur, Councillors must reimburse Council.

4.4. Campaigns for re-election are considered to be a private interest. The following in connection with a re-election campaign are considered to be private to Councillors:

- production of election material
- use of Council resources for campaigning
- use of official Council letterhead, publications, websites or services for political benefit
- fundraising activities of political parties or individuals, including political fundraising events

PART B – EXPENSES

5. General expenses

5.1. All expenses provided under this policy will be for a purpose specific to the functions of holding civic office. Allowances for general expenses are not permitted under this policy.

5.2. Expenses not explicitly addressed in this policy will not be paid or reimbursed.

6. Specific expenses

General travel arrangements and expenses

6.1. All travel by Councillors should be undertaken by using the most direct route and the most practicable and economical mode of transport.

6.2. Councillors may be reimbursed up to $5,000 per year for travel expenses incurred while undertaking official business or professional development or attending approved conferences and seminars within NSW. The Lord Mayor may be reimbursed up to $6,500.00 per year. This includes provision of or reimbursement:

- for public transport fares
- of mileage allowance for the use of private vehicle per kilometre as provided for in the Local Government (State) Award
- for parking costs for Council and other meetings
- by Cabcharge card or equivalent
- for documented ride-share programs, such as Uber, where tax invoices can be issued.

6.3. Councillors seeking to be reimbursed for use of a private vehicle must complete the appropriate Councillors Expense Claim Form, providing a log of the date, starting location, destination, distance and purpose of travel being claimed.

6.4. Any Councillor seeking reimbursement for travel expenses above the limit must have prior written approval from the CEO.

6.5. The Lord Mayor and Councillors may, upon request, be issued with a Cabcharge account card, the use of which must comply with this policy.

6.6. Councillors may use Cabcharge vouchers/cards for taxi travel for journeys in the Sydney metropolitan region to assist them to carry out their civic duties.

6.7. Upon being issued with a Cabcharge Card, Councillors must sign a form agreeing to comply with the conditions of use for the card. Council will only meet the cost of taxi journeys undertaken by Councillors for Council business purposes.

6.8. At the end of each Cabcharge billing period, each Councillor will receive a statement detailing taxi journeys undertaken during that period. Councillors are required to check the statement, complete an “Authority Confirmation Form” to verify that all travel listed on the statement is correct, and complete a “Business Purpose Form” providing the details of, and reasons for, each journey, identify any non-Council business related journey, and submit the completed form, and matching receipt for each journey detailed on the statement, to the Executive Support Unit within 14 days of each statement date.

6.9. These statements will be checked by the Executive Support Unit and, in accordance with Section 11 of this Policy, an invoice will be issued for reimbursement to Council of any non-Council business related journey identified by the Councillors.

Interstate and overseas travel expenses

6.10. In accordance with Section 4, Council will assess the value and need for Councillors to undertake overseas travel. Councillors should ensure direct and tangible benefits can be established for the Council and the local community for interstate and overseas trips.

6.11. Total interstate travel expenses will be capped at $2,000 per Councillor per year.

6.12. Councillors seeking to undertake any interstate travel must submit a business case to the CEO. The business case must include:

- objectives to be achieved in travel, including an explanation of how the travel aligns with current Council priorities and business.
- who is to take part in the travel and duration and itinerary of travel
- a detailed budget of any amounts expected to be reimbursed by the participant/s.

6.13. Approval for undertaking, and reimbursement of costs related to interstate travel, is to be granted by the CEO, in consultation with the Lord Mayor.

6.14. For approved interstate journeys by air, the class of air travel is to be economy class. Council will only reimburse up to the cost of economy class should Councillors prefer to book their own air travel.

6.15. Councillors seeking to undertake overseas travel must submit a business case to the CEO for consideration at a full Council meeting. The business case must be submitted ten days prior to the meeting and include:

- objectives to be achieved in travel, including an explanation of how the travel aligns with current Council priorities and business.
- who is to take part in the travel and duration and itinerary of travel
- a detailed budget of any amounts expected to be reimbursed by the participant/s.

6.16. All overseas travel costs must be approved by a full Council meeting.

6.17. For approved international travel, the class of air travel is to be premium economy, if available. Otherwise, the class of travel is to be economy. Council will only reimburse up to the cost of economy class, or premium economy if available, should Councillors wish to book their own air travel.

6.18. For direct payment of approved air travel, bookings are to be made through the Executive Support Unit.

6.19. For air travel that is provided or reimbursed as Council business, Councillors will not accrue points from the airline's frequent flyer program. This is considered a private benefit.

6.20. After returning from overseas travel, Councillors must provide an information report to the next Ordinary Council meeting on the aspects of the trip relevant to Council business and/or the community. If two or more Councillors attend the same event, only one report is required to be submitted.

Travel expenses not paid by Council

6.21. Council will not pay any traffic or parking fines or administrative charges for toll road usage, except for those toll road charges incurred by use of the motor vehicle provided to the Lord Mayor as per clause 9.1. of this Policy.

Accommodation and meals

6.22. Council will reimburse costs for accommodation and meals while Councillors are undertaking approved travel or professional development.

6.23. The daily limits for accommodation and meal expenses within Australia are to be consistent with those set out in Part B Monetary Rates of the *NSW Crown Employees (Public Service Conditions of Employment) Reviewed Award 2009*, as adjusted annually.

6.24. The daily limits for accommodation and meal expenses outside Australia are to be determined in advance by the CEO, being mindful of Clause 6.23.

6.25. Councillors will not be reimbursed for alcoholic beverages.

Refreshments for Council related meetings

6.26. Appropriate refreshments will be available for Council meetings, Council committee meetings, other official Council committees, Councillor briefings and workshops, approved meetings and engagements, and official Council functions as approved by the CEO.

6.27. As an indicative guide for the standard of refreshments to be provided at Council related meetings, the CEO should be mindful of *Part B Monetary Rates* of the NSW *Crown Employees (Public Service Conditions of Employment) Reviewed Award 2009*, as adjusted annually.

Professional development including Conferences and Seminars

6.28. As part of this Policy, Council will facilitate and promote the professional development of Councillors through programs, training, education courses, conferences, seminars and membership of professional bodies, with a total maximum annual expenditure of $5,000 per Councillor.

6.29. In the first year of a new Council term, Council will provide a comprehensive induction program for all Councillors which considers any guidelines issued by the Office of Local Government (OLG). The cost of the induction program will be in addition to the ongoing professional development funding.

6.30. Annual membership of professional bodies will only be covered where the membership is relevant to the exercise of the Councillor's civic duties, the Councillor actively participates in the body and the cost of membership is likely to be fully offset by savings from attending events as a member. This approval is subject to a written request to the CEO.

6.31. Approval for professional development activities is subject to a prior written request to the CEO outlining the:

- details of the proposed professional development.
- relevance to Council priorities and business.
- relevance to the exercise of the Councillor's civic duties.

6.32. Approval to attend a conference or seminar is subject to a written request to the CEO or by resolution of the Council. In assessing a Councillor request, the CEO must consider factors including the:

- relevance of the topics and presenters to current Council priorities and business and the exercise of the Councillor's civic duties
- cost of the conference or seminar in relation to the total remaining budget.

6.33. Council will meet the reasonable cost of registration fees and accommodation associated with attendance at conferences approved by the CEO, in accordance with clauses6.27. – 6.31. of this policy. Council will also meet the reasonable cost of meals when they are not included in the conference fees.

6.34. The provisions of clauses 6.1. – 6.9. of this Policy will apply to transport arrangements associated with Councillor's attendance at approved professional development activities including Conferences and seminars.

6.35. At the determination of the CEO, a Councillor may be required to reimburse the Council in accordance with clause 10.14. if the Councillor does not attend a conference or professional development activity that they are registered to attend.

Exempt Conference and Professional Development Programs

6.36. Councillors may elect to either complete the Local Government NSW (LGNSW) Executive Certificate for Elected Members or the full Company Directors Course conducted by the Australian Institute of Company Directors (AICD).

6.37. Councillors may not seek payment for or reimbursement of expenses for the LGNSW Executive Certificate or AICD course in the final year of a Council term.

6.38. Councillors must seek upfront written approval from the CEO prior to enrolling in the LGNSW Executive Certificate or AICD course and will be required to provide evidence of attendance of the course.

6.39. Councillors will be required to reimburse Council, in accordance with clause 10.14, if the Councillor is registered to complete the LGNSW Executive Certificate or AICD course and does not attend, at the determination of the CEO.

6.40. All Councillors may attend the Local Government NSW Annual Conference.

6.41. Attendance at these conferences and professional development programs is voluntary, and do not contribute to the monetary limits for conferences and professional development mentioned elsewhere in this policy.

6.42. The provisions of clauses 6.1. –6.9. of this Policy will apply to transport arrangements associated with the Local Government NSW Annual Conference attendance.

Council Representation at Non-Council Functions and Other Events

6.43. The annual limit for attending dinners, non-Council functions, community, charitable and corporate or industry events where Councillor representation would be appropriate, such as award nights which are relevant to Council's interests, is $1,000 for each Councillor.

6.44. At the determination of the CEO, a Councillor may be required to reimburse the Council in accordance with clause 10.14, if the Councillor does not attend an event that they are registered to attend.

6.45. The prior approval of the CEO is required when seeking for Council to pay for attendance at dinners, non-Council functions and community events, where there is an associated cost, with a written request required where the cost exceeds $250.

6.46. In addition to clause 6.43., Council will provide a further budget of up to $1,000 per year to assist the Lord Mayor (or their delegate) in conducting their civic duties and attendance at community functions.

6.47. Council will pay the entry fee/ticket cost associated with the attendance of a Councillor at a dinner, non-Council functions, community and corporate or industry events relevant to Council's interest.

6.48. Council will not pay for or reimburse to a Councillor costs associated with attendance at any political fundraising event, any donation to a political party or candidate's electoral fund or for some other private benefit.

6.49. Likewise, no payment shall be made or reimbursed by Council for any component of a ticket that is additional to the service cost, such as a donation to a political party or candidate's electoral fund or any other private benefit.

Accompanying person expenses

6.50. Council will meet certain expenses incurred by a Councillor on behalf of an accompanying person, that are properly and directly related to the role of the Councillor, as indicated below:

- For the LGNSW Annual Conference, Council will meet the costs of attending the official opening reception and conference dinner for an accompanying person of a Councillor
- Council will pay or reimburse the cost of the ticket for an accompanying person to attend a non-Council function or event while accompanying a Councillor, with approved expenses met from the allowance established under clauses 6.43. – 6.49.

ICT expenses

6.51. Information and Communication Technology (ICT), equipment and services issued or provided for under this policy are intended to be utilised by Councillors to undertake their civic duties only.

6.52. Approval for incurring expenses, or for the reimbursement of such expenses, should be obtained before the expense is incurred using the prescribed form.

6.53. Where a Councillor has exceeded the limits set out below, but through instances of theft, damage or other reasonable cause, is unable to continue use of their existing devices

Council will ensure access to appropriate devices to enable them to carry out their civic duties as determined by the CEO.

Mobile computing and multi-function device

6.54. Council will provide or reimburse Councillors for expenses, including reasonable repair, replacement or maintenance, up to a limit of $5,000 per term for each Councillor that are associated with:

- An appropriate tablet and/or mobile computing device (such as a laptop)
- One multifunction device (for scanning or printing)
- Related accessories

6.55. Council will supply a 'standard' kit to Councillors upon request, within the above maximum limit. The standard kit contains a tablet and/or laptop computer with software and multifunction printer/scanner device. Council staff will fully support items from the standard kit. Council may vary the standard equipment from time to time in accordance with organisational technology changes.

6.56. Alternatively, if Councillors choose to select and purchase their own device, Councillors will be responsible for costs in excess of the maximum amount under clause 6.54. The maximum amount under clause 6.54 is to be reduced by the value of any equipment that the Council has supplied in the specific period. If Councillors choose to select and purchase their own device; they do so with the understanding that Council staff will not service or support the device.

6.57. All items provided by Council or for which Council has paid via reimbursement remain the property of Council.

Mobile phone and related equipment

6.58. Council will provide or reimburse Councillors for expenses associated with mobile phone equipment, including reasonable accessories, repair, replacement or maintenance, up to a limit of $3,000 per Councillor per term.

6.59. Council will supply a 'standard kit' to Councillors upon request, to be included in the above maximum limit. The standard kit contains an iPhone or Samsung mobile phone and accessories. Council staff will fully support items from the standard kit. Council may vary the standard equipment from time to time in accordance with organisation technology changes.

6.60. Alternatively, if Councillors choose to select and purchase their own device, Councillors will be responsible for costs in excess of the maximum amount under clause 6.58. The maximum amount under clause 6.58 is to be reduced by the value of any equipment that the Council has supplied in the specific period. If Councillors choose to select and purchase their own device; they do so with the understanding that Council staff will not service or support the device.

6.61. All items provided by Council or for which Council has paid via reimbursement remain the property of Council.

6.62. Councillors may seek reimbursement for applications on their mobile electronic communication device that are directly related to their duties as a Councillor, within the maximum limit under clause 6.58.

Mobile phone services and internet

6.63. Council will arrange and pay for a mobile phone plan for each Councillor, including class and communications and data package, for Council business up to a value of $80 per month.

6.64. Where a Councillor provides their own mobile phone plan, Council will reimburse the Councillor for business related usage (including data and Council business calls) within the monthly limit outlined in 6.62.

6.65. Any excess usage charged in relation to the Councillor standard mobile phone plan will be handled in accordance with clause 10.15.

6.66. Where Councillors use a personal internet connection Council will reimburse up to 50% of their monthly access fees, with a limit of $50 per month.

Carer's and special requirement expenses

6.67. Council encourages wide participation and interest in civic office. It will ensure Council premises and associated facilities are accessible, including provision for sight or hearing impaired Councillors and those with other disabilities.

6.68. Transportation provisions as outlined in this policy, such as access to Cabcharge cards, will also assist Councillors who may be unable or unwilling to drive a vehicle.

6.69. In addition to the provisions above, the CEO may authorise the provision of reasonable additional facilities and expenses in order to allow a Councillor with a disability to perform their civic duties.

6.70. Councillors who are the principal carer of a child or other elderly, disabled and/or sick immediate family member will be entitled to re-imbursement of carer's expenses up to a maximum of $4,000 per annum for attendance at official business, plus reasonable travel from the principal place of residence.

6.71. Child care expenses may be claimed for children up to and including the age of 16 years where the carer is not a relative.

6.72. In the event of caring for an adult person, Councillors will need to provide suitable evidence to the CEO that reimbursement is applicable. This may take the form of advice from a medical practitioner.

Home office expenses

6.73. Each Councillor may be reimbursed up to $500 in the first year of a new Council term and $300 per each subsequent year for costs associated with the maintenance of a home office, such as printer paper, envelopes and other minor items of consumable stationery..

6.74. Each Councillor may be issued or reimbursed for up to $500 per year for costs associated with printer ink cartridges.

- Where Councillors seek reimbursement or provision of new printer ink cartridges, used cartridges should be returned to Council.

Insurance and legal expenses

6.75. Councillors are to receive the benefit of insurance cover while in or on any activity directly or indirectly connected with or on behalf of Council including while travelling to and/or from such activity. Such injury being bodily injury caused by violent, accidental, external and visible means and including death, permanent disablement, temporary total disablement, bed care benefit and non-medical expenses but not including medical expenses, subject to the conditions and limitations of Council's personal accident insurance policy current at the time of occurrence of the injury as follows:

Personal Injury

- While ever on Council authorised business, worldwide, covering bodily injury caused by accidental, violent, external and visible means up to a sublimit for death and capital limits of

$350,000 but subject to any limitation or conditions set out in the policy of insurance which is taken out at the direction of Council. Also covering permanent disablement, temporary total disability and temporary partial disability. The cover does not include medical expenses.

Professional Indemnity

- For matters arising out of Councillors' performance of civic duties or exercise of their functions as Councillors provided the performance or exercise of the relevant civic duty or function is in the opinion of Council bona fide and/or proper and is carried out in good faith, as required under Section 731 of the Act, but subject to any limitation or conditions set out in the policy of insurance which is taken out at the direction of Council.

Public Liability

- For matters arising out of Councillors' performance of civic duties or exercise of their functions as Councillors, carried out in good faith but subject to any limitations or conditions set out in the policy of insurance which is taken out at the direction of Council.

Travel Insurance

- Appropriate travel insurances will be provided for any Councillors traveling on approved overseas and interstate travel on Council business, subject to any limitations or conditions set out in the policy of insurance which is taken out at the direction of Council.

7. Legal assistance

7.1. Council may, if requested, indemnify or reimburse, or both, the reasonable legal expenses of:

- a Councillor, or former Councillor, defending an action arising from the performance in good faith of a function under the Local Government Act, provided that the outcome of the legal proceedings is favourable to the Councillor, or former Councillor;
- a Councillor, or former Councillor, defending an action in defamation, provided the statements complained of were made in good faith in the course of exercising a function under the Local Government Act in a Council meeting or on Council related business (such as on-site meetings) and provided that Council is satisfied that such statements complained of occurred during the bona fide consideration of Council business, in good faith and without malice and the outcome of the legal proceedings is favourable to the Councillor, or former Councillor;
- a Councillor, or former Councillor, for proceedings before an appropriate investigative or review body, provided the subject of the proceedings arises from the performance in good faith of a function under the Local Government Act and the matter has proceeded past any initial assessment phase to a formal investigation or review and the investigative or review body makes a finding substantially favourable to the Councillor, or former Councillor.

7.2. In the case of a code of conduct complaint made against a Councillor, legal costs will only be made available where the matter has been referred by the CEO to a conduct reviewer and the conduct reviewer has commenced a formal investigation of the matter and makes a finding substantially favourable to the Councillor, including where an investigation is withdrawn or closed without an adverse finding.

7.3. Legal expenses incurred in relation to proceedings arising out of the performance by a Councillor of his or her functions under the Local Government Act are distinguished from expenses incurred in relation to proceedings arising merely from something that a Councillor has done during his or her term in office. For example, expenses arising from an investigation as to whether a Councillor acted corruptly would not be covered by this section and such legal expenses would not be reimbursed by Council.

7.4. Council will not meet the legal costs:

- of legal proceedings initiated by a Councillor under any circumstances (including but not limited to any action by one Councillor against another Councillor);
- of a Councillor seeking advice in respect of possible defamation, or in seeking a non-litigious remedy for possible defamation; or
- for legal proceedings that do not involve a Councillor performing their role as a Councillor.

7.5. Reimbursement of expenses for reasonable legal expenses must have Council approval by way of a resolution at a Council meeting prior to costs being incurred. Any reimbursement of a Councillor's, or former Councillor's, reasonable legal costs by Council would also be subject to:

- the amount of such reimbursement being reduced by the amount of any monies that may be or are otherwise recouped by the Councillor, or former Councillor, on any basis;
- the amount of such reimbursement of solicitors fees being limited to the extent that only fees charged at a rate equivalent to the average hourly rate then being charged by Council's legal services panel will be paid (i.e. any portion of the expenses representing any hourly charge rate higher than the then average hourly charge rate then being charged by law firms on Council's legal services panel will not be reimbursed). Where Counsel is used, the reimbursement of Counsel fees is to be submitted to Council for approval; and
- any reimbursement not including any damages awarded to, or made against the Councillor, or former Councillor.

PART C – FACILITIES

8. General facilities for all Councillors

Facilities

8.1. Council will provide the following facilities to Councillors to assist them to effectively discharge their civic duties:

- Councillors' common area appropriately furnished to include photocopier, printer, desks, computer terminals, pigeon holes, lockable cupboards and appropriate refreshments
- access to shared private work spaces/offices equipped with a telephone, computer terminal and desk
- access to shared car parking spaces while attending Council offices on official business
- a name badge which may be worn at official functions, indicating that the wearer holds the office of a Councillor and/or Lord Mayor or Deputy Lord Mayor
- a corporate uniform on request, which may be worn at official functions and when carrying out their civic duties and is in accordance with Council's standard issue corporate clothing, consisting of:
  - Blazer embroidered with the Council Crest – one blazer during a term of office, with the Lord Mayor entitled to an additional blazer per Lord Mayoral term
  - Necktie/scarf – neckties / scarves embroidered with the Council Crest, up to two during a term of office.
  - One hat embroidered with the Council Crest during each term of office
  - Business shirts or blouses embroidered with the Council Crest – up to two during a term of office, with the Lord Mayor of the day entitled to an additional two shirts or blouses per Lord Mayoral term
  - Polo shirts embroidered with the Council Crest – up to two during a term of office
  - All weather coat embroidered with the Council Crest – one coat during each term of office
  - Umbrella emblazoned with the Council Crest - one during each term of office
- Access to a digital subscription to appropriate newspapers as determined by the CEO.

8.2. Councillors may book meeting rooms for official business in Council's Administration Building at no cost to allow Councillors to meet with constituents and other people about issues or importance or concern and to fulfil their role. Requests for room bookings should be made in writing to the Councillor Support team..

8.3. Requests for bookings in meeting rooms at other Council venues, such as community centres or libraries, should be made in writing to the Councillor Support team and will be considered and determined by the CEO or their delegate. Councillors should not approach venue staff directly regarding booking requests.

8.4. Costs for catering, audio visual equipment or other meeting requirements are to be met by the Councillor.

8.5. Council will provide Councillors with access to the Employee Assistance Program as provided to Council employees.

8.6. Council will provide Councillors with access to Council's Health and Wellbeing Program in accordance with Council's Health and Wellbeing Program guidelines. This includes access to Council's flu vaccination, skin and health checks programs.

8.7. Council will provide Councillors with tickets to events or functions organised or presented by Council as determined by the CEO. This includes any function that has any of the following:

- Council sponsorship (where tickets are made available to Council as part of the sponsorship agreement)
- Council involvement
- Local government interest to Councillors (where Councillor Support is made aware of the event)

8.8. This includes, but is not limited to, tickets and event packs for Council's major events program (Australia Day, Parramatta Lanes, Winterlight etc.) and shows presented at Council's Riverside Theatres.

8.9. The provision of facilities will be of a standard determined by the CEO, in consultation with the Lord Mayor, as appropriate for the purpose.

Stationery

8.10. Council will provide the following stationery to Councillors each year:

- Electronic personalised Councillor letterhead and upon request up to 1,000 pages of hard copy letterhead, to be used only for correspondence associated with civic duties
- Up to 1,000 business cards
- minor items of consumable stationery, such as pens, pencils and paper clips.

8.11. Council will cover the cost of postage for Councillor correspondence, in accordance with their official and civic duties, up to a maximum limit of $1,000 per Councillor per year. Outgoing mail is to be provided to Councillor Support for distribution and will be sent as standard priority post and appropriate records kept. There is no provision for the issuing of stamps to Councillors under this policy.

8.12. Councillors may also be supplied with up to 200 Christmas or festive cards per year and envelopes of the standard size. Alternatively, Councillor Christmas or festive cards can also be made available in electronic format, up to a value equal to the paper-based card cost, and interested Councillors are encouraged to use e-cards. Where Councillors choose a paper-based card format, the postage of cards will be in accordance with clause 8.11.

8.13. The Lord Mayor will be entitled to 600 Christmas or festive cards under this Policy. Where the Lord Mayor chooses a paper-based card format, the postage of cards will be in accordance with clause 8.11.

8.14. In the event a new Lord Mayor or Deputy Lord Mayor is elected, both the incoming and outgoing Lord Mayor or Deputy Lord Mayor shall be entitled to new personalised letterhead and business cards.

Administrative support

8.15. Council will provide administrative support to Councillors to assist them with their civic duties only. Administrative support may be provided by staff in the CEO's office or by a member of Council's administrative staff as arranged by the CEO or their delegate.

8.16. As per Section 4, Council staff are expected to assist Councillors with civic duties only, and not assist with matters of personal or political interest, including campaigning.

9. Additional facilities for the Lord Mayor

9.1. Council will provide the Lord Mayor with a maintained motor vehicle to a similar standard of other Council vehicles in line with Council's relevant fleet management policies, with a fuel card and toll road tag. The vehicle will be supplied for use in attending official business or professional development and attendance at the Lord Mayor's office.

9.2. A parking space at Council's offices will be reserved for the Lord Mayor's Council issued vehicle for use on official business, professional development and attendance at the Lord Mayor's office.

9.3. Council will provide the Lord Mayor with a furnished office incorporating a computer configured to Council's standard operating environment, telephone and meeting space.

9.4. Council will provide the Lord Mayor or their delegate with access to mementos of token value for presentation to people who have made significant contributions to the community, dignitaries or guests who visit the area, in accordance with Council's *Gifts and Benefits Policy.*

9.5. In performing his or her civic duties, the Lord Mayor will be assisted by a number of staff providing administrative, secretarial and policy support. The number of staff supporting the Lord Mayor and Councillors will be determined by the CEO in consultation with the Lord Mayor.

9.6. Council will meet the cost of postage of correspondence forwarded by the Lord Mayor in the conduct of official duties.

9.7. As per Section 4, staff assisting the Lord Mayor are to work on official business only, and not for matters of personal or political interest, including campaigning.

PART D – PROCESSES RELATED TO THIS POLICY

10. Approval, payment and reimbursement arrangements

10.1. Expenses should only be incurred by Councillors in accordance with the provisions of this policy.

10.2. Approval for incurring expenses, or for the reimbursement of such expenses, should be obtained before the expense is incurred using the prescribed form.

10.3. Up to the maximum limits specified in this policy, approval for the following may be sought after the expense is incurred:

- local travel relating to the conduct of official business
- emergency carer costs associated with the need to attend to official business
- ICT expenditure of an ongoing nature such as mobile phone plan or home internet costs as per clauses 6.63. – 6.66.

10.4. Final approval for payments made under this policy will be granted by the CEO.

Direct payment

10.5. Council may approve and directly pay expenses. Requests for direct payment must be submitted to the CEO for assessment against this policy using prescribed form, with sufficient information and time to allow for the claim to be assessed and processed.

Reimbursement

10.6. All claims for reimbursement of expenses incurred must be made on the prescribed forms, supported by appropriate receipts and/or tax invoices and be submitted to the CEO.

10.7. Unless otherwise specified in this policy, Councillors must provide all claims for reimbursement within three months of an expense being incurred. Claims made after this time can only be approved by the CEO, in consultation with the Lord Mayor.

10.8. On cessation or expiration of a Councillor's term of office, all outstanding claims for reimbursement must be lodged to Council no later than 14 days from the date of cessation or expiration of a Councillor's term of office, or such other period as may be specified by the CEO, using the prescribed form.

Advance payment

10.9. Council may pay a cash advance for Councillors attending approved conferences, seminars or professional development.

10.10. The maximum value of a cash advance is $150 per day of the conference, seminar or professional development to a maximum of $500.

10.11. Requests for advance payment must be submitted to the CEO for assessment against this policy using the prescribed form with sufficient information and time to allow for the claim to be assessed and processed.

10.12. Councillors must fully reconcile all expenses against the cost of the advance within one month of incurring the cost and/or returning home. This includes providing to Council:

- a full reconciliation of all expenses including appropriate receipts and/or tax invoices

- reimbursement of any amount of the advance payment not spent in attending to official business or professional development.

Notification

10.13. If a claim is approved, Council will make payment directly or reimburse the Councillor through accounts payable. If a claim is refused, Council will inform the Councillor in writing that the claim has been refused and the reason for the refusal.

Reimbursement to Council

10.14. In accordance with the Model Code of Conduct for Local Councils in NSW Councillors must use Council resources ethically, effectively, efficiently and carefully in the course of public duties.

10.15. If a Councillor, or Council has incurred an expense on behalf of a Councillor, that exceeds a maximum limit, exceeds reasonable incidental private use or is not provided for in this policy:

- Council will invoice the Councillor for the expense
- the Councillor will reimburse Council for that expense within 28 days of the invoice date.

10.16. If the Councillor cannot reimburse Council within 28 days of the invoice date, they are to submit a written explanation to the CEO. The CEO may elect to deduct the amount out of the Councillor's allowance.

10.17. Council's Executive Support Unit will provide Councillors regular updates on expenditure and provide additional notifications when approaching maximum limits.

11. Disputes

11.1. If the Councillor disputes a determination under this policy, the Councillor should discuss the matter with the CEO.

11.2. If the Councillor and the CEO cannot resolve the dispute, the Councillor may submit a notice of motion to Council seeking to have the dispute resolved.

12. Return or retention of facilities

12.1. All equipment and facilities provided under this Policy remain the property of Council. On cessation or expiration of a Councillor's term of office, use of all equipment and facilities must cease immediately. On request, equipment and facilities must be returned to Council no later than 14 days from the date of cessation or expiration of a Councillor's term of office, or such other period as may be specified by the CEO.

12.2. Should a Councillor desire to keep any equipment allocated by Council, then this policy enables the Councillor to make application to the CEO to purchase any such equipment. The CEO will determine an agreed fair market price or written down value for the item of equipment, including on a pro-rata basis where the Councillor has contributed personally to the purchase of the equipment.

12.3. Where a Councillor has opted to retain ICT equipment allocated by Council under clause 12.2, the Councillor will be required to provide the device to Council's ICT staff for removal of Council systems, software and information in accordance with Council's *Technology Equipment and Services; Information Security Management* and *Access to Information* policies.

12.4. Councillors will have the opportunity to have any mobile number assigned to them as a Councillor transferred into their ownership upon ceasing to hold office.

12.5. The prices for all equipment purchased by Councillors under Clause 12.2 will be recorded in Council's annual report.

13. Reporting

13.1. Under the Act and Regulation, Council is required to include specific information in its Annual Report about the payment of expenses and facilities to Councillors in relation to their civic functions.

13.2. In addition to the statutory reporting requirements, Council reports the total cost of expenses and the provision of facilities for the Lord Mayor and Councillors by way of Council's Integrated Planning and Reporting program and quarterly financial performance reporting.

13.3. Under the Regulation, Council is also required to report on the Councillors' Professional Development Program through the following:

- Council is required to report to the first Council meeting after the induction program is delivered the activities offered to the Lord Mayor and Councillors as part of the program, and whether or not the Lord Mayor and each Councillor participated in them.
- Council is also required to report to the first Council meeting held after 30 June each year the ongoing professional development activities that were offered to the Lord Mayor and each Councillor in the year to 30 June, and whether or not the Lord Mayor and each Councillor participated in them.
- The CEO is also required to ensure these reports are published on Council's website.

14. Auditing

14.1. The operation of this policy, including claims made under this policy, will be included in Council's audit program and an audit undertaken annually.

15. Breaches

15.1. Suspected breaches of this policy are to be reported to the CEO.

15.2. Alleged breaches of this policy shall be dealt with by following the processes outlined for breaches of the Code of Conduct, as detailed in the Code and in the Procedures for the Administration of the Code.

PART E – HISTORY

16. Document History

2012	Policy was reviewed and amended by Parramatta City Council resolution on 25 June 2012
2013	Policy was amended. Part 13.17 Facilities, Charitable and Community function part 2 was included via Councillor Notice of Motion on 25 February 2013.
2017	Draft Policy was revised after review.
Sept 2017	clause 6.33 to include "provide or" as per admin briefing note
Nov 2017	Definition of "official business" revised as per NOM 13.11.2017 min 913
May 2018	Policy reviewed and revised for public exhibition.
July 2018	Update to Part 13. Return or retention of facilities following public exhibition period.
Aug 2019	Update to 9.1 to include provision of corporate uniform as per LMM 26.08.2019 min 2037.
July 2020	Update to Section 8 Legal Assistance to include indemnity provision and reference to former Councillors as per Council resolution min 2684 and following public exhibition period.
August 2021	Policy reviewed and revised for public exhibition

17. Associated documents

Relevant legislation and guidance

- Local Government Act 1993, Section 252 and 254
- Local Government (General) Regulation 2005, Clauses 217 and 403
- Guidelines for the payment of expenses and the provision for facilities for Mayors and Councillors in NSW, 2009
- Local Government Circular 09-36 Guidelines for Payment of Expenses and Facilities
- Local Government Circular 05-08 legal assistance for Councillors and Council Employees

Related Council policies

- Code of Conduct
- Gifts and Benefits Policy

19. Definitions

The following definitions apply throughout this policy.

All monetary amounts stated in the policy are exclusive of GST.

Term	Definition
Accompanying person	Means a spouse, partner or de facto or other person who has a close personal relationship with or provides carer support to a Councillor
Appropriate refreshments	Means food and beverages provided by Council to support Councillors
Act	Means the Local Government Act 1993 (NSW)
Annual Conference	Means Local Government NSW Annual Conference
Clause	Unless stated otherwise, a reference to a clause is a reference to a clause of this policy
Code of Conduct	Means the Code of Conduct adopted by Council
Councillor	Means a person elected or appointed to civic office as a member of the governing body of Council, including the Lord Mayor
CEO	Means the Chief Executive Officer/General Manager of Council and includes their delegate or authorised representative
ICT	Means Telecommunications and Information Communications and Technology
Incidental personal use	Means use that is infrequent and brief and use that does not breach this policy or the Code of Conduct
Maximum limit	Means the maximum limit for an expense or facility provided in the text
NSW	New South Wales
Official business	Means functions that the Lord Mayor or Councillors are required or invited to attend to fulfil their legislated role and responsibilities for Council or result in a direct benefit for Council and/or for the local government area, and includes but is not limited to: • meetings of Council and committees of the whole • meetings of committees facilitated by Council • meetings, functions, workshops and other events to which attendance by a Councillor has been requested or approved by Council • any activity in the service of the Council approved by CEO, in consultation with the Lord Mayor.
Professional development	Means a seminar, conference, training course or other development opportunity relevant to the role of a Councillor or the Lord Mayor
Regulation	Means the Local Government (General) Regulation 2005 (NSW)
Year	Means the financial year, that is the 12 month period commencing on 1 July each year

Policy 217 – Councillors' Expenses and Facilities Policy

Summary of Proposed Changes

Type	Description	Reason
Addition	Section 1.6: Referenced instances where Councillors may be entitled to an additional sitting fee, when formally directed by OLG, which will be subject to confirmation by Council resolution	Addition made to note instances of additional Councillor sitting fee payment
Update	Minor addition throughout Policy to reference Council's Code of Conduct where relevant	To improve clarity and guidance
Update	Minor amendment throughout Policy to correct clause numbering	Cosmetic change
Addition	Section 6.1 – 6.3: Referenced instances of ride-share services in travel provisions and clarified submission requirements when claiming travel in private vehicle	To improve clarity and guidance
Addition	Section 6.19: Clarified that for air travel Councillors will not accrue airline frequent flyer benefits as it is considered a private benefit	To improve clarity and guidance
Addition	Section 6.20: Addition of information report requirement on occasions of Councillor overseas travel	To improve transparency and accountability, and reflect community expectations
Addition	Section 6.25: Referenced that Councillors will not be reimbursed for alcoholic beverages	To improve clarity and guidance
Addition	Section 6.35: Addition that on occasions where Councillors do not attend a conference or professional development program paid for by Council, reimbursement can be sought from the Councillor	To improve clarity and guidance, improve transparency and accountability, and reflect community expectations
Update	Section 6.36 – 6.39: Update to the Exempt Conference and Professional Development Programs to: • Remove the UTS Centre for Local Government Certificate Program for Councillors, updating this to the Local Government NSW Executive Certificate for Elected Members as	To improve clarity and guidance, improve transparency and accountability, and reflect community expectations

	one of the optional exempt courses • Provide timeframe for completion of exempt professional development programs • Require prior written approval for enrolment in exempt professional development programs • Set reimbursement provisions for non-attendance at exempt professional development programs	
Addition	Section 6.44: Addition of reimbursement provisions for non-attendance at non-Council events paid for by Council	To improve transparency and accountability, and reflect community expectations
Update	Section 6.45: Referenced the need for prior approval when purchasing tickets to community events with an associated cost	To improve clarity and guidance
Addition	Section 6.46: Additional $1,000 ticketing allowance identified for Lord Mayor in recognition of additional civic duties	To reflect operational requirements
Addition	Section 6.50: Inclusion of accompanying person expenses, within existing Councillor ticketing allowances, to enable spouse attendance at community, corporate or Council events with an associated cost	To reflect established operational practices
Update	Section 6.51-6.66: Revision of ICT provisions and management framework, including: • Updating ICT expense provisions to a per term allocation, replacing yearly limits • Providing the option of Council issued ICT packs in line with corporate standard issue equipment and operational requirements • Clarify reimbursement framework where Councillors opt to select and purchase their own devices and seek reimbursement • Introduce limits for monthly private mobile account and home internet reimbursement claims	To improve clarity and guidance, improve transparency and accountability, and reflect community expectations and OLG advice

	• Clarify ownership provisions of devices paid for or reimbursed by Council	
Update	Section 6.73-6.74: Update to home office expense provisions to provide $500 in the first year of a new term for initial higher set-up costs, and introduce additional yearly limit for costs associated with printer ink cartridges	To improve clarity, guidance and transparency
Update	Section 7.2: Update to include occasions where an investigation is withdrawn or closed without an adverse finding	To improve clarity, guidance and transparency
Update	Section 8.1: Update to corporate clothing provisions to include a hat, all weather coat, umbrella and shirts in addition to existing blazer and tie/scarf provisions, issued upon request and in accordance with Council's standard issue corporate clothing	Updated to reflect established operational practices, where clothing has been requested and issued to Councillors during current term
Update	Section 8.2 – 8.4: Update to meeting room provisions to clarify access and booking arrangements	To improve clarity and guidance, improve transparency and accountability
Addition	Section 8.5 – 8.6: Addition of the EAP service and Health and Wellbeing Program, including skin and health checks, and flu vaccination programs	Updated to reflect established practices and best practice
Addition	Section 8.7 – 8.8: Addition of instances where tickets are issued to Councillors for events or functions organised or sponsored by Council as determined by the CEO	Updated to reflect established operational practices and respond to advice from OLG
Update	Section 8.10 – 8.14: Update to stationery and postage provisions, with postage to be through Council's mail services system, and removing the issue of a yearly stamp allowance	To improve clarity and guidance, improve transparency and accountability
Addition	Section 9.4: Update to include civic gift provisions	Updated to reflect established practices and best practice
Addition	Section 9.6: Update to include Lord Mayor postage provisions	Updated to reflect established practices and best practice

Addition	Section 10.8: Addition of reimbursement timeframe for outstanding expenditure claims on the cessation or expiration of office	To improve clarity and guidance, improve transparency and accountability
Update	Section 12.1: Update to return or retention of facilities provisions to confirm timeframe for usage and return on the cessation or expiration of office	To improve clarity and guidance, improve transparency and accountability
Update	Section 12.2: Update to retention of facilities provision to allow pro rata basis where a Councillor has personally contributed to the cost of equipment	To improve clarity and guidance, improve transparency and accountability
Addition	Section 12.3-12.4: Update to Return or retention of facilities provisions to confirm Council software is required to be removed when retaining ICT equipment, and providing ability to transfer Council issued mobile phone numbers to private ownership upon ceasing to hold office	To improve clarity and guidance, improve transparency and accountability
Update	Part E: Addition of other relevant policies	To improve clarity and guidance
Update	'Definitions' portion moved to end of document	Cosmetic change

THRIVING

11 OCTOBER 2021

16.1 FOR APPROVAL: Naming of 5 Parramatta Square 344

16.2 FOR APPROVAL: Outdoor Dining Integration into Renewed Street Activity Policy 350

THRIVING

ITEM NUMBER	16.1
SUBJECT	FOR APPROVAL: Naming of 5 Parramatta Square
REFERENCE	F2021/00521 - D08228710
REPORT OF	Group Manager City Assets Parramatta Square

WORKSHOP/BRIEFING DATE:
Councillor workshop on Monday 6 September 2021; 5/7 Parramatta Square Advisory Group on Thursday 16 September 2021; Councillor workshop 20 September 2021.

PURPOSE:

To name the 5 Parramatta Square (5PS) building.

RECOMMENDATION

(a) **That** Council approve the 5 Parramatta Square building be named

a. Phive (Parramatta Hive) or;
b. Civic (The Civic Parramatta) or;
c. Prisma (The Prisma Parramatta).

(b) **Further that** Council secure the necessary registrations for the approved name.

BACKGROUND

1. At the meeting of Council on 26 July 2021 (Item: 16.3) Council resolved:

   (a) **That** Council note the community feedback received on the public exhibition of the proposed names for the 5 Parramatta Square building.

   (b) **That** Council approve further investigation to identify a broader selection of naming options for the 5 Parramatta Square building.

   (c) **Further, that** Council approve:

      a. a consultant be appointed to coordinate further investigation identified in part (b);

      b. that the brief provided to the consultant be circulated to Councillors for feedback;

      c. that Councillors be provided an opportunity to meet with the consultant to provide feedback on naming options.

2. Following the 26 July 2021 Council meeting, led by Council's City Identity team a request for quotation process to five (5) suitably qualified agencies was undertaken and brand agency Traffic was appointed to lead the 5PS naming project.

3. A 5PS naming project brief was developed and circulated to Councillors for feedback on 27 August 2021 prior to a project inception workshop with Councillors and brand agency Traffic on 6 September 2021.

4. At the 6 September 2021 Councillor Workshop Brand agency Traffic presented the 5PS Naming project brief and project plan, and 'naming territory' project methodology, for Councillor feedback. Councillor feedback was noted and incorporated into the 5PS Naming project plan and methodology.

5. The initial shortlist of names for 5PS, naming rationale and descriptive narrative and associated visual mood boards were presented to the 5/7PS Councillor Advisory Group meeting (16 September 2021) and a full Councillor workshop (20 September 2021).

6. Following the Councillor workshops of 16 and 20 September, of the seven (7) initial shortlisted names, three (3) names for 5PS were selected for the consideration and endorsement of the preferred name for 5PS at the Council meeting of 11 October 2021.

ISSUES/OPTIONS/CONSEQUENCES

7. Following the Councillor workshops of 6, 16 and 20 September 2021, the below three (3) names and naming rationale were selected from the initial shortlist of names for consideration by Council as the preferred name for the 5PS building:

   a. Phive

      The Parramatta Hive (Phive)
      Naming Territory: Acronym

      5PS's design, functionality and purpose is certain to give it a well-earned reputation as a hub, or hive, of community, innovation, knowledge and ingenuity.
      Leveraging its prime position in a high-energy location, 5PS stands for activity and hype on a monumental scale. It is also the cultural and physical nexus of Parramatta Square, creating a large gathering place for people to experience everything from entertainment and events to its historical, municipal and educational services - all under the one roof. It is a building that has been designed like a magnet, or a hive (beehive) to bring people together for a multitude of reasons.

      Definition:
      Acronym. Playing on 5 and the word Hive, whilst incorporating the buildings location.

   b. Civic

      The Civic Parramatta
      Naming Territory: Historical/Architectural

      For as long as humankind has built cities, we have needed civic architecture.

Places to manage our cities and documents, to converse with our fellow community, to relax and enjoy art, literature and culture, and even, to tend to nature's business. Public buildings have, and continue to be, a vital part of the vitality of a city. 5PS has been designed to make a statement about Parramatta that resonates with the local community and visitors, and although its architecture represents an identity of its own, still provides its civic duties. It will become the heart and central meeting place of Parramatta - a cultural 'department store' filled with books, history and images, that offers event and community spaces, entertainment, a cafe and more. It aspires to become a platform for interaction and debate, and a 'living room' for the city.

Definition:
Civic. Relating to a city or town, especially its administration; municipal. A meeting of civic and business leaders - relating to the duties or activities of people in relation to their town, city, or local area. The name Civic was also consistently used in the submission from the architects. If something is related to or benefits an individual citizen.

c. Prisma

The Prisma Parramatta
Naming Territory: Architectural/Unique

When naming such an important landmark, we must not overlook its architecture or more simply, its shape. 5PS is an extremely complex and sophisticated shape. It has such symmetry, that its general form with faces cutting all axes at unspecified intercepts, forms somewhat of a prism. It is a light filled structure yet never allows the direct sun with extremely high performance features that will provide maximum transparency while controlling solar gain from within. During our consultation with the architects, there was a word which was mentioned on many occasions, and this word was PRISMATIC.

Definition:
A solid figure whose sides are parallel and whose two ends are the same in shape and size. An object of this shape, usually with triangular ends, that breaks up a beam of white light into the colours of the rainbow.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
27 August 2021	Traffic	Project inception meeting	Project background to onboard agency and commence project.	City Identity/City Experience and Engagement

13 September 2021	Manuelle Gautrand (Manuelle Gautrand Architecture); Richard Does (Design Inc); Thierry Lacoste (Lacoste Stevenson)	5PS architecture and design team provided Council/Traffic with contextual architectural background and design inspiration for 5PS.	Architect's feedback was noted by Council/ Traffic and applied to the 5PS naming project and name shortlisting process.	City Identity/City Experience and Engagement

Councillor Consultation

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

Date	**Councillor**	**Councillor Comment**	**Council Officer Response**	**Responsibility**
27 August 2021	All Councillors	5PS Naming project draft brief circulated to Councillor for review and feedback.	Councillor feedback was incorporated into the final project brief issued to Traffic.	5PS and Community Hubs/Community Services
6 September 2021	Councillor Workshop	Traffic presented the 5PS naming project process and naming methodology. Councillor provided feedback in relation to project and suitable themes for consideration as part of the shortlisting of names.	Council/Traffic noted Councillor feedback for consideration as part of the shortlisting of names.	City Identity/City Experience and Engagement.
16 September 2021	5/7PS Councillor Advisory Group	Traffic presented seven (7) shortlisted names for Councillor feedback and consideration. Advisory Group requested a further workshop for all Councillors to	Council/Traffic noted Councillor feedback and scheduled follow up Councillor workshop.	City Identity/City Experience and Engagement.

		provide feedback on shortlisted names.		
20 September 2021	Councillor Workshop	Traffic presented seven (7) shortlisted names for Councillor feedback and consideration. Councillors discussed a shortlist of the preferred three (3) to four (4) of the shortlisted names to be presented to a future Council meeting for consideration and endorsement of a preferred name.	Council/Traffic noted Councillors feedback and Councillor request for the Councillor preferred three (3) to four (4) names to be put forward to Council for consideration and endorsement of a preferred name for 5PS.	City Identity/City Experience and Engagement.

LEGAL IMPLICATIONS FOR COUNCIL

10. Proposed names detailed within this report have been pre-screened for suitability, ownership and registration purposes.

FINANCIAL IMPLICATIONS FOR COUNCIL

11. If Council resolves to approve this report in accordance with the proposed resolution there are no unbudgeted financial implications for Council's budget with the funding ($30,000) identified within the existing 5PS capital delivery budget.

12. The table below summarises the financial impacts on the budget arising from approval of this report.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Revenue				
Internal Revenue				
External Revenue				
Total Revenue				
Funding Source				
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				

Total Operating Result				
Funding Source				
CAPEX				
CAPEX				
External				
Internal	Nil			
Other				
Total CAPEX	Nil			

Christopher Snelling
Group Manager City Assets Parramatta Square

Richard Sheridan
Chief Financial Officer

Jon Greig
Executive Director Community Services

Tamara Hitchcock
Acting Executive Director City Engagement and Experience

Brett Newman
Chief Executive Officer

ATTACHMENTS:
There are no attachments for this report.

REFERENCE MATERIAL

THRIVING

ITEM NUMBER	16.2
SUBJECT	FOR APPROVAL: Outdoor Dining Integration into Renewed Street Activity Policy
REFERENCE	F2021/00521 - D07955781
REPORT OF	Place Manager

PURPOSE:

To endorse the retiring of the Outdoor Dining Policy and endorse the updated Street Activity Policy.

RECOMMENDATION

(a) **That** Council approve the retiring of the Outdoor Dining Policy (POLICY236).

(b) **Further, that** Council approve the updated Street Activity Policy (POLICY351), inclusive of Guidelines for Outdoor Dining areas.

BACKGROUND

1. The Outdoor Dining Policy was due to be reviewed in December 2020. The review of the Policy was postponed in response to a Resolution at the 9 November 2020 Meeting *"That Council resolve to agree to postpone the previously requested workshop to review the Outdoor Dining Policy, initially resolved at the Council meeting of 9 September 2019, Item 19.1, until the completion of the Parramatta Light Rail (PLR) construction phase (proposed between June-Sept 21) on Church Street."*

2. The current Street Activity Policy was adopted in July 2017 and has a review period of one (1) year. The Policy is due for review.

KEY CONSIDERATIONS

3. The Outdoor Dining Policy is recommended to be retired and integrated into the Street Activity Policy.

4. The existing Street Activity Policy comprises a suite of Guidelines and Application Forms (including Terms and Conditions) to permit activation of the public domain, including:
    - Events and Festivals
    - Fundraising and Charity Collection
    - Leaflet Distribution
    - Mobile Food Vending
    - Occasional Footpath Trading
    - Outdoor Markets
    - Portable Advertising
    - Retail Trading in Public Spaces
    - Street Entertainment
    - Temporary Art in Public Spaces

5. The proposed changes to the Street Activity Policy (Attachment 1) will be to:

   a) Integrate the Outdoor Dining Policy into the Street Activity Policy where 'Outdoor Dining' becomes one of the suite of Guidelines. The Outdoor Dining Guidelines and associated diagrams (Attachments 2 and 3) will be an updated and refined version of the current Outdoor Dining Policy content as one type of activity in that suite.

   b) Align new Outdoor Dining Guidelines with Night time Economy Strategy.

   c) Retain the outdoor dining policy's set purpose to:

      i. promote a highs-quality visual environment;

      ii. ensure outdoor dining contributes to streetscapes and local business centres' economic health;

      iii. ensure that there is no obstruction to pedestrian or vehicular circulation.

6. Incorporating outdoor dining into the Street Activity Policy enables a more streamlined, inviting and accessible application process to align with Council strategy and provides for improved regulation of Outdoor Dining areas and use of the public domain.

7. The instatement of the Parramatta Light Rail (PLR) on Church (Eat) Street has significant impacts on the offering of outdoor dining by food and beverage businesses along the corridor. Businesses fronting the PLR corridor in the CBD make up approximately 52% of the city's outdoor dining approvals. The renewed Street Activity Policy's Outdoor Dining Guidelines therefore also address the significant changes caused by the introduction of PLR, including the provision of outdoor dining assets as part of the new public domain such as outdoor dining coverage structures.

8. The significant renewal of these policies addresses the need for a more transparent, accessible definition of outdoor dining area compliance, which will aid in the consistent regulation of outdoor dining across the city and particularly in the CBD.

CONSULTATION & TIMING

Internal Stakeholder Consultation

9. The following internal stakeholder consultation has been undertaken to renew the Street Activity Policy (SAP), with the incorporation of Outdoor Dining (ODD) as an 'activity':

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
February – April 2021	City Experience - Carla	Minor comments to improve SAP User	Advice and proposed changes incorporated	Place Services (PS)

	Theunissen & Albert Gittany	Guides + Application Forms		
March – August 2021	PSAS - Yvonne Ramesh & Bindy Begg	PSAS, as owner of ODD Approvals, and Place worked closely to ensure lessons-learned and current challenges are addressed in the Policy renewal	Advice incorporated. PS worked with PSAS to ensure no proposed changes are a negative impact on the ODD approvals process	PS & PSAS
March – August 2021	Regulatory Services – Michelle Burke & Paul Lyth	Advised on all regulatory considerations	Advice incorporated. PS worked with Regulatory Services to ensure all regulatory and legislative requirements have been considered	PS & Regulatory Services
March – July 2021	Urban Design – Gabriela Fernandez and Deb Eastment	Advised on PLR design, preferred urban design outcomes, alignment with current Public Domain Guidelines	Advice incorporated.	PS & Urban Design
March – August 2021	Light Rail Interface – Anthony Newland	Advised on PLR design, construction, public domain asset outcomes.	Advice incorporated.	PS & Light Rail interface
March – July 2021	Traffic & Transport – Richard Searle	Advised on traffic safety and current challenges	Advice incorporated.	PS & Traffic
March – July 2021	City Operations – Terry Johnson, Jesse Ellis	Advised on maintenance, cleansing consideration for new public domain	Advice incorporated.	PS & City Operations
May – August 2021	Legal – Maureen Ip	Legal, as author of ODD Approval template, and Place worked closely to ensure Policy and new Approval align	Advice incorporated.	PS & Legal
April – August 2021	Community Engagement – Julia Gauci	Advised on messaging of new ODD Guidelines	Advice incorporated.	PS & Comm Engagement

External Stakeholder Consultation

10. The following external stakeholder consultation has been undertaken in relation to this matter with particular emphasis on engaging with Eat Street Businesses:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
25 February to 2 March 2021	19 'Eat Street' businesses as part of 1-on-1 PLR design information sessions	Businesses were concerned at the size of their ODD space or loss of ODD altogether. Concerns around the ODD structures.	Information from meetings shared with all relevant internal stakeholders, including Council via PLR Briefings	Place Services (PS)
February – August 2021	TfNSW	Engagement with TfNSW has been through Anthony Newland, Parramatta Light Rail Program Interface Manager Economic Development	Responses to queries and concerns regarding ODD allocation as part of policy	PS
19-30 July	26 'Eat Street' businesses	One-on-one online engagement with businesses regarding applications for outdoor dining and allocation of space and covered area	Responses to questions about approvals process; distribution of informational pamphlet and site plans	PS

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
28 April 2021	Councillor Information Session	Concerns about smoking; consistent regulation; business hardship due to COVID-19 and PLR construction	Incorporation of detailed no-smoking clause in Approval template; streamlining of guidelines for consistent regulation; waiver of fees as part of COVID-19 relief	Place Services (PS)
16 July 2021	Update on Policy renewal via PLR Councillor Briefing Note (p3)	n/a	n/a	PLR Interface Officer

21 Sept 2021	Policy Advisory Committee	Delete “Smoking is prohibited in Outdoor Dining Areas”; Add “cold” to the definition of inclement weather.	Completed	PS

LEGAL IMPLICATIONS FOR COUNCIL

12. Council will continue to issue Outdoor Dining Approvals for all approved outdoor dining applications, a copy of which the Approval Holder must retain at all times in easy access for public inspection. The Outdoor Dining Approval template has been updated to reflect the new Outdoor Dining Guidelines (Attachments 2 and 3). Special conditions for individual businesses can be specified in the Approval document.

13. Applicants are required to hold a public liability certificate of currency $20 million (with City of Parramatta Council named as an additional insured party and the outdoor dining site address).

14. The Outdoor Dining Guidelines state that Council’s Regulatory Officers have the right to enforce the Terms & Conditions of the Approval and that Authorised Council Officers or emergency services may require the removal of the outdoor dining area at any time.

FINANCIAL IMPLICATIONS FOR COUNCIL

15. The renewal of the Policy has no financial implications for Council.

16. Outdoor dining fees are currently waived until 1 January 2022 for businesses in the CBD along the Parramatta Light Rail Corridor and in the wider LGA until September 2021 as a part of Council’s COVID-19 Relief Package (adopted 26 July 2021).

17. The Outdoor Dining fees as proposed in the 2021/22 Delivery Program and Operational Plan (DPOP) Fees & Charges are as follows:
    a) Outdoor dining application fee $141.10
    b) Outdoor dining fees – per square metre per annum:
        i. Parramatta Square $500.00
        ii. Parramatta CBD $228.30
        iii. Epping (main shopping centre) $204.75
        iv. Harris Park $131.95
        v. All other locations $94.20.
    c) Outdoor Dining Bond 25% of Annual GST free amount.

	FY 20/21	FY 21/22	FY 22/23	FY 23/24
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	n/a	n/a	n/a	n/a
Funding Source				

CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	n/a	n/a	n/a	n/a
Funding Source				

Rosamund Palmer
Place Manager

Bruce Mills
Group Manager Place Services

Richard Sheridan
Chief Financial Officer

Bryan Hynes
Executive Director Property & Place

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1	Draft Street Activity Policy Policy Renewed with Outdoor Dining	7 Pages
2	Draft Outdoor Dining Guidelines	6 Pages
3	Draft Outdoor Dining Guidelines_Diagrams 1-5	3 Pages

REFERENCE MATERIAL

CITY OF PARRAMATTA

STREET ACTIVITY POLICY

Contents

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1. Scope

This Street Activity Policy (**Policy**) applies to individuals, organisations and businesses looking to deliver Street Activity in the Public Domain, including streets, footpaths, laneways, malls, squares, and car parks owned and operated by the City of Parramatta Council (**Council**) throughout the Parramatta Local Government Area (**LGA**).

The City of Parramatta has a thriving Central Business District (**CBD**) and distinctive town centres and villages, all of which play an important role in creating a sense of place. The qualities that make a great city include an attractive place that celebrates the diversity of the population through cultural and economic activities. Council is committed to encouraging appropriate Street Activities that engage with residents, visitors and workers, now and in the future. It is Council's objective to provide a safe and vibrant urban environment that will attract and retain residents, visitors and workers.

This Policy offers clarity for Council and stakeholders who intend providing any form of Street Activity in any of Council's areas of Public Domain in the LGA. It will foster an environment that supports and encourages high quality Street Activity.

2. Purpose

The primary purpose of this Policy is to identify Street Activities that may be carried out within the LGA, subject to Council approval. The Street Activities to which this Policy apply are:

- Events and festivals
- Temporary art
- Leaflet distribution, promotions and community outreach
- Portable advertising
- Street entertainment

- Outdoor Markets
- Fundraising and charity collections
- Mobile food vending
- Occasional footpath trading
- Retail trading on public footpaths and spaces
- Outdoor Dining in the Public Domain

This Policy provides a framework for applications to be made to Council for an Approval and sets out the matters Council will take into consideration when processing an application. Council has adopted Street Activity User Guidelines (**Guidelines**) for each Street Activity which provides greater detail; the procedure to apply to Council for each Street Activity; and links to the Application Form.

The Application form sets out terms and conditions that will apply if Approval is granted.

This Policy and the relevant Guidelines have been designed to ensure Council promotes and encourages Street Activity through the Approval process, ensuring it meets its statutory obligations, and regulating the quality of the experience in that place.

CITY OF PARRAMATTA

3. Matters for consideration

Council will take into account the following five guiding principles; NSW legislation; and the requirements contained in the relevant Guidelines, when considering an application for any Street Activity across the Parramatta LGA.

Appropriate location
Council seeks to encourage Street Activity in an appropriate location in order to promote economic growth, cultural benefits and social integration while understanding the needs of local businesses and users of the Public Domain. The location should be selected based on where the Activity can enhance the vibrancy and positive experience of a particular area or neighbourhood. An Activity's location should contribute positively to an area's sense of place and unique character. Street Activities can be an extension of the area's current activities and services or might align with community events, cultural and sporting celebrations, and forthcoming plans for the area.

Engaging and high quality
Council supports original and creative Street Activity that encourages community participation, promotes new and interesting ideas, adds to the life of the city, and offers a connection to our rich cultural environment. Street Activity should be innovative, distinctive, inclusive and demonstrate a point of difference.

Safety and accessibility
Street Activity must be delivered without compromising the safety of the local community and public or private property. Street Activity should ensure that responsible measures are in place to minimise risk and danger, and the Activity should be conducted in accordance with the relevant NSW legislation and government directives, including Public Health Orders. Street Activity should be integrated into the Public Domain in a way that does not compromise existing uses, furniture, buildings, entrances and exits, disabled access and pedestrian safety. The area of an approved Street Activity must maintain safe and equitable pedestrian circulation which is free from obstructions.

Public amenity
Street Activity should be designed to create a welcoming and safe atmosphere for the community and never compromise public amenity. Street Activity should add to, rather than disrupt or detract from, the community's engagement with the Public Domain. Council requires Street Activity to take place in a space that remains attractive, clean and pleasing to be in.

Management and operations
Council requires the Street Activity to demonstrate sound management practices such as timeliness, reliability and professionalism. Any proposed Activity should consider operational matters including, safety, traffic, noise, waste and access before, during, and after each Activity.

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4. Procedure

A valid Approval must be granted by Council before any Street Activity takes place. Failure to do so is an offence. Council must meet its statutory obligations before granting an Approval.

An Approval may be granted under section 125 of the Roads Act 1993; section 68 of the Local Government Act 1993; a condition of development consent under the Environmental and Assessment Act; or, any other valid written agreement entered into with Council.

The requirements and Application Form are provided in the appropriate Street Activity Guidelines.

This Policy must be read in conjunction with the Guidelines and Application Forms. All Street Activities must adhere to Council's *Statement of Business Ethics, Code of Conduct, Child Safe Policy* and NSW legislation.

If there is any inconsistency between this Policy and the Guidelines, this Policy will prevail.

5. Definitions

'Applicant' means the business, company, person, operating a Food and Drink Premises, applying for an Outdoor Dining Approval, pursuant to the Street Activity Policy, for those premises.

'Approval' means an approval granted by Council under section 125 of the Roads Act 1993; section 68 of the Local Government Act 1993; a condition of development consent under the Environmental and Assessment Act; or any other valid written agreement entered into with Council and the Approval Holder.

'Approval Fee' means the fee payable under the Approval, in accordance with Council's current Fees and Charges.

'Approval Holder' means the entity (business or person) to which an Approval has been granted.

'Community Outreach' means the practice of conducting local Public awareness activities through targeted community interaction.

'**Council'** means City of Parramatta Council.

'Event and festival' means any Activity, private, community or commercial, organised for a particular location or a series of places, and at a particular time with a considerable number of persons attending, such as parades, marches, large-scale Street parties, Public concerts, races, sporting contests and religious and cultural celebrations.

'Fees and Charges' means the fees and charges published by Council on its website and reviewed annually.

'Food and Drink Premises' means premises that are used for the preparation and retail sale of food or drink for immediate consumption on or off the premises, and includes any of the following: (a) a restaurant or cafe, (b) take away food premises, (c) a pub.

'Fundraising and charity events' means the process of requesting cash donations, direct debit arrangements or pledges from individuals, groups, or businesses, including selling promotional items, toys, second hand or new goods, food, clothing etc. with the stated or declared intention of supporting a charity.

'Guidelines' means Street Activity User Guidelines for each Street Activity.

'Leaflet distribution, promotions and community outreach' means the distribution of informative printed materials and the presence of short-term promotions and community outreach services.

'LGA' means the City of Parramatta Local Government Area.
'Mobile food vending' means selling (or in some special circumstances) giving away food or beverages either directly or indirectly from a temporary stall, cart, container or stationary vehicle in a Public Street or the Public Domain. Examples of Street vending include but not limited to the following:

- Food trucks or vans
- Coffee carts
- Ice cream vendors
- Homelessness food provision
- Community BBQ's

'Occasional Footpath Trading' means trading on a temporary basis on the Public Domain (usually a Footway) immediately outside the Applicant's business premises, in order to coincide with celebrations for a change of season, holidays, special days of the year, commencement or completion of sports competitions, or during local community events, for the promotional opportunities.

'Outdoor Dining' means that area used for Food and Drink Premises adjacent to a public road on the Public Footpath or Public Domain, to use part of the Public Footpath or Public Domain for the purposes of the Food and Drink Premises.

'Outdoor Market' means an organised gathering of four or more stall holders/vendors in the Public Domain, who sells or offer goods and services.

'Policy' means this Street Activity Policy.

'Portable Advertising' means the use of portable or mobile signage such as a sign, flag, mechanical device used for the purpose of attracting attention or making anything known, of the origin or place of sale, including to pull-up signs, promotional flags, teardrop banners, pull-up banners, digital displays and other signs, on the Public Domain.

'Printed Materials' means materials for either community benefit or commercial promotion which are distributed at no charge to the recipient, including flyers, business cards, postcards, brochures, newspapers, magazines, documents, leaflets, pamphlets, stickers or other literature.

'Promotions' means any concept that aims to promote a commercial or community product or service which includes product sampling, giveaways, public displays, exhibitions, free health related tests and screenings, temporary consulting and interview spaces but does not include selling the product, service or any associated merchandise.

'Public Domain' means roads, streets, footpaths, laneways, malls, squares, plazas, and car parks owned operated, or managed by the City of Parramatta Council.

'Retail Trading in Public Spaces' means the occupation of the public domain, footpath or road carriageway specifically to display in an approved manner, and to sell fresh fruit and vegetables, and fresh flowers and floristry products, that acts as an extension of an existing local business onto the Public Domain immediately in front of the applicant's business.

'Street Activity' or 'Activity' are inter-changeable terms and mean:

- Events and festivals
- Fundraising and charity collections
- Leaflet distribution, promotions and community outreach
- Mobile food vending
- Occasional footpath trading
- Outdoor Dining in the Public Domain
- Outdoor Markets
- Portable advertising
- Retail trading on public footpaths and spaces
- Street entertainment
- Temporary art

'Street Entertainment' means sounding or playing a musical instrument, singing, giving a recital or performing any conjuring, juggling, puppetry, mime, acrobatic, living sculpture, or dance act, and where a donation may, or may not, be sought from the public.

'Temporary Art in Public Spaces' means the short-term display of art in the Public Domain including paintings, prints, murals, photography, sculpture, earthworks, performance art, installation, sound works, text, audio and multimedia but not include existing work, regardless of its age and origin; nor 'permanent' public art.

CITY OF PARRAMATTA

6. History

September 2021 – Policy updated and new Guidelines added to include Outdoor Dining.

REFERENCES	Not Applicable
POLICIES	Street Activity Policy
ATTACHMENTS	Guidelines and Application Form documents for all Street Activities as listed above https://www.cityofparramatta.nsw.gov.au/street-activity

COVER/TITLE PAGE = OUTDOOR DINING GUIDELINES

Overview

City of Parramatta encourages Street Activities that contribute to the vibrancy of the Public Domain.

Street Activities need to be regulated in a way that respects the public's use of the space in the Public Domain, supports the functionality of public roads and streets, and is fair to all businesses.

Any Street Activity held in the Public Domain must have an Approval from Council, and comply with Council's policies, procedures and Guidelines.

The Street Activity Policy sets out the types of Street Activities that may take place outdoors in the Public Domain with the Approval of Council. Each of these Activities has an associated set of Guidelines, which include the procedures to apply to the Council for an Approval. Guidelines are to be read in conjunction with the Street Activity Policy.

One such Street Activity is Outdoor Dining.

An Approval for Outdoor Dining allows a business to operate for the purpose of food and drink premises adjacent to a public road in the Public Domain and use part of the public road for the purposes of the food and drink premises.

Businesses are invited to open Outdoor Dining Areas to contribute to a lively street culture.

PURPOSE OF THIS GUIDE

These Guidelines set out the circumstances and conditions under which Council will issue Approvals for Outdoor Dining on a public footway and other similar places in the Public Domain.

The purpose of these Guidelines is to summarise businesses' responsibilities when using the Public Domain, including a public footway, to operate Outdoor Dining. These Guidelines are in place to ensure an Approval Holder will maintain and enhance the character, heritage, ambience and safety of the Public Domain, thereby enriching the community and visitor experience while stimulating economic development.

OBJECTIVES

- Provide businesses with a straight-forward approval process to offer Outdoor Dining on a public road and in the Public Domain;
- Ensure that Outdoor Dining does not unduly obstruct pedestrian traffic or other community uses of the Public Domain, nor cause any clutter on Public Domain;
- Clarify suitable locations for Outdoor Dining activity;
- Support local economic development and commercial vitality; and
- Create high-quality Public Domain that contributes to the amenity of nearby property.

WHERE DO THIS GUIDELINES APPLY?

These Guidelines apply to all businesses operating Food and Drink Premises, wishing to operate Outdoor Dining in association with that purpose, in the City of Parramatta Local Government Area.

Businesses fronting the CBD Parramatta Light Rail (**PLR**) track where Transport for NSW (**TfNSW**) has installed outdoor dining structures must comply with 'Eat Street Guidelines' in addition to

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these Guidelines. The 'Eat Street Guidelines' are provided at the end of this document.

Any Outdoor Dining that is permitted under a Development Consent, including Parramatta Square Outdoor Dining, is subject to the conditions of that Development Consent. In the event of any inconsistency, the Development Consent will prevail.

DEFINITIONS

'Applicant' means the business, company, or person, operating a Food and Drink Premises, applying for an Outdoor Dining Approval, pursuant to the Street Activity Policy, for those premises.

'Approval' means an approval granted by Council under section 125 of the Roads Act 1993; or an approval granted by Council section 68 of the Local Government Act 1993; or, any other valid written agreement entered into with Council for an Outdoor Dining Area.

'Approval Fee' means the fee payable under the conditions of Approval, in accordance with Council's Fees and Charges.

'Approval Holder' means the business, company or person, to which an Approval has been granted.

'CBD' means the Central Business District of City of Parramatta Local Government Area (**LGA**).

'Council' means the City of Parramatta Council.

'Council's Fees and Charges' means the fees and charges published by Council on its website and reviewed annually.

'Eat Street Businesses' means businesses fronting the Parramatta Light Rail (**PLR**) track in the CBD where permanent Outdoor Dining structures have been installed by Transport for NSW.

'Eat Street PLR Corridor' means the area of the CBD through which the Parramatta Light Rail track will run in the CBD where permanent outdoor dining structures have been installed by Transport for NSW.

'**Food and Drink Premises'** means premises that are used for the preparation and retail sale of food and drink for immediate consumption on or off the premises, and includes any of the following: (a) a restaurant or cafe, (b) take away food premises, (c) a pub.

'Outdoor Dining Area' or 'Dining Area' means the area identified in the Approval for the Street Activity of Outdoor Dining.

'Outdoor Dining' means that area used for Food and Drink Premises adjacent to a public road on the Public Footpath or Public Domain, to use part of the Public Footpath or Public Domain for the purposes of the Food and Drink Premises.

'PLR' means the Parramatta Light Rail.

'Policy' means Street Activity Policy.

'**Public Domain'** includes roads, streets, footpaths, laneways, malls, squares, plazas, parks, reserves and car parks owned operated, or managed by the City of Parramatta Council.

'**Public Footpath'** means that part of a road that is set aside or formed as a path or way for pedestrian traffic, whether or not it may also be used by bicycle traffic.

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Application

HOW TO APPLY

To apply online, visit Council's online services portal at www.cityofparramatta.nsw.gov.au/permits-and-licences.

If you prefer to submit a paper application, please download the Outdoor Dining Application Form at www.cityofparramatta.nsw.gov.au/street-activity and follow the form's instructions for submittal.

Allow approximately 30 days for an assessment of your application, providing that all necessary information has been submitted. A Council site visit may be required to assess your application.

SECURITY & FEES

The Approval Fee is specified in Council's Fees and Charges, subject to change and available on Council's website. No refunds are permitted.

The Approval Holder will be required to pay a security deposit acceptable to Council (e.g. bond, bank guarantee) for the equivalent of three (3) months of the annual Approval Fee or, on a pro rata basis if the Approval is less than twelve (12) months. The Outdoor Dining security deposit will be held by Council for the duration of the Approval Holder's occupation of the public road or Public Domain. The security deposit will be returned to the Approval Holder upon satisfactory completion of the Approval Holder's obligations under the Approval.

INSURANCE

The Approval Holder must maintain a minimum of $20 million Public Liability insurance policy. City of Parramatta Council must be named as an additional third party insured under the policy for its respective rights and interests. The policy must be kept valid for the duration of the Approval. Council will require a certificate of currency to verify the current insurance.

Principles

Council's decision to issue an Approval for Outdoor Dining will be based on the five guiding principles set out in the Policy and particularised in these Guidelines. Council will refer to the principles in its decision-making process, to ensure each application conforms to the Policy and is assessed fairly and consistently. The Approval Holder must continue to meet these principles for the duration of the Approval or will risk incurring fines or revocation (cancellation) of the Approval.

1. Appropriate Location

1.1. Council seeks outdoor dining in locations that will contribute to economic vitality, cultural benefit, and social cohesion.

1.2. The Dining Area should be consistent with neighbouring businesses' dining areas, with preference for dining areas to be next to the kerb and not along the building line. This allows the building line to be used for orientation by people with visual impairment.

1.3. An Approval for Outdoor Dining may be granted for areas in front of neighbouring

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businesses if consent from those businesses is supplied by the Applicant.

1.4. The Outdoor Dining Area must not obstruct any pedestrian, traffic or Light Rail signals and must support traffic safety. Outdoor dining elements must not interfere with the vision of drivers or tram operators entering and leaving the area.

1.5. Outdoor Dining is not encouraged on any road with a speed limit greater than 40km/hour.

1.6. Businesses may be required to submit a road safety risk assessment by a certified road safety auditor to ensure the safety of patrons using the Outdoor Dining Area.

2. Accessible Layout

2.1. The proposed Outdoor Dining Area must allow unimpeded pedestrian movement and consider the convenience and safety of the public and patrons, adjoining properties, other uses of the public domain and existing street fixtures.

2.2. The Outdoor Dining Area must comply with the Disabilities Discrimination Act, 1992 (Cth) in accommodating all patrons.

2.3. Permanent fixtures are prohibited. A permanent fixture is one that is not removed during non-trading hours or cannot be removed immediately for emergency purposes (e.g. installed television units, A/C units, speakers, etc.). Special approval is required from Council to install fixtures that are not immediately removable.

2.4. The Outdoor Dining Area must comply with the minimum clearances illustrated in Diagrams 1 to 3.

Diagram 1: Permissible layout – minimum required dimensions of dining area, travel, and setback from vehicles in millimetres (mm)

Minimum clearance from building line (clear path of travel)	
Within CBD	2400 mm
Outside of CBD	1800 mm

Diagram 2: Permissible layout – minimum required distances from crossings in millimetres (mm)

Diagram 3: Permissible layout – minimum required distances at road intersections in millimetres (mm)

2.5. Any article or element associated with the Outdoor Dining must remain within the perimeter of the approved Outdoor Dining Area during trade and must not be placed on tree pits nor interfere with other street fixtures.

2.6. Delineation markers will be installed on the footpath to assist Approval Holders in complying with the boundary of their approved Outdoor Dining Area.

3. High-Quality Amenity

3.1. Council supports Outdoor Dining that encourages community patronage, is creative or distinct, adds to the life of the place and offers a connection to our rich cultural surroundings.

3.2. Outdoor Dining Areas must remain attractive and clean. Furniture and other elements of the Outdoor Dining Area must:

- be removed from the Public Domain during non-trading hours to facilitate Public Domain cleansing;
- be clearly indicated in the Outdoor Dining Application and remain within the approved perimeter of your Outdoor Dining Area during trading;
- be sturdy and in good repair (have no defects or sharp edges);
- be of high-quality design, making a positive contribution to the area's character; and
- comply with the specific requirements listed below.

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3.3. Tables and chairs:
- may be powder coated or polished aluminium, brushed or stainless steel, natural or painted timber or canvas;
- dark colours are recommended and surfaces must be non-reflective;
- white features are discouraged due to the tendency for rapid deterioration and discolouring.

3.4. Weather protection structures must be*:
- not less than 2200mm in height;
- not fixed to adjacent building or awning;
- connected by inserts to reduce run-off; and
- umbrellas must be no larger than 3000 x 3000mm.

3.5. Blinds:
- may only be lowered/deployed in inclement weather, defined as persistent wind, rain and/or cold conditions that prevent patrons from using the dining area; and
- must be left fully open when not in use, when the Approval Holder is instructed by Council officers to do so, and during non-trading hours.

3.6. 'Café' (pedestrian) barriers:
- must be a consistent height between 750 and 900mm;
- must not have a gap greater than 65mm from the footpath; and
- are required for areas subject to a liquor licence but are otherwise optional.

3.7. Planter boxes:
- must not exceed 1800mm in length and 900mm in height (including plants); and
- cannot display advertising.

3.8. Promotional branding and menu boards must:
- be of high-standard graphic design and have minor impact on public amenity;
- have only one product, logo or business name being advertised; and
- not cover more than 30% of any surface area with name, product or logo.

3.9. Businesses wishing to offer live music within their Outdoor Dining Area can apply using the Street Entertainment Application Form found on Council's Street Activity Policy webpage.

*For pedestrian safety, Eat Street Businesses will generally not be permitted to install additional outdoor dining coverage.

Diagram 4: Permissible dimensions of 'café barriers' and height of outdoor dining cover in millimetres (mm)

Diagram 5: Permissible dimensions of planter boxes and plants in millimetres (mm)

4. Safety

4.1. Approval Holders are responsible for minimising risk, including in relation to traffic.

4.2. In the event of any incidents or injury, the details of the incident including time, place, witnesses, injuries, causes and action taken must be recorded, preferably supported by photographic evidence, and submitted to Council.

4.3. Heating and lighting devices must be specially approved by Council and would need to meet the following standards along with all relevant safety regulations:
- cease operation automatically if overturned;
- be removed from the Public Domain and appropriately stored when not in use; and
- not require access to gas mains or have cords presenting trip hazards.

5. Management

5.1. Applicants for Outdoor Dining must be able to demonstrate sound management practices such as reliability and professionalism.
5.2. Table service is encouraged, and mandatory where alcohol is served.
5.3. Appropriate licences must be held by the Approval Holder when alcohol is to be served.
5.4. All waste must be cleared from the Outdoor Dining Area by the Approval Holder and cannot be swept into public property such as gutters, drains, and garden beds.
5.5. The Approval Holder is responsible for the correct storage and disposal of the business' waste and recycling. Public bins may not be used for commercial waste.
5.6. The use of disposable/single-use tableware for sit-in dining is not permitted.

EAT STREET GUIDELINES

In addition to all guidelines above, Eat Street Businesses must comply with the following:

1. Allow Council to undertake regular maintenance and cleansing of the following permanent Public Domain amenities installed by TfNSW in addition to typical public domain cleansing:
    - Outdoor Dining coverage structures including umbrellas and blinds
    - planter boxes
    - electrical installations including lighting and heating.
2. Council may approve additional temporary overhead lighting that does not require conduits to the business premises (e.g. solar fairy lights). In the event Council grants an Approval for additional temporary overhead lighting to the Outdoor Dining Area, the Approval Holder is responsible for the lighting and must remove it prior to Council's deep cleansing of structures.

MORE INFORMATION

For more information about outdoor dining in the Parramatta LGA please visit https://www.cityofparramatta.nsw.gov.au/street-activity or call Council's Contact Centre on 1300 617 058 and request to speak with the Outdoor Dining and Assistant Leasing Officer.

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Diagram 1: Permissible layout - minimum required dimensions of dining area, travel, and setback from vehicles in millimetres (mm)

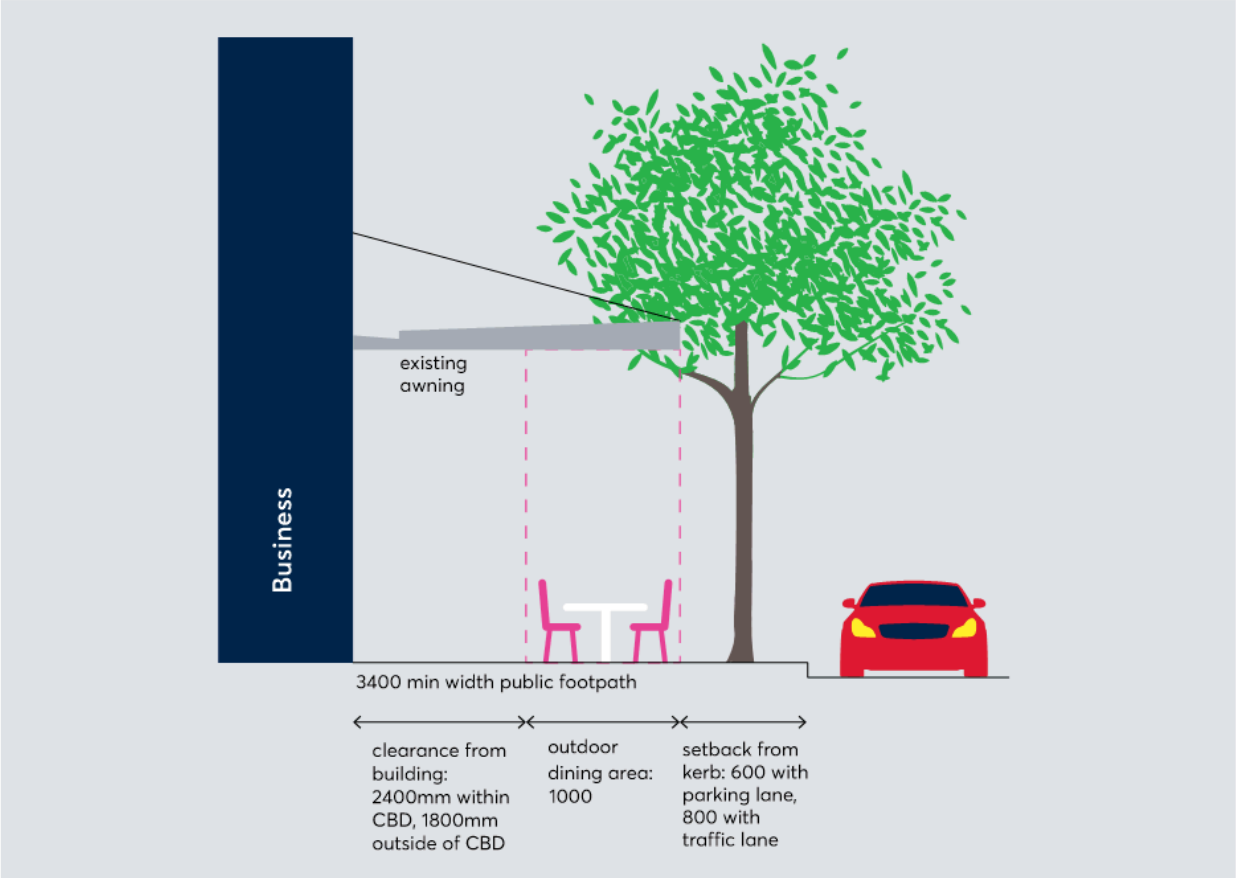

Diagram 2:

Permissible layout – minimum required distances from street fixtures in millimetres (mm)

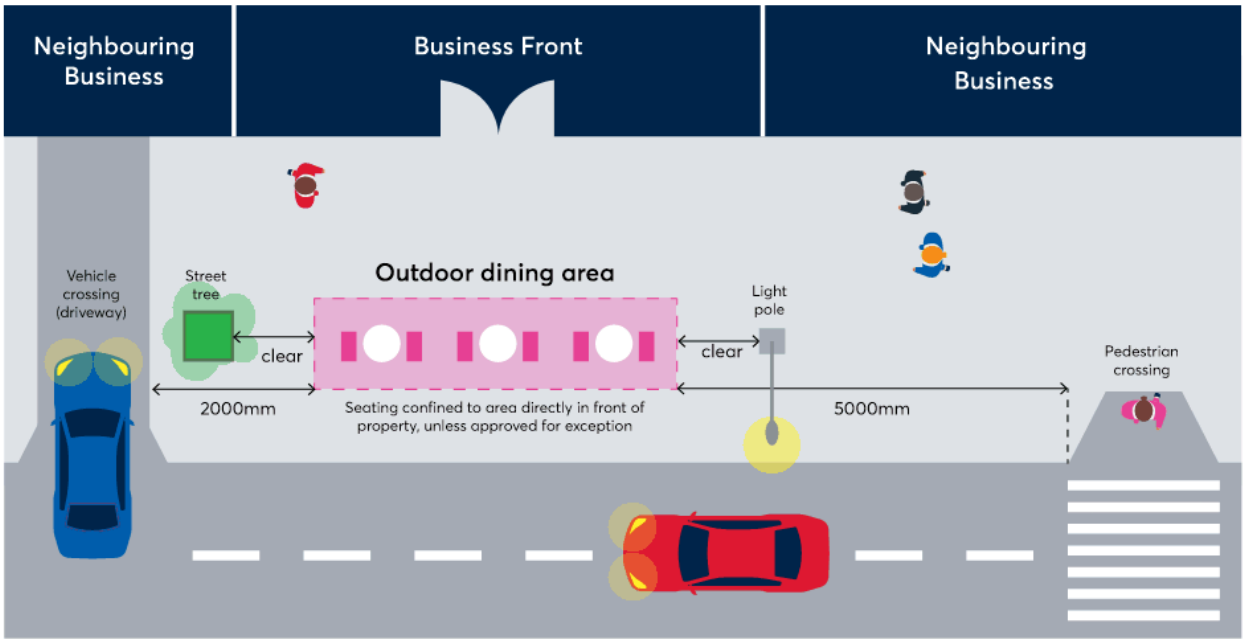

Diagram 3:

Permissible layout – minimum required distances at road intersections in metres (m)

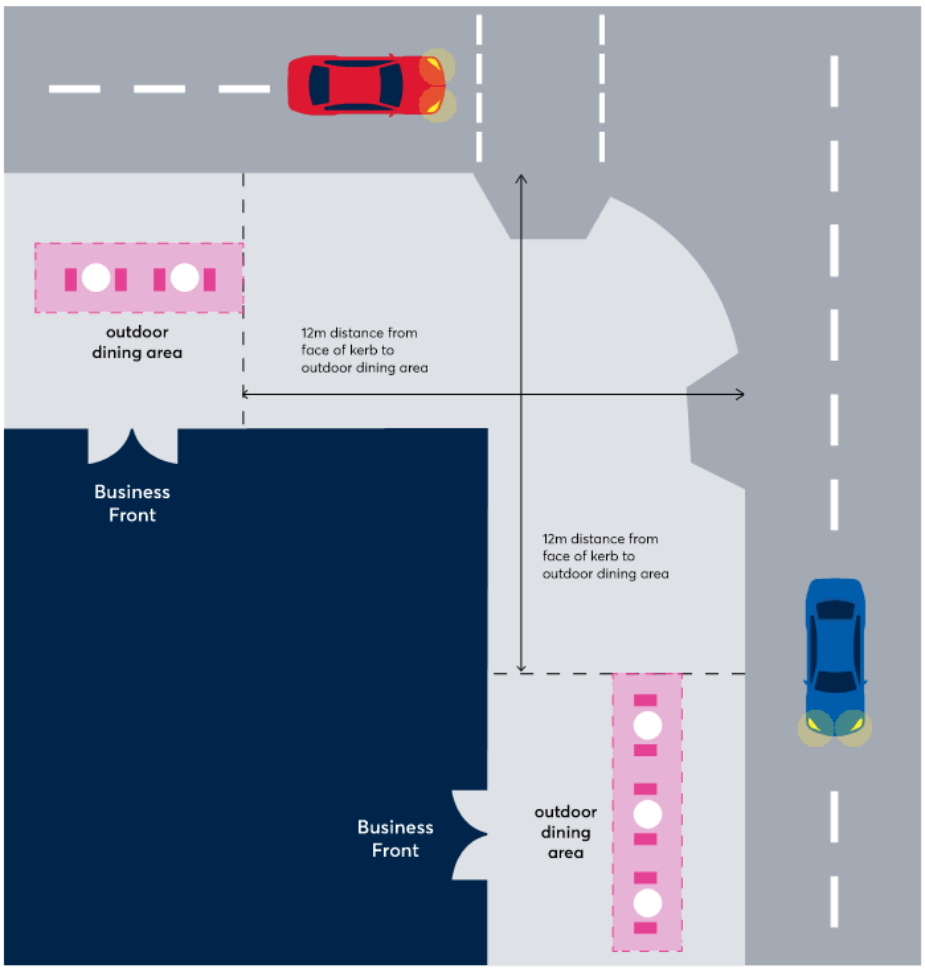

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Diagram 4: Permissible dimensions of 'café barriers' and height of outdoor dining cover in millimetres (mm)

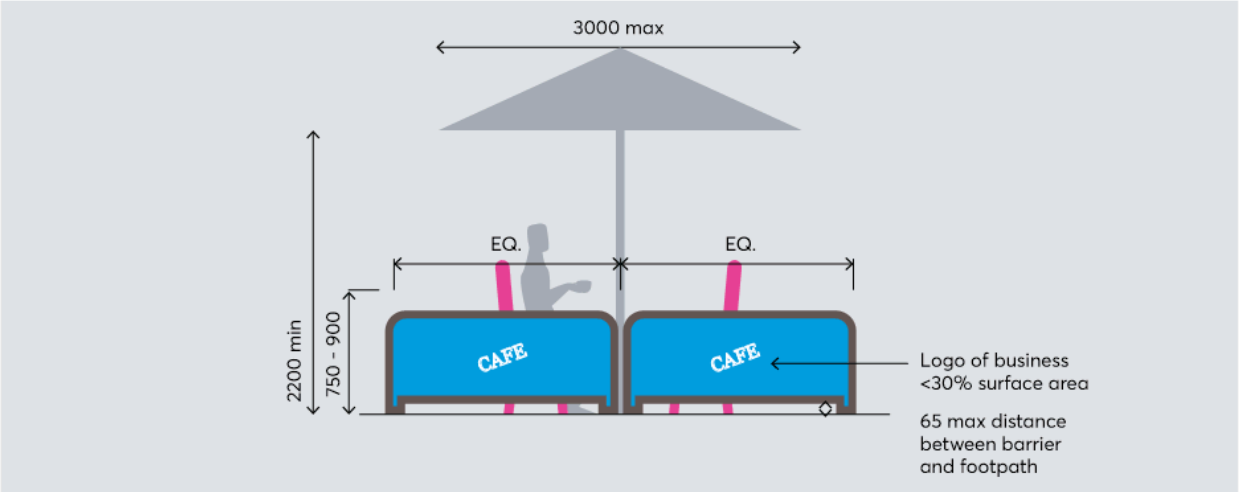
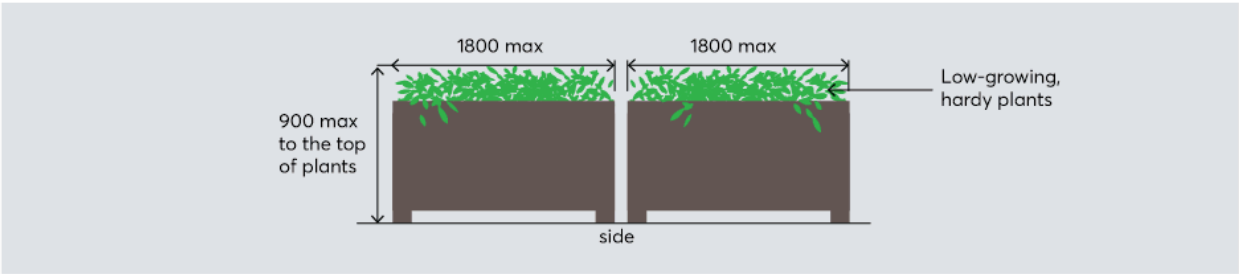


Diagram 5:

Permissible dimensions of planter boxes and plants in millimetres (mm)



INNOVATIVE

11 OCTOBER 2021

17.1 FOR NOTATION: Minutes of the Smart City Advisory Committee Meeting held on 31 August 2021 374

17.2 FOR APPROVAL: Update of Parramatta Floodplain Risk Management Plans 381

17.3 FOR APPROVAL: Submission on the Draft Directions Paper for Camellia-Rosehill Place Strategy 679

17.4 FOR APPROVAL: Parramatta CBD Development Control Plan seeking commencement of exhibition..... 716

17.5 FOR APPROVAL: Post-exhibition - Amended Melrose Park North Planning Proposal, Draft Site-Specific Development Control Plan and Draft Planning Agreement..... 1205

17.6 FOR APPROVAL: Post-exhibition - Site-specific Development Control Plan for land at 89-91 George Street, Parramatta 1622

17.7 FOR APPROVAL: Planning Proposal and associated processes - 355 & 375 Church St, Parramatta (Deferred Item) 1682

17.8 FOR APPROVAL: Post exhibition Draft Development Control Plan for the Telopea Precinct (Deferred Item) 1844

INNOVATIVE

ITEM NUMBER	17.1
SUBJECT	FOR NOTATION: Minutes of the Smart City Advisory Committee Meeting held on 31 August 2021
REFERENCE	F2017/00685 - D08218265
REPORT OF	Project Officer

WORKSHOP/BRIEFING DATE:
NIL

PURPOSE:

To provide Council with the minutes of the Smart City Advisory Committee meeting held on Tuesday 31 August 2021 for notation and highlight any recommendations made by the Committee to Council.

RECOMMENDATION

That Council note the minutes of the Smart City Advisory Committee meeting held on 31 August 2021 (provided at **Attachment 1**).

BACKGROUND

1. The Smart City Advisory Committee meeting took place on 31 August 2021. Under the Terms of Reference of the Smart City Advisory Committee, it is a requirement that the meeting minutes are reported to Council.

2. This report summaries the agenda and includes the minutes of the meeting (**Attachment 1**).

ISSUES/OPTIONS/CONSEQUENCES

3. The Committee participated in an Ideas Session (similar to the Cr Workshop held on 2 August 2021) to suggest new and innovative ideas for the future.

4. It was noted that these ideas will be considered in the context of Council's long term advocacy agenda and the review and update of Council's Community Strategic Plan *Butbutt Yura Burra Ngurra 2018 -2038.*

5. At the Council meeting on 23 August 2021, Council resolved: That the Terms of Reference be returned to the next scheduled Smart City Advisory Committee meeting to be reviewed and include a definition of "smart city".

6. The Committee has been provided with a proposed "smart city" definition for consideration and inclusion in the Terms of Reference at the next Smart City Advisory Committee meeting in October 2021.

7. The Committee was provided an update on the Smart Places Acceleration Program. The Smart Planning Approvals EOI is progressing to Lean Business Case stage. The Smart Integrated Parking EOI is progressing through discussions with Transport for New South Wales (TfNSW).

8. The Committee received an update on the development of the Greater Parramatta Smart Cities Plan. The Committee requested a further update on the development of the Plan at the next Smart City Advisory Committee meeting.

9. The Committee was provided with an ICT Update.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
N/A	N/A	N/A	N/A	N/A

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
31 August 2021	Cr Issa (Chair of the Smart City Advisory Committee)	1. The Chair of the Smart City Advisory Committee noted the Council resolution for a smart city definition to be reviewed for inclusion in the updated Terms of Reference for the Committee. 2. The Chair requested for a further update from the Department of Planning, Industry and Environment on the progress of the development of the Greater Parramatta	1. On 22 September 2021, members of the Committee were provided with a draft definition for review, to be discussed at the next Committee meeting proposed for 15 October 2021. 2. The Department of Planning, Industry and Environment will be invited to provide an update at the next Smart City Advisory Committee meeting.	Group Manager City Strategy

		Smart Cities Plan.		
31 August 2021	Cr Pandey (Member)	Nil	N/A	N/A

LEGAL IMPLICATIONS FOR COUNCIL

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

FINANCIAL IMPLICATIONS FOR COUNCIL

13. There are no budgetary implications for the Smart City Advisory Committee meeting minutes.

14. The table below summarises the financial impacts on the budget arising from approval of this report.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Revenue				
Internal Revenue				
External Revenue				
Total Revenue	NIL	NIL	NIL	NIL
Funding Source	NIL	NIL	NIL	NIL
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	NIL	NIL	NIL	NIL
Funding Source	NIL	NIL	NIL	NIL
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	NIL	NIL	NIL	NIL

Ashlyn Kishore
Project Officer

Nicole Carnegie
Acting Group Manager City Strategy

Richard Sheridan
Chief Financial Officer

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1⇩ Smart City Advisory Committee Meeting Minutes - 31 August 2021 3 Pages

REFERENCE MATERIAL

CITY OF PARRAMATTA

MINUTES

Meeting Name	Smart City Advisory Committee	
Date	Tuesday 31 August 2021	**5:00pm**
Venue	Online via Zoom	
Attendees	Cr Steven Issa (Chair) Cr Sameer Pandey (Member) Ben Meek (Member) Lakshmi Logathassan (Member) Lauren Jewell (Member) Geoff King (Convenor) Brett Newman (CEO)	Su Cram Ashlyn Kishore Kyle O'Brien Eda Acar Nicole Carnegie Mark Rugless – item 8 Paul Spyve (Secretariat)
Apologies	No apologies received	
Chaired by	Cr Steven Issa	

1. Welcome & Acknowledgment of the traditional land owners

The Meeting commenced at 5:00pm. Councillor Issa acknowledged the traditional owners of the land and welcomed everyone to the Smart City Advisory Committee meeting and introductions were made.

2. Conflicts of Interest & Disclosures

There were no disclosures of pecuniary/non-pecuniary interest.

There were no directorship disclosures.

3. Live Demonstration of Council's Websites

The Committee noted that this item has been postponed to the next Smart City Advisory Committee meeting.

4. Ideas Session – Future Parramatta

This was an interactive ideas session held with the Committee. A similar session was held with the Councillors at a workshop on 2 August 2021.

The purpose of this session was for:

- The Committee to suggest new and innovative ideas for the future
- These ideas to be considered in the context of Council's long term advocacy agenda and the review and update of Council's Community Strategic Plan *Butbutt Yura Burra Ngurra 2018 -2038*

A number of opportunities and ideas were suggested by the Committee. These suggestions were captured on a digital whiteboard and are summarised below:

- The Parramatta River is a key asset as well as access to waterways in the City.
- Accessibility of the City and improving Parramatta's links North and South.
- Making Parramatta walkable.
- Using smart technology to empower decision making at the local level e.g. household water and energy usage.
- Access to public open space (green space) and amenities is important as our City continues to grow.
- Opportunities to leverage the City's assets through partnerships (e.g. universities, law courts, health in Westmead etc).
- Accessibility to the City's cultural institutions for our community.
- Long term sustainability of the City through waste management, renewable energy, and the circular economy.
- Attracting investors and new jobs to Parramatta.
- Equity of access to technology within our community.
- Review key State Government Agency documents including the NSW 2040 Economic Blueprint, Future Transport Strategy 2056 and The Metropolis of Three Cities.

5. Smart City Definition

At the Council meeting on 23 August 2021, Council resolved: **That the Terms of Reference be returned to the next scheduled Smart City Advisory Committee meeting to be reviewed and include a definition of "smart city".**

The current definition as outlined in the Smart City Masterplan adopted by Council in August 2015 is: *A city based upon the foundations of good urban planning, economic competitiveness, environmental engineering and sustainable practices that use information and communication technologies to enhance liveability, sustainability and workability.*

The Committee was invited to review the definition of a 'Smart City'. Suggestions from the Committee included the following:

- Less about technology but rather a wider range of other smart things
- Resilience
- Data and information
- Continuous innovation

It was suggested that an updated definition be circulated to Committee members for feedback and for inclusion in the amended Terms of Reference to be endorsed by Council.

6. Update on NSW Government Smart Places Acceleration Program

The Committee received an update on the NSW Government Smart Places Acceleration Program. Council has submitted two EOIs to the Program for:

- Smart Planning Approvals – progressing to Lean Business Case stage
- Smart Integrated Parking – EOI discussion progressing with TfNSW

An additional EOI has also been submitted by the University of Technology, naming Council as a partner.

Additional proposed EOIs (as previously discussed with the Committee) were noted for submission later in the year:

- Smart Waste Management

- Smart Open Space
- Smart Data Management and Spatial Visualisation (It was suggested this EOI not be pursued further as a similar initiative by another Council has received funding from the Smart Places Acceleration Program.)

The Committee noted the Innovation Governance Diagram as a process for progressing new ideas.

7. Update on Greater Parramatta Smart Cities Plan

The Committee was provided with an update on the development of the Greater Parramatta Smart Cities Plan. The development of the Plan is Action 12 from the NSW Government Smart Places Strategy. The Department of Planning, Industry and Environment is leading this with participation from key place owners including City of Parramatta Council, Sydney Olympic Park and Cumberland City Council.

The Committee requested a further update on the development of the Plan at the next Smart City Advisory Committee meeting.

8. ICT Update

The Committee received an Information and Communications Technology (ICT) update provided by the Head of IT.

9. Update from SCAC Members

There were no new updates from Committee members.

A question was raised about whether Council had a position on the need for Vaccination Passports to access Council facilities.

Brett Newman, CEO of City of Parramatta Council, noted that Council's approach will be guided by the NSW Government and the Public Health Order.

10. General Business

Update on Smart City Projects
The Committee received updates on the following Smart City initiatives:

- Real Time Environment Monitoring - Procurement for the network has been finalised to improve coverage across the LGA.
- Smart City Hub - The process is underway to engage a Senior Business Analyst to document the technical specifications for the Smart City Hub.

Technology Award
City of Parramatta had received a Civic Innovation Technology Award from the Technology and Entrepreneurship Centre at Harvard.

Departure
The Committee thanked Mr Geoff King for his work with the Smart City Advisory Committee over the past 5 years and congratulated him on his new appointment.

The next meeting will be held on **Tuesday 12 October 2021** at 5pm.

The meeting closed at **6:19pm.**

INNOVATIVE

ITEM NUMBER	17.2
SUBJECT	FOR APPROVAL: Update of Parramatta Floodplain Risk Management Plans
REFERENCE	F2021/00521 - D08171431
REPORT OF	Snr Project Officer Land Use; Senior Project Officer Waterways; Team Leader –Land Use Planning
PREVIOUS ITEMS	9.1 - PUBLIC FORUM: Item 17.1 - Post Exhibition - Finalisation of the Parramatta CBD Planning Proposal following consideration of submissions received during the public exhibition period - Council - 15 Jun 2021 6.30pm

WORKSHOP/BRIEFING DATE: Wednesday 6 October 2021

PURPOSE:
The purpose of this report is to seek Council's approval of the Update Parramatta Floodplain Risk Management Plans to enable Council to update its flood risk regime for the Parramatta CBD, which will also support the finalisation of the Parramatta CBD Planning Proposal.

RECOMMENDATION

(a) **That** Council approve the Update of Parramatta Floodplain Risk Management Plans contained at **Attachment 2** and that the document be forwarded to the Department of Planning, Industry and Environment to support the finalisation of the Parramatta CBD Planning Proposal.

(b) **That** Council note the extensive stakeholder consultation undertaken in relation to the preparation of this document, as articulated in this report.

(c) **Further, that** Council note the submissions table at **Attachment 3**, which summarises submissions received during the public exhibition that raised flooding related issues, as well as written public forum statements that raised flooding issues, together with the Council officer responses.

BACKGROUND

1. The Parramatta CBD Planning Proposal (CBD PP) was endorsed by Council for finalisation on 15 June 2021. After making minor amendments to the CBD PP consistent with Council's resolution, it was forwarded to the Department of Planning, Industry and Environment (DPIE) on 1 July 2021 for finalisation, consistent with the timeframe in the altered Gateway determination. The Draft Update of Parramatta Floodplain Risk Management Plans has previously been endorsed by Council for exhibition as a supporting document to the CBD PP on 25 November 2019.

2. The CBD PP includes a new Clause 7.6L Floodplain risk management, to manage risk to life and property from flooding and includes a requirement for

'Shelter in Place' on development sites. A copy of the proposed clause and its accompanying map are provided at **Attachment 1**.

3. Clause 7.6L responds to the Draft Update of Parramatta Floodplain Risk Management Plans (Draft FRMP) which forms **Attachment 2** to this report. The purpose of the Draft FRMP is to detail how the risks from flooding can be managed in the Parramatta CBD given the anticipated future changes and growth in the CBD.

4. The Draft FRMP (with its supporting documents, being the Draft Parramatta CBD Flood Evacuation Assessment (2019) and the Horizontal Evacuation Pilot Study (2017)), was publicly exhibited in conjunction with the CBD PP from 21 September 2020 to 2 November 2020.

5. Submissions received during the public exhibition that raised flooding related issues, as well as written public forum statements that raised flooding issues, together with the Council officer response, are summarised at **Attachment 3**.

6. The issues raised included: the encouragement of a resilient CBD; car parking on flood prone sites; recommendations for supporting flood related DCP controls; the impacts of stormwater on river health; and currency of the flood data.

7. The issues raised did not warrant delaying the finalisation of the Draft FRMP because the issues were either not consistent with intent of the NSW State Government Standard Instrument or standard clauses, or were addressed by one or more of the following: the proposed LEP clause/map; the Draft FRMP; the forthcoming Draft CBD DCP controls for flooding; the Draft CBD Local Infrastructure Contributions Plan; the forthcoming LGA wide Flood Study due in 2022; and/or the State Government's new Flood Package which came into effect in mid July 2021.

8. Condition 2 of the Gateway determination for the CBD PP required formal consultation with eight (8) specific public authorities prior to finalising the draft CBD PP and Draft FRMP for exhibition purposes, with the State Emergency Services (SES) being one of the authorities. Consultation on Condition 2 occurred from November 2019 to February 2020. The only agency that responded identifying issues relating to the Draft FRMP was the Environment, Energy and Science Group (part of DPIE) and their submission and Council Officer response is detailed in **Attachment 3**. The SES did not respond to Council's formal requests for comment.

9. Condition 4 of the Gateway determination for the CBD PP required formal consultation with a further 15 public authorities (as part of a longer public authorities list), as well as councils and service providers. Condition 4 also required further consultation with those public authorities identified in Condition 2, including the SES. Accordingly, Council Officers continued to seek comment from the SES – during late 2020 and early 2021, presenting the SES with numerous opportunities to comment on the CBD PP clause and Draft FRMP.

10. Until August this year, the State Emergency Services (SES) had not made any formal submissions despite multiple attempts within and outside the statutory requirements of the CBD PP process. Council officers considered that it was

important to proceed with the progression of the Draft FRMP to avoid delay in the finalisation of the CBD PP. The decision to proceed was also consistent with verbal advice provided by DPIE.

Purpose of the CBD Floodplain Risk Management Policy framework

11. The Parramatta CBD floodplain risk management policy framework comprises the follow elements:
    a. Proposed **7.6L Floodplain risk management LEP clause with supporting map** with requirements for shelter-in-place – anticipated to come into effect with the CBD PP in the coming months. Refer to **Attachment 1**.
    b. **Draft FRMP** which describes various actions that, when undertaken, will reduce flooding risks in the CBD to acceptable levels (refer to **Attachment 2**). Council Officers are seeking endorsement of this draft plan so that the framework around the planning controls is finalised.
    c. **Draft CBD Development Control Plan controls relating to flooding** which will provide specific requirements for applicants relating to the provision of flood modelling, the location of habitable rooms and other requirements. This is the subject of another report to this Council meeting for consideration for public exhibition.

12. This policy framework will replace existing flood risk management strategies for the Parramatta CBD and establish plans to manage the flood risks associated with the future growth of population / business in the CBD. Endorsement of all aspects of this framework enables Council to access grant funding and reduce its liability associated with flood risk.

Existing and Proposed Flood Risk Management Plans for the Parramatta CBD

13. Two existing flood risk management plans currently cover the Parramatta CBD:
    a. The Floodplain Risk Management Plan for the Upper Parramatta River Catchment (2003), prepared for the Upper Parramatta River Catchment Trust.
    b. The Lower Parramatta Floodplain Risk Management Plan (2005), prepared for City of Parramatta Council.

14. A total of 49 recommendations to manage flood risks are included in these two plans. Most of these recommendations have been completed but some were found to be unfeasible, or have become unnecessary due to legislative changes. However, some remaining recommendations have been included or modified in the Draft FRMP **(Attachment 2),** the subject of this report.

15. The following table summarises the recommendations in the Draft FRMP.

Number	Summary of recommendation	Priority	Status
1	Encourage SES to complete an emergency action plan for the Parramatta CBD	High	Currently engaging with SES on various issues, and will include discussions on the emergency action plan.
2	Review availability of flood data to the public and develop a	High	Will be considered as part of Council's "FloodSmart

	community awareness and education policy to inform the public about flood risks		Parramatta" flood warning and public outreach program.
3	Continue to develop and improve a flood warning system for the CBD	High	The FloodSmart Parramatta flood warning system is being continuously improved and this will continue.
4	Revise the CBD DCP based on the findings of the FRMP	Medium	New draft DCP controls prepared as part of the CBD DCP to be considered by Council at its meeting on 11 October.
5	Develop a policy relating to fences in floodways	Medium	Further consideration will be undertaken as to how to achieve this aim.
6	Provide better information on flood risks to purchasers of properties in the Flood Planning Area	Medium	Existing system already provides information to purchasers but will be considered if this can be enhanced as part of FloodSmart Parramatta.
7	Consider ways in which Section 7.11 infrastructure contributions could be directed towards flood mitigation projects	Medium	Council's Draft CBD Contributions Plan includes $119M of flood related works.
8	Encourage Sydney Water to review its maintenance program for its channels including removal of rubbish and excess vegetation	Medium	Currently engaging with Sydney Water on various issues, and will include discussions on its channel maintenance program and upgrading their trunk drainage network.

16. As for any type of strategic plan, endorsement of this Draft FRMP by Council indicates that Council intends to carry out these recommendations, subject to their being practical and achievable.

ISSUES

17. Specific issues that are directly related to the finalisation of the CBD PP and Draft FRMP are considered below.

Applicability of the Section 9.1 Direction on Flooding

18. Much of the land within the Parramatta City Centre is flood prone land which needs to be appropriately addressed via the NSW Flood Planning framework. DPIE's current Section 9.1 directions provide guidance for the preparation of Planning Proposals. Section 9.1 directions are issued by the Minister for Planning and Public Spaces and address specific issues such as housing, hazard and risk. They must be followed when preparing planning proposals for new Local Environmental Plans.

19. The relevant part of the Section 9.1 Directions to floodplain risk is contained in Direction 4.3 clause 6(d) which states that a planning proposal must not contain provisions that apply to the flood planning area which:

    "permit a significant increase in the development and/or dwelling density of that land"

20. Given the CBD PP will result in increased development / dwelling density in the CBD, this would not normally be permitted for the Parramatta CBD. However, Direction 4.3 clause 9 states that:

    A planning proposal may be inconsistent with the terms of this direction only if the planning proposal authority can satisfy the Secretary of the Department of Planning, Industry and Environment (or their nominee) that:

    a) the planning proposal is in accordance with a floodplain risk management study or plan adopted by the relevant Council in accordance with the principles and guidelines of the Floodplain Development Manual 2005,…

    It stipulates that Council endorsement of the FRMP is required. This direction is new, having come into effect on 14 July 2021.

21. However, at a recent meeting with key DPIE, SES and Council staff, DPIE advised that the pre-14 July 2021 Flooding Direction under Section 9.1 applies to the CBD PP because it was the direction that was in place at the time the Gateway determination was issued (December 2018). This former direction required Council to create a Floodplain Risk Management Plan, but did not require formal Council adoption of a floodplain risk management plan before a planning proposal could be finalised. Since this is the case, DPIE is able to proceed with the finalisation of the CBD PP without the FRMP being adopted by Council.

22. Whilst DPIE could finalise the CBD Planning Proposal without Council having endorsed the FRMP Council Officers recommend that Council should endorse the Plan for the following reasons:-
    - It ensures compliance with the post July 2021 State Government flood policy framework.
    - Once adopted, the FRMP will enable Council to apply to the State Government for up to two thirds grant funding of any projects described in the FRMP.
    - The adoption of the FRMP will enable appropriate internal resourcing and prioritisation of projects to be made.
    - Council's legal liability relating to flood risk is minimised, with adoption of a FRMP being a key part of State Government's guidance for managing floodplains.
    - Completing the projects in the FRMP will reduce property damage and risk to life from flooding in the CBD.

Forthcoming new LGA-wide flood modelling

23. The Parramatta River Flood Study Project aims to create a single flood model for the majority of the LGA, including Parramatta CBD. The project will update all previous Parramatta River flood modelling studies.

24. It is anticipated that the draft Flood Study will be placed on public exhibition in mid-2022 subject to Council's endorsement.

25. Following adoption of the Flood Study, a Floodplain Risk Management Study and Plan for most of the LGA will be prepared and this process will involve a further review of the FRMP for the Parramatta CBD, which is the subject of this report. The new Floodplain Risk Management Study and Plan will take the results of the Flood Study and develop actions to reduce flood risks. The timeline for this is as follows:
    a. Preparation of a Floodplain Risk Management Study and Plan (anticipated in 2023);
    b. Seek Council endorsement of Floodplain Risk Management Study and Plan (anticipated 2024); and
    c. Preparation of corresponding LEP and DCP amendments and seek Council endorsement (anticipated 2024/5).

26. Once these phases have been completed the Draft FRMP attached to this Council report will be replaced. Until then it will remain the guide on how to manage flooding in the CBD.

27. Because of the above timeframes, Council Officers recommend Council's endorsement of the Draft FRMP to update the existing outdated regime. Council endorsement will also ensure the forthcoming new flood clause 7.6L in the LEP is supported with the latest technical documentation.

Consultation with Council's Floodplain Risk Management Committee (FRMC)

28. Council's Floodplain Risk Management Committee (FRMC) serves a critical role in the development of Council's floodplain policy to manage flood risk within the City. Throughout the duration of the CBD PP process and commencing as far back as November 2015, the FRMC has been regularly consulted on the progression of the Draft FRMP and supporting LEP clause (refer to the 'Stakeholder Consultation' table below) thus ensuring compliance with the State Government's flood policy framework, which requires the involvement of Floodplain Risk Management Committees.

29. On the seven (7) occasions where the CBD PP was presented to the Committee since 2015, representatives from the State Emergency Services have been present at two (2) meetings.

30. The outcomes of the exhibition of the Draft FRMP were presented to the FRMC meeting held on 3 August 2021. In attendance were representatives from the State Emergency Services (SES), DPIE and Council. The main discussion points were:
    a. Relationship between Council's forthcoming Flood Study – of which exhibition is proposed in mid-2022 - and the CBD Floodplain Risk Management framework;
    b. Some background as to why the SES had not been able to provide comments on the CBD PP and Draft FRMP to date, being field operational requirements and staff resources. SES advised that there had been internal reorganisations that have been disruptive, and also that they have been concentrating on developing strategy for the Hawkesbury Nepean catchment.

c. Impact of climate change on the range of technical work Council is doing on its floodplain work.

31. The Committee resolved:
    1. *That given that the SES has not been able to provide input to date, and taking into account the circumstances, the matter be deferred pending Council staff consulting with the SES.*
    2. *That following staff consultation with the SES, a report on the proposed adoption of the Draft Update of the Parramatta Floodplain Risk Management Plans, as prepared by Molino Stewart (October 2019), be submitted directly to Council.*

32. Further consultation with the SES has taken place accordingly and is discussed in the section below.

Consultation with State Emergency Services (SES) post Floodplain Risk Management Committee Meeting

33. Since the FRMC meeting held on 3 August 2021, Council Officers and representatives from DPIE have held two meetings with SES representatives (on 9 and 18 August 2021) in order to encourage SES commentary on the CBD PP and the Draft FRMP. Both meetings were positive and the SES provided the following verbal feedback relating to:
    a. The re-ordering of the objectives in proposed clause 7.6L Floodplain risk management; and
    b. Clarification of the relationship between the future special flood consideration clause (part of the NSW Government's Flood-prone land package of May 2021) and the proposed clause 7.6L.

34. At the meeting, both Council Officers and DPIE were in agreement about the re-arrangement of the clause objectives. Furthermore, DPIE were able to clarify the distinction between the intent of clause 7.6L and the intent of the future special flood consideration clause. In short, they would work together and not overlap one another, nor would one replace the other.

35. Since the second meeting with the SES and DPIE, Council Officers have made the following attempts to consult with the SES without receiving any written response:
    a. Emails sent on 24 and 30 August and 3, 7, 8 September 2021 seeking timeframe for receipt of comments; and.
    b. Phone calls on 1 and 3 September 2021.

36. At the time this Council report was being finalised, no further comments had been received from the SES on the Draft FRMP. Councillors will be advised if a response is received from the SES prior to the Council meeting.

Parramatta CBD Development Control Plan – Proposed flood controls

37. Draft DCP controls relating to flooding have been prepared to address more detailed issues outside the LEP's scope. The controls include requirements for:
    a. assessing flood hazards, risks and harm including the provision of flood hazard modelling;
    b. land uses and building levels;

c. sensitive and critical uses;
d. flood warning and emergency response planning;
e. development near floodways; and
f. car park basements.

38. A working draft of the controls were forwarded to the SES in early August 2021 as part of recent consultations, for their consideration. The draft controls sit within the Draft Parramatta CBD DCP which is the subject of another report to this Council meeting for consideration for public exhibition.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
November 2015	Flood Risk Management Committee (FRMC)	No recommendation made.	Noted.	City Strategy & City Planning
March 2017	FRMC	Recommended Draft FRMP be exhibited if State Government required no changes.	Draft FRMP was subsequently exhibited with Draft CBD PP.	City Strategy & City Planning
21 June 2017	FRMC	(1) Recognised the complexity of the evacuation needs of the Parramatta CBD; and (2) Supported further development of an integrated evacuation strategy for the Parramatta CBD.	Noted.	City Strategy & City Planning
5 December 2017	FRMC	Noted the Parramatta CBD PP, the Draft FRMP and Flood Evacuation Study as presented at the meeting.	Noted.	City Strategy & City Planning
12 April 2018	FRMC	Noted the importance of the NSW planning system in reducing flood risk.	Noted.	City Strategy & City Planning
19 December 2019	SES Purpose: Condition 2 of the Gateway determination.	No response provided.	Noted. (See follow up consultation).	City Planning
21 September 2020 to 2 November 2020 (public exhibition)	Various – Refer to **Attachment 3** for submissions table.	Refer to **Attachment 3** for submissions table.	Refer to **Attachment 3** for submissions table.	City Planning
21 September 2020	SES Commencement of exhibition period	No response provided.	Noted. (See follow up consultation).	City Planning
October 2020	SES Reminding SES of exhibition deadline.	No response provided.	Noted. (See follow up consultation).	City Planning

November 2020	SES Requested for comments on CBD PP and Draft FRMP	No response provided.	Noted. (See follow up consultation).	City Planning
17 November 2020	FRMC Overview of preliminary feedback received in response to exhibition.	Discussed consultation with SES and also Floodplain Management Australia. Thanked officers for presentation.	Noted.	City Strategy & City Planning
February 2021	SES Requested for comments on CBD PP and Draft FRMP.	No response provided.	Noted. (See follow up consultation).	City Planning
March – April 2021	SES Requested for comments on CBD PP and Draft FRMP.	No response provided.	Noted. (See follow up consultation).	City Planning
3 August 2021	FRMC	Refer to FRMC resolution as provided at Paragraph 27 of this report.	Council Officers held subsequent meetings with SES & DPIE. (See summary of SES consultations in below table).	City Strategy & City Planning
9 August 2021	SES Discussion on intent of CBD PP and Draft FRMP.	Will review CBD PP and draft FRMP material with a view to provide a response in the next 2-3 weeks.	Comments in meeting noted. Recommended SES progress review of the documentation with a focus on the FRMP.	City Planning
18 August 2021	SES Discussion on intent of CBD PP and Draft FRMP.	Will continue to review CBD PP and draft FRMP material with a view to provide a response on the FRMP by 25 August and a follow up response on the CBD PP to DPIE.	Noted. Anticipate SES comments on draft FRMP on 25 August 2021. Note: No comments received as at the time of writing this report.	City Planning

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
28 May 2021 via email	Councillor Wilson	Sought information on the FRMP process	Process for the FRMP post exhibition of the CBD PP was outlined.	City Planning
7 June 2021 via email	Councillor Bradley	Queried the progression of the receipt of a submission from the SES on the CBD PP. Identified a link from the Draft FRMP to the wider Flood Study and that the CBD PP is being progressed to finalisation too quickly.	Explained why the special flood consideration clause was not appropriate for the CBD. Explained how draft clause 7.6L compliments the Draft FRMP and that clause is tailored to address the unique flood conditions of the Parramatta CBD.	City Planning
7 June 2021:	Various	Workshop held following the deferral of the CBD PP at that time.	Explained the role of the proposed flood clause and FRMP and that it sits	City Planning

Clr workshop on CBD PP presentation			outside the LGA wide Flood Study due for exhibition in mid-2022.	
3 August 2021 via email (prior to the FRMC meeting later that day)	Councillor Bradley and Councillor Prociv	Seeking role of FRMC meeting scheduled for 3 August 2021.	Explained that the purpose of the meeting was to advise the committee of the issues that arose during the public consultation phase and that the FRMC endorse as per the exhibition version and recommend to Council.	City Planning

41. The following Councillors were also present at specific FRMC meetings listed in the 'Stakeholder Consultation Table':
    a. Administrator – 21/3/2017
    b. Clrs Bradley and Han – 5/12/2017
    c. Clrs Bradley, Prociv and Han – 12/4/2018
    d. Clrs Bradley and Prociv – 17/11/2020
    e. Clrs Bradley and Prociv – 3/8/2021.

LEGAL IMPLICATIONS FOR COUNCIL

42. NSW Councils are responsible for flood risk management, with the assistance / guidance of the State Government. The Draft FRMP has been prepared to be consistent with the NSW State Government's Flood Policy Framework. This framework enables councils that have an endorsed FRMP in place to minimise Council's legal liability in relation to flooding. Council's adoption of the Draft FRMP will ensure Council's liability relating to flood risk in the CBD is minimised.

FINANCIAL IMPLICATIONS FOR COUNCIL

43. If Council resolves to endorse the Draft FRMP in accordance with the proposed resolution, it is expected actions in the FRMP will be carried out within existing budgets, assisted if required by State Government grants.

44. The table below summarises the financial impacts on the budget arising from approval of this report.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Revenue				
Internal Revenue				
External Revenue				
Total Revenue				
Funding Source	N/A			
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	Nil			
Funding Source	N/A			

CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil			

CONCLUSION

45. It is recommended that Council endorse the Draft FRMP as it brings in a new floodplain management framework that is consistent with the NSW Flood Policy guidelines, replacing a framework which is outdated. Endorsement is also recommended because Council's liability relating to flood matters would be reduced. Furthermore, endorsement also provides access to grant funding which Council would not ordinarily have access to without FRMP endorsement and will support the finalisation of the Parramatta CBD Planning Proposal.

Jacky Wilkes
Snr Project Officer Land Use

David Birds
Group Manager City Planning

Richard Sheridan
Chief Financial Officer

Jennifer Concato
Executive Director City Planning and Design

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1	Extract of CBD PP Floodplain Risk Management clause and map	2 Pages
2	Draft Update of Parramatta Floodplain Risk Management Plans	275 Pages
3	Submission Summaries from CBD PP process	7 Pages

REFERENCE MATERIAL

ATTACHMENT 1 – Extract from Draft CBD Planning Proposal forwarded to DPIE for finalisation purposes: Flood risk management clause and map

7.6L Floodplain risk management

(1) The objective of this clause is to enable occupants of buildings in identified areas that have particular evacuation or emergency response issues to:
- (a) shelter within a building above the probable maximum flood level; or
- (b) evacuate safely to land located above the probable maximum flood level.

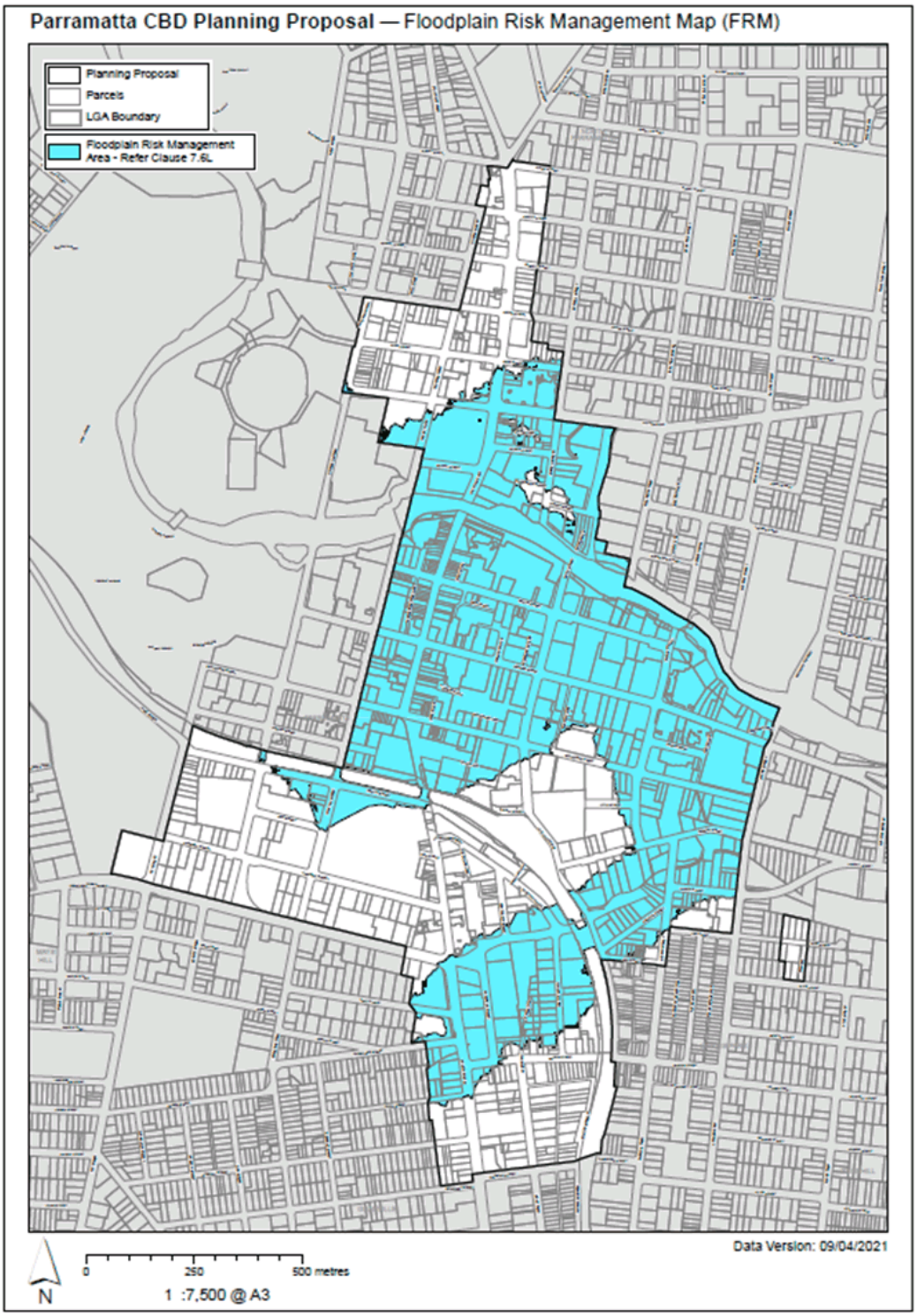
(2) This clause applies to land identified on the Floodplain Risk Management Map (as shown coloured blue).

(3) The consent authority must not grant consent to the erection of a new building or significant alterations and additions to existing buildings on land to which this clause applies unless, in addition to being satisfied of the matters mentioned in clause 6.3 (3) in relation to the development on the land, the consent authority is satisfied that the building:
- (a) contains either:
  - (i) an area that is:
    - a. located above the probable maximum flood level, and
    - b. connected to an emergency electricity and water supply, and
    - c. of sufficient size to provide refuge for all occupants of the building (including residents, workers and visitors), or
  - (ii) flood free pedestrian access is available between the building and land that is above the probable maximum flood level; and
- (b) has an emergency access point to the land that is above the 1% annual exceedance probability event, and
- (c) is able to withstand the forces of floodwaters, debris and buoyancy resulting from a probable maximum flood event.

(4) A word or expression used in this clause has the same meaning as it has in the *Floodplain Development Manual* (ISBN 0 7347 5476 0), published in 2005 by the NSW Government.

Note. The probable maximum flood is the largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation.

(Refer overleaf to the supporting map).



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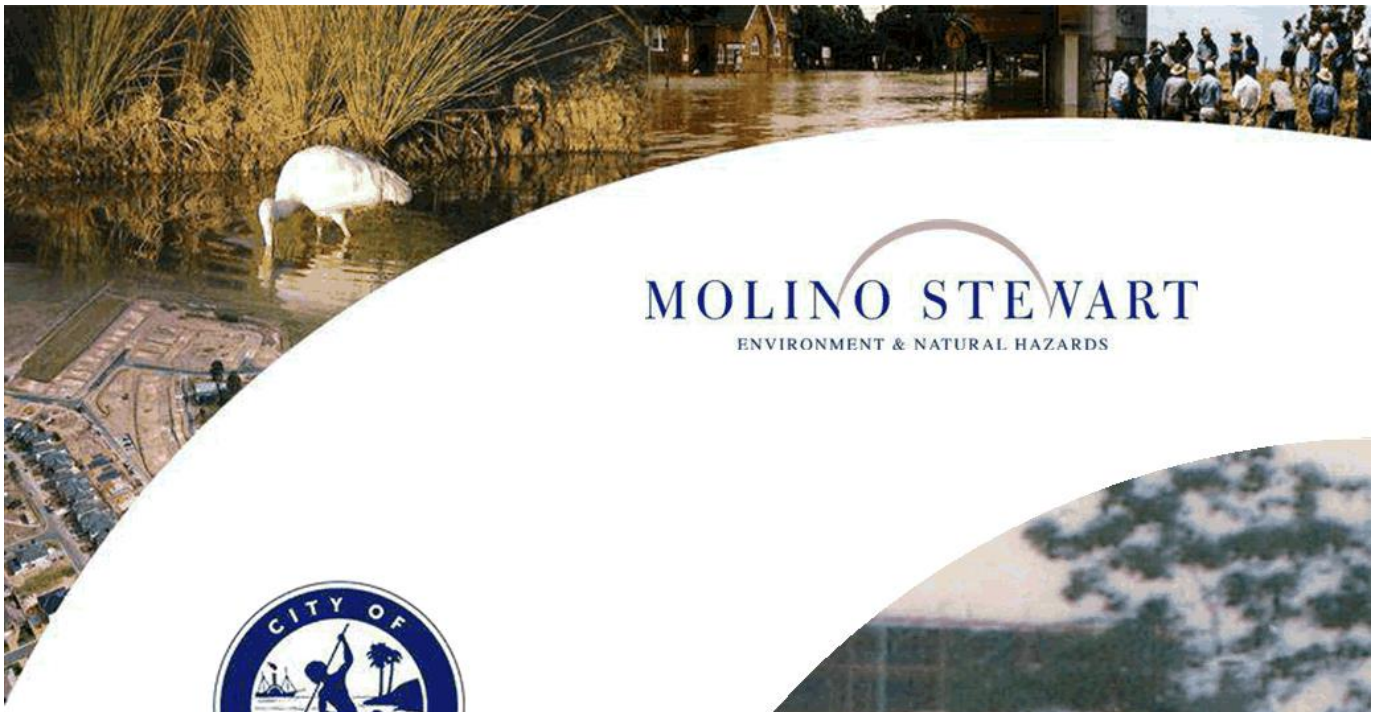

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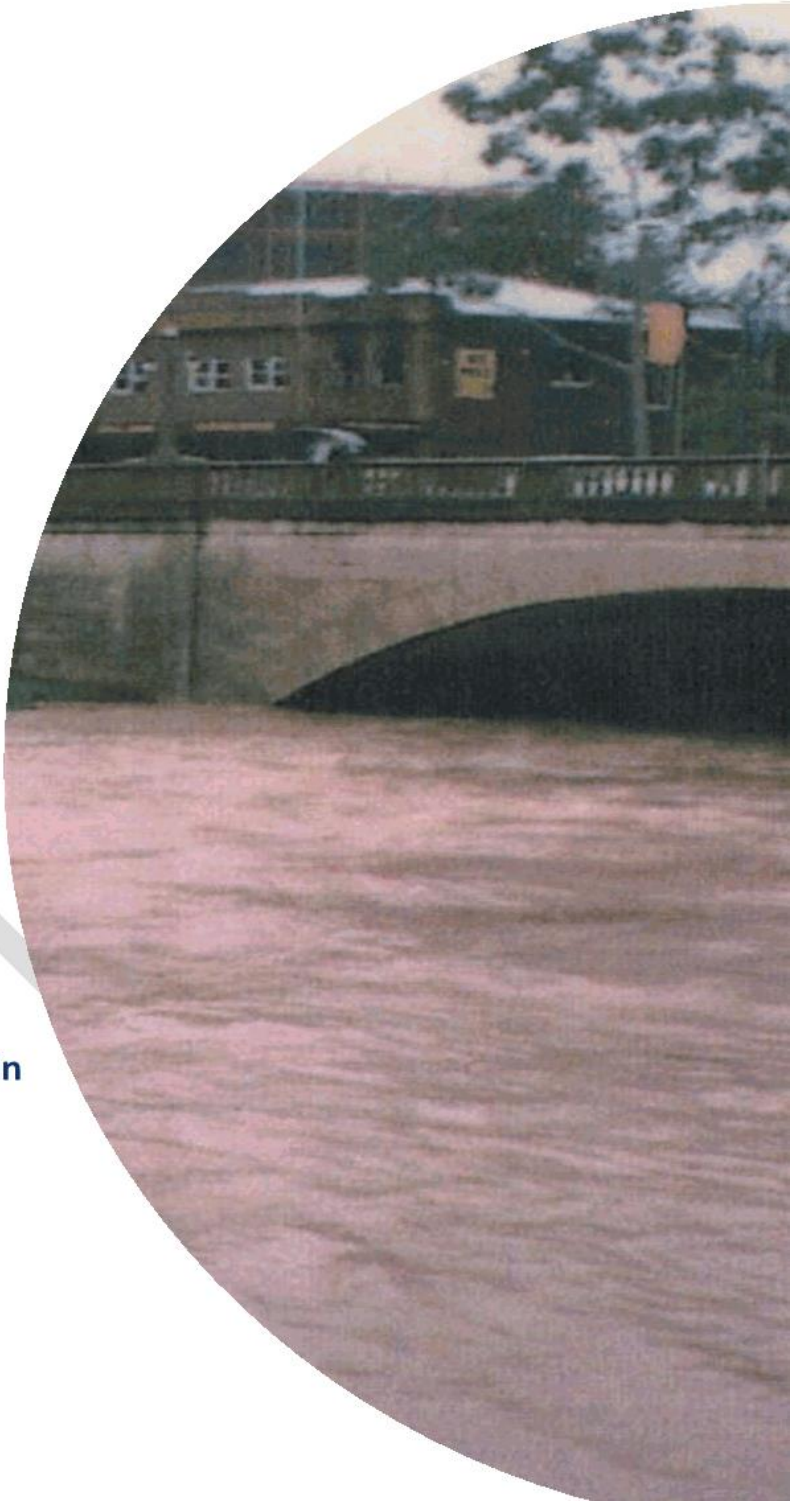

Update of Parramatta Floodplain Risk Management Plans

Draft

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Update of Parramatta Floodplain Risk Management Plans

DRAFT

for

City of Parramatta Council

by

Molino Stewart Pty Ltd

ACN 067 774 332

OCTOBER 2019

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Project	Update of Parramatta Floodplain Risk Management Plans
Document Type	Draft
Author	Tim Morrison

REVISION HISTORY

Date	Version	Name	Comments
29/09/2015	1	Tim Morrison	Draft report for internal review
12/10/2015	2	Steven Molino	Draft report for client review
20/11/2015	3	Steven Molino	Second draft for client review in response to client feedback
25/02/2016	4	Steven Molino	*New Section amalgamating similar flood risk categories*
26/02/2016	5	Steven Molino	Incorporating client comments
27/08/2019	6	Jenni Kremer/ Steven Molino	Updates to reflect changes external to the report since 2016
23/09/2019	7	Steven Molino	Incorporating client comments

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EXECUTIVE SUMMARY

Parramatta is located geographically and demographically in the centre of Sydney and is often referred to, both officially and unofficially, as Sydney's second central business district (CBD). The NSW Government and City of Parramatta Council have identified Parramatta CBD as a key growth centre for commercial and residential development.

One of the constraints for development within the Parramatta CBD is that a significant proportion of the area is within the floodplain of the Parramatta River and its tributaries.

As part of its vision for growing the Parramatta CBD, the City of Parramatta Council has prepared the Parramatta CBD Planning Strategy, which is a road map to expanding the CBD through amending a number of planning controls, such as floor space ratios and also expanding the CBD boundaries. As part of the Parramatta CBD Planning Strategy, Council is required to submit a Planning Proposal to the Department of Planning, Industry and Environment to make alterations to the current Parramatta Local Environment Plan (LEP) 2011.

The *Environmental Planning and Assessment Act* 1979 sets out a number of requirements that must be met for planning proposals to be approved. One is Section 9.1 Direction 4.3 which deals with development on floodplains. A requirement of the direction is that a planning proposal must not permit a significant increase in development in that area unless it has been prepared in accordance with the NSW Floodplain Development Manual (2005).

Accordingly, Council has engaged Molino Stewart to review the two Floodplain Risk Management Plans that cover the Parramatta CBD area and prepare an updated Floodplain Risk Management Plan. The review and preparation involved the following steps:

- The existing plans were reviewed to determine which measures in those plans were still to be implemented
- Council officers were interviewed and field inspections of the CBD undertaken to identify practical challenges and risks to life and property which have arisen from existing development in the CBD floodplains
- The draft planning proposal was reviewed to identify opportunities which it provides to address existing flood problems and what new risks it presents
- A comprehensive flood risk assessment was completed with particular emphasis on risk to life to determine whether development intensification in the CBD is appropriate and whether it needs to be controlled to manage flood risk
- A detailed evacuation analysis was undertaken to assess the feasibility of various evacuation options and evacuation infrastructure upgrades
- Flood risk management measures were identified in consultation with the Parramatta Floodplain Management Committee
- A draft Parramatta CBD Floodplain Risk Management Plan was prepared.

This report concludes that the intensification of development in the Parramatta CBD represents a tolerable risk to life and property providing that amendments are made to the Parramatta LEP 2011 and Parramatta Development Control Plan (DCP) 2011 to better manage some of the risks of flooding to life. The review has also identified opportunities for DCP amendments to be made which could result in less development restrictions in parts of the floodplain and improved building design outcomes.

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The draft plan proposes:

- An application to the Minister for Planning and Open Spaces for exceptional circumstances to impose controls above the Flood Planning Level for development within the Parramatta CBD affected by the Probable Maximum Flood (PMF)
- The development of four (4) risk to life categories for determining the different types of mitigation and response measures required
- The provision of shelter above the PMF level and a building access at or above the 1% AEP flood level within the LEP rather than just in the DCP to ensure that these minimum life safety measures are applied to all developments
- A total of 14 amendments to Parramatta DCP 2011
- A review of policy in relation to fencing and screening within floodways
- Better communication of the detailed flood information available through Section 10.7 certificates
- Encouraging NSW State Emergency Service to complete the update of the Parramatta Local Flood Sub Plan
- Investigation of Section 7.11 contributions to fund flood mitigation projects
- Improved communication and public education regarding flood risk, preparedness, response and recover
- Further development of the flood early warning system for the Parramatta River
- Encouraging Sydney Water to review its channel maintenance programs
- The preparation of a Flood Emergency Response Plan including plans for evacuation for the CBD

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1 INTRODUCTION

1.1 BACKGROUND

Parramatta CBD is currently undergoing significant growth and redevelopment. One of the potentially limiting factors to this growth is the availability of floor space for commercial and residential use. Currently Parramatta CBD has a shortage of prime commercial office space, with vacancy rates far lower than other major centres in Sydney and the Australian average.

The importance of a successful and growing Parramatta CBD is recognised by the NSW State Government, labelling Parramatta as a "CBD of metropolitan significance" (NSW Department of Planning and Environment, 2014). As such, the government considers the growth of Parramatta CBD to be crucial to the growth of Sydney as a whole. It subsequently released the Greater Sydney Region Plan (Greater Sydney Commission, 2018a) and the Central City District Plan (Greater Sydney Commission, 2018b) which further reinforced Parramatta's strategic role for the entire metropolitan region and the importance of future growth in Parramatta.

In response, City of Parramatta Council developed the Parramatta CBD Planning Strategy (the CBD Strategy), which was adopted on 27th April 2015. Key features of the strategy are:

- Expand the boundaries of the Parramatta CBD
- Increase the floor space ratio controls in certain areas
- Alter solar access controls
- Alter building height restrictions
- Expand the commercial core of the CBD

An implementation strategy for the CBD Strategy has been developed, which includes the development of a planning proposal to modify the Parramatta LEP 2011. In order for the planning proposal to be approved, a number of statutory obligations need to be met. This includes the Section 9.1 Direction 4.3 – Flood Prone Land of the *Environmental Planning and Assessment Act 1979* (the direction). Clause 3 of the direction "When this direction applies" states:

"This direction applies when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land"

The direction goes on to state what the planning authority must do when the direction applies. These requirements are generally in line with the NSW Flood Prone Land Policy and the Floodplain Development Manual (DIPNR, 2005).

One of these requirements is that a planning proposal should not permit a significant increase in development within flood prone land. The direction allows inconsistency with the requirements if the planning proposal is incorporated into a Floodplain Risk Management Plan that has been created in accordance with the principles and guidelines of the Floodplain Development Manual (2005).

Significant areas within Parramatta CBD are flood prone. Floodplain risk management of these flood prone areas is generally undertaken under two existing floodplain risk management plans (the original plans), these are:

- The Floodplain Risk Management Plan for the Upper Parramatta River Catchment, Bewsher Consulting for the Upper Parramatta River Catchment Trust (April 2003)
- The Lower Parramatta Floodplain Risk Management Plan, SKM for City of Parramatta Council (August 2005).

In order to meet the requirements of the direction, Parramatta Council is updating the two original plans in light of the changes that have been made to both the land use and regulatory and planning frameworks as well as the future land use changes proposed by the CBD Strategy.

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1.2 OBJECTIVES

The primary objectives of this project are to:

- Update the two original plans in light of the land use and regulatory changes that have occurred since the plans were adopted as well as incorporate the implementation of the plans that has occurred to date.
- Ensure that the planning proposal as part of the CBD Strategy is consistent with Section 9.1 Direction 4.3 of the *Environmental Planning and Assessment Act 1979*.

1.3 STUDY AREA

The study area covered by this project is the planning proposal extent. This area is a subset of the area of the two existing plans, which cover a much larger part of the Parramatta LGA. Some elements of the existing plan review cover areas outside of the planning proposal extent, however, these are not the focus of the study.

Figure 1 shows the extent of the planning proposal area. It also shows the lots that have been identified through preliminary analysis that are likely to be subject to redevelopment as a result of the planning proposal.

The planning proposal area is the subject of the risk assessment that has been undertaken to determine whether the planning proposal meets the requirements of the direction.

1.4 SCOPE OF THE UPDATE

The Floodplain Development Manual (2005) recommends a floodplain management process which involves data collection followed by a flood study then a floodplain risk management study followed by a floodplain risk management plan. This process should be revisited periodically using updated information.

This report is an update of the two existing floodplain risk management plans without new data collection or an update to the flood study or floodplain risk management study.

It relies mostly on data, such as model results, that have been gathered as part of the development of the original plans. The focus of this project is to update the floodplain risk management plan utilising the existing flood data and to apply it in light of:

- Changes to the regulatory framework since the original plans were developed
- Land use changes that have occurred since the original plans were developed and changes that will occur in the future through the planning proposal.
- Changes to the planning environment that has occurred since the development of the Original Plans.

At the time of writing, Council was in the process of finalising a new flood study to cover the Upper and Lower Parramatta River floodplains within the LGA.

It is understood that this new Flood Study will produce significantly more detailed and accurate data for the assessment of flood risks within the LGA. However, it is currently anticipated to be completed in 2020, with an updated floodplain risk management study and plan likely to be completed following that. Therefore this plan update was required to bring the original Plans in line with the new regulatory framework, land use and planning instruments in the interim. It is recommended that this study is reviewed once the new data from this Flood Study has been received.

A draft of this report was forwarded to the then Department of Planning and Environment in support of a request for a Gateway determination on the Draft Parramatta CBD Planning Proposal 2017. That draft of this report recommended that the (then) City of Parramatta Council request that "exceptional circumstances" be granted for the CBD under Section 9.1 Direction 4.3 Flood Prone Land. The Department requested that further investigations be carried out in relation to flood evacuation options to support that request. That report was submitted (Molino Stewart, 2017).

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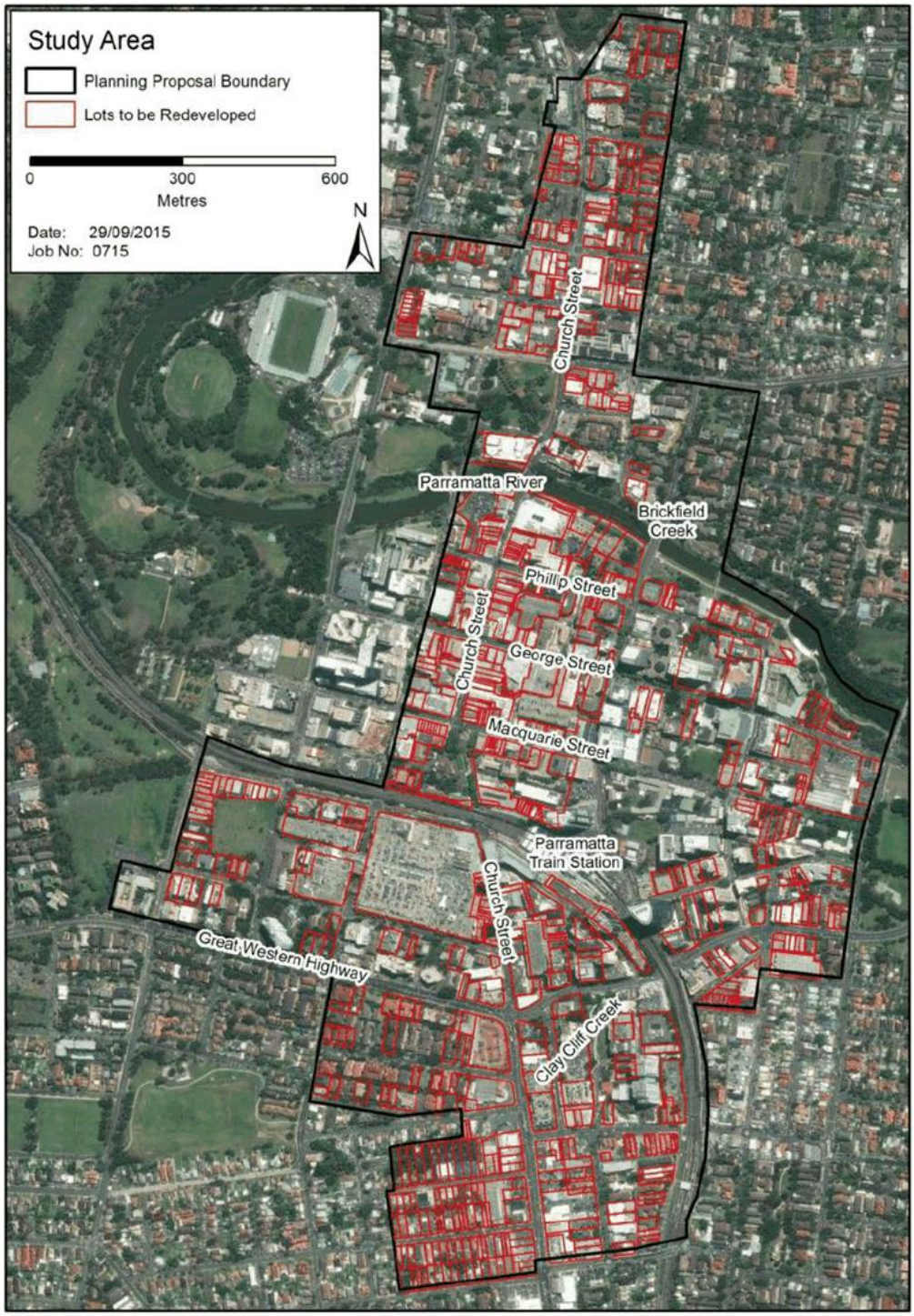

Figure 1: Planning Proposal Extent and potential redevelopment lots

In December 2018, the Department issued a conditional Gateway determination to allow the planning proposal to be updated and consolidated. This included several conditions to seek further clarification or evidence to support the planning proposal.

One of those conditions was that Council:

"update the planning proposal and maps to provide a consolidated explanation of provisions and assessment of the intended outcomes as amended by this Gateway determination, and review the studies that have been prepared to support the planning proposal and update if required."

It also granted exceptional circumstances to enable further agency consultation on the planning controls that will apply to land impacted by the PMF.

To comply with the condition above, the Flood Evacuation Report was updated to incorporate new information which had become available since it was first prepared and this report has been updated to take into account the findings of the Flood Evacuation Report and to incorporate other changes which have occurred since this report was first drafted.

1.5 REPORT FORMAT

This report has been structured in the following way:

- Chapter 2 places the project in the context of the various planning documents and instruments
- Chapter 3 is a review of the existing plan measures, and focuses on whether they have been implemented and which, if any, of those measures need to be carried through or amended in the updated plan
- Chapter 4 describes the planning proposal and outlines its practical implications with regard to flooding
- Chapter 5 is a flood risk assessment which describes the flood risk assessment procedure undertaken on the planning proposal
- Chapter 6 presents the potential Management options arising from the flood risk assessment
- Chapter 7 is the conclusions and recommendations
- Chapter 8 is the recommended Updated Floodplain Risk Management Plan
- Chapter 9 is a list of reference documents used in the project.

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2 PLANNING CONTEXT

This chapter sets out the relevant planning documents that have been taken into account when undertaking this project.

2.1 EXISTING FLOODPLAIN MANAGEMENT PLANS

Improvements to floodplain risk management within the study area are currently undertaken according to the two original floodplain risk management plans.

These plans provide a clear set of suggested measures to be undertaken by Council and other authorities in order to reduce the flood risk in the study area. These measures generally fall under three categories:

- Flood Modification Measures: These modify the behaviour of the flood itself by reducing flood levels or velocities
- Property Modification Measures: These modify either the existing buildings (voluntary house purchase/raising) or future development (through development controls) within the floodplain
- Response Modification Measures: These actions modify the response of the population to the flood threat, generally through community education or improvements to emergency management.

Further investigation of potential options may also be measures within a plan.

The original plans have a number of proposed actions that fall into each of these categories. However, since the development of the original plans, a number of these measures have been made redundant, particularly where:

- The regulatory framework has changed such that the suggested measure would no longer be viable (e.g. repeal of REP 28 - Parramatta)
- Further investigations have shown that the suggested measure is not effective or feasible

2.2 STRATEGIC PLANS

The NSW State Government and City of Parramatta have prepared a number of strategies and plans that outline the future growth of Parramatta. These include:

- Greater Sydney Region Plan A Metropolis of Three Cities – connecting people (Greater Sydney Commission 2018a) outlines vision for the Greater Sydney Region, focuses on three cities (Western Parkland, Central River and Eastern Harbour) within the Greater Sydney Region and is based on the expectation that the population will be 8 million residents in 2058. The population in the 'Central River City' is expected to increase from 1.3 million to 1.7 million by 2038.
- Our Greater Sydney 2056 Central City District Plan – connecting communities (GSC 2018b) is a 20 year plan working towards the 40 year vision outlined in the Greater Sydney Region Plan. Parramatta is at the Centre of the Central City District. As part of this strategy an increase of 55,000 to 70,000 jobs throughout Greater Parramatta is planned, to be supported by new development,
- The Economic Development Plan 2017-2021 (City of Parramatta Council 2017) aims to increase the number of jobs in the Parramatta LGA by 20,000 by 2021, 9,500 of which are expected to be in the CBD. This will be supported by the investment and development currently taking place in the CBD, as well as a range of strategies from council.
- The Community Strategic Plan 2018-2038 (City of Parramatta Council, 2018) puts strategies in place to manage the elements of growth that the City can influence, leading to an improved quality of life for all.

In the 2016 Census 137,329 people listed Parramatta as their "Place of Work" with the Economic Development Plan suggesting 47,000 of those were in the Parramatta CBD.

While a significant number of the projected new jobs will be located in various precincts with Parramatta LGA, it is likely that the majority of the growth will occur inside the CBD.

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The CBD Strategy has been developed by Council over a number of years as a response to the planned jobs growth and is aimed at amending the planning controls within the CBD. The vision of the strategy is:

"Parramatta will be Australia's next great city, defined by landmark buildings and high quality public spaces with strong connections to regional transport. It will respect its heritage, be an exemplar in design excellence, facilitate job growth and ensure its streets are well activated"

In order to achieve the vision, the CBD strategy proposes to:

- Expand the boundaries of the Parramatta CBD into the neighbouring area.
- Amend planning controls to encourage re-development to create larger buildings. This is achieved through increasing the allowable floor space ratios and removing building height restrictions (where this is not constrained by other factors such as solar access).

2.3 STATE FLOOD PLANNING DOCUMENTS

2.3.1 Environmental Planning and Assessment Act 1979 Section 9.1 Directions

Section 9.1 of the EP&A Act permits the Minister for Planning to issue a direction in relation to the making of local environmental plans. Several of these have been issued including Direction 4.3 which related to flood prone land.

The objectives of the direction are to ensure that the development on flood prone land is consistent with the Flood Prone Land Policy and the Floodplain Development Manual (2005) and also to ensure that the planning proposal considers flood hazard and the flood impacts on and off the subject land.

The requirements of the direction are:

- The planning proposal must be consistent with the NSW Flood Prone Land Policy and Floodplain Development Manual (FDM)
- The planning proposal must not rezone land within the flood planning areas from Special Use, Special Purpose, Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone
- The planning proposal must not contain provisions that apply to the planning areas which:
  - permit development in floodway areas
  - permit development that will result in significant flood impacts to other properties
  - permit a significant increase in the development of that land
  - are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services
  - permit development to be carried out without consent except for the purposes of agriculture, roads or exempt development
- The planning proposal must not impose flood related development controls above the residential flood planning level for resident development on land, unless adequately justified
- The planning proposal must not determine a flood planning level that is inconsistent with the FDM

The direction also includes an allowance for inconsistencies. A planning proposal may be inconsistent with the direction if it can satisfy the Department of Planning that:

- The planning proposal is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the Floodplain Development Manual (2005)

Or

- The provisions of the planning proposal that are inconsistent are of minor significance

As discussed in previous sections of this report, the aim of the planning proposal is to

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essentially permit a significant increase in development within the existing and expanded CBD. Because much of the planning area is floodplain, the planning proposal has the potential to "permit a significant increase in the development of" the floodplain. As such, the planning proposal is not consistent with the direction.

In order to satisfy the requirements of the direction, an updated floodplain risk management plan prepared in accordance with the NSW Floodplain Development Manual, is required.

2.3.2 NSW Flood Prone Land Policy

The NSW Flood Prone Land Policy (2005) outlines the approach taken by the NSW Government to development on floodplains.

The primary objective of the policy is to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone property, and to reduce private and public losses resulting from floods, utilising ecologically positive methods where possible.

The policy sets out the roles and responsibilities of those involved in planning and controlling floodplain development. These are:

- Councils are primarily responsible for the management of flood prone land. Their role is to establish planning controls and measures to reduce flood risk by utilising the methods set out in the FDM
- The NSW Government, through the Office of Environment and Heritage, provides financial and technical support to councils to ensure that the approach is applied consistently across the state
- Floodplain Risk Management Committees, community based committees established by Council, are responsible for reviewing the floodplain development process and communicating their aspirations concerning the management of flood prone land.

Some other key sections of the policy include:

- Recognition that flood prone land is a valuable resource and should not be sterilised by unnecessarily precluding its development
- Promotion of a flexible merit based approach to be followed by Council and recognition that if strict criteria are applied then some appropriate proposals may be unreasonably disallowed and alternatively some inappropriate proposals may be approved
- Protection for Council and other public authorities against claims for damages, provided they have acted in accordance with the Policy and the FDM (as per Section 733 of the *Local Government Act, 1993*)

2.3.3 NSW Floodplain Development Manual

The FDM sets out the methodology in which floodplain management is undertaken in NSW. It builds upon the approach set out in the NSW Flood Prone Land Policy and provides guidance on how to enact the principles of the policy.

The manual is built upon a risk management approach. It promotes quantification of the probability (how often will floods occur?) and the consequences (what people and assets are exposed, what is the hazard of the water, what are the tangible and intangible damages) to determine the risk. The manual promotes management measures to reduce the risk, either by decreasing the probability, the consequence or both.

The core of the manual is the Floodplain Risk Management Process which sets out an iterative approach to mitigate the risk, then review and determine if the residual risk can be mitigated. The process generally follows:

- Formation of the Floodplain Risk Management Committee
- Data Collection
- Flood Study
- Floodplain Risk Management Study
- Floodplain Risk Management Plan
- Plan Implementation

Figure 2 concisely outlines the floodplain development process. The floodplain development manual is essentially followed for all floodplain management within NSW.

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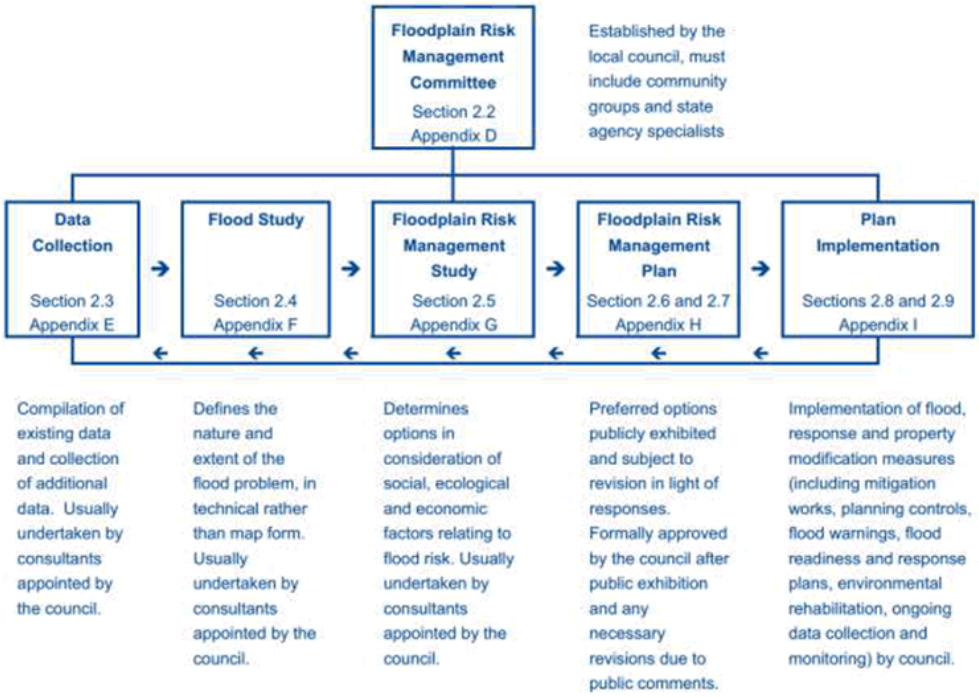

Figure 2: Floodplain Development Process (From DIPNR 2005)

2.4 LOCAL PLANNING INSTRUMENTS

2.4.1 Parramatta Local Environment Plan (LEP) 2011

The Parramatta LEP 2011 applies to the whole area covered by the FRMP. This LEP is a standard instrument LEP and as such the wording and structure are generally set out by the NSW Department of Planning, Industry and Environment. With respect to flood planning, the LEP has a number of conditions that the development must satisfy rather than a number of potential impacts that the consent authority must consider in its determination.

The main conditions for approval are that the development:

- Is compatible with the flood hazard of the land
- Is not likely to significantly adversely affect flood behaviour resulting in increases in the flood affectation of other properties
- Incorporates appropriate measures to manage risk to life from flood
- Is not likely to significantly adversely affect the environment or cause erosion, siltation, destruction of vegetation etc.

The Standard Instrument LEP also sets the flood planning level as the 100 year average recurrence interval (ARI) event plus 0.5 m of freeboard.

2.4.2 Parramatta Development Control Plan (DCP) 2011

The Parramatta DCP 2011 (Included as Appendix B) sets out the development controls with regard to flooding for the Parramatta LEP 2011. One of the aims of the DCP is to assist development in conforming to the requirements of the LEP. Where the LEP lists a requirement for a certain potential impact to be considered, the DCP has been written such that if it is followed, that impact is likely to be minimised.

The DCP uses a matrix of controls depending on the Flood Risk Precinct (Low, Medium or

High) and Land Use Type (Residential, Commercial, Critical Uses & Facilities etc.) and categorises the development controls against a number of aspects, including:

- Floor level
- Building Components
- Structural Soundness
- Flood Affectation
- Car Parking and Driveway Access
- Evacuation
- Management and Design

This approach is consistent with many other Councils within the Sydney Region and is generally considered best practice. However, the Land Use definitions and controls tend to vary between Councils. For example, the Parramatta DCP Matrix would classify a hospital as a "Sensitive Use" while the Fairfield City Wide DCP 2013 and the Bankstown DCP 2015 have classified a hospital as a "Critical Use". The outcome, in terms of planning controls for all three DCPs, is the same for hospitals.

For this project critical controls were compared across the Parramatta, Fairfield and Bankstown DCPs. the controls examined included the floor levels, evacuation and car parking and driveway access controls for the Low and Medium Flood Risk Precincts for Residential and Commercial Development. It was found that the Parramatta DCP was fairly similar to the Fairfield and Bankstown DCPs, with minor variations such as the level of basement car parking (Parramatta uses the 1% AEP plus 0.5 m freeboard, Fairfield the 1% AEP and Bankstown the 1% AEP plus 0.1 m freeboard).

At the time of writing the Parramatta DCP was under review by Council.

The controls set out in the DCP are in line with the objectives of the Floodplain Development Manual 2005.

2.5 PARRAMATTA FLOOD POLICY

Molino Stewart previously reviewed the Parramatta Flood Policy as part of the development of Council's City River Strategy. Council is updating the currently adopted Flood Policy taking into consideration that review.

Four principles influence the current flood policy:

- Flood prone land is a valuable resource that should be managed and developed, subject to a merit approach that provides due consideration to social, economic and environmental criteria, as well as any flooding criteria, as identified in flood studies, independent assessments or strategically developed floodplain risk management studies and plans
- Both mainstream and overland flooding are to be considered when assessing flood risk
- Flood prone land should not be sterilised by unnecessarily precluding development through the application of rigid and prescriptive criteria, however inappropriate proposals should not be accepted
- Measures to increase resilience across the LGA should be encouraged so as to reduce the long term effects of flooding when it occurs.

The Policy is being implemented through the following over-arching processes:

- Preparing co-ordinated development controls
- Establishing a development application process
- Where appropriate and feasible, encouraging the conversion of "High Risk Hazard Zones" or "Floodways" to natural waterway corridors
- Establishing a rolling program of reviews of floodplain risk management studies and plans to ensure flood data is as up-to-date as possible, especially in Council's priority and growth areas
- Establishing an access portal on Council's website to display relevant flood studies, plans and maps adopted by Council

- Implementing a community engagement program, designed to ensure the community in general, and specifically any proponents of development, are aware of the potential flood hazard and consequent risk and liability associated with the use and development of flood liable land.

2.6 FLOOD RESPONSIBILITIES

Table 1 shows the range of organisations involved in floodplain management activities and their diverse responsibilities.

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Table 1: Floodplain Management Responsibilities

Floodplain Management Actions		Organisation and its responsibility					
		FMC	**Council**	**DPIE [1]**	**NSW SES**	**Sydney Water Corporation [2]**	**BoM**
Flood Modification	Detention Basins and modifications to drainage infrastructure	Recommend	Approve, Fund, Design, Construct, Maintain	Approve, Co-Fund		Approve, Fund, Design, Construct, Maintain	
	Levees	Recommend	Approve, Fund, Design, Construct, Maintain	Approve, Co-Fund			
	Cleaning Drains	Recommend	Fund and implement			Fund and implement	
Property Modification	Voluntary House Purchase, Voluntary House Raising	Recommend	Approve, Co-Fund	Approve, Co-Fund			
	Planning Controls	Recommend	Draft, Regulate	Approve			
Response Modification	Community Education	Recommend	Approve, Fund, Undertake		Approve, Fund, Undertake		
	Emergency Planning	Recommend	Approve, Fund, Undertake		Approve, Fund, Undertake		
	Flood Warning Systems	Recommend	Approve, Fund, Design, Construct, Operate, Maintain	Approve, Co-Fund	Advise, use		Advise, use

1. DPIE may co-fund some flood mitigation measure using State Government funds or State and Federal Government funds.

2. only has responsibility where drainage assets (principally concrete lined stormwater drains) are SWC assets.

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3 EXISTING MANAGEMENT PLAN

3.1 STATUS REVIEW

As part of the update to the Parramatta Floodplain Risk Management Plans, a review of the existing plans was undertaken. The focus of the review was to determine to what extent the existing plan measures have been implemented by Council.

Across the two plan areas there were 39 major recommendations, covering:

- Revisions to planning controls
- Property modifications (voluntary house purchase and house raising)
- Response modifications
- Flood modifications.

A qualitative assessment of the implementation status of the original recommendations follows.

3.1.1 Revisions to Planning Controls

In general, the revisions to planning controls had been completed, or the proposed revisions have become redundant because of changes to planning instruments driven by other considerations.

Some of the issues which have not been fully resolved include:

- changes to wording within the DCP and S10.7 certificates
- investigations into the potential for S7.11 contributions to contribute to flood mitigation measures
- controls on fencing and screening in high hazard and overland flow areas.

3.1.2 Property Modifications

Council has generally implemented the recommended property modifications or upon further investigation has found that they were not feasible.

A number of properties have been voluntarily acquired or raised.

Council is currently undertaking a new flood study that will likely identify a number of areas where further property modifications can be undertaken to mitigate flood risk.

3.1.3 Response Modification

The response modification measures within the plans generally fall within three categories, these are:

- Flood Emergency Response Planning - Council and the NSW SES are continuing to work on the local flood emergency response plans, and significant hydraulic analysis has been undertaken on other areas within the CBD. However, the updates have not been completed because of resourcing constraints, particularly for the Local Flood Plan
- Flood Warning – There is no specific recommendation in either plan regarding flood warning but Council has installed a flood early warning system for the CBD
- Community Awareness and Education - There are a number of recommendations within both plans with respect to community flood risk awareness and community education. Council has implemented its Floodsmart program in association with its warning system implementation. This makes flood related information available of Council's website and there have been other efforts made to disseminate information about flood risks to the community.

3.1.4 Flood Modifications

The existing plans recommended a number of flood modification works, including detention basins and levees and a number of drainage improvements such as culverts and pipes. It was recommended that some be investigated further to determine feasibility. These measures have generally been implemented or otherwise found not to be feasible.

Some investigations are still underway. Some measures have not been put in place because it was determined that it would be more

efficient to resolve the flood problem through re-development.

Additionally, the plans recommended rubbish and vegetation removal and de-snagging within a number of channels. All trunk drainage channels within the CBD area are owned and maintained by Sydney Water. It is understood based on previous advice from Sydney Water that they have a regular operation and maintenance program. Council also requests Sydney Water to clean and remove debris collected within these channels as and when this becomes known to Council and when residents or the general public inform Council through its Service Request System.

3.2 PRACTICAL CHALLENGES

The opportunity was also taken to discuss with Council officers any known practical difficulties or problems which have been identified through implementation of the existing plan.

Discussions with Council officers revealed that the way in which some developments have been built to comply with existing flood planning controls have had unintended consequences or resulted in sub-optimal design outcomes. Issue of main concern are:

3.2.1 Car Parks

If a basement car park is flooded, it will create extremely high hazard waters for anyone that is stuck in the basement or otherwise attempts to access it.

There is a critical difference between basement flooding and over floor flooding. For example, if a normal residence is built at the level of the 1 in 100 Year ARI plus 500 mm freeboard, and a flood level is 0.3 m higher, it will only produce low hazard waters within the dwelling and some property can be protected on tables.

In the same flood, if the flood level is 0.3 m greater than the lip level of a basement car park, it will create an extremely high velocity, high hazard floodway as the floodwaters rush over the lip and into the basement, it will then progressively fill the basement and create extremely deep pools or high hazard water.

For this reason, the DCP discourages basement car parks but if the site requires one it must have be protected to the level of the PMF. Council officers have indicated this can provide significant design challenges.

3.2.2 Critical Infrastructure

As the 2011 floods in Brisbane highlighted, the placement of critical building infrastructure (electricity transformers, lift motors, water pumps) in basements and ground floors can significantly delay the reopening of a building after flooding. Consideration needs to be given to development controls to ensure that this infrastructure is given an appropriate level of flood protection.

3.2.3 Activate Building Edges

An issue which has emerged as developers design buildings in flood prone areas is the connectivity between the footpath and the floor level of the building, particularly in areas where the 1 in 100 Year ARI plus 500 mm freeboard is significantly higher than ground level. This presents an issue for areas such as the CBD where there is typically retail or restaurant development on the ground floor, and the floor level difference presents a barrier to customers. This issue is shown in Figure 3 and Figure 4 where the shop fronts are set back and raised and out of eye level for pedestrians.

Figure 3: Activated Building Edge Example

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3.2.4 Fire Exits

There are many examples of recent development in the floodplain where the fire exit door is set at ground level but the minimum building floor level is considerably higher. All fire exits are required to open outwards from the building, however, if the fire door was required to be used during a flood, this door may be impossible to open as it is likely there would be a higher water level outside than inside, and this head (water level) difference would stop the fire exit door from opening. This is highlighted in Figure 4 where the minimum floor level can be seen by the stairs in the blue building, and the fire exit is shown between the two sets of stairs. Figure 5 also shows this where the steel screen on the right is the level of the floodway (these rise during a flood to allow flow underneath) and is shown to be over halfway up the height of the fire exit.

Figure 4: Fire Exit and Ground Level Example 1

Figure 5: Fire Exit at Ground Level Example 2

3.2.5 Flow Under Buildings

In some areas through the CBD, particularly along Clay Cliff Creek, a number of buildings have been set above the ground level with a gap beneath the building to allow for flow. This has been required as the buildings are situated over floodways and if there was no flow underneath the building it would have an impact on their neighbours.

The issue arises where the area beneath the building is screened off so that there is no access, and these screens, in many cases, would not allow any flow through, as can be seen in Figure 6. In some cases, as shown in Figure 7, the flow area has been further blocked by fencing or other materials in an attempt to enclose the flow area and use it for storage.

Figure 6: Screening Example 1

Figure 7: Screening Example 2

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3.2.6 Early Flood Warning

City of Parramatta Council has installed an early flood warning system for the Parramatta River. It has had a slow uptake of subscribers and Council is looking at ways to ensure more people are receiving and understanding flood warning messages as well as improving the accuracy and timeliness of warnings.

3.2.7 DCP Wording

Council officers and others have observed that some of the wording in the DCP is ambiguous or misleading. This includes the reference to "flood risk precincts" which are essentially a mapping of flood probability which is only one contributor to flood risk.

3.2.8 S10.7 Certificate Wording

Council officers have observed that property inquiries and sales generate the production of Section 10.7 certificates. In Parramatta the Section 10.7(2), which legally must accompany any property sale contract, only makes some general statements about the flood affection of the property. A more detailed Section 10.7(5) certificate can be purchased to obtain the more detailed information about flood affection of the property.

Council officers want to consider ways in which it could be made clear that the S10.7(2) certificates do not contain all flooding information. Recommended that a guide to making the decision of purchasing S10.7(2) or S10.7(5) is included within the application form.

3.3 MANAGEMENT OPTIONS

Table 2 shows the potential options to be included in the updated plan. These measures are based on the existing plan review, discussion with council officers and field inspections. Some are updates to measures that were recommended as part of the existing plans.

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Table 2: Potential Management Options Arising from the Existing Plan Review

Measure Type	Proposed Measure	Source
Planning Control	Revise the wording of the DCP and S10.7 Certificates	Upper and Lower Parramatta Plan, Council officers
Planning Control	Council to consider ways in which S7.11 contributions could be made towards flood mitigation projects.	Upper and Lower Parramatta Plan, Council officers
Planning Control	Council to develop a policy with respect to fencing and screening within floodways. This policy could result in provision of appropriate staffing levels to allow existing floodways to be inspected to ensure pathways are still clear.	Lower Parramatta Plan, Council officers
Planning Control	Review the requirement for basement car parks to be protected up to the level of the PMF.	Council officers
Planning Control	Consider introducing planning controls for the protection of critical building infrastructure	Council officers
Planning Control	Consider planning controls which enable the activation of building edges at street level	Council officers
Planning Control	Consider planning controls which reduce the risk of fire doors being blocked by floodwaters	Council officers
Response Modification	Council to encourage the NSW SES to finalise development of the Local Flood Sub Plan	Lower Parramatta Plan, Council officers
Response Modification	Council review the availability of flooding data to the public and develop a community awareness and education policy and program for ensuring the population at risk is aware of the flood risks to life and property.	Upper and Lower Parramatta Plan
Response Modification	Council continues developing the Flood Early Warning System for Parramatta CBD and includes a program for review and continuous improvement of the system and means of disseminating more accurate and timely warnings to more people.	Council Officers
Flood Modification	Council to encourage Sydney Water to conduct a review of the maintenance program for the channel including removal of rubbish and excess vegetation	Lower Parramatta Plan

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4 THE PLANNING PROPOSAL

The planning proposal for the CBD Strategy is to allow for the expansion of the Parramatta CBD boundary as well as amendments to a number of building controls within both the current CBD and the extended CBD area. Primarily these building controls relate to Floor Space Ratios (FSR) and building height restrictions.

The net effect of the planning proposal is to increase the capacity of the CBD both in terms of commercial and residential floor space. This increase in floor space is effectively on top (i.e. higher) than the current development and does not open up any new areas (green fields) for development.

It should be noted that the current controls on the development within and around the CBD allow for reasonably significant redevelopment of the planning proposal area.

In a general sense, the planning proposal would allow the development in the core part of the development for buildings up to around 50 storeys, as opposed to the existing controls which allow buildings up to around 30 storeys, while around the fringes it would allow buildings up to 10 to 30 storeys where buildings of around 5 storeys are currently allowable.

4.1.1 Built Form

Given the current and projected demands for space within the Parramatta CBD area, all re-development is likely to be for the construction of "high rise" buildings for either commercial office space or for residential apartments. Many of these developments will have retail or hospitality establishments on the ground floor; others may be limited to foyers on the ground floor. Car parking will be located either on basement levels or above the ground floor.

4.1.2 Planning Controls

The Parramatta DCP 2011 would classify the land use as either Commercial or Residential (with respect to flooding). For Residential development, the development could also be considered as within the Concessional Development Land Use category, the controls on concessional development are relatively similar to residential development, with some extra conditions such as maintaining floodways.

The DCP planning considerations for both Residential and Commercial are the same for all flood risk precincts with the exception that in the low flood risk precinct a residential development is required to have reliable pedestrian and vehicle access to an area above the PMF (either on site or off site) whereas for commercial development this is not required.

All new residential and commercial buildings would have to have minimum habitable floor levels above the flood planning level which is 0.5m above the level of the 100 ARI flood.

As all new buildings which are redeveloped as a result of the new CBD Strategy will generally be taller than 10 m, it is expected that the redevelopment would provide areas within each building above the level of the probable maximum flood (PMF).

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5 FLOOD RISK ASSESSMENT

In accordance with the requirements of the Section 9.1 Direction 4.3A, a flood risk assessment has been undertaken on the CBD Strategy planning proposal. This has been undertaken in accordance with the principles and guidelines of the NSW Floodplain Development Manual and Flood Prone Land Policy. This chapter explains how it was undertaken and the results of the analysis.

5.1 FLOOD RISK APPROACH

The approach taken to this flood risk assessment conforms to the principles of the NSW Floodplain Development Manual (2005). Where possible we have quantified the change in flood risk due to the planning proposal and where quantitative analysis was not possible or not appropriate we have made some qualitative assessments.

The approach was to define the existing flood risks to the existing population at risk and then examine how both the flood risks and population at risk will change due to the planning proposal and to determine whether these changes are significant.

5.2 DATA USED

5.2.1 Flooding Data

Flooding data was provided by Council covering the two original plan areas. For both areas the data provided was produced by MIKE11 one dimensional models.

For the Lower Parramatta River area, the model was developed over a period of time and updated as part of the Flood Study Review, completed in 2005 by SKM. The model utilised over 600 cross-sections and included detailed representation of the Clay Cliff Creek waterway system.

For the Upper Parramatta River area, the model was first developed by the then Department of Water Resources and the Upper Parramatta River Catchment Trust in the early 1980's. Significant work has been undertaken over the years since then to refine the model. The Draft 8 Version of the model has been adopted by Council and the data from this version has been provided and used as part of this study.

The flooding data that has been provided for the area includes:

- Flooding extents from the 20 Year, 100 Year Average Recurrence Interval (ARI) and PMF design events from the Upper Parramatta River and Lower Parramatta as well as other studies that have been undertaken.
- The low, medium and high hazard areas as defined by Parramatta Council (see section 5.3.3).
- Results from the two MIKE11 models (Upstream and Downstream extents) for a range of events in the native DHI .res11 format

The flood model data has been developed over a long period of time and integrates a significant amount of data and intelligence that has been gathered over that time. However, since the time of its development, the modelling software and techniques that have been used have become dated and no longer represents best practice in floodplain risk management. Therefore, there are some limitations to, and assumptions that have been made in respect of, the analysis that has been undertaken due to the limitations to the model results provided.

Council is in the process of preparing a new two dimensional flood model which would include the CBD study area but that was not available at the time of writing.

5.2.2 Topographic Data

Contour data was provided by Council at a 1 m contour interval. This has then been processed into a Digital Elevation Model (DEM) with a 1 m grid resolution. While this process requires some data interpolation, the DEM, with an appropriate colour ramp, is easier to interpret than contour information.

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The contour data would also miss any topographic variations that are less than a metre in range. However, the data has primarily been used to determine the Flood Emergency Response Classification of Communities (see Section 5.5.3) and in this process it is unlikely that small topographic variations would have an impact.

5.2.3 Infrastructure and Administrative Data

Infrastructure and Topographical Data has been provided in GIS vector format for a range of features, including:

- Road Centrelines
- Stormwater Pipe and Pit Network
- Watercourse Lines
- Cadastral Parcels

5.2.4 CBD Strategy Planning Proposal Data

The CBD Strategy Planning Proposal data was provided as a GIS layer with features on a lot scale. The layer included floor surface areas (FSA) under the current planning controls (Current Scenario) and for two future scenarios: one where residential development is allowed in the commercial core (FSAR2), and the other where it isn't (FSAR1).

The analysis removed lots where the potential for redevelopment is low, either due to other constraints (e.g. heritage) or if the ownership is too divided (strata titles with greater than 10 owners). Our analysis was only undertaken on the lots that had been provided as part of the floor space analysis.

We took the floor space areas and converted them into a population at risk using the methodology supplied by Council.

For residential FSA we assumed that there will be:

- One dwelling per 100m^2
- 2.33 people per dwelling

For Commercial FSA (both office space and retail) we assumed that there will be:

- One job per 24m^2

As a way of simplifying the data, and as a conservative estimate, we rounded all population estimates up to the nearest integer (or person).

Subsequently, Molino Stewart was commissioned to undertake a detailed evacuation analysis and for that a more comprehensive estimate of population at risk was prepared. That used current and future development scenarios based on existing FSAs of buildings which are unlikely to be redeveloped in the next 30 years and FSAs derived from the incentive floor space ratios (FSRs) in the draft CBD planning proposal. The methodology is detailed in the Parramatta CBD Flood Evacuation Assessment Report (Molino Stewart, 2019). Where appropriate, in this report refers to these numbers.

5.3 NATURE OF THE FLOODING

5.3.1 Flood Mechanism

The primary source of flooding is from the Parramatta River, with the majority of water sourced from upstream of the CBD. The river rises and breaks its banks and expands laterally into the floodplain through the CBD area.

Some areas within the CBD can also be flooded by local overland flow from intense rainfall overwhelming the drainage system without any significant flooding in the River.

Other areas of the CBD are affected by overbank flooding in the Brickfield Creek and Clay Cliff Creek floodplains.

5.3.2 Flooding Patterns

The first streets to be inundated south of the river are the main roads O'Connell Street, Marsden Street, Church Street, Smith Street, Phillip Street, George Street, and Macquarie Street. These flood because local runoff overwhelms the underground drainage system, particularly if the river level is high or drainage inlets are blocked by debris.

From these main roads the flooding spreads throughout the CBD, cutting off many evacuation routes and creating low and high flood islands. Because the CBD is relatively flat, this flooding is generally low velocity with depths varying depending on the local topography.

In events larger than the 1% AEP flood the river breaks its banks south of the river and spreads high velocity floodwaters through the CBD streets. The initial breakout point is just upstream of O'Connell Street.

Wilde Avenue is the first area north of the river to be inundated. Other than Wilde Avenue, the areas north of the river are gradually flooded as the water spreads north across the floodplain.

Flooding also occurs as a result of overbank flooding in the Clay Cliff Creek floodplain. This flooding generally follows the path of the creek from Ollie Webb Reserve, through the CBD to Robin Thomas Reserve, and then progresses laterally across the floodplain. The areas first affected are around Lansdowne Street, Church Street, Parkes Street, Wigram Street, and Hassall Street. The one dimensional modelling suggests that the 20 year ARI event would flood a wide swathe along either side of Clay Cliff Creek.

Brickfield Creek flooding enters the CBD area by crossing Victoria Road and then down Wilde Avenue towards the Parramatta River. In larger floods, in conjunction with overbank flows from the Parramatta River, it can spread west and flood the area between Victoria Road and the River up to Marsden St

Council's currently adopted flood extents for the 20 and 100 Year ARI and the PMF are shown in Figure 8 and the council defined flood hazard layers are shown in Figure 9.

5.3.3 Flood Depths, Velocities and Hazard

a) Depth

Depths are greatest in the areas directly adjacent to the river and on the roads and vary across the floodplain typically decreasing moving laterally from the river. In some areas there are significant depths within the PMF, where a depth of 3 m would likely inundate the entire bottom floor of a building. Figure 10 shows the distribution of depth through the floodplain for the PMF. It was not possible to produce a similar depth map for other events due to the limitations of the Mike11 outputs.

In areas of shallow flooding the flood extent in Figure 10 does not align exactly with the PMF extent in the other figures because there must be slight differences in the ground level values in the topographic data in the flood model and that which was available for the analysis in this report .

b) Velocity

The current modelling uses a "Section Average" velocity, which essentially applies a velocity to the whole channel, so it assumes that the edges of the floodplain are flowing in the same direction and at the same velocity as the primary channel. In reality it is likely that the river portion of the floodplain will be flowing considerably faster than the areas through the CBD and the edge of the floodplain would have minimal velocity.

Due to this modelling assumption it is difficult to ascertain local velocities through the floodplain.

c) Hazard

Flood Hazard data has been provided by Council and is shown in Figure 9. This hazard representation closely aligns with the extents of the 20 Year ARI for high hazard, 100 Year ARI for medium hazard and PMF for the low hazard. We have used this as the basis for our representation of hazard to be consistent with Council. However it should be noted that the typical approach to flood hazard mapping is to produce hazard variations within a single event. For example, there are areas within the low hazard area that would have water depths of over 4 m in a PMF. A depth of 4 m would be described as high hazard in most circumstances.

It is likely that the hazard data has been produced in this way (extent based, rather than depth and velocity based) due to the limitations of the model software that has been used to develop this data.

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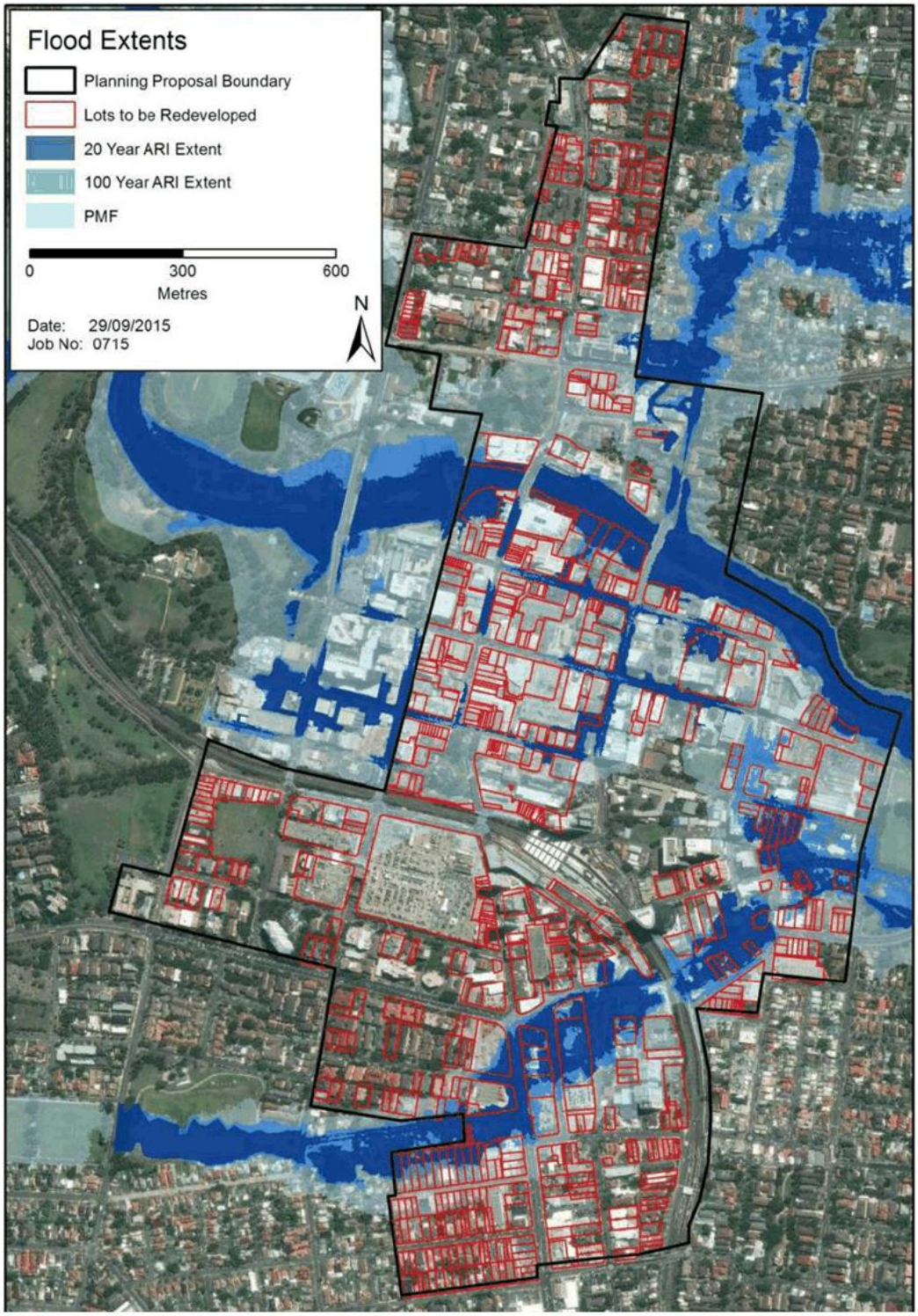

Figure 8: Flood Extents through the study area

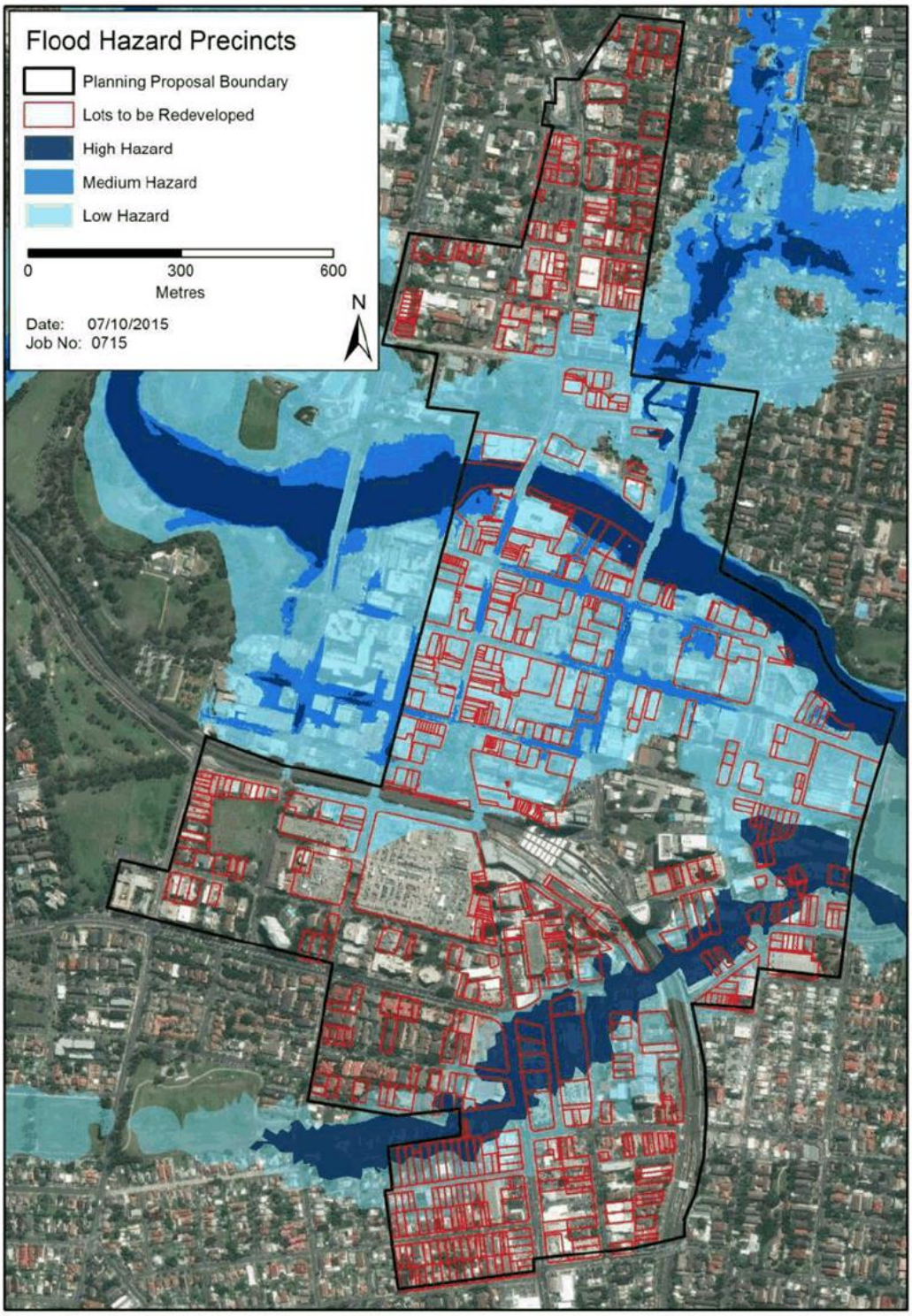

Figure 9: Flood Hazard Precincts

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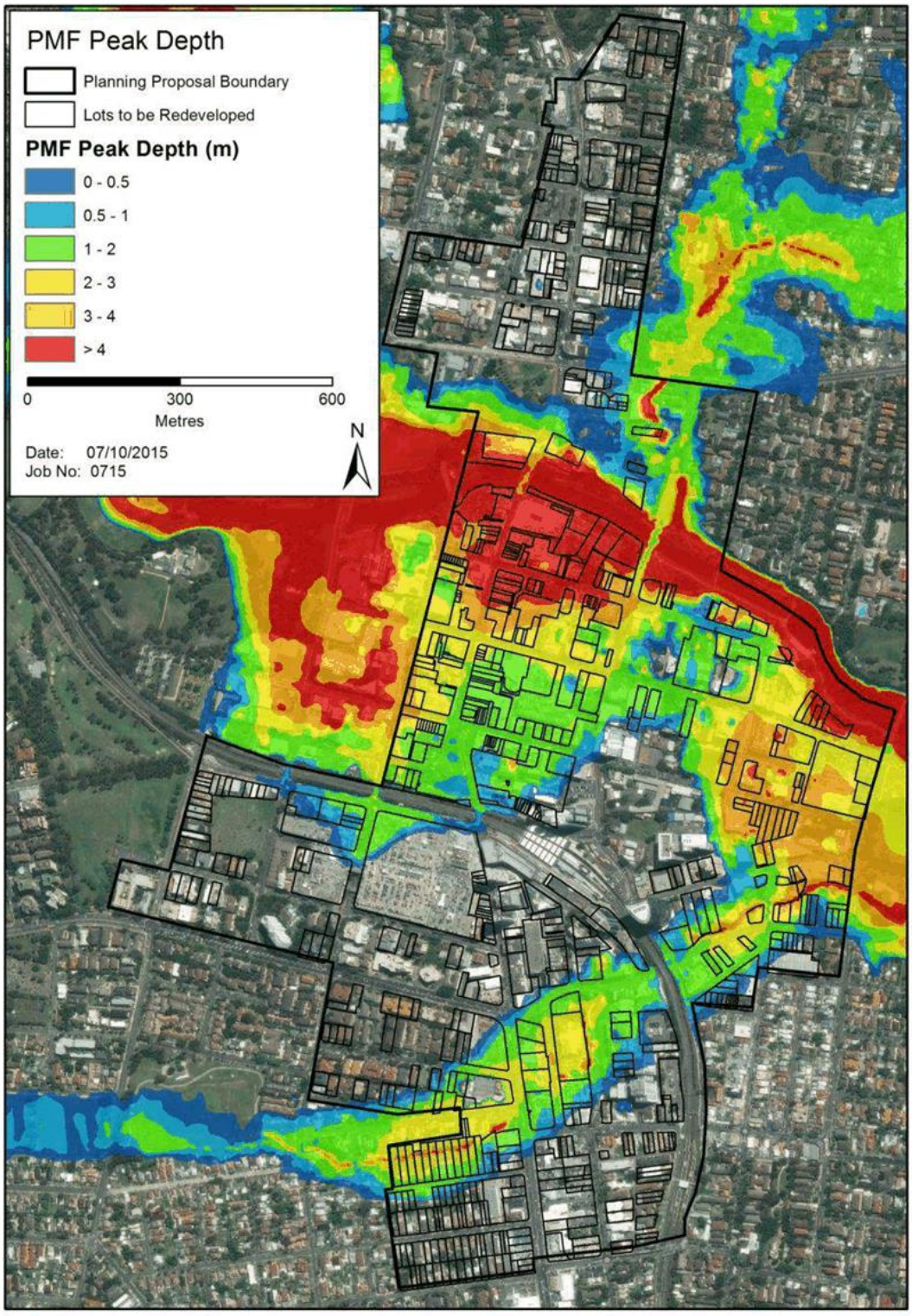

Figure 10: PMF Depth Map

5.3.4 Flood Rate of Rise

The flood rate of rise in the Parramatta River is relatively quick, particularly for the PMF. Figure 11 shows the water surface levels for the 100 Year ARI event and the PMF for just upstream of the Marsden St Weir, which is located just upstream of the study area. Figure 12 shows the same water surface levels for the Charles St Weir, which is at the downstream end of the floodplain.

The average flood rate of rise (across both locations) is around 0.4 m per hour for the 100 Year ARI and 1.6 m per hour for the PMF. The PMF rate of rise is extremely rapid with peak flood levels achieved around five hours after the river has started to rise and levels greater than the peak of the 100 Year ARI event are reached two hours after the river begins to rise.

5.3.5 Flood Durations

Flood durations are the longest in areas directly adjacent to the Parramatta River. These areas are the first to be inundated when the river breaks its banks and would remain under water even when the flood had receded from other areas.

The parts of the CBD with the longest duration of flooding are on Phillip Street between Marsden Street and Smith Street. Lots in this area would be inundated for up to 9.5 hours in the PMF. Figure 13 shows the spatial distribution of the flooding duration for the PMF and Figure 14 shows a frequency distribution for flood durations.

Another area of longer duration flooding is near the northeast end of Clay Cliff Creek. The areas between George Street, Hassall Street, Charles Street and Harris Street would be flooded for between 5 and 6 hours.

Most other areas in the study area would be flooded for less than 5 hours, with an overall average duration of inundation being 4.5 hours in the PMF and over 83% of lots being inundated for less than 6 hours in the PMF

In smaller events, such as the 100 Year ARI flood, only around 27% of the PMF affected lots would be inundated and these would be inundated for a significantly shorter period of time.

5.3.6 Summary of Flood Behaviour

Flooding in the Parramatta CBD is typical of flash flood catchments. Flooding arrives quickly and without significant warning time, while at the same time it also recedes quickly with an average flood duration of less than 5 hours for even the most extreme floods.

In most floods, the flooding is confined to a relatively narrow river corridor. The currently adopted modelling suggests the flood depth in the Clay Cliff Creek floodway will be very high, even in smaller floods such as the 20 Year ARI and this area appears to present the greatest risk to existing and future development. .

In a PMF, which has an estimated 100,000 Year ARI, there is widespread flooding that is relatively deep through large areas of the floodplain.

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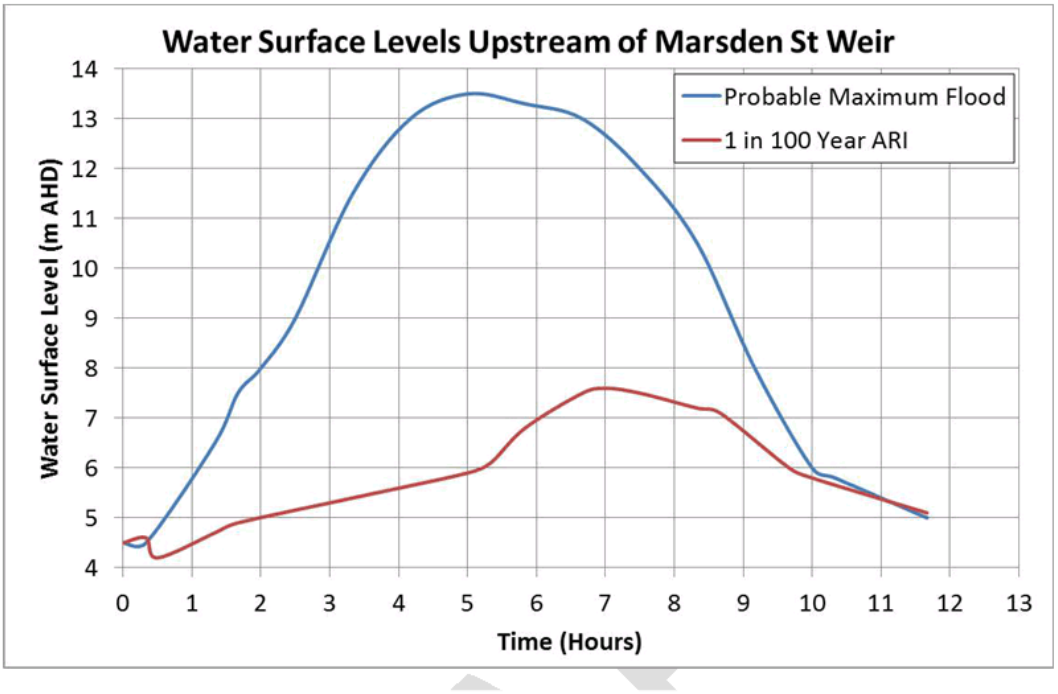

Figure 11: Water Surface Levels Upstream of Marsden St Weir

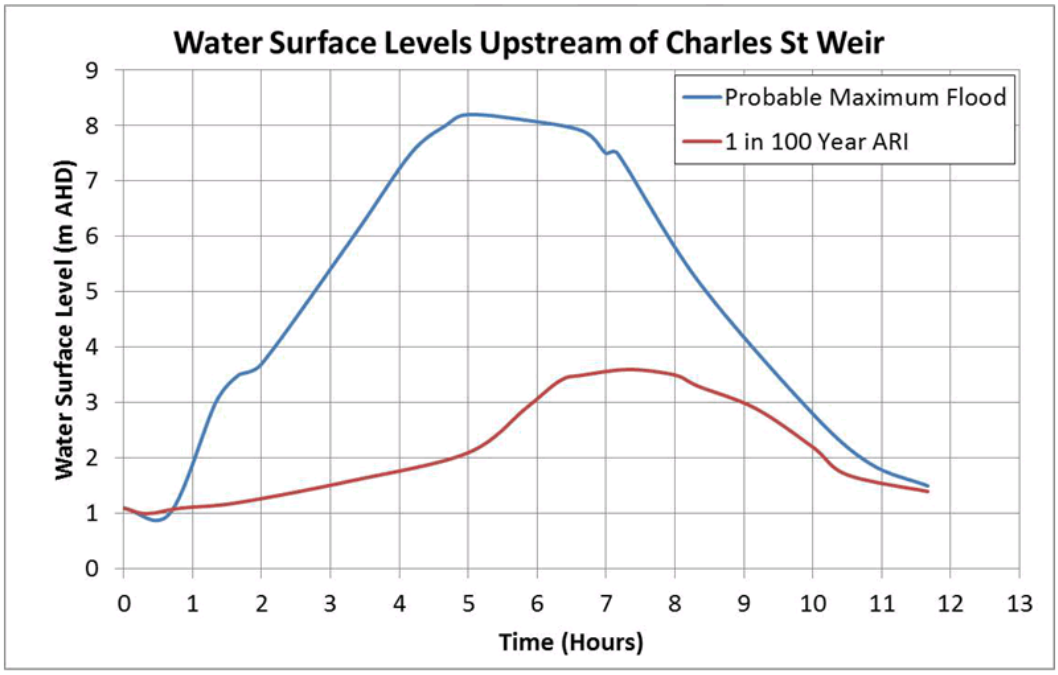

Figure 12: Water Surface Levels Upstream of Charles St Weir

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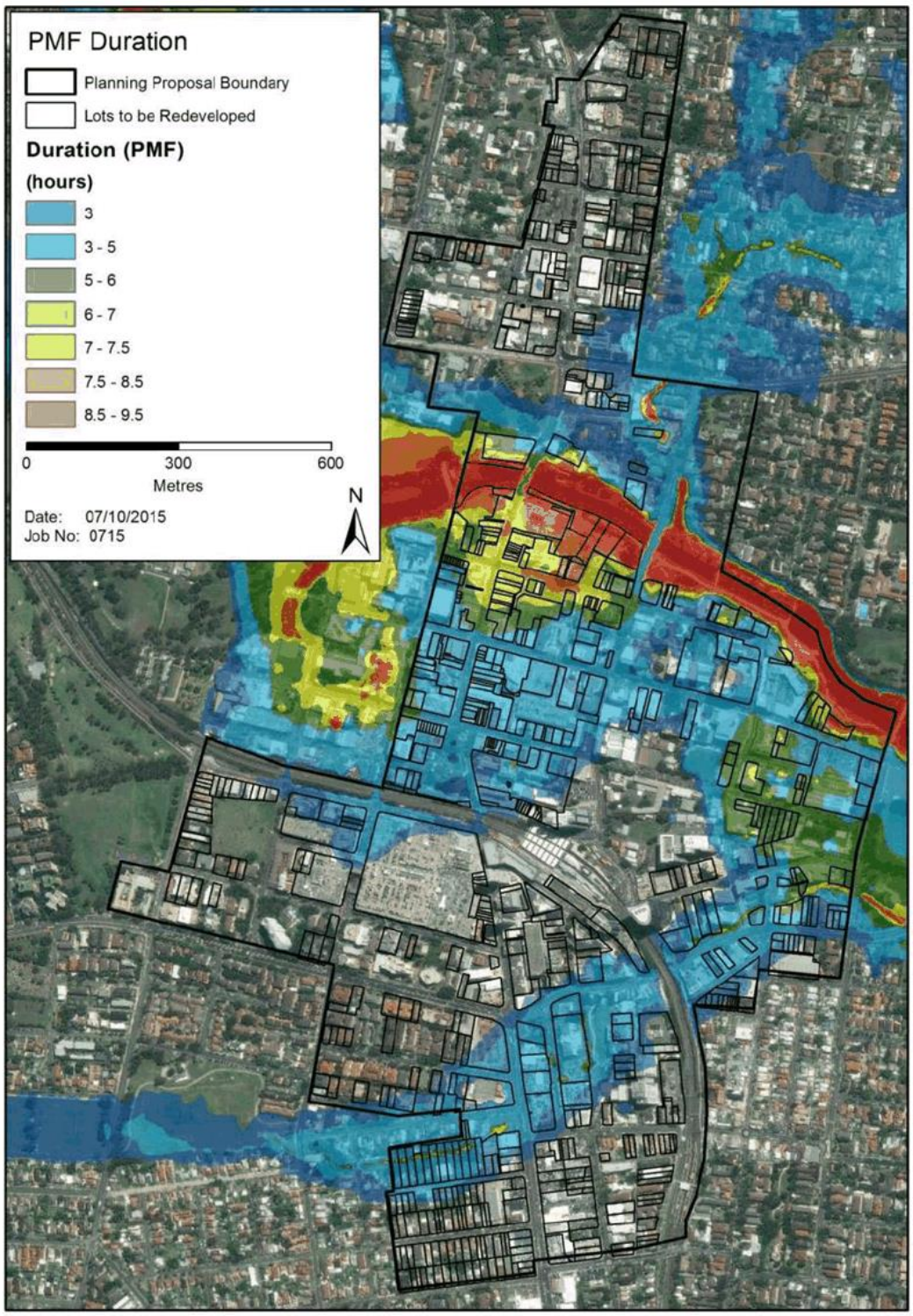

Figure 13: PMF Flood Durations

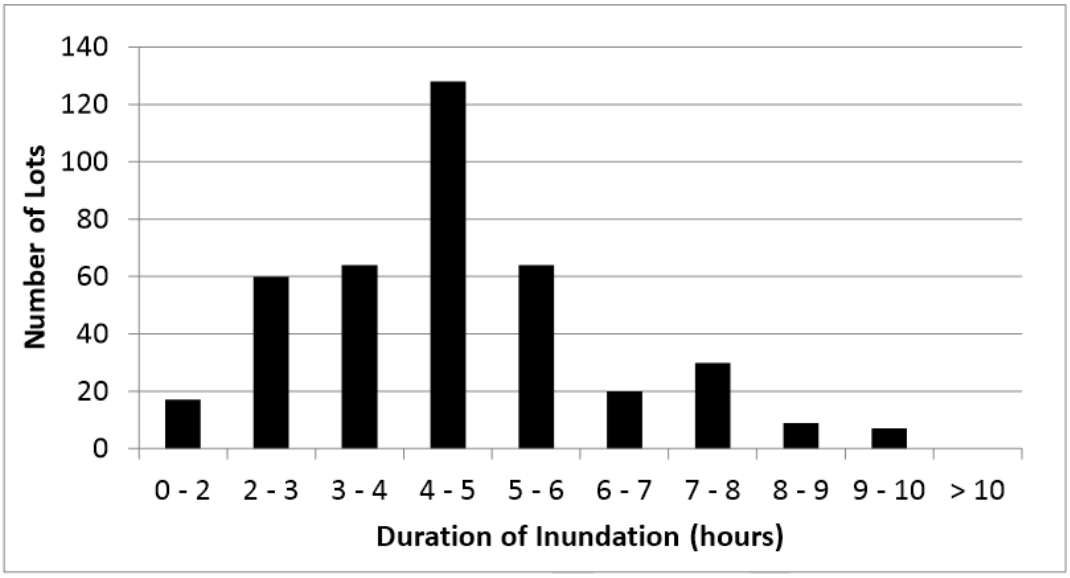

Figure 14: PMF Flood duration distribution

5.4 OTHER PLANNING AREAS

The "Planning Investigation Area" located around the fringes of the planning proposal area is currently being examined for potential changes to the planning controls and to be incorporated into the CBD planning area.

Figure 15 shows the extent of the Planning Investigation Area, and also the Parramatta North Urban Renewal Area (a state managed redevelopment precinct).

It can be seen that the Planning Investigation Area is almost completely flood free and would have limited flooding constraints, should these areas be subject to redevelopment. It is suggested that if flooding constraints are too great in the current planning proposal area, then re-development of the planning investigation area may compensate for any loss of floor space yield.

The new flood study that is being undertaken may identify new areas within the Planning Investigation Area that are flood affected; particularly areas that are subject to local overland flows.

The Parramatta Urban Renewal Area on the other hand is almost entirely within the PMF extent and this needs to be taken into consideration in its planning and the imposition of development controls.

There is also an area of the CBD between Parramatta Park and Marsden Street which is referred to as the "Western Corridor" which is also shown in Figure 15. This area is not included in the Planning Proposal because heritage considerations prevent it from having its building heights increased. Nevertheless, this area would need to evacuate with other parts of the CBD during a flood and accordingly was considered in any CBD evacuation analyses.

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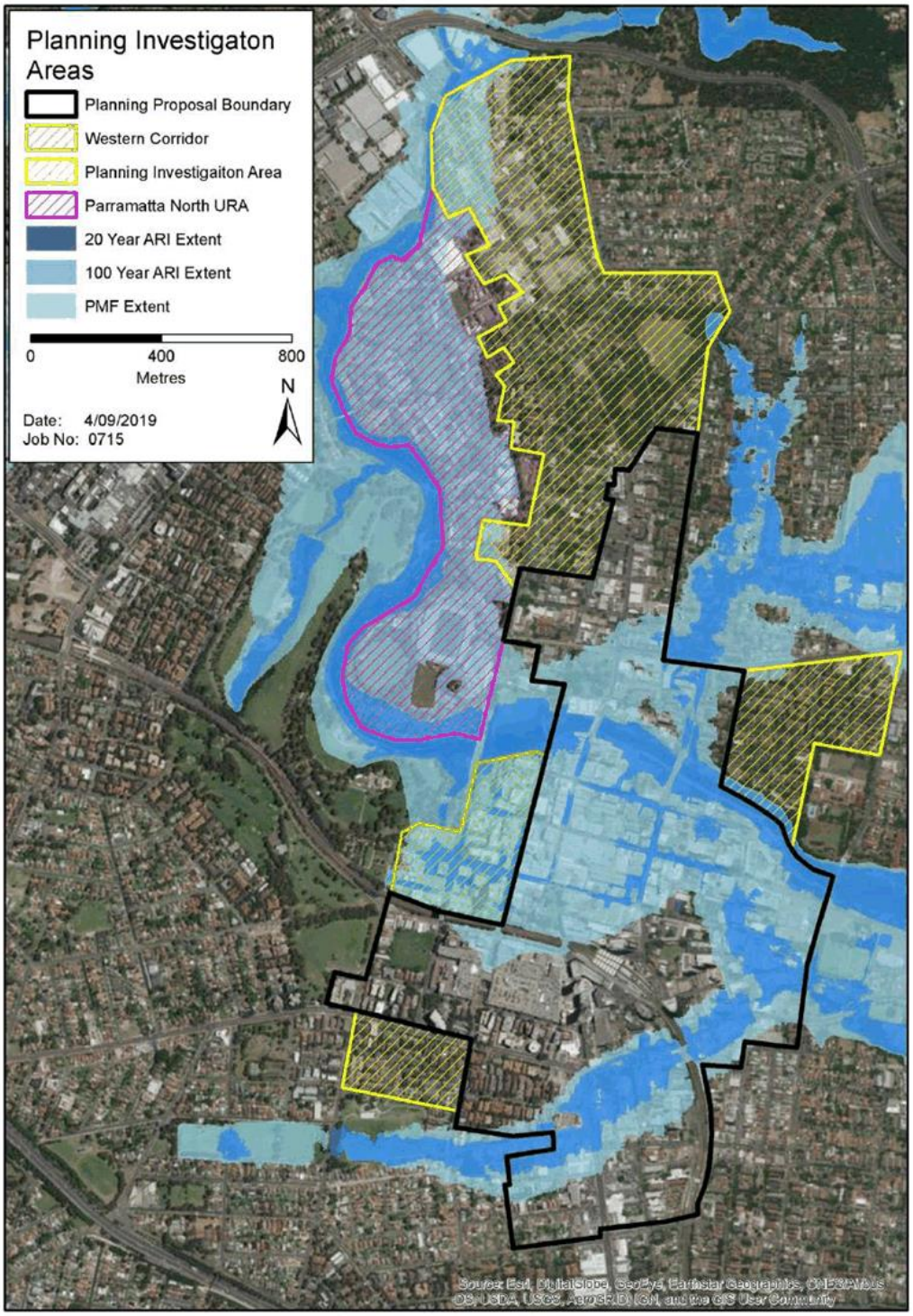

Figure 15: Planning Investigation Areas and Flood Extents

5.5 FLOOD RESPONSE

5.5.1 Available Warning Time

Flood warnings are generally provided by the Bureau of Meteorology (BoM) for developed catchments such as the Parramatta River. However, due to the small size of the catchment and therefore rapid rise of the Parramatta River there is insufficient time for the BoM to issue a warning prior to a flood occurring. Previous studies have shown that it will take approximately 6 hours to develop peak floods levels around the Parramatta CBD area during a large flood (larger than 20 Year ARI) although as discussed in Section 5.3.4 flooding can occur much faster than this.

For this reason the BoM has not developed any flood classification levels (minor, moderate or major) for the Parramatta River nor does it maintain a gauge in the river for flood warning purposes. The State Flood Emergency Sub Plan states that the only warning available for the catchment is a Severe Thunderstorm or Severe Weather Warning provided by BoM. These warning products do not provide a quantified level or time to the flood occurring.

In most circumstances a severe weather warning will not result in significant flooding and therefore the emergency services will generally not mobilise for mass evacuations based on these warnings.

The tributaries that are within the Planning Proposal area, such as Brickfields Creek and Clay Cliff Creek, are significantly smaller than the Parramatta River and flood waters will rise much faster. BoM gives no quantified warnings for them.

Since the preparation of the original draft of this report, City of Parramatta Council developed an early warning system for the River which would potentially provide some warning time for floods on the river. The service issues minor, major and moderate flood warnings for various sub-catchments of the Upper Parramatta River including the CBD. This system is expected to give about two hours warning but this could be considerably less in the more extreme floods which are likely to flood the CBD. It only provides warnings for the Parramatta River and Brickfields Creek but not for Clay Cliff Creek.

5.5.2 Local Flood Planning

The Parramatta Local Emergency Management Plan (EMPLAN) replaced the Parramatta Local Disaster Plan (DISPLAN) which was in place in 2016. The EMPLAN identifies flooding, amongst other hazards, as posing a medium risk to Parramatta. The EMPLAN cross references to a Local Flood Sub Plan but that had not yet been completed by the NSW SES in September, 2019 when this draft report was prepared.

The NSW SES receives flood warnings from the Parramatta River Flood Warning System which uses forecast rainfall as part of its suite of inputs to flood forecasting. However, with only about two hours warning available, it would be challenging for NSW SES to co-ordinate a response before the flood has peaked.

It is understood that significant developments within the floodplain have been approved provided that there is an adequate flood emergency management response plan in place for that particular development. Similarly, for large development areas (such as the river foreshore), Council has produced evacuation strategies for the river precinct that any future development must comply with (Parramatta City River Strategy, PCC 2015b).

5.5.3 Emergency Response Classification

The NSW SES, in conjunction with the former NSW Department of Environment and Climate Change, has developed a topographic classification system known as the "Flood Emergency Response Classification of Communities" (DECC, 2007). The classification indicates the flood risks associated with the topography and assists the NSW SES and other floodplain managers in determining which areas should be given priority for evacuation and what challenges the topography presents to evacuation.

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For example, a "low flood island" is where the evacuation route for an area is cut before it is subsequently inundated. These areas are generally high risk because if people fail to evacuate until it looks as though their premises are in immediate danger it will be too late and they will then potentially need to be rescued. A "high flood island" is similarly isolated by flooding, however, the occupants could still escape to an area above the flood waters.

"Areas with rising road access" are of less concern, as the occupants can still evacuate by vehicle or on foot along a formed roadway even if they don't leave their premises until the floodwaters present an imminent danger. Similarly, "Areas with overland escape routes" may not have rising road access but at least they will be able to escape on foot to areas above the level of the PMF.

The lots within the planning proposal area were classified in accordance with this system and the results are show in Figure 16 for the whole planning proposal area and Figure 17 for those lots that have been marked for potential redevelopment. The classification was undertaken based on ground levels in the dataset provided originally.

It should be recognised that buildings in areas classified as low flood islands are effectively high flood islands if they have internal access to areas above the reach of the PMF. Similarly, apartments and offices above the ground floor in areas classified as having rising road access or overland escape routes effectively become flood islands if they fail to evacuate when the ground floor of the building is threatened by flooding.

a) Low Flood Islands

Due to the fact that the roads are some of the first areas to be flooded in the CBD, there are large areas which are classified as low flood islands. The entire area of the CBD between the river to the north, Macquarie Street to the south, Marsden Street to the west and Smith Street to the east is a low flood island. East of here it also extends between the River and George St to Harris St.

North of the river, the lots which would evacuate onto Palmer Street are a low flood island.

b) High Flood Islands

There is only one HFI in this study area. A small area around Lamont Street, north of the river would be cut off from evacuation but still be able to reach flood free land.

c) Overland Escape Rote

Some areas near Parramatta train station would not be able to evacuate by road due to flood waters, but would still be able to evacuate on foot using an overland escape route. These areas are all between Macquarie Street, the rail line, Marsden Street, and Smith Street. People would be able to walk along grass and paved areas near St Johns Anglican Cathedral and Church Street to get to flood free land south of the train line.

d) Rising Road Access

Areas with rising road access are those lots which are able to evacuate by road before the route is cut by floodwater.

There are many areas in the floodplain which are classified as having rising road access.

The areas between Macquarie Street and Campbell Street which have not already been classified have rising road access along either Marsden Street or Smith Street.

There are also some lots between George Street and Hassall Street which have rising road access either to the south along Harris Street or west along Macquarie Street.

All lots along Clay Cliff Creek which are affected by flooding have raising road access either to the north or south of the creek.

e) Not Affected

All lots in the study area which are not directly affected by flooding are classified as "not affected." These areas are not inundated by floodwaters, do not require evacuation and occupants are theoretically able to come and go at any time during a flood. However, it should be recognised that they may be indirectly impacted by flooding either through loss of utility services or through having some, but not all, of their access routes cut.

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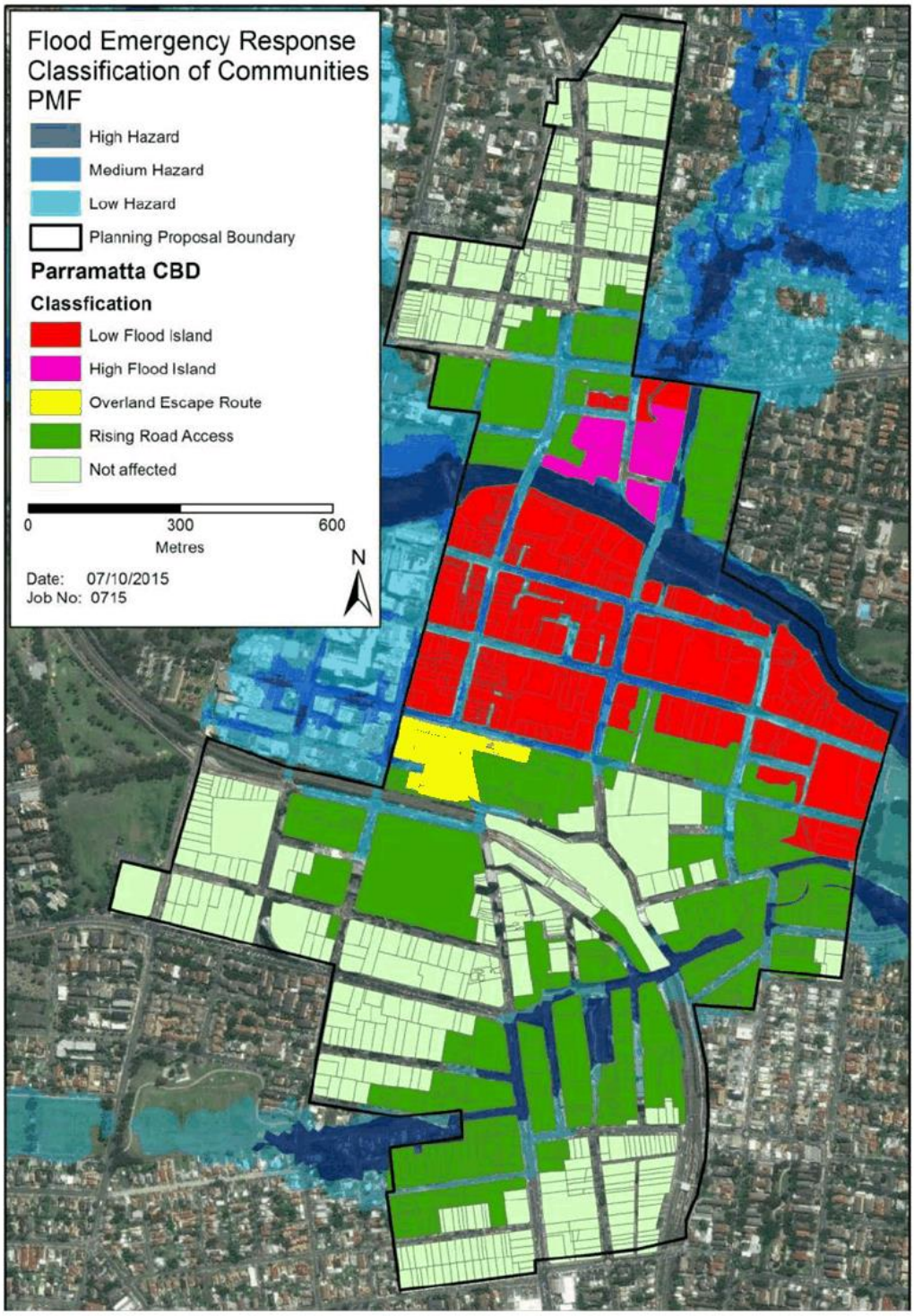

Figure 16: Flood emergency response classification of communities across the CBD

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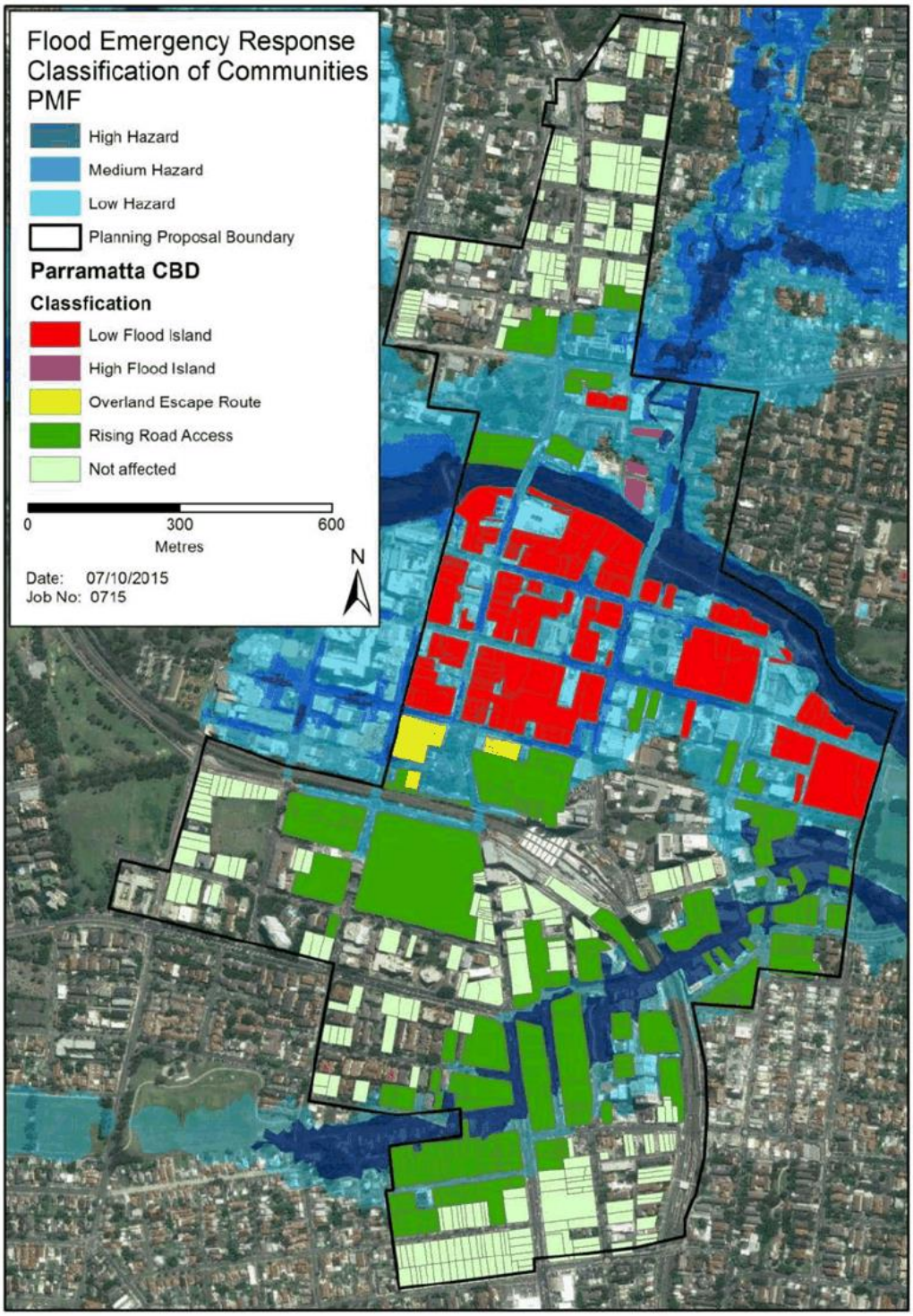

Figure 17: Flood Emergency Response Classification of Communities on developable lots

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5.5.4 Evacuation

With respect to flooding, there are generally two main forms of response:

- Evacuation outside of the floodplain to a place of refuge that is above the extent of the flooding
- Shelter in place, sometimes referred to as vertical evacuation, to a location within the building which is above the reach of the PMF.

The NSW SES is primarily responsible for the management of flood emergencies and has a long and strongly held policy of using evacuation outside the floodplain as the primary means of reducing risk to life. The NSW SES is not supportive of new development which relies on sheltering in place as the primary means of reducing risk to life.

However, in the specific case of the evacuation of the Parramatta CBD the preferred SES approach would be problematic for a multitude of reasons. Following completion of the original draft of this report, Molino Stewart was engaged to investigate evacuation options for the CBD in detail (Molino Stewart, 2019). The following is a summary of the findings of the Parramatta CBD Flood Evacuation Assessment report.

a) Vehicular Evacuation

The analysis found that, under existing development, the most number of vehicles would have to evacuate if an evacuation were called during the day. These would principally be workers and visitors in the CBD rather than residents who live in the CBD.

In a 20 Year ARI flood about 9,500 vehicles may need to evacuate, increasing to about 11,500 in the 100 Year ARI flood and increasing to more than 14,000 in a PMF.

About 85% of these vehicles would need to make their way to the Great Western Highway as their principle evacuation route out of the CBD. The other evacuation traffic would be distributed between evacuation routes along Pennant Hills Road, Victoria Road, Church Street and Harris Street.

It was found that trying to safely evacuate all of these vehicles presents several challenges.

1. There are drainage capacity issues within the CBD which would likely flood the local streets early in a flood and prior to them flooding from floodwaters arriving directly from the river.
2. There are multiple traffic signals and one way roads through the CBD, as shown by Figure 18. From the centre of the CBD, around Church St or the car parking facility in Horwood Place, any evacuation would need to go through at least 4 sets of traffic lights which may be inoperable due to loss of power in the flood. This could create gridlock in the road network and floodwaters could overtake people sitting in their cars.
3. The recently developed Parramatta River Flood Warning System is likely to only provide about two hours warning of CBD flooding and possibly less in large, rare flood events in the River. However, the rapid rate of rise of extreme floods means that many of the roads in the CBD would be too dangerous to use before it is known exactly which areas will need to evacuate.
4. The flash flood nature of the flooding means that there would not be the six hours which the NSW SES generally needs to mobilise its staff and volunteers and other emergency responders under its command to conduct door knocking or traffic control operations.
5. There would certainly be no opportunity for the NSW SES or other emergency responders to have time to door knock each building which is the NSW SES preferred method of ensuring most people are reached by an evacuation order.

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Figure 18: Traffic Signalling and One Way Roads in the Study Area

6. An evacuation order which has been broadcast by several means (TV, radio, internet, telephone, mobile devices) would have to be relied upon but there is no certainty that all people working in an office environment or sleeping in their apartment would receive the message.
7. The NSW SES, in its evacuation modelling, assumes that it takes two hours for people to begin evacuating once they have received a warning: one hour to accept that the warning is for them and an additional hour to prepare to evacuate. In those two hours the river could have risen to a level which cuts their evacuation routes.
8. Given that it could take two hours for people to be ready to leave in their vehicles and in that time the river could have risen above the 100 year ARI level, water could be on the point of flooding a number of basement car parks which have been constructed under the current planning controls. This could potentially expose people to extreme hazard flood waters as water overtops the lip of the carpark and rapidly floods the basement to great depth.
9. There is no clear and intuitive flood free evacuation route or routes out of the CBD with some roads partially blocked by flooding. Without emergency services directing traffic away from flooding, it is likely that many people in their vehicles will attempt to cross flood waters and become stranded, endangering themselves and blocking the road. However, as pointed out previously, there is unlikely to be sufficient time for emergency service personnel to mobilise.
10. If all of the evacuation routes remained trafficable, it is likely to take more than 8 hours to evacuate the core of the CBD via the Great Western Highway. This is comparable to the total duration of even the more extreme floods. In other words, by the time the last vehicles have evacuated the flooding would have already subsided.
11. If evacuation triggers were set at a lower river level to allow sufficient time for evacuation there would be many circumstances where evacuations would be called and then turn out to be unnecessary.
12. Once vehicles leave the CBD, all of the evacuation routes, other than Pennant Hills Road, require crossing a tributary of the Parramatta River. These are likely to be flooding and therefore vehicles may not be able to get very far past the CBD boundaries
13. There is limited queuing capacity on the evacuation routes above the reach of floodwaters. Given that they may be blocked by flooding then many vehicles could be queued back into the rising floodwaters.
14. If there is other through traffic on the roads then the time to evacuate will be longer and the potential for queuing will be greater.

Despite these many challenges, with effective flood emergency response plans for each development, supported by ongoing community education, it may be possible for vehicular evacuation to occur from some of the fringes of the floodplain where:

- the time to flooding is longer
- there is rising road access
- the distance to flood free roads is short
- the route is unlikely to be blocked by tributary flooding or the vehicle numbers are such that queuing back into the floodwaters is unlikely.

However, it is clear that there are too many things which could go wrong with vehicular evacuation for it to be able to be relied upon for flood emergency response. In much of the floodplain, particularly in the heart of the CBD, it is too risky to even contemplate.

It must also be recognised that while thousands of cars enter Parramatta CBD each day, many thousands of people travel to and from the CBD by bus or train. The peak period services span a time frame of less than three hours and in theory have the capacity to

evacuate all of the people who are reliant on these modes of transport. However, the evacuation may need to occur outside of peak service times or public transport services themselves may be disrupted due to the intense rainfall. In fact, the bus services will share routes as the evacuating cars and will face the same challenges.

Furthermore, those areas which are flood islands may be isolated by floodwaters before people can reach the Parramatta Train Station or the Bus Interchange. With no viable alternative way of getting home, these transport hubs may entice people to walk through floodwaters to get to their means of transport.

A similar situation can arise with people who have parked their cars at one of the many parking stations throughout the CBD which may be remote from the building which they occupy. They too may attempt to traverse floodwaters to reach their vehicles.

b) Pedestrian Evacuation

Pedestrian evacuation would potentially be available for the areas with rising road access or overland escape routes. However for the low flood islands and high flood islands, their escape route would be cut off prior to them attempting to evacuate, unless an evacuation trigger at a lower level is used. Similarly to vehicular evacuation, an earlier trigger may be impractical as the trigger level required to allow enough time would be so low that it is frequently reached while not going on to flood many premises.

Even those areas which are mapped topographically as having rising road access or an overland escape route may become defacto flood islands by the nature of the development. For example, offices or apartments above the ground floor in buildings would be isolated by floodwaters once the ground level floods. Should occupants fail to leave the building before this occurs then they will be trapped in just the same way as people on flood islands. Whether their office acts like a low or a high flood island will depend on whether the highest accessible part of the building is below or above the PMF level respectively.

The Parramatta CBD Flood Evacuation Assessment report (Molino Stewart, 2019) identified those areas where it may be possible to exit a building onto flood free land with rising pedestrian access even if the lower part of the block may be flooding. It did this for the 20 Year ARI and 100 Year ARI floods and the PMF. For those buildings without flood free access, a potential network of elevated pedestrian walkways was investigated and costed as a means of providing flood free access.

Figure 19 and Figure 20 are taken from that report showing the areas which have street level access in the 20 Year ARI flood and PMF respectively and the directions in which evacuees need to travel.

Results show that pedestrian evacuation using elevated walkways would be faster than vehicular evacuation under existing conditions.

Interestingly, the shortest evacuation time (4.4 hours) is achieved in the PMF. This is because the PMF would require a larger network of elevated walkways (because the flood extent is larger), which would result in the CBD evacuees being distributed across a greater number of egress points. For example, in the PMF there would be eight egress points for evacuees heading towards Westfield, while in the 20 year and 100 year ARI events there would be only 4 and 5 respectively.

The challenges with relying upon pedestrian evacuation were found to be:

- Infrastructure cost would be significant and ranging from $94.5 to $324 million
- The elevated walkways would cause major visual impact and overshadowing
- Trees located along the walkway's path may need to be removed and replaced with low-level shrubs
- In events larger than the 20 year ARI, the walkways would need to be directly accessible from the upper levels of each building. This would be difficult to achieve in practice, because floor levels vary between different buildings

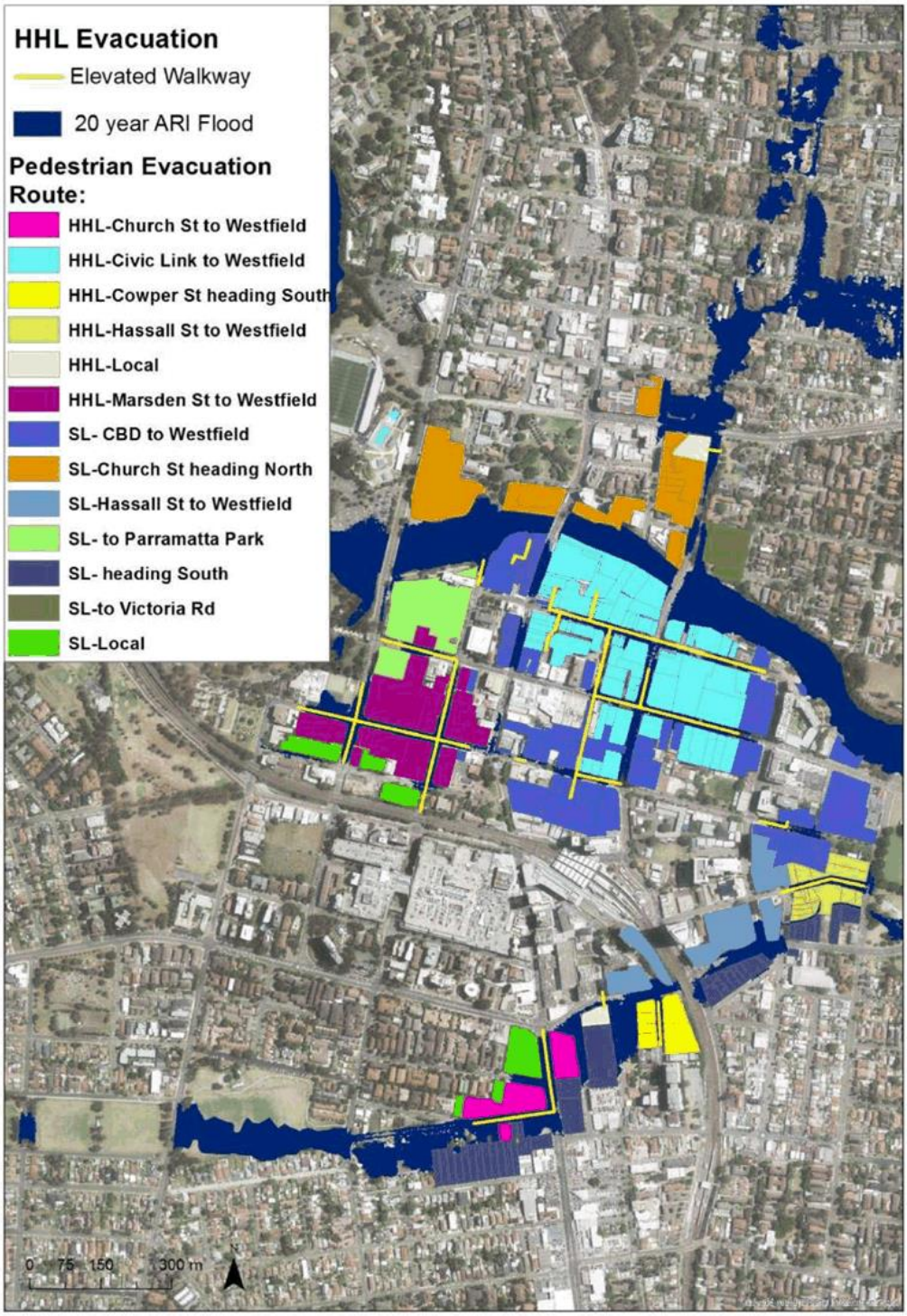

Figure 19: Pedestrian evacuation precincts evacuation routes for buildings affected by the 20 year ARI event.

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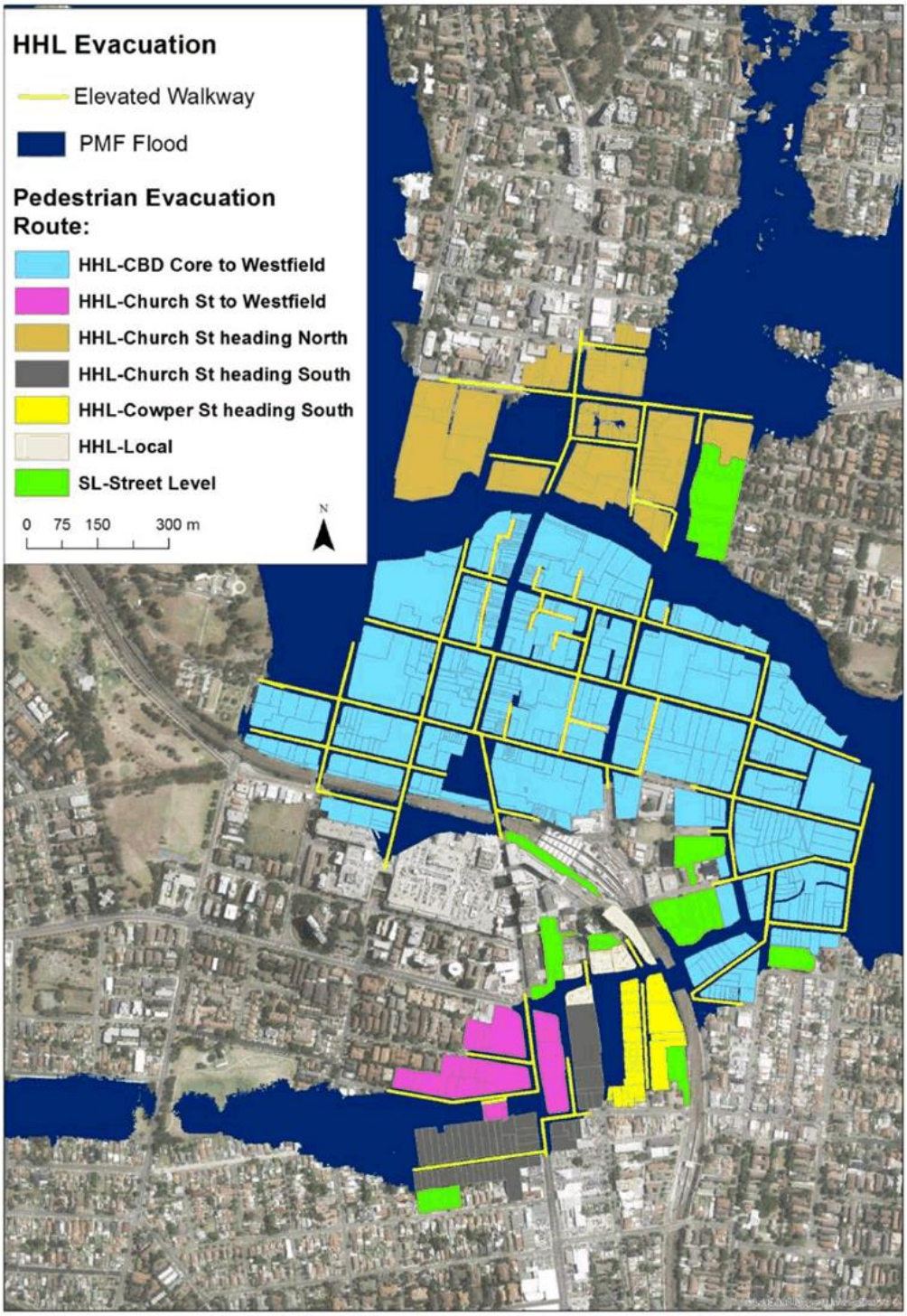

Figure 20: Pedestrian evacuation precincts evacuation routes for buildings affected by the PMF

- Where walkways traverse a road, or a crossroad, large vehicles which are taller than 4.5m would not be able to enter
- It may be a challenge communicating who should use the elevated walkways and who should evacuate at street level
- Pedestrian evacuation times range between 4 to 5 hours and the evacuation process may finish after floodwaters have already receded
- Providing an extensive network of walkways that will not be used on a daily basis, will potentially create issues with informal use and security
- Providing accessibility ramps to the walkways will impact on road layouts within the CBD.
- People will be reluctant to leave a dry building to walk through torrential rain to shelter in another dry building, particularly if they perceive that their building provides shelter above the reach of floodwaters (whether that is true or not);
- Those who arrived by light rail (when it is built) are unlikely to be able to leave by light rail because water across the tracks would stop its operation, many who arrived by bus will not be able to leave by bus because many bus routes will be cut by flooding, those who arrived by train may not be able to leave by train if flooding elsewhere or the inclement weather generally has disrupted rail services. All of these people may be reluctant to leave their buildings if they have no means of leaving Parramatta;
- Residents in particular have demonstrated an unwillingness to evacuate when orders have been given to evacuate in floods throughout Australia in recent years so it may be especially difficult to get people to leave an elevated dwelling in a high rise building on foot in torrential rain.

c) Shelter in Place

Shelter in Place is where the occupants of the building essentially stay where they are until the flood emergency is over. One of the key requirements for successful shelter in place is that all building occupants have access to an appropriate place of refuge. Typically this will be above the level of the PMF in a part of the building which will remain standing in the forces exerted on it by a PMF. Depending on the duration of the isolation and the needs of the occupants, there may need to be emergency provision of electricity, water, food and medications.

The viability of shelter-in-place will depend upon the depth and duration of the flood waters and also the stability of the building itself to flood waters. Additional risks such as the probability of fire or a medical emergency must also be considered, as well as the vulnerability of building occupants and their likely behaviour during a flash flood.

Typically, workers will want to leave the flood threatened building to be able to get home even if the flood duration is only a couple of hours. On the other hand, residents will tend to remain in their dwellings for several hours or more even if they are without services such as electricity. Residents who are outside of the floodplain when the building isolation occurs are very likely to try to reach their homes, risking travelling through hazardous floodwaters in the process.

The current Parramatta Local Emergency Management Plan (EMPLAN) is silent on either shelter in place or evacuation for floods. It is expected that when the Local Flood Sub Plan is prepared that will have more details about specific emergency response actions.

A number of other documents with respect to floodplain management acknowledge the appropriateness of Shelter in Place for flash flood environments. The Flood Preparedness Manual (Australian Emergency Manual Series, prepared by the Attorney-General's Department 1999) states that evacuation is a suitable strategy only when, by evacuating, people are not exposed to greater risks than they would by remaining where they are.

During discussions with the NSW SES for this project, it was acknowledged that flood

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evacuation of Parramatta CBD would be impractical, although at the same time shelter in place was not recommended.

In December 2017 the NSW SES wrote to the then Department of Environment and Planning regarding a planning proposal for 180 George St Parramatta. While the letter was specifically responding to that planning proposal, it includes statements such as:

"Despite modifying buildings to reduce the risk, research into human behaviour during actual events has shown that in populations surrounded by a hazard there is always the chance that a person will not behave rationally and remain in place but rather place themselves at unnecessary risk. "

"…where safe evacuation is compromised by a lack of adequate infrastructure and/or warning time, the NSW SES recognises that the situation may result in it being safer for a population at risk to remain in place as long as the building in which the occupants are sheltering is structurally sound and there is sufficient accessible space available above the PMF for all occupants to shelter where adequate services are available and maintained."

"Emergency service response will likely be compromised by the hazardous nature of flash flooding in Parramatta CBD. In this area it is likely that emergency services cannot respond to assist those trapped in buildings due to the rapid onset and hazardous nature of fast flowing floodwater and limitations caused by access and transport issues."

5.5.5 Secondary Emergencies

A secondary emergency is where a non-flood related emergency, such as a building fire or medical emergency, occurs during a flood.

In many cases the flood and secondary emergency will be two unrelated events, however there is potential for floodwaters to damage the electrical system and cause fires or for occupants to use improvised lighting (candles), cooking and heating with naked flames that may also cause fires. The flood could also cause elevated stress levels in occupants that could aggravate pre-existing medical conditions leading to more medical emergencies. At the same time, larger developments are more likely to have emergency sprinkler systems for fire/smoke suppression and designated first aid officers if the building is staffed.

This makes it difficult to quantify the likely chance of a secondary emergency. However, some simple analysis shows that the likelihood is small.

Statistics were unavailable for the chance of building fires locally, however documents produced by the National Fire Protection Association (United States of America) in 2009 suggest that there is approximately a 0.3% chance of a reported (large enough to require assistance) fire in any given household per year (NFPA, 2009). This equals a 1 in 114,000 chance per day that a fire will occur in a household.

Assuming that a flood and fire are independent events, a lot that has a 1 in 100 Year ARI flood probability has roughly a 1 in 4 billion chance that both a flood and a fire would occur in a household on any given day. When the duration of flooding is less than 24 hours then the chance of a fire occurring during a flood is even smaller.

However, as explained above, flooding may increase the probability of a fire. Furthermore, in multiunit buildings a fire in one dwelling is likely to impact on neighbouring dwellings or, in the worst cases, the entire building and even possibly neighbouring buildings.

So while the probability of a fire in a building during a flood is likely to be small, the consequences, should a fire occur, could be significant.

It is also noted that many existing buildings within Parramatta have their fire exits located at ground level and these may not be able to be opened during a flood, as discussed within Section 3.2.4. Redevelopment of these lots would provide potential for this issue to be rectified.

An ambulance emergency is much more likely than a fire. There were on average 2,540 emergency responses per day in NSW during 2013/14 (NSW Ambulance, 2014). At the same time, there were approximately 7.41 million

residents within NSW. This suggests that approximately 1 in 3,000 people will need an ambulance emergency response per day. Given the population of Parramatta is much larger than this, it is likely that there will need to be an emergency response within the CBD during a flood. It should be noted that this data is likely to be significantly skewed by demographic issues, for example, elderly populations are much more likely to require an emergency response, whereas the make-up of Parramatta CBD is likely to be younger. This would particularly be the case during working hours as the vast majority of the working population would be less than 65 years old.

It is noted that the relatively new Westmead Ambulance Station has been built on flood prone land and can be isolated from both Westmead Hospital and Parramatta CBD by flooding in Toongabbie Creek.

While a secondary emergency has a relatively low chance of occurring during a flood, it is important to recognise the potential and manage the risks appropriately with planning controls.

5.6 PLANNING PROPOSAL IMPACTS

5.6.1 Increase in Population

The aim of the planning proposal is to increase the employment and resident population within the CBD. Using the Council supplied parameters, we have estimated the potential increase in population at risk due to the planning proposal.

Table 3 shows the estimated increases in the CBD population under the current planning controls and in the two FSA scenarios described in Section 5.2.4 if the CBD is fully developed. The current estimate for the number of people employed in the entire Parramatta LGA is around 137,000 (ABS 2016) and the number of people living in the suburb of Parramatta is around 26,000 (ABS 2016). Statistics are not available to determine what proportion of these populations is just within the CBD. What the numbers in Table 3 show is that even the existing controls in the CBD will still allow a significant increase in the population should it be fully developed..

It should be acknowledged, however, that the entire commercial population and the entire residential population are unlikely to be occupying the CBD at the same time. During business hours most of the residents will not be at home and when most of the residents are at home (late at night) most of the businesses will be closed.

There will also be a third population in the CBD during office hours and they are visitors who are not counted in either the commercial (jobs) or resident populations. Visitors include patrons of commercial premises, people in the CBD to do business and students at pre-schools, schools and colleges.

As part of the Parramatta CBD Flood Evacuation Assessment (Molino Stewart. 2019) the total number of residents, workers and visitors that would need to evacuate were estimated for 2016, 2036 and 2056 (Table 4). The numbers in Table 4 are not directly comparable with those in Table 3 because the former includes buildings in the Western Corridor and the latter includes buildings in the planning proposal area which do not flood.

Year 2036 was obtained by projecting 20 years into the future the number of evacuees that would be achieved under the existing planning controls, plus some site-specific planning proposals that have at least received Council endorsement to be sent for Gateway determination.

Table 3: Estimated Potential Increase in Population in Planning Proposal Area.

	Commercial	Residential
Existing	35,048	19,576
FSAR1	92,253	58,961
FSAR2	76,096	68,000

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Table 4: Estimated Potential Population in Flooded Properties in Planning Proposal Area.

	Residents	Workers	Visitors
2016	10,010	34,931	26,245
2036	32,793	63,130	45,214
2056	50,574	81,826	59,340

It has been demonstrated that neither vehicular nor pedestrian evacuation is viable as a primary flood response across most of the CBD with the current road and pedestrian infrastructure. Providing additional infrastructure for evacuation is problematic

Evacuation would only become more challenging with further development, even for the more modest increases under the current planning rules which are reflected in the 2036 numbers (Table 5).

These times assume that the evacuation routes will remain open for that whole time; which they will not. In the case of pedestrian evacuation it assumes high level walkways will be constructed for flood evacuation.

Table 5: Estimated Vehicular and Pedestrian Evacuation Times.

Year	Event (ARI)	Vehicle (hrs)	Pedestrian (hrs)
2016	20 Year	8.1	4.5
	100 Year	9.0	5.2
	PMF	10.7	4.4
2036	20 Year	8.7	7.3
	100 Year	9.4	8.9
	PMF	10.8	6.8
2056	20 Year	8.9	9.1
	100 Year	9.6	11.2
	PMF	11	7.9

5.6.2 Flood Response Categorisation

The flood emergency response classification of communities, described in Section 5.5.3, has been developed assuming that the occupants are at the ground floor. As described in Section 4.1.1, the planning proposal built form will be high rise buildings where the majority of occupants will be well above the ground level. When taking this into account, essentially all of the new buildings should be considered High Flood Islands.

The reason for this is that the occupants could potentially be unaware of the flooding until they attempt to leave the building, or at least the first sign they will have of flooding is that the ground floor is inundated and their escape route will more than likely be cut off. At the same time, there would be ample opportunity for those occupants to retreat up their stairs to a floor that is above the level of the PMF.

The effect of this change in categorisation depends on the original categorisation, for example:

- If the area was already a high flood island there is essentially no change to the categorisation
- If there was already a building with access to areas above the PMF the building was already a high flood island and the categorisation has not changed
- If the area was previously a low flood island with a building without areas above the PMF, it becomes a high flood island
- If the area was previously a low flood island with a building with areas above the PMF it was effectively a high flood island and that does not change.
- If the area previously had rising road access, or an overland escape route, from a building with areas above the PMF then it was effectively a high flood island and will remain so.
- If the area previously had rising road access, or an overland escape route, from a single storey building then it will effectively become a high flood island.

It should be noted that under the current planning controls, the same type of building (high rise) would be developed in the majority

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of these areas, so the planning proposal will not effectively change the flood categorisation of the land or the buildings.

5.6.3 Population at Risk

The planning proposal would increase the potential population at risk within those areas that can flood. When the discussion in Section 5.6.2 is considered, it means that where there was a population on a low flood island that population will be increased but the building will convert the island to a high flood island. This means the population at risk will increase but the risk to each individual in the population at that site will decrease.

In all other areas the population at risk will increase but the risk to individuals in the population will either remain the same or will increase depending on whether it was already a high flood island or previously was low rise with rising road access or an overland escape route.

5.6.4 Risk Reduction Opportunities

The discussion in Section 5.6.3 is based entirely on the flood emergency response classification and a simplistic consideration of final building design and its implications for the population at risk.

It must be recognised that the flood emergency response classification is only one factor in determining flood risk and other considerations such as flood hazard, flood probability and flood duration are also very important.

For example, a building which is isolated by high hazard floodwaters for several hours in a 20 year ARI flood presents a much higher risk than were the same building to be isolated by low hazard floodwaters for less than an hour in a PMF. The planning proposal provides the opportunity to avoid intensification in areas which place people and property at the greatest risk from flooding.

Another consideration is that while an individual building on an individual block may have a particular flood exposure and flood emergency response classification, if a group of buildings or a collection of lots are considered as a whole the exposure and classification may be different.

A broad scale redefinition of floor space ratios, building heights and development controls offers the opportunity for redevelopment to be reconsidered at a precinct level rather than one development at a time and it may provide ways and means of decreasing the population in areas with the greatest flood risks or constructing buildings which collectively change their flood emergency response classification.

This is elaborated upon the in the following sections.

5.7 RISK EVALUATION

5.7.1 Risk to Property

The subject area is all currently developed with a mix of residential and commercial development. In most cases, the development would have occurred prior to the current flood planning controls. Application of current planning controls to redevelopment will result in less flood risk to property.

However, as highlighted in Section 3.2, some of the ways in which new developments have complied with existing flood planning requirements have had unintended outcomes. It will be important that the new planning proposal addresses these without increasing the potential flood risk to property.

Council is currently investigating this issue and examining ways in which the issue can be overcome

Overall it is considered that the planning proposal should be able to be implemented without increasing the flood risk to property.

5.7.2 Risk to Life

Evaluating the risk to life arising from the planning proposal is more complex. Considering the CBD as a whole it will result in more people occupying flood prone areas but in such a way that reduces the probability of them coming in contact with floodwaters inside their building.

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Flood behaviour and topography varies across the CBD and an approach is needed which takes this variability into consideration. Given the impracticalities of vehicular evacuation and the challenges of pedestrian evacuation, it is our view that shelter-in-place is the most appropriate flood response for most of the buildings in the Parramatta CBD.

Having said that, it is preferable to encourage development which minimises the chance that people will be frequently isolated in buildings for long periods of time because they may:

- try to leave (or enter) the building through hazardous floodwaters despite advice to the contrary
- need medical assistance
- need to evacuate from a fire

a) Methodology

For the purposes of this project a methodology was developed which considered how frequently buildings are likely to be isolated by flooding, how long they would be isolated and how hazardous surrounding floodwaters would be to those entering or leaving the building on foot.

Table 6 summarises the methodology and criteria used for evaluating the flood risk to life.

The first criterion used was the probability of flooding. This was based on the available modelled flood extents which were limited to the 20 year ARI (5% AEP), 100 year ARI (1% AEP) and the PMF. Flooding above the 100 year ARI (<1% AEP) was considered to be rare flooding and would require minimal measures to manage risk to life. At the other end of the scale flooding more frequent than the 20 year ARI (>5%) would require the greatest controls to manage risk to life.

While flooding larger than the 1% AEP is rare, there have been several examples of major floods within Australia within the past 12 years that have exceeded the flood levels of the 1% AEP design flood, this includes;

- Flooding in King John Creek in Moreton Bay (QLD) in May 2015, which has an estimated 0.1% AEP
- Flooding in Dungog on the Myall Creek and Patterson River in April 2015, which has an estimated 0.2% AEP
- Widespread flooding in Queensland in 2011, including the Brisbane River, Pine River and Lockyer Valley, which has estimates of between the 1% and 0.1% AEP in various catchments
- Widespread flooding in northern Victoria in 2010 and 2011 which has been estimated at less frequent than the 1% AEP with a number of rivers recording 0.5% events
- The "Pasha Bulker" storm in June 2007 which flooded large areas of Newcastle, which has been estimated at much less frequent than 1% AEP.
- A localised storm at Broughton Anglican College near Campbelltown, NSW in April 2007 caused a 0.2% flood
- Rainfall in the Flinders Ranges in South Australia in January 2007 was in the order of a 0.1% event over an area the size of the Sydney Metropolitan Area

The second criterion was depth of flooding in the PMF as this represents the worst case scenario in terms of hazard to anyone trying to enter or leave the building. While hazard is traditionally determined from depth and velocity combinations, the lack of velocity information meant that for this project only depth was used. Two depth thresholds were considered and were based on the most recent Australian research in this area (McLuckie et al, 2014).

A 0.6m threshold was used to represent the depth above which it would be difficult for emergency service vehicles to reach buildings. A depth of 1.2m was used as the other threshold which is the limit at which it is difficult for adults to traverse low velocity flood waters.

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Table 6: Flood Risk to Life Evaluation Methodology

Category	Probability (AEP)	PMF Depth (m)	[Depth, Duration] Operator	PMF Duration (hrs)	Flood Emergency Response Classification	Suggested Risk to Life Management Measures
1	< 1%	< 0.6		Any	Rising access	Safe to evacuate or shelter in place. No controls required.
2	< 1%	0.6 < x < 1.2	AND	< 3	Rising access	Safe to evacuate early or shelter in place in accordance with a flood emergency response plan for the building.
3	< 1%	> 1.2	OR	> 3	Rising access	Shelter in place above the PMF in accordance with FERP. Ensure space above PMF for all building occupants to shelter. Provide building fire management system to meet ABCB requirements for high rise building.
4	1%<AEP< 5%	Any		Any	Rising access	Prohibit residential development unless there is internal flood free pedestrian access to development in categories 1 or 2. Permit some types of commercial development below 1% flood level if other planning considerations can justify. Commercial areas shelter in place above the PMF in accordance with FERP or access to development in categories 1 or 2. Provide building fire management system to meet ABCB requirements for high rise building
5	< 1%	< 0.6	AND	< 3	Flood island	Shelter in place in accordance with FERP
6	< 1%	> 0.6	AND	> 3	Flood island	Shelter in place above the PMF in accordance with FERP. Have residential habitable floors above PMF level. Have access to emergency power and water. Provide building fire management system to meet ABCB requirements for high rise building. OR provide internal flood free pedestrian access to development in categories 1 or 2.
7	< 5%	> 0.6	AND	> 8	Flood island	Prohibit residential development unless it has internal flood free pedestrian access to development in categories 1 or 2. OR provide internal flood free pedestrian access to development in categories 5 or 6 AND Shelter in place above the PMF in accordance with FERP. Have residential habitable floors above PMF level. Have access to emergency power and water. Provide building fire management system to meet ABCB requirements for high rise building. Permit some types of commercial development below 1% flood level if other planning considerations can justify providing there is warning system for early evacuation and closure OR flood free pedestrian access to development in categories 1 or 2.
8	> 5%	any	OR	any	Rising access	Prohibit development in these areas unless there is internal flood free pedestrian access to development in categories 1 or 2. No habitable commercial or residential development below 1% flood. Provide building fire management system to meet ABCB requirements for high rise building.
9	> 5%	Any		Any	Flood island	Prohibit development in these areas

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The third criterion was duration of PMF flooding as this will determine how long the building and its occupants are likely to be isolated. The available data only allowed us to estimate durations of three hours or less and then hourly increments above that. Given that the NSW SES assumes that it takes two hours for people to be ready to evacuate when ordered to, a threshold of three hours was used to represent a time period in which few people would try and enter or leave the building were it flooded by PMF floodwaters. It would be flooded for less time in small floods.

The next criterion was the emergency response classification with those with either rising road access or an overland escape route considered to be at less risk than those isolated on a flood island.

In combination these criteria produced nine different flood risk categories which need different types of mitigation and response measures.

This flood risk map compares to the three "flood risk" precincts which are currently used for floodplain management in the CBD.

By using all nine categories it enables a gradation of measures to manage risk to life to be used to facilitate intensification of development within the CBD and development in locations which a more simplistic categorisation of the floodplain would prohibit. It would be possible, as part of the planning process, to consolidate some of these categories based on preferred planning controls.

b) Results

Figure 21 maps the results of the nine different combinations of criteria through the planning proposal area and a discussion on recommended measures to manage risk to life in each follows.

Category 1.

It was considered that there would be negligible risk to life in areas with rising access which cannot be flooded to greater than 0.6m depth in a PMF and have less than a 1% chance of being flooded at all. This is because they have a low chance of flooding, they can evacuate on foot ahead of the floodwaters reaching the building, emergency service vehicles could reach the building through floodwaters if needed and people could walk through floodwaters to enter or leave the building if absolutely necessary.

Category 2

Were areas with rising road access to have less than a 1% chance of being flooded but could be flooded to a depth of between 0.6m and 1.2m in a PMF and be flooded for less than three hours these were assessed to have a very low flood risk. This is because they also have a low chance of flooding but might not be able to be reached by emergency vehicles at the peak of a rare flood and if people were to try and walk through the floodwaters they may be at some risk. However, the three hour maximum duration means that there is a low chance of an emergency happening in that time and a low chance of people getting impatient and trying to walk through floodwaters. A building specific flood emergency response plan (FERP) could be used to encourage occupants to evacuate early or shelter in place.

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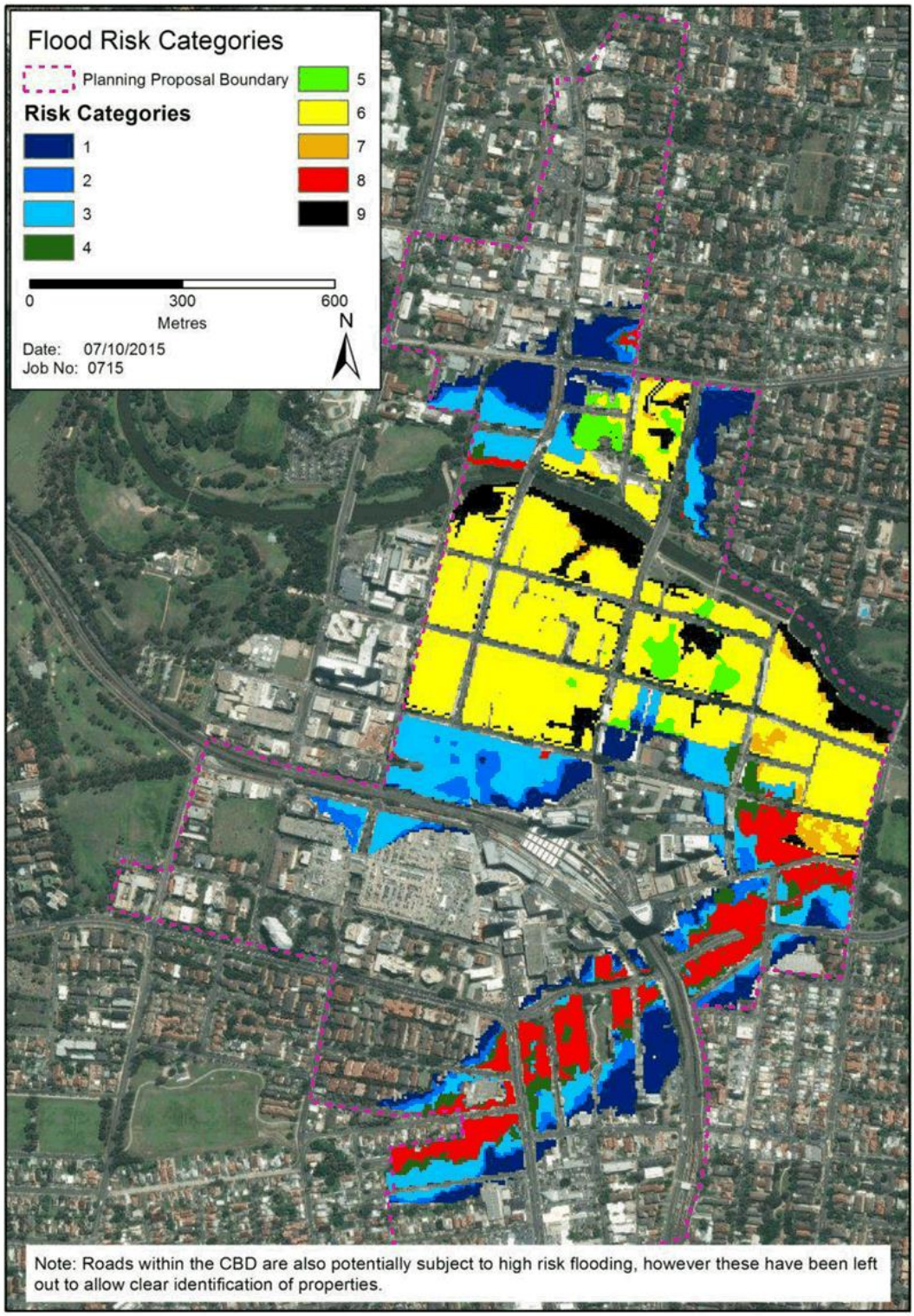

Figure 21: Flood Risk to Life Categorisation of Developable lots

Category 3.

Similar areas where the depth could exceed 1.2m or the duration could be longer than three hours were assessed to have a slightly greater risk because there is a greater chance that people may try and traverse hazardous floodwaters or emergency service cannot reach those needing assistance.

In these locations a FERP would advise people to shelter in place and a fire management system which meets Australian Building Code Board (ABCB) requirements for a high rise building could be used to minimise the chance of a fire in the building placing lives at risk. This would apply even if the building would not be defined as a high rise building (over 25 metres in effective height).

It is noted that in early 2019 the National Construction Code (NCC) was updated. The new NCC has extended the provision of fire sprinklers to lower-rise residential buildings, generally 4-8 storeys. However, non-sprinkler protection is still permitted where other fire safety measures meet the deemed minimum acceptable standard.

It would be necessary to ensure there is sufficient space above the PMF level for all building occupants to shelter.

Category 4

While areas in this category also have a rising road access, they have a much higher chance of being cut off by floodwaters and they will be flooded to greater depths and for longer durations in more extreme floods.

It is our opinion that these areas may be suitable for some commercial development (which has few occupants) below the 1% AEP flood level but above the 5% AEP flood level if there are other overriding planning considerations such as street activation. This could only be permissible if the building were designed to exclude floodwaters from high value assets within the commercial spaces below the 1% level and the commercial areas have free access to a location above the PMF within the building where occupants can shelter. Alternatively they could have internal flood free pedestrian access to development in categories 1 or 2.

Because occupants of commercial spaces may be trapped in the building for some time it would be necessary for the building to have a fire management system which meets ABCB requirements for a high rise building.

Because of the high probability of isolation it is not recommended that residential development be permitted in these areas unless it has internal flood free pedestrian access to development in categories 1 or 2.

The internal flood free access to areas with lower flood risks would mean that the occupants would be able to enter or exit the building through an entrance which has a much lower chance of being cut off by hazardous floodwaters. This access could be achieved by either a contiguous building which spans the flood risk categories or by a covered, elevated walkway connecting the building to a building in the lower flood risk area.

Access to buildings in Category 3 would not be sufficient to permit development in Category 4 areas as they have too high a probability of isolation by high hazard floodwaters and it would not be practical to provide shelter areas above the PMF in an adjacent building.

Category 5

Flood islands create higher risks because there is less of an opportunity to walk to flood free land ahead of floodwaters arriving. With this in mind if these areas have less than a 1% chance of flooding and would have less than 0.6m depth and less than three hours duration of flooding in a PMF they were assessed to have low flood risk because there would not be a significant chance that people would walk through floodwaters to leave or access the building.

However, because there is no opportunity to leave the building and walk ahead of rising flood waters it is recommended that a FERP encourage sheltering in place. No further controls are required.

Category 6

Were either the depth or duration to exceed 0.6m or three hours respectively then the area would be assessed to have a higher flood risk because the long duration increases the

chance that someone will walk through floodwaters and the greater depth increases the chance that doing so would be dangerous.

This requires a FERP which encourages sheltering in place but also the building occupants from commercial floors below the PMF must have free access to a location above the PMF within the building where they can shelter.

It is recommended that in these buildings the minimum habitable floor level of any residential dwellings be above the PMF level plus a freeboard. This should be able to be achieved by specifying that ground floor areas be for non-residential purposes and minimum ceiling heights be placed on those non-residential spaces.

There must be emergency power and water available to the building for the duration of a PMF event.

It would also be necessary for the building to have a fire management system which meets ABCB requirements for a high rise building.

Alternatively, if these buildings have internal flood free access to development in categories 1 or 2 then the controls which apply to those categories only are needed.

Category 7

Flood islands which are below the 1% flood level but above the 5% AEP flood level were all found to have flood depths greater than 0.6m and durations longer than 8 hours in the PMF and therefore present a high risk to life. However, even in these areas there are measures which can be taken to manage risk to life.

Because of the high probability of isolation it is not recommended that residential development be permitted in these areas unless it has internal flood free pedestrian access to development in categories 1 or 2.

Alternatively they can have access to development in categories 5 or 6 providing that:

- habitable floors in the residential dwellings are all above the PMF
- there is access to emergency power and water which would not be affected by the PMF
- There is a fire management system which meets ABCB requirements for a high rise building

Some commercial development below the 1% flood level but above the 5% AEP flood level may be appropriate if there are other overriding planning considerations such as street activation. This could only be permissible if the building were designed to exclude floodwaters from high value assets within the commercial spaces below the 1% AEP level and:

- There is a warning system and FERP which enables the premises to be evacuated and closed with sufficient time for occupants to reach flood free land; or
- There is internal flood free pedestrian access to development in categories 1 or 2.

Category 8

Areas with rising access which are below the 5% AEP flood level and can be flooded to more than 0.6m depth or flooded for longer than three hours were assessed to have a very high flood risk because they would flood relatively frequently and the depth or duration would increase the chance of people trying to traverse hazardous floodwaters.

All development should be prohibited in these areas unless there is internal flood free pedestrian access to development in categories 1 or 2. No habitable commercial or residential development should be permitted below the 1% AEP flood level.

Category 9

Flood islands below the 5% AEP flood level represent an extreme risk to life and habitable commercial and residential development should be prohibited in these areas.

c) Assigning a Category

Figure 21 maps the flood risk categorisation based on the assumption that there is a common access to the building at each location on the map. This will not be the reality. If a single building occupies that lot

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then the risk to life which dictates the actual risk to the building occupants will be the one that applies at the entrance of the building which all of the occupants have access to.

Should a building span more than one lot, then it is again the assessed risk at the building common entrance which dictates the risk to life which the development must respond to, an example of where this would potentially be feasible is the Auto Alley area, shown in Figure 22. This provides scope for lot consolidation or building links (e.g. elevated walkways) to reduce the risk to life of a development and reduce the requirements for managing risk to life.

5.8 RATIONALISATION OF RISK CATEGORIES

While the rationale for the risk to life categories is sound and the suggested management measures in Table 6 are appropriate, the use of nine separate life risk categories in a planning scheme is not practical.

Furthermore, the fact that most, if not all, of the redevelopment which will take place in the CBD will be multi-storey, there will be little practical distinction between rising road access and flood islands because dwellings above the ground floor in an area with rising road access will effectively be on a flood island.

Finally, it was recognised that many of the suggested management measures were common across categories with additional measures required as the flood risk to life increased.

In light of these considerations, an alternative flood risk categorisation was developed and a more concise presentation of suggested life risk management measures proposed. These are summarised in Table 7 and an explanation of their rationale follows. Figure 23 is a schematic representation of the various flood emergency management control options in each of the flood risk zones.

Figure 24 shows how they are distributed across the Parramatta CBD after the number of categories were consolidated and micro risk pockets rationalised. Figure 25 has remapped the categories in Figure 24 by cadastral boundary.

For Categories 1, 2, 3 and 4, all buildings located within the PMF must be structurally sound in the full range of floods.

Category 1.

This is as per the original Category 1. In a PMF it would be subject to low hazard, short duration flooding. People would be able to walk away from rising flood waters but should they be trapped by floodwaters it would pose minimal risk to them were they to either shelter in place or choose to leave through the floodwaters.

No particular measures are needed to ensure their safety other than the building being structurally sound in the full range of floods which is not an onerous requirement given the low hazard even in the most extreme events and typical high building construction.

For Categories 2, 3 and 4, shelter in place above the PMF or evacuation to land above the PMF is required.

Category 2.

This category recognised that multistorey development in an area with rising road access is effectively the same as development on a flood island because if occupants above the ground floor fail to evacuate prior to the arrival of floodwaters they are isolated. Using this logic, the original Category 2 presents a similar risk to life as Category 6. The original Category 3 presents a slightly higher risk than these two categories.

Category 5 may appear to have similar flood hazards in the PMF as Category 1, but because it is an island and it may be necessary to traverse higher hazard water away from the site to access flood free ground, it is more logical to group this category into this new Category 2.

The proposed measures for managing life safety are those which apply to category 1 but with some additional requirements to manage the additional risks.

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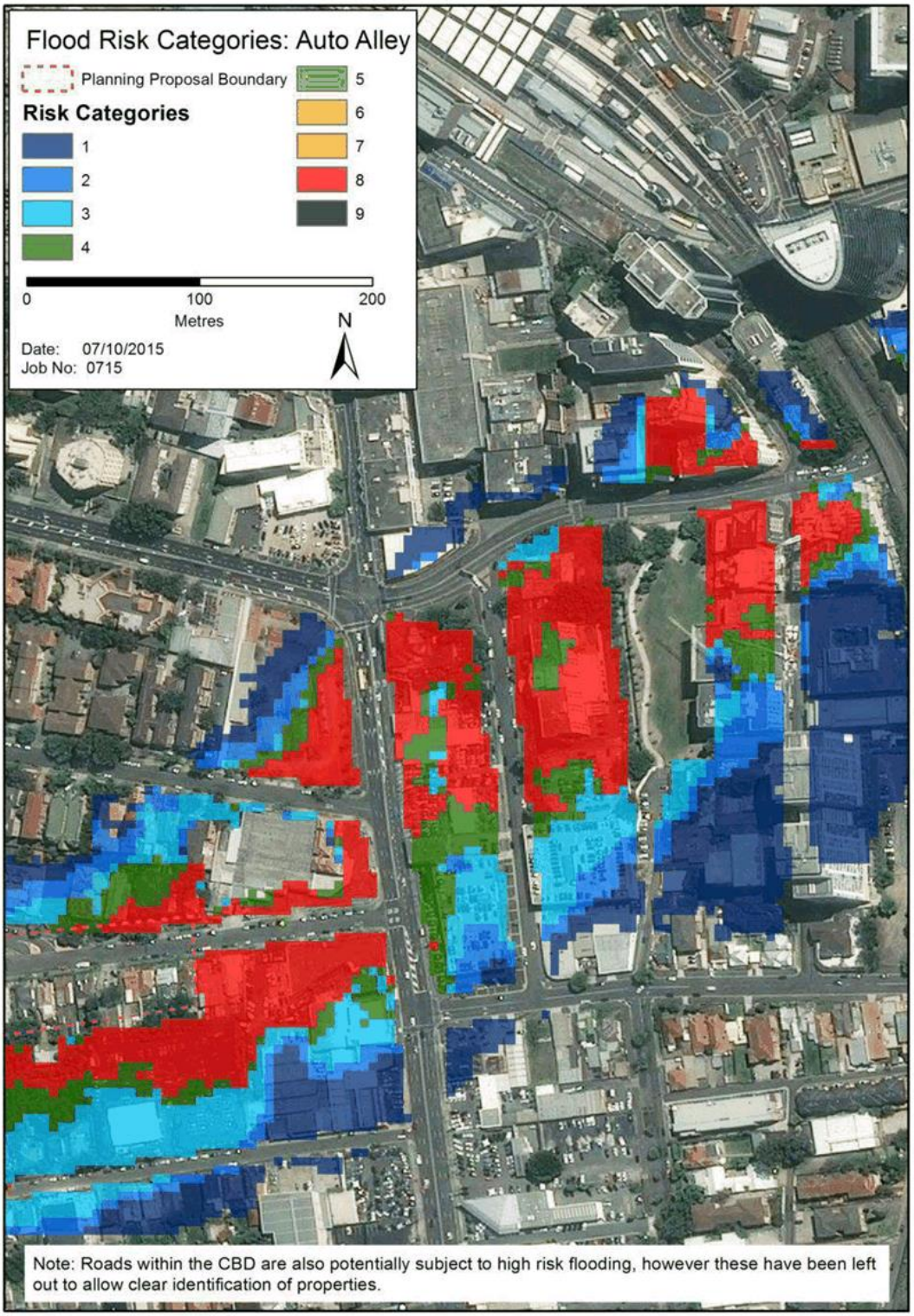

Figure 22: Flood Risk Categories around the Auto Alley Area

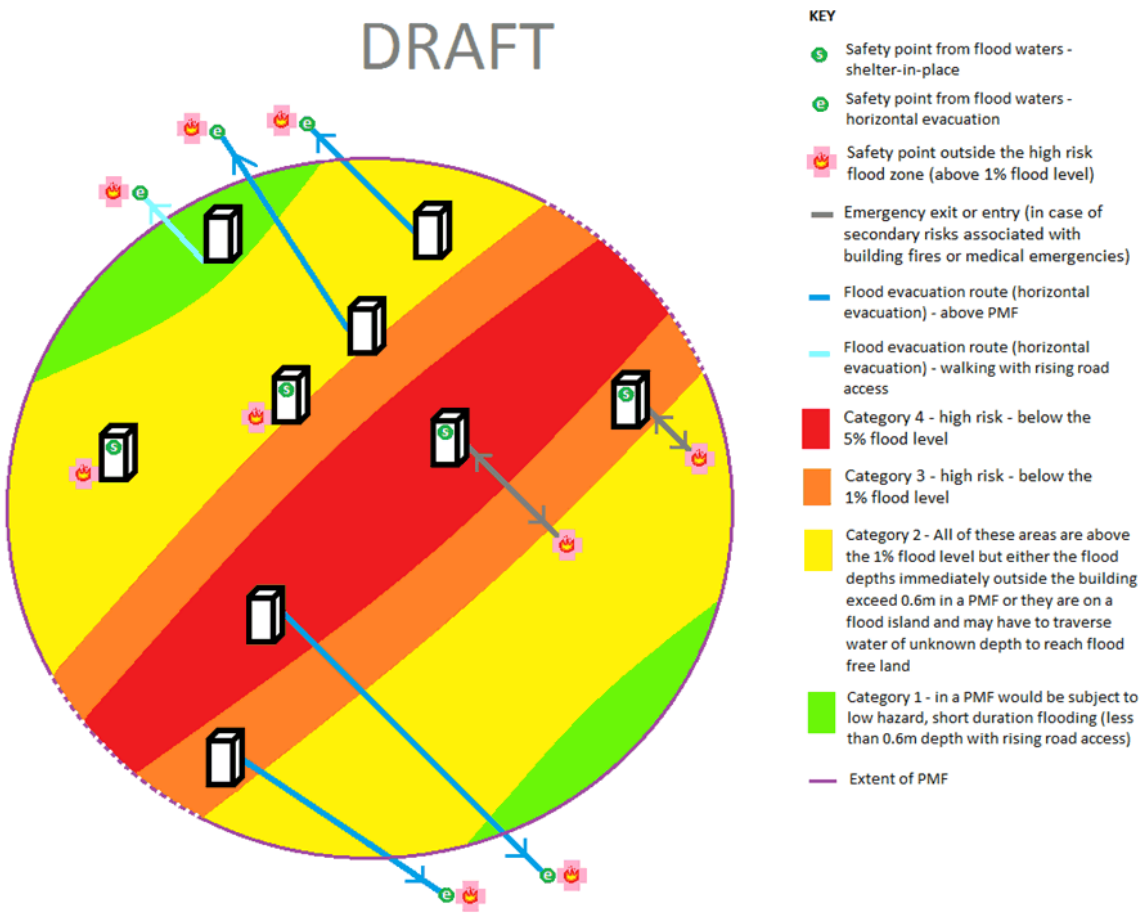

Figure 23: Schematic Diagram of Flood Emergency Response Provisions

Table 7: Concise Life Risk Categorisation and Management Table

			All buildings must do this requirement		AND	All buildings do this	OR	All buildings must do these safety requirements, if indicated by a 'Yes'				AND IF	Commercial included in the building	
Flood Type	**Old Category number**	**New category number**	Building withstand flooding to PMF	Residential floor levels above the 1% flood level plus freeboard		Flood free pedestrain access outside PMF		Shelter for all building occupants above PMF	Fire Safety to ABCB requirements for high rise whether high rise or not	Flood Emergency Response Plan for the Building Maintained by Building Owner or Body Co	Residents able to exit above 1%		Only some forms of commercial development below 1%	Temporarily occupied development only below the 1%
Low Hazard, short duration PMF	1	1	Yes	Yes										
Moderate to High Hazard PMF above 1% AEP (1 In 100 ARI)	2, 3, 5 and 6	2	Yes	Yes		Yes		Yes	Yes	Yes	Yes			
Between 1% AEP (1 in 100 ARI) and 5% AEP (1 in 20 ARI)	4 and 7	3	Yes	Yes		Yes		Yes	Yes	Yes	Yes		Yes	
Greater than 5% AEP (1 in 20 ARI)	8 and 9	4	Yes	Yes		Yes		Yes	Yes	Yes	Yes			Yes

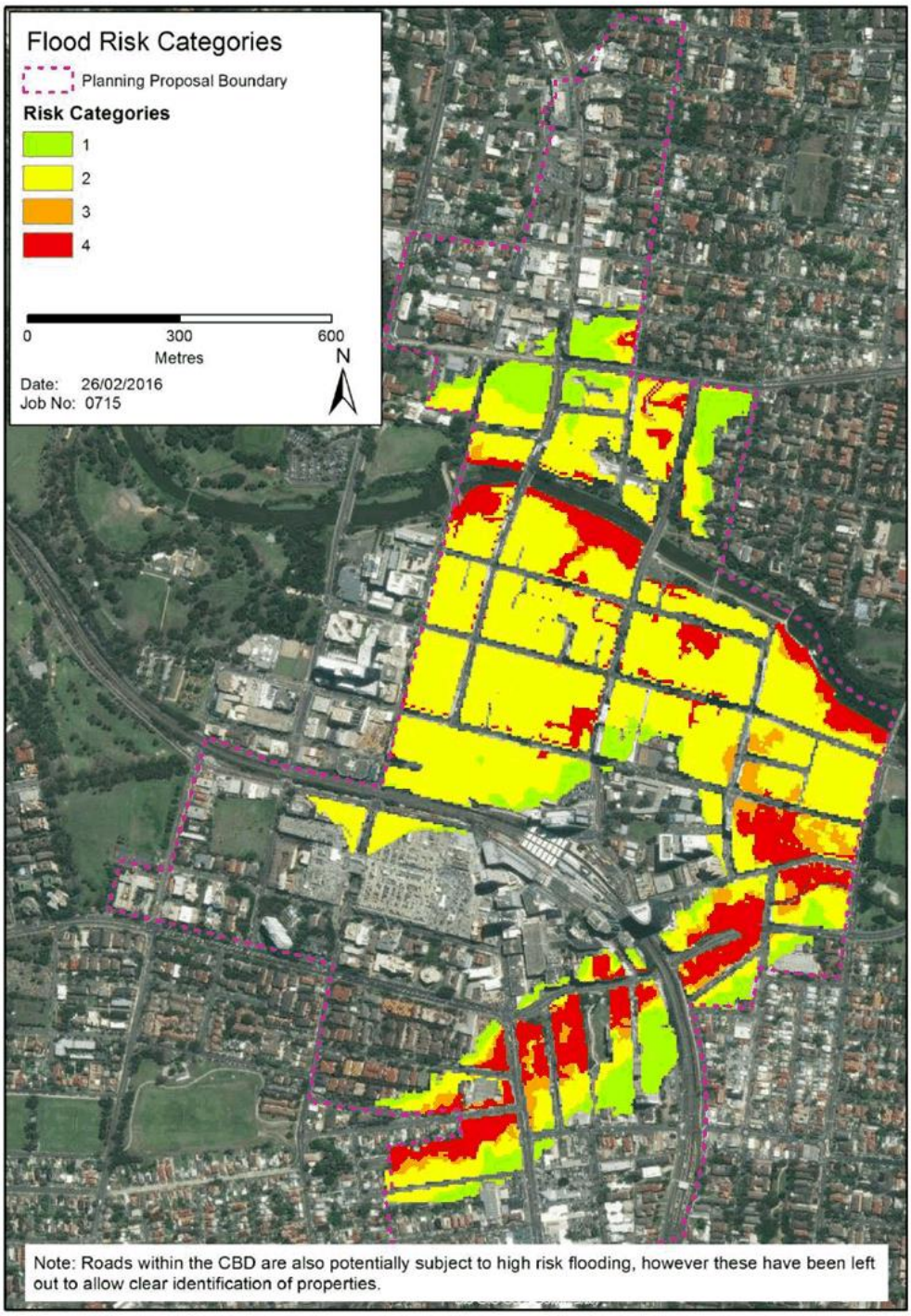

Figure 24: Rationalised Life Risk Categories Mapping

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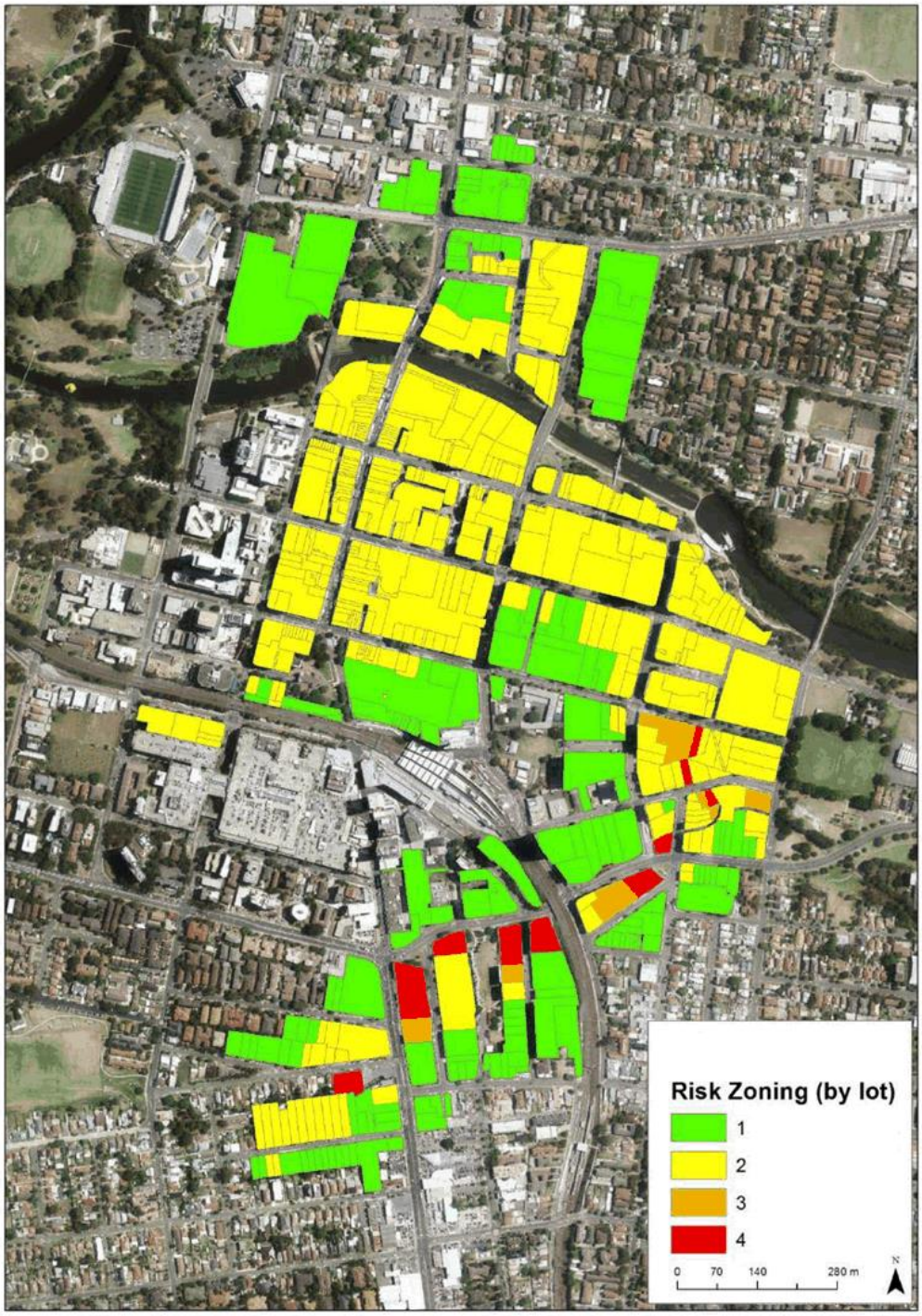

Figure 25: Rationalised Life Risk Categories Mapping by Cadastral Lot:

It is noted that all properties in this category have street frontage to a footpath which is flood free in the 1% AEP flood but they do not necessarily have a current access to a footpath above the 1% AEP flood level. It would have to be a requirement that any redevelopment of these lots has at least one access point, sufficient for fire emergency evacuation of the whole building and accessible for ingress by emergency services personnel which is above the 1% AEP flood level.

If flood free access can be provided for building occupants to an area outside the PMF, then no further controls are required. This could be achieved by having an exit from a building which is above the PMF and is accessible internally to all occupants. Alternatively, it may be achieved by providing a link to a neighbouring building, by means of internal access or a bridge, which has an exit above the PMF.

However, if that is not possible to provide flood free pedestrian access to an area outside the PMF then it would be acceptable for occupants of these buildings to shelter in place provided that:

- There are areas above the PMF sufficient for all building occupants to shelter for up to eight hours and they can be accessed by all building occupants without having to enter floodwaters A flood emergency response plan has been developed for the building and the building owner or body corporate is legally responsible for its maintenance and implementation
- Fire safety features are included within the building to meet the requirements of the ABCB for high rise buildings whether the building is high rise or not.

Category 3.

As with the groupings which make up the new Category 2, it was recognised that the old Category 4 and Category 7 had many things in common, particularly the fact that they lie below the 1% AEP flood level and therefore have a higher probability of being isolated than those in the new Category 2.

It is this particular increased probability of flooding which means that they would be required to have all of the risk management measures of the new Category 2 along with an additional control.

They must have an exit from the building above the 1% AEP flood level which is accessible to all residential occupants such that people would only be trapped inside the building by flooding greater than the 1% flood. In this way, the risk to occupants is brought into line with those in the new Category 2.

This could be achieved through internal access within the building or through a connection to a neighbouring building.

This category also recognises that some types of commercial development may be appropriate below the 1% flood level but that needs to be carefully controlled. For example if other planning considerations such as street activation make a floor level at street level preferable then this could only be permissible if the building were designed to exclude floodwaters from high value assets within the commercial spaces below the 1% level and the commercial areas have free access to a location above the PMF within the building where occupants can shelter.

Category 4.

The new Category 4 replaces the former Category 8 and Category 9. These are areas which are below the 5% AEP flood level and are therefore more frequently flooded and can experience high hazard flooding in larger events.

Occupancy of these areas poses a significant risk to life and property unless carefully controlled. Only temporarily occupied development would be permissible below the 1% flood level here.

In all other respects development in these areas must satisfy all of the controls which apply to Category 3. While at face value this might appear that these highest risk areas are not having stricter controls placed on them, the reality is that it will be more difficult for a development in these areas to meet these requirements. For example higher flow velocities may make it more difficult to construct a building which remains structurally sound within the PMF.

However, a creative design may address this and the other requirements so that a

development in these locations poses no greater risk to life than development elsewhere.

It should also be noted that the available flood data used to map the new Category 4 had less detail than that available to map the other categories. As such the boundaries of the new Category 4 may be somewhat conservative, particularly away from the main channels of the Parramatta River and Clay Cliff Creek.

However, a conservative approach has been taken with the mapping based on Council's currently adopted flood extents.

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6 MANAGEMENT OPTIONS

Table 2 summarised required floodplain management actions which have not been implemented from previous floodplain risk management plans as well as issues which council officers advised need to be addressed in a new floodplain risk management plan. In addition, management options need to be developed which appropriately manage any new flood risks which would arise due to the CBD planning proposal.

The scope of this floodplain risk management plan revision was not to undertake detailed investigation of mitigation options. It has therefore been assumed that the required unimplemented actions from the earlier plans will become part of the updated plan. Accordingly, this section focuses on options to resolve issues which relate to challenges arising from current flood planning controls or from the CBD planning proposal.

Community and stakeholder consultation for updating the Floodplain Risk Management Plan was undertaken through the Parramatta Floodplain Risk Management Committee. A committee meeting was held on 20 August 2015 and a presentation was delivered to introduce the committee to the work being undertaken, the implementation challenges with the existing flood planning controls and the risk to life issues in relation to the CBD planning proposal. This had been preceded by a presentation by City of Parramatta Council on investigations into an early flood warning system for the Parramatta River and by the NSW SES on the challenges of flood emergency response in Parramatta.

This was followed by a workshop where ideas and opinions were sought on how to deal with the issues which need to be addressed by the revised floodplain risk management plan. The following discussion has been informed in part by those workshop discussions.

6.1 WORKSHOP IDEAS

6.1.1 Evacuation

The general consensus at the workshop, including from representatives of the NSW SES, was that wholesale vehicular evacuation of Parramatta CBD as a flood response is not practical for all of the reasons given is Section 5.5.4.

It was acknowledged, however, that it is desirable for non-resident occupants to be able to evacuate safely from flooded buildings while it is more realistic to expect residents to choose to shelter within their dwellings. To this end, planning controls are needed which minimise the risk to life of both groups of building occupants.

6.1.2 Development in High Hazard Areas

It was generally accepted by the committee that there were limited opportunities to reduce the potential flood hazard. Amplifying existing channels was suggested, however after discussion it was agreed this was not feasible. The other potential solutions were generally around planning considerations, particularly:

- Using high hazard areas as shared open space
- Using planning mechanisms to encourage lot consolidation to ensure that owners of lots in high hazard areas were not financially penalised.

6.1.3 Flood Isolated Areas

The need for integrating flooding constraints into master planning for the city was stressed by members of the committee.

The committee was generally not opposed to development in flood isolated areas, so long as the following issues were addressed:

- Need to maintain a publically accessible PMF refuge
- Need to ensure services (water, electricity) are maintained

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Consideration was also given to placing commercial development within higher risk areas and residential development in lower risk areas.

The concept of having elevated walkways connecting buildings in isolated areas to flood free areas was also explored at length.

6.1.4 Retail Floor Levels

The issue of having retail development disconnected from the street by stairs was discussed and it was agreed by the committee that the issue should be addressed.

A number of potential solutions were discussed, including:

- Use of elevated footpaths to bring the footpath level closer to the local flood planning level
- Having entrance colonnades, or setbacks from the street which allow ramping from the footpath level to the flood planning level inside
- Having terraced floor levels inside the ground floor of the building with flood resistant or easily moved contents on the lower levels (e.g. a restaurant may have its kitchen above the flood planning level but the tables and chairs could be lower)
- A retail space which is sealed watertight when the doors are closed

6.1.5 Other – Street Obstructions

The committee members were given an opportunity to discuss any other potential issues. The NSW SES was concerned that during a flood, there will be a number of obstacles such as street furniture, cars etc. that will impede the passage of flood rescue boats.

The issue was discussed, and potential solutions such as undertaking clear path mapping and some form of barrier to prevent vehicles from floating away were raised. However, given the general need for vehicles and street furniture through the CBD it was agreed that is unlikely that this will be easily resolved.

6.2 NSW SES LETTER

In December 2017 the NSW SES wrote to the then Department of Environment and Planning regarding a planning proposal for 180 George St Parramatta. While the letter was specifically responding to that planning proposal, Appendix 2 of the letter listed site specific design considerations and Parramatta CBD General Design considerations. Both are listed here because the site specific considerations are relevant to many sites in the Parramatta CBD, not just 180 George St.

Site specific design considerations

The site specific design considerations should be applied to this development to assist in minimising additional risk.

1. Residential development: *The habitable floors of any residential development (including aged care) should be located above the PMF with the building structurally designed for the likely flood and debris impacts.*

2. Commercial development (including retail): *To cater for the safety of potential occupants, clients and visitors in commercial development there should be the provision of sufficient readily accessible habitable areas above the PMF.*

3. Child care facilities: *Childcare facilities must be located with floor levels above the PMF level.*

4. Car parking: *Any additional parking should be above ground level and have pedestrian access to a podium level above the PMF.*

5. Making buildings as safe as possible to occupy during flood events. *Ensuring buildings are designed for the potential flood and debris loadings of the PMF so that structural failure is avoided during a flood.*

6. Limiting exposure of people to floodwaters. *This can be aided by providing sufficient readily accessible habitable areas above the PMF to cater for potential occupants, clients, visitors and residents.*

7. Provision of public accessible space for the itinerant population in areas surrounding intensive development in Parramatta CBD. *Provision of publically accessible space or access to space above*

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the PMF (with adequate infrastructure to enable the physically impaired to access such space) that is easily accessible 24 hours a day for seven days a week which is clearly identified for this purpose with associated directional signage.

8. Providing adequate services so people are less likely to enter floodwaters. *This includes access to ablutions, water, power and basic first aid equipment. Consideration must be given to the availability of on-site systems to provide for power, water and sewage services for the likely flood duration (up to 12 hours) plus a further period of up to 48 hours to provide allowance for restoration of external services.*

9. Addressing secondary risks of fire and medical emergencies during floods. *Where there is no CBD wide strategy to address secondary risks during flooding. The proponent needs to consult with the relevant emergency service agency.*

Parramatta CBD general considerations

1. Sensitive development including child care: *All new emergency response hospitals, childcare and primary school facilities in Parramatta CBD should be located on land outside the extent of the PMF on land were service interruption is likely to be limited.*

2. Secondary schools and day hospitals: *Ideally new day hospitals and secondary school classrooms should also be located above the PMF level. However, at minimum there should be within a day hospital and high school building, the provision of access to adequate space above the PMF for patients, high school students, staff and visitors.*

3. Reducing human behaviour risks through businesses, schools and childcare centres. *Undertaking regular exercising of a building flood emergency response plan similar to a building fire evacuation drill.*

4. Increasing the flood awareness of current and future communities. *Council should have community awareness strategies that include requiring current and future building owners to participate in increasing this awareness.*

5. Parramatta CBD PA system. *There needs to be consideration given to developing a Parramatta CBD PA system like Sydney CBD to communicate evacuation directions and safety messages to the Parramatta CBD population in the lead up to and during a flood to assist in improving the safety of the community.*

6. Addressing secondary risks of fire and medical emergencies during floods. *To minimise the increased risk of fire and to reduce both the potential for adverse outcomes in the case of a medical emergency and the risks to those who may aid the patient, Council, DPE, NSW SES, Ambulance NSW and the relevant Health Functional area and fire agency servicing the area, should be consulted to determine appropriate risk management strategies during flooding.*

6.3 PLANNING PROVISIONS

The following recommendations take into account the results of the risk evaluation in Section 5.7 and the outcomes of the workshop summarised in Section 6.1 and the recommendations of the NSW SES in Section 6.2. Following is a discussion of recommended planning principles which be applied in the development of the planning proposal for the CBD. It includes some specific measures which should be incorporated into an update of Clause 6.3 of the Parramatta LEP and Section 2.4.2.1 of Parramatta DCP 2011 including Table 2.4.2.1.2 Floodplain Matrix. The revision of the LEP and DCP and the selection of precise wording is a detailed town planning exercise which is beyond the scope of this floodplain risk management plan revision.

It is stressed that these recommendations only relate to the DCP as it applies to the Parramatta CBD and its flood risks. They may not be appropriate for floodplains in other parts of the Parramatta LGA. The LEP provisions would also only apply to the Parramatta CBD.

The following discussion makes reference to the various planning considerations set out in the LEP and DCP.

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6.3.1 Flood Risk Precincts

The current DCP divides the floodplain into three flood risk precincts: low, medium and high. However, these are generally defined by the extent of the PMF, 100 Year ARI and 20 Year ARI floods respectively with some consideration of high hazard flooding within the 100 Year ARI extent. They therefore do not so much represent flood risk but mostly flood probability which is only one contributor to risk. As discussed in Section 6.2.6, the current precinct classification results in unnecessarily onerous requirements in some circumstances and inadequate requirements in others with regard to managing risk to life.

There was already a recommendation that the definition of the flood risk precincts be reconsidered.

It is therefore recommended that consideration be given to using criteria in addition to flood probability in defining risk precincts. The method used in Section 5.8 is one approach which could be used but there may be better ways of doing this, particularly when better information is available from the new flood model. Alternatively, additional overlays could be used which define additional considerations to flood probability.

6.3.2 Unsuitable Landuse

Table 2.4.2.1.2 identifies most land uses as being unsuitable in the High Flood Risk Precinct, Critical Uses and Facilities and Sensitive Uses and Facilities as being unsuitable in the Medium Flood Risk Precinct and Sensitive Uses and Facilities being unsuitable in the Low Flood Risk Precinct.

Table 2.4.2.1.1 lists Sensitive Uses and Facilities as: community facilities or public buildings which may provide an important contribution to the flood event; child care centres; hospitals; residential care facilities; senior housing; educational establishments.

This is consistent with the recommendations of the NSW SES as set out in Section 6.2.

It does not have a category called Critical Uses and Facilities but rather Critical Utilities and Uses which includes: Hazardous industries; Hazardous storage establishments; Offensive industries; Offensive storage establishments; Liquid fuel depots; Public utility undertakings which may cause pollution of waterways during flooding, are essential to evacuation during periods of flood or if affected during flood events would unreasonably affect the ability of the community to return to normal activities after flood events; Telecommunication facilities; Waste management facilities.

As it is in the DCP the table can only identify these as being unsuitable not prohibited. Only the LEP is able to prohibit development.

Nevertheless, while there is logic in the identification of these landuses as being unsuitable in some of the flood risk precincts, there are two issues which are overlooked by the DCP.

Firstly, many sites span more than one flood risk precinct and the matrix would suggest they are suitable in one but not the other yet the higher risk precinct gets used to determine the permissibility of a particular development. Council should consider if there is a more appropriate methodology to assess this type of site.

Consideration could be given to setting some additional objective based development controls for some of these land uses.

6.3.3 Minimum Floor Levels

a) Residential

The minimum habitable floor level of residential buildings should be maintained at the 100 year ARI plus 0.5m freeboard. This is consistent with the Section 9.1 Direction. However, it is also recommended that in areas with a chance of hazardous flood depths or longer duration flooding in the PMF that residents shelter in place above the PMF. It is logical that the best place for them to do that would be in their own apartments.

It is therefore recommended that where the street entrance for a dwelling on a flood island could be flooded in a PMF for more than three hours, that the minimum floor level for the dwelling should be constructed at the level of the PMF plus a freeboard.

This would not be consistent with the Section 9.1 Direction which states:

A planning proposal must not impose flood related development controls above the residential flood planning level for residential development on land, unless a relevant planning authority provides adequate justification for those controls to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General).

Exceptional circumstances exist in Parramatta CBD which warrant flood planning controls to residential development above the residential flood planning level. In particular, there are short warning times, rapid rates of rise, and no practical means of evacuating the existing populations from the floodplain. Furthermore, the numbers of people who could be isolated by flooding will increase under the existing planning instruments. This planning proposal provides the opportunity for planning controls to be introduced so that as development takes place the risk to life for individuals is reduced.

Alternatively, the same flood risk management outcomes could be achieved by applying planning requirements for other purposes. For example, stipulating that buildings in particular areas must have commercial development on the ground floor and minimum ceiling heights. By default this will set minimum floor levels for residential dwellings which would be well above the residential flood planning level.

As these recommendations are aimed principally at reducing risk to life, it is arguable that it would be better for these particular provisions to be included in the LEP rather than the DCP. In this way they cannot be easily overridden, particularly as they are not consistent with common practice.

b) Commercial

The current requirement to have all commercial floor levels at the 100 Year ARI flood level plus freeboard fails to recognise the high variability in the nature of commercial premises and the opportunities to use areas below the 100 Year ARI with minimal flood damages. It is also resulting in developments with retail spaces which do not address the street well because they require stepping up from the footpath into the building.

It is therefore recommended that particular classes of retail development be permitted to have areas below the 100 Year ARI level if it can be demonstrated that flooding will not cause significant losses to the contents at that level. For example a restaurant may have its kitchen above the flood planning level but the tables and chairs could be set out at a lower floor level. The tables and chairs (and the floors and walls for that matter) would need to be made of flood compatible materials so that they could be cleaned and reused following a flood.

An even broader range of commercial developments may be appropriate at street levels below the 100 Year ARI if the space can be sealed water tight. We would recommend permitting any retail development with a floor level at street level providing that all of the retail space is sealed watertight when the doors are closed. Provision would have to be made to ensure that occupants can access a flood free location from within the building. There would also have to be engineering standards with which the sealing would have to comply.

It is recognised that this would be a change in direction in Parramatta Council's floodplain management principles. However, flooding is only one consideration in urban planning and design and providing that risk to life can be management appropriately and the commercial risks are outweighed by the commercial benefits, such a change may be justified.

6.3.4 Building Components and Soundness

The existing provisions within the DCP are generally satisfactory. If some retail space below the current flood planning level is permitted (see 6.2.2 b) then the current DCP requires that they be flood compatible which is appropriate. Further provisions may need to be included if it is proposed that it be permissible to dry waterproof some commercial development below the 100 year ARI flood.

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6.3.5 Flood Affection

The current DCP requirements with regard to flood affectation are sound. However, the way in which some developments have complied with this requirement in terms of under building flow paths has led to some architecturally unattractive and hydraulically questionable buildings.

We would recommend that provision be included within the DCP which requires more than an engineer's report that it does not affect flooding.

6.3.6 Car Parking and Driveways

The existing provisions in the DCP in relation to car parking and driveways are designed to:

- maximise the opportunity for vehicles to evacuate from premises without driving through high hazard floodwaters
- minimise the chance of multivehicle car parks being inundated
- eliminate the risk of people being exposed to floodwaters cascading into basement carparks.

These are all laudable objectives and the provisions in the DCP are an appropriate way of achieving that.

However, if it is accepted that vehicular evacuation from the CBD, or at least those areas which are flood islands, is not a practical proposition, then a different approach is required.

For example the current DCP requirement of providing a driveway no lower than 0.2m below the 100 year ARI flood level is redundant if the access roads some distance from the building are all lower than this. What is needed in the CBD is a means of preventing vehicles from leaving the car parking areas if water has reached hazardous levels in the access roads. If this is not practical then there needs to be a means of preventing vehicles leaving the car parking areas once the water outside the carpark entrance reaches the level of the footpath.

The DCP currently uses the 100 year ARI flood to define the level of protection afforded to multiple vehicles in a car park. This is an appropriate level of protection given their relative worth compared to building contents which are afforded a similar level of protection. These provisions can be maintained.

The final provision relates to basement car parks with design principle P.14 requiring these, if there is no alternative viable parking arrangement, to be protected from the PMF. This is not to protect the vehicles but to protect people who may be in the carpark from water cascading into the carpark and putting their lives at risk. This is supported as an objective.

Additional guidance may need to be provided in the DCP as to what are acceptable solutions. For example, a car park driveway with its crest above the PMF level would be a failsafe means of ensuring a basement car park does not flood. However, there are other means of keeping floodwaters out which require less space such as flood gates or doors which are triggered by flooding or even are floated into place by rising floodwaters.

These alternatives have some chance of failure and decisions need to be made about the level of reliability which needs to be demonstrated by solutions which might be proposed.

6.3.7 Evacuation

The DCP has three requirements in relation to evacuation of residential and commercial development.

For either type of development in any of the flood risk precincts the "Applicant is to demonstrate the development is consistent with any relevant flood evacuation strategy or similar plan." This is appropriate and should be maintained as a requirement.

For residential development in any flood risk precinct and for commercial development in the medium and high flood risk precinct the requirement is "Reliable access for pedestrians and vehicles is required from the site to an area of refuge above the PMF level, either on site (e.g. second storey) or off site."

This is not consistent with the results of the analysis undertaken for this project. Table 8 compares the evacuation provisions of the current DCP with those suggested by the

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analysis in Section 5.7. As previously discussed, vehicular evacuation is not required, at least in the flood island areas. Furthermore, pedestrian evacuation off site is only recommended where the assessed risk to life was negligible or very low which is at the fringes of the areas with rising access and even in the areas with low risk to life, refuge above the PMF is not essential. At the same time, the Section 5.7 method is suggesting that commercial development above the 100 year ARI level needs access to a location above the PMF where depths or velocities in the PMF are high.

Given that the areas with the lowest levels of risk to life only represent a small part of the floodplain, the simplest interim change to the DCP would be to remove reference to vehicular evacuation and make this requirement apply to all residential and commercial development.

The practical implication of this is that it will not encourage developments to have a building entrance at the location with the lowest flood risk to life and it would also not require development in the high flood risk precinct to have any additional controls over those in the low or medium risk precincts. Additional controls are needed in the DCP to encourage:

- Building entrances at a point of lowest flood risk to life on a lot
- Consolidation of lots where this will connect a lot with a higher flood risk to life with a lot with a lower flood risk to life
- Pedestrian overbridges which give developments access to lots with a lower risk to life which are on the other side of a road

It is strongly recommended that the above listed access points be flood free in at least the 1% AEP flood. This is so that emergency services have a very low probability of not being able to access the building and occupants have an extremely low probability of not being able to exit the building if another emergency arises in the building while there is flooding outside. Given that this is fundamentally about minimising risk to life there is merit in this being included in the LEP rather than the DCP so that it cannot be easily overridden.

Controls are also needed to prohibit isolated developments in the high flood risk precinct.

Redevelopment of the CBD will result in the creation of new areas of public open space or public domain areas and these and existing public spaces are likely to be used by more people, more often. Currently the DCP only requires that these areas have reliable pedestrian access during a 20 year ARI peak flood and that their development is consistent with any relevant flood evacuation strategy.

We would recommend that a flood emergency response strategy be developed for the public areas of Parramatta CBD which considers flooding up to the PMF. We also recommend that the development or redevelopment of any public open space provide pedestrian pathways of sufficient capacity for all users to be able to walk ahead of a flood rising as fast as a PMF to a location above the PMF. We recommend that these paths be continuously rising to at least above the 100 year ARI flood level and thereafter not drop below this level.

It is noted that there are large areas of publicly accessible space around Parramatta Train Station and Bus Interchange which is flood free. Furthermore, Westfield Shopping Centre is also mostly flood free and should be considered, in consultation with the centre management, as a potential place of flood refuge as part of a CBD flood emergency response plan.

Probably the best means of achieving any of these is by offering additional floor space ratio incentives to developments which do one of the above. This will essentially mean that the more people developers want to put in the floodplain, the lower they will have to make the probability that the entry to the building will be cut by hazardous floodwaters.

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Table 8: Evacuation Planning Provisions

Probability (AEP)	Existing Flood Risk Precinct	DCP Evacuation requirements for residential and commercial development	Risk to Life Category	Suggested Occupant Response
< 1%	Low	3. Reliable access for pedestrians and vehicles is required from the site to an area of refuge above the PMF level, either on site (e.g. second storey) or off site (residential only) 4. Applicant is to demonstrate the development is consistent with any relevant flood evacuation strategy or similar plan	1	Safe to evacuate or shelter in place. No evacuation controls required.
			2	Safe to evacuate early or shelter in place above PMF in accordance with a flood emergency response plan for the building.
< 5%	Medium	3. Reliable access for pedestrians and vehicles is required from the site to an area of refuge above the PMF level, either on site (e.g. second storey) or off site 4. Applicant is to demonstrate the development is consistent with any relevant flood evacuation strategy or similar plan 6. Adequate flood warning is available to allow safe and orderly evacuation without increased reliance upon SES and other authorised emergency services personnel	3	Evacuate early or shelter in place above PMF in accordance with a flood emergency response plan for the building providing flood free access is available to an exit through an area above the 1% flood level.
> 5%	High	As for medium flood risk precinct but only if development qualifies as concessional development	4	Evacuate early or shelter in place above PMF in accordance with a flood emergency response plan for the building providing flood free access is available to an exit through an area above the 1% flood level.

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In the case of the high flood risk precinct, development should be prohibited altogether unless all occupants have reliable access to development in the medium flood risk precinct. Alternatively developments in medium or low flood risk precincts could be permitted to have increased floor space ratios if they dedicate land in the high flood risk precinct to open space uses.

Where commercial of residential development is in the medium risk precinct, or either is permitted as concessional development in the high flood risk precinct, it is a requirement that "adequate flood warning is available to allow safe and orderly evacuation without increased reliance upon SES and other authorised emergency services personnel." This is in addition to the other requirements above, and is appropriate and should be retained.

6.3.8 Management and Design

There are currently no management and design requirements for development in the low flood risk precinct. Residential and commercial development in the medium flood risk precinct or as concessional development in the high flood risk precinct must have:

- A Site Emergency Response Flood Plan
- An area to store goods above the 100 Year ARI flood plus freeboard
- No storage of materials below the 100 year ARI flood.

These are all appropriate but concessions with regard to the latter two requirements would need to be made if commercial development were permitted below the 100 year ARI flood level by any of the means suggested in Section 6.3.2.

We would also recommend the following additional requirements for any development which has a building entry more than 0.6m below the level of the PMF:

- The building have a building fire management system to meet ABC requirements for high rise buildings
- The building management review the Site Emergency Response Flood Plan annually or following a flood exceeding a 20 year ARI event and communicate the plan to all occupants

The exact wording of the provisions would need to be developed as part of the DCP review.

This is also the most appropriate place within the DCP to introduce provisions to prevent the current practice of having fire doors which open at street level and would be at depth in a flood. We would recommend that the fire doors be at least 0.5m above the level of the 100 year ARI flood. This would encourage building design which puts the fire exit on the high side of the building but also could be achieved by having the last part of the fire exit from the building external to the building.

Additionally, we would recommend that the DCP have provisions to the effect that critical building infrastructure, such as critical electrical, sewer, water and lift infrastructure be placed above the level of the PMF. This will reduce the likelihood that power or water would be disabled during a flood and also decrease the time that the building would be unliveable following the flood. The Queensland Reconstruction Authority has recently published guidelines for resilient electrical infrastructure which includes design guidelines for flood resilient electrical infrastructure in multistorey buildings (QRA, 2019).

6.3.9 Other Considerations

a) Controls on Residential Development above the Flood Planning Level

Most of the redevelopment within the Parramatta CBD is likely to be either entirely commercial development or will be mixed use residential and commercial development.

Mixed use development is likely to have commercial development on the ground floor with residential development above it. As discussed in Section 6.3.3, this may be a way of ensuring that minimum residential floor levels are above the PMF in areas where that is appropriate for managing risk to life in a way which does not contravene the provisions of the Section 9.1 Direction without the need for the granting of exceptional circumstances.

Similarly, recommended provisions with regard to refuge above the PMF, fire management systems, emergency power and water, protection of basement car parks and provision of a building specific FERP, could all be imposed as requirements on the commercial development in such a way that they make adequate provision for the residential development.

However, our recommendation that residential development be prohibited in some locations or be conditional upon it being connected to an area of less flood risk may be incompatible with the Section 9.1 Direction.

The Section 9.1 Direction and guideline appear to say three slightly different things in relation to controls on residential development.

The Section 9.1 Direction states:

"A planning proposal must not impose flood related development controls above the residential flood planning level for residential development on land unless a relevant planning authority provides adequate justification for those controls …"

This could be interpreted to permit residential development on top of commercial development without any flood related development controls, even if the land on which the commercial development is built is below the 100 year ARI level, providing that the residential development is above the residential flood planning level.

The Guideline to which the Section 9.1 Direction refers creates more ambiguity as it states:

"Unless there are exceptional circumstances, councils should not impose flood related development controls on residential development on land with a low probability of flooding, that is, land above the residential FPL (low flood risk areas)."

This indicates that the controls cannot be applied where the land has a low probability of flooding (which is not what the Section 9.1 Direction says) but then provides to definitions of what that land is:

- Land above the residential FPL
- Low flood risk areas

The former is defined by the 100 year ARI plus 0.5 metres while the latter is usually defined, as it is in Parramatta's mapping, by the 100 year ARI. In areas which are reasonably flat, as parts of Parramatta CBD are, there can be a significant difference in the extent of the excluded area depending on which definition is used.

Given this ambiguity and the uncertainty around the ability to impose some of the controls it would be beneficial to use the arguments put forward in this report as *"adequate justification for those controls to the satisfaction of the Director-General"*.

b) Public Areas

The flood provisions in the LEP and DCP are very much focussed on managing the flood risks associated with the redevelopment of land within each city block. However, such development increases the use of public transport and increases traffic on the city streets. There is no real mechanism within the NSW planning system to manage flood risks associated with those activities.

The risk of traffic gridlock in Parramatta CBD's streets during a flood is real and, should floodwaters rise above the 100 year ARI level, occupants of those vehicles could have their lives at risk. Intensification of development in the CBD will not increase the maximum number of vehicles which could be so affected because the capacity of the streets will not increase. However, it could increase the chance of it happening because there is a higher probability that the streets would be grid locked.

Parramatta Station and the Bus Interchange are flood free but flooding will disrupt bus access and the flood producing weather is sure to disrupt trains. Intensification of CBD development will not change the probability of that occurring but it will increase the number of people affected by it. This will be people stranded in Parramatta unable to leave and those who wish to travel to Parramatta.

Both of these issues, along with the intensification of use of public domain areas, are emergency response issues which must be managed by a well-developed and resourced emergency response plan for the CBD. Such

an emergency response plan would consider flooding as one of many emergencies which need to be managed.

6.4 EMERGENCY PLANNING

Two of the actions which carry through into the updated floodplain management plan from the original floodplain management plan are:

- Update the local flood plan
- Continue developing the Parramatta River Flood early warning system

Both of these need to be informed by the analysis of life safety risks set out in this report and the recommended evacuation and shelter responses.

While it is proposed that buildings in categories 2 to 4 develop and maintain Flood Emergency Response Plans, these need to be consistent with an overarching Flood Emergency Response Plan for the CBD.

This plan would need to identify, amongst other things, which areas need to be warned and evacuated first, which are the safest evacuation routes and what are the most appropriate means of evacuation. It would also need to identify what areas should not be evacuated and what travel routes should be closed and under what circumstances that should occur.

Given the role of Parramatta as a major public transport hub, special consideration will need to be given to the role of public transport in flood emergency response.

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7 CONCLUSIONS AND RECOMMENDATIONS

7.1 CONCLUSIONS

7.1.1 CBD Planning Proposal

There are existing flooding problems within the CBD that need to be addressed and redevelopment provides opportunities to reduce the level of risk to individuals and property.

With reference to the Section 9.1 Direction, it is acknowledged that the planning proposal contains provisions that apply to the flood planning areas which:

- (6)(a) permit development in floodway areas; and
- (6)(c) permit a significant increase in the development of that land

As provided for in clause (9) of the Section 9.1 Direction, these inconsistencies are permissible if "the planning proposal is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the Floodplain Development Manual 2005.

The risk assessment in this report has been carried out in line with the principles and guidelines of the Floodplain Development Manual (2005). It is our view that the planning proposal presents a tolerable flood risk to life and property if the recommendations made within this report, with regard to DCP revisions and other flood risk management measures, are implemented.

This conclusion has been made recognising that while the planning proposal increases the overall population at risk, it will also provide the opportunity to decrease the risk to that population through encouraging re-development which is more compatible with the flood risk.

This work has been undertaken using existing flood modelling information, which is currently being updated by Council through a new flood study. It is recommended that the risk to life assessments undertaken as part of this project be revisited following the completion of the flood study, or as part of a subsequent floodplain risk management study.

7.1.2 Planning Investigation Area

The Planning Investigation Area being considered for expansion of the Parramatta CBD is mostly flood free, and as such there would be almost no flooding constraints for redevelopment. The revisions to the planning controls recommended for the CBD Planning Proposal would be sufficient to manage flood risks in the Planning Investigation Area.

7.1.3 Parramatta North Urban Renewal Area

The Parramatta North Urban Renewal Area is almost completely within the Parramatta River floodplain and therefore careful consideration needs to be given to planning controls for that area. Although this report has not investigated flood risks in the Parramatta North Urban Renewal Area, it is likely that it would need similar planning controls to the Parramatta CBD up to the PMF flood extent.

7.2 RECOMMENDATIONS

It is recommended that the City of Parramatta Council adopt the Floodplain Risk Management Plan set out in Section 8 of this report. This plan:

- Carries forward matters from the current Floodplain Risk Management Plan which have not been completed
- Carries forward matters from the current Floodplain Risk Management Plan which had been investigated and not implement but warrant re-investigation in light of the CBD planning proposal
- Proposes continuing development of the flood early warning system for the Parramatta River
- Proposes the preparation of a Flood Emergency Evacuation Plan for the CBD
- Proposes seeking Ministerial Approval to amend Parramatta LEP 2011 with regard

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to controls above the Flood Planning Level

- Proposes a revision of the Parramatta DCP 2011 with regard to flooding

The revision of the LEP should address specific recommendations in this report to ensure the Parramatta CBD Planning Proposal meets the section 9.1 direction and represents a tolerable risk to life and property. In particular, it is recommended that the City of Parramatta Council seek Minister Approval to impose controls for development within the Probable Maximum Flood area to enable occupants of buildings in identified areas that have particular evacuation or emergency response issues to:

(a) shelter within a building above the probable maximum flood level; or

(b) evacuate safely to land located above the probable maximum flood level.

Specific provisions should require that new buildings or significant alterations and additions to existing buildings contains either a safe area with emergency electricity and water for all occupants to take refuge in that is located above the probable maximum flood level, or flood free pedestrian access is available between the building and land that is above the probable maximum flood level; and the building is certified by an engineer to withstand the forces of floodwaters, debris and buoyancy resulting from a probable maximum flood event.

The provision of shelter above the PMF level and a building access at or above the 1% AEP flood level should be included within the LEP rather than just in the DCP to ensure that these minimum life safety measures are applied to all developments.

The revision of the DCP should address specific recommendations in this report to ensure that the Parramatta CBD Planning Proposal represents a tolerable risk to life and property. In particular it is recommended that the following amendments to the DCP provisions be made:

- Planning controls not be triggered solely by flood probabilities but other risk factors such as flood depth, velocity, hazard, rate of rise and duration in the full range of floods. This may require renaming or redefinition of the current flood risk precincts although that may be more appropriate following completion of the new flood study
- Consideration be given to permitting some types of commercial development at street level where this is below the current flood planning level, providing they are designed to minimise damage to property and risk to life
- Where the street entrance for a dwelling could be flooded in a PMF for more than three hours require safe refuge for all occupants above the level of the PMF plus a freeboard
- Where the street entrance for a dwelling could be flooded in a PMF for more than eight hours require that the minimum floor level for the dwelling be constructed above the level of the PMF plus a freeboard and have access to emergency water and power
- Additional requirements be considered with regard to flood affectation provisions to try and eliminate the construction of buildings with under building flow paths which are architecturally unattractive and/or hydraulically questionable
- Remove the requirement for buildings in the CBD to have driveways which allow safe access in a 100 year ARI flood and consider including a provision that prevents vehicles from leaving the car parking areas if water has reached hazardous levels in the access roads
- Remove requirements for vehicular evacuation
- Introduce development incentives such as increased floor space ratios to developments which provide building egress points with a lower depth of flooding in a PMF. This will encourage lot consolidation or elevated walkways to provide pedestrian connection to lower flood risk areas
- Prohibit residential and commercial habitable floors in the current high flood risk precinct unless there is a flood free pedestrian access to a building outside of the high flood risk precinct
- Introduce development incentives such as increased floor space ratios to developments which dedicate high flood risk land to open space uses as an

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alternative to habitable buildings on that land

- If commercial developments are permitted at street level below the flood planning level then permit the storage of goods below the flood planning level provided they are protected from floods up to the flood planning level
- Require buildings which have their highest building egress more than 0.6m below the level of the PMF to have:
  - a building fire management system to meet ABC requirements for high rise buildings
  - The building management review the Site Emergency Response Flood Plan annually or following a flood exceeding a 20 year ARI event and communicate the plan to all occupants
- External fire doors be above the level of the 100 year ARI flood plus 0.5m
- Critical services infrastructure that could be damaged by flooding; such as electrical, lift, sewer and water are placed above the PMF.

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8 UPDATED FLOODPLAIN RISK MANAGEMENT PLAN

The recommended updated floodplain risk management plan is essentially the sum of the recommended measures within Table 2 and Chapter 6. These have been amalgamated below in Table 9. The responses have been prioritised into High, Medium and Low categories. High priority has been given to measures that could be implemented immediately and would have an impact on the flood risk for the current population at risk. Medium was assigned to measures that could be implemented in the medium term and would reduce the risk of any proposed development.

Table 9: Updated Floodplain Risk Management Plan Measures

Proposed Measure	Measure Type	Priority	Source
Make revisions to the DCP as outlined within Section 6.2 and 7.2 of this report	Planning Control	Medium	Existing Plan Review
Council to develop a policy with respect to fencing and screening within floodways. Consideration should be given to the potential for blockage of the screen and effectiveness of the screen to convey water	Planning Control	Medium	Existing Plan Review
Council to consider ways in which it could be made clear that the S10.7(2) certificates do not contain all flooding information. Recommended that a guide to making the decision of purchasing S10.7(2) or S10.7(5) is included within the application form	Planning Control	Medium	Existing Plan Review
Council to consider ways in which S7.11 contributions could be made towards flood mitigation projects	Planning Control	Medium	Existing Plan Review
Council to encourage the NSW SES finalise their development of the Local Flood Sub Plan	Response Modification	High	Existing Plan Review
Council review the availability of flooding data to the public and develop a community awareness and education policy and program for ensuring the population at risk is aware of the flood risks to life and property	Response Modification	High	Existing Plan Review
Council continues developing the Flood Early Warning System for Parramatta CBD and includes a program for review and continuous improvement of the system	Response Modification	High	Existing Plan Review
Council to encourage Sydney Water to conduct a review of the maintenance program for the channel including removal of rubbish and excess vegetation	Flood Modification	Medium	Existing Plan Review

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10 GLOSSARY

THE AUSTRALIAN BUILDING CODES BOARD (ABCB) The organisation responsible for setting and maintaining the national construction code, which defines the minimum safety and design requirements for the construction of buildings

ANNUAL EXCEEDANCE PROBABILITY (AEP): The likelihood of a flood being exceeded in any given year. For example, a flood with an AEP of 1% or 1 in 100 has a 1 in 100 chance of being exceeded in any given year. Synonymous with

AVERAGE RECURRANCE INTERVAL (ARI): The long-term average number of years between the occurrence of a flood as big as or larger than the selected event. For example, floods with a discharge as great as or greater than the 20 year ARI flood event will occur on average once every 20 years. ARI is another way of expressing the likelihood of occurrence of a flood event.

AUSTRALIAN HEIGHT DATUM (AHD): The standard reference level used to express the relative elevation of different features. A height given in metres AHD is essentially the height above sea level.

BACKWATER: An area inundated by water from a river but outside the general flow of the river.

BANKFULL: The condition of a river when flow is so great that no river banks are exposed.

BoM: The Bureau of Meteorology is the Australian Government Agency responsible for providing weather forecasts. Its legislated responsibility includes, "the issue of warnings of gales, storms and other weather conditions likely to endanger life or property, including weather conditions likely to give rise to floods or bush fires."

CATCHMENT: The land surface area that drains into a reservoir or to a specific point in a river system.

CONTRAFLOW: Altering the normal direction of flow of traffic.

DESIGN FLOOD: A flood where the levels at all points along the river have the same chance of occurrence. It is estimated using hydrologic and hydraulic computer models.

DISCHARGE: The rate of flow of water measured in terms of volume per unit time, for example, cubic metres per second (m^3/s).

Discharge is different from the speed or velocity of flow, which is a measure of how fast the water is moving for example, metres per second (m/s).

EVACUATION: The movement of people from a place of danger to a place of relative safety, and their eventual return.

EVACUATION TRIGGER: The flood level that triggers evacuation of a particular area, usually given as the when the evacuation route is cut off by floodwaters or when the area is inundated.

FLASH FLOODING: Flooding that occurs without sufficient warning, usually from heavy local rainfall. For its flood warning purposes, the BoM defines it as flooding which occurs six hours or less from the onset of rain.

FLOOD EMERGENCY RESPONSE PLAN: A plan that sets out the actions and triggers for actions in response to a flood emergency. Usually undertaken on a development scale.

FLOOD FREE: An area that is unlikely to become inundated by flood waters even in a PMF.

FLOOD ISLAND: An area that may be inundated by floodwaters but is initially surrounded before becoming inundated.

FLOODPLAIN: That part of a river valley, adjacent to the river channel, over which a river flows in times of flood.

FLOOD PROGRESSION: The way in which the flood moves across an area.

FLOOD STORAGE: Areas within a flow path that provide critical temporary storage of waters during a flood

FLOOD STUDY: A study commissioned by a Council or Developer to determine the flood extents and levels of an area, utilising hydraulic modelling and hydrological calculations.

FLOODWAY: The area within a flow path that carries the majority of the flow and has higher hazard than the other portions of the flow path

FREEBOARD: A factor of safety that is usually expressed as a height above the designed flood level.

GEOGRAPHIC INFORMATION SYSTEM (GIS): A type of software system that is used to interrogate and undertake analysis on spatial data.

HAZARD: Flood hazard is generally defined by the depth and velocity product which is then categorised based on meaningful thresholds.

HYDROGRAPH: A graph showing the variation over time of water levels or flow.

LOCAL FLOODING: Flooding that occurs as a result of rainfall falling directly over the development.

OVERBANK FLOWS: River flows which cannot be contained within a river channel.

PEDESTRIAN EVACUATION: Evacuation by walking. Pedestrian evacuation should not be relied on as a primary means of evacuation, but may be built in to an evacuation plan as a failsafe mechanism should vehicular evacuation fail in extreme or unforeseen circumstances.

PREMISE: A building or development that is likely to be occupied by residents or employees.

PROBABLE MAXIMUM FLOOD (PMF): The largest flood likely to occur.

RISK: Flood risk is defined as the probability of the event occurring multiplied by the consequence, which can be made up of a number of factors (depth, velocity, damage, duration etc.)

RISING ROAD ACCESS: An evacuation route along a road which is constantly rising to a higher level and eventually to a level above the PMF.

RIVERINE: Of or pertaining to a river.

SECONDARY EMERGENCY: An emergency, such as a fire or medical emergency, that occurs during a flood.

SHELTER IN PLACE: A flood emergency response where the occupants of a premise remain in place until the flood has passed.

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APPENDIX A– REVIEW OF EXISTING PLANS

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Number	Study Area	Measure Type	Proposed Measure	Review Actions	Status	Revised Measure
1	Lower	Planning Controls	Establish a graded set of planning controls for land uses relative to flood risk that is consistent with the floodplain development manual	Reviewed the current DCP, consulted Flood Policy Review report prepared previously by Molino Stewart	This measure has been implemented, however a suggestion of the Parramatta Flood Policy Review undertaken by Molino Stewart is to consider revising the wording of the DCP which lists terms the precincts as "risk" when these are largely based "hazard" categories. However, this terminology has been adopted across a number of Council DCPs throughout NSW.	It is proposed that Council consider the wording of the DCP to better reflect the nature of the precincts
2		Planning Controls	A range of suggested changes to Parramatta REP 28	Review the Parramatta REP 28 and DCP	The legislation with respect to REP has been repealed, the recommended changes for the REP have been largely carried through the relevant clauses of the updated DCP	N/A
3		Planning Controls	Amend the LEP to provide consistent framework for more detailed controls to be provided in DCP	Reviewed the current LEP and DCP	It is understood that Parramatta LEP 2011 uses the Standard Instrument LEP and the wording is essentially dictated by the Department of Planning and Council has very limited scope to modify it. Clause 6.3 of the Parramatta LEP outlines Flood Planning and only applies to land below the 1:100 ARI flood event plus 0.5 m freeboard. The approach in this clause is not consistent with the Floodplain Development Manual which emphasises a merit based approach and consideration of floods up to the PMF. However, aspects of the DCP do consider the full range of floods The suggested amendment to the LEP are generally captured in the Parramatta DCP. However, the DCP doesn't define a scope for Council to consult with relevant agencies such as the NSW Office of Environment or the NSW State Emergency Service.	It is proposed to include a clause within the DCP along the lines of "The Council may consult with and take into consideration, any advice of the Office of Environment and Heritage, the NSW State Emergency Service and any other relevant agency, in relation to the nature of the flood hazard, the necessity and capacity to evacuate persons, and the consequence and suitability of the development." It is recommended Council consider implementing the requirement for basement car parks to be protected up to the level of the PMF and to determine whether this would be in contradiction to the standard instrument LEP
4		Planning Controls	Utilise the foreshore building line provisions within the LEP to provide greater weight to planning decisions with respect to the high flood risk precinct	Review the current LEP and location of the foreshore building line	The plan recommends matching the foreshore building line to the boundary of the high flood risk precinct. Examination of the foreshore building line does not appear to be coincident with the high flood risk precinct (particularly around George Kendall Park). This suggests that this recommendation has not been implemented. Discussion with Council officers suggests that this recommendation has been found to be unfeasible	N/A
5		Planning Controls	Amend current DCP and Policy as per recommendations found within Appendix C	Review the Appendix C of the Plan, the current DCP and Flood Policy	The policy and DCP are generally not as prescriptive as Appendix C, particularly in terms of the Information Required as part of a DA. The planning control matrix found within the DCP is similar to the recommended matrix within Appendix C of the original Plan. There is no mention of requirements with respect to fencing or screening within the DCP	Council to develop a policy with respect to fencing and screening within floodways. During our investigations a number of screens that are intended to allow flood waters to pass below the building would not be effective and would be prone to blockages.
6		Planning Controls	Notations on Section 149(2) Certificates as per UPRC FRMP	Review of current S149 certificates	There is currently an issue with respect to the S149 certificates as a copy of the S149(2) certificate will not contain flooding information. This is generally not explained to those requesting the S149(2) certificate.	Recommendation that a note should be added, or a guide for those applying for the S149 certificate to ensure that if they require flooding information that they are directed to purchase the S149(5)
7		Planning Controls	Consider specific S94 contributions for specific developments	Review the current S94 Plans	The plan suggests limited scope for S94 contributions towards mitigation measures, however, it recommends that this should be monitored for potential opportunities. The River foreshore park improvements are listed in the Civic Improvement Plan the design principles include improvements to the management of flood events.	Given the scale of the flooding problem within the CBD and also the extent of redevelopment currently occurring, it is recommended that the potential for S94 contributions for flood mitigation works is investigated further. This may require innovative and/or large scale works.
8		Property Modification	Proposed Voluntary House Raising and Voluntary House Purchase Policy	Council to advise	Council is currently operating a Voluntary House Purchase and Voluntary Housing Raising Scheme (Local Floodplain Risk Management Policy 2006)	Recommended that the Council await the outcomes of the current Flood Study prior to pursuing further voluntary house purchase of voluntary house raising.
9		Response Modification	Develop NSW SES Local Flood Plan	Check with SES	The Parramatta DISPLAN has some emphasis on flooding and is currently being updated. An SES local flood plan is currently being developed.	Given the nature and scale of the flood risks within Parramatta, it is recommended that resources are provided for the completion of the Local Flood Plan
10		Response Modification	Distribute Flood Risk Precinct Maps to flood affected lots	Check website, Council to advise	Flood Risk Precinct Maps are not readily available on the Council website and are only available through the flood enquiry application. Advice from Council is that these have not been distributed to areas that are at risk.	Council reviews the availability of flooding data to the public and to develop a policy or program for ensuring that the population at risk is aware of the flood risks to life and property.

11		Response Modification	Discussions re early warning system	Council to advise	Council is currently progressing the installation of a flood early warning system for the Parramatta CBD. The design and price of the system has been presented to the Floodplain Risk Management Committee and was approved by the Committee	Council continues the development of the Early Warning system and implements a continuous improvement and review process to ensure that the system is effective
12		Flood Modification	Ollie Webb Reserve detention basin	Council to advise	Constructed	N/A
13		Flood Modification	Thomas Reserve Box Culvert	Council to advise	Not Constructed after further feasibility investigations	N/A
14		Flood Modification	A'Becketts Creek de-snagging and removal of rubbish and veg	Council to advise	Council advises that this was likely done at the time but there is no ongoing action.	Council and Sydney Water conduct review of maintenance program for channel removal of rubbish, excess vegetation
15		Flood Modification	Duck Creek de-snagging and removal of rubbish and veg	Council to advise	Council advises that this was likely done at the time but there is no ongoing action.	As Above
16		Flood Modification	Duck River de-snagging and removal of rubbish and veg	Council to advise	Council advises that this was likely done at the time but there is no ongoing action.	As Above
17	Upper	Flood and Property Modification	Upgrade of Briens Road Culvert, 5 Voluntary Acquisitions (North Wentworthville FRMSP)	Council to advise	Complete	N/A
18		Flood and Property Modification	Bogalara Road Toongabbie – Pipe Upgrade and Augmentation	Council to advise	Complete	N/A
19		Flood and Property Modification	Oakes Road, Old Toongabbie House Raising (6 homes) and Flood Proofing (4 homes).	Council to advise	Complete – a number of properties owners did not participate	N/A
20		Flood and Property Modification	Wentworth Avenue to Burrabogee Rd, Pendle Hill Channel Formalisation, Culvert Upgrade and Construction of Drop Structure	Council to advise	Not Complete, Council is unsure of the status of this proposed work. I.e. whether it has been found to be unfeasible	Council to determine the reason that this work did not proceed
21		Flood and Property Modification	Burrabogee Rd to Barangaroo Rd, Pendle Hill – Pendle Hills Ck Floodway	Council to advise whether this has been constructed	Complete	
22		Flood and Property Modification	Edison Pde to Einstein Ave, Winston Hills Diversion of drainage around existing levee	Council to advise whether this has been constructed	Complete	
23		Flood and Property Modification	Barangaroo Rd to Fitzwilliam Rd, Pendle Hills – channel improvement and additional cell in Fitzwilliam Rd culverts	Council to advise whether this has been constructed	Complete – however no additional cell was included in the Fitzwilliam Rd culverts as it was not found to be feasible	
24		Flood and Property Modification	O'Connell, Ferris, Iron, Barney and Church St, North Parramatta – pipe upgrade and augmentation	Council to advise whether this has been constructed	Not completed – further investigations by Council and its consultant are on going	Council to continue investigating
25		Flood and Property Modification	Bellotti Avenue, Churchill Drive, Jerome Avenue, Defoe Place and Twain Street, Winston Hills— pipe upgrade and augmentation including modification of pits	Council to advise whether this has been constructed	Some works have been undertaken, others found not to be feasible	
26		Flood and Property Modification	Belmore Street transition chamber and Belmore Park, North Parramatta flood retarding basin.	Council to advise whether this has been constructed	Complete	
27		Proposed Investigation	Brickfield Creek FRMS	Check whether completed	Complete	
28		Proposed Investigation	Fletcher Cl, Old Toongabbie – Flood Wall	Council to advise whether this has been constructed	The investigation was completed and it was decided not to undertake the works	

29		Proposed Investigation	Campbell's Cash and Carry at Kleins Road and Boundary Road, Northmead — investigation into pipe augmentation or trunk drainage diversion works.	Council to advise whether this has been undertaken	The investigation was completed and the issues have been resolved through redevelopment	
30		Proposed Investigation	Scott Street, Andrews Avenue and Lamonerie Street, Pendle Hill— pipe augmentation and channel works.	Council to advise whether this has been undertaken	The investigation was completed and the issues have been resolved through redevelopment	
31		Proposed Investigation	Sherwood Street, Old Toongabbie levee (voluntary purchase completed in 1993).	Council to advise whether this has been undertaken	The investigation was completed and some works were implemented, however it was found that the levee was not required	
32		Proposed Investigation	Lister Street, Winston Hills levee extension and pump out — these works would be additional to the major diversion drain constructed in 1990 to prevent flooding from behind the existing levee.	Council to advise whether this has been undertaken	The investigation was completed and some works were implemented, however no pump was installed	
33		Planning Controls	Change REP No.28	Check App A Vol 2	This legislation has been repealed, therefore remove from the updated FRMP	
34		Planning Controls	Change Council LEPs	Check App B Vol 2	Suggests using foreshore building line as per above measure suggested in the Lower Parramatta FRMP, response as per Item 4.	
35		Planning Controls	Adopt and Implement DCPs or Policies consistent with Flood Planning Matrix and Plan	Check Appendix C	Complete	
36		Planning Controls	Review and revise existing 2(e) zonings over flood liable areas	Check LEP	2(e) zones now redundant as Parramatta LEP 2001 has been replaced, Flood Prone Land Map in New LEP appears to be updated	
37		Response Modification	Make up-to-date flood risk precinct maps readily accessible to public.	Check Council Website	Flood Prone Land Maps not available on Councils Website – obtainable through the LEP however this is difficult for members of public and not the intention of the plan	As Per Item 10
38		Response Modification	Define and map flood way limits in critical areas	Council to advise whether this has been undertaken	Council's current approach is to define hazard through mapping and it is the responsibility of the developer if a DA is submitted to determine the floodway extent. In the future the floodway extents will be defined through the new Flood Study that is currently being commissioned.	
39		Response Modification	Review and revise provisional flood risk precincts from Trust in light of access, warning time etc. considerations.	Council to advise whether this has been undertaken	Council has continued to revise flood precincts. A major revision will be undertaken as per the new Flood Study that is currently being commissioned.	
40		Response Modification	Prepare or adapt existing data to produce flood risk precinct maps for other catchments.	Review existing studies and plans	Flood study reviews or catchment management plans undertaken for Subiaco, Vineyard, Duck, Claycliff Creeks as well as Duck River and localised flooding areas, also the Parramatta Flood Study is currently being reviewed	
41		Response Modification	Collate data on local overland flooding for ready access and use.	Look over data provided, discuss with Council	This will be undertaken with the new Flood Study that is currently being commissioned	
42		Response Modification	Prepare and run an ongoing program to raise community awareness of flood risks	Council to advise whether this has been undertaken	Currently community awareness and education is only being undertaken as per the community consultation that is required under the floodplain risk management process.	Council to develop a community awareness and education program, as per Item 10
43		Response Modification	Brochure on flood-related building controls available.	MS Check Website Council to advise whether this has been undertaken	Council is currently preparing a number of brochures internally, however these are not publically available.	Recommended that the production of brochures with respect to building controls are completed alongside the recommendations outlined in Item 10

44		Response Modification	All councils to send flood notification letters to all owners of flood liable properties every 4 years.	Council to advise whether this has been undertaken	This has not been undertaken	As per Item 10
45		Response Modification	Prepare and make widely available a flood information brochure 'Facts about Flooding'.	MS Check Website Council to advise whether this has been undertaken	This has not been undertaken, however some flooding information is now available on Councils website.	As per Item 10
46		Response Modification	Prepare and make widely available a frequently asked questions brochure.	MS Check Website Council to advise whether this has been undertaken	This has not been undertaken	As per Item 10
47		Response Modification	Consider providing flood certificates or equivalent S149 certificates with comprehensive data on flood levels, ground/floor levels and the flood risk precinct.	Request S149 certificate for flood prone property	This information is available through the flood enquiry application. The form for the flood enquiry can be found online.	
48		Response Modification	Consider using proposed wording for S149(2) certificates.	Request S149 certificate for flood prone property	The S149 certificates currently have an issue as per Item 6	As per Item 6
49		Response Modification	Develop and implement a formal process for release and adoption of updated flood data estimates.	Council to advise whether this has been undertaken	This is undertaken as per the Public Exhibition process when a new Flood Study is undertaken.	

APPENDIX B– CURRENT PARRAMATTA DCP (2011) FLOOD PROVISIONS

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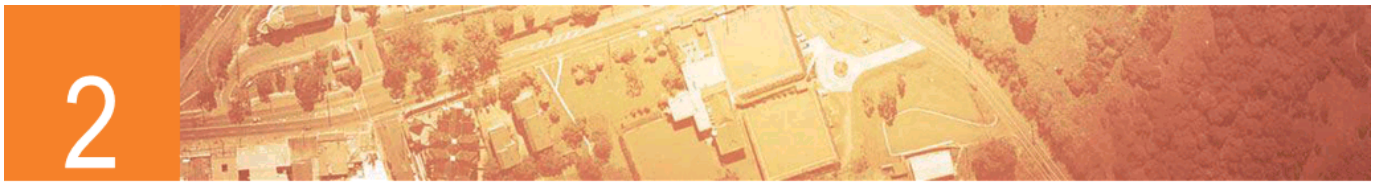

2.4 Site Considerations

2.4.1 Views and Vistas

The topographical setting of Parramatta, located in a river basin and bounded by hills to the north and west, means that there are significant views and vistas which contribute to the sense of place for Parramatta. Preservation and, where possible, enhancement of public views to landmark and landscape features allows people to interpret and appreciate the special character of Parramatta.

View sharing between properties is also important to balance access to private views from properties.

Objectives

O.1 To preserve and enhance district and local views which reinforce and protect the City's urban form and enhance legibility.

O.2 To encourage view sharing through complementary siting of buildings, responsive design and well-positioned landscaping.

O.3 To ensure highly visible sites are designed in scale with the City's setting and encourage visual integration and connectivity between places.

Design Principles

P.1 Development is to preserve views of significant topographical features such as ridges and natural corridors, the urban skyline, landmark buildings, sites of historical significance and areas of high visibility, particularly those identified in Appendix 2 Views and Vistas. Refer also to Views and Vistas in the Harris Park Heritage Conservation Area in Part 4 and Views and View Corridors in Parramatta City Centre in section 4.3.3.4.

P.2 Buildings should reinforce the landform of the City and be designed to preserve and strengthen areas of high visibility. In some locations, this may be achieved through uniform heights and street walls as a means of delineating the public view corridor.

P.3 Landscaping of streets and parks is to reinforce public view corridors.

P.4 Building design, location and landscaping is to encourage view sharing between properties.

P.5 Views to and from the public domain are to be protected.

NOTE: For certain developments, 3 dimensional computer simulations or photo montages from selected locations may be required to demonstrate how the proposal affects the setting and views and vistas.

2.4.2 Water Management

2.4.2.1 Flooding

Flooding is a significant issue that affects existing and future development in the Parramatta Local Government Area (LGA). This Section establishes Council's approach to floodplain planning and the general flood prone land requirements relating to development control for the whole LGA. The development of Council's approach to flooding has regard to and complies with the New South Wales Government's Floodplain Development Manual (FDM 2005).

The criteria for determining applications for proposals potentially affected by flooding are structured to recognise that different controls are applicable to different land uses and levels of potential flood inundation and hazard. As a first step in the development consent process, proponents are strongly advised to consult with Council officers, particularly for proposals located in the medium and high flood risk categories.

2

Objectives

O.1 To ensure the proponents of development and the community in general are aware of the potential flood hazard and consequent risk and liability associated with the use and development of flood liable land.

O.2 To manage flood liable land in an economically, environmentally and socially sustainable manner.

O.3 To ensure that developments with high sensitivity to flood risk (eg. critical public utilities) are sited and designed to provide reliable access and minimise risk from flooding.

O.4 To allow development with a lower sensitivity to the flood hazard to be located within the floodplain, subject to appropriate design and siting controls and provided that the potential consequences that could still arise from flooding remain acceptable.

O.5 To prevent any intensification of the development and use of High Flood Risk Precinct or floodways, and wherever appropriate and feasible, allow for their conversion to natural waterway corridors.

O.6 To ensure that the proposed development does not expose existing development to increased risks associated with flooding.

O.7 To ensure building design and location address flood hazard and do not result in adverse flood impact and unreasonable impacts upon the amenity or ecology of an area.

O.8 To minimise the risk to life by ensuring the provision of appropriate access from areas affected by flooding up to extreme events.

O.9 To minimise the damage to property, including motor vehicles, arising from flooding.

O.10 To incorporate the principles of Ecologically Sustainable Development (ESD).

Design Principles

P.1 New development should not result in any increased risk to human life.

P.2 The additional economic and social costs which may arise from damage to property from flooding should not be greater than that which can reasonably be managed by the property owner, property occupants and general community.

P.3 New development should only be permitted where effective warning time and reliable access is available for the evacuation of an area potentially affected by floods to an area free of risk from flooding. Evacuation should be consistent with any relevant flood evacuation strategy where in existence.

P.4 Development should not adversely increase the potential flood affectation on other development or properties, either individually or in combination with similar developments(s) that are likely to occur within the same catchment.

P.5 New developments must make allowances for motor vehicles to be relocated to an area with substantially less risk from flooding, within an effective warning time.

P.6 New developments must provide an evacuation plan detailing procedures that would be in place for an emergency (such as warning systems, signage or evacuation drills).

P.7 Flood mitigation measures associated with new developments should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (eg. by unsympathetic house raising) or by being incompatible with the streetscape or character of the locality (including heritage).

P.8 Proposals for raising structures must provide a report from a suitably qualified engineer demonstrating that the raised structure will not be at risk of failure from the forces of floodwaters.

P.9 Development is to be compatible with any relevant Floodplain Risk Management Plan, Flood Studies, or Sub-Catchment Management Plan.

P.10 Development must not divert flood waters, nor interfere with floodwater storage or the natural function of waterways.

P.11 Filling of land up to 1:100 Average Recurrence Interval (ARI) (or flood storage area if determined) is not permitted. Filling of and above 1:100 ARI up to the Probable Maximum Flood (PMF) (or in flood fringe) must not adversely impact upon flood behaviour.

P.12 New development must consider the impact of flooding resulting from local overland flooding whether it is a result of Local Drainage or Major Drainage.

P.13 Where hydraulic flood modelling is required, flow hazard categories should be identified and adequately addressed in the design of the development.

P.14 Council strongly discourages basement car parks on properties within the floodplain. Where site conditions require a basement car park on a property within the floodplain, development applications must provide a detailed hydraulic flood study and design demonstrating that the proposed basement car park has been protected from all flooding up to and including the PMF event. An adequate emergency response and evacuation plan must also be provided where basement car parks are proposed in the floodplain.

Design Controls

All proposals are to have regard to the planning matrix at Figure 2.7. The procedure to determine which design standards apply to proposed development involves:

Step 1: identify the land use category of the development from Table 2.6;

Step 2: determine which flood risk category applies to the land (refer to Catchment Management Unit of Council for the Flood Risk Precincts and relevant flood risk mapping); and

Step 3: apply the objectives and design principles as outlined in this section and then the design standards in the planning matrix at Figure 2.7 as applicable to the floodplain and land use category.

NOTE: An evacuation plan is not enough to negate compliance with all building regulations.

Additional guidelines relating to flood risk management and flood prone land are contained in Council's Local Floodplain Risk Management Policy.

Table 2.6: Land Use Category Definitions

NOTE: Refer to the Parramatta LEP 2011 for definitions of each land use.

LAND USE CATEGORIES	IDENTIFIED LAND USES
Sensitive Uses and Facilities	Community facilities or Public administration buildings which may provide an important contribution to the notification and evacuation of the community during flood events; Child care centres; Hospitals; Residential care facilities; Seniors housing; Educational establishments.
Critical Utilities and Uses	Hazardous industries; Hazardous storage establishments; Offensive industries; Offensive storage establishments; Liquid fuel depots; Public utility undertakings which may cause pollution of waterways during flooding, are essential to evacuation during periods of flood or if affected during flood events would unreasonably affect the ability of the community to return to normal activities after flood events; Telecommunication facilities; Waste management facilities.
Subdivisions	Subdivision of land which involves the creation of additional allotments.
Filling	The net importation of fill material onto a site, except where: (i) final surface levels are raised by no more than 100mm over no more than 50% of the site; or (ii) filling is no more than 800mm thick beneath a concrete building slab only. Compensatory earthworks, involving cut and fill, is not considered to be filling provided that: (i) there is no net importation of fill material onto the site; and (ii) there is no net loss of flood storage at all flood levels.
Residential	Backpackers accommodation; Bed and breakfast establishments; Boarding houses; Community facilities (other than sensitive uses and facilities); Dual occupancies; Dwelling houses; Group homes; Health consulting rooms; Home based child care; Home businesses; Hostels; Multi dwelling housing; Neighbourhood shops; Residential flat buildings; Serviced apartments; Public utility undertakings (other than critical utilities).
Commercial or Industrial	Bulky goods premises; Business Premises; Car parks; Depots; Entertainment facilities; Food and drink premises; Freight transport facilities; Funeral chapels; Funeral homes; Function centres; Hardware and building supplies; Heavy industries; Hotel accommodation; Industries; Landscape and garden supplies; Light industries; Materials recycling or recovery centres; Medical centres; Mixed use development; Office premises; Passenger transport facilities; Places of public worship; Public administration buildings (other than an essential community facility); Pubs; Recreation facilities (indoor); Registered clubs; Restricted premises; Retail Premises; Service stations; Sex services premises; Shop top housing; Tourist and visitor accommodation; Vehicle body repair workshops; Vehicle repair stations; Vehicle showrooms; Veterinary hospitals; Warehouse or distribution centres.

Land Use Category Definitions

LAND USE CATEGORIES	DEFINITIONS
Tourist Related Development	Advertising structures; Kiosks; Markets; Information and education facilities; Signage.
Open Space or Non-urban Uses	Animal boarding and training establishments; Boat launching ramps; Boat repair facilities; Boat sheds; Environmental facilities; Helipad; Jetty; Recreation areas and minor ancillary structures (e.g. Toilet blocks or kiosks); Recreation facilities (outdoor).
Concessional Development	Concessional development is any development or redevelopment that would normally not be permitted under this Plan, but may be permitted as a concession provided it: (i) is kept clear of any floodway; and (ii) involves an acceptably small (see below for limits) addition or alteration to an existing development that will not cause a significant increase in potential flood losses, risks or have an adverse impact on adjoining properties; or (iii) redevelopment for the purposes of substantially reducing the extent of flood affectation to the existing building; provided that such redevelopments incorporate to the fullest extent practical, design features and measures to substantially reduce the existing potential for flood losses and personal risks, and avoid any adverse impacts on adjoining properties – especially obstruction or diversion of floodwaters and loss of flood storage. In the case of residential development, The maximum size of a concessional development is: (i) a once-only addition or alteration to an existing dwelling of no more than 10% or 30m² (whichever is the lesser) of the habitable floor area which existed at the date of commencement of this Policy or Plan; or (ii) the construction of an outbuilding with a maximum floor area of 20m². In the case of other development categories, the maximum size of a concessional development is a once- only addition to existing premises of no more than 10% of the floor area which existed at the date of commencement of this Policy or Plan.

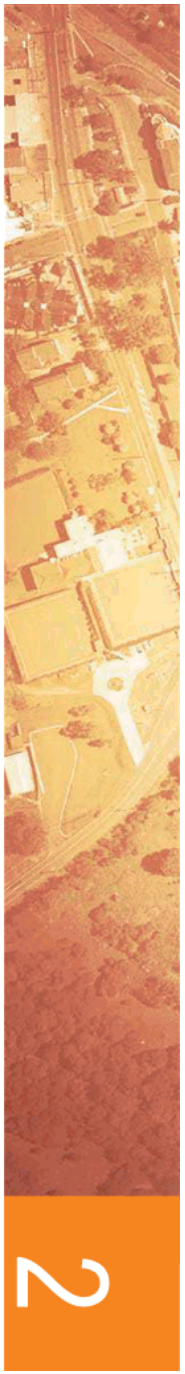

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Table 2.7: FLOODPLAIN MATRIX

Planning & Development Controls

Planning Consideration	Flood Risk Precincts (FRP's)																										
	Low Flood Risk									Medium Flood Risk									High Flood Risk								
	Sensitive Uses & Facilities	Critical Uses & Facilities	Subdivision	Filling	Residential*	Commercial & Industrial	Tourist Related Development	Open Space & Non-Urban	Concessional Development	Sensitive Uses & Facilities	Critical Uses & Facilities	Subdivision	Filling	Residential*	Commercial & Industrial	Tourist Related Development	Open Space & Non-Urban	Concessional Development	Sensitive Uses & Facilities	Critical Uses & Facilities	Subdivision	Filling	Residential*	Commercial & Industrial	Tourist Related Development	Open Space & Non-Urban	Concessional Development
Floor Level		3			2, 5	2, 5	2, 5							2, 5	2, 5	2, 5	1, 5	4, 5								1, 5	4, 5
Building Components		2												1	1	1	1	1								1	1
Structural Soundness		2												1	1	1	1	1								1	1
Flood Affectation		2	2	1	2	2	2					1		1	1	1	2	1								1	1
Car Parking & Driveway Access		1, 3, 5, 6			1, 3, 5, 6	1, 3, 5, 6	1, 3, 5, 6	2, 4, 6, 7						1, 3, 5, 6, 7	1, 3, 5, 6, 7	1, 3, 5, 6, 7	2, 4, 6, 7	1, 5								2, 4, 6, 7	1, 5
Evacuation		2, 4, 6	5		3, 4	4	4					5, 3, 4		3, 4, 6	3, 4, 6	3, 4, 6	1, 4	3, 6								1, 4	3, 4 6
Management & Design		2, 3, 4	1									1		2, 3, 4	2, 3, 4	2, 3, 4	2, 3, 4	2, 3, 4								2, 3, 4	2, 3, 4

Not Relevant Unsuitable Land Use * For redevelopment of an existing dwelling refer also to ' Concessional Development' provisions

i. Freeboard equals an additional height of 500mm.

ii. The Parramatta LEP 2011 identifies development permissible with consent in various zones. Notwithstanding, constraints specific to individual sites may preclude Council granting consent for certain forms of development on all or part of a site. The above matrix identifies where flood risks are likely to determine where certain development types will be considered "unsuitable" due to flood related risks.

iii. Filling of the site, where acceptable to Council, may change the FRP considered to determine the controls applied in the circumstances of individual applications.

iv. Any fencing that forms part of a proposed development is subject to the relevant Flood Effects and Structural Soundness planning considerations of the applicable land use category.

v. Development within the floodplain may be subject to Clause 6.7 Foreshore Building Line in the Parramatta LEP 2011.

Floor Level	
1	All floor levels to be equal to or greater than the 20 year Average Recurrence Interval (ARI) flood level plus freeboard
2	Habitable floor levels to be equal to or greater than the 100 year ARI flood level plus freeboard.
3	All floor levels to be equal to or greater than the Probable Maximum Flood (PMF) level plus freeboard
4	Floor levels to be equal to or greater than the 100 year ARI flood level plus freeboard. Where this is not practical due to compatibility with the height of adjacent buildings, or compatibility with the floor level of existing buildings, or the need for access for persons with disabilities, a lower floor level may be considered. In these circumstances, the floor level is to be as high as practical, and, when undertaking alternations or additions, no lower than the existing floor level.
5	A restriction is to be placed on the title of the land, pursuant to S.88B of the Conveyancing Act, where the lowest habitable floor area is elevated more than 1.5m above finished ground level, confirming that the subfloor space is not to be enclosed.
Building Components & Method	
1	All structures to have flood compatible building components below the 100 year ARI flood level plus freeboard.
2	All structures to have flood compatible building components below the PMF.
Structural Soundness	
1	An engineers report is required to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year ARI flood level plus freeboard.
2	An engineers report is required to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a PMF level.
Flood Affectation	
1	An engineers report is required to certify that the development will not increase flood affectation eleswhere, having regard to: (i) loss of flood storage; (ii) changes in flood levels, flows and velocities caused by alterations to flood flows; and (iii) the cumulate impact of multiple potential developments in the vicinity.
2	The impact of the development on flooding elsewhere to be considered having regard to the three factors listed in consideration 1 above.
Car Parking and Driveway Access	
1	The minimum surface level of open spaces or carports shall be as high as practical, but no lower than 0.1m below the 100 year ARI flood level. In the case of garages, the minimum surface level shall be as high as practical, but no lower than the 100 year ARI flood level.
2	The minimum surface level of open parking spaces or carports shall be as high as practical, but no lower than 0.3m above the 20 year ARI flood level.
3	Garages capable of accommodating more than 3 motor vehicles on land zones for urban purposes, or enclosed car parking, must be protected from inundation by floods equal to or greater than the 100 year ARI flood. Ramp levels to be no lower than 0.5m above the 100 year ARI flood level.
4	The driveway providing access between the road and parking spaces shall be as high as practical and generally rising in the egress direction.
5	The level of the driveway providing access between the road and parking spaces shall be no lower than 0.2m below the 100 year ARI flood level.
6	Enclosed car parking and car parking areas accommodating more than 3 vehicles, with a floor below the 100 year ARI flood level, shall have adequate warning systems, signage, exits and evacuation routes.
7	Restraints or vehicle barriers to be provided to prevent floating vehicles leaving a site during a 100 year ARI flood.
Evacuation	
1	Reliable access for pedestrians required during a 20 year ARI peak flood.
2	Reliable access for pedestrians and vehicles required to a publicly accessible location during the PMF peak flood.
3	Reliable access for pedestrians and vehicles is required from the site to an area of refuge above the PMF level, either on site (eg. second storey) or off site.
4	Applicant is to demonstrate the development is consistent with any relevant flood evacuation strategy or similar plan.
5	Applicant is to demonstrate that evacuation in accordance with the requirements of this DCP is available for the potential development resulting from the subdivision.
6	Adequate flood warning is available to allow safe and orderly evacuation without increased reliance upon SES or other authorised emergency services personnel.
Management and Design	
1	Applicant is to demonstrate that potential development as a consequence of a subdivision proposal can be undertaken in accordance with this the relevant FRMS and FRMP
2	Site Emergency Response Flood plan required where the site is affected by the 100 year ARI flood level, (except for single dwelling-houses).
3	Applicant is to demonstrate that area is available to store goods above the 100 year flood level plus freeboard.
4	No storage of materials below the 100 year ARI flood level.

Further Information

Flood Risk Management Plan, Flood Studies, Sub-Catchment Management Plans, and Local Floodplain Risk Management Policy available from Council.

NSW Government's Floodplain Development Manual 2005 – *www.dnr.nsw.gov.au/floodplains/manual.shtml*

Parramatta City Council's Local Floodplain Risk Management Policy, 2006.

2.4.2.2 Protection of Waterways

Objective

O.1 To ensure development contributes to the protection and rehabilitation of waterways in order to improve waterway health and to develop and maintain ecologically sustainable waterways.

Design Principles

P.1 Development is to make provision for buffer areas for the preservation and maintenance of floodway, riparian corridors and habitat protection. Refer to Clause 6.7 Foreshore Building Line and Clause 6.5 Water Protection in the Parramatta LEP 2011.

P.2 Development on land subject to Clause 6.5 Water Protection in the Parramatta LEP 2011 or that abuts a waterway is to be landscaped with local indigenous species, to protect bushland and wildlife corridors and soften the nterface between the natural landscape and the urban environment. Riparian vegetation also plays an important role in stabilising bed and banks and attenuating flood flows.

P.3 The piping, enclosing or artificial channelling of natural watercourses and drainage channels is not permitted. Consideration is to be given to re-opening piped or lined drainage systems wherever feasible.

P.4 Development is to ensure that natural channel design principles are incorporated in any works on or in waterways. Refer to Figure 2.8.

P.5 Ongoing maintenance costs are to be considered in the design of any waterway protection features.

Further Information

Brisbane City Council 2000, *Natural Channel Design Guidelines*

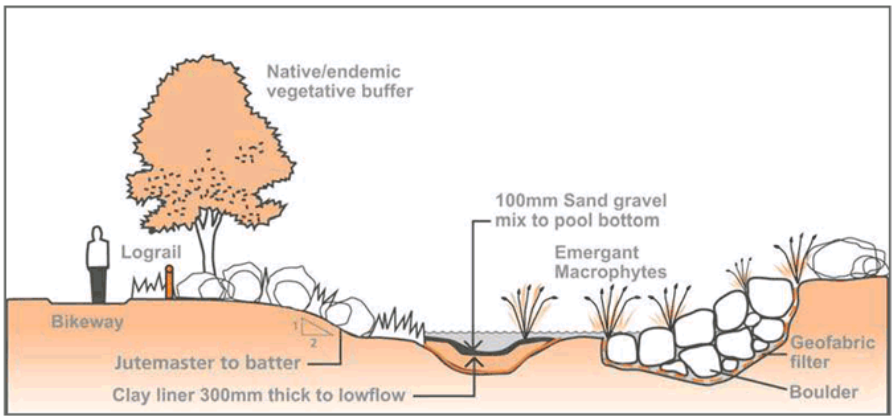

Figure 2.8 *Elements of the Natural Drainage System*
Sources: Stormwater outlets in parks and waterways (Brisbane City Council, 2001)

2.4.2.3 Protection of Groundwater

Objective

O.1 To protect groundwater quality, flows and drainage patterns during demolition, construction and ongoing operation phases of a development.

Design Principles

P.1 Operating practices and technology including dewatering shall not contaminate groundwater or adversely impact on adjoining properties and infrastructure.

P.2 Groundwater is to be recharged where possible while still protecting and/or enhancing groundwater quality.

P.3 Protection measures for groundwater are to be proportional to the risk the development poses. Where the potential risk to groundwater is high, a separate Groundwater Impact and Management Report will be required.

NOTE: The potential risk to groundwater is high when construction involving excavation is below the water table and is within alluvial areas and sandstone environments.

2.4.3 Soil Management

2.4.3.1 Sedimentation

Objectives

O.1 To ensure through effective site controls during and after demolition and construction, that development does not contribute to sedimentation of waterways and drainage systems, or cause wind blown soil loss.

O.2 To ensure that development does not result in environmental damage of waterways and bushland in the City.

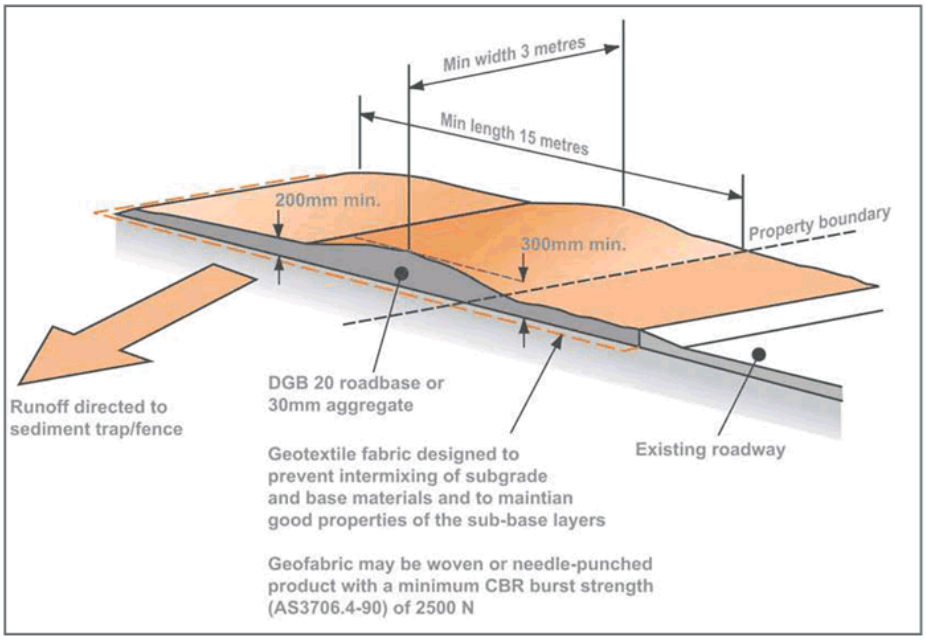

Figure 2.9 Stabilised Site Access
Source: Soils and Construction: Managing Urban Stormwater, Landcom, March 2004.

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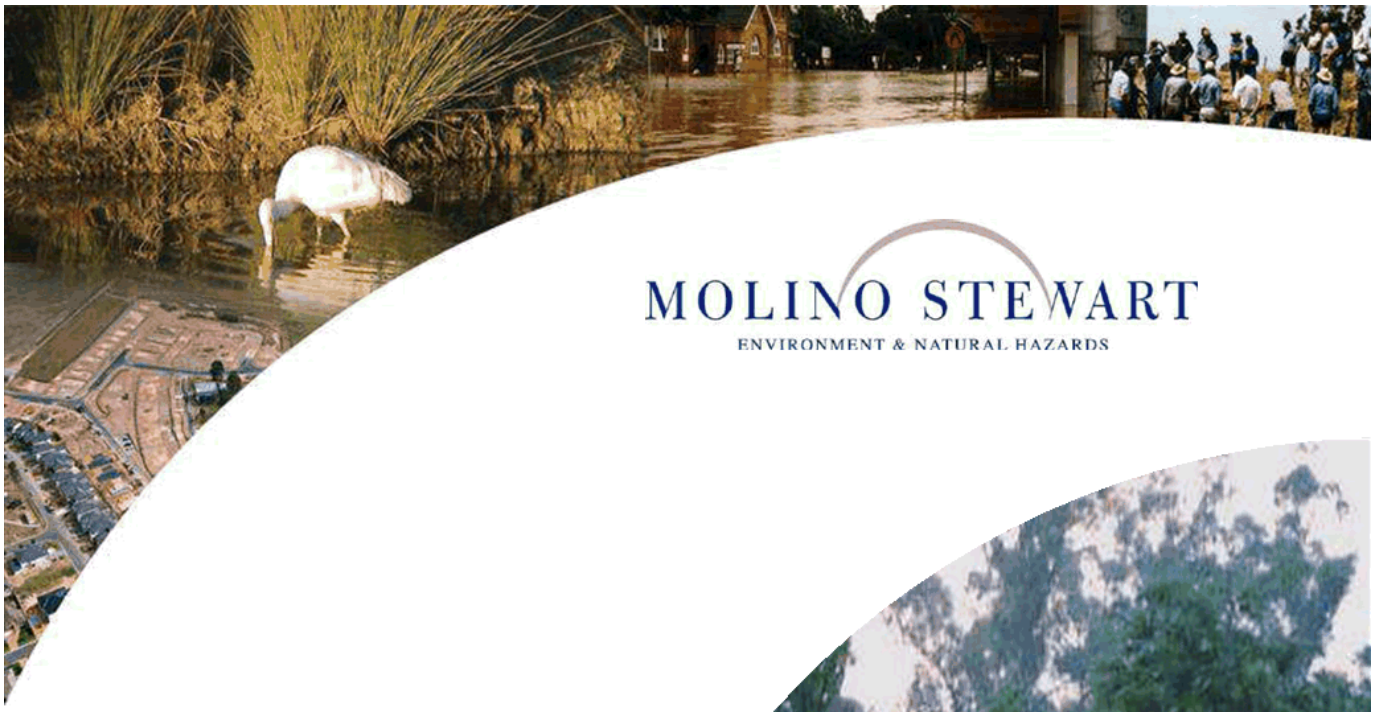

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Parramatta CBD Flood Evacuation Assessment

Draft Revised Report

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ENVIRONMENT & NATURAL HAZARDS

Parramatta CBD Flood Evacuation Assessment

DRAFT REVISED REPORT

for

City of Parramatta

by

Molino Stewart Pty Ltd
ACN 067 774 332

SEPTEMBER 2019

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EXECUTIVE SUMMARY

The NSW State Government and the City of Parramatta Council have identified Parramatta CBD as a key growth centre for large-scale commercial and residential development. In April 2015, Council adopted the Parramatta CBD Planning Strategy, detailing the type of development envisaged and devising an implementation plan.

One of the main constraints to development in Parramatta CBD is the risk of flooding from the Parramatta River and its tributaries. The flooding is considered to be flash flooding with floodwaters rising within a few hours from the beginning of the rainfall. The short time available for evacuation and the current lack of a flood warning system make flood emergency response in Parramatta CBD a difficult exercise, even with the current CBD population.

The aim of this study was to identify the most suitable flood emergency response strategy for Parramatta CBD, under existing and future conditions. This was achieved by assessing and comparing the following possible flood evacuation strategies:

- Horizontal Street Level (HSL) evacuation, achieved by vehicle before any roads are cut by floodwaters;
- Horizontal High Level (HHL) evacuation, achieved on foot by using a network of elevated walkways which would allow late evacuation. A draft design and costing of the required infrastructure is provided;
- Vertical Evacuation through Sheltering In Place (SIP), in which evacuees would reach a refuge above the flood level within their building and wait for floodwaters to recede.

The analysis was performed using different flood events (20 year ARI, 100 year ARI, PMF), different degrees of implementation of the Parramatta CDB Planning Strategy (year 2016, year 2036 and year 2056), and different times of the day at which a flood emergency response may be necessary (Midnight, Midday, PM Peak). Using Multi-Criteria Analysis (MCA), the evacuation strategies were compared and the most suitable strategy was identified. The following evaluation criteria were used:

- Strategy effectiveness, in terms of capability to safely evacuate the population before routes are cut by floodwaters. The total evacuation time for each strategy was calculated using state of the art flood evacuation models, including the NSW SES Timeline Evacuation Model. The simulations addressed 24 "worst-case" scenarios, combining flood probability, degree of implementation of the Parramatta CBD Planning Strategy, and time of the day. Evacuation time was then compared with the time available to assess the strategy effectiveness;
- Difficulty of implementation of the strategy, arising from setting-up the necessary infrastructure (e.g. elevated walkways) and from the logistics of the response;
- Risks associated with the strategy and the extent to which these can be reduced;
- Impacts on the urban environment (i.e. due to the elevated walkways);
- Cost of implementation and maintenance of the strategy;
- Load on emergency services.

The results showed that:

- Under the assumptions of the NSW SES Timeline Evacuation Model, safe vehicular evacuation would not be realistically achievable under any circumstances;
- A network of elevated walkways would allow safe HHL evacuation (including late evacuation), however evacuation time would be of the same order of magnitude as the flood duration.

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- Importantly, a network of elevated walkways catering for events up to the PMF would have a high cost ($324 million) and very significant impacts on the CBD urban landscape and heritage buildings. A smaller network of elevated walkways, catering for events up to the 20 year or the 100 year ARI flood, would have lower costs (i.e. $94.5 million and $111 million respectively), but would need to be paired with SIP to cater for larger flood events, and the impacts on the CBD landscape would still be significant.
- SIP is the optimal flood emergency response strategy for Parramatta CBD. However, SIP could expose people to a number of secondary risks to life, including (but not limited to) those arising from: building structural failure, medical emergencies, building fires or people deciding to leave the shelter and walk through floodwaters. Provision would also need to be made for building access for people in the public domain. Development controls would need to be imposed on development to reduce these risks to a tolerable level and ensure there was not an increased demand for search and rescue operations by the NSW SES. This report suggests ways in which this can be realistically achieved.

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1 BACKGROUND AND AIM

1.1 CONTEXT

The NSW Government and the City of Parramatta Council (Council) have identified the Parramatta CBD as a key growth centre for large-scale commercial and residential development. Council has developed the Parramatta CBD Planning Strategy (the "CBD Strategy"), which was adopted in April 2015. Key features are:

- Expand the boundaries of the CBD;
- Increase the floor space ratios in certain areas;
- Alter solar access controls;
- Alter building height restrictions;
- Expand the commercial core of the CBD.

An implementation strategy for the CBD Strategy has been developed, which includes the development of a Planning Proposal to modify the Parramatta Local Environmental Plan (LEP) 2011.

However, one of the most significant constraints for development is that the Parramatta River passes through the middle of the CBD, and most of the CBD is within the floodplain of the river or its tributaries. In addition, the relatively small catchment upstream of the CBD results in flash flooding with very short warning times. Even with the current population of the CBD, this lack of warning of an oncoming flood will create significant evacuation challenges, and the proposed population increase could exacerbate these. Council has implemented a flood warning system but even with this in place the warning time available in floods big enough to enter the main areas of the CBD could be less than two hours.

All development proposed in the CBD Strategy should proceed in such a way that people can be protected from hazardous floodwaters.

The NSW SES has a general policy that evacuation of people away from the floodplain is the safest course of action because if they stay:

- They can be isolated in buildings for some time, possibly without power and water;
- If floodwaters rise above their building they area in severe danger;
- It puts SES and emergency service personal at risk when trying to rescue them

In a letter to the City of Parramatta Council dated 2 December 2016, the NSW SES has expressed a strong preference that this should be achieved by evacuating people out of floodplains before the arrival of floodwaters. They concede that this might not be possible in some flash flood areas and that in these circumstances vertical evacuation (Sheltering In Place, or "SIP") may be preferable to trying to evacuate and finding oneself in hazardous floodwaters. However, they have expressed that this is a concession to existing development only and should not be a method of managing flood risk for new development.

The Parramatta CBD consists of existing development which might fit into this category, but new development is proposed which would increase the number of people in the floodplain. At the same time, the urban planning and development approval process presents the opportunity to include development controls which can minimise the risk of flooding to the occupants of buildings should they choose to SIP.

Risk reduction can be achieved either by providing a means of horizontal evacuation to areas which are not flood-affected, or vertical evacuation in buildings to safe refuge above the reach of floodwaters. While horizontal evacuation is traditionally achieved through vehicular or pedestrian evacuation at street level, this can also be achieved through the use of elevated walkways.

While planning controls can in theory be used to create improved flood risk outcomes in Parramatta CBD, statutory requirements currently limit the controls which Council can impose. Specifically, Section 9.1 Direction 4.3 restricts the imposition of flood planning controls on residential development above the Flood Planning Level (FPL) (which is generally defined as the 1% flood level plus 0.5m

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freeboard) except in "exceptional circumstances".

Council contends that the flood situation in the Parramatta CBD is such that exceptional circumstances exist and the 2107 version of this report was used to support Council's application for exception circumstances.

In December 2018 the Deputy Secretary of the then Department of Planning and Environment wrote:

"I have decided to grant exceptional circumstances to enable further agency consultation and community consultation. However, consistency with section 9.1 Direction 4.3 Flood Prone Land will require further consideration and agreement from the Department's Secretary."

To support its original case for exceptional circumstances, Council required an evacuation analysis that considered many of the overlapping processes such as warning time, evacuation routes, and population demographics to estimate the ability of people within the Parramatta CBD to evacuate either horizontally or vertically during a flood.

This version of the report includes updates which take into consideration modifications to the Parramatta CBD Planning Proposal.

1.2 PROJECT AIM

City of Parramatta engaged Molino Stewart Pty Ltd to explore, at a high level, the various means of horizontal and vertical evacuation which might be feasible for Parramatta CBD now and into the future. The aim of this project was to assess and compare their feasibility in light of the number of people, the estimated evacuation time and other practical challenges including infrastructure cost and impact on the CBD urban landscape. Namely, the scope of this work was to:

- Prepare a feasibility analysis for each of the three potential evacuation methods: (a) horizontal evacuation at street level, (b) horizontal evacuation at high level, and (c) vertical evacuation;
- Prepare an analysis comparing evacuation capability and risks of the three evacuation methods that considered the following variables: (a) year (2016, 2036, 2056); time of flood (midday, midnight and PM peak); type of flood (20 year ARI, 100 year ARI, PMF);
- Summarise the results of the study with sufficient detail that a case can be presented to support a preferred evacuation option (which may include a combination of methods).

The study used a risk analysis framework which is technically rigorous, transparent and defensible.

1.3 STUDY AREA

The study area includes the extent of the Parramatta CBD Planning Proposal boundary, plus part of the "Western Corridor" (i.e. the blocks west of the Parramatta CBD Planning Proposal boundary, between Marsden St and Parramatta Park). Although the Western Corridor is not included in the Planning Proposal, it was considered in this study because its proximity to the CBD would result in a similar flood response strategy. The study area is shown in Figure 1.

1.4 NATURE OF FLOODING

Flooding in Parramatta CBD occurs as a joint effect of three mechanisms:

- The Parramatta River overtopping its banks and expanding laterally into the CBD;
- Overbank flooding of Brickfield Creek and Clay Cliff Creek;
- Overland flooding of streets caused by intense rainfall.

A detailed description of the flooding behaviour in Parramatta CBD is provided in Molino Stewart (2016). This section will only summarise the key-information about flood timing (e.g. rate of rise and duration) and extent, because, as indicated by NSW SES,

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these directly underpin the selection of the most suitable emergency response strategy.

Figure 2 shows the Probable Maximum Flood (PMF) hydrograph upstream of Charles St Weir. The figure also includes the Council's adopted flood levels for the 20 year and 100 year ARI events.

If floodwaters rose as quick as in the PMF (which is the worst case scenario), it would take 180 minutes from the beginning of the rainfall to reach the level of the 20 year ARI, 192 minutes to reach the 100 year ARI level, and 320 minutes to reach the peak of the PMF. After that, floodwaters would begin to recede, and would return to the pre-flood level in about 700 minutes (i.e. 11.6 hours) from the beginning of the rainfall.

Because the PMF would reach its peak within six hours, the flooding of Parramatta CBD is classified as "flash flooding".

Figure 3 shows the extent of the currently adopted 20 year ARI and 100 year ARI floods and the PMF. In addition to informing the peak flood extent, Figure 3 also shows indirectly which areas would flood first (i.e. those exposed to the 20 year ARI flood) and which areas would flood later during the PMF.

It should be noted that updated flood modelling of the Upper Parramatta River and its tributaries is currently being prepared for Council and the shown flood extents may be revised. However, until that work is completed and adopted by the elected Council, the existing flood modelling and mapping applies.

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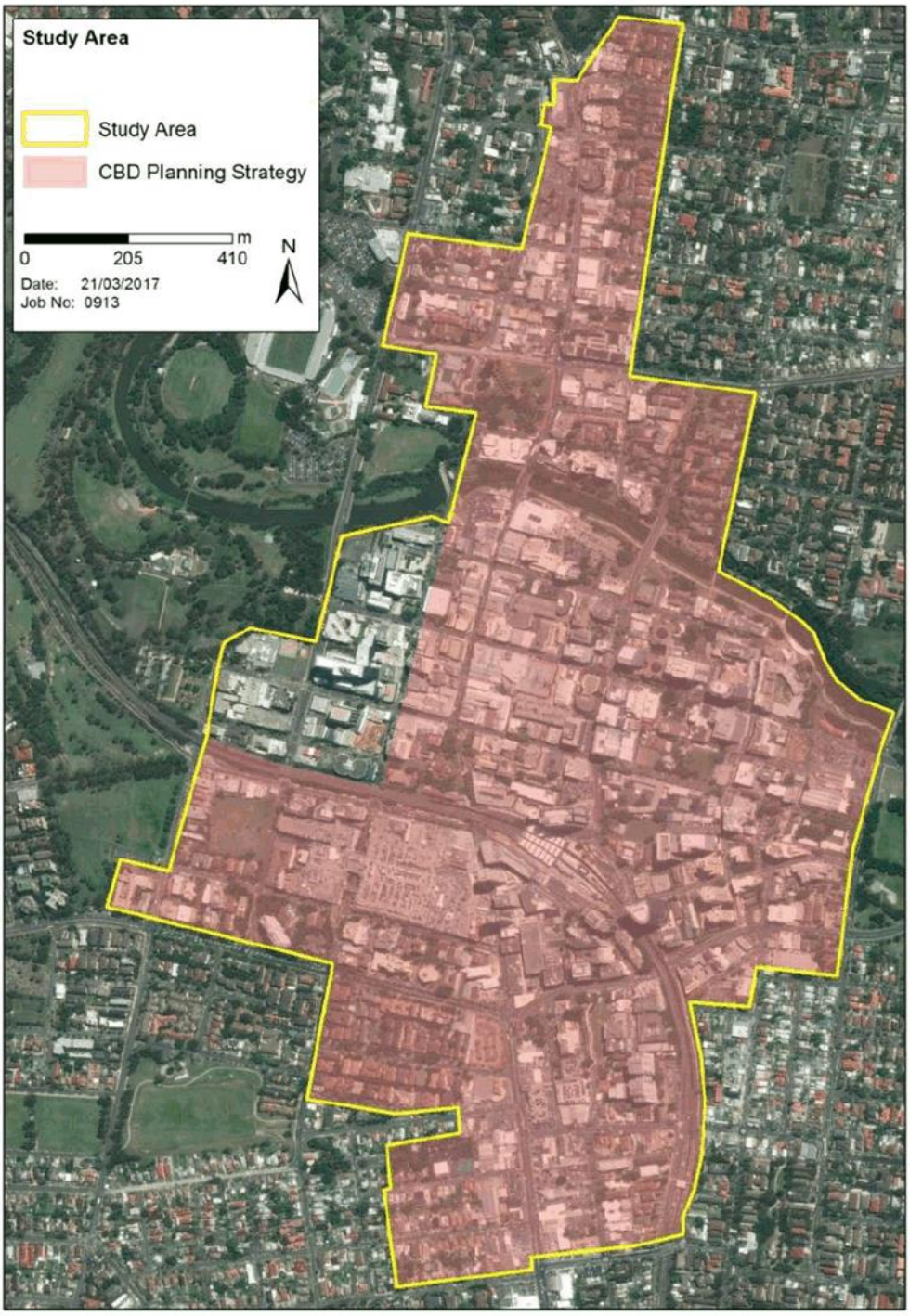

Figure 1: Study Area

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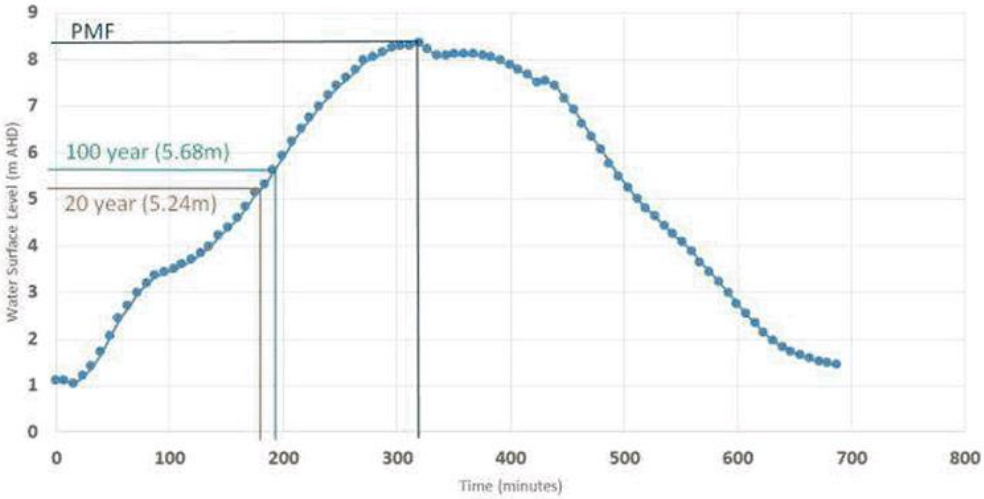

Figure 2: PMF hydrograph upstream of Charles Street Weir

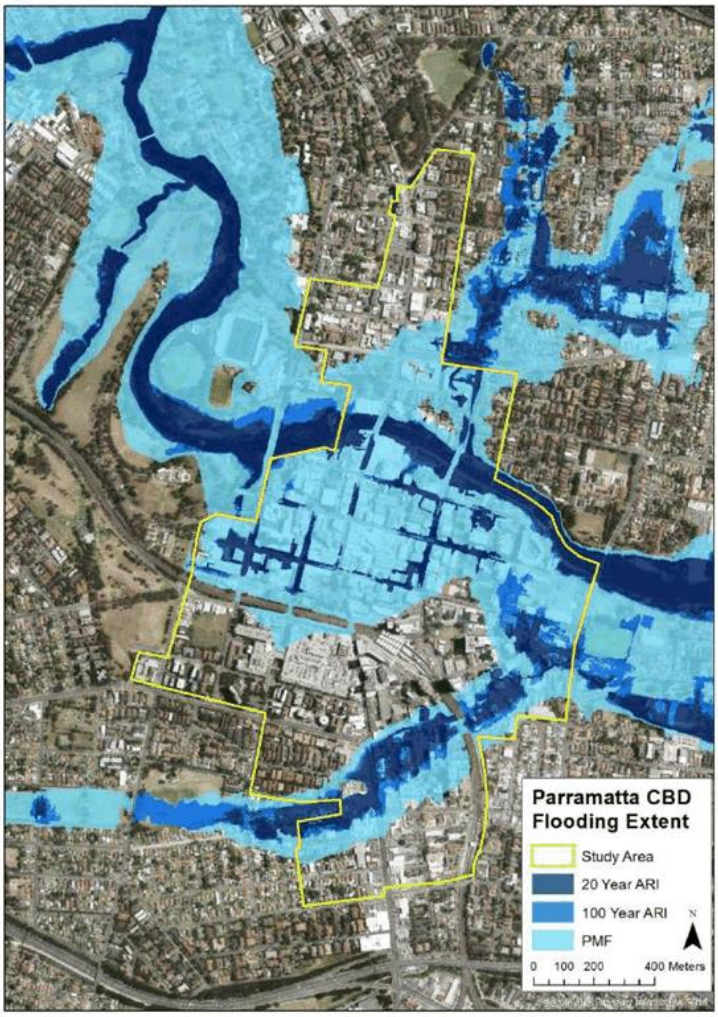

Figure 3: Flood extent in Parramatta CBD

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1.5 ANALYSIS OF LOCAL EMERGENCY MANAGEMENT

The NSW SES has been involved in this project since its early stages to provide guidance on the most suitable emergency response strategy under present and future conditions. This section summarises the position of the NSW SES with regard to flood response in Parramatta CBD and vertical evacuation.

1.5.1 NSW SES Letter to the City of Parramatta Council (2016)

The brief of this project was initially submitted to the NSW SES for feedback, which was provided to the City of Parramatta Council together with a letter dated 2 December 2016 about their views on evacuation from the CBD. The letter encompasses the role of the NSW SES in flood emergency response, and points out the view of the NSW SES on some key emergency management principles. These are:

- Risk assessment should consider the full range of design flood events up to the PMF, ideally encapsulating a measure of the variability associated with the flood model results for each event.
- Flood risk assessment should also have particular regard to flood warning and evacuation demand on existing and future access/egress routes.

The NSW SES letter goes on stating that horizontal evacuation should be the primary response strategy during flooding, and should possess the following requisites:

- It should be completed before the onset of a flood;
- Evacuees should use vehicles where feasible (pedestrian evacuation is a backup option);
- It must not require people to drive or walk through floodwaters;
- It should use rising roads leading away from the flood.

With regard to the option of vertical evacuation, also referred to as Shelter In Place (SIP), the NSW SES points out that:

- SIP in isolated buildings represents a higher risk than a properly conducted evacuation and should only be used when evacuation is not possible. In these cases, the risks associated with SIP should be adequately considered and addressed. These include the instability of buildings due to pressure and velocity of floodwaters, risk of medical emergencies, and the risk of people leaving the SIP refuge before floodwaters have withdrawn.
- SIP increases the risk to emergency service personnel during search and rescue operations. If the risk of assisting someone who is taking shelter in place is deemed too high by the emergency responders, assistance may not be provided.
- SIP should only be preferred to evacuation where the risks associated with evacuation are higher than the risks of SIP. This happens, for instance, if evacuation routes are cut by floodwaters before flooding is obvious to residents. In these cases, a response based on horizontal evacuation may result in people driving through floodwaters, as discussed in Haynes et al (2009).

With regard to future development and SIP, the NSW SES letter highlights that:

- Development strategies relying on SIP are not equivalent, in risk management terms, to horizontal evacuation.
- Development strategies assuming that mass rescue of people taking SIP is possible are not acceptable to the SES.
- Future development must not conflict with NSW SES's flood response and evacuation strategy for the existing community.

The letter concludes by referencing the literature landscape around the NSW SES's view on SIP. The next sections include a summary of such literature, which appeared in

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the "Three Tributaries Floodplain Risk Management Study" (Molino Stewart, 2015).

a) Opper and Toniato (2008)

- NSW SES holds the position that if development is to occur on floodplains, it must be possible to evacuate people out of the floodplain in advance of floods;
- NSW SES has recognised that in an existing flash flood context, and only in that context, causing residents to attempt to evacuate at the time of flash flooding is occurring, could be a serious risk to life. Only in areas where urban redevelopment cannot be prevented under existing planning policy (e.g. already approved under the gazetted planning policy), , it has therefore been proposed that the DCP for any new or redeveloped dwelling will require an internal refuge area above the level of the PMF. (Note: the Fairfield DCP is one that allows this in parts of some floodplains);
- This concession has been seized upon to wrongly apply it to all flood contexts and to justify any new development;
- In response, NSW SES may have no choice but to adopt a harder line and to not support any redevelopment or development in flash flood areas;
- Two elements of flood isolation risk – which may arise when sheltering in place - are particularly significant: structural fire and medical emergency;
- An example of the problems that can arise due to isolation and the vagaries of human behaviour occurred during flooding in June 2007, when a nursing home at Wyong needed to be urgently evacuated due to its rapid isolation by floodwater and the threat of further inundation. This required six ambulance crews and other emergency services to deal with just this one facility. The management and residents had ignored early advice to evacuate before they were isolated and then had a change of mind once they were surrounded by floodwater;

b) Opper et al. (2011); AFAC (2013)

- The safest place to be in a flash flood is well away from the affected area. Evacuation is the most effective strategy, provided that evacuation can be safely implemented. Properly planned and executed evacuation is demonstrably the most effective strategy in terms of a reliable public safety outcome;
- Late evacuation may be worse than not evacuating at all because of the dangers inherent in moving through floodwaters, particularly fast-moving flash flood waters. If evacuation has not occurred prior to the arrival of floodwater, taking refuge inside a building may generally be safer than trying to escape by entering the floodwater;
- Remaining in buildings likely to be affected by flash flooding is not low risk and should never be a default strategy for pre-incident planning. It is not equivalent to evacuation;
- The risks of 'shelter-in-place' include:

a) Floodwater reaching the place of shelter (unless the shelter is above the PMF level);

b) Structural collapse of the building that is providing the place of shelter (unless the building is designed to withstand the forces of floodwater, buoyancy and debris in a PMF);

c) Isolation, with no known basis for determining a tolerable duration of isolation;

d) People's behaviour (drowning if they change their mind and attempt to leave after entrapment);

e) People's mobility (not being able to reach the highest part of the building);

f) People's personal safety (fire and accident); and

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g) People's health (pre-existing condition or sudden onset e.g. heart attack).

- In line with EMA's Manual (2009) and Handbook (2007), NSW SES reinforces that for evacuation to be a defensible strategy, the risk associated with the evacuation must be lower than the risk people may be exposed to if they were left to take refuge within a building which could either be directly exposed to or isolated by floodwater;
- Pre-incident planning needs to include a realistic assessment of the time required to evacuate a given location via safe evacuation routes. This requires consideration of barriers to evacuation posed by available warning time, availability of safe routes and resources available;
- Successful evacuation strategies require a warning system that delivers enough lead time to accommodate the operational decisions, the mobilisation of the necessary resources, the warning and the movement of people at risk;
- Effective evacuation typically requires lead times of longer than just a couple of hours and this creates a dilemma for flash flood emergency managers. Due to the nature of flash flood catchments, flash flood warning systems based on detection of rainfall or water level generally yield short lead times (often as short as 30 minutes) and as a result provide limited prospects for using such systems to trigger planned and effective evacuation;
- Initiating evacuation of large numbers of people from areas prone to flash flooding based only on forecasts may be theoretically defensible in a purely risk-avoidance context but it is likely to be viewed as socially and economically unsustainable. Frequent evacuations in which no flooding occurs, which statistically will be the outcome of forecast-based warning and evacuation, could also lead to a situation where warnings are eventually ignored by the community.

c) NSW SES (2014)

- In the context of future development, self-evacuation of the community should be achievable in a manner consistent with the NSW SES's principles for evacuation;
- Development must not conflict with the NSW SES's flood response and evacuation strategy;
- Evacuation must not require people to drive or walk through floodwaters;
- Development strategies relying on deliberate isolation in buildings are not equivalent to evacuation;
- Development strategies relying on the assumption that mass rescue may be possible where evacuation either fails or is not implemented are not acceptable to the NSW SES;
- The NSW SES is opposed to the imposition of development consent conditions requiring private flood evacuation plans rather than the application of sound land use planning and flood risk management.

d) Summary of the NSW SES position

The NSW SES holds that horizontal evacuation is the preferred emergency response for floodplain communities, where this can safely be achieved. Late evacuation, through floodwater, may be a recipe for disaster and in that situation it might be safer to remain inside the building, though sheltering-in-place has a number of direct and indirect risks associated with it. Evacuating prior to flooding is therefore much preferred. Where current hydro-meteorological monitoring systems, communications systems, road infrastructure and expected community behaviours do not allow this, the NSW SES advocates improvements to these so that evacuation can proceed safely. However, the AFAC (2013) guide makes clear that, even with these improvements, insufficient time may be available to inform evacuation decisions with confidence. If evacuations are ordered

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based only on predicted rainfall, the community may eventually come to ignore warnings.

1.5.2 Subsequent SES Correspondence

In December 2017 the NSW SES wrote to the then Department of Environment and Planning regarding a site-specific planning proposal for 180 George St Parramatta. While the letter was specifically responding to that planning proposal, it stated that, *"Ideally, it is better to address flood risk in land use planning activities at a strategic or precinct scale than in the planning proposal stage."* The letter then went on to articulate generic principles which should be adhered to in development planning generally and Parramatta CBD in particular. This includes statements such as:

"Despite modifying buildings to reduce the risk, research into human behaviour during actual events has shown that in populations surrounded by a hazard there is always the chance that a person will not behave rationally and remain in place but rather place themselves at unnecessary risk. "

"…where safe evacuation is compromised by a lack of adequate infrastructure and/or warning time, the NSW SES recognises that the situation may result in it being safer for a population at risk to remain in place as long as the building in which the occupants are sheltering is structurally sound and there is sufficient accessible space available above the PMF for all occupants to shelter where adequate services are available and maintained."

"Emergency service response will likely be compromised by the hazardous nature of flash flooding in Parramatta CBD. In this area it is likely that emergency services cannot respond to assist those trapped in buildings due to the rapid onset and hazardous nature of fast flowing floodwater and limitations caused by access and transport issues."

Appendix 2 of the letter listed site specific design considerations and Parramatta CBD General Design considerations but both are listed here because the site specific considerations are relevant to many sites in the Parramatta CBD, not just 180 George St.

Site specific design considerations

The site specific design considerations should be applied to this development to assist in minimising additional risk.

1. Residential development: *The habitable floors of any residential development (including aged care) should be located above the PMF with the building structurally designed for the likely flood and debris impacts.*

2. Commercial development (including retail): *To cater for the safety of potential occupants, clients and visitors in commercial development there should be the provision of sufficient readily accessible habitable areas above the PMF.*

3. Child care facilities: *Childcare facilities must be located with floor levels above the PMF level.*

4. Car parking: *Any additional parking should be above ground level and have pedestrian access to a podium level above the PMF.*

5. Making buildings as safe as possible to occupy during flood events. *Ensuring buildings are designed for the potential flood and debris loadings of the PMF so that structural failure is avoided during a flood.*

6. Limiting exposure of people to floodwaters. *This can be aided by providing sufficient readily accessible habitable areas above the PMF to cater for potential occupants, clients, visitors and residents.*

7. Provision of public accessible space for the itinerant population in areas surrounding intensive development in Parramatta CBD. *Provision of publically accessible space or access to space above the PMF (with adequate infrastructure to enable the physically impaired to access such space) that is easily accessible 24 hours a day for seven days a week which is clearly identified for this purpose with associated directional signage.*

8. Providing adequate services so people are less likely to enter floodwaters. *This includes access to ablutions, water, power and basic first aid equipment. Consideration must be given to the availability of on-site systems*

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to provide for power, water and sewage services for the likely flood duration (up to 12 hours) plus a further period of up to 48 hours to provide allowance for restoration of external services.

9. Addressing secondary risks of fire and medical emergencies during floods. *Where there is no CBD wide strategy to address secondary risks during flooding. The proponent needs to consult with the relevant emergency service agency.*

Parramatta CBD general considerations

1. Sensitive development including child care: *All new emergency response hospitals, childcare and primary school facilities in Parramatta CBD should be located on land outside the extent of the PMF on land were service interruption is likely to be limited.*

2. Secondary schools and day hospitals: *Ideally new day hospitals and secondary school classrooms should also be located above the PMF level. However, at minimum there should be within a day hospital and high school building, the provision of access to adequate space above the PMF for patients, high school students, staff and visitors.*

3. Reducing human behaviour risks through businesses, schools and childcare centres. *Undertaking regular exercising of a building flood emergency response plan similar to a building fire evacuation drill.*

4. Increasing the flood awareness of current and future communities. *Council should have community awareness strategies that include requiring current and future building owners to participate in increasing this awareness.*

5. Parramatta CBD PA system. *There needs to be consideration given to developing a Parramatta CBD PA system like Sydney CBD to communicate evacuation directions and safety messages to the Parramatta CBD population in the lead up to and during a flood to assist in improving the safety of the community.*

6. Addressing secondary risks of fire and medical emergencies during floods. *To minimise the increased risk of fire and to reduce both the potential for adverse outcomes in the case of a medical emergency and the risks to those who may aid the patient, Council, DPE, NSW SES, Ambulance NSW and the relevant Health Functional area and fire agency servicing the area, should be consulted to determine appropriate risk management strategies during flooding.*

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2 METHODOLOGY

2.1 A MULTI-SCENARIO APPROACH

This study employed a multi-scenario approach to provide a comprehensive overview of the circumstances under which flood evacuation of Parramatta CBD may be required, today and in the future.

Each scenario is the result of a combination of variables, including flood probability, year (as a proxy of the degree of development of the CBD), type of evacuation, and time of day.

For each combination of year, flood probability, and evacuation type, the worst case scenario was determined by the time of the day. These scenarios were identified and assessed.

The following sections describe in more detail the variables used to construct the evacuation scenarios.

2.1.1 Flood Probability

As advised by NSW SES, evacuation assessment should consider a wide range of flood events, up to the PMF. This study used the following design flood events:

- 20 year ARI
- 100 year ARI
- PMF

These were selected because:

- The 20 year ARI is a relatively frequent flood event that may require evacuation. More frequent events, such as the 10 year or 5 year ARI, are unlikely to require a large-scale response.
- The 100 year ARI is the design event adopted for planning and development purpose.
- The PMF represents the greatest flood extent and flood hazard and is indicative of the potential fastest rate of rise.
- Availability of flood model results.

2.1.2 Year

Evacuation was assessed in three different years: 2016, 2036 and 2056.

Year 2016 represents the existing condition in terms of development and evacuee numbers.

Year 2036 was obtained by projecting 20 years into the future the number of evacuees that would be achieved under the existing planning controls, plus some site-specific planning proposals that have at least received Council endorsement to be sent for Gateway determination.

Year 2056 was obtained by assuming that two-thirds of the additional development capacity introduced by the CBD Planning Proposal would be taken up.

2.1.3 Evacuation Type

The following three types of evacuation were considered in this study.

- Horizontal Street-Level (HSL) evacuation, entirely achieved by vehicle;
- Horizontal High–Level (HHL) evacuation, achieved on foot by means of a network of elevated walkways which would allow evacuees to walk out of the CBD even if this has already flooded;
- Vertical Evacuation (Shelter in Place). Evacuees would reach a designated refuge above the flood level within their building, or within an adjoining building which provides a shelter above the flood level.

In addition to this, a "mixed" evacuation was also considered. In "mixed" evacuation scenarios it was assumed that only buildings not isolated by the 20 year ARI flood would be able to evacuate by car, while the remainder would need to evacuate on foot. These scenarios may represent a more "realistic" situation, in which building blocks at the boundary of the CBD could evacuate by car, while the commercial core of the CBD, which would be reached by local flooding earlier than peripheral blocks, would evacuate on foot using the elevated walkways.

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2.1.4 Time of Day

A large number of workers and visitors travel to and from Parramatta CBD on a daily basis. Similarly, many of the CBD residents go to work in different parts of the Sydney Metropolitan Area.

As a consequence of this, the time of day at which an evacuation order is issued would have a profound influence on the number of evacuees, the willingness of evacuees to leave and ultimately on the evacuation duration.

For instance, if the evacuation were triggered late at night, mostly residents would need to evacuate. On the other hand, if an evacuation order were issued during business hours, the majority of evacuees would be workers and visitors, while the number of residents would be much lower.

Additional challenges for emergency responders may then arise in more specific scenarios. For instance, during the PM peak hour, workers and visitors would need to evacuate, but at the same time residents would be returning to the CBD after work. This scenario would be particularly difficult to manage regardless of the selected emergency response strategy (horizontal evacuation vs SIP).

In the case of vehicular evacuation, returning residents would generate significant background road traffic, which would slow down the evacuation of workers and visitors. This would also result in additional load on emergency responders, who, in addition to facilitating evacuation, would have to prevent residents from entering the CBD.

If SIP were the preferred strategy, it would be difficult to ensure that workers would remain within their offices at the end of the day, when they are keen to leave and go home.

The following times of the day and scenarios were considered in the evacuation assessment:

- Midnight: only residents evacuate/SIP;
- Midday: only workers and visitors evacuate/SIP;
- PM peak: only workers and visitors evacuate/SIP, residents return home. This "time of the day" option constitutes in fact a variation of the Midday option, because the number of evacuees would be the same (i.e. workers and visitors). However, because the variables making the PM peak scenario slightly worse than the Midday one (i.e. background traffic, and human behaviour) cannot be modelled using the NSW Timeline Evacuation Model, the additional challenges of the PM peak scenario are only discussed qualitatively.

The AM was not considered to be as problematic as other scenarios because it would involve residents being told to evacuate when they would be leaving the CBD anyway and telling workers and visitors not to enter the CBD which is not expected to be met with a lot of resistance.

2.1.5 Simulated Scenarios

Combining all possible scenario variables would results in 81 scenarios to be modelled and/or discussed. However, for practical reasons, only the 24 "worst case" scenarios were modelled. These are listed in Table 1 and Table 2.

It should be noted that scenarios 7, 8 and 23 are different from all the others.

Scenario 8 represents a situation in which all car spaces within the CBD would evacuate at the same time. This would include residential, commercial and visitor cars. Although such a scenario is unlikely the happen in the real world, this approach is often used by the NSW SES to get a sense of the worst possible situation in terms of vehicular evacuation.

Scenarios 2 and 23 represent "mixed" evacuation types.

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Table 1: Evacuation scenarios modelled for each combination of flood probability and year.

	2016	2036	2056
1 in 20	Scenario 1 Scenario 2	Scenario 9 Scenario 10	Scenario 15 Scenario 16 Scenario 17
1 in 100	Scenario 3 Scenario 4	Scenario 11 Scenario 12	Scenario 18 Scenario 19 Scenario 20
PMF	Scenario 5 Scenario 6 Scenario 7 Scenario 8	Scenario 13 Scenario 14	Scenario 21 Scenario 22 Scenario 23 Scenario 24

Table 2: Variables used to generate each evacuation scenario. (year_flood event_time of day_ evacuation type).

Scenario number	Code	Scenario number	Code
1	2016_20yr_Midday_HSL	**13**	2036_PMF_Midday_HSL
2	2016_20yr_Midday_HHL	**14**	2036_PMF_Midday_HHL
3	2016_100yr_Midday_HSL	**15**	2056_20yr_Midday_HSL
4	2016_100yr_Midday_HHL	**16**	2056_20yr_Midnight_HSL
5	2016_PMF_Midday_HSL	**17**	2056_20yr_Midday_HHL
	2016_PMF_Midday_HHL	**18**	2056_100yr_Midday_HSL
7	2016_PMF_Midday_Mixed	**19**	2056_100yr_Midnight_HSL
8	2016_PMF_AllCars_HSL	**20**	2056_100yr_Midday_HHL
9	2036_20yr_Midday_HSL	**21**	2056_PMF_Midnight_HSL
10	2036_20yr_Midday_HHL	**22**	2056_PMF_Midday_HHL
11	2036_100yr_Midday_HSL	**23**	2056_PMF_Midday_Mixed
12	2036_100yr_Midday_HHL	**24**	2056_PMF_Midday_HSL

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2.2 DATA COLLECTION

Due to the spatial nature of the information required to build each scenario, a GIS (Geographic Information System) was created.

The input data needed included:

- People: maximum number of Residents, Workers and Visitors at any one time of the day;
- Vehicles: number of residential, commercial and visitor car spaces;
- Buildings: cadastre lots, current and future land zoning, Floor Surface Area (FSA) for residential and commercial development, heritage sites;
- Transport Network: road network, lane numbers, one-way roads;
- Flood model results for the selected design events;
- Flood warning lead time.

In order to be used as input in the evacuation modelling exercise, each dataset had to satisfy the following requirements:

- Possess the highest possible spatial resolution, so that it could be referred to each cadastre lot;
- Be available and evenly distributed across the whole CBD;
- Be available for year 2016, 2036 and 2056.

As only a part of the above-listed data was available, a number of assumptions were introduced to obtain the missing information. These are described in detail in Appendix A.

2.3 EVACUATION MODELLING

The scope of an evacuation modelling exercise is to calculate the time needed to complete a full evacuation and to compare this with the time available before evacuation routes are cut by floodwaters.

The time needed to complete the evacuation is generally estimated using evacuation models, while the time available depends on the lead time provided by the flood warning system.

Evacuation models range from simplified calculation spreadsheet to more sophisticated agent-based algorithms, which simulate the incoming flood, traffic conditions and the behaviour of individual evacuees.

This study employed the NSW SES Timeline Evacuation Model. This was preferred to an agent based model because it incorporates the assumptions made by the NSW SES and provides a level of accuracy that was deemed sufficient for the scope of this work.

In setting up the evacuation modelling exercise, this study introduced a number of assumptions, which are summarised in Appendix A. Each assumption is supported by the relevant literature and was assessed in consultation with the City of Parramatta Council.

At the time this study was originally undertaken, the City of Parramatta Council was developing a flood warning system for the CBD. Preliminary results suggested that a warning time of two hours should be used for the purpose of the evacuation assessment (Assumption 1 – Appendix A). Council has confirmed since commissioning of the warning system that two hours remains an appropriate lead time for evacuation assessment purposes.

This lead time is intended as the notice that would be given before a particular flood level is reached. These warnings would be issued by SMS to the NSW SES and members of the public who are registered to receive flood warnings.

It is possible that during any particular event several warnings will be given as flood forecasting predicts increasing flood levels over time as rain continues. For example, recipients may receive a warning that the 20 year ARI flood level will be reached in two hours' time but 30 minutes later might receive a warning that the 100 year ARI level will be reached in two hours from the second warning, and 30 minutes after that that an even higher level will be reached two hours after this third warning.

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It should be noted that once the NSW SES receives each warning it would need to spend time to decide if an evacuation order needs to be issued, and then to disseminate such an order to the population.

The NSW SES in its standard evacuation planning modelling assumes that, after an evacuation order is communicated to the population, a minimum delay of two hours is to be expected before the evacuation begins (Assumption 2 – Appendix A).

This delay, or "lag", is due to two factors:

- The Warning Acceptance Factor (WAF), defined as the time required by a member of the public to acknowledge the evacuation order and accept that it applies to them; and
- The Warning Lag Factor (WLF), defined as the time required by members of the public to get organised for the evacuation and leave their houses.

The NSW SES assumes that the WAF and the WLF will require one hour of time each.

For this reason, a warning time of no more than two hours would leave no time for the population of Parramatta CBD to evacuate at street level. Even if the NSW SES could instantaneously make a decision and issue an evacuation order as soon as it receives a warning, by the time the population is ready to evacuate (i.e. minimum two hours), the water level would already be at the level that the warning system forecast. If rain has continued then the flooding could already be rising above that level during the time it takes people to actually evacuate.

This means that using the standard SES evacuation assumptions, coupled with a warning time of two hours would not allow any type of street-level evacuation at all, regardless on the evacuation means (vehicles or on foot) employed. In the case of Parramatta CBD, the NSW SES will need to find ways to minimise its own decision making and dissemination time for evacuation orders and reduce the response time of evacuees if any evacuation is to be possible.

For this reason, the scope of the evacuation modelling exercise undertaken as part of this project solely estimated the evacuation time under a range of different scenarios and did not compare this with the time available before the evacuation routes would be cut.

Evacuation modelling was performed in two different ways, reflecting the two main evacuation modes (vehicular vs pedestrian). Refer to Appendix A.

2.3.1 Vehicular Evacuation (HSL)

Vehicular evacuation was considered first as this is the evacuation mode recommended by the NSW SES.

Vehicular evacuation, which is herein referred to as "Horizontal Street Level (HSL)", was modelled under the assumption that evacuation routes would not be cut by floodwaters before the evacuation is completed. In other words, vehicular evacuation was considered an "early evacuation option" (Assumption 3 – Appendix A).

In addition to this, it was also assumed that any evacuees that do not have access to a car would be able to evacuate on foot in a time shorter than the time needed to complete the vehicular evacuation. This would therefore not affect the total evacuation time (Assumption 4 – Appendix A). This assumption is consistent with the time it would take for a pedestrian to walk from a location adjacent to the river to the nearest land above the reach of the PMF.

a) Vehicular Evacuation Model

The vehicular evacuation model used in this study is the NSW SES Timeline Evacuation Model (Opper et al., 2009). The model integrates the following recommended parameters (Assumption 5 – Appendix A):

- Lane Capacity: 600 cars per lane per hour;
- Queue length per car: 6m;
- Warning Acceptance Factor: 1 hour;
- Warning Lag Factor: 1 hour;
- Traffic Safety Factor: 1-3.5 hours depending on the duration of evacuation;

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- Warning Rate per Hour per Door Knock Team (not used in this study): 12 properties.

b) Evacuation Routes

Vehicular evacuation routes leading out of the CBD were selected by inspecting the regional extent of the PMF and identifying routes that are least likely to be cut by floodwaters within (or in proximity of) the CBD. This analysis shortlisted the following evacuation routes:

- North: Pennant Hills Road;
- East: Victoria Road;
- South: Church Street and Harris Street;
- West: Great Western Highway.

However, it should be noted that the majority of these routes are likely to be cut by flooding at some point outside the CBD. Figure 4 shows the distribution of low points along the main roads around Parramatta CBD.

c) Vehicular Evacuation Precincts

The next part of this exercise allocated the flood-affected CBD cadastre to each of the five selected evacuation routes. This was achieved by:

- Locating each building's driveway;
- Assuming that, upon exiting each driveway, vehicles would move away from Parramatta River, Clay Cliff Creek or Brickfield Creek;
- Assuming that traffic would move according to normal traffic flow direction on roads including one-way roads.

Under these assumptions (Assumption 6 – Appendix A), the shortest path from each building to any of the five evacuation routes was identified and used to allocate each lot to an evacuation route. Lots evacuating to the same route were then grouped in the same vehicular evacuation precinct. The precincts obtained for each flood event are shown in Figure 5, Figure 6 and Figure 7.

A building was assumed to have to evacuate if it was "touched" or isolated by floodwaters in the model. The other buildings in the CBD were assumed not to have to evacuate (Assumption 7 – Appendix A). This may overestimate the number of vehicles which need to evacuate because the extent of flooding in some of these buildings may not be sufficient to require them to be evacuated.

While crossing the river or creeks was generally avoided, to reduce the risk of cars being trapped by traffic and then being overwhelmed by fast flowing water, there was one location where crossing the river was unavoidable. This is discussed in the next paragraph.

There are several buildings in Phillip Street on the corner of Wilde Street which have their parking areas at the rear and they share access to Wilde Street with a large multi-deck carpark adjacent to the river. This direct access to Wilde Street only allows them to turn left onto Wilde Street and cross over the river as there is a median in Wilde Street preventing a right-hand turn. If vehicles need to travel south from this location, away from the river, they need to head towards the river and go under Wilde Street. As this would take people towards more flood prone land it was deemed not to be a suitable vehicular evacuation route for this car park and adjacent buildings.

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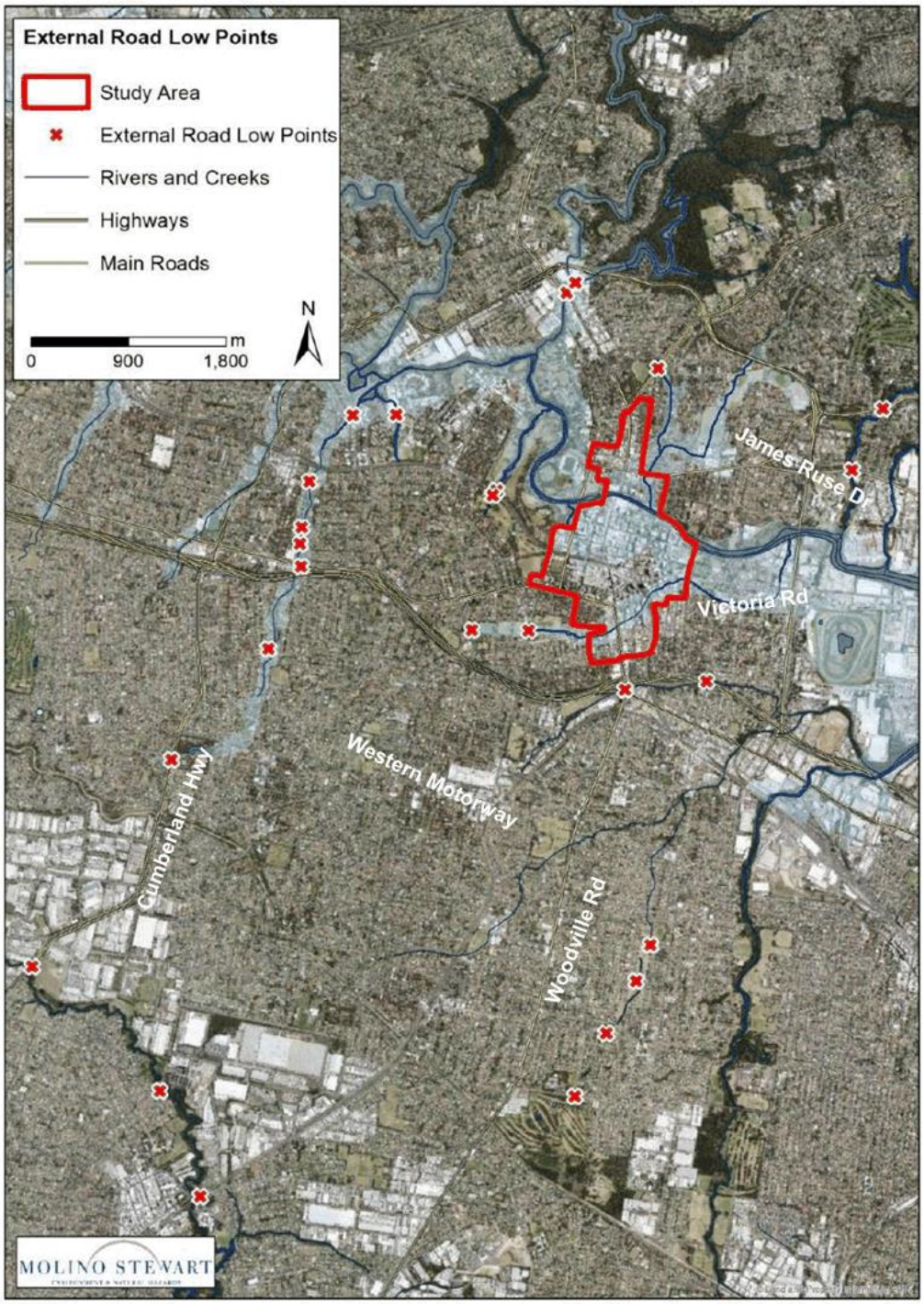

Figure 4: External road low points that may be cut by floodwaters

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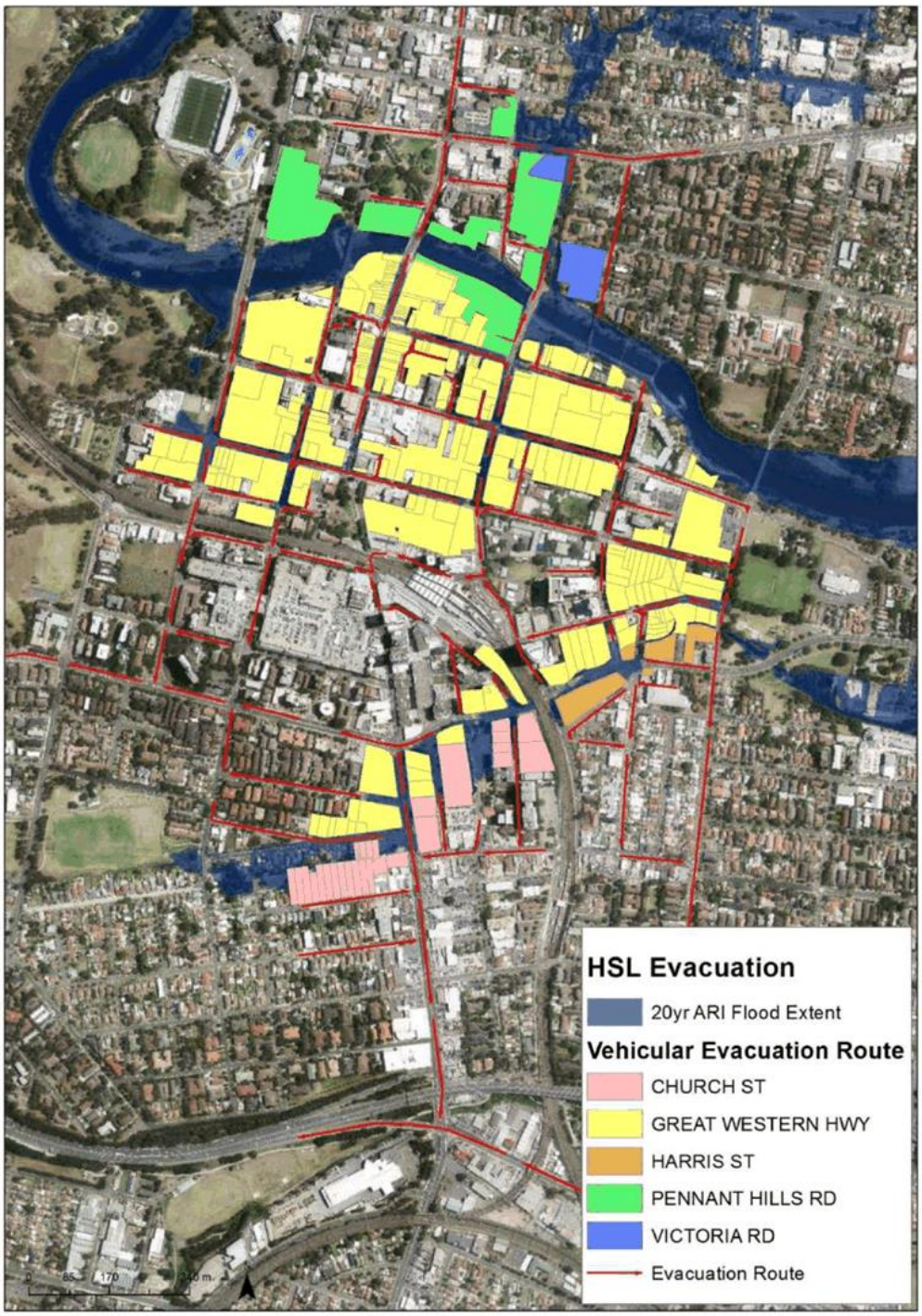

Figure 5: Allocation of buildings affected by the 20 year ARI event to five vehicular evacuation routes and precincts

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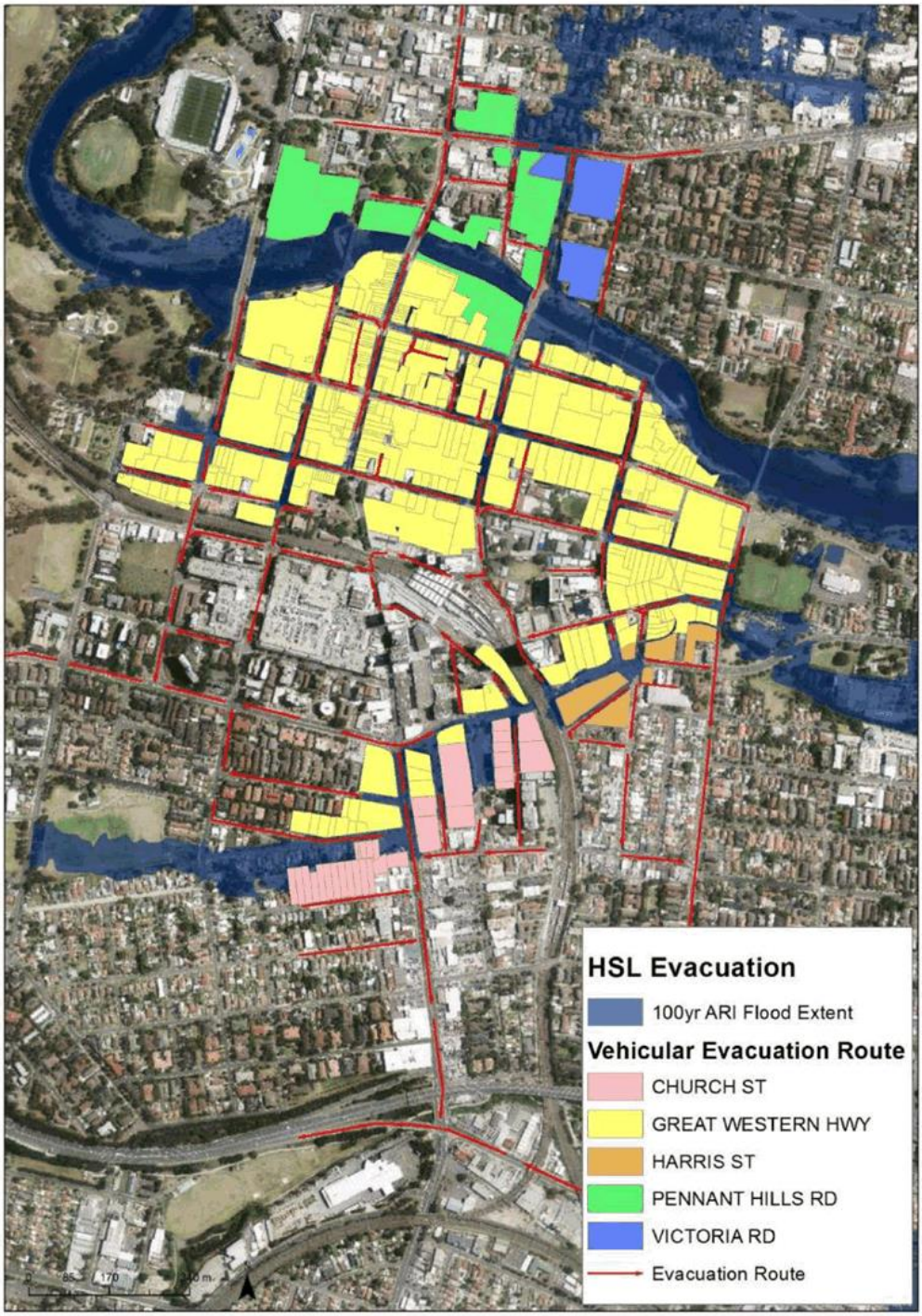

Figure 6: Allocation of buildings affected by the 100 year ARI event to five vehicular evacuation routes and precincts

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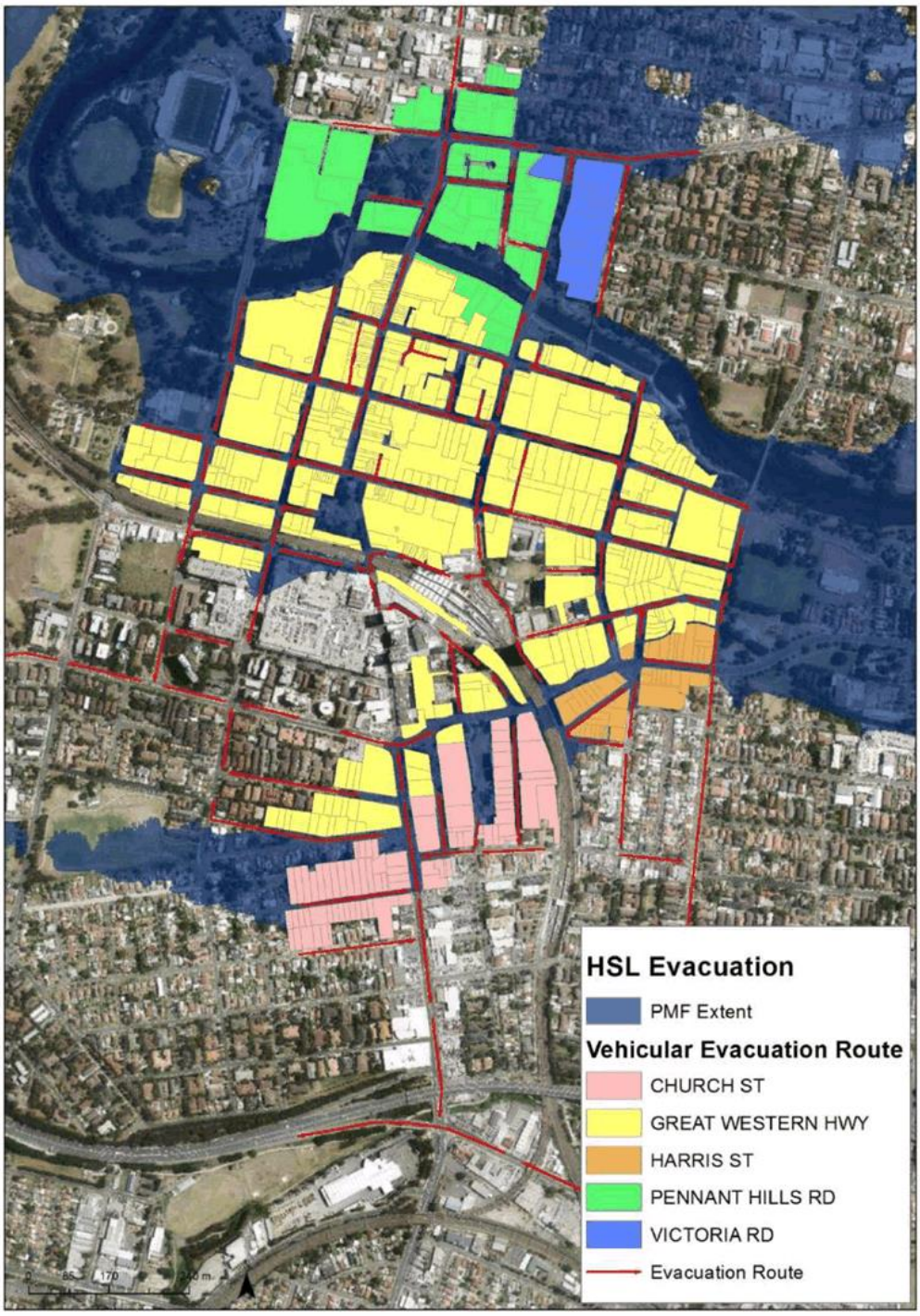

Figure 7: Allocation of buildings affected by the PMF to five vehicular evacuation routes and precincts

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2.3.2 Pedestrian Evacuation (HHL)

Pedestrian evacuation, which is also referred to as "Horizontal High Level (HHL)", was considered as an alternative to vehicular evacuation because in Parramatta CBD it offers the following advantages:

- It is not constrained by one-way roads;
- People who do not have access to a car would have to evacuate on foot anyway;
- In Parramatta CBD the furthest distance to a safe flood shelter is relatively short.

a) Where to?

All evacuees between the Parramatta River and Clay Cliff Creek were assumed to head to a building of the scale and location of Westfield, which has:

- capacity to accommodate a large number of people for several hours,
- is open for most of the day.

Although dedicated arrangements would be necessary to make sure that the building designated as the refuge is accessible outside business hours, these should be fairly simple to achieve, for example making use of the 24hour security patrol service.

Evacuees north of the Parramatta River could not cross the river and would need to evacuate to a location to be determined. Similarly, evacuees south of Clay Cliff Creek would need to evacuate south. However, these are a small number compared to evacuees between the Parramatta River and Clay Cliff Creek, and would be relatively easy to accommodate in smaller buildings/refuges.

b) Elevated Walkways

Importantly, this study used pedestrian evacuation as a "late evacuation" option. This means that pedestrian evacuation would need to be a viable option regardless of the time at which people are ready to evacuate.

Because most of the roads of the CBD are within the floodplain, late evacuation on foot could only be achieved by means of a network of elevated walkways. These would need to be installed at strategic locations within the CBD to allow evacuees to safely cross flooded roads. The extent of the elevated walkways would have to be proportional to the size of the flood event up to which these can be used.

As part of this project, a concept design of the elevated walkways was completed by a team of urban planners and architects (i.e. Studio GL). Appendix C includes a report from Studio GL describing and assessing in detail the concept design's extent, dimensions, accessibility and urban planning implications (e.g. visual impact, overshadowing). It should be stressed that, while the concept design is sized to cater for events up to the 20yr ARI, the same design could be conceptually extended to larger flood events.

In events up to a 20 year ARI, it was assumed that evacuees would be able to reach the elevated walkways using communal stairs and ramps accessible from street level, while in larger events a dedicated building-by-building access would be necessary (Assumption 8 – Appendix A). This assumes that in events up to the 20 year ARI event flooding of the roads does not extend onto the adjacent footpaths to a level which would be hazardous for pedestrian to walk through to access the nearest walkway.

If the walkway network were built to cater for the 20 year ARI, then in the event of a larger flood people would not be able to access the walkways and would be trapped in their buildings.

In the case of the 100 year ARI walkway network, people within the extent of the 100 year ARI event would be able to access the walkways in any size flood because they would be accessing them from an upper floor of their building. However, should they fail to evacuate in a flood larger than the 100 year ARI event before the flood reaches the 100 year ARI level then they would not be able to safely return to street level to complete their evacuation.

The PMF walkway network on the other hand would allow people to leave their building at any time and not come in contact with floodwaters.

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The extent of the elevated walkways network for each flood event is shown in Figure 8, Figure 9 and Figure 10. As with vehicular evacuation it was assumed that only those buildings which were touched by floodwaters would need to evacuate and all others could remain within their buildings.

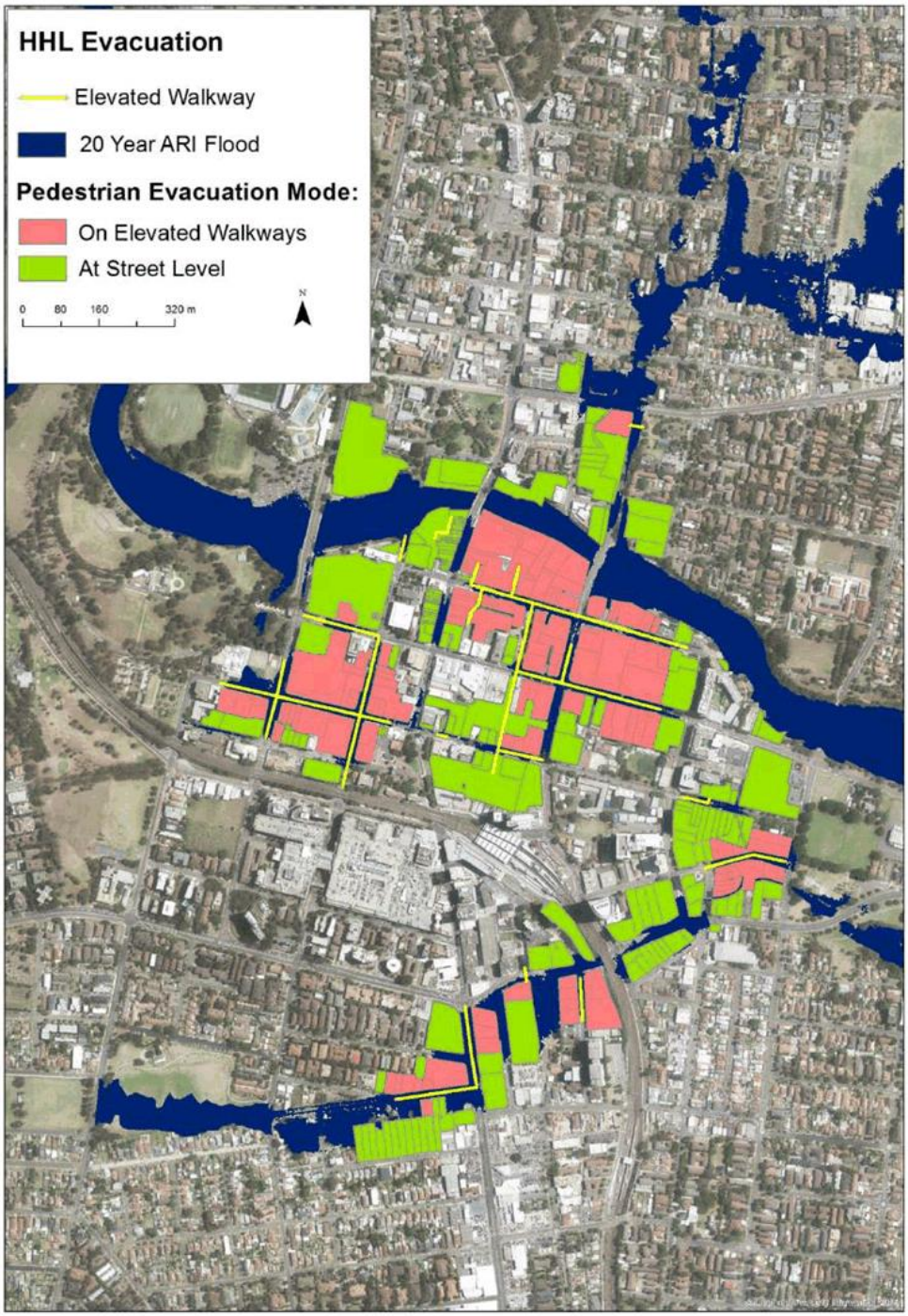

Figure 8: Extent of elevated walkways catering up to the 20 year ARI event.

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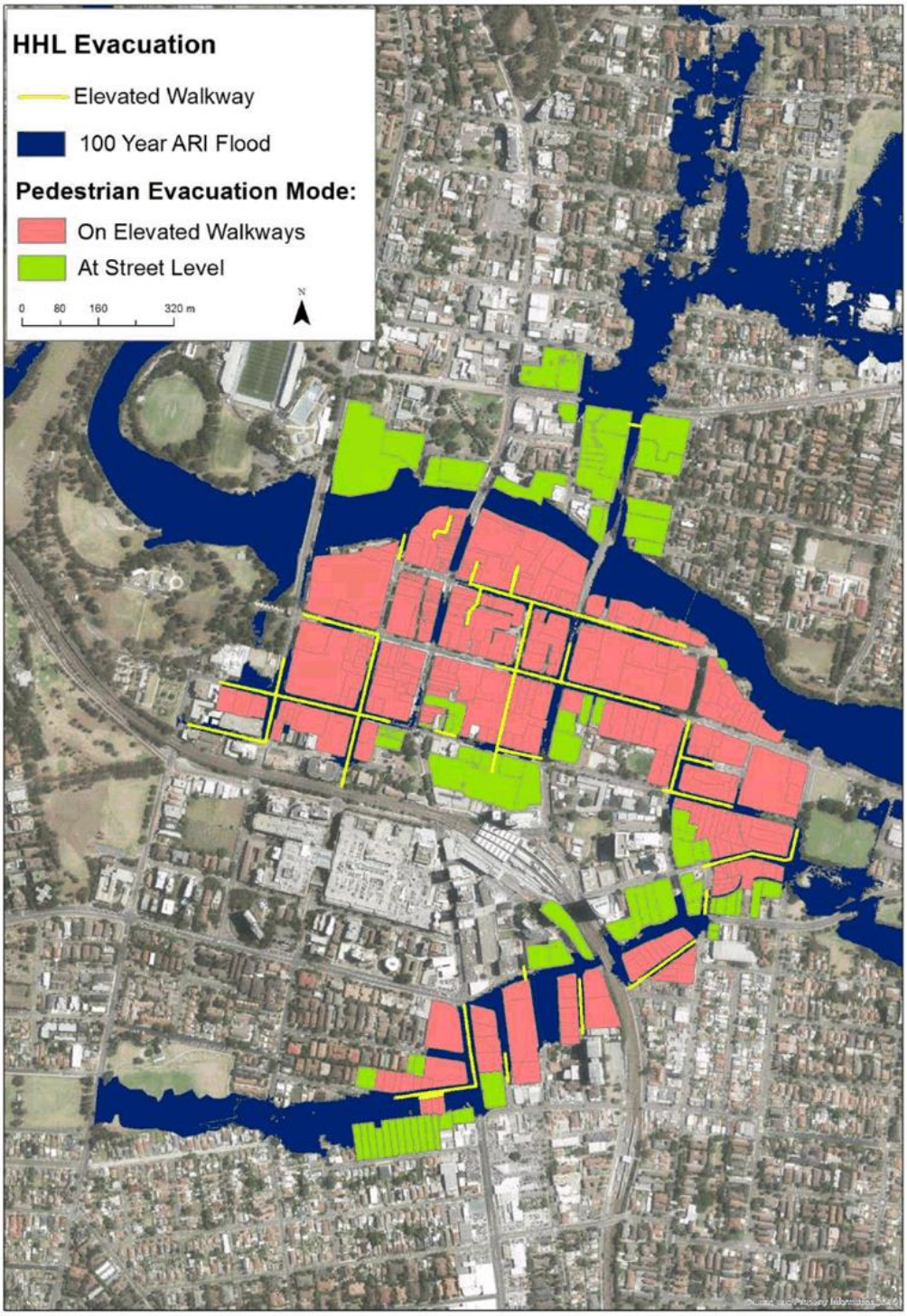

Figure 9: Extent of elevated walkways catering up to the 100 year ARI event.

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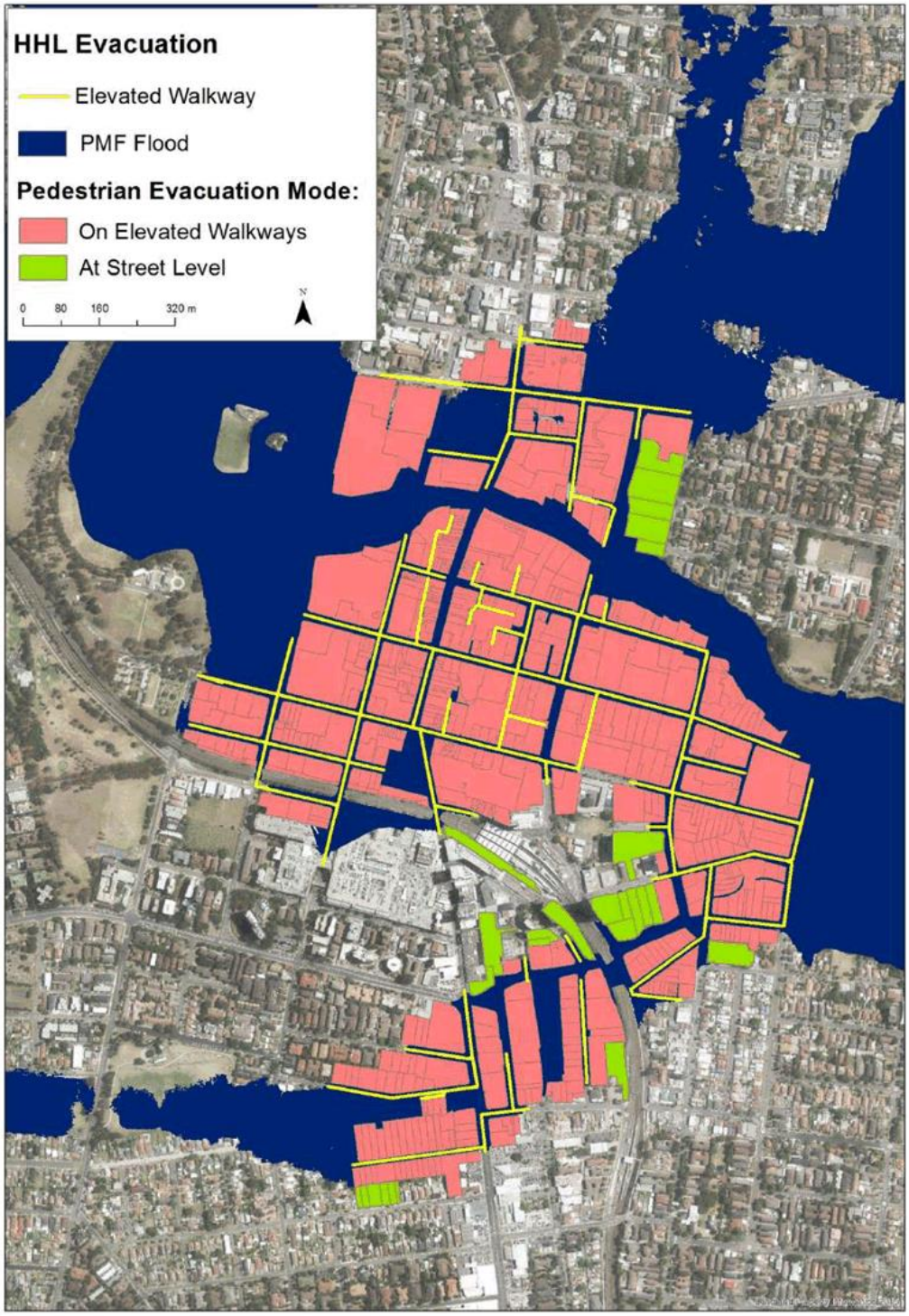

Figure 10: Extent of elevated walkways catering up to the PMF.

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c) Pedestrian Evacuation Precincts

As part of the pedestrian evacuation modelling exercise, a new set of evacuation precincts was generated. Pedestrian evacuation precincts differ from vehicular evacuation precincts because:

- Pedestrians would evacuate to different locations; and
- Pedestrians would not need to abide by one-way roads.

Evacuation routes were identified for each building as the shortest "flood-free" path to the designated pedestrian refuge. For most buildings (i.e. those that are isolated by floodwaters), a flood–free path to safety could only be obtained using the elevated walkways. However, for a small number of buildings, pedestrian evacuation could be achieved without making use of the elevated walkways. This is the case of buildings that would be affected by the peak of the flood, but that would still maintain flood-free access to one of the designated pedestrian refuges. In this case, the evacuation route is entirely at street level.

Buildings were then grouped into evacuation precincts based on the narrower "bottleneck" along their designated evacuation route. Buildings sharing the same bottleneck were assigned to the same pedestrian evacuation precinct (Assumption 9 – Appendix A).

A bottleneck is defined as the point along the evacuation route with the slowest evacuation speed. Evacuation speed is inversely proportional to density of evacuees, which in turns depends on the number of evacuees and the width of the evacuation route.

For elevated walkways, which have all the same width of 2.5m, the bottleneck was identified at the walkway's exit point, where the number of evacuees would be a maximum.

Similarly, for street-level evacuation, the bottleneck was identified along the last road before reaching the evacuation refuge.

Pedestrian evacuation precincts are shown in Figure 11, Figure 12 and Figure 13. Precincts identified by the acronym SL (i.e. Street Level) would be able to complete the evacuation remaining at street level, while the remainder would need to make use of the elevated walkways.

d) Pedestrian Evacuation Model

The model used to calculate evacuation time is based on literature findings (Seyfried et al., 2005) regarding the relationship between pedestrian walking speed and density.

The time required for a group of people to walk along a road from point A to point B depends on the walking speed, the distance between A and B, the pedestrian numbers and the path's width.

The time required to clear all pedestrians from an elevated walkway was obtained as:

Walkway Clearance Time (WCT) = (number of pedestrians) / [(walking speed) x (effective width at bottleneck) x (pedestrian density)]

It was then assumed that pedestrians would be able to move at a speed of at least 700 metres per hour, with a density of up to two people per square metre. While elevated walkways have a fixed width of 2.5m, it was conservatively assumed that only 2m of width would be effectively used.

Where the calculated WCT resulted in a shorter time than that which a single person would take to walk the same distance at a speed of 2km/h, the latter figure was used as WCT.

The total pedestrian evacuation time for each precinct was then obtained as:

Precinct Evacuation Time = WAF + WLF + WCT

Where:

WAF = Warning Acceptance Factor (=1hr)

WLF = Warning Lag Factor (=1hr)

Finally, for each scenario, the total evacuation time was obtained as the maximum of all Precincts' Evacuation Times.

The total number of pedestrians to be evacuated in each HHL scenario is shown in Table 3

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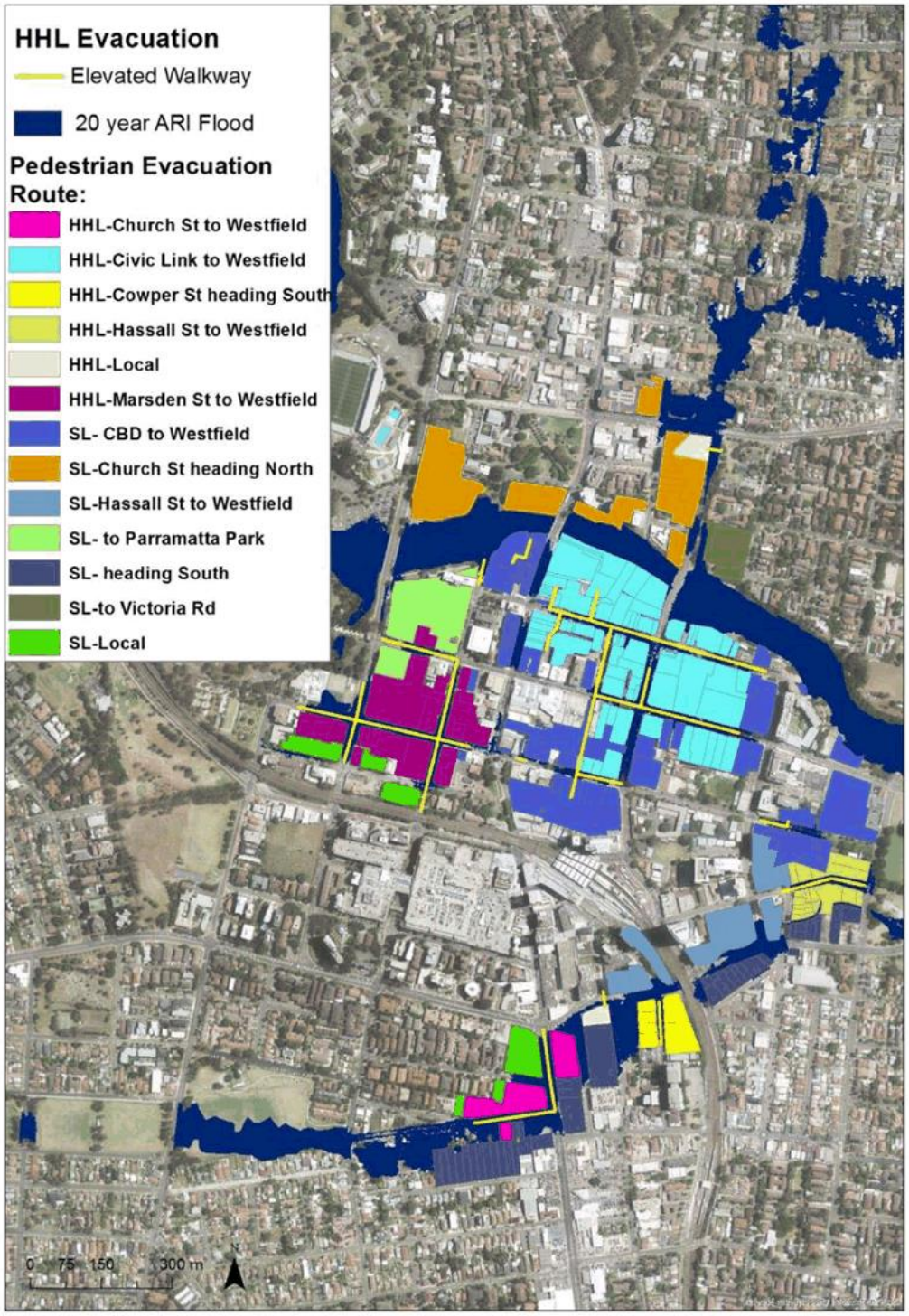

Figure 11: Pedestrian evacuation precincts evacuation routes for buildings affected by the 20 year ARI event.

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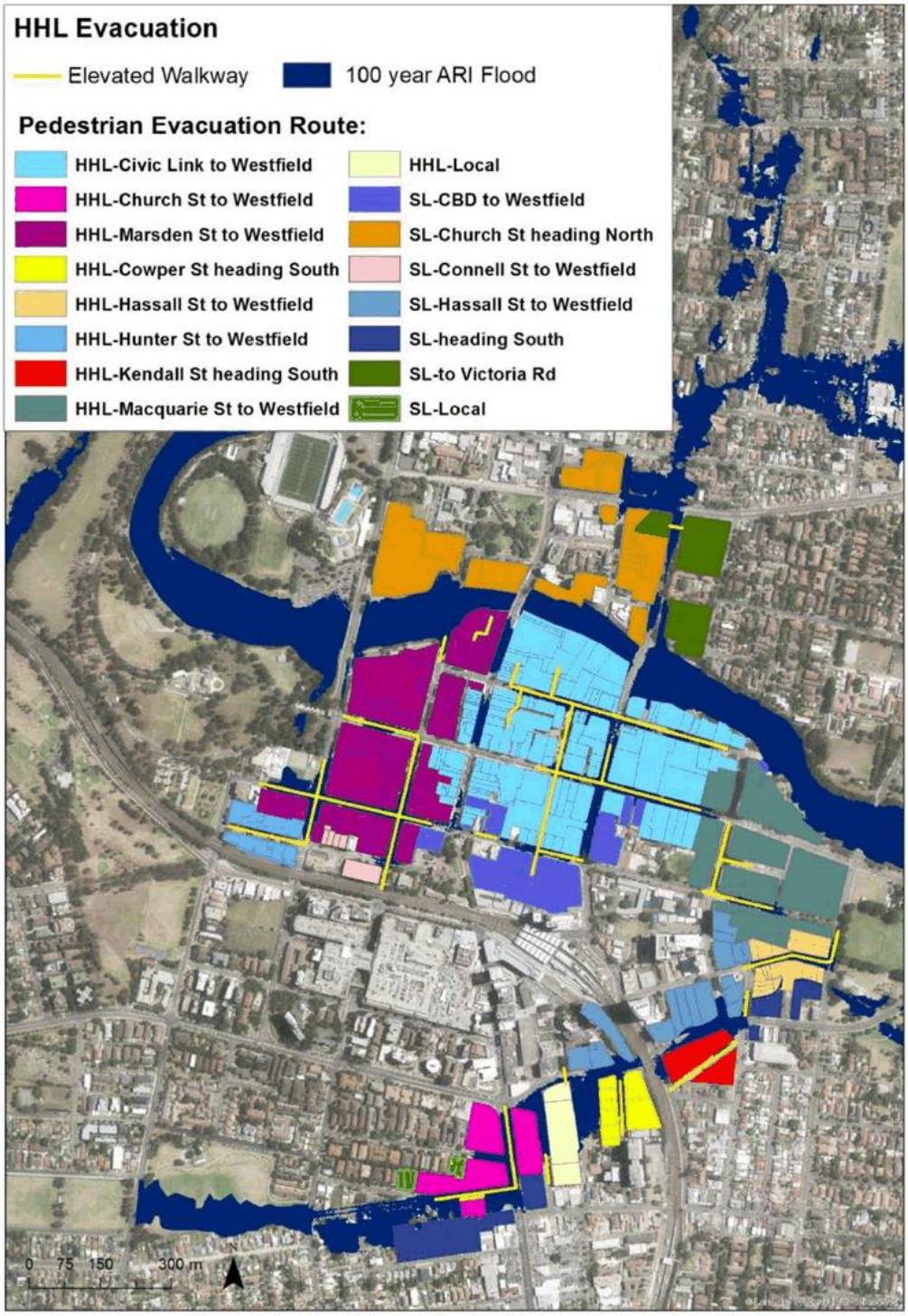

Figure 12: Pedestrian evacuation precincts evacuation routes for buildings affected by the 100 year ARI event

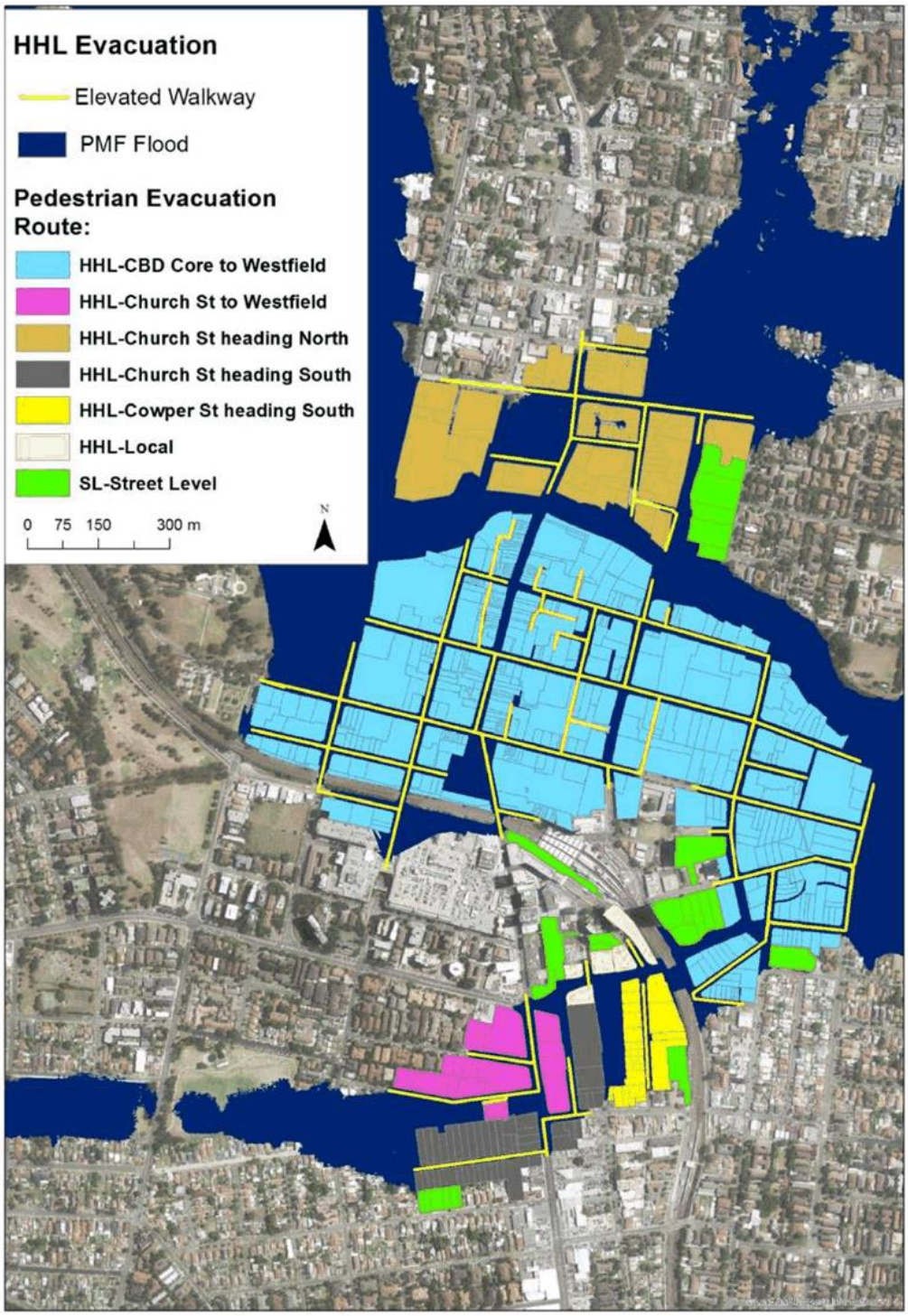

Figure 13: Pedestrian evacuation precincts evacuation routes for buildings affected by the PMF

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Table 3: Pedestrians to be evacuated in HHL scenarios

Evacuation Scenario	Total Number of Pedestrians	Pedestrians on Elevated Walkways	Pedestrians at Street Level
2016 + 20yr + Midday	49,147	22,662	26,485
2016 + 100yr + Midday	53,376	44,093	9,283
2016 + PMF + Midday	73,646	68,341	5,305
2036 + 20yr + Midday	92,137	45,744	46,393
2036 + 100yr + Midday	99,324	85,096	14,228
2036 + PMF + Midday	130,245	123,524	6,721
2056 + 20yr + Midday	115,089	60,941	54,148
2056 + 100yr + Midday	123,865	110,070	13,795
2056 + PMF + Midday	167,821	158,733	9,088

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3 RESULTS

Table 4 shows the total evacuation time obtained under the assumptions described in Section 2, for each of the selected scenarios. Figure 14 and Figure 15 provide a comparison of evacuation times across different years and flood probabilities, using the worst case scenario in terms of time of the day.

Evacuation times for each precinct are presented in detail in Appendix B.

Table 4: Total evacuation time for each scenario

Scenario number	Code	Total Evacuation Time (hrs)
1	2016_20yr_Midday_HSL	8.1
2	2016_20yr_Midday_HHL	4.5
3	2016_100yr_Midday_HSL	9
4	2016_100yr_Midday_HHL	5.2
5	2016_PMF_Midday_HSL	10.7
6	2016_PMF_Midday_HHL	4.4
7	*2016_PMF_Midday_Mixed*	*5.6*
8	*2016_PMF_AllCars_HSL*	*11.8*
9	2036_20yr_Midday_HSL	8.7
10	2036_20yr_Midday_HHL	7.3
11	2036_100yr_Midday_HSL	9.4
12	2036_100yr_Midday_HHL	8.9
13	2036_PMF_Midday_HSL	10.8
14	2036_PMF_Midday_HHL	6.8
15	2056_20yr_Midday_HSL	8.9
16	2056_20yr_Midnight_HSL	7.4
17	2056_20yr_Midday_HHL	9.1
18	2056_100yr_Midday_HSL	9.6
19	2056_100yr_Midnight_HSL	8.9
20	2056_100yr_Midday_HHL	11.2
21	2056_PMF_Midnight_HSL	9.7
22	2056_PMF_Midday_HHL	7.9
23	*2056_PMF_Midday_Mixed*	*9.1*
24	2056_PMF_Midday_HSL	11

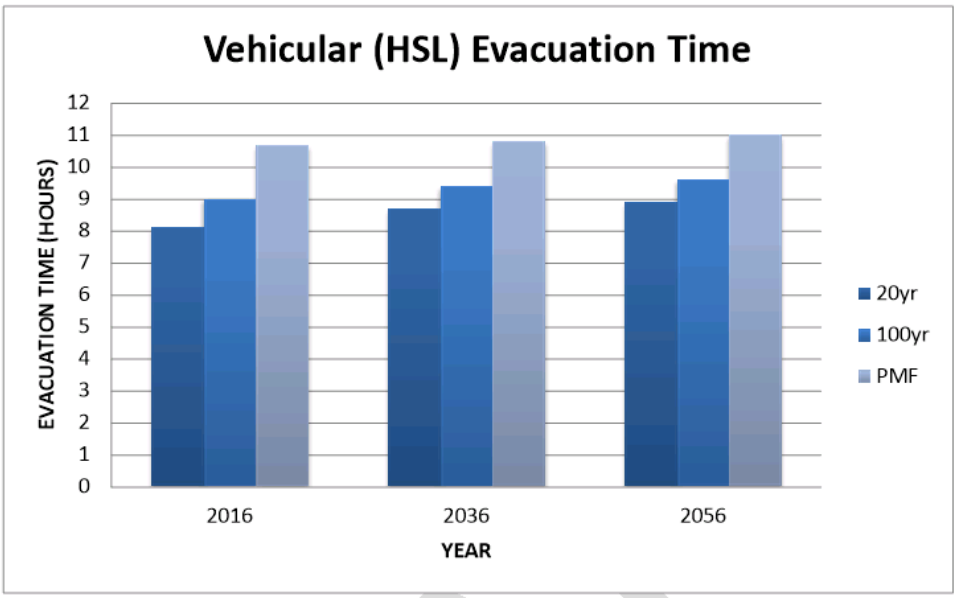

Figure 14: Comparison of vehicular evacuation times obtained for different years and flood probabilities and worst case in terms of time of the day.

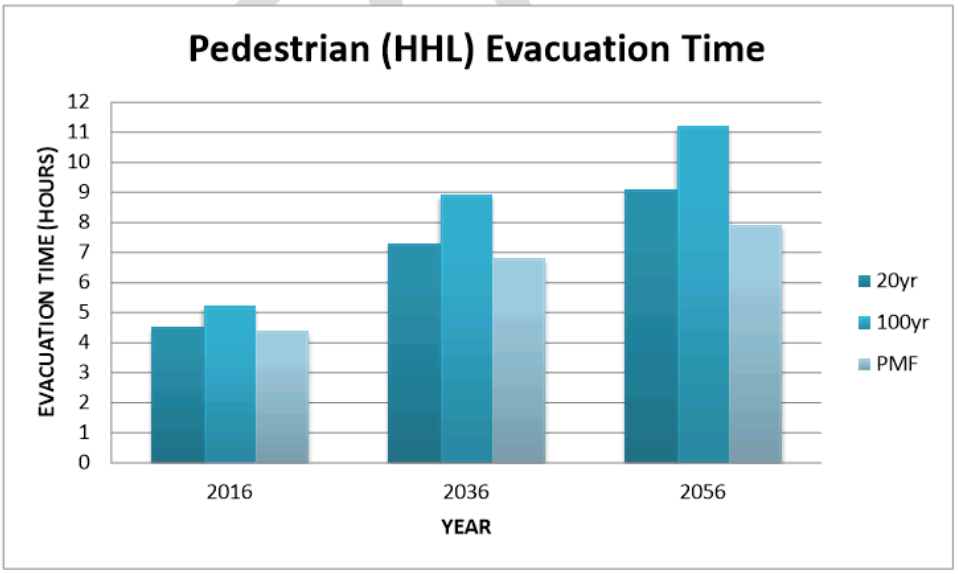

Figure 15: Comparison of pedestrian evacuation times for different years and flood probabilities and worst case in terms of time of the day

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4 DISCUSSION

4.1 VEHICULAR EVACUATION (HSL)

4.1.1 Evacuation Time

Results show that, among all scenarios, vehicular evacuation time ranges between a minimum of 8 and a maximum of 11 hours. In all cases, the final evacuation time is driven by the precinct evacuating to the Great Western Highway, which includes the CBD core and, as such, contains the largest number of vehicles.

As expected, evacuation time increases consistently in future scenarios, although with relatively small increments (Figure 14). For example, the average increment from 2016 to 2036 is +4.2%, and from 2016 to 2056 the increment is +6.4%. This is due to the proposed new planning controls regulating the number of commercial and residential car spaces for new development and represents the best case scenario.

While existing controls, which are used in the 2016 scenario, require one commercial car space for every 100m^2 of effective commercial Floor Surface Area (FSA), new controls will allow only one commercial car space for every 50 m^2 of total site area. For mixed-use developments having both residential and commercial components, the new controls for commercial car parking were further adjusted by using the proportion of the commercial floor space to the total floor space of the development. The most obvious consequence of this is that multi-storey commercial buildings will undergo a significant reduction of commercial car spaces, because their site area is likely to be smaller than their commercial FSA.

However, this reduction is balanced out by the overall increase of commercial site area across the CBD. The result is a slight increase of the number of commercial car spaces from 2016 to 2056, which is reflected in the vehicular evacuation time's trend. Another consequence of the new controls on commercial car spaces is that the number of pedestrians in future scenarios will increase, which is accounted for in pedestrian evacuation scenarios.

Similarly to the increment by year, vehicular evacuation time is directly proportional to flood extent. In this case, results show an average increment of +9% from the 20 year ARI to the 100 year ARI event, and +26% from the 20year ARI event to the PMF.

In all scenarios, smaller evacuation precincts, located around the CBD core have evacuation times significantly shorter, ranging between 3 and 5 hours.

While all scenarios considered here are either based on a "midday" or "midnight" evacuation (where only a part of the available car spaces would evacuate), in Scenario 8 all the available car spaces in the CBD are assumed to evacuate at the same time. This scenario was only assessed in existing conditions (i.e. year 2016) and during a PMF event, with the intent of giving a sense of the theoretical upper limit of the evacuation time, which would be just under 12 hours.

4.1.2 Challenges of Vehicular Evacuation

There are several challenges associated with vehicular evacuation of Parramatta CBD:

a) Flood Timing

As discussed in Section 1.3.2, Parramatta CBD is affected by flash flooding. In the PMF, for example, floodwaters would reach the peak level after about 5 hours from the beginning of the rainfall, while local flooding would start affecting the road network almost immediately.

The flood warning system developed by the City of Parramatta Council is likely to be able to provide about two hours' notice of predicted flood levels being reached.

Figure 16 uses coloured arrows to show at what point on the PMF hydrograph the NSW SES would know that a given flood level is going to be reached. For instance, the NSW SES would know that a PMF is going to eventuate after about 3.5 hours from the beginning of the rainfall (this is indicated by the blue arrow in Figure 16). At that point, floodwaters would have already reached the

100 year level, most roads would be cut and vehicular evacuation from the CBD core would be impossible.

Similarly, smaller events such as the 20 year ARI and the 100 year ARI could be predicted no earlier than one hour after the beginning of the rainfall. Even though there are no flood model results for events smaller than the 20 year ARI, it is likely that at that point some degree of local flooding would have already occurred, preventing vehicular evacuation of part of the CBD.

In addition to this, even if vehicular evacuation could begin before streets are cut by local flooding, the number of cars to be directed to Great Western Highway would result in an evacuation time comparable to the flood duration, under any of the scenarios considered here.

b) Evacuation Delays

The willingness for people to evacuate by vehicle will be influenced by many factors including why they are in the building, when they were otherwise intending to leave, and whether they were travelling in the vehicle with others.

Generally, those who are visitors or workers are likely to evacuate promptly, particularly if they intended to leave soon. Those who are residents are more likely to delay evacuation or refuse to evacuate altogether if they consider their dwelling to be a safe refuge above floodwaters.

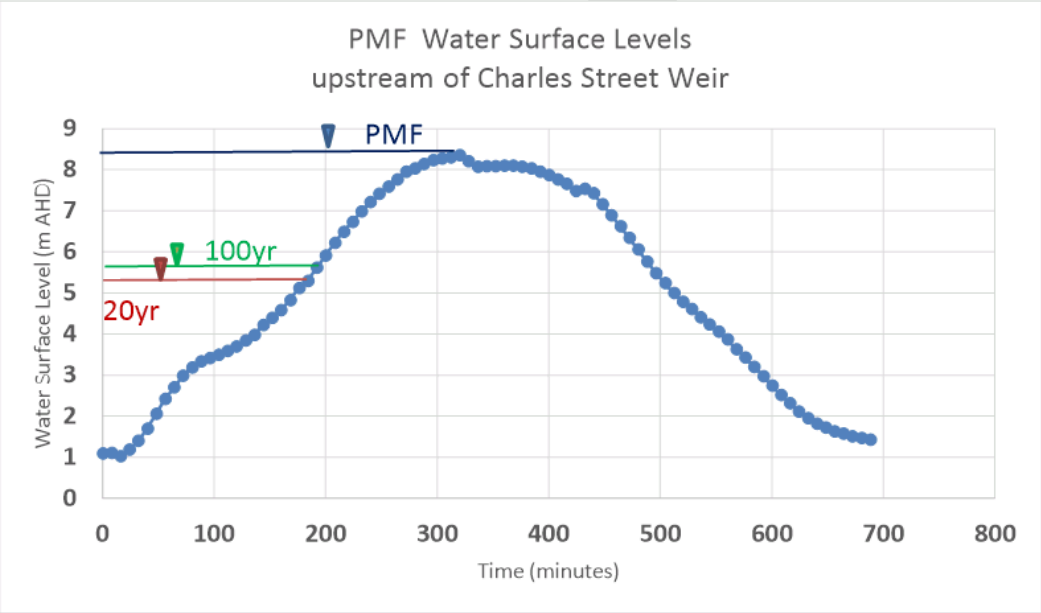

Figure 16: Flood duration and flood warning lead time

c) Regional Road Blockages

Even if evacuation could be successfully completed before roads within the CBD are cut, the extent of the regional flooding (i.e. outside the CBD) would be such that it would be difficult – if not impossible – for the large majority of vehicles to travel long distances before they reach a point on their evacuation route which is cut by flooding (Figure 4). For example, all cars evacuating to the Great Western Highway are likely to be isolated in the area between the Finlayson's Creek (west), Parramatta River (north), Clay Cliff

Creek (east) and the Motorway (south). Similarly, cars heading south on Church Street or Harris Street would most likely have their route cut by A'Becketts Creek.

d) Background Traffic

The evacuation modelling assumes that there is no other traffic on the roads when the evacuation order is given (Assumption 11 – Appendix A). This may be a reasonable assumption if the evacuation is called in the middle of the night but would not be the case during the day. On most weekdays there are considerable traffic delays during morning and afternoon peaks in Parramatta CBD and it can take 30 minutes to access the Great Western Highway or Church Street from some parts of the CBD in the evening peak in the absence of any flooding. If all vehicles are trying to leave the CBD simultaneously there is a risk of gridlocked streets as they try and merge with regional through traffic on the main roads which evacuation traffic will be directed to.

e) Traffic Queues

If cars evacuate from buildings but encounter roads blocked by regional flooding or regional traffic, then traffic will queue back into the CBD and may even prevent vehicles from leaving buildings. For example, there is only sufficient space on the Great Western Highway evacuation routes for about 1,150 cars to queue between the CBD and Finlayson Creek but there are up to 12,677 vehicles which would need to evacuate in such an event. While vehicles could go into side streets to queue above the reach of floodwaters and allow others to evacuated, most people would be reluctant to leave their place in the queue.

f) Returning traffic

In a PM peak there are likely to be many residents returning home by car and this returning traffic will need to be managed to ensure it does not enter the evacuation zone. It is unlikely that there will be sufficient emergency services resources to control this.

4.2 PEDESTRIAN EVACUATION (HHL)

4.2.1 Evacuation Time

Results show that pedestrian evacuation using elevated walkways (HHL) is generally more efficient than vehicular evacuation, particularly in existing conditions (year 2016). The only scenario in which vehicular evacuation would be faster is Scenario 20 (i.e. 2056_100yr_Midday_HHL).

Interestingly, the shortest evacuation time is always achieved in the PMF. The reason for this is that the PMF would require a larger network of elevated walkways (because the flood extent is larger), which would result in the CBD evacuees being distributed across a greater number of egress points. For example, in the PMF there would be eight egress points for evacuees heading to Westfield, while in the 20 year and 100 year ARI events there would be only 4 and 5 respectively.

It should be noted that the extent of the elevated walkways in each scenario was minimised to contain infrastructure costs and other adverse impacts (Assumption 12 – Appendix 2), however shorter evacuation times in smaller flood events could be achieved by extending the network to increase the number of egress points.

4.2.2 Challenges of Pedestrian Evacuation

Pedestrian evacuation using elevated walkways (HHL) would allow late evacuation from- access to- any flood-affected building. However, the following challenges/downsides need to be taken into consideration:

- **Cost:** Infrastructure cost would be significant and ranging from $94.5 to $324 million. A detailed breakdown of costs is provided in Appendix D.
- **Visual impact / overshadowing:** the elevated walkways would cause major visual impact on the urban landscape, particularly on heritage-listed buildings. The walkways would also increase the shadowing effect on

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streets and lower levels of buildings. (Appendix C);

- **Impact on street trees:** because most walkways would be built above the footpath and/or parking lane at a height of 4.5m, any trees located along the walkway's path may need to be removed and replaced with low-level shrubs (Appendix C);
- **Compatibility with building levels:** in events larger than the 20 year ARI, the walkways would need to be directly accessible from the upper levels of each building. This would be difficult to achieve in practice, because floor levels vary between different buildings (Appendix C);
- **Limited road access for large vehicles:** where walkways traverse a road, or a crossroad, large vehicles which are taller than 4.5m (e.g. construction vehicles) would not be able to enter;
- **Evacuation Logistics:** all pedestrian evacuation scenarios were simulated under the assumption that people in buildings that are exposed to the flooding, but whose pedestrian evacuation routes are not cut by the flooding, would be able to evacuate at street level. However, this assumption implies that pedestrians would know if they are supposed to use the elevated walkways or not, which poses a challenge in terms of warning messaging. However, we note that this would only be a problem if the elevated walkways were built to cater for floods up to the 20 year ARI event, because only in this case would the walkways be accessible by anyone at street level;
- **Flood Duration:** pedestrian evacuation times range between 4 to 5 hours (in 2016) and 8 to 11 hours (in 2056). If the evacuation order is issued a few hours after the beginning of the rainfall, the evacuation process may finish after floodwaters have already receded.
- **Security:** Providing an extensive network of walkways that will not be used on a daily basis, will potentially create issues with informal use and security, and is an inefficient use of land within the CBD.
- **Road Impacts:** Providing ramps to access the walkway will impact on road layouts within the CBD.

In addition to the aforementioned challenges which are specific to using elevated walkways for pedestrian evacuation the following challenges apply to pedestrian evacuation generally:

- Those who arrived by light rail (when it is built) are unlikely to be able to leave by light rail because water across the tracks would stop its operation, many who arrived by bus will not be able to leave by bus because many bus routes will be cut by flooding, those who arrived by train may not be able to leave by train if flooding elsewhere or the inclement weather generally has disrupted rail services. All of these people may be reluctant to leave their buildings if they have no means of leaving Parramatta;
- People will be reluctant to leave a dry building to walk through torrential rain to shelter in another dry building, particularly if they perceive that their building provides shelter above the reach of floodwaters (whether that is true or not);
- Residents in particular have demonstrated an unwillingness to evacuate when orders have been given to evacuate in floods throughout Australia in recent years so it may be especially difficult to get people to leave an elevated dwelling in a high rise building on foot in torrential rain.

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4.3 MIXED EVACUATION

4.3.1 Evacuation Time

Scenarios 7 and 23 incorporate mixed evacuation types, in which it is assumed that local flooding is already occurring (up to the extent of the 20 year ARI event) at the time evacuation begins, but that all buildings which could be affected by the PMF evacuate. Given that the flood warning system developed for Parramatta CBD will provide a relatively short lead time (i.e. two hours), these scenarios represent an attempt to simulate a realistic situation.

Buildings that are not isolated by events up to the 20 year ARI are assumed to evacuate by vehicle (Figure 17). These are, for the most part, located in the CBD's peripheral zones, where local flooding is a lesser issue compared to the CBD core. People in buildings from which vehicular evacuation is not possible because of local flooding in events up to the 20 year ARI are assumed to evacuate on foot.

Some of these people could complete the evacuation by remaining at street level, because even if their vehicular evacuation route is cut by local flooding, their pedestrian route is not. The remainder would need to use elevated walkways (Figure 18). Pedestrian evacuation time for these scenarios is determined by the proportion of pedestrians evacuating at high-level because the walkways are a narrower bottleneck than footpaths.

Because local flooding is assumed to have reached an extent up to the peak of the 20 year ARI event, elevated walkways are here assumed to cater up to the extent of the 20 year ARI flood.

Results of the mixed evacuation modelling show that:

- The total evacuation time would be 5.6 hours (Scenario 7) and 9.1 hours (Scenario 23);
- In both Scenario 7 and 23, the total evacuation time would be determined by vehicular evacuation to the Great Western Highway, which would take longer than pedestrian evacuation within the CBD core;
- Total evacuation times would be lower than the corresponding PMF scenarios in which evacuation is entirely achieved by car (i.e. Scenarios 5 and 24), but higher than the PMF scenarios in which evacuation is entirely done on foot (i.e. Scenarios 6 and 22).

4.3.2 Challenges of Mixed Evacuation

A large flood event with the same rate of rise as the PMF would reach and exceed the 20 year ARI extent in about 3 hours from the beginning of the rain. Because in scenarios 7 and 23 the elevated walkways would only cater up to the 20 year ARI flood extent, all evacuees would need to exit the walkways within 3 hours from the beginning of the rain. However, results of the pedestrian evacuation modelling for the CBD core (i.e. 4.5 hours for Scenario 7 and 9.1 hours Scenario 23) show that this would not be possible, unless the evacuation begins significantly earlier than the rainfall.

Extending the elevated walkways to cover the 100 year ARI flood would buy pedestrians some time (i.e. about 30 minutes), but would still not be enough for them to exit the walkways before the 100 year ARI extent is exceeded in a flood rapidly rising to a level beyond the 100 year ARI peak.

In fact, the only configuration for horizontal evacuation that would guarantee safe pedestrian evacuation of the CBD core in any event in which floodwaters rise as fast as in the PMF would be that in which the elevated walkways network covers the full extent of the flood event being considered. For example, if this event is the PMF, then the CBD core would need to be equipped with an elevated walkways network catering up to the PMF. However, in this case, a fully pedestrian evacuation like the one simulated in Scenarios 6 and 22 would be faster and more practical than a mixed type evacuation, and infrastructure cost would be only marginally higher.

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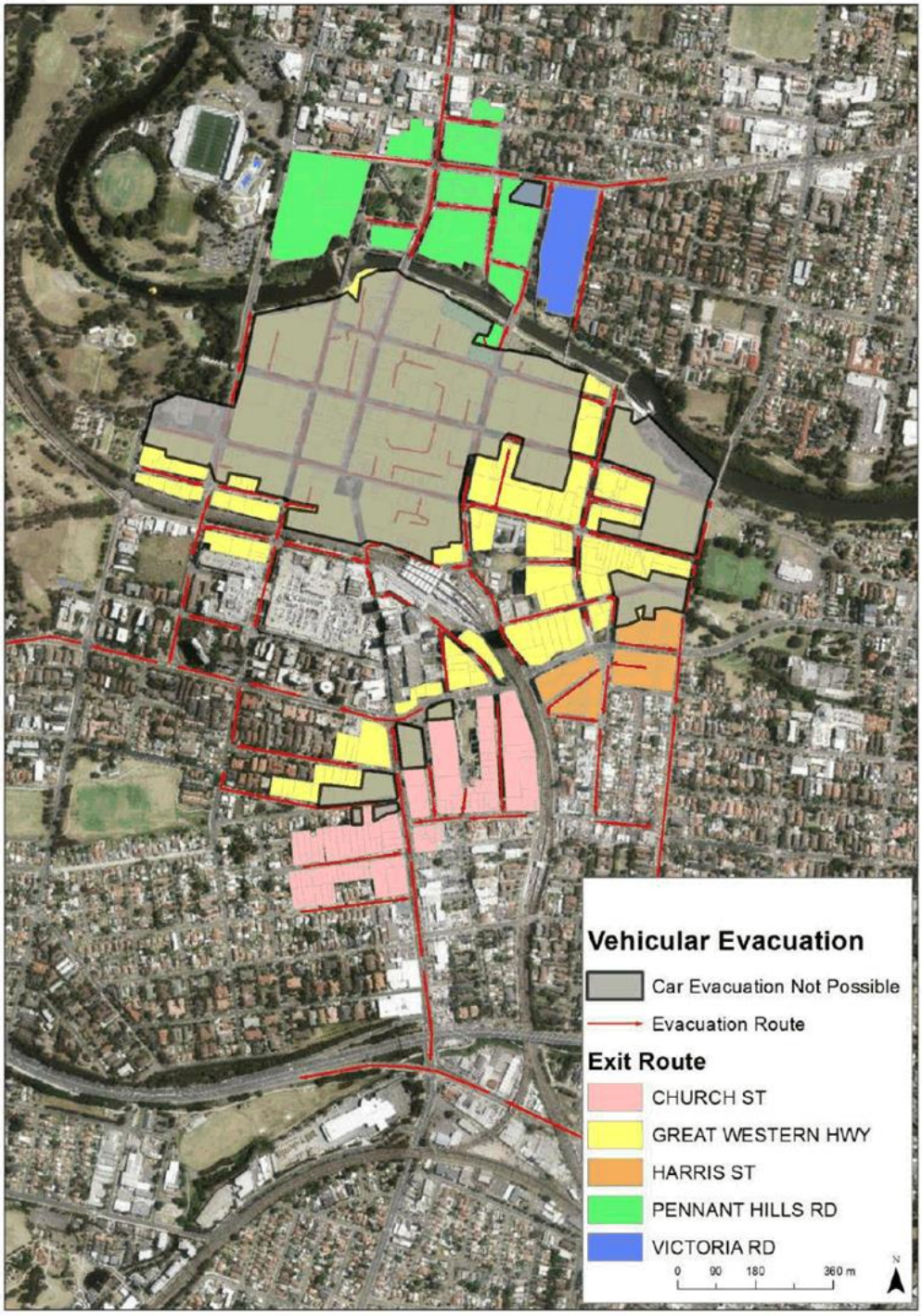

Figure 17: Mixed evacuation scenarios 7 and 23. People in greyed-out lots would not be able to evacuate by car if there was already local flooding up to the 20 year ARI event when the evacuation begins

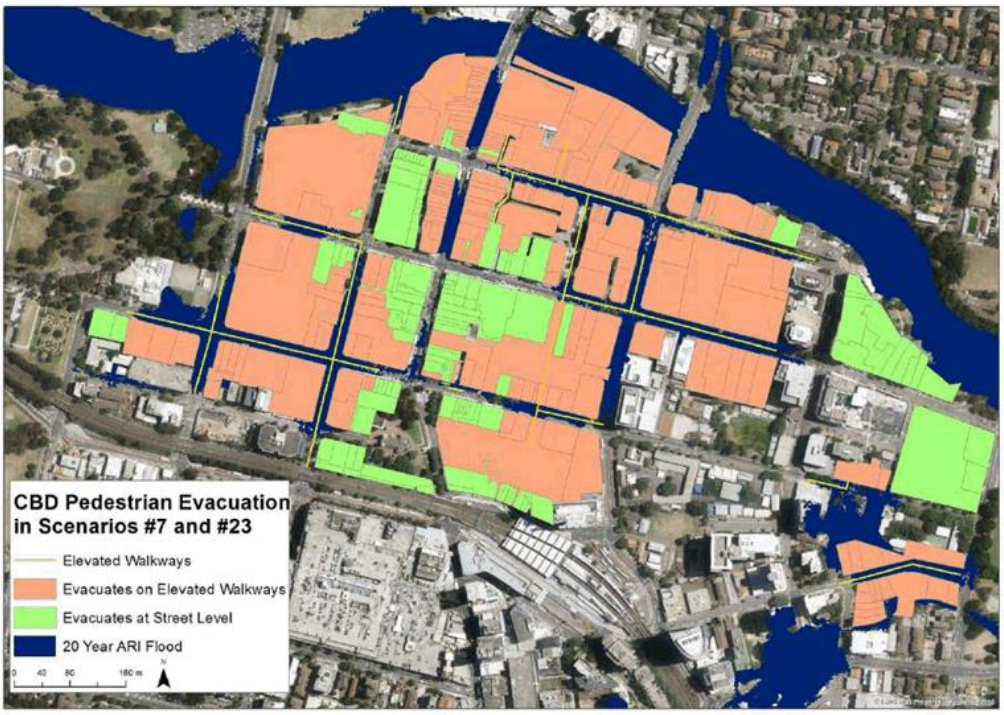

Figure 18: Pedestrian evacuation of the CBD in Scenarios 7 and 23.

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4.4 SHELTER IN PLACE (SIP)

4.4.1 Risks of SIP

Shelter in Place (SIP), or vertical evacuation, is often considered a viable option in areas exposed to flash flooding, where there is not enough time for the population to evacuate safely. SIP as a possible flood emergency response strategy in Parramatta CBD is thoroughly discussed in Molino Stewart (2016). While SIP, where appropriate, is a policy requirement for new development, some existing sites may not be able to achieve this (e.g. heritage buildings). This issue is further discussed in Section 4.4.2.

The risks associated with SIP in Parramatta CBD could include:

- **No refuge above the floodwater:** the flooding reaches a peak higher than the highest accessible space in the building;
- **Structural failure:** the building used as a shelter cannot withstand the flood forces and may collapse;
- **Power supply:** the lack of power, which is likely to occur during a major flood, may make the SIP refuge unsafe or uncomfortable. People may decide to leave the building and walk though floodwaters;
- **Medical emergency:** evacuees taking shelter in place may require urgent medical assistance requiring hospital grade care, which would be difficult (and risky) to deliver because the building is isolated by floodwaters;
- **Fire emergencies:** building fires can be triggered during a flood by a short-circuit, or by human behaviour. For instance, evacuees taking shelter in place may use naked flames for improvised lighting or cooking. A building fire happening during a flood would be very difficult to manage, because the building could not be easily accessed by firefighters and it may not be safe to evacuate the building because it is surrounded by hazardous floodwaters;
- **Human behaviour:** evacuees taking shelter in place may decide to leave the building and walk through floodwaters for a number of reasons. For example, if the flood emergency occurs at the end of a working day (e.g. PM peak), workers may not like the idea of remaining in their offices. Similarly, evacuees may leave the building if they cannot communicate with their families, or if the refuge is not functional or safe enough.

Risks associated with SIP can be mitigated in a number of ways. These are summarised in Table 5. However it should be noted that SIP doesn't directly solve the issue of where to put people in the public domain during a flood. This needs to be addressed as part of the overall response strategy by providing access to appropriate buildings.

As part of the work undertaken by Molino Stewart to support the update of Parramatta Floodplain Risk Management Plans (Molino Stewart, 2016), a zoning of the CBD was proposed based on the degree of risks associated with SIP. For each zone, Molino Stewart (2016) generated a set of development controls to reduce these risks. The risk zoning proposed by Molino Stewart is shown in Figure 19 (in which zone 4 has the highest risk, while zone 1 has the lowest). In Figure 20, each lot was allocated to the corresponding risk zone. All lots within zone 1 and 2 have street frontage which is at or above the 100 year ARI flood level. Existing buildings might not have an access currently on that frontage but the development controls would require at least emergency access to these lots at or above the 100 year ARI flood level.

Table 6 shows the proposed development controls for each risk zone, while Table 7 shows how the number of people in each risk zone is expected to change from year 2016 to year 2056 as a consequence of the implementation of the CBD Strategy.

It is noted that the majority of buildings, and therefore people, are in zones 1 and 2. The areas with highest risk (zones 3 and 4) are principally those affected by flooding from Clay Cliff Creek rather than the Parramatta River.

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Table 5: Example of mitigation measures for risks associated with SIP

SIP Risks	Examples of Risk Mitigation Measure	Suggested Mechanism for Implementation
Inadequate Refuge	Habitable space above the reach of the PMF is accessible to all occupants	LEP
Structural Failure	Buildings able to withstand PMF forces	LEP
Power Supply	Backup power supply available in SIP refuge	DCP
Medical Emergencies	Managed high level evacuation or access system	DCP & DA
Fire Emergencies	Switchboards that automatically shut down when electrical circuits are in contact with water	DCP & DA
	Fire suppression equipment as required for residential high rise buildings including sprinkler systems	DCP
	Backup power supply above reach of the PMF	DCP
Human Behaviour	Safe, functional and flood-free shelter Managed high level evacuation or access system	DCP & DA

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Figure 19: Risk Zoning (raw map) proposed by Molino Stewart (2016) to reduce risks of SIP through development controls. The western part of the study area is not zoned because not included in the scope of Molino Stewart (2016).

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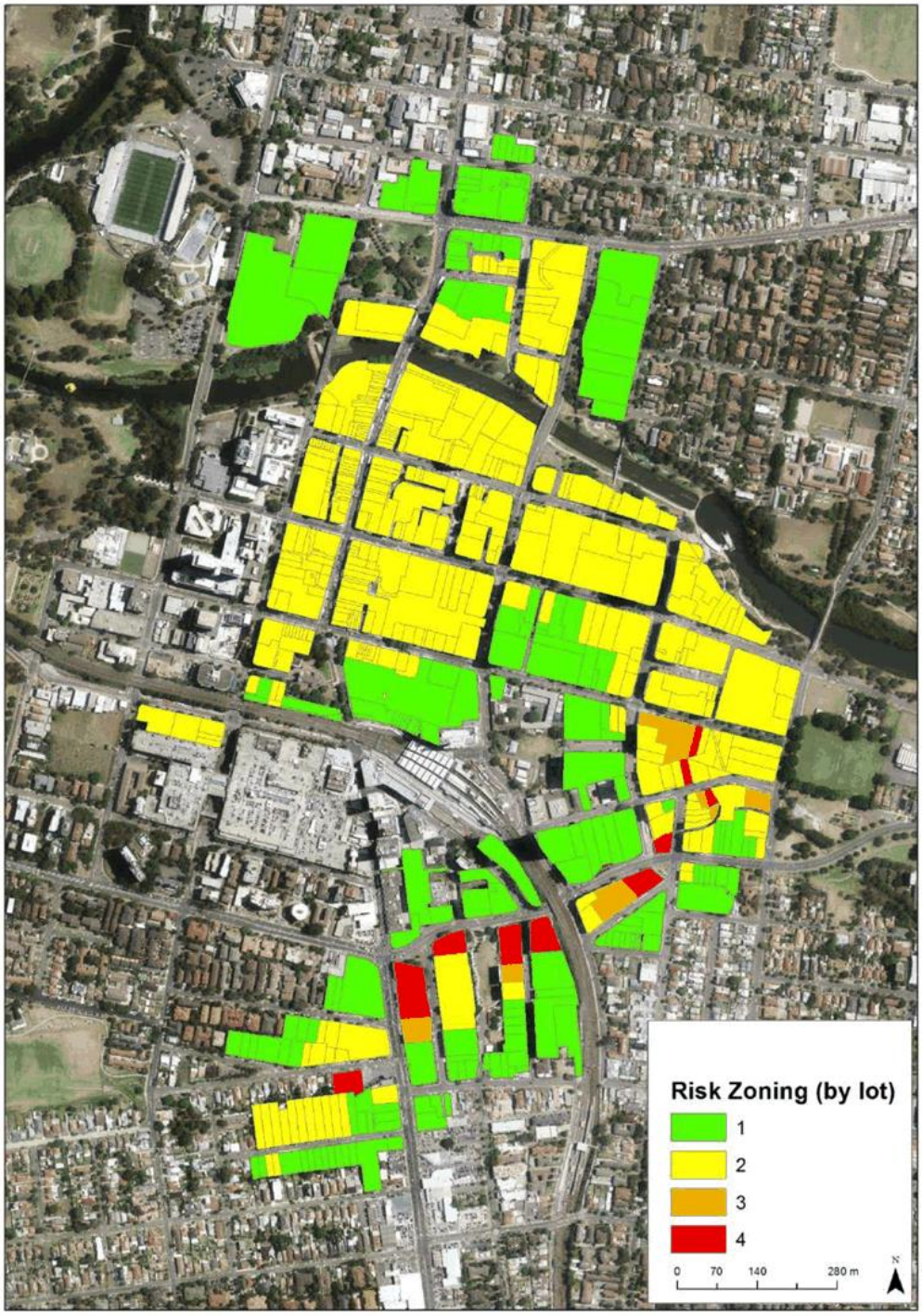

Figure 20: Risk Zoning (interpolated by lot) proposed by Molino Stewart (2016) to reduce risks of SIP through development controls. The western part of the study area is not zoned because it is not included in the scope of the Parramatta CBD Planning Proposal.

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Table 6: Development controls to mitigate SIP risks proposed by Molino Stewart (2016)

Probability (AEP)	Existing Parramatta Development Control Plan 2011'		Recommended Amendments to the existing DCP	
	Existing Flood Risk Precinct	**Evacuation requirements for residential and commercial development**	**Risk Zone**	**Suggested Occupant Response**
< 1%	Low	3. Reliable access for pedestrians and vehicles is required from the site to an area of refuge above the PMF level, either on site (e.g. second storey) or off site (residential only) 4. Applicant is to demonstrate the development is consistent with any relevant flood evacuation strategy or similar plan	1	Safe to evacuate or shelter in place. No evacuation controls required.
			2	Safe to evacuate early or shelter in place above PMF in accordance with a flood emergency response plan for the building.
< 5%	Medium	3. Reliable access for pedestrians and vehicles is required from the site to an area of refuge above the PMF level, either on site (e.g. second storey) or off site 4. Applicant is to demonstrate the development is consistent with any relevant flood evacuation strategy or similar plan 6. Adequate flood warning is available to allow safe and orderly evacuation without increased reliance upon SES and other authorised emergency services personnel	3	Evacuate early or shelter in place above PMF in accordance with a flood emergency response plan for the building providing flood free access is available to an exit through an area above the 1% flood level.
> 5%	High	As for medium flood risk precinct but only if development qualifies as concessional development	4	Evacuate early or shelter in place above PMF in accordance with a flood emergency response plan for the building providing flood free access is available to an exit through an area above the 1% flood level.

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Table 7:Number of people in each risk zone.

Zone	Year	Residents	Workers	Visitors
1	2016	4,545 (45%)	12,947 (37%)	11,778 (45%)
	2036	9,239 (28%)	23,275 (37%)	16,670 (37%)
	2056	15,143 (30%)	26,991 (33%)	19,574 (33%)
2	2016	4,658 (47%)	21,468 (61%)	13,471 (51%)
	2036	21,858 (67%)	39,073 (62%)	27,985 (62%)
	2056	32,486 (64%)	51,920 (63%)	37,652 (63%)
3	2016	402 (4%)	244 (1%)	371 (1%)
	2036	837 (3%)	385 (1%)	275 (1%)
	2056	1,623 (3%)	1,083 (1%)	786 (1%)
4	2016	405 (4%)	272 (1%)	625 (2%)
	2036	859 (3%)	397 (1%)	284 (1%)
	2056	1,322 (3%)	1,832 (2%)	1,328 (2%)

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4.4.2 Single-Storey Buildings

It should be noted that SIP is unsuitable in buildings that do not have a level above the PMF (e.g. single-storey buildings, or two storey buildings close to the river). All existing buildings less than 4.5m high are shown in Figure 21. These buildings are unlikely to be suitable for sheltering in place as they probably don't have a second storey and are too low to have direct access to an elevated walkway. This issue could be addressed as part of the CBD redevelopment, with single-storey buildings being redeveloped into multi storey buildings with appropriate features to manage the secondary risks of sheltering in place.

However, the problem remains for single-storey buildings that cannot be redeveloped, for example because they are heritage listed. For these buildings, a different flood response strategy needs to be put in place. These buildings are already at high risk from flooding, regardless of any future development of the CBD, because neither evacuation nor SIP are achievable.

An option for these buildings could be to Shelter In Place in neighbouring buildings that have a safe refuge above the PMF level (24h access to these buildings may need to be provided as part of the response strategy).

Figure 21 shows the location of heritage-listed buildings and buildings whose height is less than 4.5 metres. This shows that most of the single storey heritage listed buildings are in the risk zoning 1 or 2 which means they have access in the 1% AEP flood and some have flood free access. The two exceptions are a brick cottage near the corner of Wigram Street and Hassall Street which is in the Risk Zone 3 and a brick cottage in Lansdowne Street near the corner of Church Street which in is Risk Zone 4.

4.4.3 Existing Buildings Unable to Withstand the Forces of the PMF

SIP is not an option for buildings that do not have a safe refuge above the PMF levels. This includes existing buildings whose structure is not able to withstand the forces of the PMF. For these buildings, redevelopment offers a chance to reduce flood risk. However, until redevelopment can be undertaken, an alternative safe refuge above the PMF should be identified, for example in neighbouring buildings (24 hour access to these buildings may need to be provided as part of the response strategy).

4.4.4 Vulnerable Facilities

If the suggested SIP requirements are satisfied, vulnerable buildings such as hospitals, nursing homes, schools or childcare centres should put in place SIP emergency plans to ensure that all occupants are safely transferred to the refuge area before the peak of the flood is reached. The plan should also include measures to communicate with the families before, during and after the emergency to assure them that their loved ones are safe but also to discourage people trying to access the building through floodwaters.

Alternatively, some of these land uses may need to be prohibited where it is deemed any probability or duration of sheltering in place poses an unacceptable risk although this needs careful thought.

In the case of preschools it is possible to ensure that the children are not coming and going during a flood, but it is more difficult keeping parents from travelling through floodwaters to try and drop off or pick up children.

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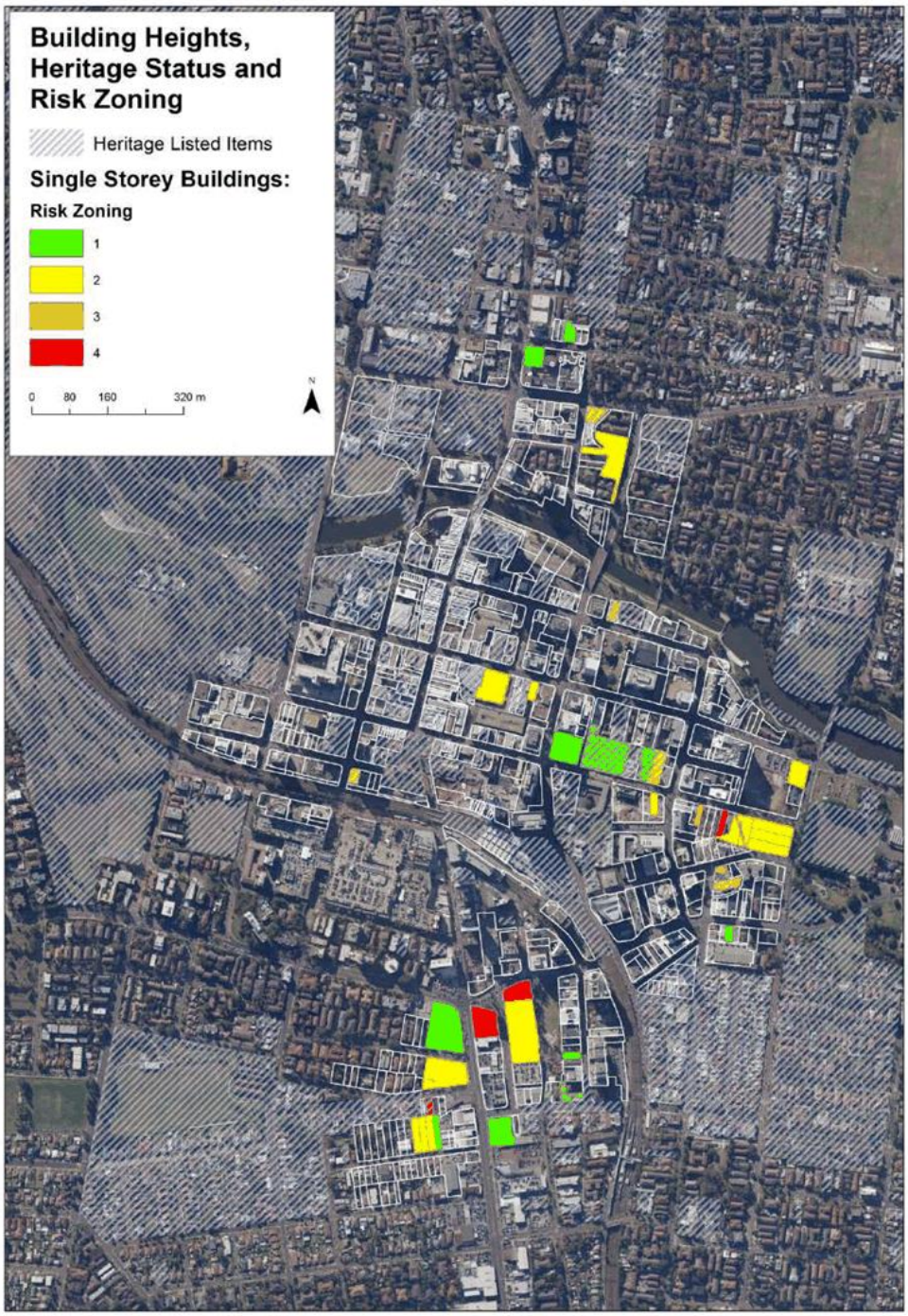

Figure 21: One-storey buildings and heritage listed buildings

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4.4.5 SIP to Manage Residual Risk of Horizontal High Level Evacuation

SIP could also be used to manage residual risk in Pedestrian Evacuation Scenarios (HHL). For example, if it was decided to build a network of elevated walkways to cater for flood events up to the 20 year ARI, SIP could be used as the backup emergency response strategy for rarer floods.

4.4.6 Managed High-Level Evacuation/Access System

A substantial part of the risks of SIP, such as the risk of medical emergencies, could be addressed by implementing a "managed high-level evacuation or access system". This would entail the installation of a lightweight system of walkways with managed access to be used mainly by emergency responders. This option would also address a number of the key issues associated with HHL evacuation, namely:

- A suitable walkway width could be provided for emergency responder access, and evacuation of a limited number of people within the existing street pattern;
- Ramped access would not be required to be provided, as emergency personnel could evacuate individuals using specialist equipment/ stretchers where necessary;
- A lightweight single width (approx.1m) walkway could be provided, potentially utilising existing buildings and awnings, significantly reducing overshadowing and visual impact on the street;
- The length of proposed walkways could potentially be reduced by terminating the route at designated multi-storey car parks within the CBD suitable for helicopter access/ evacuation;
- By providing a lightweight, less visually obtrusive and secure walkway system that is only accessible by emergency responders, informal use of the walkways is minimised;
- Providing a lightweight route will enable the retention of more street trees;
- Providing a route that is managed by trained emergency responders enables temporary deployable structures, including bridges, to be utilised reducing the visual impact of the route and not permanently closing streets to high vehicles;
- Narrower and potentially shorter length of walkways, with no accessibility requirements, will keep construction and maintenance costs significantly lower.

Key issues for further investigation, should this option be progressed, include:

- Discussion of the suitability of the concept of a managed high level evacuation route with the NSW SES staff.
- Discussion of access requirements including walkway widths, steps, and ladders with the NSW SES.
- Discussion with Council and the NSW SES regarding ownership and maintenance of the system.
- Investigation of how building codes would apply to the proposal.
- More detailed design investigations of how the walkways would access buildings, the street, and be structurally supported.
- A visual impact study, once design parameters and the suitability of the proposal have been established demonstrating the effect of the proposals on views within the CBD.

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5 SENSITIVITY TESTING

Since the original version of this report was prepared in 2017, there have been some changes in the study area which could potentially have some bearing on the results presented in the previous sections of this report.

This section describes those changes and provides an analysis of the extent to which these may affect the evacuation assessment results.

5.1 NEW WARNING SYSTEM

At the time of writing the original version of this report, in 2017, Council was in the process of developing a flood warning system for the Parramatta River. Since that time the system has been commissioned and used.

In Section 2.3 it was assumed that the warning system would be able to provide about two hours' notice. Council has since advised that two hours represents the maximum warning likely to be available in the extreme floods which would enter the CBD (C. Gooch pers comm).

It had also been assumed that the flood warnings would only be sent to the NSW SES and the NSW SES would then have to issue evacuation orders.

The Parramatta Floodsmart warning system, as eventually commissioned, not only sends flood warning messages to the NSW SES, but it also sends warning messages directly to members of the public who have subscribed to the service.

Floodsmart only issues flood warning information, not evacuation orders. Evacuation orders would still need to come from the NSW SES. Those who receive warnings directly from Floodsmart may choose to evacuate without receiving an order from the NSW SES. However, currently only 516 people have registered on Floodsmart which compares to the 30,000 flood affected properties across the entire catchment. Furthermore, many of the registrants are not in flood prone properties.

This means that, unless the number of Floodsmart's registrants increases significantly, it is unlikely to make a significant difference to the sequence of evacuation decisions and departures assumed in the original evacuation modelling.

5.2 DRAFT PLANNING PROPOSAL CHANGES

There have been some minor changes to the draft Parramatta CBD Planning Proposal within the areas affected by flooding.

5.2.1 Zonings

The draft zonings in the Parramatta CBD Planning Proposal, as endorsed by Council in April 2016 for the purpose of seeking a Gateway determination, and the draft zonings which are now proposed (as of June 2019) are identical (Figure 22)

However, at the time that the original version of this evacuation assessment report was being prepared, consideration was being given to a slight variation to the proposed zonings along the southern end of Church Street. These interim zonings, which were the basis of the evacuation calculations, are shown in Figure 23.

The location with the changes are circled in both figures. There are two lots which are zoned partly mixed use and partly commercial whereas during the evacuation analyses they were considered to be completely mixed use.

For the same floor surface area (FSA), commercial office space would have about 1.5 to 1.8 as many people as residential space. However, there would be a decrease in the number of vehicles in the building.

In the case of vehicles evacuating from these premises, they would evacuate onto the Great Western Highway. This is the most congested evacuation route and determines the maximum evacuation time from the CBD. The area of zoning difference is so small compared to all of the areas evacuating onto the Great Western Highway that the decrease in vehicle numbers would not make a significant difference to the evacuation time.

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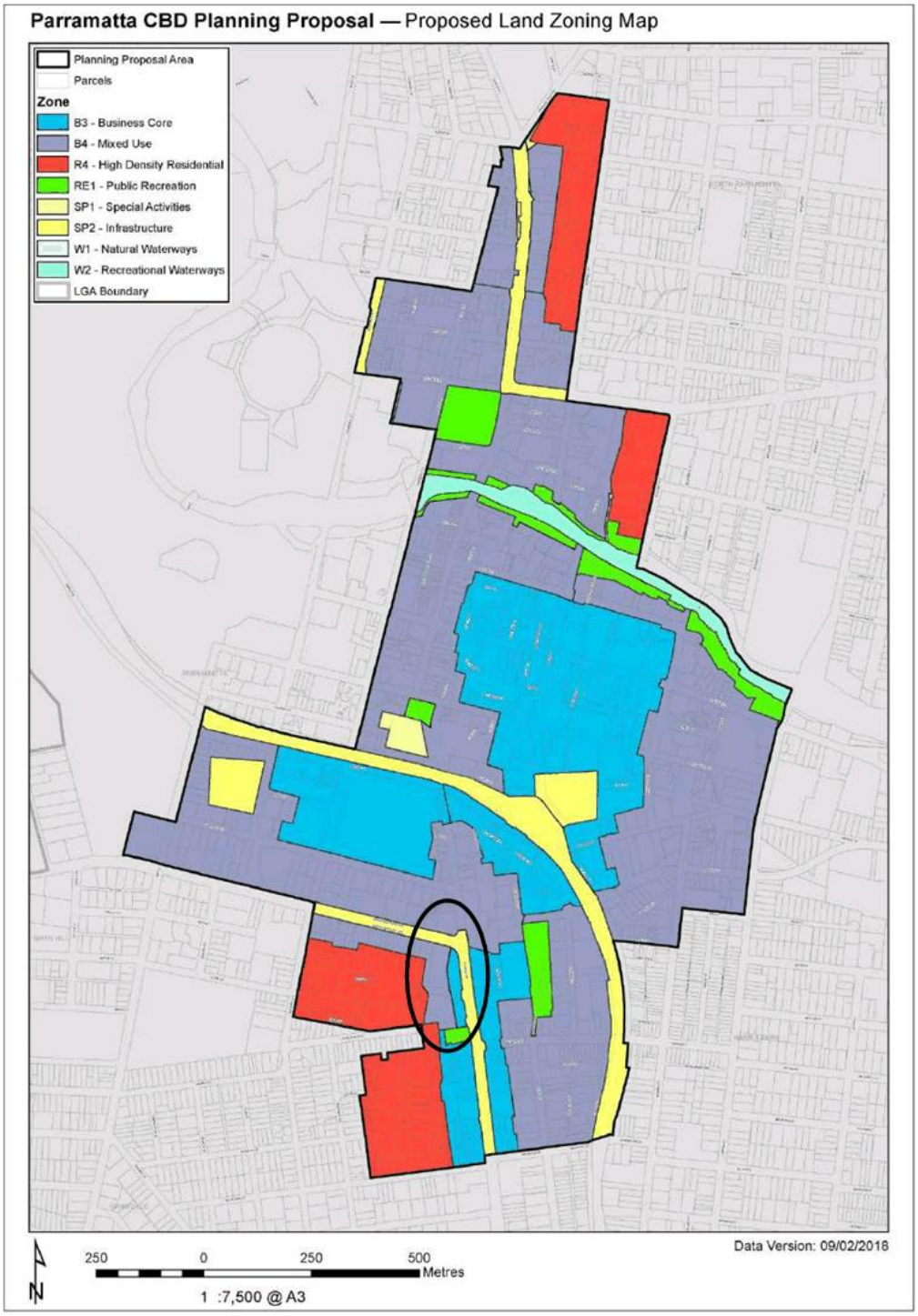

Figure 22: Current Draft Zonings

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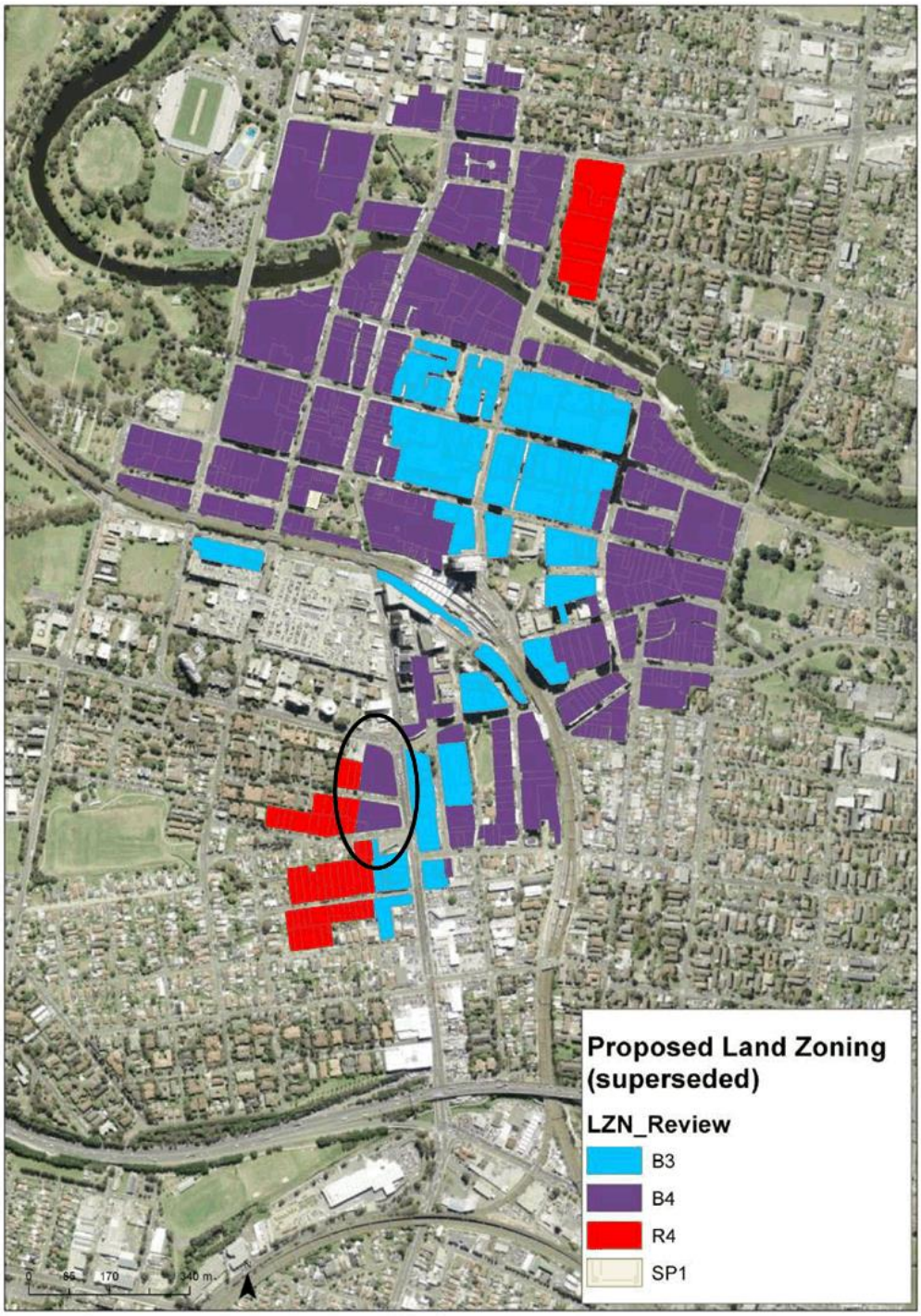

Figure 23: Interim Draft Zonings (used for evacuation calculations).

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As far as pedestrian evacuation is concerned, these premises would evacuate north to seek refuge in a building of the scale and location of Westfield. There are only a few people evacuating from this area compared to those evacuating from the core of the CBD north of the railway line. It is the latter area which determines the minimum time for pedestrian evacuation. As such, a relatively small change in the number of people evacuating from Church Street will make no difference to the time needed to safely evacuate the whole of Parramatta CBD. It will have no impact on the cost of infrastructure because the same high level walkway will be required in this location irrespective of the scale of the development.

5.2.2 Floor Surface Area

There have been some substantial changes to floor space ratios (FSRs) and maximum building heights between the Parramatta CBD Planning Proposal as endorsed by Council in April 2016 and the current draft as at June 2019. These changes convert to changes in FSA, which underpinned the estimates of the number of vehicles and pedestrians who would need to evacuate in each future scenario. They have no impact on the Year 2016 evacuation estimates.

The FSRs and building heights which appeared in the April 2016 draft of the Planning Proposal were not the ones used to estimate FSAs and vehicle and pedestrian numbers for the evacuation analyses.

Firstly, all of the sites which had redevelopment approval or commencement since the draft planning proposal exhibition, were assigned actual FSAs in accordance with their planning approval or development approval on the assumption that these would not be redeveloped again within the next 40 years. For the residual properties the incentive FSRs were used because these represented the maximum development possible on each site.

Therefore to determine how changes to FSRs in the revised planning proposal affect the evacuation analyses, the redevelopable lots used in the evacuation analysis (Figure 24) need to be compared with the current planning proposal incentive FSRs (Figure 25).

The following section discusses the changes and the impact they would have on the evacuation analyses. The locations of the changes are highlighted in Figure 24.

a) Cnr Villiers St and Victoria Rd

The site on this corner would evacuate north onto Pennant Hills Road and has had its Incentive FSR reduced from 6.0 to 4.8, which equates to fewer vehicles and pedestrians evacuating from this block if fully redeveloped in the future. This is a relatively small reduction in FSR for a site which is only a small part of the area evacuating along this route.

This route is not a constraint to the vehicle evacuation analysis and is only part of the PMF pedestrian evacuation analysis.

The small changes in FSR for a minor contributor to evacuation in this area would not make a significant difference to the results and conclusions.

b) Between Lamont St and the River

This block has had its Incentive FSR reduced from 6.0 to 5.2. It is one of many blocks which evacuate to Pennant Hills Road. As with the block on the corner of Villiers Street and Victoria Road, the small change in the FSR of a block which makes a small contribution to one of the smaller evacuation flows is not going to make a significant difference to the evacuation analyses.

c) Between Argus St and Harris St

This block was assumed to have an Incentive FSR of 7.2 in the evacuation analyses but had an Incentive FSR of 10.0 in the current draft as at June 2019. This block evacuates onto the Great Western Highway, although its vehicle evacuation routes get cut early in the flooding.

It is only a small contributor to the evacuation traffic onto the Great Western Highway. However, this is the route which has the most traffic and therefore this increase in FSR would only make vehicular evacuation harder to achieve.

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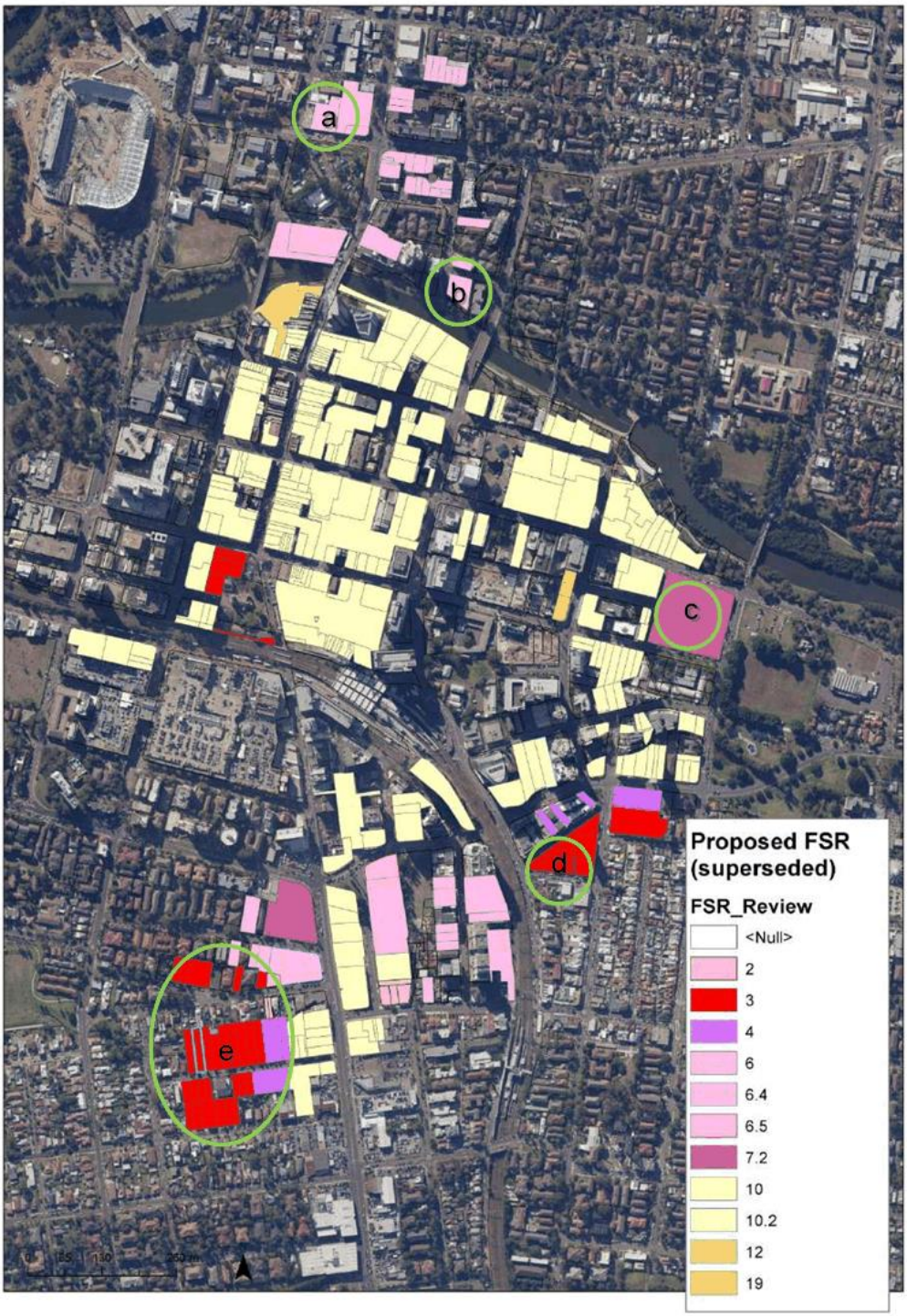

Figure 24: FSRs of Redevelopable Lots used in Evacuation Analyses

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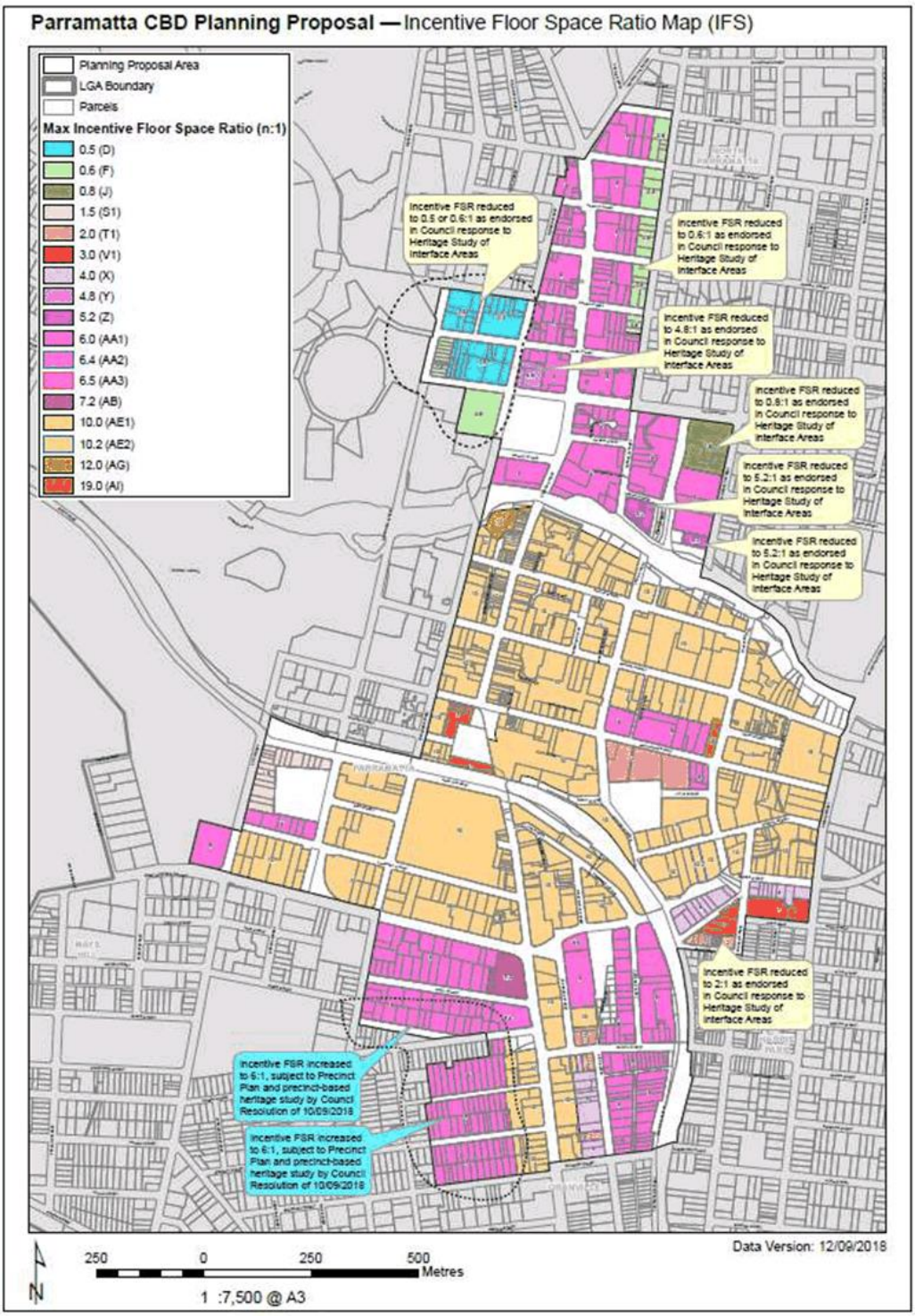

Figure 25: Incentive FSRs in 2019 Draft Planning Proposal

It would not increase the cost of elevated pedestrian infrastructure but would increase the number of people using it.

d) Ada St

There is a strip of properties along this street which have had their Incentive FSR reduced from 3 to 2. While this is a significant percentage reduction in the FSRs for these particular properties, these are a small part of the area which evacuates to Harris Street which itself is the second smallest evacuation precinct.

The changes here would not make a significant difference to the results and conclusions.

e) Lansdowne St and Dixon St

In this area the Incentive FSR is proposed to increase from 3.0 to 6.0, therefore doubling the number of vehicles and people needing to evacuate from these properties.

The few which are affected on the North of Lansdowne Street would evacuate by vehicle to the Great Western Highway and cause an extremely small increase on the route which takes the longest time to evacuate.

The rest of the properties would evacuate to Church Street and head south. Their contribution to this traffic stream would be more noticeable than that of their neighbours because Church Street would not have to accommodate as many evacuees as the Great Western Highway. Nevertheless, this traffic stream would take less than 40% of the total time that the Great Western Highway takes to evacuate so the changes in Church Street evacuation times would not make a difference to previous conclusions about the viability of vehicular evacuation.

These increases would not affect the quantum of elevated pedestrian evacuation infrastructure, just the number of people using it. The increase in the time taken would be small compared to the total time taken to evacuate the CBD core which the most critical to evacuating the viability of pedestrian evacuation as an option.

There would be a significant increase in the number of people needing to shelter in place in this street if that were the adopted response option.

5.1 SUMMARY OF SENSITIVITY ANALYSES RESULTS

Overall, the sensitivity analyses indicated that:

- The new flood warning system does not affect the assumptions of the evacuation modelling exercise
- The updated planning proposal causes only very minor differences in the numbers of people and vehicles evacuating. Where there are decreases it is in the least critical areas. The Great Western Highway, which is most critical for vehicular evacuation, will have more traffic directed to it

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6 CONCLUSIONS

Based on the results produced in this work, the following conclusions can be drawn:

- Under the assumptions of the NSW SES Timeline Evacuation Model, HSL vehicular evacuation would take between 8 and 11 hours (depending on year and flood event). It should be noted that the flood warning lead time for Parramatta CBD is about two hours before the peak of any probability event is reached, and that the PMF would reach its peak level in about 5 hours from the beginning of the rainfall.
- In addition to this, the NSW SES assumes a time lag of at least two hours between when the evacuation order is communicated to the population and when the evacuation actually begins. Under this assumption, safe vehicular evacuation would not be realistically achievable under any circumstances.
- HHL pedestrian evacuation would take between 4.5 and 11 hours, and would be generally faster than HSL vehicular evacuation. Still, the pedestrian evacuation time would be of the same order of magnitude as the flood duration. This means that by the time evacuees have reached the designated refuge through the elevated walkways, most likely queuing under intense rain, floodwaters may have already receded.
- A specific urban design analysis, which was undertaken as part of this project, demonstrated that the infrastructure required to allow high-level evacuation (i.e. a network of elevated walkways) would have a cost ranging between $94.5 million and $324 million, depending on the size of the flood event these would need to cater for.
- The elevated walkways would also have very significant impacts on the urban landscape in terms of visual disturbance, overshadowing, removal of urban trees, impacts on heritage buildings, capability of large vehicles to access the CBD, maintenance costs and safety.
- A suitable alternative to evacuation would be for the population to Shelter In Place (SIP) and wait until the floodwaters have receded. SIP would be particularly appropriate in Parramatta CBD due to the type of the development (i.e. most buildings are multi-storey), and to the flashing nature of the flooding which would not allow enough time to evacuate safely.
- SIP could expose people to a number of secondary risks to life, including (but not limited to) those arising from: building structural failure, medical emergencies, building fires or people deciding to leave the shelter and walk through floodwaters These risks would need to be managed. This project, as well as the work by Molino Stewart (2016) suggested a number of achievable risk reduction measures through development controls.
- Furthermore, SIP is not an option for buildings that do not have a shelter above the PMF level (e.g. some of the one-storey buildings), and that do not possess the structural strength to withstand the PMF hydraulic forces (e.g. lightweight timber-frame buildings). However, occupants of these buildings are already exposed to the same level of flood risk, because this study has demonstrated that evacuation of Parramatta CBD is not achievable within the available time. If SIP were deemed the preferred emergency response strategy, measures would need to be put in place to allow the occupants of these buildings to access a suitable refuge in neighbouring, appropriate structures. In the future, redeveloping these buildings will provide an opportunity to reduce their flood risk.
- SIP risks could also be reduced through a "managed high-level

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evacuation/access system". This would entail the installation of a network of light-weight elevated walkways to facilitate access of emergency responders to isolated buildings and/or allow evacuation of a small number of people (e.g. those requiring medical attention).

- In addition to these risks, SIP does not directly address the issue of people that are in the public domain when floodwaters begin to rise. The overall response strategy needs to address this issue, for example identifying suitable refuge above the PMF level within buildings that (a) can withstand PMF forces, and (b) can be accessed by the general public at any time of the day.

The analysis included also an assessment of the combined use of some evacuation types. Results showed that:

- Combining HSL (vehicular) and HHL (pedestrian) evacuation types would not provide significant advantages over fully pedestrian HHL evacuation types;
- If the elevated walkways network was designed to cater only for smaller events (i.e. the 20 year ARI), the residual risk associated with larger low-probability events could be managed using SIP.

Based on the results obtained, the following response options may be suitable:

- Mandatory evacuation. This option could theoretically apply to either vehicular (street-level) or pedestrian (high-level) evacuation, although safe vehicular evacuation is likely to be unachievable.
- Optional Evacuation/SIP. This option would leave the decision to evacuate or SIP to the evacuees. Because of the high risks associated with vehicular evacuation, this option is only recommended for high-level pedestrian evacuation (HHL). It should be noted that the use of elevated walkways would in fact eliminate the risk of buildings being isolated by floodwaters, because the occupants would have a safe way out at any time. As a consequence, occupants could either evacuate or remain in their buildings (if these are equipped with a refuge above the flood level and all SIP risks are managed appropriately).
- Mandatory SIP. This option would be required if no elevated pedestrian evacuation routes were available, and would require appropriate development controls to manage all risks associated with SIP.

Results of this study should be interpreted in conjunction with the assumptions made to obtain the evacuation model input data. Please refer to Appendix A for a detailed description of these assumptions.

The sensitivity analysis undertaken using new information which has become available since the completion of the original report does not alter the abovementioned conclusions. . In fact, it suggests that, overall, vehicular evacuation may be slightly more difficult to achieve than originally thought. These should be re-examined when the new Upper Parramatta Flood Study results become available.

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7 RECOMMENDED STRATEGY

The identification of the most suitable flood emergency response strategy in Parramatta CBD is a complex exercise, because it depends on the assessment of each alternative's performance against multiple evaluation criteria.

These types of problems involve subjective evaluations and can be simplified using an approach based on Multi-Criteria Analysis (MCA). The main strengths of MCA are that it:

- Provides a structure for decision making while still allowing flexibility and is particularly useful for complex problems;
- Follows naturally from the way people tend to approach problems with multiple objectives;
- Has flexible data requirements;
- Allows information that is agreed upon by all parties to be distinguished from areas of contention;
- Is amenable to sensitivity analysis;
- Does not require assignment of monetary value to all quantities;

The use of MCA allowed us to rank the evacuation strategies in a way that takes account of different evaluation criteria. Each criterion was selected to evaluate the key issues to be addressed by the evacuation strategy, which are discussed throughout this report. The evaluation criteria used in the MCA exercise were:

- The strategy effectiveness, in terms of capability to reduce the risk of casualties during a flood. This is determined by the probability that evacuees have to reach a suitable flood-free area timely and safely, i.e. without any risk of contact with floodwaters. This was assessed using state of the art evacuation models (Section 2.3);
- The difficulty of implementation of the strategy, arising from setting-up the appropriate response infrastructure (e.g. elevated walkways) and from the logistics of the response. For instance, it may be difficult to communicate to the population a very complex evacuation plan in which some of the evacuees use elevated walkways, and some do not. Similarly, it may be difficult to communicate to the population that they should evacuate on elevated walkways in events smaller than the 20 year ARI event, but take shelter in place for bigger events;
- The risks associated with the strategy and the extent to which these can be reduced. This accounts for any risks associated with not being able to evacuate in a timely manner, or risks of SIP (Section 4.4);
- The impacts on the urban environment (i.e. due to the construction of elevated walkways);
- The cost of implementation and maintenance of the strategy;
- The load on emergency services, in terms of the support required from emergency services to support the strategy (e.g. communication of evacuation order, management of traffic, search and rescue).

The alternatives that were assessed against the evaluation criteria were:

- Vehicular Evacuation;
- Shelter in Place;
- Horizontal High-Level (HHL) Pedestrian Evacuation up to the PMF;
- Horizontal High-Level (HHL) Pedestrian Evacuation up to the 20 year ARI, and SIP for larger events;
- Horizontal High-Level (HHL) Pedestrian Evacuation up to the 100 year ARI, and SIP for larger events;

The multi-criteria assessment is summarised in Appendix E.

Under the assumption that all selection criteria have the same weight, results show that the preferable response option is Shelter In Place

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(overall score = 22/30), followed by HHL Pedestrian Evacuation up to the 20 year ARI, and SIP for larger events (overall score of 18/30).

SIP scores are relatively low under the following two selection criteria:

- Residual Risk, and
- Load on emergency services.

These scores could be improved by implementing a "managed light weight high-level access system" (Section 4.4.6), which would allow emergency managers to access dwellings requiring urgent assistance and/or to evacuate people who cannot remain in the SIP refuge (e.g. medical emergencies).

It should be noted that his type of system would have a cost of installation/maintenance and would cause a moderate impact on the CBD urban landscape. However, both these adverse effects would be smaller than in the case of a full-sized network of elevated walkways. As such, we recommend that further studies assess in detail the risks, costs and benefits associated with a lightweight managed high-level access system, paired with a SIP policy. Specifically, the issues to be addressed include: access requirements, ownership and maintenance of the system, implications for building codes, detailed structural design and management of visual impact.

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APPENDIX A - ASSUMPTIONS

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Evacuation Model Assumptions

Assumption	Description	Notes
1: Warning Time	A minimum two hours lead time is provided by the flood warning system before any size event is reached	At the time this study was undertaken, the City of Parramatta Council was developing a flood warning system for the CBD. Preliminary results suggested that a warning time of two hours should be used for the purpose of the evacuation assessment
2: Time lag between warning and response	After an evacuation order is communicated to the population, a minimum delay of two hours is to be expected before the evacuation begins	This is based on the assumptions underlying the NSW Timeline Evacuation Model. This delay, or "lag", is due to two factors: • The Warning Acceptance Factor (WAF), defined as the time required by a member of the public to acknowledge the evacuation order and accept that it applies to them; and • The Warning Lag Factor (WLF), defined as the time required by members of the public to get organised for the evacuation and leave their houses. The NSW SES assumes that the WAF and the WLF will require one hour of time each.
3: Time available in vehicular evacuation scenarios	Evacuation routes are not be cut by floodwaters before vehicular evacuation is completed	Vehicular evacuation, which is herein referred to as "Horizontal Street Level (HSL)", was modelled under the assumption that evacuation routes would not be cut by floodwaters before the evacuation is completed. In other words, vehicular evacuation was considered an "early evacuation option".
4: Evacuees without access to a vehicle	In a vehicular evacuation scenario, people with no access to a car are able to evacuate on foot in a time shorter than the time needed to complete the vehicular evacuation	Evacuees that do not have access to a car would be able to evacuate on foot in a time shorter than the time needed to complete the vehicular evacuation, therefore not impacting on the total evacuation time. This assumption is consistent with the time it would take for a pedestrian to walk from a location adjacent to the river to the nearest land above the reach of the PMF.
5: Vehicular Evacuation Model	• Lane Capacity: 600 cars per lane per hour; • Queue length per car: 6m; • Warning Acceptance Factor: 1 hour; • Warning Lag Factor: 1 hour; • Traffic Safety Factor: 1-3.5 hours depending on the duration of evacuation	These are the NSW SES recommended parameters for the NSW Timeline Evacuation Model, which is the model adopted in this study to simulate vehicular evacuation.
6: Vehicular Evacuation Precincts	Vehicles move away from rivers and creeks; Vehicles would move according to one-way roads	Each building was allocated to an evacuation route by: • Locating each building's driveway; • Assuming that, upon exiting each driveway, vehicles would move away from Parramatta River, Clay Cliff Creek or Brickfield Creek;

		• Assuming that traffic would move according to normal traffic flow direction on roads including one-way roads.
7: Buildings that need to evacuate	Buildings that are "touched" or isolated by floodwaters will need to be evacuated	This may overestimate the number of vehicles or pedestrians who need to evacuate because the extent of flooding in some of these buildings may not be sufficient to require them to be evacuated.
8: Elevated Walkways	In events up to a 20 year ARI, evacuees would be able to reach the elevated walkways using communal stairs and ramps accessible from street level, while in larger events a dedicated building-by-building access would be necessary	In a 20 year ARI flood there would be a relatively small amount of water ponding in the streets when the evacuation begins. This would allow evacuees t reach the access to the elevated walkways (stairs and ramps) from street level. In larger events, the local flooding would have a larger extent and direct access to the elevated walkways would be necessary
9: Pedestrian Evacuation Precincts	Defined based on the narrower bottleneck along the designated evacuation route	Buildings sharing the same bottleneck are assigned to the same pedestrian evacuation precinct. For elevated walkways, the bottleneck is at the end of the walkway. For on street pedestrian evacuation, the bottleneck is the last road before reaching the evacuation refuge.
10: Pedestrian Evacuation Dynamics	Walking speed: 700metres per hours Density: two people per square metre Effective width of elevated walkways: 2m only are used by evacuees	Assumption based on literature (Seyfried et al., 2005)
11: Background Traffic	Vehicular evacuation is modelled under the assumption that there is no background traffic	In a real world day evacuation scenario, vehicular evacuation time would be significantly longer than the one obtained using the NSW Timeline Evacuation Model.
12: Extent of Elevated Walkways	Minimised to contain infrastructure cost and adverse impacts on the urban landscape	This results in the system of elevated walkways catering for the PMF having a larger number of egress points, and an overall smaller evacuation time. Shorter evacuation times in smaller flood events could be achieved by extending the network to increase the number of egress points.

Input data needed to calculate vehicular and pedestrian evacuation time and relevant codes. Each code is described in the following table.

Exit Road	2016	2036	2056
Number of Residents	A1	A2	A3
Number of Workers	B1	B2	B3
Number of Visitors	C1	C2	C3
Residential Car Spaces	D1	D2	D3
Commercial Car Spaces	E1	E2	E3
Visitor Car Spaces	F1	F2	F3

Description of the assumptions made to obtain the input data

Code	Description
A1	**Number of Residents, 2016.** It was agreed with Council that the existing number of residents in each lot could not be obtained by applying current development controls, because these are based on the existing residential FSA, whose exact value is not known to Council (although an approximate estimate is available). Instead, the existing number of residents in each Travel Zone within the study area was extracted from the NSW Bureau of Transport Statistics website. This figure was then allocated to individual lots according the ratio between the lot's estimated existing residential FSA and the total estimated existing residential FSA in the Travel Zone.
A2	**Number of Residents, 2036.** The number of residents in 2036 was obtained by summing the 2016 number of residents and the additional number of residents expected from 2016 to 2036. The number of residents in 2016 was adjusted to account for any change of land zoning from 2016 to 2036. The additional number of residents (from 2016 to 2036) was obtained by applying the development controls to the additional residential FSA for year 2036. Namely: Additional residents = 2.31 per dwelling Number of additional dwellings = [(2/3)*(additional residential FSA)]/100

Code	Description
	Finally, the number obtained was reduced by a factor of 0.75 to account for the expected residential take-up rate from 2016 to 2036.
A3	**Number of Residents, 2056.** The number of residents in 2056 was obtained by summing the 2016 number of residents and the additional number of residents expected from 2016 to 2056. The number of residents in 2016 was adjusted to account for any change of land zoning from 2016 to 2056. The additional number of residents (from 2016 to 2056) was obtained by applying the CBD Strategy development controls to the additional residential FSA for year 2056. Namely: Additional residents = 2.31 per dwelling Number of additional dwellings = [(2/3)*(additional residential FSA)]/100
B1	**Number of Workers, 2016.** It was agreed with Council that the existing number of workers in each lot could not be obtained by using current development controls, because these are based on the existing commercial FSA in each lot, whose exact value is not known to Council (although an approximate estimate is available). Instead, the existing number of workers in each Travel Zone within the study area was extracted from the NSW Bureau of Transport Statistics website. This figure was then allocated to individual lots according to the ratio between the lot's estimated existing commercial FSA and the total commercial FSA in the Travel Zone.
B2	**Number of Workers, 2036.** The number of workers in 2036 was obtained by summing the 2016 number of workers and the additional number of workers expected from 2016 to 2036. The number of workers in 2016 was adjusted to account for any change of land zoning from 2016 to 2036. The additional number of workers (from 2016 to 2036) was obtained by applying the CBD Strategy development controls to the additional commercial FSA for year 2036. Namely: Number of additional workers = [(2/3)*(additional commercial FSA)]/24 Finally, the number obtained was reduced by a factor of 0.65 to account for the expected commercial take-up rate from 2016 to 2036.
B3	**Number of Workers, 2056.** The number of workers in 2056 was obtained by summing the 2016 number of workers and the additional number of workers expected from 2016 to 2056. The number of workers in 2016 was adjusted to account for any change of land zoning from 2016 to 2056. The additional number of workers (from 2016 to 2056) was obtained by applying the CBD Strategy development controls to the additional commercial FSA for year 2056. Namely:

Code	Description
	Number of additional workers = [(2/3)*(additional commercial FSA)]/24
C1	**Number of Visitors, 2016.** The number of visitors in 2016 was deducted from the number of daily Opal tap offs at Parramatta CBD train and bus stations. Namely, it was assumed that the average number of Opal tap offs between 5am and 12pm includes part of the daily visitors and all workers travelling to the CBD by public transport. The number of workers was then calculated by taking 37% of the total number of workers (obtained as described at point B1), based on the mode share estimate provided by the City of Parramatta CBD Strategic Transport Study (AECOM, 2016). The number of visitors arriving between 9am and 12am was then obtained by subtracting 37% of the total workers from the number of Opal tap offs between 5am and 12pm, under the assumptions that visitors would start arriving at 9am. This was divided by 3 (i.e. the number of hours between 9am and 12pm) to obtain the number of visitors arriving every hour. The result was then multiplied by 6 to obtain the number of visitors arriving (by public transport) over a 9 hour-long day, assuming that visitors would remain in the CBD on average for 3 hours, and that no visitors would be arriving after the 6th hour. The figure obtained was then assumed to correspond to 11% of the total number of visitors travelling daily to the CBD, based on the mode share for household trips in the West Central Region proposed by the 2012/2013 Household Travel Survey Report (BTS, 2014). The maximum number of visitors in the CBD at any one time was finally obtained by dividing the daily total number of visitors by 3, based on the assumption that each visitor would remain in the CBD for 3 hours, over a 9-hour long day. Based on guidance provided by the City of Parramatta Council, it was then assumed that 45% of these visitors would be within the Westfield building. The remaining 55% was allocated to each lot according to the lot's commercial FSA. This was based on the assumption that most visitors travel to Parramatta CBD for shopping/commercial/business purpose.
C2 and C3	**Number of Visitors, 2036 and 2056.** The number of visitors in 2036 (and 2056) was obtained from the number of visitors in 2016, assuming that these would increase at the same rate of workers from 2016 to 2036 (and 2056). This was based on the assumption that most visitors travel to Parramatta CBD for shopping/commercial/business purpose. The number obtained was then adjusted to account for the additional number of visitors (i.e. 1 million extra visitors per year) that from year 2022 are expected to travel to the CBD to visit the new Museum of Applied Arts and Sciences (MAAS), as estimated by PWC (2016), in "Parramatta 2021: Unlocking the potential of a new economy".
D1 and E1	**Number of Residential and Commercial Car Spaces, 2016** Private Residential and Commercial Car Spaces A reliable count of the number of existing private car spaces in the CBD is provided by AECOM (2017), in "Technical Paper 03: Parking Review". This number was obtained on

Code	Description
	a block-by-block basis via a survey recently undertaken by the City of Parramatta Council. The document however does not differentiate between commercial and residential car spaces, and does not go down to the scale of individual lots. The figures provided by AECOM (2017) were therefore modified as follows: • Allocated to each cadastre lot within the relevant block, and • Split between residential and commercial car spaces. This was achieved by: 1. Calculating the estimated number of residential and commercial car spaces in each lot based on current development controls. These are: a. For residential car spaces: one space per dwelling. The City of Parramatta Council assumes an average of 2.38 residents per dwelling (in 2016). The estimated number of residential car spaces per lot was then calculated as = (number of residents in the lot)/2.38. b. For commercial car spaces: 1 space every 100 sq.m. of commercial FSA. Commercial FSA values for 2016 were available for each lot, however it was agreed with Council that this value was not reliable for year 2016. A reliable value of commercial FSA was then obtained from the number of workers in each lot, using the assumption that there is 1 worker every 24 sq.m. of "effective" commercial FSA. Council assumes that the "effective" portion of commercial FSA is 2/3. This resulted in the following equation: (Estimated commercial car spaces in 2016) = 0.36 * (number of workers in 2016) 2. It was then observed that the estimated number of car spaces (residential and commercial) obtained as described at point 1 exceeded the availability of car spaces in each block surveyed by AECOM (2017). Council advised that this is due to previous development controls that would have applied to the older buildings of the CBD when these were originally constructed. To overcome this discrepancy, the number of residential and commercial car spaces in each lot calculated at point 1 was "scaled down" using to the ratio between the estimated number of car spaces within each block (obtained as described at point 1) and the actual number of car spaces within each block (obtained from AECOM, 2017). Public Commercial Car Spaces The City of Parramatta Council provided an estimate of the average number of car spaces used by workers in each of the publicly accessible car parks within the CBD. These are: • Wentworth Street (1,163 car spaces): 80% allocated to commercial use • Horwood Place (558 car spaces):40% allocated to commercial use • Riverside (805 car spaces): 40% allocated to commercial use It should be noted that Westfield is omitted on purpose because not significantly affected by flooding.

Code	Description
D2 and D3	**Number of Residential Car Spaces, 2036 and 2056** Based on guidance from the City of Parramatta Council, it was assumed that in 2036 (and 2056) there will be 0.28 additional residential car spaces per additional resident. The number of residents in each lot was adjusted to account for any change of land zoning from 2016 to 2036 (and to 2056).
E2 and E3	**Number of Commercial Car Spaces, 2036 and 2056** The total number of commercial car spaces in 2036 (and 2056) was obtained by applying the new development controls. These allow one commercial car space every 50 sq.m. of commercial site area. The new controls were applied to the whole CBD but in the Western Corridor, which is not included in the Planning Proposal. For this area the existing development controls were used (i.e. 1 commercial car space every 100 sq.m. of commercial FSA). It was also assumed that the number of commercial car spaces in publicly accessible car parks within the CBD would not change in future scenarios.

F1	**Number of Visitors Car Spaces, 2016.**
	Based on guidance from the City of Parramatta Council, it was assumed that the car spaces available to visitors would include:
	• All on-street car spaces
	• The remainder of the car spaces in the publicly-accessible car parks within the CBD, namely:
	  ○ Wentworth Street (1,163 car spaces): 20% allocated to commercial use
	  ○ Horwood Place (558 car spaces):60% allocated to commercial use
	  ○ Riverside (805 car spaces): 60% allocated to commercial use
	It should be noted that Westfield is omitted on purpose because not significantly affected by flooding.

F2 and F3	**Number of Visitors Car Spaces, 2036 and 2056** Based on guidance from the City of Parramatta Council, this was assumed to be the same as in 2016.

APPENDIX B – EVACUATION MODELLING RESULTS

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Scenario 1 – 2016_20yr_Midday_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	215	3	1	1	0.1	1	**3.1**
Great Western Hwy	8222	3	1	1	4.6	1.5	**8.1**
Harris St	132	1	1	1	0.2	1	**3.2**
Pennant Hills Rd	978	2	1	1	0.8	1	**3.8**
Victoria Rd	14	3	1	1	0	1	**3**

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Scenario 2 - 2016_20yr_Midday_HHL

Exit Road	No. of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
Marsden St	6383	1	1	1	2.3	**4.3**
Civic Link	13814	2	1	1	2.5	**4.5**

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Scenario 3 – 2016_100yr_Midday_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	258	3	1	1	0.1	1	**3.1**
Great Western Hwy	9932	3	1	1	5.5	1.5	**9.0**
Harris St	156	1	1	1	0.3	1	**3.3**
Pennant Hills Rd	1003	2	1	1	0.8	1	**3.8**
Victoria Rd	14	3	1	1	0	1	**3**

DRA

Scenario 4 - 2016_100yr_ Midday_HHL

Exit Road	No. of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
Marsden St	10236	2	1	1	1.8	**3.8**
Macquarie St	6241	1	1	1	2.2	**4.2**
Civic Link	18142	2	1	1	3.2	**5.2**

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Scenario 5 – 2016_PMF_Midday_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	501	3	1	1	0.3	1	**3.3**
Great Western Hwy	12023	3	1	1	6.7	2	**10.7**
Harris St	217	1	1	1	0.4	1	**3.4**
Pennant Hills Rd	1520	2	1	1	1.3	1	**4.3**
Victoria Rd	25	3	1	1	0	1	**3**

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Scenario 6 - 2016_PMF_Midday_HHL

Exit Road	No. of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
CBD Core to Westfield	53699	8	1	1	2.4	**4.4**
Church Street heading North	5697	2	1	1	1	**3**

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Scenario 7 - 2016_PMF_Midday_Mixed Evacuation (Vehicular Part)

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	624	3	1	1	0.3	1	**3.3**
Great Western Hwy	4704	3	1	1	2.6	1	**5.6**
Harris St	214	1	1	1	0.4	1	**3.4**
Pennant Hills Rd	903	2	1	1	0.8	1	**3.8**
Victoria Rd	82	3	1	1	0	1	**3**

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Scenario 7 - 2016_PMF_Midday_HHL (Pedestrian Part)

Elevated Walkway	Workers + Visitors	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
Marsden St	6692	1	1	2.39	**4.39**
Civic Link	14205	1	1	2.5	**4.5**
Hassal St	453	1	1	0.25	**2.25**
Church St	597	1	1	0.53	**2.53**

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Scenario 8 – 2016_PMF_AllCars_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	1463	3	1	1	0.8	1	**3.8**
Great Western Hwy	14048	3	1	1	7.8	2	**11.8**
Harris St	627	1	1	1	1	1	**4**
Pennant Hills Rd	2606	2	1	1	2.2	1	**5.2**
Victoria Rd	255	3	1	1	0.1	1	**3.1**

Scenario 9 – 2036_20yr_Midday_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	558	3	1	1	0.3	1	**3.3**
Great Western Hwy	9407	3	1	1	5.2	1.5	**8.7**
Harris St	65	1	1	1	0.1	1	**3.1**
Pennant Hills Rd	1044	2	1	1	0.9	1	**3.9**
Victoria Rd	17	3	1	1	0	1	**3**

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Scenario 10 - 2036_ 20yr_ Midday_HHL

Exit Road	No. of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
Marsden St	11335	1	1	1	4	**6**
Civic Link	29751	2	1	1	5.3	**7.3**

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Scenario 11 – 2036_100yr_Midday_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	601	3	1	1	0.3	1	**3.3**
Great Western Hwy	10698	3	1	1	5.9	1.5	**9.4**
Harris St	124	1	1	1	0.2	1	**3.2**
Pennant Hills Rd	1086	2	1	1	0.9	1	**3.9**
Victoria Rd	17	3	1	1	0	1	**3**

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Scenario 12 - 2036_100yr_Midday_HHL

Exit Road	No. of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
Marsden St	18384	2	1	1	3.3	**5.3**
Macquarie St	10302	1	1	1	3.7	**5.7**
Civic Link	38813	2	1	1	6.9	**8.9**

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Scenario 13 – 2036_PMF_Midday_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	1053	3	1	1	0.6	1	**3.6**
Great Western Hwy	12292	3	1	1	6.8	2	**10.8**
Harris St	307	1	1	1	0.5	1	**3.5**
Pennant Hills Rd	1722	2	1	1	1.4	1	**4.4**
Victoria Rd	28	3	1	1	0	1	**3**

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Scenario 14 - 2036_PMF_Midday_HHL

Exit Road	No.of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
CBD Core to Westfield	108368	8	1	1	4.8	**6.8**
Church Street heading North	4361	2	1	1	0.8	**2.8**

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Scenario 15 – 2056_20yr_Midday_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	388	3	1	1	0.2	1	**3.2**
Great Western Hwy	9667	3	1	1	5.4	1.5	**8.9**
Harris St	69	1	1	1	0	1	**3**
Pennant Hills Rd	937	2	1	1	0.5	1	**3.5**
Victoria Rd	17	3	1	1	0	1	**3**

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Scenario 16 – 2056_20yr_Midnight_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	600	3	1	1	0.3	1	**3.3**
Great Western Hwy	6950	3	1	1	3.9	1.5	**7.4**
Harris St	562	1	1	1	0.3	1	**3.3**
Pennant Hills Rd	1373	2	1	1	0.8	1	**3.8**
Victoria Rd	191	3	1	1	0.1	1	**3.1**

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Scenario 17 - 2056_20yr_ Midday_HHL

Exit Road	No. of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
Marsden St	12959	1	1	1	4.7	**6.7**
Civic Link	39759	2	1	1	7.1	**9.1**

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Scenario 18 – 2056_100yr_Midday_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	404	3	1	1	0.2	1	**3.2**
Great Western Hwy	10218	3	1	1	6.1	1.5	**9.6**
Harris St	93	1	1	1	0.1	1	**3.1**
Pennant Hills Rd	980	2	1	1	0.5	1	**3.5**
Victoria Rd	17	3	1	1	0	1	**3**

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Scenario 19 – 2056_100yr_Midnight_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	778	3	1	1	0.4	1	**3.4**
Great Western Hwy	9751	3	1	1	5.4	1.5	**8.9**
Harris St	618	1	1	1	0.3	1	**3.3**
Pennant Hills Rd	1400	2	1	1	0.8	1	**3.8**
Victoria Rd	226	3	1	1	0.1	1	**3.1**

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Scenario 20 - 2056_100yr_Midday_HHL

Exit Road	No. of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
Marsden St	21810	2	1	1	3.9	**5.9**
Macquarie St	11669	1	1	1	4.2	**6.2**
Civic Link	51342	2	1	1	9.2	**11.2**

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Scenario 21 – 2056_PMF_Midnight_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	1444	3	1	1	0.8	1	**3.8**
Great Western Hwy	11246	3	1	1	6.2	1.5	**9.7**
Harris St	944	1	1	1	0.5	1	**3.5**
Pennant Hills Rd	2213	2	1	1	1.2	1	**4.2**
Victoria Rd	276	3	1	1	0.2	1	**3.2**

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Scenario 22 - 2056_PMF_Midday_HHL

Exit Road	No. of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
CBD Core to Westfield	131071	8	1	1	5.9	**7.9**
Church Street heading North	5393	2	1	1	1	**3**

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Scenario 23 - 2056_PMF_Midday_Mixed Evacuation (Vehicular Part)

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	712	3	1	1	0.4	1	**3.4**
Great Western Hwy	3626	3	1	1	2	1	**5**
Harris St	184	1	1	1	0.1	1	**3.1**
Pennant Hills Rd	894	2	1	1	0.5	1	**3.5**
Victoria Rd	82	3	1	1	0	1	**3**

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Scenario 23 - 2056_20Yr_Midday_HHL (Pedestrian Part)

Exit Road	No. of Workers + Visitors	No. of Lanes	WAF	WLF	Walkway Clearance Time (Travel Time)	Evac Time
Marsden St	12959	1	1	1	4.6	**6.6**
Civic Link	39759	2	1	1	7.1	**9.1**

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Scenario 24 – 2056_PMF_Midday_HSL

Exit Road	Cars	Lanes	WAF	WLF	Travel Time	TSF	Evac Time
Church St	790	3	1	1	0.4	1	**3.4**
Great Western Hwy	12677	3	1	1	7	2	**11**
Harris St	189	1	1	1	0.1	1	**3.1**
Pennant Hills Rd	1509	2	1	1	0.8	1	**3.8**
Victoria Rd	28	3	1	1	0	1	**3**

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APPENDIX C – HIGH LEVEL EVACUATION ROUTE CONCEPT DESIGN

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Flood Evacuation Assessment for the Parramatta CBD

HIGH LEVEL EVACUATION ROUTE CONCEPT DESIGN

Final Report

Issued 06 September 2017

Prepared for Molino Stewart and City of Parramatta Council

by Studio GL

Document Information

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Client	Molino Stewart
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01 Background

02 Key assumptions

03 Observations - comments - concerns

04 Evacuation route mapping

05 Elevated walkway typologies

06 Elevated walkway junction types

07 Typical ramp/ stair access

08 Concept walkway construction

09 100 year ARI flood and PMF

10 Heritage impact

11 Managed Evacuation Route

12 Conclusions

APPENDIX 01 Restricted vehicle access

01 INTRODUCTION

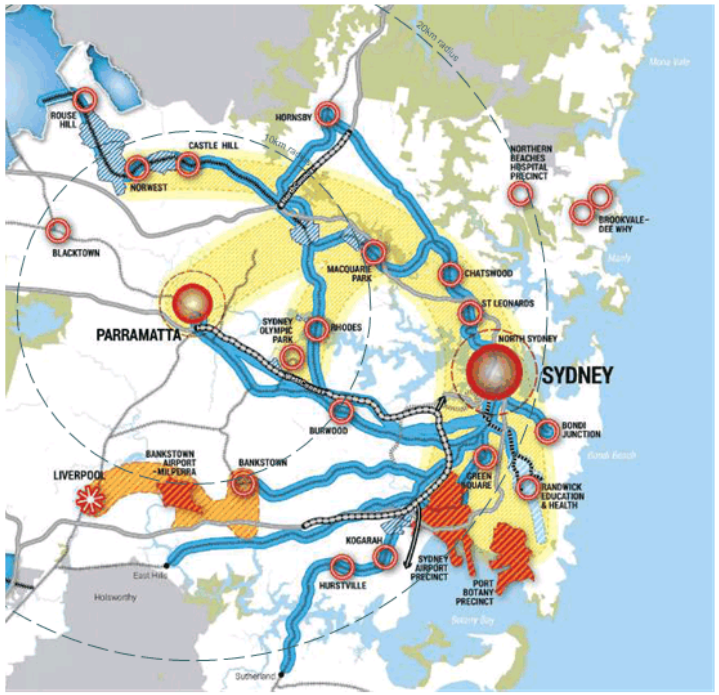


Figure 1 Metropolitan context diagram
(Source: A Plan For Growing Sydney, 2014)

1-1 Background

Parramatta CBD is of metropolitan importance, and in recognition of it's growing role council commissioned a number of studies to identify how the City of Parramatta can develop.

The result of these studies informed a planning proposal to allow additional employment opportunities supported by high density residential development.

As part of this process a draft update of the Parramatta Floodplain Risk Management Plans (2016) was produced by Molino Stewart. The report described how large parts of the Parramatta CBD would be affected by overbank flooding of the Parramatta River, and by flooding due to local overland flows.

One of the key findings of the report is that there is not sufficient advance warning of a major flood to enable evacuation of large parts of the CBD, and therefore for these areas, 'shelter in place' or 'flood free evacuation routes' need to be considered.

Adopting some or all of the recommendations within the Molino Stewart Report would require the imposition of some controls above the flood planning level. This is currently prohibited by state government for residential properties unless 'exceptional circumstances' can be demonstrated.

01 INTRODUCTION

1-2 Flood Evacuation Feasibility Assessment

Council has commissioned a team of consultants lead by Molino Stewart to undertake a Flood Evacuation Feasibility Assessment. The aim of the assessment is to estimate the ability of people within the Parramatta CBD to safely evacuate during a flood event, both now and in the future, when it is predicted there will be higher resident, employee and visitor populations.

The project will assess the benefits and risks of three approaches to evacuation to flood free areas:

- Street Level Evacuation
- Vertical Evacuation (shelter in place)
- Horizontal Evacuation (high level)

The overall purpose of the study is to:

- Help the council identify and understand the long term implications of preferred evacuation strategies.
- To inform a potential application for 'exceptional circumstances'
- To inform further discussions with the NSW State Emergency Services (SES) and Office of Environment and Heritage (OEH).

1-3 Scope of this Document

The scope of this document is

- to provide strategic analysis of potential urban design implications of a high level horizontal evacuation system, and
- to provide a preliminary concept design for a high level evacuation route.

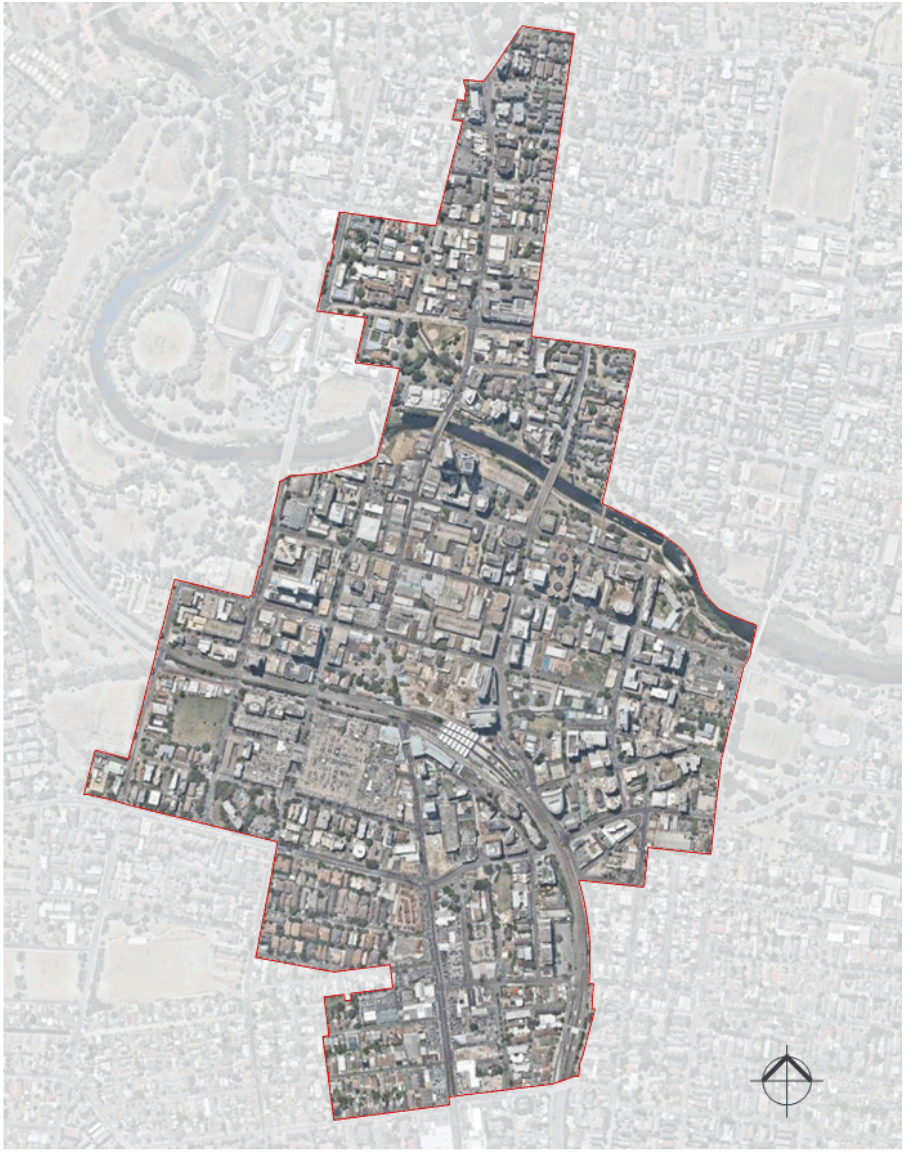


Figure 2 Study Area, Aerial Map

02 KEY ASSUMPTIONS

2-1 Scope of Concept Design

The proposed concept route design is based on the assumption of providing flood free evacuation routes during a 20 year ARI flood event. The proposed design and concept elements have the potential to be scaled to provide flood free evacuation routes during a 100 year ARI flood event and during a probable maximum flood (PMF)

2-2 Access Points

Further to discussions with Molino Stewart, no direct connection between the high level evacuation route and the upper levels of existing buildings has been assumed for the 20 year ARI concept design. Direct connection between the evacuation route and the upper levels of existing buildings would be required if the concept design were scaled for 100 year ARI and PMF events. A high level building access concept design is shown in section 9-1.

To provide a fully accessible system, ramps and stairs have been proposed to access the walkway, and it is assumed these will be accessed when the road is not yet in flood. Lifts have not been proposed due to the potential interruption of power supply during a flood event.

The location of ramps and stairs is based on the assumption of providing access at key intersections, and at regular intervals between these points. These locations are indicative only as detailed design would be required to determine an accurate location.

2-3 Walkway Width

The width of the high level walkway is proposed to be 2.5m. No modelling of evacuation numbers has been undertaken, and the suitability of this width to provide a safe evacuation route has not been assessed.

2-3 Fixed System

A fixed system of walkways has been proposed. To accommodate vehicle traffic within the CBD, and avoid level changes to the walkway when crossing roads, a height to the underside of the walkway has been established at 4.5m.

2-4 Cover to Walkways

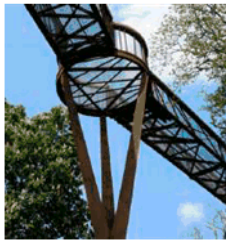
No cover has been proposed to the walkways. Covered walkways would provide protection from adverse weather and could encourage use of the system in a flood event, however they would have a significant detrimental effect on visual impact and overshadowing.

2-5 Flood Doors

No internal routes between buildings have been considered as part of this concept design. It is noted that internal flood escape routes could be feasible if redeveloping a number of adjacent buildings simultaneously, however providing internal escape routes via adjoining properties presents a number of issues, including differing internal floor levels, differing uses and floor layouts (e.g office to residential) , building management, fire evacuation and protection measures, and security.

2-3 Street Width

Typical street widths within the CBD have been measured from a cadastre to provide a number of typical street typologies. Footpath and carriageway widths were estimated from street photographs.



Examples of high level walkways

03 OBSERVATIONS - COMMENTS - CONCERNS

3-1 Public Use

It is proposed that the elevated walkway is accessed by ramp and stair from street level, prior to the road becoming flooded. We would question whether members of the public would walk to the nearest stair/ ramp access point, and use an elevated escape route if their street is yet to flood.

3-2 Walkway Width

It is our understanding that the proposed high level walkway will be unmanaged, and open to public access. Figures have not yet been provided for the number of people (current and potential) required to be evacuated via the route, however the proposed routes detailed in section 4 show that the walkways will encompass a number of city blocks, and it is likely thousands of people will be concentrated on routes crossing Macquarie St, and Hunter St.

3-3 Location of Ramps

Stairs and ramps need to be located at regular intervals to provide access to the high level walkway. A large length of ramp is required to ascend 4.8m (4.5m + structural allowance). A 1.5m wide ramp produces a footprint of 21x3m, which has a significant impact on the street layout. Where side streets without walkways cannot be used to locate ramps, the ramp may result in the loss of parking and/or a traffic lane, as well as resulting in a narrower footpath. (fig 3+4).

3-4 Visual Impact

Providing an elevated walkway will significantly affect the character of the CBD, as the supporting columns, walkway deck, stairs and ramps will be prominent features within the street scene. Whilst attractive design and detailing can help create a feature of the infrastructure, its impact will still be significant.

3-5 Daily Use

Roads within the CBD accommodate 2-4 lanes of traffic and there are pedestrian crossings at frequent intersections, therefore it is unlikely that any future walkway will be used to cross the road when it requires ascending 4.8m. This may lead to issues with how the walkways are used on a day to day basis, and whether they become appropriated for inappropriate uses: e.g graffiti/ rough sleeping/ drug use.

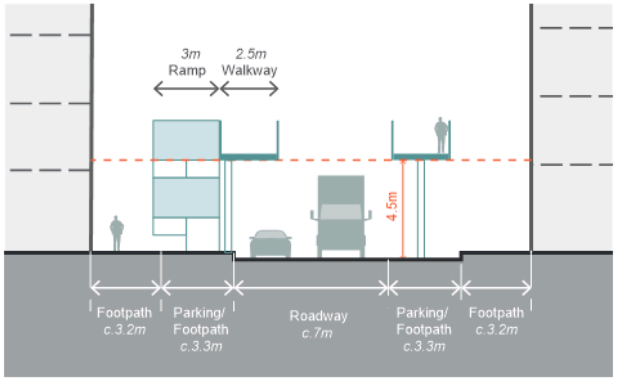


Figure 3 Typical ramp location section

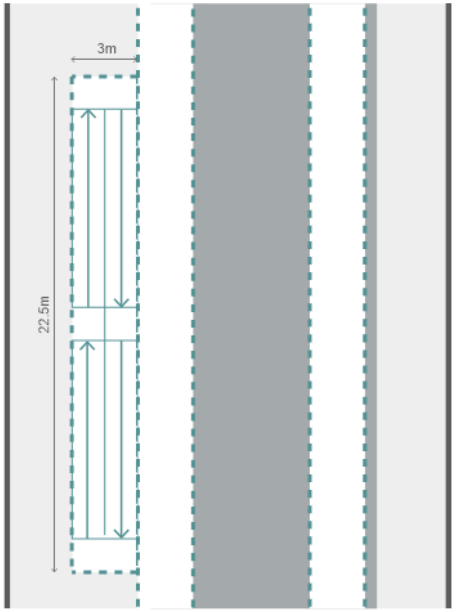


Figure 4 Typical ramp location plan

03 OBSERVATIONS - COMMENTS - CONCERNS

3-6 Overshadowing

Providing an elevated walkway will result in significant overshadowing of the public realm, and ground floor units (fig 5+6). Where taller buildings already shade the street, walkways will still reduce light-levels due to blocking ambient and reflected light. The level of overshadowing is dependant on the walkways width and height, the design of the balustrades also impacts overshadowing.

3-7 Street Trees

There are a large number of street trees within the CBD. In order to accommodate an independent high level walkway a number of these would have to be removed, especially on roads with walkways on both sides. Whilst lower level planting could be introduced beneath or adjacent to the walkways, the loss of mature street trees results in a harsher urban environment.

3-8 Building Levels

If buildings directly connect to the high level walkway in the future ramped access may be required. The proposed walkway height is at approx. 4.8m above road level, which will be significantly above 1st floor level for most buildings. The height of the walkway would compromise windows at the upper levels.

3-9 Deployable Bridges

Proposing a lower height of walkway with temporary deployable bridges to span roads could make it impossible to accommodate fixed walkways over parking bays and traffic lanes. Temporary deployable bridges could also result in a higher risk due to the time and management required in deploying temporary structures.

3-10 Maintenance

The walkways, support structures, ramps, and stairs will require maintenance to ensure they remain safe do not visually deteriorate. This maintenance cost may be significant, especially when it is considered that the structures are unlikely to be in use for decades.

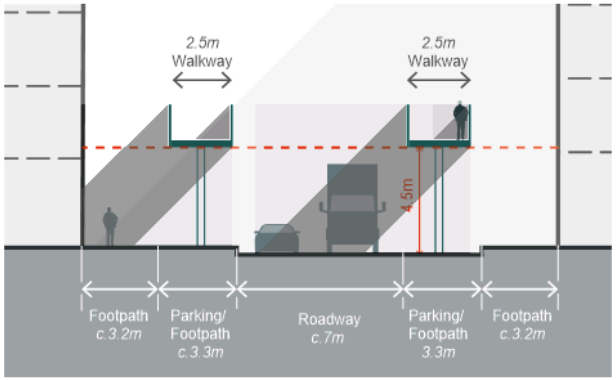


Figure 5 Overshadowing Section Diagram

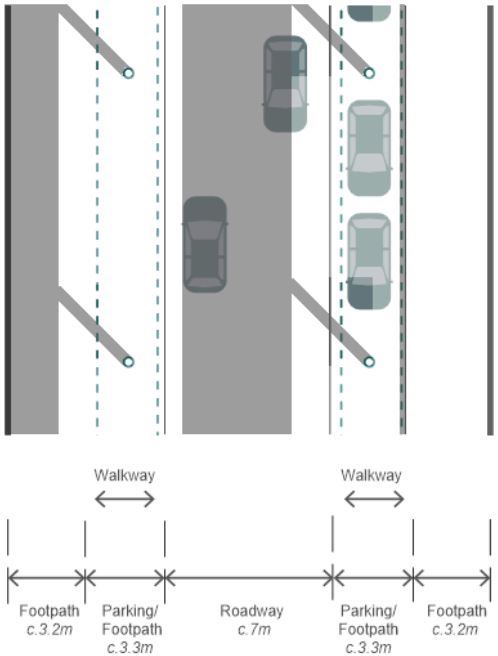


Figure 6 Overshadowing Plan Diagram

04 EVACUATION

4-1 Overview

- Walkway Typology 1 (walkways both sides of street)
- Walkway Typology 2 (walkways one side of street)
- Walkway Typology 3 (walkways one side of street, cantilevered)
- Walkway Typology 4 (access street, walkway bridges street)
- Walkway Typology 5 (8m height walkway above light rail)

- Buildings requiring high level evacuation in a 20 year ARI flood event.
- Heritage Items
- Preferred Light rail route

Note: Evacuation r
on information prov
Molino Stewart.

Figure 7 Propose

04 EVACUATION ROUTE MAPPING

4-2 Evacuation Route Area A

Area A	
Walkway Typology 1 *(walkway both sides of street)*	1,550m
Walkway Typology 2 *(walkway one side of street)*	800m
Walkway Typology 3 *(walkway one side of street cantilevered)*	300m
Walkway Typology 4 *(access street, walkway bridges street)*	45m
Walkway Typology 5 *(8m height walkway above light rail)*	70m
Total Walkway Length	**2,765m**

Stairs	S	29
Ramps	R	36

Key

- Buildings requiring high level evacuation in a 20 year ARI flood event.
- Heritage items
- Junction Type *(detailed in section 6-1)*
- Preferred Light Rail route

Note: Evacuation routes based on information provided by Molino Stewart. Location of ramps and stairs is indicative only. Provided for pricing.

* For walkway options relating to the proposed civic link see work undertaken by other consultants.

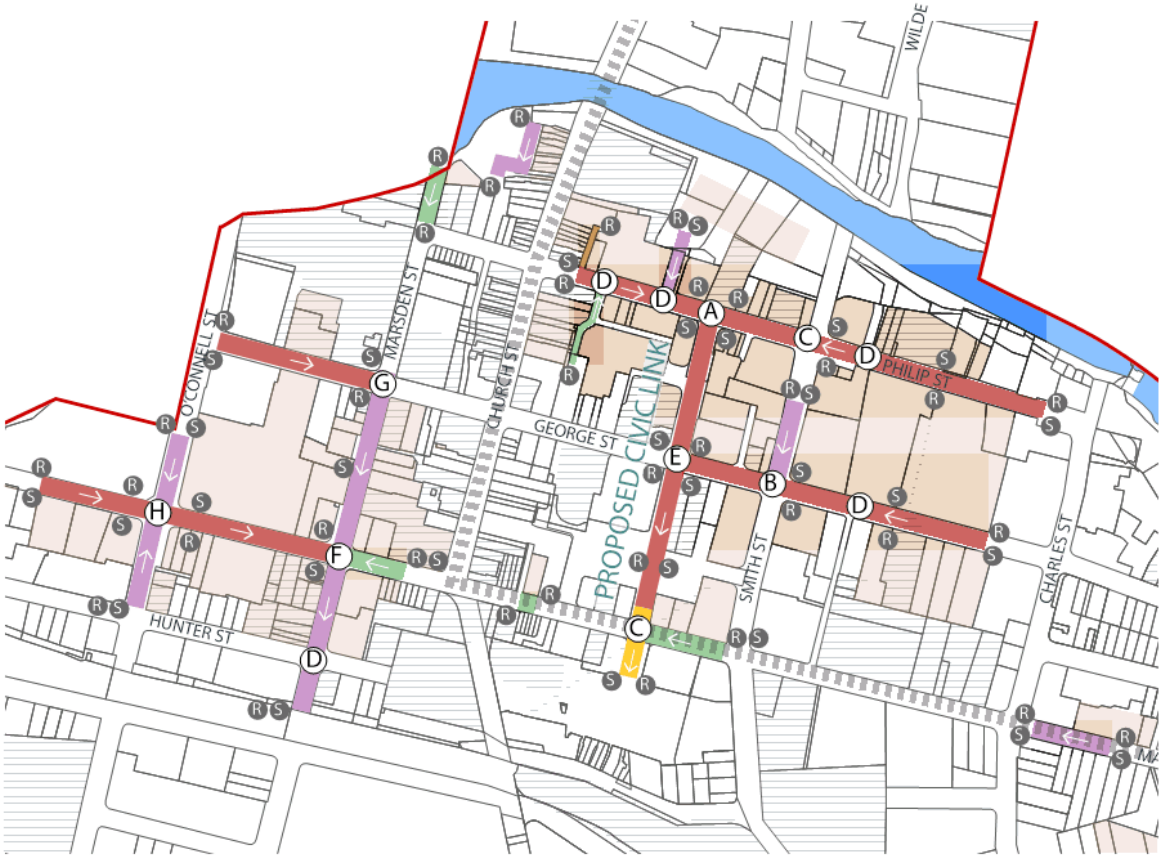


Figure 8 Proposed evacuation route map Area A

04 EVACUATION ROUTE MAPPING

4-3 Evacuation Route Area B

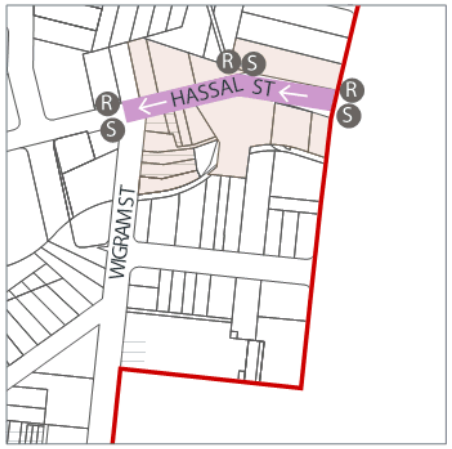


Figure 9 Proposed evacuation route map

Area B	
Walkway Typology 2 *(walkway one side of street)*	170m
Total Walkway Length	**170m**

Stairs	S	3
Ramps	R	3

4-4 Evacuation Route Area C

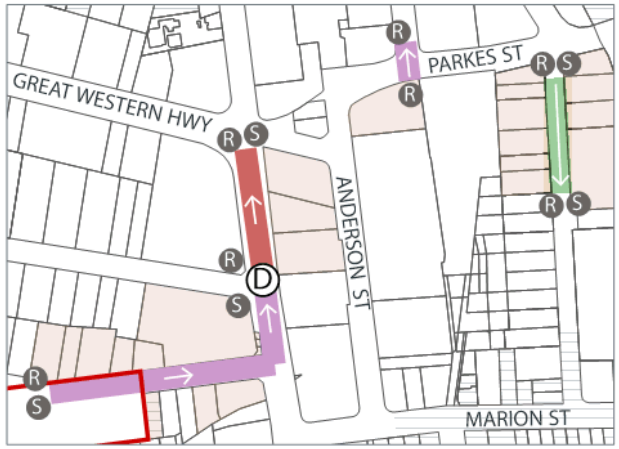


Figure 10 Proposed evacuation route map

Area C	
Walkway Typology 1 *(walkway both sides of street)*	100m
Walkway Typology 2 *(walkway one side of street)*	290m
Walkway Typology 3 *(walkway one side of street cantilevered)*	90m
Total Walkway Length	**480m**

Stairs	S	5
Ramps	R	7

4-5 Evacuation Route Area D

Figure 11 Proposed evacuation route map

Area D	
Walkway Typology 2 *(walkway one side of street)*	25m
Total Walkway Length	**25m**

Stairs	S	0
Ramps	R	2

Note: Evacuation routes based on information provided by Molino Stewart. Location of ramps and stairs is indicative only. Provided for pricing.

04 EVACUATION ROUTE MAPPING

4-6 Evacuation Walkway Schedule

The table below summarises the total lengths of different walkway typologies, and stair and ramp units, proposed in the concept design for providing flood free evacuation routes during a 20 year ARI flood event.

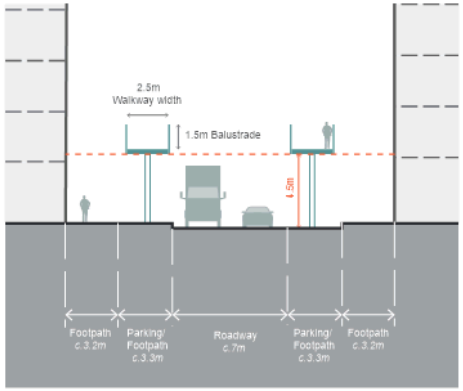
Totals	
Walkway Typology 1 *(walkway both sides of street)*	1,650m
Walkway Typology 2 *(walkway one side of street)*	1,285m
Walkway Typology 3 *(walkway one side of street cantilevered)*	390m
Walkway Typology 4 *(access street, walkway bridges street)*	45m
Walkway Typology 5 *(8m height walkway above light rail)*	70m
Total Walkway Length	3,440m

Stairs	S	37
Ramps	R	48

Note: Approximate length of walkway, only provided for costing.

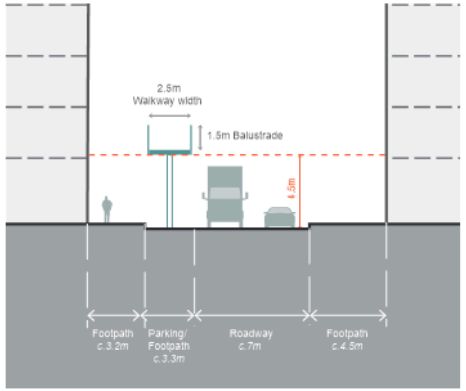
05 ELEVATED WALKWAY TYPOLOGIES

5-1 Walkway typology 1



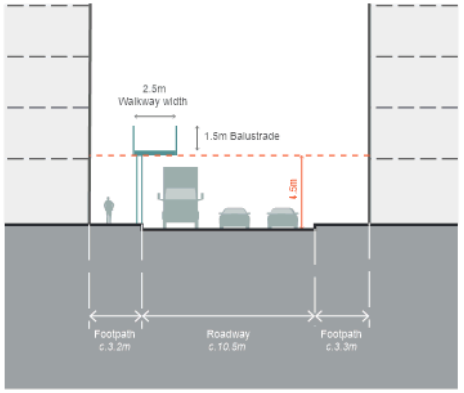
Walkway typology 1
(walkways both sides of street)

5-2 Walkway typology 2



Walkway typology 2
(walkways one side of street)

5-3 Walkway typology 3

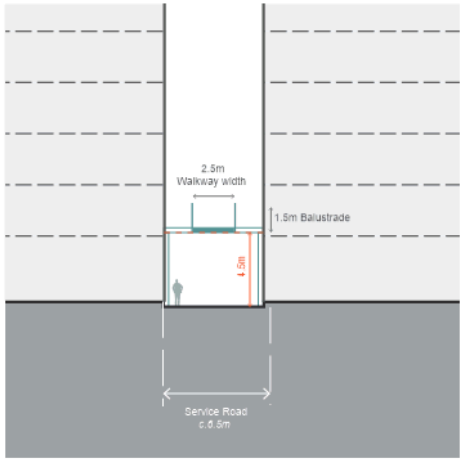


Walkway typology 3
(walkways one side of street, cantilevered)

Note: This information is provided for pricing only.

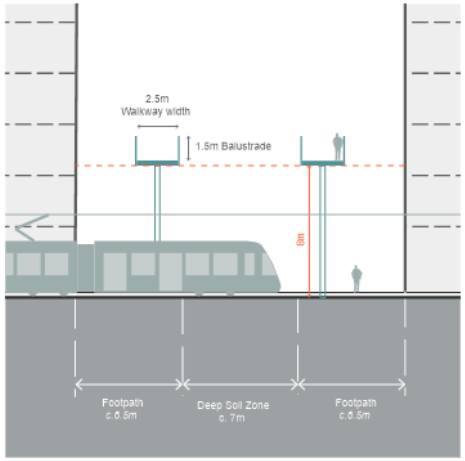
05 ELEVATED WALKWAY TYPOLOGIES

5-4 Walkway typology 4



Walkway typology 4
(Access street, walkway bridges street)

5-5 Walkway typology 5

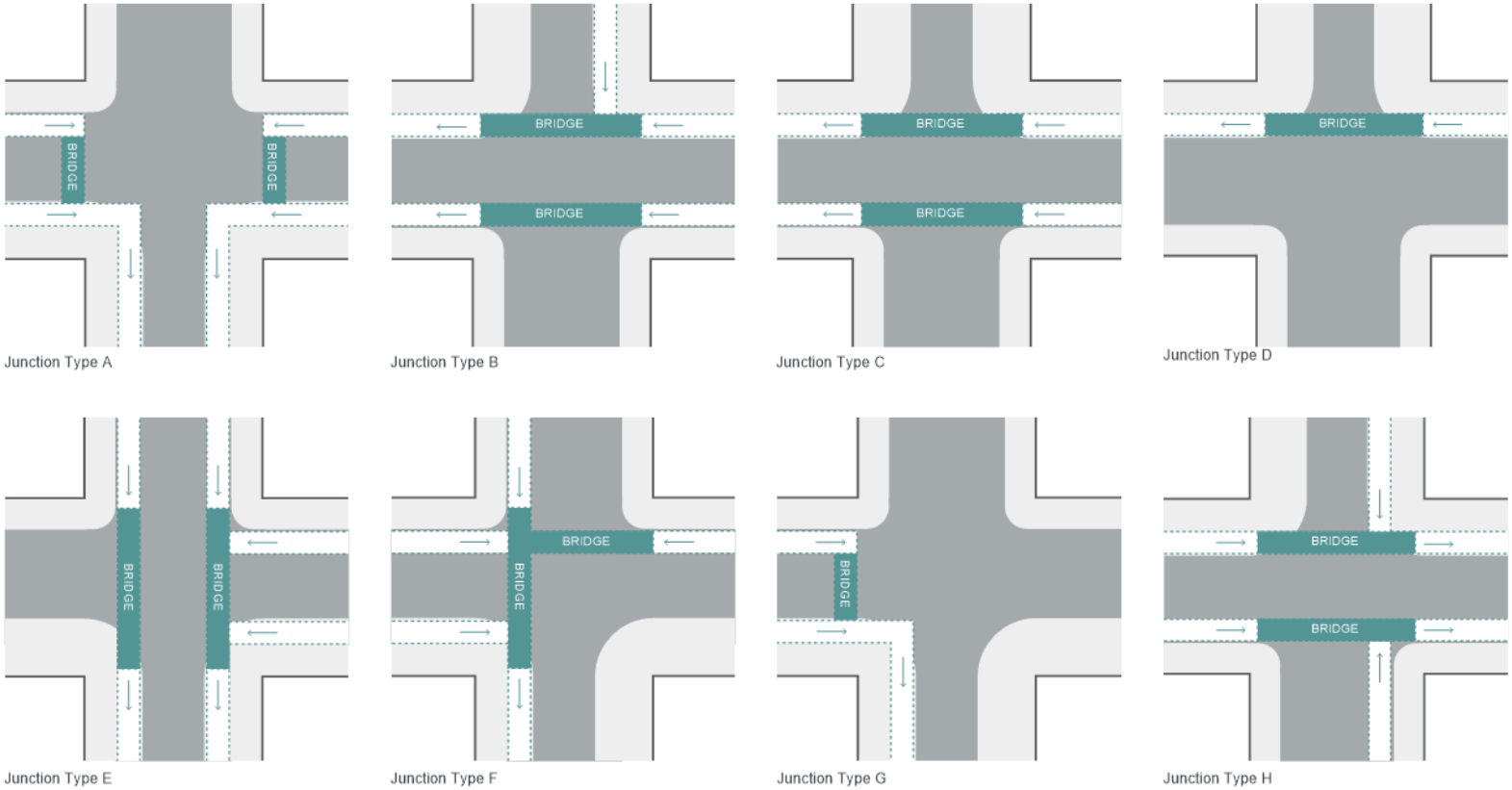


Walkway typology 5
(8m height walkway above light rail)

Note: This information is provided for pricing only.

06 ELEVATED WALKWAY JUNCTION TYPES

6-1 Junction types



Junction Type A Junction Type B Junction Type C Junction Type D

Junction Type E Junction Type F Junction Type G Junction Type H

Note: This information is provided for pricing only.

07 TYPICAL RAMP/ STAIR ACCESS

7-1 Typical design

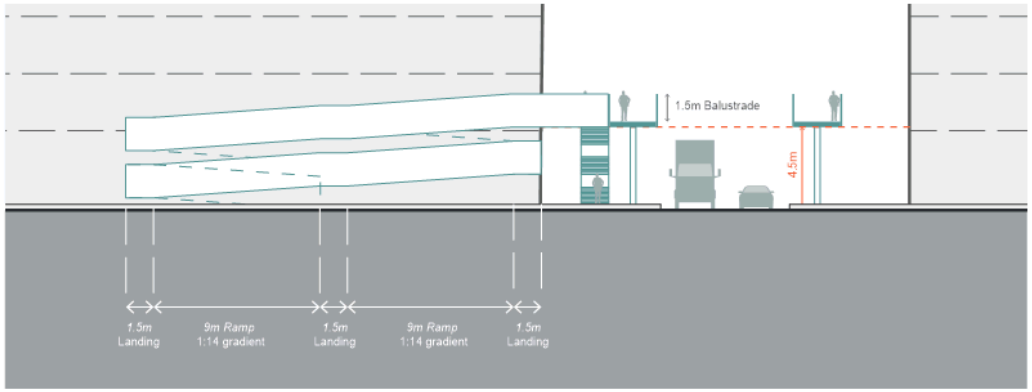


Figure 12 Typical ramp elevation

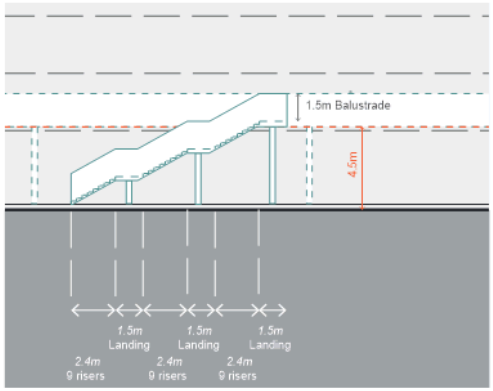


Figure 13 Typical stair elevation

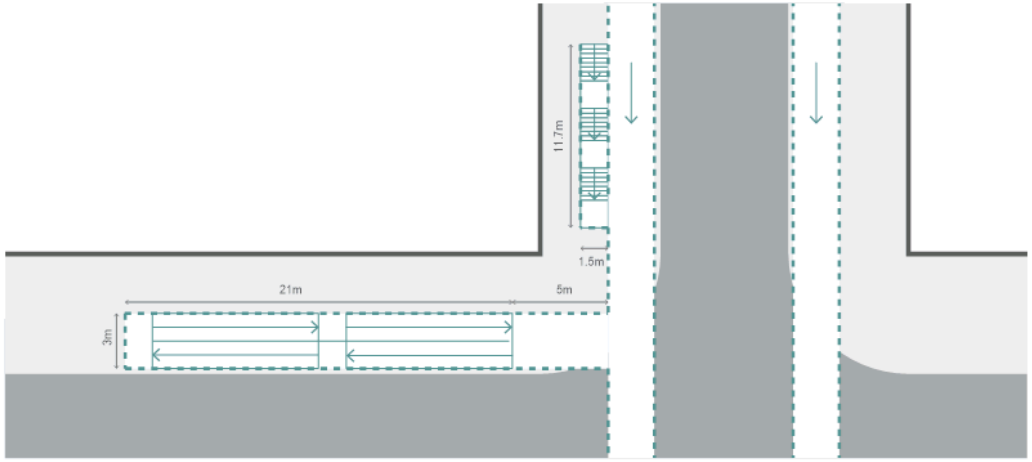


Figure 14 Typical plan

Note: This information is provided for pricing only.

08 CONCEPT WALKWAY CONSTRUCTION

8-1 Concept drawings

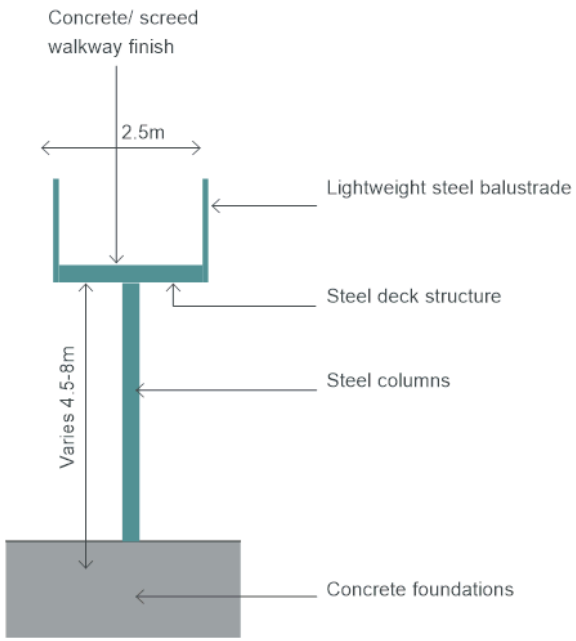


Figure 15 Typical walkway section

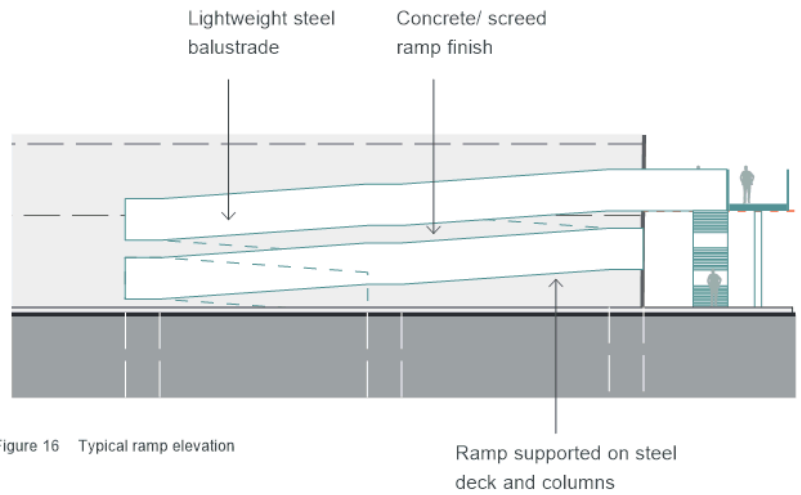


Figure 16 Typical ramp elevation

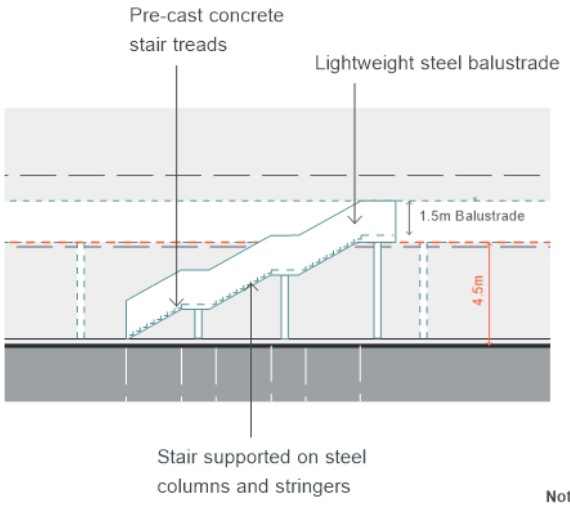


Figure 17 Typical stair elevation

Note: This information is provided for pricing only.

09 100 YEAR ARI FLOOD & PMF

9-1 Concept Design Elements

During a 100 year ARI or PMF event Molino Stewart have advised that direct access may be required from the upper levels of buildings to the high level walkway. Additionally the flood depths in a limited number of locations near the Parramatta River may exceed the 4.5m height of the proposed walkway system, during a PMF event. Concept designs for high level building access, and higher level walkway infrastructure are provided opposite and on the following page.

Providing direct access from buildings to the walkway at high level, in addition to increasing the size of the walkway network, will significantly increase many of the impacts discussed in section 3. Specifically the negative visual impact, and overshadowing created by the system will be increased through the enlarged network affecting the character and amenity of a wider area. These impacts will also be intensified by the increase in structure required for direct building access.

9-2 High Level Building Access Concept Design

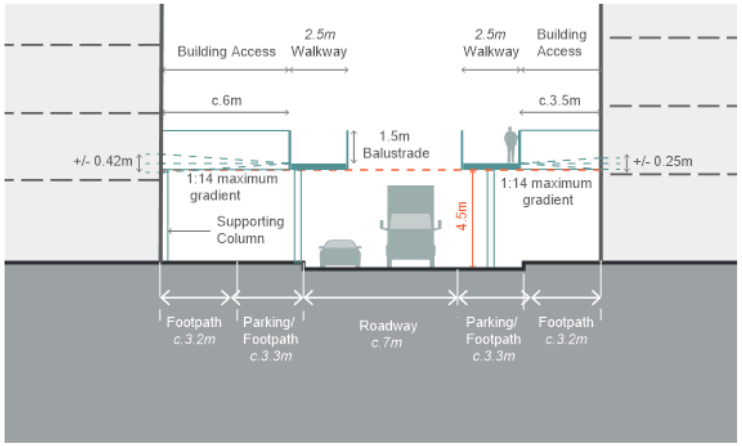


Figure 18 Typical High Level Building Access Arrangement

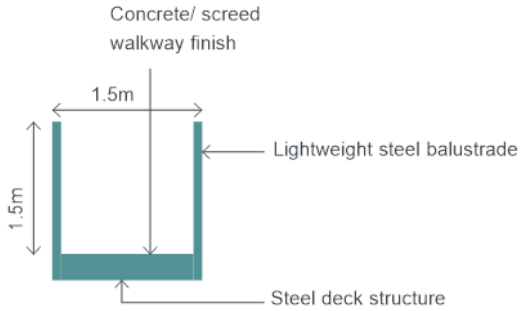


Figure 19 Typical Building Access Section

09 100 YEAR ARI FLOOD & PMF

9-3 Higher Level Walkway Concept Design

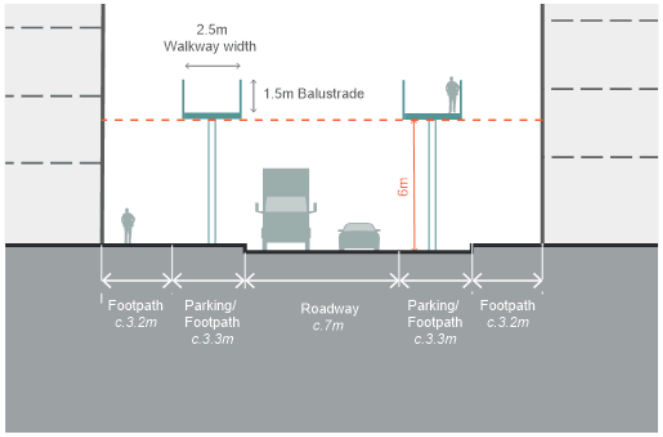


Figure 20 Walkway Typology 6 (6m height walkway)

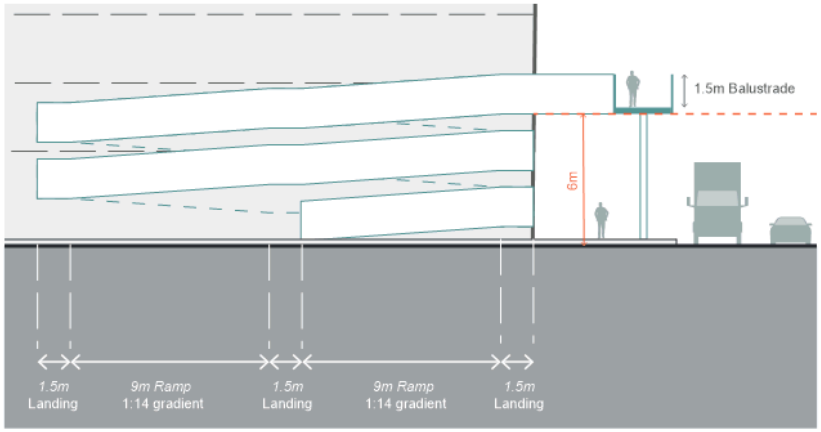


Figure 21 6m Height Ramp, Elevation (typical plan see section 7-1 fig.14)

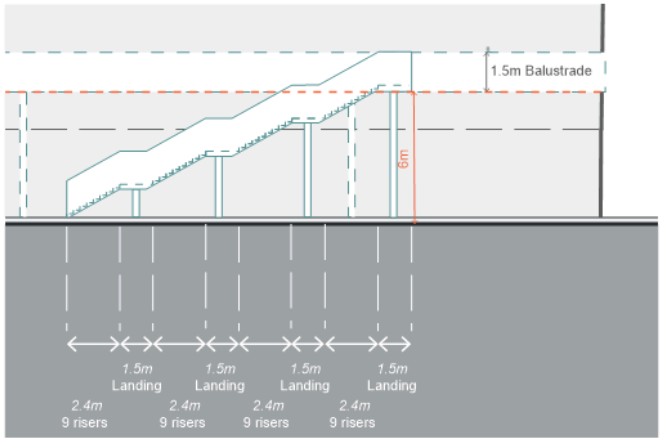


Figure 22 6m Height Stair, Elevation (typical plan see section 7-1 fig.14)

10 HERITAGE IMPACT

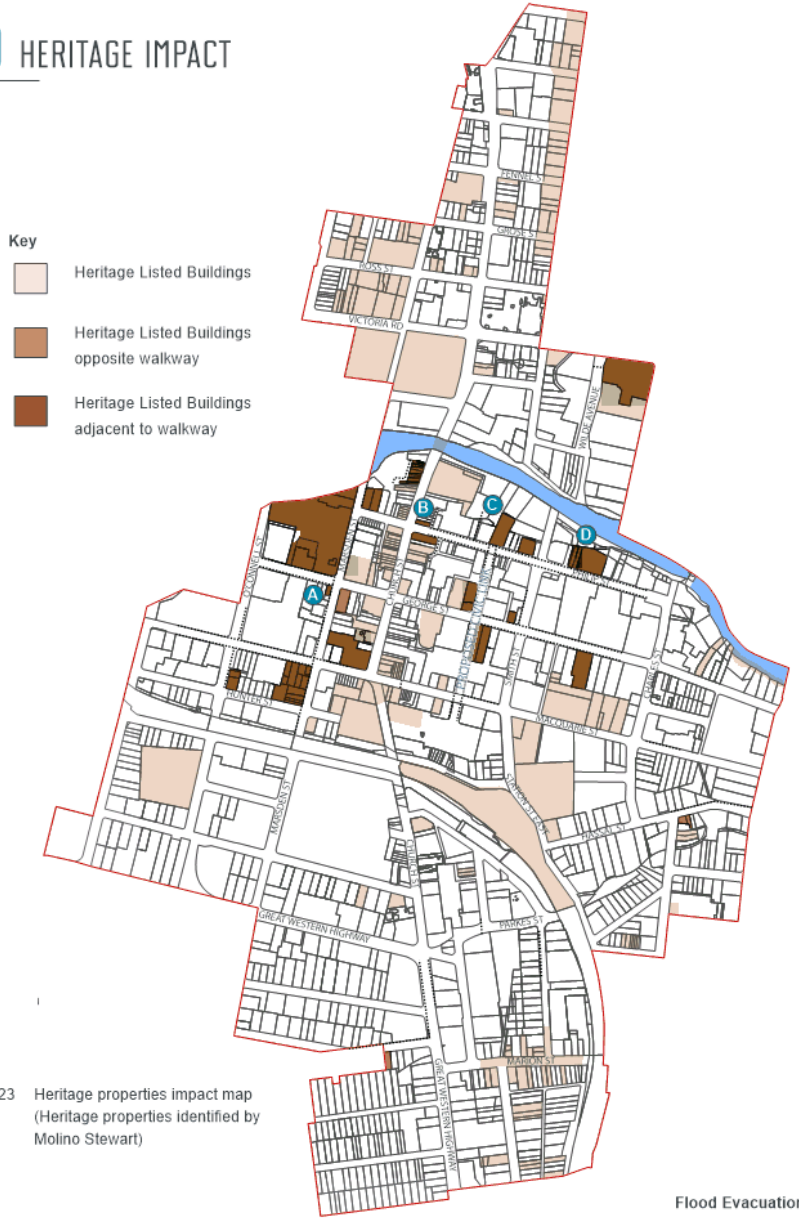


Figure 23 Heritage properties impact map (Heritage properties identified by Molino Stewart)

10-1 Impact on heritage buildings

Locating an extensive network of elevated walkways within the Paramatta CBD will affect a large number of heritage listed buildings.

The concept design proposes locating the walkways approximately 3m off the building property line. The walkways will be elevated approximately 4m above the footpath level.

The visual impact of a 2m wide walkway surface, with upstand balustrades, and associated support structures, will be significant when viewed against generally one and two storey heritage buildings.

The walkway will cut across and obscure key features of the facades of these buildings, including windows and colonnades, and may obscure the upper levels of buildings entirely when viewed from across the street, especially when this occurs from beneath another walkway.

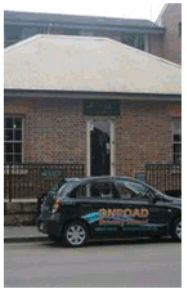
Long views down the street are likely to be severely impacted as the walkways will potentially obscure rooflines and upper level façade details, and be the dominant element in the streetscape.

It is recommended that a detailed visual impact assessment be carried out by a heritage architect to fully understand and document the likely impacts on the range of high value heritage buildings within the Parramatta CBD.

Ⓐ 164 Marsden Street

Ⓑ 306 Church Street

Ⓒ 34 Philip Street



Ⓓ 70 Philip Street

11 MANAGED EVACUATION ROUTE

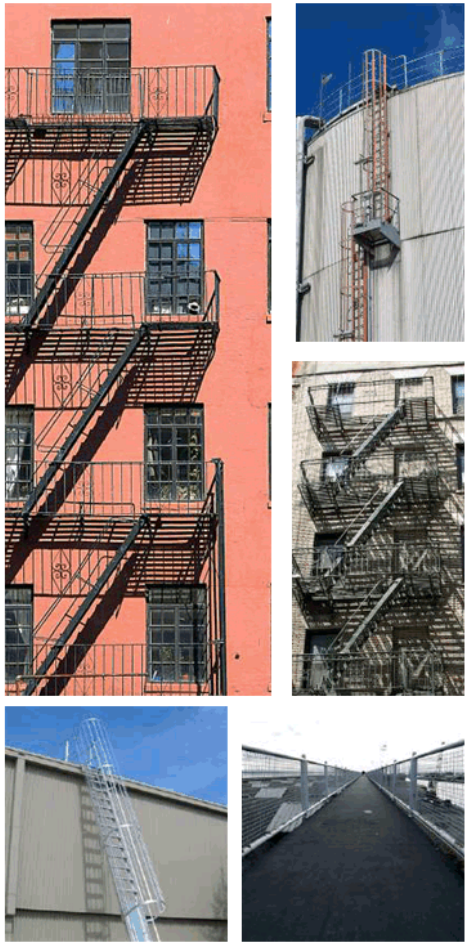
11-1 Managed high level evacuation route

An alternative to creating a high level unmanaged evacuation route is to provide a managed high level access for emergency responders (e.g SES) to reach members of the public who have sheltered in place and may require assistance. This option addresses a number of the key issues raised in Section 3:

- A suitable walkway width can be provided for SES staff access, and evacuation of a limited number of people within the existing street pattern.
- Ramped access would not be required to be provided, as SES staff could evacuate individuals using specialist equipment/ stretchers where necessary.
- A lightweight single width (approx.1m) walkway could be provided, potentially utilising existing buildings and awnings, significantly reducing overshadowing and visual impact on the street.
- The length of proposed walkways could potentially be reduced by terminating the route at designated multi-storey car parks within the CBD suitable for helicopter access/ evacuation.
- By providing a lightweight, less visually obtrusive and secure walkway system that is only accessible by the SES, the potential for unwanted informal uses of the walkways is minimised.
- Providing a lightweight route will enable the retention of more street trees.
- Providing a route that is managed by trained SES staff enables temporary deployable structures, including bridges, to be utilised reducing the visual impact of the route.
- Narrower and potentially shorter length of walkways, with no accessibility requirements, will reduce maintenance costs.

Key issues for further investigation should this option be progressed include:

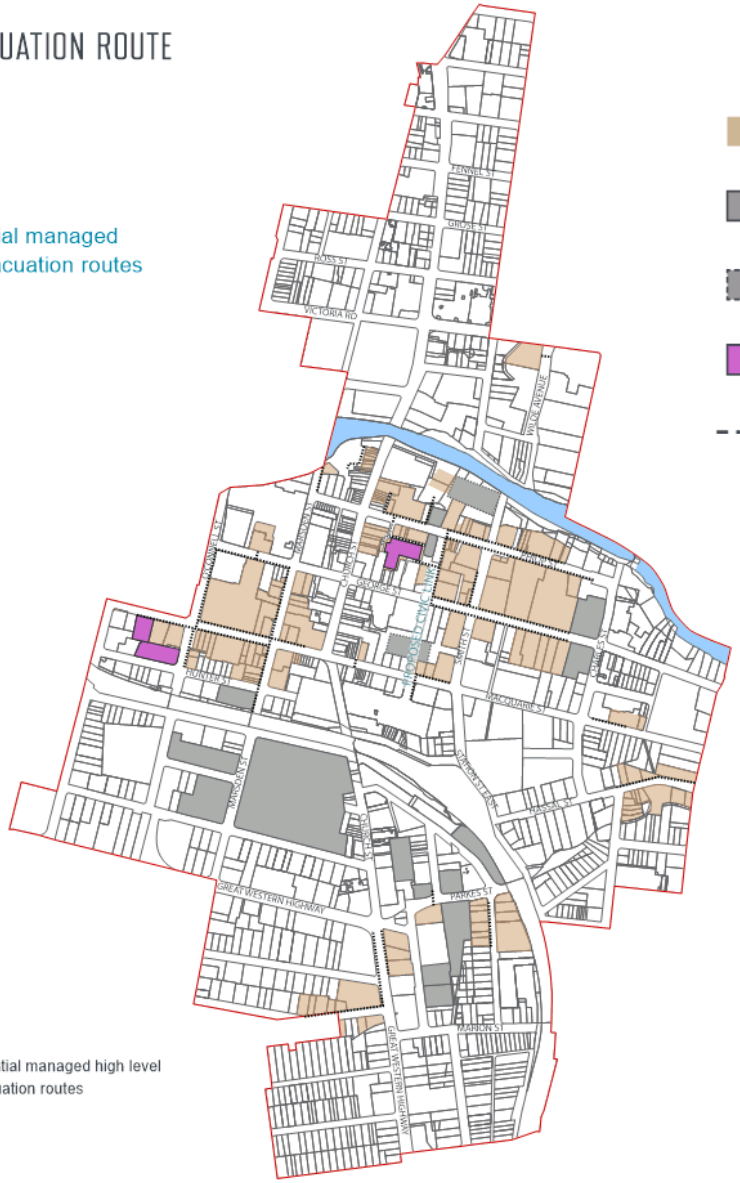
- Discussion of the suitability of the concept of a managed high level evacuation route with SES staff.
- Discussion of access requirements including walkway widths, steps, and ladders with the SES.
- Discussion with Council and SES regarding ownership and maintenance of the system.
- Investigation of how building codes would apply to the proposal.
- More detailed design investigations of how the walkways would access buildings, the street, and be structurally supported.
- A visual impact study, once design parameters and the suitability of the proposal have been established, demonstrating the effect of the proposals on views within the CBD.



Examples of lightweight high level access/escape solutions.

11 MANAGED EVACUATION ROUTE

11-2 Map of potential managed high level evacuation routes



Buildings requiring high level evacuation in a 20 year ARI flood event.

Existing Car Parking with floor levels above 4m (potential for shelter in place)

Existing Car Parking potentially to be demolished

Relevant car parks with potential for helicopter evacuation

Potential walkway routes

Figure 24 Potential managed high level evacuation routes

12 CONCLUSIONS

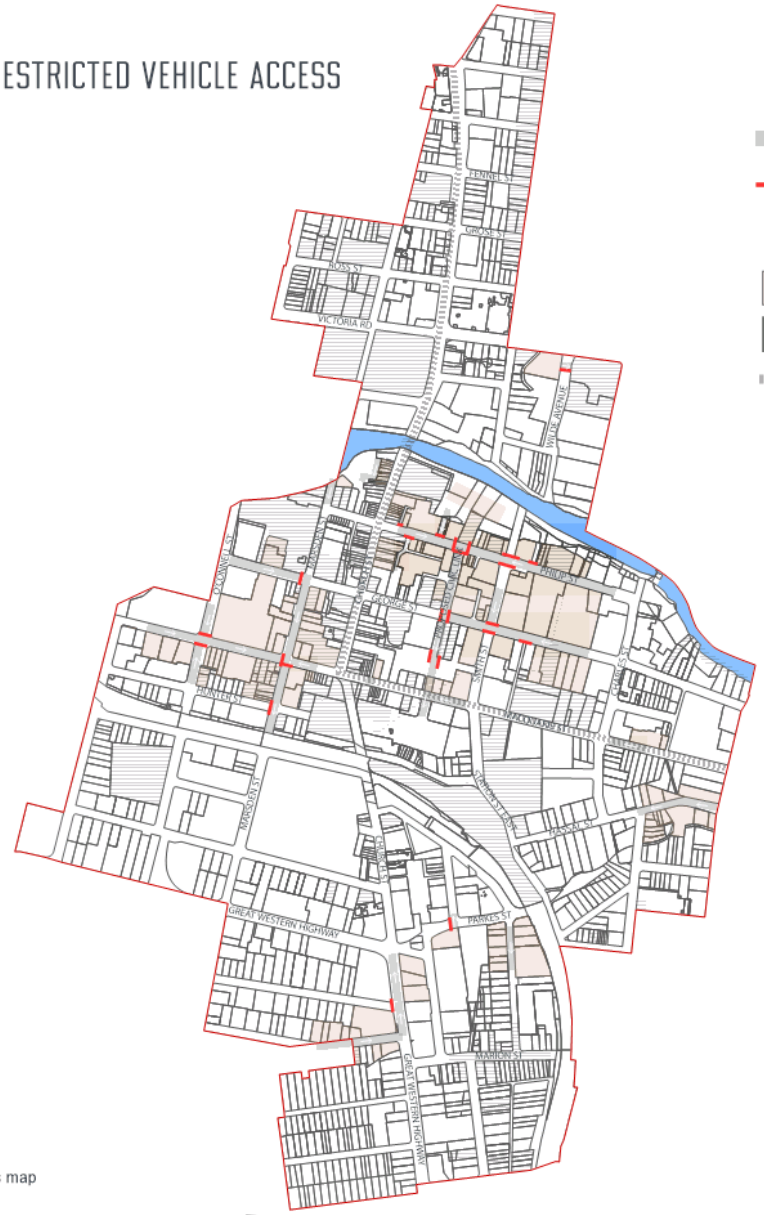
The proposed concept route design is based on the assumption of providing flood free evacuation routes during a 20 year ARI flood event. The proposed design and concept elements have the potential to be scaled to provide flood free evacuation routes during a 100 year ARI flood event and during a probable maximum flood (PMF)

Good design and detailing has the potential to make a feature of the proposed infrastructure, however given the significant detrimental impact on the urban character and heritage of the CBD we do not recommend an unmanaged high level horizontal evacuation route. Key concerns include:

- Providing a high level horizontal evacuation route will significantly impact on the character and amenity of the CBD.
- High level walkways will result in significant overshadowing of the street and ground floor units.
- High level walkways will result in the loss of street trees.
- Providing an extensive network of walkways that will not be used on a daily basis, will potentially create issues with informal use and security, and is an inefficient use of land within the CBD.
- Modelling of likely pedestrian numbers will be required to determine the requirements for the actual width of the walkway to ensure the safety of those evacuating.
- Providing ramps to access the walkway will impact on road layouts within the CBD.

A high level managed evacuation route, as described in section 11, could provide safer access for the SES to members of the public requiring assistance in a flood event, whilst reducing the visual impact and associated costs of the walkway infrastructure.

APPENDIX 01 RESTRICTED VEHICLE ACCESS



Proposed elevated walkway routes

Restricted vehicle access (excludes vehicles over 4.3m)

Buildings requiring high level evacuation in a 20 year ARI flood event.

Heritage Items

Preferred Light rail route

Note: Evacuation routes based on information provided by Molino Stewart.

Figure 25 Restricted vehicle access map

APPENDIX D - UNIT COSTS OF ELEVATED WALKWAYS

DRAFT

NORTH

Flood Evacuation - Parramatta CBD
Strategic Estimate

ITEM	DESCRIPTION				RATE	Unit	Qty		AMOUNT	Note
1	**Walkway (Type 1 -3) for 15m (L) span/ Segment *2.5m (W)**									
	1.7t Steelwork/15m									
1.1	Foundation- 1.5*1.5*0.6m- 2*no per segment	Demo	4.00	m3	$ 50	/ m3	2		$ 400	
	2. no columns per segment	Excavation & Disposal	4.00	m3	$ 200	/ m3	2		$ 1,600	
		Blinding- 50mm thick	2.00	m3	$ 50	/ m3	2		$ 200	
		FRP+ supply concrete	1.35	m3	$ 3,000	/ m3	2		$ 8,100	
		Backfill	2.65	m3	$ 50	/ m3	2		$ 265	
1.2	Walkway Steel framework - Tonnage rate	Fabricate, Supply and Install	1.70	T/ 15LM	$ 10,000	/T	1		$ 17,000	Based on 250*8SHS steel column and 200PFC Beam, EA75*5 bracing
1.3										
1.4	Walkway Concrete Deck	15 lm (L)*2.5m (W)	37.50	m2	$ 250	/m2	1		$ 9,375	Assumed 200 thick - Bondek, Precast in the yard
1.5	Handrails (stainless steel)	Supply & Install	15.00	LM	$ 500	/LM	2		$ 15,000	
		Kick rails (stainless steel)	15.00	LM	$ 200	/LM	2		$ 6,000	
		Allowance for seals/fittings	15.00	LM	$ 30	/LM	2		$ 900	No Allowance for Escalation or GST
1.6	Temp. works		1.00	Unit	$ 10,000		1		$ 10,000	Assume free standing
1.7	Traffic Control/ Permits							15%	$ 10,326	Assume pad foundations are sufficient, no allowance for piled foundations
										No Allowance for contaminated material
1.8	Site Survey- 2% of Construction cost							2%	$ 1,583	No allowance to demolish/alter existing building for connection to building access walkway
	Direct Works Total								**$ 80,749**	No allowance for reconfiguration of the existing pavements roads drainage or street furniture
1.9	**Night shift- installation work & Permitt- 30% over**							**30%**	**$ 24,224.80**	Exposed Steelwork assumed to be painted
1.10	**Overhead/Admin/ Margin**							**35%**	**$ 36,740.94**	No allowance for Property Acquisitions
1.11	**Design and Investigation Costs 10% of DC**							**10%**	**$ 8,075**	No Allowance for CCTV
1.12	**Project Management cost - 5.5% on DC**							**5%**	**$ 4,037**	No allowance for relocation of services
1.13	**Contingency based on minimal info. 40-70%**							**55%**	**$ 77,943**	No allowance for Lighting (assumed existing street lighting is sufficient)
	Total								**$ 231,771**	**+GST / 15m segment walkway**
									$ 15,452	**per m**

ITEM	DESCRIPTION				RATE	Unit	Qty		AMOUNT	Note
2	**Walkway (Type 4) for 15m (L) span/ Segment *2.5m (W)**									
	2.6t Steelwork/15m									
2.1	Foundation- 1.5*1.5*0.6m- 4*no per segment	Demo	4.00	m3	$ 50	/ m3	4		$ 800	
	4. no columns per segment	Excavation & Disposal	4.00	m3	$ 200	/ m3	4		$ 3,200	
		Blinding- 50mm thick	2.00	m3	$ 50	/ m3	4		$ 400	
		FRP+ supply concrete	1.35	m3	$ 3,000	/ m3	4		$ 16,200	
		Backfill	2.65	m3	$ 50	/ m3	4		$ 530	
2.2	Walkway Steel framework - Tonnage rate	Fabricate, Supply and Install	2.60	T/ 15LM	$ 10,000	/T	1		$ 26,000	Based on 250*8SHS steel column and 200PFC Beam, EA75*5 bracing
2.3										
2.4	Walkway Concrete Deck	15 lm (L)*2.5m (W)	37.50	m2	$ 250	/m2	1		$ 9,375	Assumed 200 thick - Bondek, Precast in the yard
2.5	Handrails (stainless steel)	Supply & Install	15.00	LM	$ 500	/LM	2		$ 15,000	
		Kick rails (stainless steel)	15.00	LM	$ 200	/LM	2		$ 6,000	
		Allowance for seals/fittings	15.00	LM	$ 30	/LM	2		$ 900	No Allowance for Escalation or GST
2.6	Temp. works		1.00	Unit	$ 10,000		1		$ 10,000	Assume free standing
2.7	Traffic Control/ Permits							15%	$ 13,261	Assume pad foundations are sufficient, no allowance for piled foundations
										No Allowance for contaminated material
2.8	Site Survey- 2% of Construction cost							2%	$ 2,033.32	No allowance to demolish/alter existing building for connection to building access walkway
	Direct Works Total								**$ 103,699**	No allowance for reconfiguration of the existing pavements roads drainage or street furniture
2.9	**Night shift- installation work & Permitt- 30% over**							**30%**	**$ 31,110**	Exposed Steelwork assumed to be painted
2.10	**Overhead/Admin/ Margin**							**35%**	**$ 47,183**	No allowance for Property Acquisitions
2.11	**Design and Investigation Costs 10% of DC**							**10%**	**$ 10,370**	No Allowance for CCTV
2.12	**Project Management cost - 5.5% on DC**							**5%**	**$ 5,185**	No allowance for relocation of services
2.13	**Contingency based on minimal info. 40-70%**							**55%**	**$ 100,096**	No allowance for Lighting (assumed existing street lighting is sufficient)
	Total								**$ 297,642**	**+GST / 15m segment walkway**
									$ 19,843	**per m**

ITEM	DESCRIPTION				RATE	Unit	Qty		AMOUNT	Note
3	**Walkway (Type 5) for 15m (L) span/ Segment *2.5m (W)**									
	2.2t Steelwork/15m									
3.1	Foundation- 1.5*1.5*0.6m- 2*no per segment	Demo	4.00	m3	$ 50	/ m3	2		$ 400	
	2. no columns per segment	Excavation & Disposal	4.00	m3	$ 200	/ m3	2		$ 1,600	
		Blinding- 50mm thick	2.00	m3	$ 50	/ m3	2		$ 200	
		FRP+ supply concrete	1.35	m3	$ 3,000	/ m3	2		$ 8,100	
		Backfill	2.65	m3	$ 50	/ m3	2		$ 265	
3.2	Walkway Steel framework - Tonnage rate	Fabricate, Supply and Install	2.20	T/ 15LM	$ 10,000	/T	1		$ 22,000	Based on 250*8SHS steel column and 200PFC Beam, EA75*5 bracing
3.3										
3.4	Walkway Concrete Deck	15 lm (L)*2.5m (W)	37.50	m2	$ 250	/m2	1		$ 9,375	Assumed 200 thick - Bondek, Precast in the yard
3.5	Handrails (stainless steel)	Supply & Install	15.00	LM	$ 500	/LM	2		$ 15,000	
		Kick rails (stainless steel)	15.00	LM	$ 200	/LM	2		$ 6,000	
		Allowance for seals/fittings	15.00	LM	$ 30	/LM	2		$ 900	No Allowance for Escalation or GST
3.6	Temp. works		1.00	Unit	$ 10,000		1		$ 10,000	Assume free standing
3.7	Traffic Control/ Permits							15%	$ 11,076	Assume pad foundations are sufficient, no allowance for piled foundations
										No Allowance for contaminated material
3.8	Site Survey- 2% of Construction cost							2%	$ 1,898.32	No allowance to demolish/alter existing building for connection to building access walkway
	Direct Works Total								**$ 86,614**	No allowance for reconfiguration of the existing pavements roads drainage or street furniture
3.9	**Night shift- installation work & Permitt- 30% over**							**30%**	**$ 25,984**	Exposed Steelwork assumed to be painted
3.10	**Overhead/Admin/ Margin**							**35%**	**$ 39,409.52**	No allowance for Property Acquisitions
3.11	**Design and Investigation Costs 10% of DC**							**10%**	**$ 8,661**	No Allowance for CCTV
3.12	**Project Management cost - 5.5% on DC**							**5%**	**$ 4,331**	No allowance for relocation of services
3.13	**Contingency based on minimal info. 40-70%**							**55%**	**$ 83,604**	No allowance for Lighting (assumed existing street lighting is sufficient)
	Total								**$ 248,605**	**+GST / 15m segment walkway**
									$ 16,574	**per m**

ITEM	DESCRIPTION				RATE	Unit	Qty		AMOUNT	Note
4	**Staircase & Landing**									
4.1	Foundation- 1.5*1.5*0.6m	Demo	4.00	m3	$ 50	/ m3	3		$ 600	
	3*no per staircase	Excavation & Disposal	4.00	m3	$ 110	/ m3	3		$ 1,320	
		Blinding- 50mm thick	2.00	m3	$ 50	/ m3	3		$ 300	
		FRP+ supply concrete	1.35	m3	$ 3,000	/ m3	3		$ 12,150	
		Backfill	1.75	m3	$ 50	/ m3	3		$ 263	
4.2	Walkway Steel framework - Tonnage rate		1.10	T/ Stair case	$ 10,000	/T	1		$ 11,000	Based on 250*8SHS column and 150PFC stringer
4.3	Precase concrete stair treads- Supply & Install		1.00		$ 110	each	27		$ 2,970	
4.4	Precase concrete landing		2.25	m2	$ 200	/m2	3		$ 1,350	Assumed 100 thick - Bondek
4.5	Handrails (stainless steel)	Supply & Install	12.00	LM	$ 500	/LM	2		$ 12,000	
		Kick rails (stainless steel)	12.00	LM	$ 200	/LM	2		$ 4,800	
		Allowance for seals/fittings	12.00	LM	$ 30	/LM	2		$ 720	No Allowance for Escalation or GST
										Assume free standing
4.6	Traffic Control/ Permits							15%	$ 7,121	Assume pad foundations are sufficient, no allowance for piled foundations
										No Allowance for contaminated material
4.7	Site Survey- 2% of Construction cost							2%	$ 1,092	No allowance to demolish/alter existing building for connection to building access walkway
	Direct Works Total								**$ 55,685**	No allowance for reconfiguration of the existing pavements roads drainage or street furniture
4.8	**Night shift- installation work & Permitt- 30% over**							**30%**	**$ 16,706**	Exposed Steelwork assumed to be painted
4.9	**Overhead/Admin/ Margin**							**35%**	**$ 25,337**	No allowance for Property Acquisitions
4.10	**Design and Investigation Costs 10% of DC**							**10%**	**$ 5,569**	No Allowance for CCTV
4.11	**Project Management cost - 5.5% on DC**							**5%**	**$ 2,784**	No allowance for relocation of services
4.12	**Contingency based on minimal info. 40-70%**							**55%**	**$ 53,750**	No allowance for Lighting (assumed existing street lighting is sufficient)
	Total								**$ 159,831**	**+GST / staircase**
									$ 160,000	**per staircase**

ITEM	DESCRIPTION				RATE	Unit	Qty		AMOUNT	Note
5	**Access Ramp**									
	Structural steel frame & Columns									
5.1	Foundation- 1.5*1.5*0.6m	Demo	4.00	m3	$ 50	/ m3	4		$ 800	
	4* no.	Excavation & Disposal	4.00	m3	$ 110	/ m3	4		$ 1,760	
		Blinding- 50mm thick	2.00	m3	$ 50	/ m3	4		$ 400	
		FRP+ supply concrete	1.35	m3	$ 3,000	/ m3	4		$ 16,200	
		Backfill	1.75	m3	$ 50	/ m3	4		$ 350	
5.2	Structural Steel framework - Tonnage rate	Fabricate, Supply and Install	6.80	T/ each	$ 10,000	/T	1		$ 68,000	Assume 4.no columns 250*8SHS, under the landings- 250PFC stringer- EA75*5 angle bracing
5.3	Concrete Deck (71 LM inclusive landing)	15 lm (L)*2.5m (W)	106.50	m2	$ 250	/m2	1		$ 26,625	Assumed 100 thick - Bondek
5.4	Handrails (stainless steel)	Supply & Install	71.00	LM	$ 500	/LM	2		$ 71,000	
		Kick rails (stainless steel)	71.00	LM	$ 200	/LM	2		$ 28,400	
		Allowance for seals/fittings	71.00	LM	$ 30	/LM	2		$ 4,260	No Allowance for Escalation or GST
									$ -	Assume free standing
5.5	Traffic Control/ Permits							15%	$ 32,669	Assume pad foundations are sufficient, no allowance for piled foundations
										No Allowance for contaminated material
5.6	Site Survey- 2% of Construction cost							2%	$ 5,009	No allowance to demolish/alter existing building for connection to building access walkway
	Direct Works Total								**$ 255,474**	No allowance for reconfiguration of the existing pavements roads drainage or street furniture
5.7	**Night shift- installation work & Permitt- 30% over**							**30%**	**$ 76,642**	Exposed Steelwork assumed to be painted
5.8	**Overhead/Admin/ Margin**							**35%**	**$ 116,240**	No allowance for Property Acquisitions
5.9	**Design and Investigation Costs 10% of DC**							**10%**	**$ 25,547**	No Allowance for CCTV
5.10	**Project Management cost - 5.5% on DC**							**5%**	**$ 12,774**	No allowance for relocation of services
5.11	**Contingency based on minimal info. 40-70%**							**55%**	**$ 246,596**	No allowance for Lighting (assumed existing street lighting is sufficient)
	Total								**$ 733,273**	**+GST / 71m access ramp**
									$ 10,328	**per m**

ITEM	DESCRIPTION				RATE	Unit	Qty		AMOUNT	Note
6	**Building Access Walkway (Cantilevered walkway)**									
	Cantilevered building access walkway	Height	4.50	m						
	4.5m high, 6m span, 1.5m width	Span	6.00	m						Assume negligible gradient in building access walkway
		Width	1.50	m						
6.1	**Support**									
	Pad footing foundation (1.5x1.5x0.6m)	Length	1.50	m						Assume pad foundations are sufficient, no allowance for piled foundations
		Width	1.50	m						
		Depth	0.60	m						
		Supply Concrete	1.35	m3	$ 350	/m3	1		$ 473	
		Supply reinforcement	0.27	tonnes	$ 1,300	/tonne	1		$ 351	
		Install reinforcement	0.27	tonnes	$ 800	/tonne	1		$ 216	
		Pump concrete	1.35	m3	$ 450	/m3	1		$ 608	
		Formwork	2.25	m2	$ 200	/m2	1		$ 450	
		Saw Cut 150thk	10.00	m	$ 14	/m	1		$ 140	
		Demo	3.75	m3	$ 50	/m3	1		$ 188	
		Excavation & Disposal	3.75	m3	$ 200	/m3	1		$ 750	
		Backfill	2.40	m3	$ 50	/m3	1		$ 120	
		Labour	16.00	hours	$ 84	/hr	2		$ 2,688	Rate allowance includes for nightworks
		Excavator	8.00	hours	$ 100	/hr	1		$ 800	
		Truck	8.00	hours	$ 100	/hr	3		$ 2,400	
	Column (Assume 2 250x9SHS with EA75x5 Bracing)									
	250x9 SHS	Weight	65.90	kg/m						
		Supply	296.55	kg	$ 8,000	/tonne	2		$ 4,745	
	Bracing - Assume EA75*5 - 5.27kg/m	Length	2.80	m						
		Weight	5.27	kg/m						
		Supply	14.76	kg	$ 8,000	/tonne	4		$ 472	
		Allowance for bolts/connections (5%)						5%	$ 261	
		Labour	5.00	hours	$ 84	/hr	2		$ 840	Rate allowance includes for nightworks
		Franna Crane	5.00	hours	$ 200	/hr	1		$ 1,000	
6.2	**Walkway**									
	Concrete walkway (1.5m x 6m)	Area	9.00	m2						
		Supply concrete	1.80	m3	$ 350	/m3	1		$ 630	Assume 0.2m depth
		Pump concrete	1.80	m3	$ 35	/m3	1		$ 63	
		Finish	9.00	m2	$ 4	/m2	1		$ 36	
		Cure	9.00	m2	$ 4	/m2	1		$ 36	
	Steel deck (Assume 200PFC Beam - 25.4kg/m)	Area	9.00	m2						
		Weight	25.40	kg/m						
		Supply (8PFC to make the deck)	152.40	kg	$ 8,000	/tonne	8		$ 9,754	
		Allowance for bolts/connections (5%)						5%	$ 488	
		Labour	11.00	hours	$ 84	/hr	2		$ 1,848	Rate allowance includes for nightworks
		Franna Crane	8.00	hours	$ 200	/hr	1		$ 1,600	
6.3	**Handrails (stainless steel)**	Supply & install	6.00	m	$ 500	/m	2		$ 6,000	
		Kick rails	6.00	m	$ 200	/m	2		$ 2,400	
		Allowance for seals/fittings	6.00	m	$ 30	/m	1		$ 180	Assume supported by to-be-constructed walkway
										No allowance to demolish/alter existing building for connection to building access walkway
		Labour	8.00	hours	$ 60	hr	2		$ 960	No Allowance for Escalation or GST
										No Allowance for contaminated material
6.4	**Traffic Management**	Pedestrian Traffic Management						15%	$ 5,930	No allowance for reconfiguration of the existing pavements roads drainage or street furniture
										Exposed Steelwork assumed to be painted
	Direct costs total								**$ 46,425**	No allowance for Property Acquisitions
6.5	**Overhead/Margin/Admin**							**35%**	**$ 16,249**	No Allowance for CCTV
6.6	**Project management**							**10%**	**$ 4,642**	No allowance for relocation of services
6.7	**Contingency**							**50%**	**$ 33,658**	No allowance for Lighting (assumed existing street lighting is sufficient)
	Total								**$ 100,974**	**+GST / 6m cantilevered building access walkway (4.5m high, 6m span, 1.5m width)**
									$ 16,829	**per m**

ITEM	DESCRIPTION				RATE	Unit	Qty		AMOUNT	Note
7	**Building Access Walkway (Standard walkway)**									
	Standard building access walkway	Height	4.50	m						
	4.5m high, 3.5m span, 1.5m width	Span	3.50	m						Assume negligible gradient in building access walkway
		Width	1.50	m						
7.1	**Support**									
	Pad footing foundation (1.5x1.5x0.6m)	Length	1.50	m						Assume pad foundations are sufficient, no allowance for piled foundations
		Width	1.50	m						
		Depth	0.60	m						
		Supply Concrete	1.35	m3	$ 350	/m3	1		$ 473	
		Supply reinforcement	0.27	tonnes	$ 1,300	/tonne	1		$ 351	
		Install reinforcement	0.27	tonnes	$ 800	/tonne	1		$ 216	
		Pump concrete	1.35	m3	$ 450	/m3	1		$ 608	
		Formwork	2.25	m2	$ 200	/m2	1		$ 450	
		Saw Cut 150thk	10.00	m	$ 14	/m	1		$ 140	
		Demo	3.75	m3	$ 50	/m3	1		$ 188	
		Excavation & Disposal	3.75	m3	$ 200	/m3	1		$ 750	
		Backfill	2.40	m3	$ 50	/m3	1		$ 120	
		Labour	16.00	hours	$ 84	/hr	2		$ 2,688	Rate allowance includes for nightworks
		Excavator	8.00	hours	$ 100	/hr	1		$ 800	
		Truck	8.00	hours	$ 100	/hr	3		$ 2,400	
	Column (Assume 2 250x9SHS with EA75x5 Bracing)									
	250x9 SHS	Weight	65.90	kg/m						
		Supply	296.55	kg	$ 8,000	/tonne	2		$ 4,745	
	Bracing - Assume EA75*5 - 5.27kg/m	Length	2.80	m						
		Weight	5.27	kg/m						
		Supply	14.76	kg	$ 8,000	/tonne	4		$ 472	
		Allowance for bolts/connections (5%)						5%	$ 261	
		Labour	5.00	hours	$ 84	/hr	2		$ 840	Rate allowance includes for nightworks
		Franna Crane	5.00	hours	$ 200	/hr	1		$ 1,000	
7.2	**Walkway**									
	Concrete walkway (1.5m x 3.5m)	Area	5.25	m2						
		Supply concrete	1.05	m3	$ 350	/m3	1		$ 368	Assume 0.2m depth
		Pump concrete	1.05	m3	$ 35	/m3	1		$ 37	
		Finish	5.25	m2	$ 4	/m2	1		$ 21	
		Cure	5.25	m2	$ 4	/m2	1		$ 21	
	Steel deck (Assume 200PFC Beam - 25.4kg/m)	Area	5.25	m2						
		Weight	25.40	kg/m						
		Supply (8PFC to make the deck)	152.40	kg	$ 8,000	/tonne	8		$ 9,754	
		Allowance for bolts/connections (5%)						5%	$ 488	
		Labour	9.00	hours	$ 84	/hr	2		$ 1,512	Rate allowance includes for nightworks
		Franna Crane	6.00	hours	$ 200	/hr	1		$ 1,200	
7.3	**Handrails (stainless steel)**	Supply & install	3.50	m	$ 500	/m	2		$ 3,500	
		Kick rails	3.50	m	$ 200	/m	2		$ 1,400	
		Allowance for seals/fittings	3.50	m	$ 30	/m	1		$ 105	Assume supported by to-be-constructed walkway
										No allowance to demolish/alter existing building for connection to building access walkway
		Labour	4.00	hours	$ 60	hr	2		$ 480	No Allowance for Escalation or GST
										No Allowance for contaminated material
7.4	**Traffic Management**	Pedestrian Traffic Management						15%	$ 5,236	No allowance for reconfiguration of the existing pavements roads drainage or street furniture
										Exposed Steelwork assumed to be painted
	Direct costs total								**$ 40,621**	No allowance for Property Acquisitions
7.5	**Overhead/Margin/Admin**							**35%**	**$ 14,217**	No Allowance for CCTV
7.6	**Project management**							**10%**	**$ 4,062**	No allowance for relocation of services
7.8	**Contingency**							**50%**	**$ 29,450**	No allowance for Lighting (assumed existing street lighting is sufficient)
	Total								**$ 88,350**	**+GST / 3.5m standard building walkway (4.5m high, 3.5m span, 1.5m width)**
									$ 25,243	**per m** Rate skewed due to short span and high setup costs

ITEM	DESCRIPTION				RATE	Unit	Qty		AMOUNT		Note
8	**Building Access Walkway (Elevated standard walkway - type 5)**										
	Elevated standard building access walkway	Height	8.00	m							
	8m high, 3.5m span, 1.5m width	Span	3.50	m							Assume negligible gradient in building access walkway
		Width	1.50	m							
8.1	**Support**										
	Pad footing foundation (1.75x1.75x0.8m)	Length	1.75	m							Assume pad foundations are sufficient, no allowance for piled foundations
		Width	1.75	m							
		Depth	0.80	m							
		Supply Concrete	2.45	m3	$ 350	/m3	1		$ 858		
		Supply reinforcement	0.49	tonnes	$ 1,300	/tonne	1		$ 637		
		Install reinforcement	0.49	tonnes	$ 800	/tonne	1		$ 392		
		Pump concrete	2.45	m3	$ 450	/m3	1		$ 1,103		
		Formwork	3.06	m2	$ 200	/m2	1		$ 613		
		Saw Cut 150thk	11.00	m	$ 14	/m	1		$ 154		
		Demo	6.05	m3	$ 50	/m3	1		$ 303		
		Excavation & Disposal	6.05	m3	$ 200	/m3	1		$ 1,210		
		Backfill	3.60	m3	$ 50	/m3	1		$ 180		
		Labour	16.00	hours	$ 84	/hr	2		$ 2,688		Rate allowance includes for nightworks
		Excavator	8.00	hours	$ 100	/hr	1		$ 800		
		Truck	8.00	hours	$ 100	/hr	3		$ 2,400		
	Column (Assume 2 250x9SHS with EA75x5 Bracing)										
	250x9 SHS	Weight	65.90	kg/m							
		Supply	527.20	kg	$ 8,000	/tonne	2		$ 8,435		
	Bracing - Assume EA75*5 - 5.27kg/m	Length	2.80	m							
		Weight	5.27	kg/m							
		Supply	14.76	kg	$ 8,000	/tonne	8		$ 944		
		Allowance for bolts/connections (5%)						5%	$ 469		
		Labour	8.00	hours	$ 84	/hr	2		$ 1,344		Rate allowance includes for nightworks
		Franna Crane	8.00	hours	$ 200	/hr	1		$ 1,600		
8.2	**Walkway**										
	Concrete walkway (1.5m x 3.5m)	Area	5.25	m2							
		Supply concrete	1.05	m3	$ 350	/m3	1		$ 368		Assume 0.2m depth
		Pump concrete	1.05	m3	$ 35	/m3	1		$ 37		
		Finish	5.25	m2	$ 4	/m2	1		$ 21		
		Cure	5.25	m2	$ 4	/m2	1		$ 21		
	Steel deck (Assume 200PFC Beam - 25.4kg/m)	Area	5.25	m2							
		Weight	25.40	kg/m							
		Supply (8PFC to make the deck)	152.40	kg	$ 8,000	/tonne	8		$ 9,754		
		Allowance for bolts/connections (5%)						5%	$ 488		
		Labour	12.00	hours	$ 84	/hr	2		$ 2,016		Rate allowance includes for nightworks
		Franna Crane	4.00	hours	$ 200	/hr	1		$ 800		
8.3	**Handrails (stainless steel)**	Supply & install	3.50	m	$ 500	/m	2		$ 3,500		
		Kick rails	3.50	m	$ 200	/m	2		$ 1,400		
		Allowance for seals/fittings	3.50	m	$ 30	/m	1		$ 105		Assume supported by to-be-constructed walkway
											No allowance to demolish/alter existing building for connection to building access walkway
		Labour	4.00	hours	$ 60	hr	2		$ 480		No Allowance for Escalation or GST
											No Allowance for contaminated material
8.4	**Traffic Management**	Pedestrian Traffic Management						15%	$ 6,396		No allowance for reconfiguration of the existing pavements roads drainage or street furniture
											Exposed Steelwork assumed to be painted
	Direct costs total								**$ 49,513**		No allowance for Property Acquisitions
8.5	**Overhead/Margin/Admin**							**35%**	**$ 17,329**		No Allowance for CCTV
8.6	**Project management**							**10%**	**$ 4,951**		No allowance for relocation of services
8.7	**Contingency**							**50%**	**$ 35,897**		No allowance for Lighting (assumed existing street lighting is sufficient)
	Total								**$ 107,690**	**+GST**	**/ 3.5m elevated standard building walkway (8m high, 3.5m span, 1.5m width)**
									$ 30,769	**per m**	Rate skewed due to high walkway elevation (based off walkway typology 5)

APPENDIX E – MULTI-CRITERIA ANALYSIS

DRAFT

Multi-criteria Analysis

ALTERNATIVES	CRITERIA (scores range between zero and 5)					
	A. Effectiveness in Reducing Risk to Life	B. Difficulty of Implementation	C. Residual Risks after Mitigation Measures are Implemented	D. Impacts on Urban Landscape	E. Cost of implementation	F. Load on emergency services
1. Vehicular Evacuation Overall Score: 11	Score = 0	Score = 1	Score = 0	Score = 5	Score = 5	Score = 1
2. Shelter In Place Overall Score: 22 (best score)	Score = 4	Score = 4	Score = 2	Score = 5	Score = 5	Score = 2
3. HHL PMF Overall Score:16	Score = 5	Score = 1	Score = 5	Score = 1	Score = 1	Score = 4
4. HHL 20 year ARI + SIP Overall Score: 18	Score = 4	Score = 3	Score = 3	Score = 2	Score = 3	Score = 3
5. HHL 100 year ARI + SIP Overall Score: 16	Score = 4	Score = 2	Score = 4	Score = 2	Score = 2	Score = 3

Notes

Alternative 1 – Vehicular Evacuation

1A: Under the assumptions of the NSW SES Timeline Evacuation Model, vehicular evacuation cannot be completed before evacuation routes are cut by floodwaters. This poses a very high risk to life.

1B: Implementation would be possible, but very difficult. Drivers in different precincts would need to know where to evacuate. Regional flooding would cut most of the main roads out of Parramatta CBD. Cars evacuating to Great Western Highway would most likely cue back to the CBD preventing more cars to leave their building. Background traffic would need to be managed in day scenarios, particularly in a PM peak scenario (residents returning to the CBD).

1C. This strategy would not reduce risk to life because evacuation cannot be completed before the arrival of floodwaters. In fact, this strategy may even increase risk to life because evacuees would experience inundation while they are blocked in their cars.

1D. There would be no alteration of the urban landscape

1E. There would be no significant implementation costs involved

1F. Emergency Managers would need to deal with the very high residual risks. This would require a complex warning communication strategy to ensure evacuees would know where to drive to, managing evacuating and background traffic, and most importantly rescuing a large number of people from their cars.

Alternative 2 – Shelter In Place up to the PMF

2A. In most instances, people would be able to take shelter in a refuge above the PMF within their own building. People in the public domain as well as people in buildings unsuitable to be used as shelters would need to have access to neighbouring buildings with a refuge above the PMF level.

2B. Ad-hoc communication strategy and risk awareness activities may be required to ensure that evacuees know what to do. A focus should be put on reducing the risk of people leaving the refuge before the emergency has passed.

2C. If risks of SIP are addressed as recommended in Molino Stewart (2016) and in this report, residual risk would be moderate.

2D. There would be no alteration of the urban landscape

2E. There would be no significant implementation costs involved

2F. Emergency responders may need to intervene in case the mitigation measures in place to address SIP risks fail.

Alternative 3: HHL up to the PMF

3A. Each building would have direct access to a flood free area up to the PMF. Risk to life would be minimum.

3B. It is expected that the construction of such a large system of elevated walkways would be very difficult to achieve. Some of the main challenges include the compatibility with existing and future development, maintenance, informal use of the structure causing safety issues and acceptance of the general public

3C. The main risk would be in case occupants of one-storey buildings refuse to evacuate on the elevated walkways.

3D. The impacts on urban landscape would be extremely high. These would include visual impact (particularly on heritage sites), overshadowing, loss of urban trees, inefficient use of land, limited accessibility to the CBD.

3E. Costs would be extremely high (estimated total construction cost of $ 324 Million. Note that this does not include maintenance costs)

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3F. With such a system in place, virtually no dwellings would be isolated by floodwaters in any event up to the PMF. This would greatly simplify the role of emergency responders.

Alternatives 4 (and 5): HHL up to the 20 (100) year ARI and SIP in greater events

4(5)A. Risk to life would be significantly reduced

4(5)B. It is expected that the construction of such a large system of elevated walkways would be very difficult to achieve. Some of the main challenges include the compatibility with existing and future development, maintenance, informal use of the structure causing safety issues and acceptance of the general public.

4(5)C. Residual risk would be similar to the SIP only alternative, but SIP would only be required in large flood events

4(5)D. The impacts on urban landscape would be very high. These would include visual impact (particularly on heritage sites), overshadowing, loss of urban trees, inefficient use of land, limited accessibility to the CBD. Because of the smaller size of the elevated walkways network, impacts would be smaller than in Alternative 3 (HHL up to the PMF). Because the 100 year ARI event would require a network of elevated walkways only slightly larger than the 20 year ARI event, impacts would be similar.

4(5)E. The estimated total construction cost would be $ 94.5 Million (20 year ARI) and of $ 111 Million (100 year ARI). Note that this does not include maintenance costs)

4(5)F. Isolation would be avoided up to the 20 (100) year ARI event, so it is expected that the burden on emergency responders would be lower than in a SIP only scenario (Alternative 3)

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Horizontal Evacuation Pilot Study

Parramatta CBD

SJB Architects

Project
Horizontal Evacuation Pilot Study

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Prepared by: AG, FL, JH, JL
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Introduction

- Parramatta is Sydney's second CBD and is expected to grow significantly in the coming years.
- Parramatta CBD lies within the Parramatta River floodplain, and is subject to flash flooding that can potentially have less than 1 hour warning to evacuate.
- NSW SES has developed a classification of communities to determing priority areas for evacuation, including:
  - **Low flood island (high risk)**
  - **High flood island**
- Safest option for emergency situation was determined to be **Shelter in Place** (not evacuate).
- Saftey concerns for occupants sheltering in some buildings due to:
  - **injury;**
  - **fire;**
  - **duration of flood event; and**
  - **occupants entering hazardous floodwaters.**
- Risk to buildings and occupants is lowered by through connecting buildings via passageways **elevated above the PMF.**
- SJB to investigate potential issues with three methods of connecting passageways above the PMF.

Emergency response

01. Shelter in Place

Occupants are encouraged to stay within the building for as long as possible, unless there is a hazard present such as a fire, or if an occupant requires medical assistance.

02. Evacuate to Adjacent Building to Shelter in Place

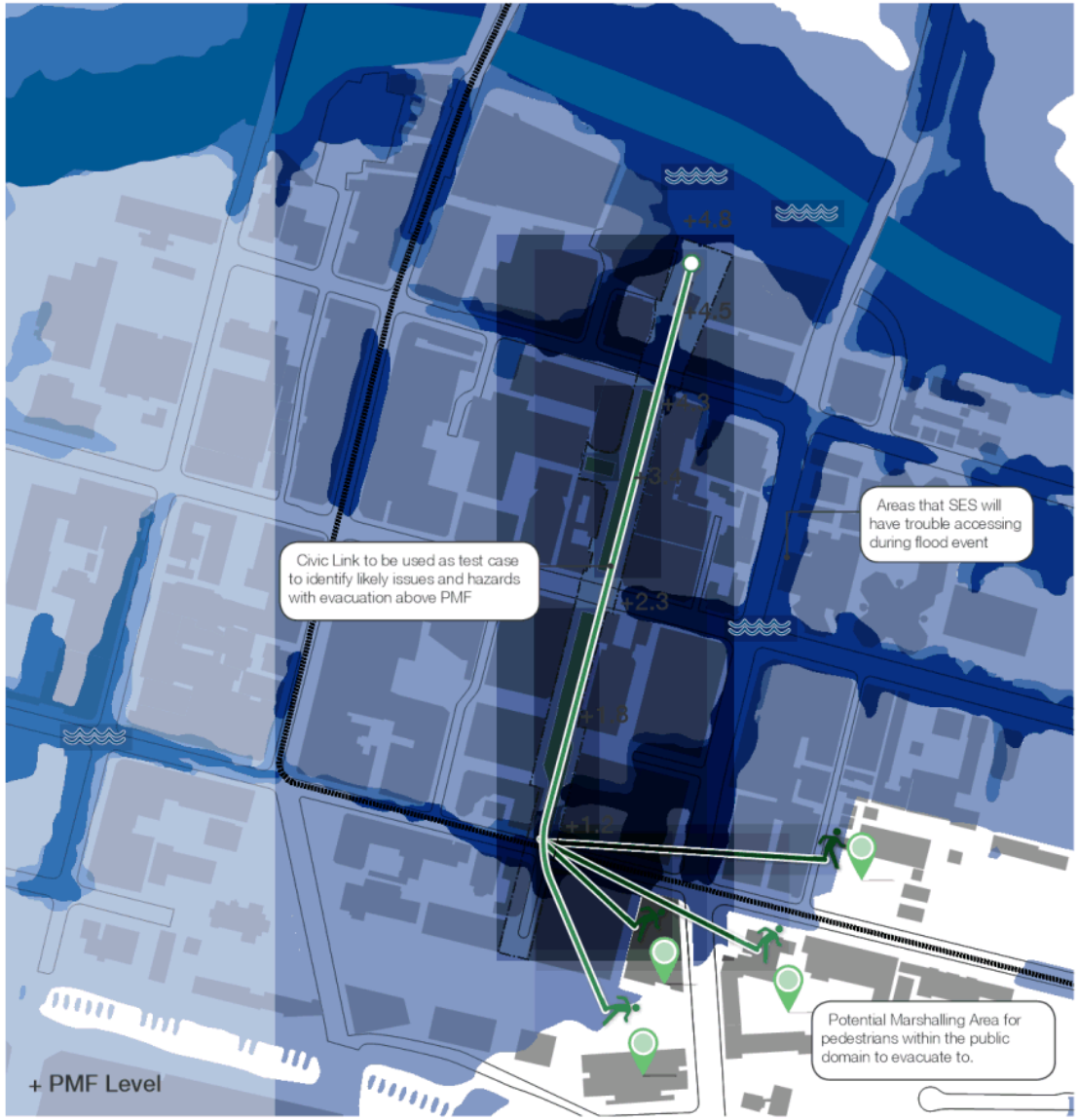
Occupants are encouraged to evacuate to the nearest adjacent building that provides a safe space to Shelter in Place.

03. Evacuate to Marshalling area

If all adjacent buildings are considered unsafe to Shelter in Place, only then are occupants encouraged to evacuate via the proposed method to a public marshalling area that is located above the PMF.

The Situation

- CoP has identified a rough outline of marshalling areas and evacuation routes for a flood event, however this is largely for **pedestrians within the public domain**.
- Ideally occupants already within buildings will **shelter in place** within the building for the duration of the flood event, which is likely to be a **matter of hours**.
- Using the Civic Link project to test the issues associated with evacuation above the PMF, this report identifies potential issues, conflicts, and saftey concerns with three methods of evacuation:
  - **Above Awning**
  - **Above Podium**
  - **Indoors**
- The areas identified as dark blue are the 1 in 100 year flood levels, and are considered **inaccessesible by SES during a flood event.**
- The area shown in light blue indicates the PMF which varies throughout the CBD as being below and above the height of an awning.



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Baseline Review

The *Best Practice Urban Design in Flood Prone Areas Urban Design Strategy Report* was prepared by Architectus for Parramatta City Council and completed in December 2016.

The report considers the particular opportunities and challenges for Parramatta, as a flood prone area that is currently undergoing intensive urban development.

These concerns have generally been addressed according to the particular characteristics of key areas of interest within the Parramatta region. These are identified as the Parramatta CBD, River Foreshore and Clay Cliff Creek, Urban Renewal Areas - Rosehill and Camellia, North Parramatta and Granville.

A series of integrated built form and public domain design strategies have been developed to address the particular flood conditions, in alignment with the requirements of the NSW State Government Flood Prone Land Policy and other relevant legislation, policy and guidelines.

The study addresses the specific issues identified for Parramatta within the following categories:

- Activation
- Density
- Awareness
- High hydraulic hazard
- Car parking

The report recommends an integrated approach to managing Parramatta's urban form and public realm that responds to these five categories, while still ensuring an attractive and accessible urban environment.

Final design recommendations for best practice approaches are supported by relevant case studies and design testing, in addition to consideration of policy context and site conditions.

The following pages provide a summary of key aspects of the report (text extracted from the body of the report).

Objectives

The following objectives are outlines in the introduction section of the report:

- To create active and vibrant streets and public spaces within flood prone areas of Parramatta.
- To minimise flood damage and risks, to increase resilience and to ensure safety within both the public domain and adjacent building spaces.
- To identify lessons learned, their relevance to Parramatta and implication for the existing NSW policy context.
- To address a range of flood conditions and scales relevant to Parramatta from the scale of the city to the riverfront to buildings and their public domain interface.
- To test case study findings against sample building designs (ground level and basement) to demonstrate compliance with standards, building systems design requirements, viability and good urban design outcomes.
- To complement the CBD Planning Framework flood study work being undertaken by Council.
- To provide recommendations for policy that could inform an alternative approach to current practice in NSW and that can be reviewed by Office of Environment and Heritage (OEH) and the State Emergency Services (SES).
- To use diagrams, precedents and technical references to clearly explain analysis and recommendations.

Considerations for Flood Management Design

The Human Scale:

A series of height thresholds are proposed to define urban design solutions that vary according to flooding impact, in relation to the human scale. These heights are defined as:
- Seating Height - 450mm and under
- Railing Height - 900mm and under
- Eye Level - 1500mm and under
- Ceiling Height - 1500mm and above

Built Form:

Four main aspects of the management of flood risk in development have been identified as causes of undesirable built form outcomes:

1. **Minimum floor level requirements and the Flood Planning Level (FPL)**
By constructing minimum floor levels to the current FPL there is often significant grade changes between ground floors and adjacent street levels requiring careful design to ensure activation and aesthetics.

2. **Basement entry level requirements**
The current basement entry minimum level requirement for FPL cannot feasibly be achieved in developments where the FPL is up to 3 metres higher than adjacent street levels.

3. **Flood emergency response requirements**
The rapid rate of rise for Parramatta River and its tributaries limits the feasibility of flood emergency response provisions for developments, in particular evacuation.

4. **Maintaining flood conveyance and storage**
One currently adopted approach to maintaining flood conveyance through sites is to utilise screened undercroft areas below ground floors. This presents difficulties for the streetscape and building design.

Assessment Criteria

An assessment criteria has been established to measure the effectiveness of proposed design strategies and solutions from both an urban design and flood risk management perspective. This criteria is categorised as the following:

Urban Design Criteria:

- Context
- Activation
- Connectivity
- Aesthetics

Flood Management, Feasibility and Risk Criteria Flood Management:

- Flood Risk to Life and Evacuation
- Feasibility

Flood Context - Parramatta

An investigation of the existing flood conditions for Parramatta has been included in the preliminary stages of the report. The flood characteristics particular to the Parramatta region are described on page 12:

'The spectrum of flooding in Parramatta ranges from shallow, fast moving water occurring as a result of frequently occurring heavy storms through to large, slow subsiding inundations of depths over 3m that occur much more rarely. Flood events affect streets, shops, homes, offices and public space; each has its own specific design requirements and patterns of use.'

The constraints for flood emergency reponse as a result of these conditions are elaborated on further in Section 3.0 'Flood Context' (p.21):

'...Parramatta River and its tributaries is classed as a flash flooding environment as the time to flooding is less than 6 hours, at some locations on tributaries this can reduce to less than 30 minutes. This means that flood emergency response is difficult for the area as there will be very limited time available for emergency services such as the SES to evacuate occupants of the floodplain in the event of flooding.'

The specific flood characteristics for the Parramatta CBD area are identified as the following (p. 21):

- A number of Parramatta River foreshore sites are affected by 100yr ARI high hazard from river flooding.
- Other parts of the CBD are affected in the 100yr ARI by low hazard overland flow flooding which mostly align with the road reserve.
- The majority of the CBD is affected by high hazard flooding (up to 4 metres depth, assumed low velocities) from Parramatta River in the PMF event.
- There is significant overland flow and consequent flooding across much of the CBD reaching higher levels than river flooding.

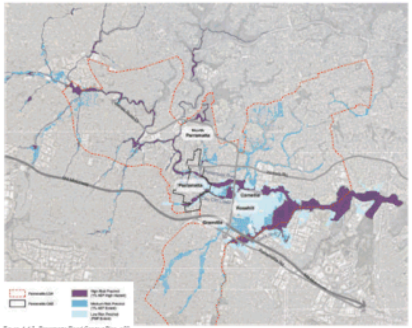


Figure 1.1.2 Parramatta Flood Context Plan, p21

Note: Parramatta LGA boundary is prior to amalgamation on 12 May 2016

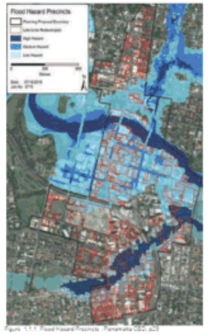


Figure 1.1.1 Flood Hazard Precincts - Parramatta CBD, p23

Flood Response - Case Studies

A series of case studies are presented in the Architectus report to investigate potential design approaches and solutions for the flood prone area of Parramatta. The overarching strategy and key design elements are identified for each case study through an analysis of local and international examples of where it has been implemented.

The following case study categories are included in the report:

1. **Placing over the water**
Involves the integration of elevated built form elements with the urban environment.

2. **Impermanence, Movement and Managed Inundation**
Involves the use of public domain elements that can be easily transported or safely submerged during a flood event.

3. **Temporary Resistance**
Involves the temporary activation of barriers and built form elements during a flood event.

4. **Integrated Resistance**
Provides permanent flood protection and resilience through the use of flood-resistant built form elements, construction materials and design approaches.

5. **Step within the Site**
Addresses the management of level changes within a building and across the site.

6. **Step within Streets**
Addresses strategies for the design and retrofitting of the streetscape to manage floodwaters.

Design Testing

A series of design testing options were developed to provide alternative built form solutions that address the specific flood conditions and urban environments within the Parramatta Context. This included the testing of design strategies for residential, retail and commercial built form typologies as well as elements within the public realm.

The design testing was informed by the case study research and guided by the following key principles:

1. **Human Scale Steps**
Aims to minimise the height transition from the public domain to the ground floor of a building. This includes the testing of tiered building setbacks, inclusion of human scaled design elements and defining of a desirable maximum height change within a step.

2. **Active Spaces - Not Just Transition**
Focuses on the activation of transitional spaces through good design integration and connectivity. This includes the integration of amenity within a transition zone, definition of the optimal width that permits an active transition space and the use of upper level promenades to connect buildings.

3. **A Two Tier City**
Addresses approaches to design for creating safe refuge facilities in the event of the PMF worst case scenario. This involves the provision of active, connected spaces at ground and first floor level.

Figure 1.1.3 Diagrams Illustrating Design Guiding Principles, p10

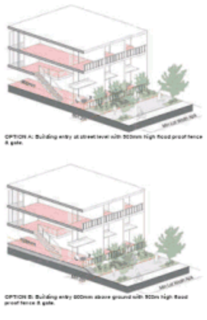


Figure 1.1.4 Residential Built Form Testing, p12

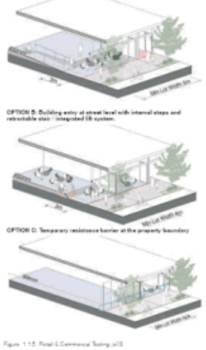


Figure 1.1.5 Retail & Commercial Testing, p13

Recommendations - Parramatta CBD

The following design recommendations are provided for the Parramatta CBD precinct, in line with the three Design Guiding Principles:

- Step within the Site and connected promenades that allow pedestrian circulation during flood events. Supporting the installation of new and retrofitted green roofs should be considered.
- Streets and adjacent parklets could be upgraded to include new WSUD plantings at footpaths and medians.
- More extensive on-street contouring and conversion of parking spaces to landscaped pedestrian zones should be considered where appropriate.
- Implementation of new bicycle path infrastructure should consider additional accommodation of flood water channeling.
- In areas of fine grain retail such as Church Street, utilise temporary resistance strategies to retain the integration between shop fronts, the footpath and outdoor dining areas.
- Managed inundation for a portion of the tenancy adjacent the footpath could also be consider to reduce the impact of steps and ramps on the public domain and building frontage.

Recommendations - Overall

The Best Practice Study provides a set of recommendations that are informed by flood management and response policy, context analysis, case study research and design testing undertaken within the report.

These recommendations are presented under the following categories:

1. **Design Approach:**

Specific design objectives and principles are provided to address the different characteristics and requirements of the following elements within the urban fabric:
- Interconnected Public Realm
- Precincts and Renewal Areas
- Infill Sites
- Building Typologies (Commercial CBD; Mixed Use; Fine Grain Retail; Adaptive Re-use; Residential Apartments)
- The Details (Emergency Egress; Basement Design; Vehicle Entries and Pedestrian Access; Building Services; High Hydraulic Hazard; Flood Conveyancing; Stairs, Walkways and Ramps; Walls and Materials).

2. **Guiding Principles**

Recommendations that enable the optimum implementation of the three guiding principles (See 'Design Testing') have been derived from the testing of design options.

3. **Site Planning and Design Process**

A series of steps are outlined to be undertaken as part of the planning and design process for future development of flood affected sites.

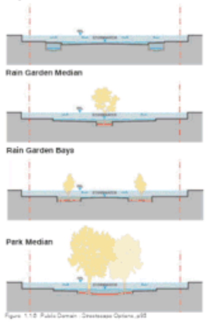


Figure 1.1.6 Public Domain - Streetscape Options, p93

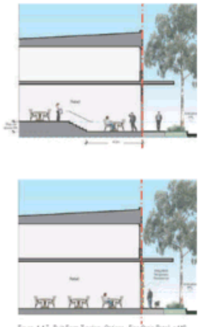


Figure 1.1.7 Built Form Typology Options - Fine Grain Retail, p110

Approach methodolody

01 Urban Conditions - Challenges and Opportunites

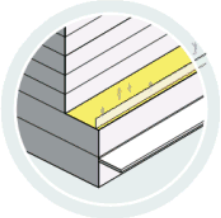
Can be achieved

Difficult to achieve - requires further consultation

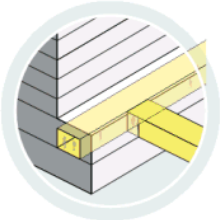
Cannot be achieved

02 Strategies

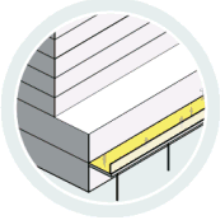
Above Podium



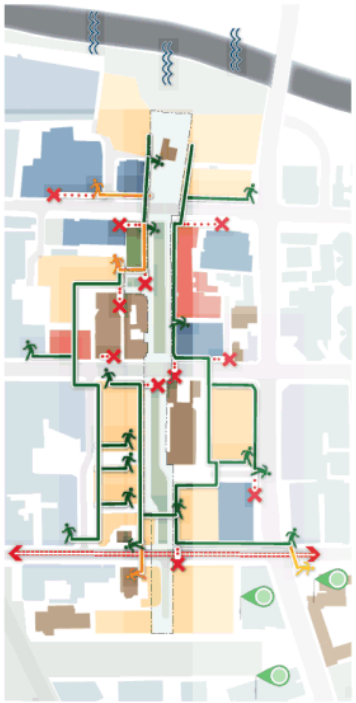
Indoors



Above Awning



03 Testing on Civic Link



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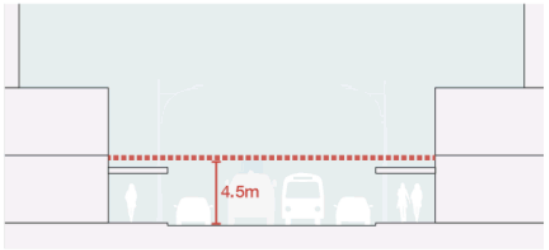
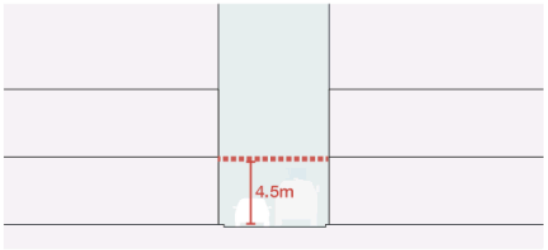
Evacuation Strategies

Urban Conditions



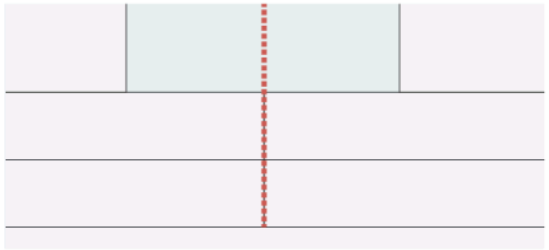
Over the Road

- Maintaining clearance height for service vehicles
- Spans of walkways will be longer and will need structural support within the public domain
- BCA/AS compliance issues
- Feasibility and cost issues



Over Lane

- Spans of walkways will be shorter and may not require structure within the public domain
- Maintaining clearance height for service vehicles
- BCA/AS compliance issues
- Feasibility and cost issues

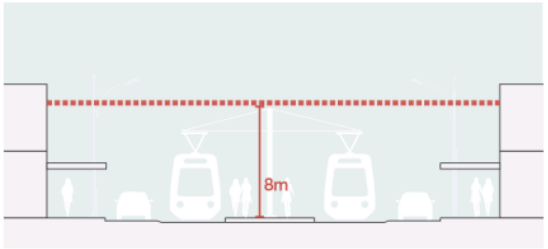


Over Boundary

- Dependant on adjacent buildings have podiums and internal floor levels at similar heights
- BCA/AS compliance issues
- Feasibility and cost issues

Over Public Space

- Visual structure in the space would detract from amenity and character of the public space
- Overhead structure may impede on solar access for open space.
- Requires clearance height for emergency and services vehicles.
- Structure to achieve span of walkways



Over Parramatta Light Rail

- 8m clearance height for light rail vehicles and infrastructure.
- Safety issues regarding interference with power lines and infrastructure.
- Spans of walkways

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Evacuation Strategies

Building Conditions

New Building - New Building

- Access paths can be integrated in new building design
- Opportunity to create continuous street wall heights

New Building - 'Unlikely to Change'

- Spans of walkways will be shorter and may not require structure within the public domain
- Maintaining clearance height for service vehicles
- BCA/AS compliance issues
- Feasibility and cost issues

'Unlikely to Change' - 'Unlikely to Change'

- Dependant on adjacent buildings have podiums and internal floor levels at similar heights
- BCA/AS compliance issues
- Feasibility and cost issues

Heritage - New Building

- Misaligned street walls
- Compromised character of heritage building
- Integration of walkways into heritage fabric and structure
- Structural integrity
- Will be cheaper and easier to retrofit over the top of buildings (for all of Top of Podium)

Heritage - 'Unlikely to Change'

- Misaligned street walls
- Compromised character of heritage building
- Integration of walkways into heritage fabric and structure
- Structural integrity
- Will be cheaper and easier to retrofit over the top of buildings (for all of Top of Podium)

Heritage - Heritage

- Misaligned street walls
- Compromised character of heritage building
- Integration of walkways into heritage fabric and structure
- Structural integrity
- Will be cheaper and easier to retrofit over the top of buildings (for all of Top of Podium)

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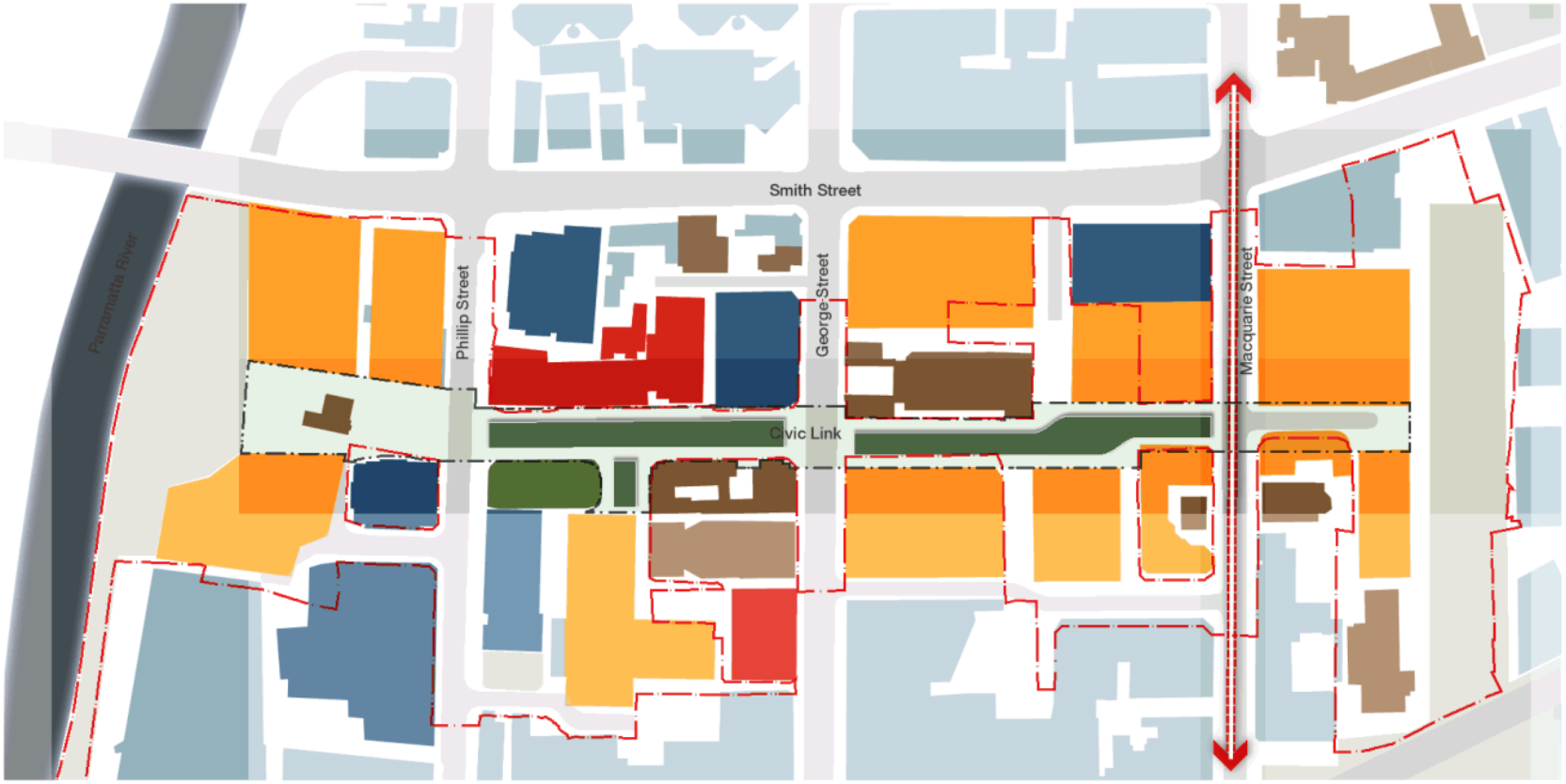
The Civic Link

Building Conditions

Heritage Item
Unlikely to Change
Under Consideration for Redevelopment
High Likelihood of Change



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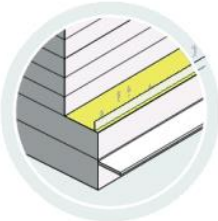
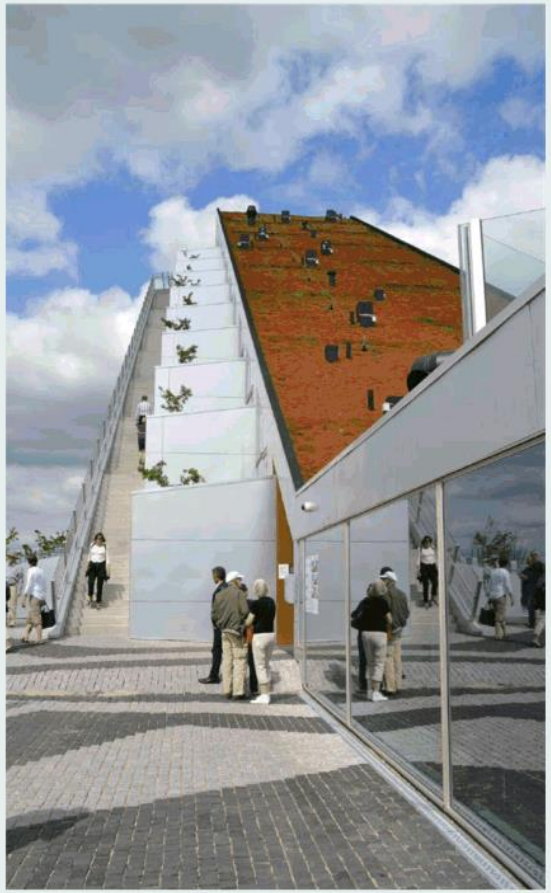
Top of Podium

Evacuation Strategy

Top of Podium



This evacuation method utilises setbacks above the street wall, roofs of existing small scale buildings, and podiums of new larger developments as an evacuation route to safety.
This strategy assumes that most of these spaces are typically not occupied for everyday uses, and can be made to allow for evacuation to other rooftops.
Proposed solutions as a part of this strategy are intended for the purposes of a flood event only and would not provide access at other times.



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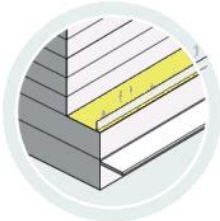
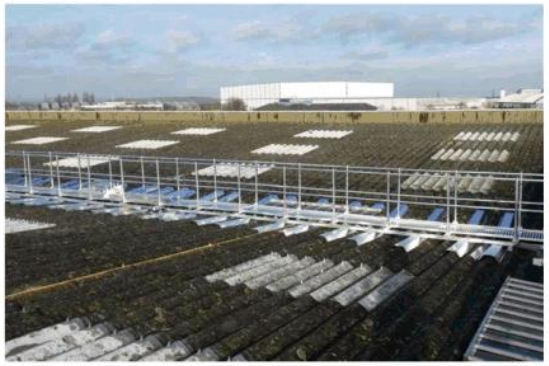
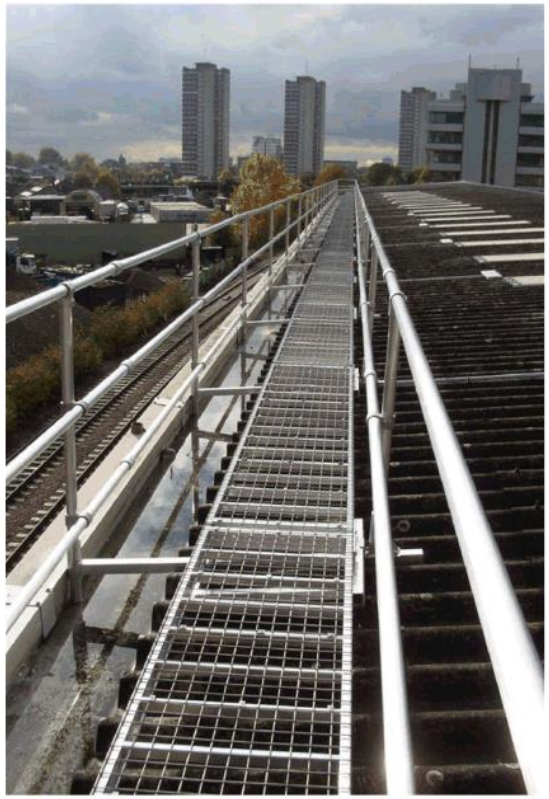
Case Study

Top of Podium



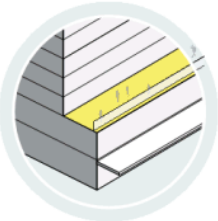




Strategy Evaluation

Top of Podium

✓ Can be achieved — Difficult to achieve - requires further consultation ✗ Cannot be achieved



Conditions / Interface	1. New Building - New Building	2. New Building - Existing Building 'Unlikely to Change'	3. Existing Building - Existing Building	4. Heritage - New Building	5. Heritage - Existing Building 'Unlikely to Change'	6. Heritage - Heritage
A. Over Road	✓ · New sky bridge/ temporary structure can be integrated as part of design	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.	✗ · Bridges and walkways over the road will may impact the integrity of the heritage item
B. Over Lane	✓ · New sky bridge / temporary structure can be integrated as part of design	✓ · may require retrofitting of existing structure but narrow width of lane can help conceal built external walkways	✓ · may require retrofitting of existing structure but narrow width of lane can help conceal built external walkways	✓ · may require retrofitting of existing structure but narrow width of lane can help conceal built external walkways	✓ · may require retrofitting of existing structure but narrow width of lane can help conceal built external walkways	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.
C. Over Boundary	✓ · New sky bridge/ temporary structure can be integrated as part of design	✓ · may require retrofitting of existing structure but can be concealed within the building fabric	✓ · may require retrofitting of existing structure but can be concealed within the building fabric	✓ · may require retrofitting of existing structure but can be concealed within the building fabric	✓ · may require retrofitting of existing structure but can be concealed within the building fabric	✓ · may require retrofitting of existing structure but adjaceny of buildings can help conceal built external walkways
D. Over Public Space	✓ · New sky bridge/ temporary structure can be integrated as part of design	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.	✗ · Bridges and walkways over the road may impact the integrity of the heritage item	✗ · Bridges and walkways over the road may impact the integrity of the heritage item	✗ · Bridges and walkways over the road may impact the integrity of the heritage item
E. Over Light Rail LIne	✓ · New sky bridge/ temporary structure can be integrated as part of design	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.	✗ · Required clearances for bridges and walkways over the PLR may impact the integrity of the heritage item	✗ · Bridges and walkways over the road may impact the integrity of the heritage item	✗ · Bridges and walkways over the road may impact the integrity of the heritage item

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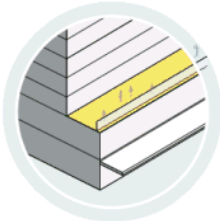
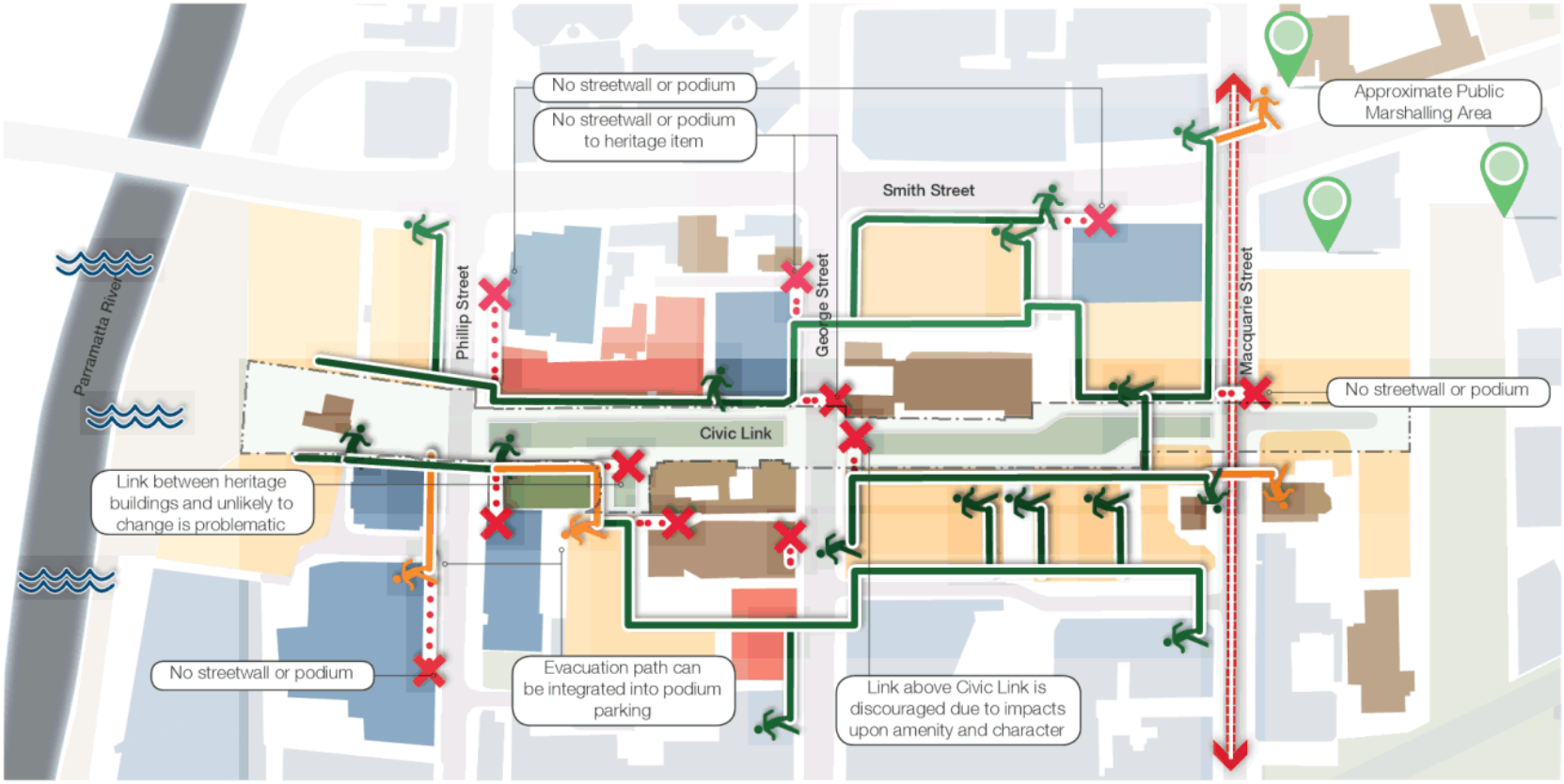
Civic Link Testing

Top of Podium



Heritage Item
Unlikely to Change
Under Consideration for Redevelopment
High Likelihood of Change



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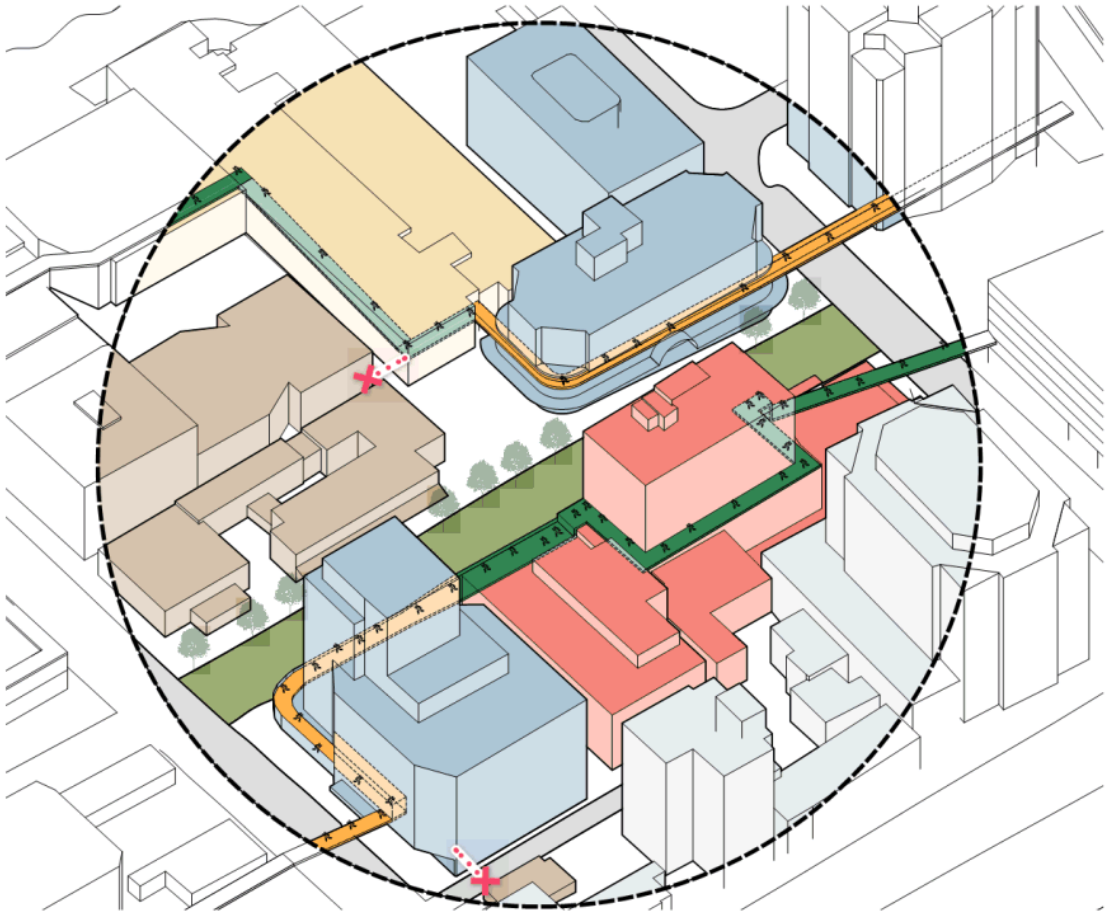
Discussion

Top of Podium

- Possible to create a route well above the PMF.
- Most adjacent buildings can be connected either via the podium or podium to a rooftop via a staircase.
- Will require coordination between city blocks as to crossing point over a road or lane, should that be required.
- Lifting the path of travel will remove a number of hazards including floating or submerged and moving objects crashing into awnings.
- Hazards may include slips and falls as well as security of buildings.
- Hazard during a thunderstorm with lightning.



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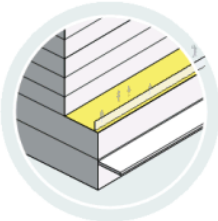
Evacuation Strategies

Top of Podium



Challenges

Feasibility

The cost of retrofitting walkways between the tops of podiums or buildings is relatively minor, and could be required as standard for all new buildings.

Heritage value

Due to the height of existing heritage items, this solution may require a walkway that sits above the roof of the building, which would dramatically impact the heritage item. Due to the difficulties involved with evacuating occupants to the rooftop of a heritage item such as new access ways, increased structure required and likely pitched rooves, it is unlikely that this option would an appropriate solution for heritage items, and thus the heritage items would remain a "low flood island" risk.

Visual impact

When retrofitting an existing building, lightweight materials such as aluminium and expanded steel may be utilised to connect to other buildings, or to provide one safe path of access across a rooftop or podium that may otherwise be inaccessible.

Adjacent levels

The various developments occurring around the CBD will provide a range of challenges when connecting between them. Connecting over the top of buildings that vary in height should be able to me managed as lightweight stairs are able to be provided and retrofitted into the system.

Safety

Appropriate safety measures should be able to be employed via handrails and signage. This solution will provide numerous situations for hazards including:

- slipping and falling from walkway
- moving off walkway and onto areas of buildings that are not usually accessible to the public
- hazard of being exposed to downpours of rain.

Additional safety measures to ensure that an evacuation route does not enable people to break into, or inappropriately access, areas of a building that are privately owned.

Wayfinding

Appropriate signage within the building is to be provided to inform occupants that the most appropriate strategy is to Shelter in Place, however if this is no longer safe, to evacuate to the podium or rooftop. Clear descriptions and wayfinding would need to be provided to ensure that evacuees are travelling towards a marshalling area or collection point, or more appropriately into the adjacent building to Shelter in Place. If evacuees are simply moving to an adjacent building, a plan for alerting SES as to the whereabouts of these occupants is crucial.

Structural integrity

Adequate structure will need to be provided if retrofitting existing buildings, and to ensure that these areas are trafficable and safe.

Continuous Path of Travel

This strategy is likely to be able to create a continuous path, however not one that is level. The continuous path will be formed of stairs, ramps and walkways, and can easily connect over the top of roads and public spaces if needed.

If the mechanisms are not permanently set up on the buildings, the way in which these are set up in an emergency event will need to be coordinated by both the CoP and building occupants.

However if evacuees are simply moving from one building to an adjacent building bridges to connect across roads and public spaces will not be required in most cases.

Opportunities

Feasibility

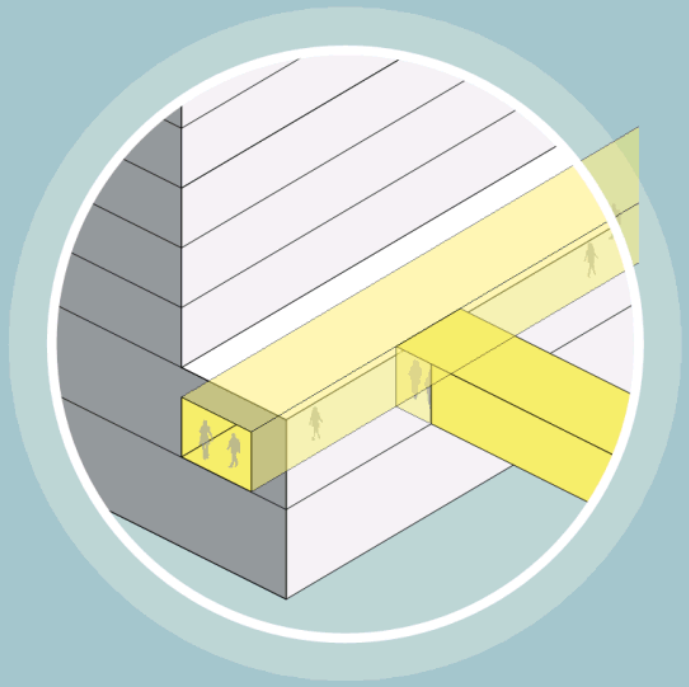
The cost of providing expanded metal walkways to existing buildings is minor, and can be incorporated throughout the city in a reasonably short period of time.

Implementation

If providing lightweight walkways to the buildings around the city, this could be funded by Council and other public sources, and implemented in a reasonable short period of time.

Design

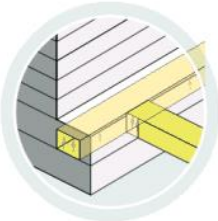
New buildings would be able to incorporate a more permanent option within their design, as well as being better able to nagivate security concerns from the design phase.



Indoor Strategies

Evacuation Strategy

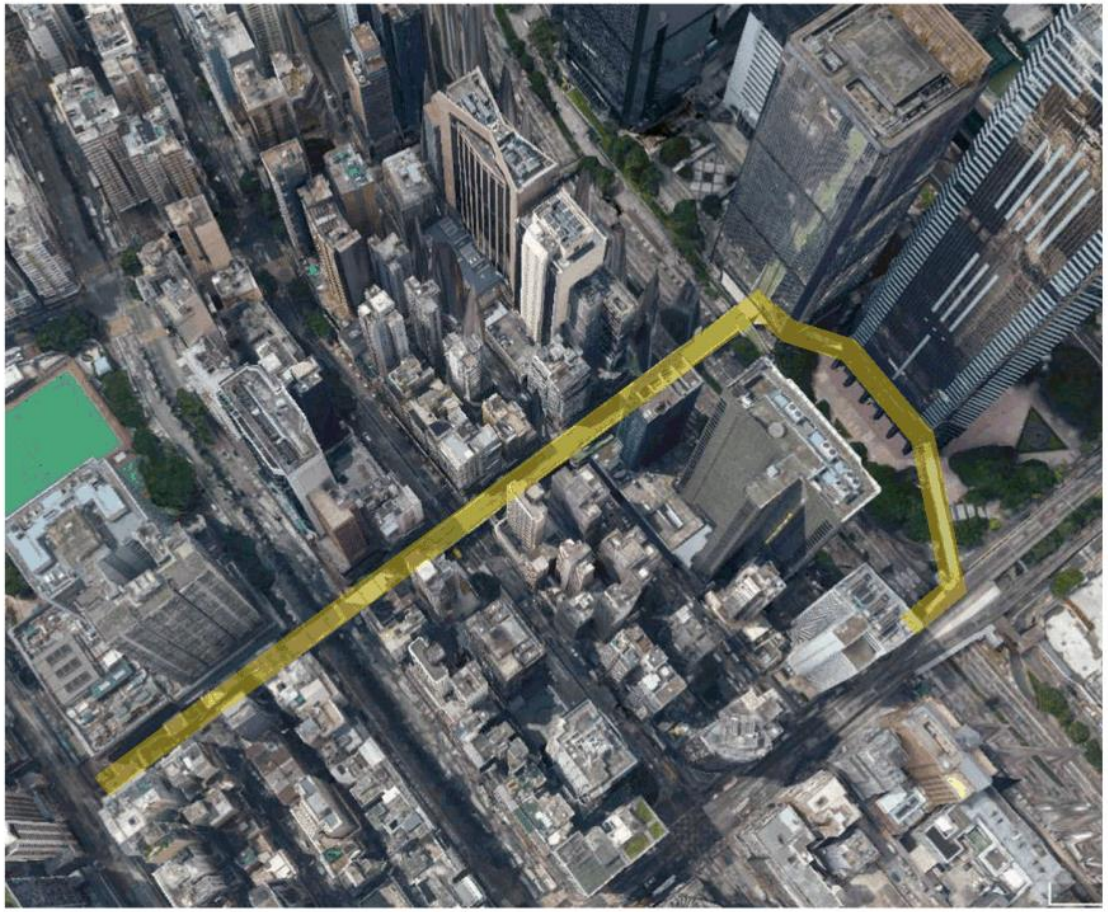
Indoor Evacuation



Indoor evacuation relies on the creation of a two tier city, connecting the upper levels of the city with public walkways providing a secondary address to buildings. This strategy assumes that the proposed connection will be internal publicly accessable privately owned space that is accessible 24hours a day. These spaces can be both passive and active, fronted by levels of double height retail spaces, commercial offices suites or planting.

Case Study

Indoor Evacuation



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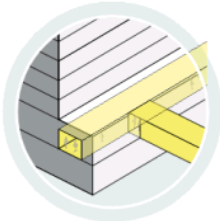
Strategy Evaluation

Indoor Evacuation

✓ Can be achieved — Difficult to achieve - requires further consultation ✗ Cannot be achieved



Conditions / Interface	1. New Building - New Building	2. New Building - Existing Building 'Unlikely to Change'	3. Existing Building - Existing Building	4. Heritage - New Building	5. Heritage - Existing Building 'Unlikely to Change'	6. Heritage - Heritage
A. Over Road	✓ · New sky bridge/ internal walkways can be integrated as part of design	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items
B. Over Lane	✓ · New sky bridge/ internal walkways can be integrated as part of design	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items
C. Over Boundary	✓ · New sky bridge/ internal walkways can be integrated as part of design	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items
D. Over Public Space	✓ · New sky bridge/ internal walkways can be integrated as part of design	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items
E. Over Light Rail LIne	— · New sky bridge/ internal walkways can be integrated as part of design. Height clearance	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	— · may require retrofitted structure on existing building may be visible/ unsightly in the public domain.	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items	✗ · May have significant impact the structural of heritage items

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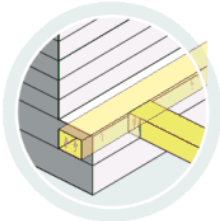
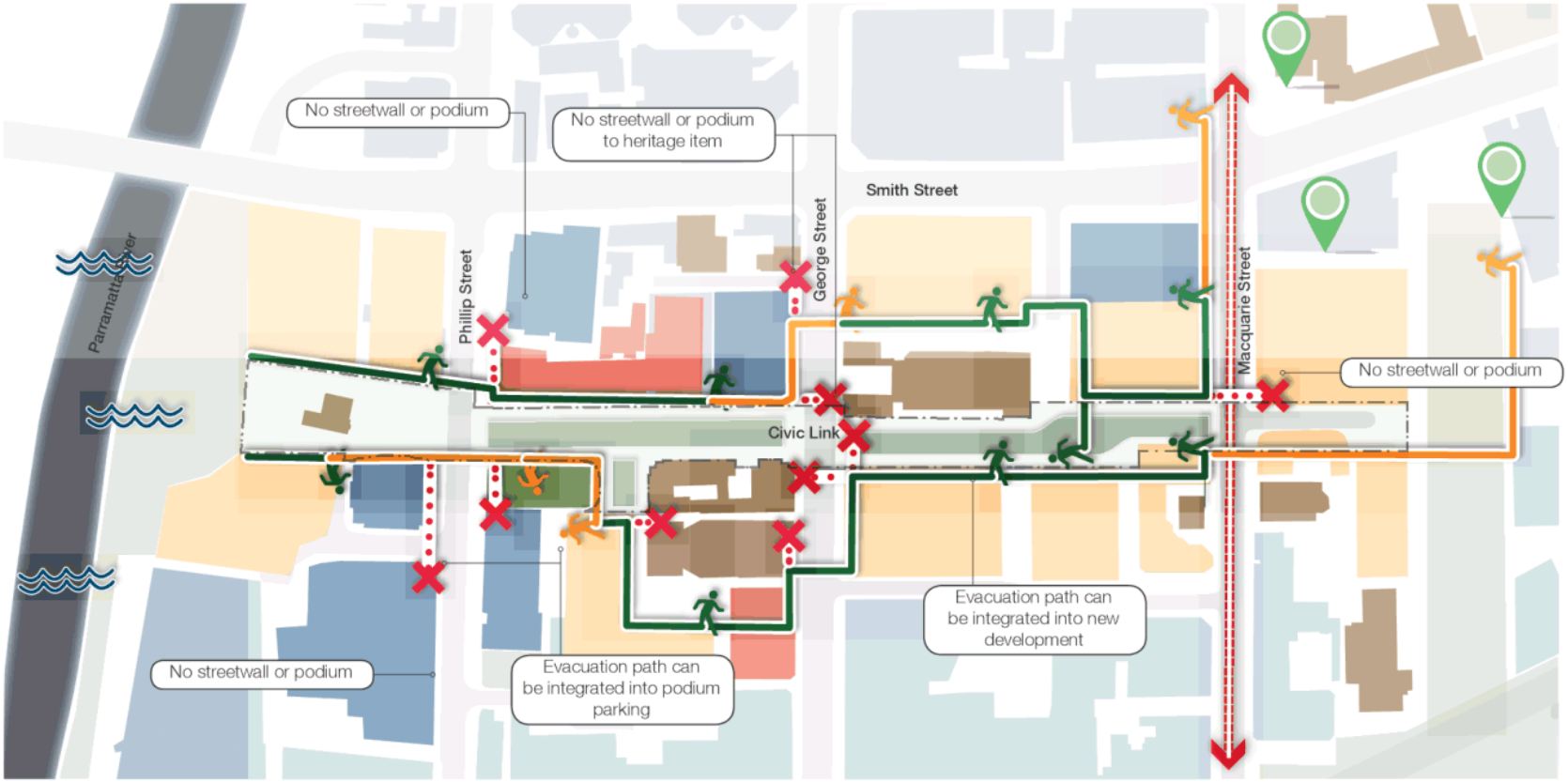
Civic Link Testing

Indoor Evacuation



Heritage Item
Unlikely to Change
Under Consideration for Redevelopment
High Likelihood of Change



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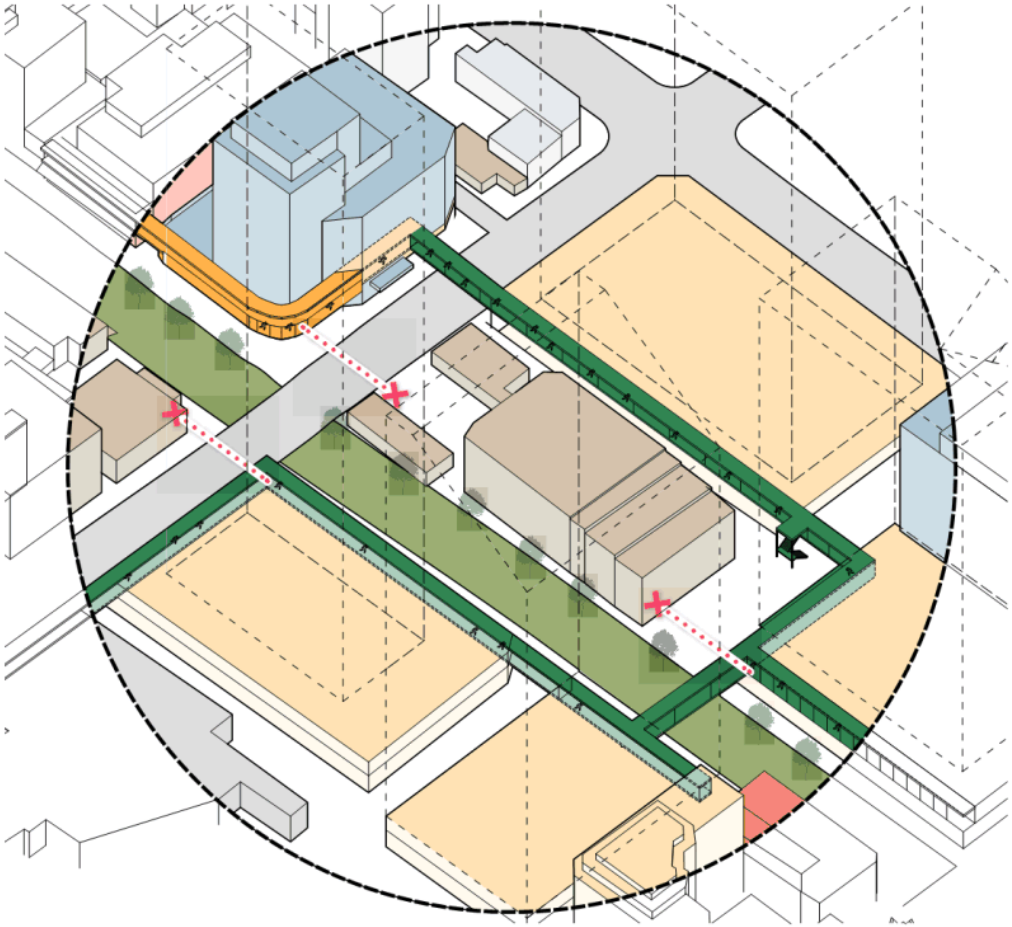
Discussion

Indoor Evacuation

- Possible to create a route above the PMF, however this will take many years to implement.
- Most adjacent buildings can be internally connected.
- This strategy is costly and will require extensive coordination between land owners. It is unclear who would cover what costs.
- Will require coordination between city blocks as to crossing point over a road or lane, should that be required.
- This option provides a safe path of travel.
- Potential to connect the city and create new two-tiered city.



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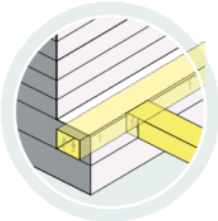
Strategy Evaluation

Indoor Evacuation



Challenges

Feasibility

This evacuation option is likely to be more expensive due to the cost of integration into the existing fabric of the building. Walkways spanning between buildings also need to be structurally sound, and create a complete seal to the building where they enter.

Heritage value

Creating a walkway that connects into a heritage building would significantly damage or compromise the integrity of the item.

Adjacent levels

Due to the rapid development underway in the CBD, it is likely that there will be existing and new buildings constantly changing. New buildings now have to address flood levels through elevated floor levels, whilst many existing buildings will have floor levels that do not align. Hence the connection of various floors between buildings will pose a challenge to creating a path of access, and an appropriate architectural solution.

Integrity

This is a more complicated approach as the walkways connecting between buildings have not been accounted for in the original design of a building (in the case of retrofitting). This requires additional cost to ensure the structural integrity of the walkway, as well as the cost to the architectural integrity of the building.

Safety

The risk to evacuees moving between buildings is greatly reduced in this option, as the path of travel is sheltered from the weather, and is less likely to create a slip hazard, or allow access to aeas that occupants should not travel to.
In the case that occupants are evacuating because of a fire in a building, this option will not be safe, as appropriate fire measures would need to be in place to separate the buildings. As such, in the case of a fire, these internal walkways would either need to be treated in the same manner as a fire escape, or alternatively, provide separation between the buildings and create an inaccessible area. In the later case, the walkway can no longer serve it's purpose for evacuation. In the first case, the walkway takes up valuable space within a building envelope that is only used in the case of an emergency.

Implementation

This strategy would have a lengthier time frame than the other two strategies, and would require extensive negotiations between land owners, Council, and other government organisations.
A holistic strategy could take years to deliver, and in the meantime a more appropriate strategy may need to be implemented to reduce the levels of risk within the CBD. This would suggest that a more appropriate response may be to address the immediate needs of the CBD.
Existing uses will also need to be renegotiated to allow public access to parts of the building as a permanent solution.

Continuous Path of Travel

This strategy is unlikely to be able to provide a continuous path of travel due to the private nature of many of the buildings in the CBD. Connecting to different levels between the buildings will cause the main problem for connectivity, as well as some building operators not wishing to create an internal and permanent connection.
As this strategy assumes that there is a new 24 hour public space running above the city, there will be no issues with the need to instigate the emergency response such as connecting bridges over roads. The walkways are permanent and already in place.

Opportunities

Visual impact

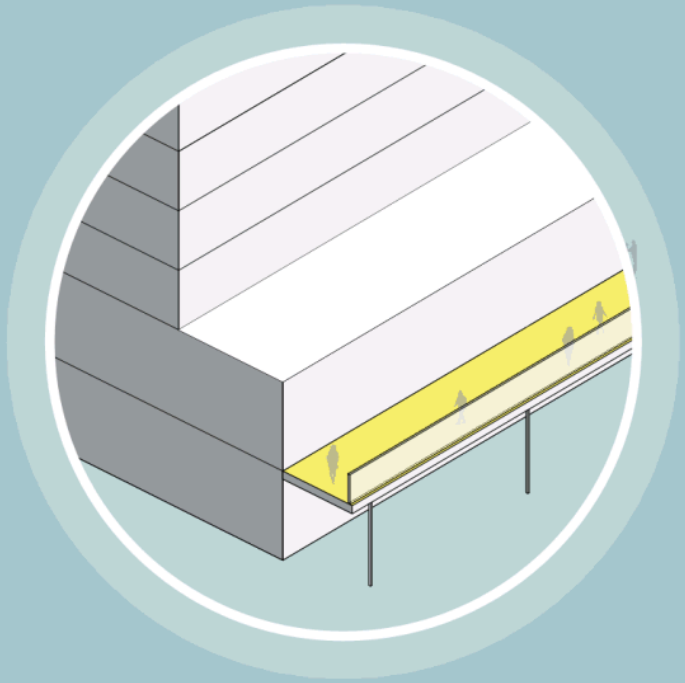
The impact upon the city of this strategy will only be seen between buildings, and could potentially be dealt with in an attractive manner.

Wayfinding

A wayfinding strategy within internal paths of travel would be easier to manage and implement, as the walkways can be clearly signed within the buildings.

Design

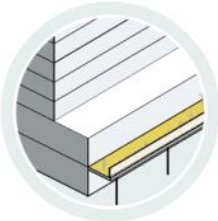
A number of cities around the world have indoor pathways that connect large sections of the city, whether through raised walkways or underground arcades. These can be designed to become the 'second tier' of the city, and provide retail or public amenity to these walkways.



Above Awnings

Evacuation Strategy

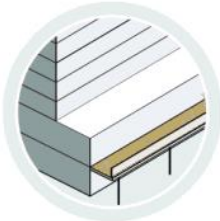
Evacuation via Awnings and external walkways

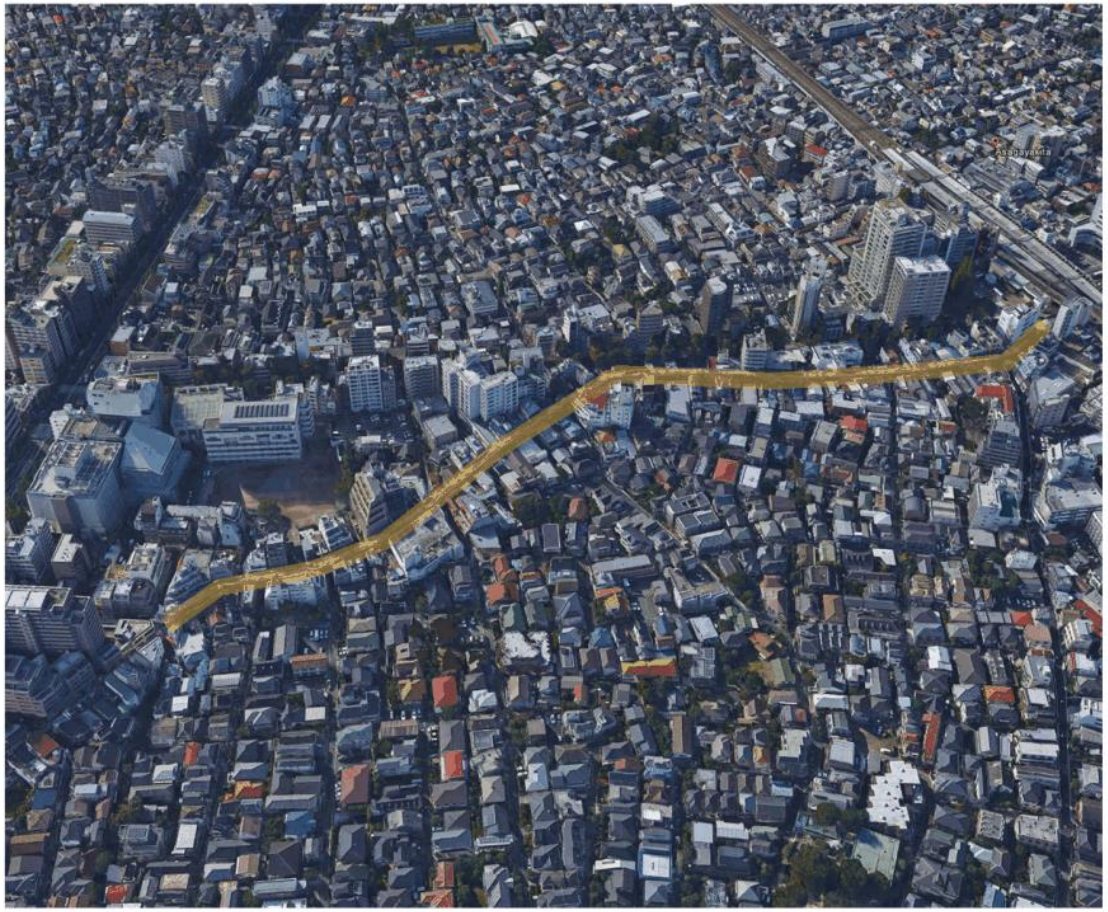


This strategy relies on the construction of trafficable awnings to prove access to refuge in the event of a flood within the CBD. Awnings typically only extend to the front of the building and do not cross streets and lanes, and would require a bridge to cross should evacuees need to move to a public marshalling area.
A continuous awning can be delivered by individual developments or as a single public domain element delivered by the Civic Link.

Case Study

Evacuation via Awnings and external walkways

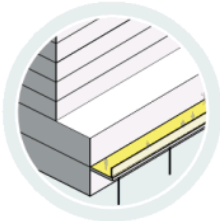




Strategy Evaluation

Evacuation via Awnings and external walkways

✓ Can be achieved — Difficult to achieve - requires further consultation ✗ Cannot be achieved



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A. Over Road	— · will require independant structure to cross the road	— · will require independant structure to cross the road	— · will require retrofitted structure of existing building to allow for contunied walkway. Dependant on exiting use	— · will require independant structure to cross the roads	— · will require independant structure to cross the road	— · will require independant structure to cross the road
B. Over Lane	— · will require independant structure to cross the road	— · will require independant structure to cross the road	— · will require independant structure to cross the road	— · will require independant structure to cross the road	— · will require independant structure to cross the road	— · will require independant structure to cross the road
C. Over Boundary	✓ · Awnings can be made to align with adjoing properties	✓ · Awnings can be made to align with adjoing properties	✓ · Awnings can be made to align with adjoing properties	— · May have significant impact the integrity and structural of heritage item	— · May have significant impact the integrity and structural of heritage item	— · May have significant impact the integrity and structural of heritage item
D. Over Public Space	— · will require independant structure to cross the road	— · will require independant structure to cross the road	— · will require independant structure to cross the road	— · will require independant structure to cross the road	— · will require independant structure to cross the road	— · will require independant structure to cross the road
E. Over Light Rail LIne	✗ · Required height to clear PLR will mean awning is inaffective	✗ · Required height to clear PLR will mean awning is inaffective	✗ · Required height to clear PLR will mean awning is inaffective	✗ · Required height to clear PLR will mean awning is inaffective	✗ · Required height to clear PLR will mean awning is inaffective	✗ · Required height to clear PLR will mean awning is inaffective

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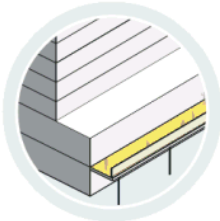
Civic Link Testing

Evacuation via Awnings and external walkways



Heritage Item
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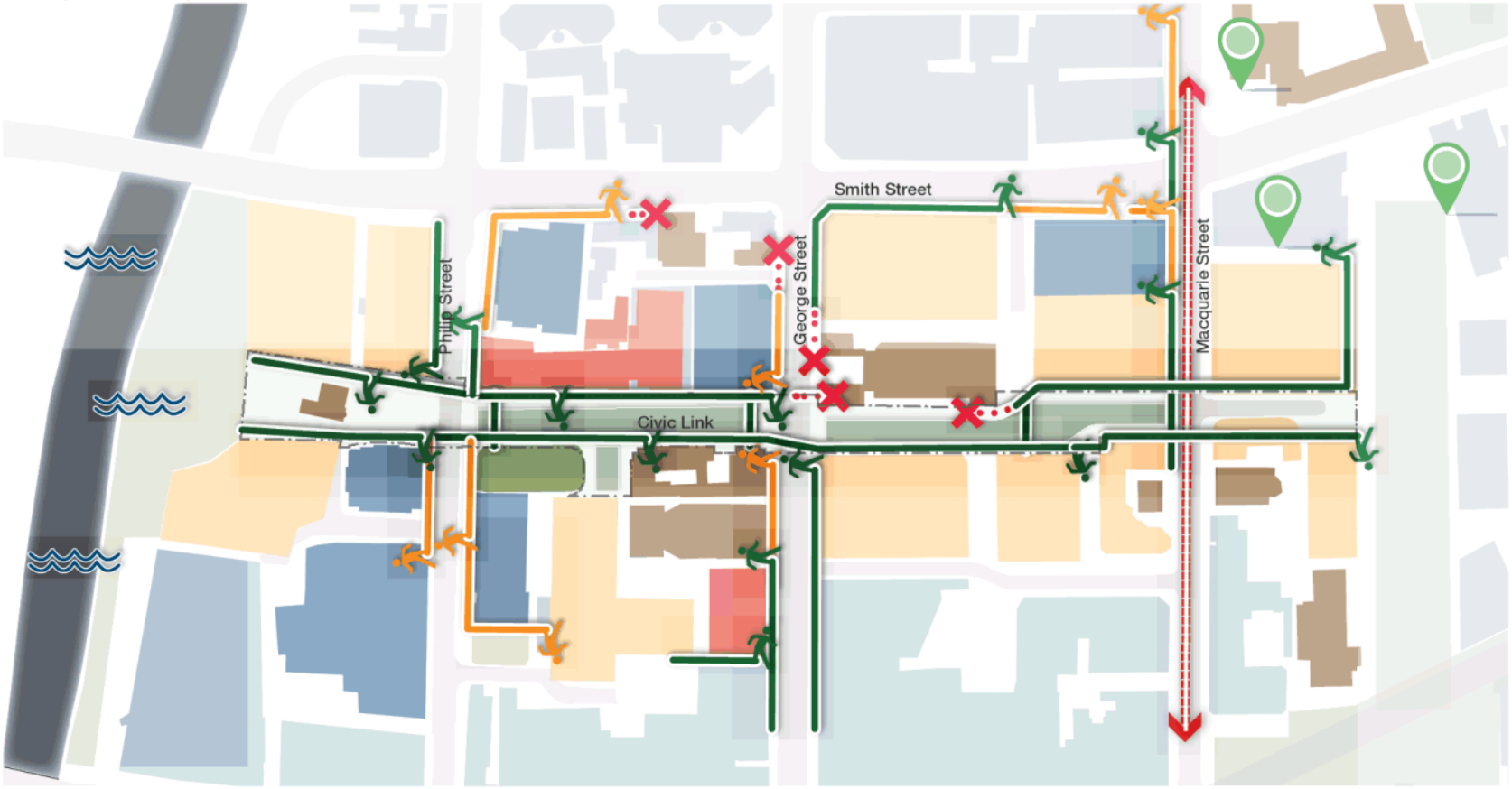

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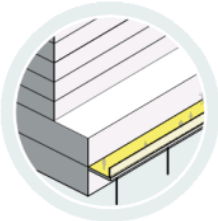
Discussion

Evacuation via Awnings and external walkways

- Possible to create a route, however this is not always above the PMF and hence does not lower the risk of developments.
- Does not create a safe path of travel, with submerged objects moving underwater and crashing into awnings.
- Most adjacent buildings can be connected.
- This strategy is costly due to most awnings needing to be replaced to carry the load of people walking during an emergency.
- Will require coordination between city blocks as to crossing point over a road or lane, should that be required. This would create a permanent fixture in the public domain which is unlikely to be desireable as an urban design feature.

Strategy Evaluation

Evacuation via Awnings and external walkways



Challenges

Feasibility

There may be challenges in getting a unified roll out of this strategy through the city. Owners of buildings with recently completed awnings will not wish to replace the awnings with new, more structurally sound awnings. Whilst more feasible than the Indoor strategy, it will still be more expensive than the Above Podium option.

Heritage value

Heritage items that have flat and trafficable awnings would need to replace them to ensure their structural integrity. However a number of items have bull-nose awnings which would not be trafficable. Replacing these with a different style would damage the integrity of the item.
In the case where an item has no awning, the addition of an awning would again damage the integrity of the item.

Adjacent levels

The creation of a continuous and level awning throughout the city is a fairly straightforward task, however the PMF level throughout the CBD varies significantly.
It is crucial to an effective evacuation strategy that the evacuation route is above the PMF. As such, this strategy will not be applicable through some areas of the CBD, where the PMF is above typical awning height.

Wayfinding

Wayfinding would be challenging due to the discontinuous path of travel, and having to place signage on the exterior of buildings.

Integrity

To appropriately provide a safe and effective route of travel, the awnings must be structurally sound and able to carry a heavy temporary load. This will require additional cost to a typical awning, and dependant on the size of the building and the number of occupants, may even require structural posts to the street frontage. Awnings of this style can be troublesome due to RMS requirements, and may not be approrpiate within the city.

Safety

Travelling along an awning provides the greatest number of risks to an evacuee including exposure to heavy rain and potential storm conditions. A number of floating objects are also likely to threaten evacuees, such as cars that are floating at or just below awning height.
Safety railing is recommended to be provided to avoid slips and falls, which could pose an unpleasant addition to the built form.
Powerlines from the streets or Parramatta Light Rail may potentially be active and fall, creating additional hazards.

Implementation

This strategy would be reasonably straightforward to implement throughout the city in terms of providing a continous awning and requiring additional safety measures for them, however creating a continuous path of travel around the city would be challenging, and would require a combination of strategies.

Continuous Path of Travel

It will not be possible to have a continuous path of travel through the city, as some awnings are under the PMF height.
When the path of travel comes to a road, lane or public open space, a bridge would be required to connect to the other side. As such, in any application of travel on the awning, a combination of strategies will be required.
If the mechanisms are not permanently set up on awnings, the way in which these are set up in an emergency event will need to be coordinated by both the CoP and building occupants. Allowing time for bridges to be set up throughout the city is something that is unlikely to have time in an emergency event, however simply moving from one building to the adjacent building should not require a bridge in most cases.

Opportunities

Visual impact

This strategy will have minimal visual impact, provided that any additional safety measures are able to be hidden when not in use (i.e. hand rails to prevent slipping and falling).

Design

A continous awning of this nature could be designe and delivered as part of the Civic Link project.

Discussion & Recommendations

Heritage Items

- Evacuating heritage items will always be an issue. Retrofitting any of the three solutions to a heritage item is likely to severely compromise the integrity of the item. As such, any heritage item within the 1 in 100 year flood level will remain a "low flood island" (high risk), and should have a specific evacuation strategy. Occupants of heritage items should evacuate the city in the same way as a pedestrian in the public domain.

Strategies

Indoor

- The indoor evacuation scheme could potentially provide a good outcome for the city, and architecturally could be made to become an asset to the city. However, this strategy is likely to take upwards of 10 years to deliver a city-wide scheme, and will not help the evacuation of the city in a flood event before its implementation.

Above Awning

- The above awning strategy poses a significant cost to the city, without a truly safe evacuation route, or a route that is continuous through the city.

Above Podium

- The above podium provides the most immediate strategy that can be implemented city-wide by the CoP, and has the opportunity to develop into a more permanent and designed solution over time. This solution not only immediately lowers the societal risk within the city, but can also provide safe access to evacuees through the city.
- The nature of the temporary walkway response above podiums will also convey a sense of caution within an emergency event, and minimise the amount of travel that an evacuee will be comfortable to take. This will encourage occupants to remain within a building unless it is necessary that they evacuate.

Recommendations - Above Podium/Elevated Walkways

- It is recommended that Council continue to work with the SES to educate occupants as to a building or **city block emergency management plan** as follows:
  - The emergency response to a flood event for an occupant is to **Shelter in Place** as the first and most preferable response.
  - In the case that occupants must evacuate their building, they are advised to move to the **adjacent building to Shelter in Place**.
  - In the extreme event of all buildings in a city block being unsafe to Shelter in Place, evacuees are permitted to **move between city blocks via the walkways across the podiums or rooftops**. This would require coordination between city blocks to establish the most appropriate crossing point between buildings across a road or laneway.
  - **Clear signage and wayfinding** will be required to ensure that the most efficient route is travelled by evacuees, and that evacuees are made aware that Sheltering in Place is the safest option.
  - **Communication devices** should be made available and clearly marked within all buildings to contact the SES and alert them of the number of people Sheltering within a building.
  - **Flotation Devices and Personal Flotation Devices** may be considered as part of an emergency response, to be made available to evacuees on the way out of a building in the case of evacuation.
  - Given that the natural response of occupants within an emergency may be to evacuate via the fire stairs, it is important that the **fire stairs are clearly signed** to indicate that exiting at the ground or first floor may be hazardous due to flood waters outside the building. The evacuation route for buildings during a flood event will be different to the evacuation route during a fire event. This is important to educate occupants about in the same way a fire drill is conducted, a **flood drill** should also be conducted, and coordinated between city blocks.
- A **city-wide emergency communication system** should also be implemented by Council to inform occupants within the city about the flood event, and provide regular updates.

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Review of International and Local Practice

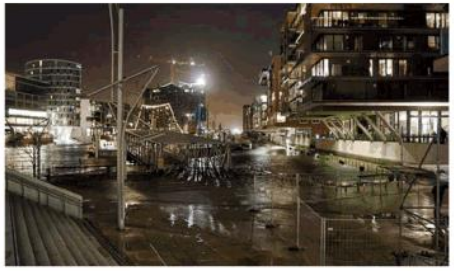
1.1 HafenCity, Hamburg

Key principles

- Hafen uses a high dike which provides a continuous protection along a distance of 100km to protect lower lying areas against flooding.
- Retains access to the water whilst guaranteeing protection from floods
- The first floor of every building on the promenade is dedicated to retail outlets, and exhibition spaces, that are sealed off in times of flooding.
- Buildings behind the promenade are built on "warts" (elevated mounds) 8-9 meters above mean sea level. The streets are also on this higher level and not effected by the neighborhood's annual flood.

Risks and Challenges

- Three eastern neighbourhoods are more isolated and less integrated in the the city
- Large amounts of built landscape in comparison to green space, in particular in the western part of the district which is due to the fact that the surface of HafenCity is the result of the artificial soil during the construction of the port, it is evident in the lack of trees and other natural elements.
- Dikes are very expensive device for flood management and prevention however warts and sealed off first floor are a relatively inexpensive solution
- Elevated mounds and sealed off first floors would be difficult to implement in existing buildings



Review of International and Local Practice

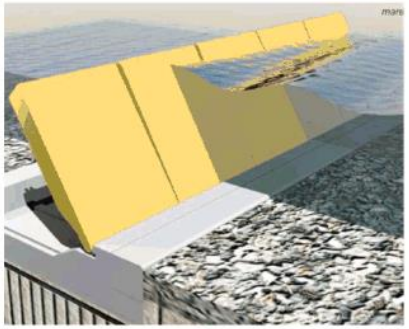
1.2 Piazza San Marco, Venice

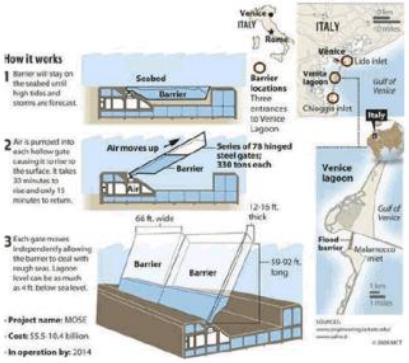
Key Principles

- The city installs a network of walkways along the main pedestrian paths, generally at 120cm above the standard sea level
- Water transport becomes available all across all weather routes
- Flood information is provided in real time and usually lasts for 2.5 hours
- Currently underway is a new flood management system called MOSE (MOdulo Sperimentale Elettromeccanico, Experimental Electromechanical Module) a project intended to protect the city of Venice, Italy, and the Venetian Lagoon from flooding. The project is an integrated system consisting of rows of mobile gates installed at the Lido, Malamocco and Chioggia inlets that are able to temporarily isolate the Venetian Lagoon from the Adriatic Sea during high tides. Together with other measures such as coastal reinforcement, the raising of quaysides, and the paving and improvement of the lagoon, MOSE is designed to protect Venice and the lagoon from tides of up to 3 metres (9.8 ft).

Risks and challenges

- Storage of temporary devices
- Tidal appropriate
- Preparation time





Testing Proposed Strategies

1.3 Evacuation to Permanent Devices in the Public Domain

Delivery challenges:

- Expensive to build into the public domain
- Durable materials would be required to ensure longevity and high use
- Coordination with building owners to decide how these devices are connected to buildings and manage different building levels
- Access from the street to these devices required
- Retrofitting existing public domain would be difficult and require it to be accessible, withstand vandalism and quickly implemented
- Barrier is created between the streets and public domain and therefore a strong connection would need to be created to ensure no dead space
- Capacity of the space needs to be aligned with future growth of the CBD and needs to be structurally sound to hold a large volume of people.
- Impact on the amenity of the public domain need to be considered.

Testing Proposed Strategies

1.4 Evacuation to Temporary Devices in the Public Domain

Delivery challenges:

- Storage requirements for temporary devices would need to be retrofitted into the public domain and/or existing buildings
- Possible vandalism to devices kept in the public domain
- Maintenance to ensure devices are safe and in working condition
- Volume and size of the devices would have to be appropriately designed for to ensure they cater for the estimated number of people that would need it and the amount of water preventing
- Structurally sound to hold people using it
- Time required to setup devices which might always be possible
- Durability of materials to endure weathering, volume of people and possible vandalism
- Would require a coordinated emergency flood management plan

SUBMISSIONS ON PARRAMATTA CBD PLANNING PROPOSAL RAISING FLOODING ISSUES

The Draft Floodplain Risk Management Plan Update was exhibited concurrently with the Parramatta CBD Planning Proposal (CBD PP). This document extracts the submissions received during the exhibition of the CBD PP (Table 1), as well as the public forum statements received in response to the Council meetings on the CBD PP held on 24 May 2021 and 15 June 2021 (Table 2), that raised flood related comments in relation to the CBD PP. These have been extracted for the purposes of a review by the Parramatta Floodplain Risk Management Committee in relation to the Draft Floodplain Risk Management Plan Update.

TABLE 1 – RELEVANT SUBMISSIONS

No.	Respondent / submission number	Summary of flooding comment raised in submission	Council Officers' response
Relevant submissions from Institutions, Organisations and Interest Groups			
1.	**Committee for Sydney (Submission No. 250)**	Supports the proposed changes and the vision of the Parramatta CBD PP. Supporting comments include that the changes to use and built form controls proactively plan to strengthen the economic function of the Parramatta CBD. Supports the update of floodplain risk management in the CBD – as outlined in the Central City District Plan, the Parramatta CBD is the most flash-flood affected major CBD in Australia. The adoption of a 'shelter in place' evacuation method is a practical intervention that takes urban morphology into account.	Supporting comments are noted.
		Encourages a climate change resilient CBD and provides the following recommendations: - The Planning Proposal should prioritise urban greening and tree canopy for active frontages on streetscapes and public spaces. Council to consult with DPIE around tree canopy and green innovation opportunities. - Council to approach Resilience NSW, NSW Circular and Resilient Sydney to help set the conditions for a climate resilient CBD. Climate resilience and sustainability should be a feature of the design review process with adequate expertise engaged through panels and by proponents.	Council officers consider the CBD PP contains a number of provisions that support a resilient CBD including clause 7.6L floodplain risk management which requires buildings to include appropriate measures to respond to the Probable Maximum Flood levels; clause 7.6B which requires dual water systems to reduce use of potable water; and clause 7.6A High Performing Buildings which requires building to reduce energy and water usage. Council officers will continue to engage with relevant authorities to achieve a climate resilient CBD including as part of the preparation of new DCP controls to support the CBD PP.
2.	**Urban Taskforce (Submission No. 260)**	Sees that on account of flooding issues, Council should promote above-ground parking, where possible, to avoid deep basements that are subject to flooding and could allow alternative uses into the future if car dependency was to reduce.	The CBD PP significantly reduces rates of car parking provision in the Parramatta CBD, adopting similar controls to those used in the Sydney CBD. Council will consider the design of car parking within buildings as a part of the preparation of the CBD DCP, which will include flood considerations.

No.	Respondent / submission number	Summary of flooding comment raised in submission	Council Officers' response
3.	**Property Council of Australia** **(Submission No. 288)**	Use the DCP to provide examples of how the developments can achieve the required flood protection standards, being shelter in place and emergency egress about the 1% AEP.	Supported. Examples to achieve the required flood protection standards, will be considered to form part of CBD DCP amendments to support the CBD PP.
4.	**Parramatta River Catchment Group (Submission No. 292)**	Requests that additional clarity be given in the Planning Proposal on specifically how the Proposal is addressing the impacts of stormwater on the health of the river in its objectives assessment for local and state policies, given its immediate proximity with the river itself running through the precinct.	The planning proposal addresses stormwater and flood risk management as a key issue that is being managed through the Floodplain Risk Management Plan. It is concurrently being considered in the new flood study which covers the Upper and Lower Parramatta River floodplains within the LGA. This will further guide how to address the impacts of stormwater on the health of Parramatta River. Further matters associated with Water Sensitive Urban Design (WSUD) will be addressed in forthcoming DCP amendments. The CBD PP is consistent with the Civic Link Framework Plan. Parramatta's Civic Link will support sustainability in the CBD, creating an open green corridor for cooling, stormwater management and infrastructure needs.
		Identifies that there is an opportunity to promote WSUD infrastructure through the proposed community infrastructure as a means of getting higher development yields under the Design Excellence competition process as posed in the proposed clause 7.10 (8) of the LEP amendments. Recommends Clause 7.6H '*Community Infrastructure*' should be broadened out to include an incentive for more specified Water Sensitive Urban Design Infrastructure as well as more traditional community infrastructure as an incentive basis. Identifies that the infrastructure list itself, as outlined, there is a distinct lack of commitment to 'green' or 'blue' infrastructure in the infrastructure funding report and 'sustainability and infrastructure report' provided. In addition, there is a lack of infrastructure proposed within the documents that minimises the impact of stormwater. This is not consistent with the 'healthier waterways' objective outlined in the District Plan and Planning Proposal documentation.	These matters will be considered in the forthcoming review of the Infrastructure Funding Framework for the Parramatta CBD, which includes a new development contributions plan to facilitate delivery of transformative infrastructure to support the growth within the Parramatta CBD. The CBD PP addresses stormwater and flood risk management as a key issue that is being managed through the Floodplain Risk Management Plan. It is concurrently being considered in the new flood study which covers the Upper and Lower Parramatta River floodplains within the LGA. This will further guide how to address the impacts of stormwater on the health of Parramatta River.

No.	Respondent / submission number	Summary of flooding comment raised in submission	Council Officers' response
		Proposes an expansion to the scoping of infrastructure that ensures that environmental infrastructure is considered and funded through proposed contributions moving forward. Proponents should be adequately guided to pursue best possible infrastructure outcomes for the river as a priority in addition to other means of providing for public infrastructure.	
5.	**Environment, Energy and Science Group (State Government Agency)** **(Submission No. P-9)**	The inclusion of the proposed Floodplain Risk Management Map for the CBD area is noted. This includes the new clause 7.6L – Floodplain risk management. EES considers the amendments and analyses in these reports are reasonable. However, EES highlights that all matters regarding flood evacuation, community education and awareness and sheltering in place are the primary responsibility of the NSW SES and its endorsement is considered essential. EES would welcome an invitation to any meeting between Council and SES. The Flood Planning Clause 6.3 in the PLEP is reasonable and consistent with the typical clause currently used by councils in NSW when no flood maps are included in the LEP. However, this clause may need revision following finalisation of the draft Flood Prone Land Package. EES recommends Council ensures its relevant Flood Studies and Floodplain Risk Management Studies and Plans incorporate the likely impact of climate change due to sea level rise and rainfall intensity. EES recommends using the 0.5% and 0.2% AEP events as a proxy to the impacts due to increase in rainfall intensities. Future development should be designed to include any climate change increase. The 0.5m freeboard should not be eroded to account for climate change impacts. EES highlights that, if a change in roughness due to re-vegetation occurs the impacts on the flood behaviour should be considered.	The State Emergency Services (SES) have not made any formal submissions to date despite contact being made via the statutory requirements of the CBD PP Gateway determination Conditions 2 and 4 to invite a submission. Should the SES provide a submission after the CBD PP is endorsed by Council, Council will rely on the DPIE to address any matters arising from a late submission. Council has provided to DPIE a copy of all submissions received from Public Authorities to the exhibition of the CBD PP and has specifically mentioned to DPIE the willingness of the EES to be part of any meeting between DPIE, SES and Council. Council officers note the comment in relation to the draft Flood Prone Land Package, and also the comments with regard to Council's Flood Studies and Floodplain Risk Management Studies and Plans. Council is currently undertaking additional flood modelling of the wider City of Parramatta LGA, including the Parramatta CBD, that considers the likely impact of climate change due to sea level rises. The outcomes of this modelling will further refine development guidelines and Flood Planning. In relation to the new Flood Prone Land Package, this is an initiative of the State Government that recently came into effect. It is considered that the proposed new clause 7.6L is not inconsistent with the new package. The CBD PP does not amend standard clause 6.3 but includes the additional clause 7.6L to address the intrinsic characteristics of flash flooding in the Parramatta CBD. It is noted that standard clause 6.3 will be automatically updated by the State Government in accordance with the new package. The recommendation of the Agency that the SES endorse the proposed flood provisions in the CBD has not happened because a

No.	Respondent / submission number	Summary of flooding comment raised in submission	Council Officers' response
			submission to Council from the SES has not been received and therefore Council will rely on the DPIE to address any matters arising from a late submission should that ever be received.
		EES highlight that the Planning Proposal provides a great opportunity to include environmental protection measures for the Parramatta River and riparian corridor, including…rezone the riparian corridor along the Parramatta River from RE1 (Public Recreation) zone to E2 (Environmental Conservation) zone	Council acknowledges the environmental intentions of the EES for the Parramatta River. That said, the current CBD riparian corridor is devoid of native vegetation or other significant habitat and the predominant function is for recreation and events consistent with the current RE1 zoning. The concrete channel currently has minimal ecological value and its predominant function is for recreation and events consistent with the current W2 (Recreational Waterways) zoning. Council considers that the E2 (Environmental Conservation) zone is inappropriate for a high use public open space devoid of native vegetation as it is highly restrictive and prohibits development other than for environmental or flood mitigation purposes. Therefore, the request to rezone the riparian corridor along Parramatta River to E2 is not supported.
Relevant submissions from Residents and individuals			
6.	**Resident/Individual - No Address Provided (Submission No. 230)**	In terms of flood management and risk, the submitter notes that the changes to height and density controls rely on major changes to the way flood management risk is assessed and how evacuation strategies are managed. Notes the supporting report is in draft form, has not been completed and relies on information that is now more than fifteen years old, and needs review, particularly in light of the frequency and duration of large weather events and the impact on the floodplain. Sees that the report should be completed and exhibited prior to any planning decision.	The Draft Floodplain Risk Management Plan Update has been prepared using Council's existing flood data. This data is used to inform many activities and decisions of the Council, including Flood Application Enquiries, Development Applications and Planning Proposals. Council is currently preparing new flood modelling data for the wider City of Parramatta LGA, including the Parramatta CBD. Once this new data is complete, the Floodplain Risk Management Plan can be further updated at that time. The new data will consider the likely impact of climate change due to sea level rises. The outcomes of this modelling will further refine development guidelines and Flood Planning for the Parramatta CBD in the future. The CBD PP includes a new clause 7.6L for floodplain risk management, based on the recommendations of the Draft Floodplain Risk Management Plan Update prepared by Molino Stewart, which will further strengthen controls in relation to flooding in addition to the standard flood planning controls at clause 6.3.

TABLE 2 – RELEVANT PUBLIC FORUM WRITTEN STATEMENTS

No.	Respondent	Summary of flooding comment raised in statement	Council Officers' response
1.	**Jeanette Brokman** **[For 24 May 2021 Council Meeting]**	• Raises concern that Council's Floodplain Risk Management Plan has been prepared based on old flood data. • Notes that Council is currently preparing new flood data for the LGA, but this has yet to be finalised. • Notes that the Molino Stewart Report will need to be updated once the new flood data has been prepared. • Notes that the SES has not put in a submission to the CBD PP. • Considers it premature for Council to finalise the CBD PP without the new flood study data or SES support. • Furthermore, given Council is a potential beneficiary from the CBD upzoning, the technical flood data should be independently reviewed and exhibited for public feedback once Council's Flood Study is finalised, and before any decision by Council is made.	• Council has prepared a Floodplain Risk Management Plan Update and Flood Evacuation Assessment to support the CBD PP. These were both prepared by independent flood consultants, Molino Stewart, and were publicly exhibited with the CBD PP. • The Floodplain Risk Management Plan Update, includes the following statement by Molino Stewart in the Executive Summary: *"This report concludes that the intensification of development in the Parramatta CBD represents a tolerable risk to life and property providing that amendments are made to the Parramatta LEP 2011 and Parramatta Development Control Plan (DCP) 2011 to better manage some of the risks of flooding to life. The review has also identified opportunities for DCP amendments to be made which could result in less development restrictions in parts of the floodplain and improved building design outcomes."* • In response to the recommendations of the Floodplain Risk Management Plan prepared by Molino Stewart, the CBD PP includes a new floodplain risk management LEP clause 7.6L, which establishes new requirements to manage flood risk. • It is noted that a new draft flood study for the wider LGA is currently being prepared. As acknowledged in the Molino Stewart Report, Council will undertake a further review of the Floodplain Risk Management Plan once the new flood data is available. • The State Emergency Services (SES) have not made any formal submissions to date despite contact being made via the statutory requirements of the Gateway determination to invite a submission. Should the SES provide a submission after the CBD PP is endorsed by Council, Council will rely on the DPIE to address any matters arising from a late submission.

2.	**Jeanette Brokman** **[For 15 June 2021 Council Meeting]**	• Concerns raised in 24 May 2021 Public Forum Statement were not addressed in the 'Staff Summation'. • Raises concern that the Molino Stewart's draft Flood Risk Management Plan relies on: - Council's 2010 flood study, collected prior to 2010, and now more than 12 years old; and - the NSW Floodplain Manual, which is now nearly 20 years old. • Molino Stewart's DRAFT report indicates the inherent risks in terms of the Shelter in Place strategy that would need to be relied on, in the case of flood waters. • Given the increase in big weather events, length of time since Council's 2010 flood study and the inherent public risk, Molino Stewart's draft report cannot be relied on. • Consequently, Paul Hackney from Council's Flood Management Committee has confirmed that the new Flood Study won't be ready till next year; that the 2010 indicates significant flooding at the Lennox Bridge; and while the Lennox Bridge portals have been introduced, the effect is still to be formally assessed as part of the current flood study that is underway, ie Council is still using the old model; and various flood scenarios are still to be done. • Feedback from the SES appears not to have been forthcoming after the departure of a key staff member. • The following SES report that relates to a site on Church Street indicates the inherent risks: https://www.cityofparramatta.nsw.gov.au/sites/council/files/2018-12/Submission%20from%20NSW%20State%20Emergency%20Service.pdf • Specifically, the Proposal would increase significantly the risk given the number of people that would be exposed; and that while Shelter in Place will need to be relied on, it 'presents a greater risk than a well-conducted evacuation' (page 4). • Further that the Planning Proposal contradicts key objectives in Greater Sydney Commission's District Plan (pages 4/5). • Hence to consider the Planning Proposal in the absence of Council's updated Flood Study, and Molino Stewart's finalised report is contrary to the public interest.	• Council officers prepared a high level summation and response to the issues raised in the Public Forum Submissions for Councillors at the meeting of 24 May 2021; with the original author version of the Public Forum Submission appended (for Councillors). • The flood consultant Molino Stewart acknowledges the date of the current Council flood data and considering the available information, regulatory framework, including the NSW Flood Prone Land Policy, Floodplain Development Manual 2005 and scope of the Parramatta CBD Planning Proposal, concludes: *"… that the intensification of development in the Parramatta CBD represents a tolerable risk to life and property providing that amendments are made to the Parramatta LEP 2011 and Parramatta Development Control Plan (DCP) 2011 to better manage some of the risks of flooding to life. The review has also identified opportunities for DCP amendments to be made which could result in less development restrictions in parts of the floodplain and improved building design outcomes".* • The Molino Stewart report recognises and discusses the benefits and risks of different flood emergency response strategies for the Parramatta CBD, including shelter-in-place, and concludes, "*In the specific case of the evacuation of the Parramatta CBD the preferred SES approach (horizontal evacuation) would be problematic for a multitude of reasons*". • The Department of Planning, Industry and Environment (DPIE) in issuing a Gateway Determination to publicly exhibit the Parramatta CBD Planning Proposal did not raise any issues with the supporting technical evidence submitted, including the draft Floodplain Risk Management Plan Update and Parramatta CBD Flood Evacuation Assessment, prepared by consultants Molino Stewart, with a High Level Evacuation Route Concept Design, prepared by Studio GL. • The current Flood Data is used to inform many activities and decisions of the Council, including Flood

			Application Enquiries, Development Applications and Planning Proposals; and the new Flood Data when available will inform these activities and decisions into the future, including the updating of Floodplain Risk Management Plans across the LGA, including the Parramatta CBD. • Despite numerous attempts made via the statutory requirements of the Gateway determination to invite a submission, the State Emergency Services (SES) have not made any formal submissions to date on the CBD PP. As stated in the Council report (on the CBD PP), should the SES provide a late submission after the CBD PP is endorsed by Council for submission to DPIE for finalisation, Council will rely on DPIE to address any matters arising from a late submission. • The letter from the SES dated 11 September 2018 cited by the author of the Public Forum Submission (in the link provided) relates to a site-specific Planning Proposal for 20 Macquarie Street, Parramatta. Despite the information quoted by the author in the letter, the amendment to the planning controls for this site were finalised by the DPIE on 1 April 2021. • Council officers have reviewed the CBD PP against the 30 relevant Objectives in the Greater Sydney Commission's *Central City District Plan* and found there to be no inconsistencies, as detailed in Tables 12, 13, 14 and 15 of the CBD PP (refer to pages 1479–1486 of the Council Business Paper).

INNOVATIVE

ITEM NUMBER	17.3
SUBJECT	FOR APPROVAL: Submission on the Draft Directions Paper for Camellia-Rosehill Place Strategy
REFERENCE	F2021/00521 - D08230276
REPORT OF	Senior Project Officer Land Use

WORKSHOP/BRIEFING DATE: 6 October 2021

PURPOSE:

To seek Council approval of a draft submission on the Directions Paper for the Camellia-Rosehill Place Strategy, released for comment by the Department of Planning, Industry and Environment (DPIE).

RECOMMENDATION

(a) **That** Council approve the draft submission to the Directions Paper for Camellia-Rosehill Place Strategy at **Attachment 1**, which includes but is not limited to the following key matters: aligning growth with infrastructure; roles and responsibilities in infrastructure delivery and funding; and inclusion of a new (or as a minimum, provision for) Metro station in Camellia-Rosehill.

(b) **Further, that** Council forward the submission to the NSW Department of Planning, Industry and Environment (DPIE) for its consideration.

BACKGROUND

Previous Strategic Planning Work

1. Following exhibition of the draft Camellia Town Centre Masterplan in February 2018, the Greater Sydney Commission (GSC) released its Place-based Infrastructure Compact (PIC) in March 2020. The PIC sought to ensure infrastructure delivery is matched with growth across the area from Greater Parramatta to the Olympic Peninsula (GPOP).

2. Under the PIC, the GSC recommended the Camellia-Rosehill precinct be retained for urban services land until broader planning and infrastructure issues have been further considered. This highlighted significant issues that need to be resolved to enable the precinct to transition to higher order urban services or a mixed-use precinct. Subsequently, the NSW Government determined that a Place Strategy for the precinct should be prepared.

3. The Directions Paper that has now been released will inform the preparation of the subsequent Place Strategy for the entire Camellia-Rosehill Peninsula. The draft Place Strategy is proposed to be exhibited before the end of 2021.

4. DPIE initiated the development of the Place Strategy, through a two-day Enquiry by Design workshop held in May 2021. This iterative process was attended by approximately 100 participants including Council officers, State agencies, landowners and consultants. The workshop outcomes have informed the preparation of the Directions Paper.

Key Features of the Directions Paper

5. The Directions Paper (**Attachment 2**) is on public exhibition from 15 September to 13 October 2021. It provides a vision that 'by 2041 the Camellia-Rosehill precinct will be enhanced, with service and circular economy industries, and new recreational and entertainment facilities, all enabled by better transport access via light rail, active transport and road connections [abridged]'.

6. The Directions Paper provides five directions to inform the future Place Strategy:
   a) Recognising and celebrating Country
   b) Boosting economic activity and employment opportunities
   c) Improved connectivity with a focus on sustainable modes of transport
   d) Residential development key to delivering good placemaking outcomes
   e) An integrated and holistic approach to environmental management and sustainability.

7. The Directions Paper includes an Indicative Land Use Plan in **Figure 1**. It shows heavy industry being retained to the east (dark purple), centrally located urban services (light purple), mixed use and high-density residential uses to the north-west (red), transport facilities to the south-west (grey), open spaces (light green) and wetlands (dark green). Rosehill Racecourse is to be retained with potential for additional open space to the east and an entertainment precinct on the western edge of the site (orange).

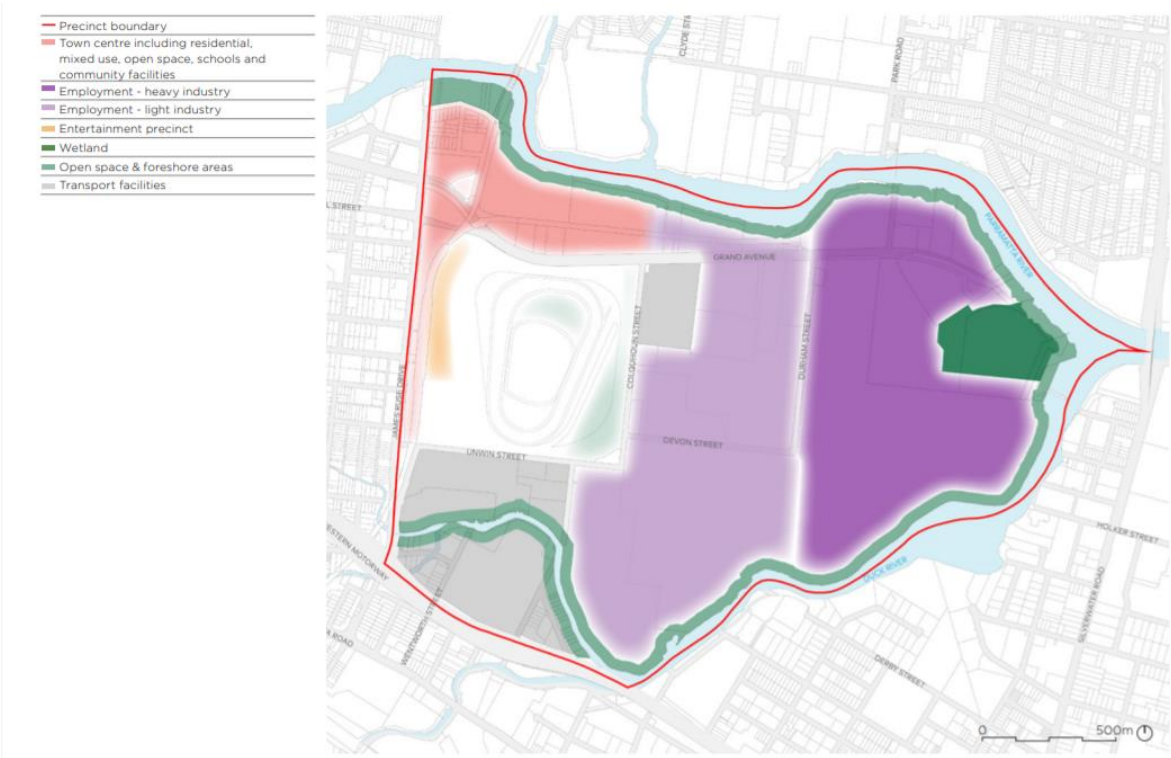


Figure 1: Indicative Land Use Plan

SUBMISSION ON THE DIRECTIONS PAPER

8. The vision and key directions are broadly supported by Council. It is recommended that key principles identified in the draft submission (**Attachment 1**) in relation to infrastructure delivery, housing provision, employment objectives, traffic and transport, environmental sustainability and cultural heritage are applied to guide the planning of the Camellia-Rosehill precinct.

9. It is considered particularly important that the key issues identified below are fully addressed in the new Place Strategy. Further details are provided in the draft submission (**Attachment 1**).

10. Aligning growth with infrastructure - The Directions Paper lacks details of how infrastructure will be aligned with growth and delivered in a suitably staged manner. The provision of infrastructure must be commensurate with the needs of the incoming population. The required local infrastructure (including sportsgrounds and playing fields) to support development in Camellia must be provided within the precinct, to help ensure an increased burden is not placed on facilities outside of Camellia that are already subject to high levels of usage. Further details regarding what infrastructure is required at different stages of the development of Camellia and triggers for infrastructure delivery (e.g., dwelling numbers and job numbers) must be included in the Place Strategy.

11. Roles and responsibilities in infrastructure delivery and funding - For Council and other stakeholders to consider their role in infrastructure provision, details of costs (including any gaps and how they will be addressed), delivery models and availability of funding sources will need to be understood. Collaboration between the landowners, State Government and Council on a comprehensive strategy for the staged delivery of all required infrastructure will be critically important. Developers will need to play a major role in the funding and delivery of infrastructure to support development and re-development of the precinct.

12. In this respect it is noted that the Directions Paper indicates that the Government is considering a potential local special rate variation in Camellia. This levy would apply to existing landowners for them to contribute to the cost of new infrastructure. The draft submission notes that the application of such a funding mechanism would need to be subject to Council consideration and endorsement.

13. Inclusion of new Metro station in Camellia - While DPIE and Transport for NSW have indicated that a Metro station will not be considered in Camellia, Council has previously adopted a position supporting the *'inclusion (or as minimum, provision for future addition) of a Metro Station at Camellia'* as part of Council's submission on the Environmental Impact Statement for Sydney Metro West. The draft submission on the Directions Paper reiterates this position as part of the public transport improvements needed to support growth in the precinct.

CONSULTATION & TIMING

Stakeholder Consultation

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
Nil	Nil	Nil	N/A	N/A

Councillor Consultation

14. Councillor consultation has been undertaken in relation to this matter:

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
21 July 2021 Councillor Workshop with DPIE	All	NIL	NIL	DPIE
17 September 2021 Councillor Briefing Note advising of public exhibition of Draft Directions Paper and inviting feedback	All	NIL	NIL	City Planning

LEGAL IMPLICATIONS FOR COUNCIL

15. There are no legal implications for Council associated with the recommendations of this report.

FINANCIAL IMPLICATIONS FOR COUNCIL

16. There are no financial implications for Council associated with this report. Council's submission to the Directions Paper does not commit Council to expend any budget. Only staff time has been required in the preparation of the draft submission.

	FY 20/21	FY 21/22	FY 22/23	FY 23/24
Operating Result	N/A			
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	Nil			
Funding Source	N/A			
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil			
Funding Source	N/A			

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ATTACHMENTS:

1 Council Submission - Camellia Rosehill Place Strategy
2 Directions for Camellia-Rosehill Place Strategy

REFERENCE MATERIAL

CITY OF PARRAMATTA COUNCIL SUBMISSION – DRAFT DIRECTIONS PAPER FOR CAMELLIA-ROSEHILL PLACE STRATEGY

EXECUTIVE SUMMARY

City of Parramatta Council thanks the Department of Planning, Industry and Environment (DPIE) for the opportunity to provide comment on the Draft Directions Paper for the Camellia-Rosehill Place Strategy (Directions Paper). Council broadly supports the vision and key directions of the Directions Paper. Key principles in relation to the following themes have been identified in this submission:

1. Infrastructure Delivery
2. Housing Provision
3. Employment Objectives
4. Traffic and Transport
5. Environmental Sustainability
6. Cultural Heritage

Council requests that the principles as further detailed in this submission are applied in order to guide the planning of the Camellia-Rosehill precinct. Key recommendations associated with these principles should be further considered to inform the finalisation of the Directions Paper and the preparation of the Place Strategy.

A key element of Council's response to the Directions Paper is the need for further details on proposals for infrastructure funding, staging and delivery models, the inclusion of a new Metro station in Camellia, and the importance of early provision of supporting infrastructure aligned with the needs of new development. While stakeholder collaboration in infrastructure provision will be crucial, the cost implications, availability of funding sources and delivery models will need to be understood for Council and other stakeholders to consider their roles and responsibilities in delivering infrastructure in this precinct. Developers should play a major role in the funding and delivery of infrastructure to support development and re-development of the precinct.

Further detailed comments relevant to the Place Strategy are included in **Attachment 1**. Council welcomes further opportunities to meet with DPIE and discuss the matters identified in this submission.

KEY CONSIDERATIONS

1. Infrastructure Delivery

Principle 1: Aligning growth with infrastructure provision

The Directions Paper lacks details of how infrastructure is to be funded and delivered in a suitably staged manner. The provision of infrastructure must be commensurate with the needs of the incoming population. Further details are required regarding what infrastructure is required at different stages of the development of Camellia, any potential funding gaps, delivery models, funding mechanisms and triggers for infrastructure delivery (e.g., dwelling numbers, job numbers and/or site redevelopment). DPIE must ensure the Place Strategy and Infrastructure Delivery Plan detail what infrastructure is required for the different stages of Camellia and specify the relevant thresholds and triggers. Notably, Melrose Park could provide a relevant example for staging of development and infrastructure in Camellia.

Principle 2: Roles and responsibilities in infrastructure delivery

It is a critical consideration that Council must not to be presented with a funding deficit when facilitating local infrastructure delivery. For Council and other stakeholders to consider their role in infrastructure provision, details of costs, delivery models and availability of funding sources will need to be understood. Collaboration between the landowners, State Government and Council on a comprehensive strategy for the staged delivery of all required infrastructure will be critically important. Developers will need to play a major role in the funding and delivery of infrastructure to support development and re-development of the precinct. It is noted in relation to funding mechanisms that the Directions Paper refers to the potential application of a special rate levy to Camellia and the application of such a process must subject to Council consideration and agreement.

Principle 3: Delivery and staging of social infrastructure including district sportsground facilities

All required social infrastructure (e.g. district sportsgrounds, community facilities and playing fields) must be provided early and locally within Camellia and in optimal locations to support incoming residents/workers. This will ensure that future growth does not place an increased burden on facilities outside of Camellia that are already subject to high levels of usage. Notably, the Staging Plan in the Directions Paper should reflect early delivery of open space and other facilities within the short-term (0-5 years) rather than the medium-term.

The Directions Paper should reference the Greener Places Design Guide, Council's Community Infrastructure Strategy (CIS) and Council's draft Sportsground Strategy/Action Plan. The location and configuration of open space, and provision of tree canopy must be consistent with these documents.

More detailed mapping should be provided to include the location of sportsgrounds, community facilities, open space and park assets. Open space and environmental assets should be depicted as separate uses to avoid ambiguity. As with Figure 3 of the Directions Paper, open space and foreshore areas should be distinguished from each other as they are different asset types. It is also important that detailed mapping shows the location of community assets in terms of shared property/land boundaries. This is important for ensuring facilities are not constrained or overburdened by competing needs/uses.

2. Housing Provision

Principle 4: Approximately 10,000 dwellings and minimum 5% affordable housing with opportunity for greater provision

The Directions Paper identifies the potential to deliver up to 10,000 dwellings and identifies benchmarks for affordable rental housing (5 to 10% of total yield). DPIE should ensure that if the maximum dwelling yield is 10,000, this figure informs infrastructure provision rates. It is also important that the Place Strategy/rezoning package includes planning controls that prevent future density increases in the precinct.

Additionally, DPIE must ensure that the Directions Paper and the Place Strategy clarify maximum dwelling yield, desired densities, desired housing mix and typologies, design and built form principles, minimum requirements for affordable housing provision, and suitable planning controls for implementation.

While the Directions Paper identifies the provision rate of affordable housing (5% to 10% of total yield), this range presents the risk that future developments will only provide 5% as a minimum. It is recommended that future planning controls are drafted to enable Council to require more than 5% of affordable housing where it is determined to be feasible.

Principle 5: Provision of built form of design quality and high amenity
Given the high densities envisaged for the precinct, the Directions Paper and Place Strategy should emphasise the provision of built form that is of design quality and high amenity.

3. Employment Objectives

Principle 6: Optimising job opportunities through additional employment uses while supporting the retention of important industrial uses.

The Directions Paper identifies that 'there is opportunity to more than double the number of jobs to approximately 10,000'. Council supports optimising job opportunities through additional employment uses while supporting the retention of important industrial uses in Camellia. The Directions Paper and Place Strategy will need to clarify desired employment uses and ensure the Masterplan and planning controls facilitate desired land uses and job growth. It is recommended to amend the Directions Paper to include reference to Council's Economic Development Plan and to ensure consistency with the actions identified for the Camellia-Rosehill precinct. In particular, consideration should be given to means of ensuring that new development delivers job opportunities in commercial/industrial zones that are consistent with City of Paramatta's current and future key employment growth areas, including the medical, education, health research and professional services sectors.

Principle 7: Strengthening the growth of leisure/visitor economy within and in proximity to Rosehill Gardens

With the presence of Rosehill Gardens there are significant opportunities to strengthen the leisure/visitor economy in that precinct with enhanced entertainment, hospitality, and recreation uses that complement the Rosehill Gardens and create an events and entertainment district.

Principle 8: Establishing a strong night-time economy and range of placemaking activities

It is recommended to amend the Directions Paper to include principles to establish a strong night-time economy and a range of placemaking activities in the precinct to boost the economy of Camellia. This will be key to positioning the Camellia-Rosehill precinct as a viable and vibrant place to live and work. It is recommended to amend the Directions Paper to include reference to Council's Night City Framework and ensure consistency with its objectives and actions relevant to Camellia-Rosehill Precinct.

4. Traffic and Transport

Principle 9: Inclusion of new Metro station in Camellia

While the State Government has indicated a position on the matter, Council considers that a new Metro station at Camellia is required to support the precinct in the long term. It is recommended to amend the Directions Paper to include a Metro station (or provisions for one) as part of the transport improvements.

Principle 10: Completion of a traffic and transport investigation

It is recommended that a comprehensive traffic and transport investigation is undertaken to inform the Place Strategy and prior to any development expectation being set within the precinct. This must include strategic and traffic modelling (including internal road testing), intersection analysis in/adjacent the precinct, and optioneering improvements. Additionally, the Directions Paper should consider application of travel demand management in Camellia which could assist in the management of unbundled parking whereby tenants or owners can flexibly purchase parking spaces as they need rather than being automatically included as part of the housing package.

Principle 11: Preferred alignment of Parramatta Light Rail Stage 2

The proposed route option running along Grand Parade (Option 2B) is Council's preferred alignment for Parramatta Light Rail Stage 2. The alternative proposed route along the foreshore (Option 2C) would preclude recreation and open space opportunities.

Principle 12: Active transport links are provided north-south and east-west across Parramatta River

It is encouraged to provide active transport missing links north-south and east-west across Parramatta River. Additional active transport links are required in and outside of the precinct as further detailed in the mapping section of this submission.

5. Environmental Sustainability

Principle 13: Protection and enhancement of Parramatta River, Duck Creek and associated wetlands
It is important that the Directions Paper and Place Strategy emphasise the protection of environmental assets including Parramatta River, Duck River, and associated wetlands. The wetlands have high ecological value and potentially cultural value providing habitat for endangered species and ecological communities such as saltmarsh and the Green and Golden Bell Frog.

Principle 14: Optimising foreshore access and riparian planning

The Directions Paper provides 'it is expected that public foreshore access and improvement will be a condition of any redevelopment proposal'. While this is supported, relevant riparian planning guidelines must be considered including Office of Water and Sydney Harbour Coastal Management guidelines. It is recommended to omit the qualifier in the Directions Paper 'maintenance/enhancement of riparian habitats, with a minimum 40m setback ...where required and possible' as this is a minimum requirement.

Principle 15: Integrated flood management strategy across the whole precinct

A comprehensive precinct-wide Flood Risk Study and Plan must be undertaken to inform the Place Strategy. Below is an assessment of flood management principles in the Directions Paper which require amendment:

- The principle to locate sensitive and critical and uses out of flood-affected areas is supported. To clarify, while 'childcare' is considered a sensitive land use, 'residential' would not be considered a sensitive or critical use and therefore should be omitted. Parramatta DCP (Part 2) provides a list of critical land uses.
- While the principle of providing new bridge connections is strongly supported, it is crucial that these new connections consider design approaches that provide for safe flood evacuation.
- A new principle should be incorporated to restrict/discourage basement carparking considering potential flood risks. It should only be considered if basement carparking areas are fully protected from flood inundation risks for all events. Groundwater will leak into underground carparks even if they are sealed and this requires disposal. As groundwater in Camellia is likely to be highly contaminated, it should not be discharged into the environment without substantial treatment.

Principle 16: Precinct-wide coordinated remediation strategy

A Contamination Investigation Report must be undertaken to inform the subsequent Place Strategy. The Place Strategy will need to detail how any precinct-wide remediation strategy will be implemented and the costs of ensuring it being implemented to the highest possible standard.

Principle 17: Council consideration of proposals for land dedication subject to understanding land constraints and maintenance costs

Council will not accept dedication of contaminated land. Land constraints and ongoing maintenance costs will need to be understood by Council when considering proposals for land dedication if it is to be accepted.

Principle 18: Implementing net zero carbon precinct

The Directions Paper includes an objective to make Camellia a net zero carbon precinct by 2050 and this is supported. It is recommended that the Directions Paper and Place Strategy provide further detail on how net zero will be implemented and include reference to Council's Sustainability Strategy as it is a useful resource.

Principle 19: Integrated planning of active transport, open space and the public domain

The Directions Paper and Place Strategy should emphasise the principle of integrating open space, active transport, public domain planning with the development and delivery of precinct wide environmental strategies.

6. Cultural Heritage

Principle 20: Optimising opportunities for Connecting with Country

A comprehensive cultural heritage assessment process must be completed to inform the Place Strategy. The Directions Paper and Place Strategy should incorporate principles to provide spaces for ceremony as a means of connecting with Country.

CONCLUSION

Council supports the vision and directions of the Draft Directions Paper for the Camellia-Rosehill Place Strategy, subject to the consideration of the principles and recommendations raised in this submission. Council looks forward to collaborating with DPIE to address the matters raised in this submission.

ATTACHMENT 1 – COMMENTS RELEVANT TO PLACE STRATEGY

Traffic and Transport

- Council officers suggests that DPIE consult closely with Sydney Metro to ensure the most accurate depiction of the Clyde stabling facility and surface and below ground railway lines can be represented (on all maps).
- The Place Strategy should show potential upgrades or at least an investigation area around James Ruse Drive/Hassall Street. Council is aware that TfNSW is investigating options to improve traffic flow along James Ruse Drive. Future Transport 2056 has Parramatta Regional Ring Road improvements in it and here is a description of the project at Infrastructure Australia: https://www.infrastructureaustralia.gov.au/map/parramatta-outer-ring-road-capacity. The Place Strategy should indicate planning and timeframe commitments for potential upgrades or otherwise earmark that consideration of this intersection will be made through a separate process, if that is the case.
- Considering its geography and possible redevelopment in Camellia, there is a great opportunity for a robust application of travel demand management including establishment of a Travel Management Association. A TMA would have to be tied to approvals and it would require landowner support. This could be very useful for Camellia to encourage public and active transport take up as the precinct grows.
- Suggested amendments to Transport Map as identified in the Mapping section below.

Open Space and Natural Environment

- It is recommended to remove the qualifiers for the provision of riparian setbacks: "Maintenance/enhancement of riparian habitats, with a minimum of 40 m setback from mean high water level where required and possible." Council has required 40m for all recent PPs on river foreshore as per office of water guidelines.
- The Place Strategy should consider the following principles for open space provision:
    - Minimum 20% of land are to be allocated to high quality open space that is within a walkable catchment (approx. 250m) of residential dwellings.
    - Open space should be regularly shaped (square/rectangular) and defined by public road frontages to maximise their accessibility, amenity and activation.
    - Optimise opportunities for additional sportsfields and multi-use indoor courts including the use of alternative 'non-traditional' spaces and underutilised land (e.g., Rosehill Racecourse).

Provide multi-use buffers to environmentally sensitive wetlands and riparian corridors to protect ecological functionality whilst enhancing connectivity and recreational opportunities.

Water Management

- The Flood Risk Study and Plan will need to detail how existing flood challenges will be addressed. It should address the challenges/risks associated with:
    - the proximity and significant impacts from A'Becketts Creek, Little Duck Creek, Duck River and Parramatta River;
    - zoning changes (from predominantly industrial to predominantly commercial/residential) increasing occupation of the floodplain;
    - treatment of sensitive developments (e.g. childcare, aged car centres) and critical infrastructure;
    - impacts on or closure of access points to and from the precinct during major flood events which will be a key issue for flood emergency evacuations and/or refuge-in-place arrangements; and
    - existing contamination issues and implementation of Water Sensitive Urban Design (WSUD) solutions.

The Place Strategy will need to clarify how the Integrated Water Management Strategy impacts developments recently approved by DPIE such as the VIVA site.

Mapping issues

It is recommended to amend the diagrams in the Directions Paper to rectify below mapping issues:

Amend the transport map (Figure 4 – Potential Transport Improvements):

- To exclude details of the local road network acknowledging that this is a high-level circulation map and further technical work is to be undertaken. Concern is raised towards the street network indicated in the Town Centre (Figure 4), including access to 181 James Ruse Drive and the seemingly multi-leg, polycentric, intersection with all modes of travel represented at Grand Avenue.
- To indicate an alternative bus route along Grand Parade towards the alternative PLR Stage 2 bridge at the eastern end of the precinct to provide future flexibility in transport connections.
- To indicate the Clyde stabling yards noting that the map is indicative and will be informed by consultation with Sydney Metro.
- To indicate potential green/active transport links: along the northern foreshore of Duck River through the heavy industry precinct connecting to the Parramatta River foreshore; potential link across Duck River to Silverwater Park; links on both northern and southern sides of Unwin Street; links across Duck Creek and along Tennyson Street that directly connect to the fork at M4 motorway; connection across Duck Creek from Shirley Street to Deniehy Street and Tennyson Street that directly connects to the fork at the M4 cycleway; and an additional link along the northern side of Duck River that extends past Durnham Street eastwards towards the heavy industry precinct connecting to the Parramatta River foreshore.
- To consider whether a straighter alignment can be achieved for the river crossing to Clyde Street as it is depicted as bisecting two properties.

Correct Figure 1- Environmental Challenges as numbers 2 and 3 are shown in the map legend but are not on the map itself. Further, correct Figure 2 – Flooding from Parramatta River as it does not correctly show the flood inundation areas where the planned Sydney Metro West stabling facility is proposed and the flood inundation areas along A'Becketts Creek. Council's Flood Map is provided in the **Figure 1** below.

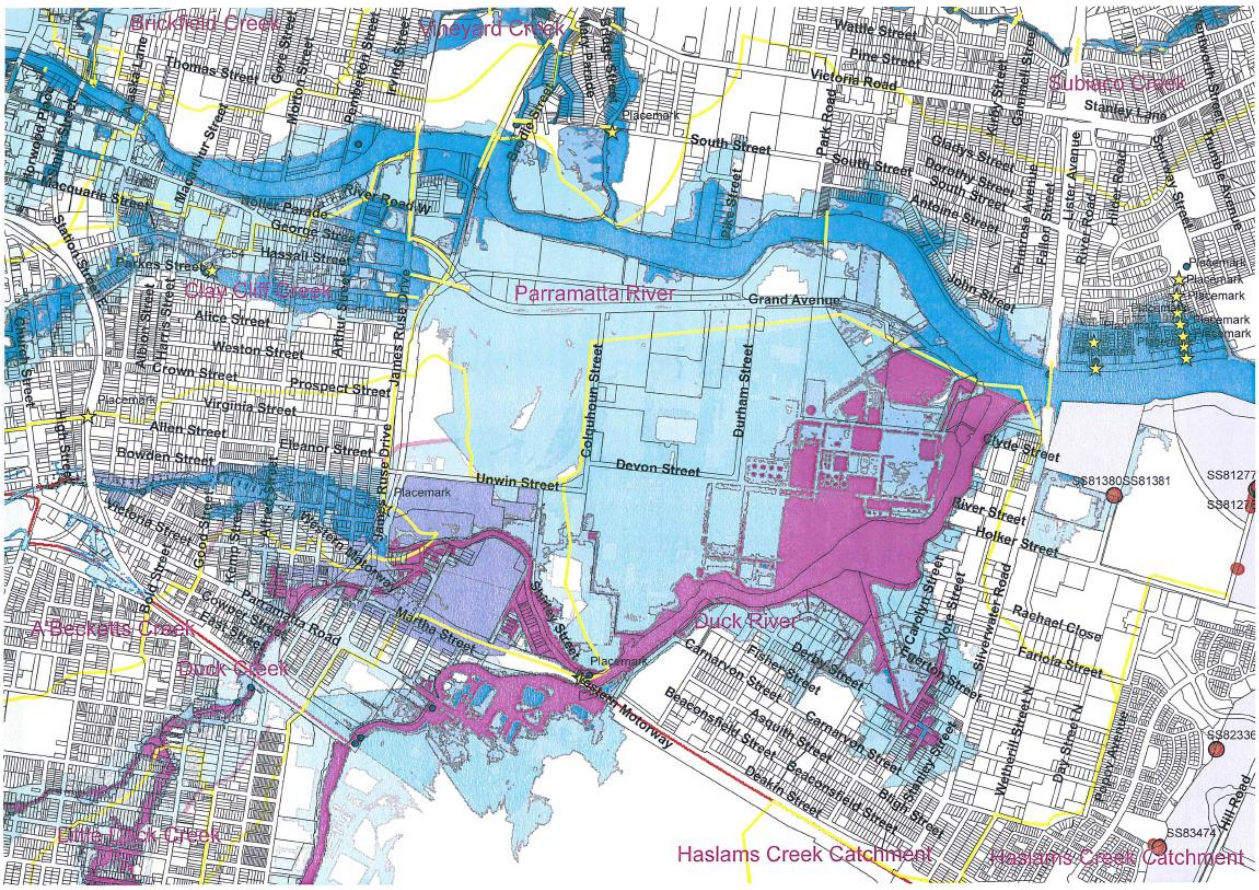


Figure 1: Council 's Flood Map

Economic Development

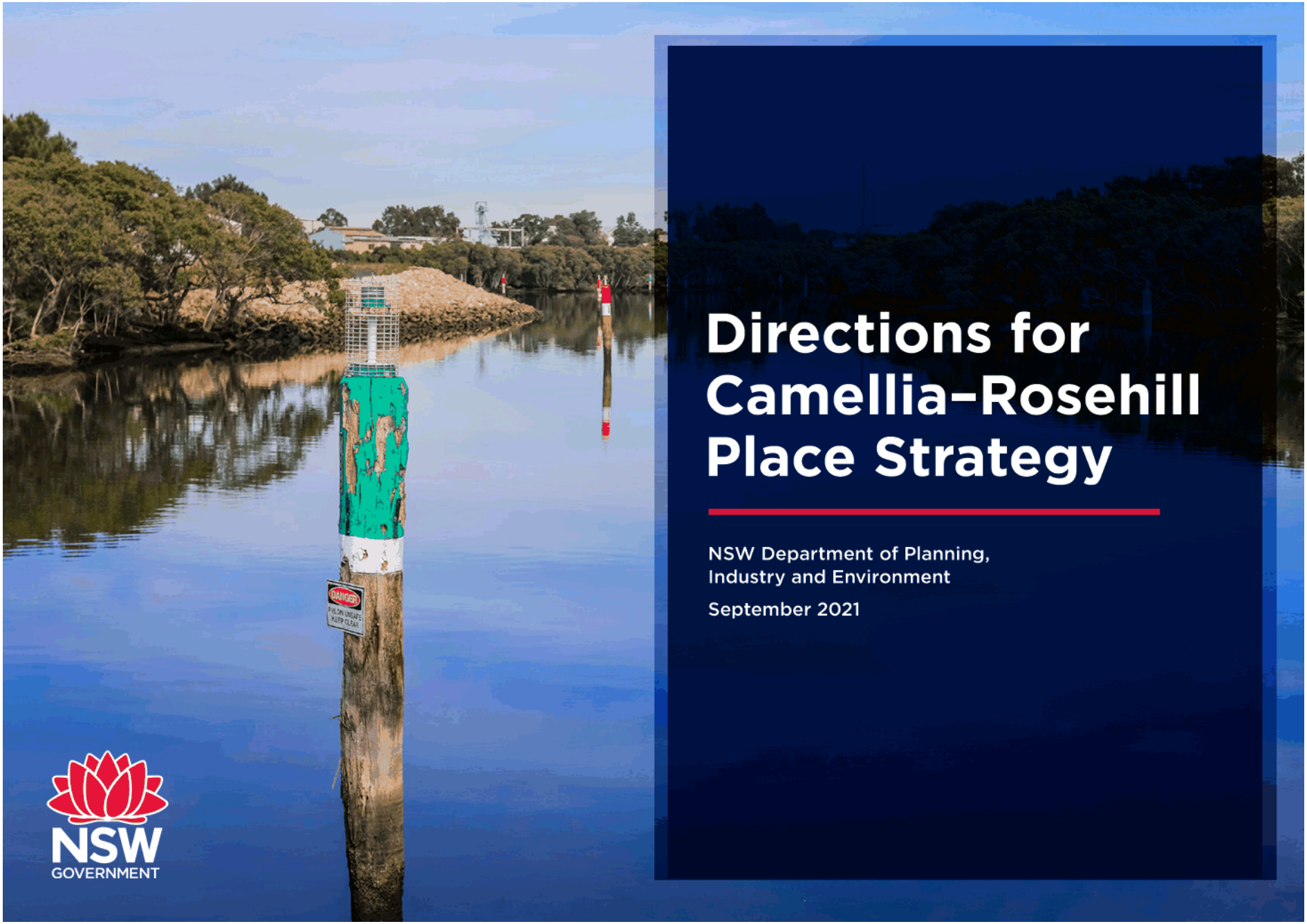
- With the presence of Rosehill Gardens, there are opportunities to strengthen the leisure/visitor economy in that precinct with potential entertainment, hospitality, and recreation uses that complement the Rosehill Gardens and create an events or entertainment district.
- Given the precinct's proximity to Rosehill/Harris Park and Western Sydney University (WSU), all connected by PLR, there is scope to assess the future character of these areas with respect to any commercial or retail development and needs of residents (factoring in those who live outside the precinct in any assessment) and to ensure complementary uses with greater active transport connections between them, particularly for any development fronting James Ruse Drive/Grand Parade.
- Future partnerships between businesses in Camellia and WSU should be encouraged to bolster study and work opportunities in the locality. This would position Camellia as an attractive place for students and/or young professionals to study and work in the area.
- There is scope for the provision of student accommodation in Camellia given the proximity of WSU to the precinct.
- The retention of industrial uses and introduction of uses that increasing employment density in the precinct is supported.
- The provision of high-quality public domain is key to creating meeting places outside of work. This would cultivate collaborative and innovative work environments in Camellia.
- The planning of buffer/transition zones between residential and urban services could boost economic activity through the provision of retail and hospitality uses within these areas. This would enable legibility of land uses transitioning from the town centre in the west to urban services/business park environment in the central portion of the precinct.

Urban Design

- The presence of the north-south surface connection that runs parallel to James Ruse Drive should be strengthened. At a minimum, it should connect Grand Avenue and Unwin Street, but should also illustrate its potential to connect through to Clyde and/or Granville Railway Station in the future. It is important to preserve this access, even more so when considering the pull that Rosehill Racecourse brings to Parramatta's social calendar and the necessity to provide alternate access to James Ruse Dive with its potential intensification of use.

- There should be a greater acknowledgement of a potential long-term strategy for delivering light industrial development in the southern portion of the precinct, where there appear to be large leftover land parcels. Some indication of a permeability index or armature of streets would be helpful to manage existing NCAs in the area and to protect the delivery of the Duck River crossing in the identified timeframe.

- On the eastern portion of the Precinct, the immediate retention of existing industrial uses is supported. However, some degree of vision and/or recognition of desired future uses such as recreation, ecological or environmental employment would be beneficial.

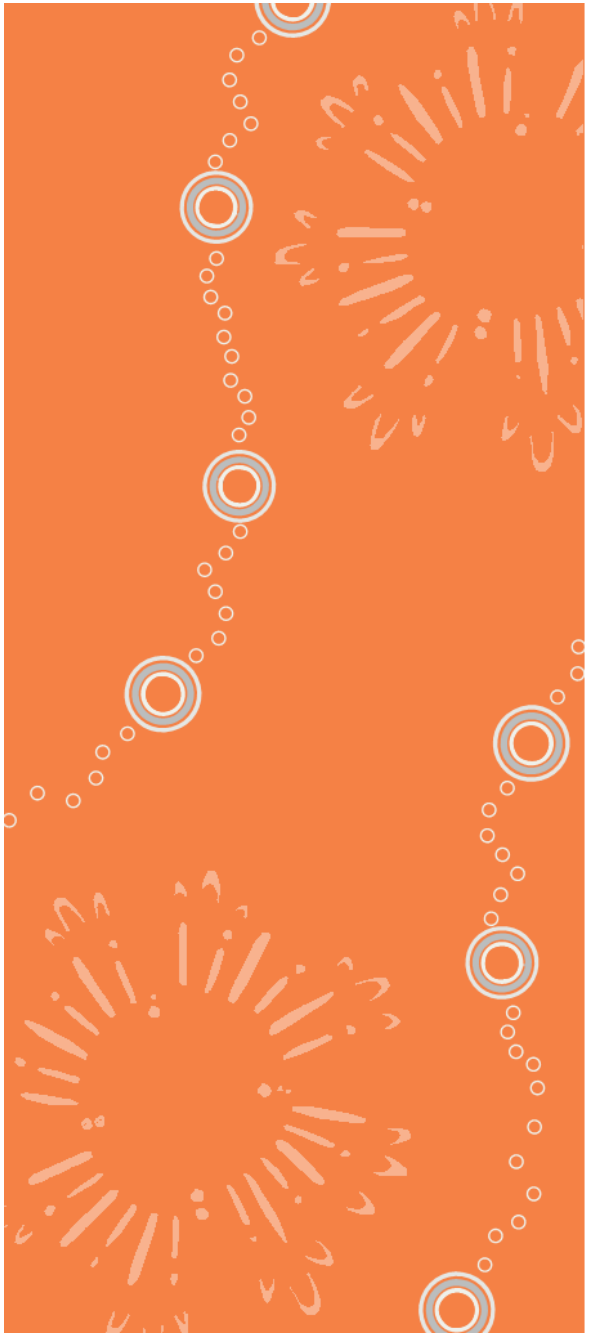


Directions for Camellia–Rosehill Place Strategy

NSW Department of Planning, Industry and Environment

September 2021

NSW GOVERNMENT



Acknowledgment of Country

We acknowledge the Burramattagal people as the Traditional and continuing Custodians of Dharug Country on which Camellia–Rosehill sits. We pay respect to their Elders past, present and emerging and recognise their cultural and ancestral connections to the land, skies and waters of the site under investigation throughout this project.

Camellia–Rosehill, a place of creeks and rivers, would have been an important meeting place for Aboriginal peoples – a place of gathering for trade and cultural exchange between the east and west, salt water and freshwater peoples.

Through the Camellia–Rosehill Place Strategy, we commit to helping support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country, it will care for us.

We seek to genuinely recognise the needs and aspirations of the Burramattagal people and imagine this place through the eyes of Dharug Custodians. This is our chance to heal and restore the land, waters and cultural heritage of Camellia–Rosehill and make this precinct an exemplar of recovery and restoration – a place of not just economic prosperity but also for sharing stories, celebrating resilience and a better future.

Directions for Camellia–Rosehill Place Strategy

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Left: Artwork by Nikita Ridgeway

About this directions paper

New investment and infrastructure in Camellia-Rosehill – one of Greater Sydney's strategically important riverside precincts – provides a significant opportunity to create a clean, green and sustainable place for the community to live and work, now and into the future.

The Government is preparing a new place strategy for Camellia-Rosehill, an integrated 20-year vision to breathe new life into this precinct, which has long held potential to leverage its most vital asset – the Parramatta River.

The department is preparing the place strategy in partnership with the City of Parramatta Council, Cumberland City Council, state agencies, landowners and the community.

This directions paper builds on previous submissions and direct engagement already undertaken with stakeholders and landowners in the first phase of the place strategy. It gives interested parties an additional opportunity to provide their input on key considerations and directions that are emerging as the place strategy develops.

The overarching objective of the place strategy is to provide an integrated 20-year vision that:

- recognises the strategic attributes of the precinct
- guides future land use and infrastructure investment decisions
- can be delivered in an economically robust manner with the support of state and local agencies and in collaboration with key stakeholders including landowners and industry
- ensures growth is aligned with adequate infrastructure provision.

A master plan and several technical studies will underpin the place strategy. This will include an *Infrastructure Delivery Plan* that is intended to identify infrastructure required to support the master plan, any funding gaps, proposed funding mechanisms, and roles and responsibilities in infrastructure delivery.

Parramatta River looking West to Camellia

Strategic work to date

The place strategy will build on a significant body of strategic work completed to date and underway, including:

A Metropolis of Three Cities and the *Central City District Plan*

The *Place-based Infrastructure Compact and Recommendations Report* for the Greater Parramatta and Olympic Peninsula (GPOP) and the NSW Government response

City of Parramatta Council's local strategies including the *Parramatta Local Strategic Planning Statement* (LSPS), *Local Housing Strategy* and *Employment Lands Study*

Studies of the Camellia–Rosehill precinct completed by the Department, including the *Draft Camellia Land Use and Infrastructure Strategy* (2015) and the *Draft Camellia Town Centre Master Plan* (2018)

Greater Sydney Commission's *Greater Sydney Industrial Lands Policy Review* and the Department's proposed Employment Zone Reforms as well as other relevant policy reforms

The directions

These documents, as well as consultation with landowners in the area, reflect a diversity of views, priorities, and preferences for the future of the precinct.

As part of this, we've developed 5 initial directions that will shape the place strategy.

1. Recognising and celebrating Country
2. Boosting economic activity and employment opportunities
3. Improving connectivity with a focus on sustainable modes of transport
4. Making residential development key to delivering good placemaking outcomes
5. Delivering an integrated and holistic approach to environmental management and sustainability

We want to test these directions with the organisations and individuals who have an interest in the future of Camellia–Rosehill.

Have your say

Visit **www.planning.nsw.gov.au/Camellia-Rosehill**

Email your feedback to **camellia-rosehill@dpie.nsw.gov.au**

The Vision

Camellia-Rosehill has an important strategic role as an industry and employment hub within the Greater Parramatta and Olympic Peninsula (GPOP) Economic Corridor. By 2041, the precinct will be enhanced, with service and circular economy industries, and new recreational and entertainment facilities, all enabled by better transport access via light rail, active transport and road connections.

A well-designed town centre next to the light rail stop will be the focus of community activity.

New homes will be close to public transport supported by walking and cycling paths and new public spaces including the Parramatta River foreshore.

Key environmental areas such as Parramatta River, Duck River and their wetlands will be protected and enhanced. Camellia's rich heritage will be interpreted, celebrated and promoted.

Camellia will be a showcase of recovery and restoration – a place of economic prosperity but also a place where people love to live, work and visit.

Parramatta Light Rail bridge over James Ruse Drive

Immense opportunities

The Camellia–Rosehill precinct plays a significant strategic role in the Central River City[1], given its economic contribution and the opportunities associated with its location at the heart of Greater Sydney, in proximity to Parramatta CBD.

The precinct contains a cluster of critical uses including:

- significant fuel storage and distribution
- the major location in Sydney for the manufacturing of building materials such as plasterboard and asphalt for roads
- the production of essential food products, including yeast supply for Sydney's largest bakery
- the majority of concrete recycling in Sydney, which is reused in the building of infrastructure.

The precinct will also house critical transport infrastructure, including the Parramatta Light Rail Stabling Yards and Sydney Metro Clyde stabling and maintenance facility.

Although generally low in employment generation, without these activities the city cannot function.

Existing water, waste and energy recycling uses such as EarthPower and Rosehill Recycled Water Scheme have the potential to create a strong economic cluster that can drive innovation. They could expand to deliver circular economy outcomes, for the Central River City and Sydney more generally.

The delivery of Parramatta Light Rail will make the area more accessible. Stage 1 will bring the area within a short 10-minute commute to the jobs, services and additional public transport options in Parramatta CBD and Westmead, and proposed Stage 2 will improve connections to Sydney Olympic Park.

Over 7 kilometres of waterfront along the Parramatta and Duck Rivers, A'Becketts and Duck Creeks and Camellia wetlands is generally inaccessible and underused. This presents a major opportunity to create an integrated network of green infrastructure including new open spaces, foreshore access and active transport links.

Rosehill Racecourse already provides an important hub for recreation and entertainment in central Sydney. We could enhance this, creating a more diverse and inclusive entertainment precinct to serve the region's growing population.

Despite these opportunities, the area is affected by a range of physical and environmental challenges such as flooding, contamination, hazard risk, transport access challenges and odour and noise impacts, as shown in Figure 1. These need to be addressed holistically and with a strategic vision in mind.

Addressing these challenges and maximising opportunities is complex and costly and will demand significant planning interventions and investment.

It will require innovative thinking and striking the right balance that will enable productivity, liveability and environmental outcomes to be optimised. To achieve this, various public and private sector stakeholders will need to work in partnership.

Through this partnership and informed by various technical studies, the future Camellia-Rosehill Place Strategy will identify the scope and staging of required essential infrastructure, as well as associated delivery and funding mechanisms.

Rosehill Recycled Water Scheme Reservoir

EarthPower food-waste-to energy facility

1. Significant volume of heavy vehicle traffic with only two access roads and limited pedestrian access across the precinct
2. Significant soil and water contamination
3. Potential odour, air quality, noise and visual impacts due to existing heavy industrial operations and surrounding road network
4. Existing sewerage pumping station with heritage significance and potential odour impacts
5. Interface with PLR and Sydney Metro West alignments
6. PLR Stabling facility
7. Planned Sydney Metro West stabling facility
8. Hazard risks due to Viva Energy's operation and a number of petroleum and gas pipelines, which will require buffers and limit certain development
9. Existing wetlands and mangroves along foreshore areas

- Precinct boundary
- Heritage items
- Aboriginal archaeological site
- Wetland and mangroves (heritage)
- SMW and PLR stabling
- Former Carlingford–Clyde railway corridor
- SMW area subject to fill for future stabling
- Viva Energy
- Access point

Fuel pipeline and terminal buffers

- 130m – permanent residential populations are limited
- 100m – sensitive uses prohibited
- 25m – all uses prohibited

Contamination Risk

- High
- Medium
- Low – medium
- Low

Figure 1. Physical and environmental challenges within Camellia–Rosehill

Precinct boundary

Flooding

- High hazard (1% AEP high hazard – present day conditions)
- Medium hazard (between the High Risk precinct boundary and the 1% AEP flood extent – present day conditions)
- Low hazard (between the Medium Risk precinct boundary and the PMF extent - present day conditions)

Source: 2015, Cardno Camellia Precinct – Drainage and Flooding Study

Note: This map depicts current flood risk and does not include future climate change impacts. Increased rainfall intensity and sea level rise will worsen flooding. The extents of each risk category would be greater under future climate conditions. The 1% AEP flood event will occur more frequently under future climate conditions. The PMF will change over time, including due to changes in catchment conditions and sea level rise.

AEP – The Annual Exceedance Probability is the probability of an event occurring in any one year period. The 1% AEP flood has a 1 in 100 chance of occurring each year and has an average recurrence interval (ARI) of 100 years.

PMF – The probable maximum flood is the largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation coupled with the worst flood-producing catchment conditions. The probable maximum flood defines the extent of flood prone land (i.e. the floodplain).

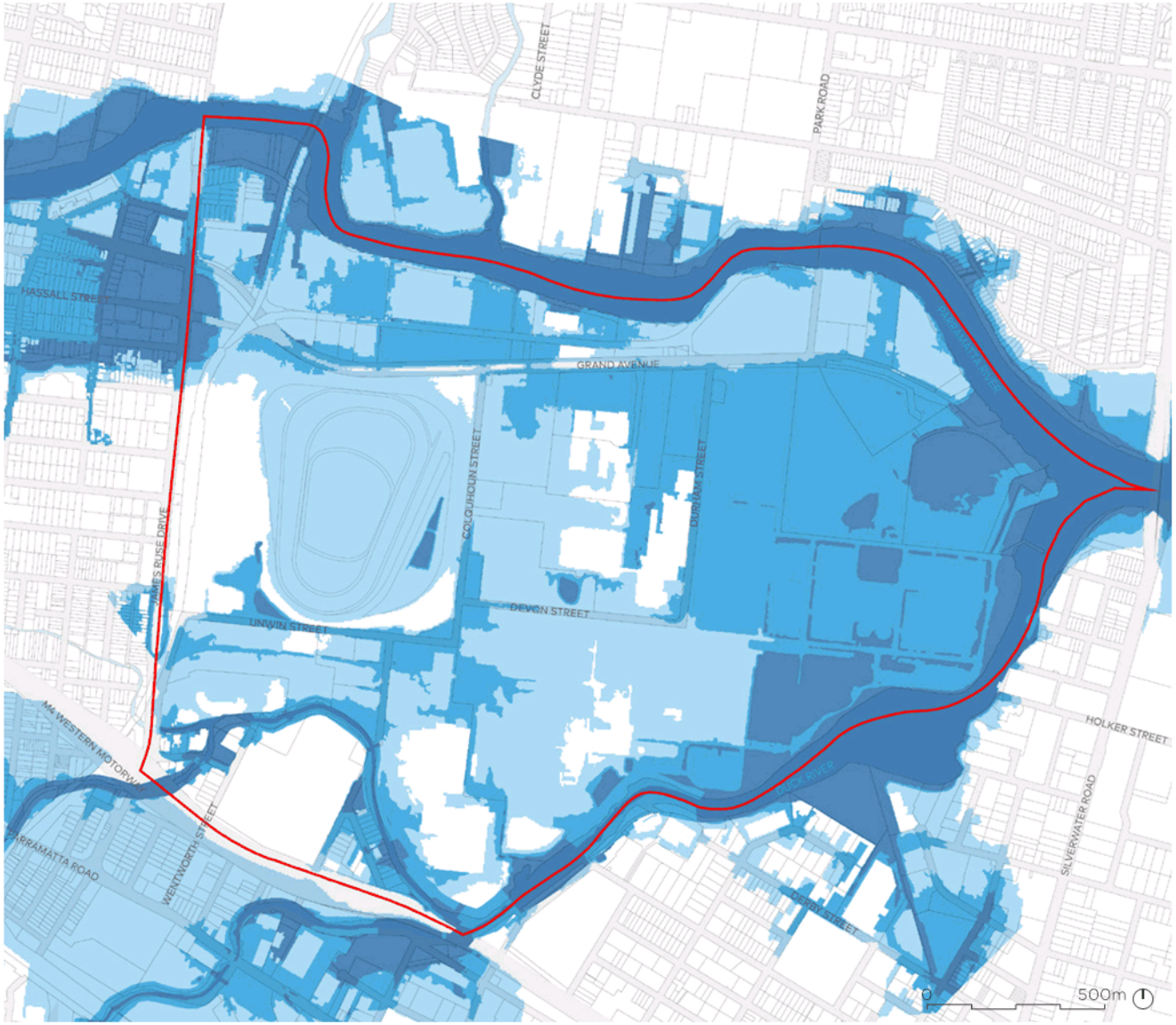


Figure 2. Flooding from Parramatta River, Duck River, Duck Creek and A'Becketts Creek

Guiding directions

Creating places for people to live, work and visit involves many inputs and decisions by many parties across key considerations. The following 5 directions are our starting point for a robust, workable Camellia–Rosehill Place Strategy.

We expect that these directions will evolve as our work progresses. We welcome feedback so that our work addresses the things that really matter to those interested in the future of Camellia–Rosehill.

Existing artwork along Grand Avenue

1. Recognising and celebrating Country

Camellia–Rosehill rests on Dharug Country of the Burramattagal people. The story of the place and the Aboriginal people who have occupied and continue to occupy the area is a rich one that began long before European arrival in 1788 and will continue long after the present day.

Before European contact, Camellia–Rosehill was an important place of trade and cultural exchange between Aboriginal peoples travelling between the Blue Mountains and the Coast. The surrounding Cumberland Plain was once a dense woodland habitat of stringybark, blackbutt, box and ironbark trees and a food source of snapper fish, crabs and ducks.

The more recent history of Camellia–Rosehill has been one of heavy industry, contamination, poor environmental management and neglect.

The place strategy presents an important opportunity to shape the place through the lens of the NSW Government Architect's *Connecting with Country draft framework*. One of the key objectives is ensuring engagement throughout the project lifecycle. As the project progresses, a series of meetings with Aboriginal community stakeholders and Custodians are occurring in parallel. These conversations are important to ensure that cultural/community priorities are embedded in the place strategy. These will help further establish the key directions for Camellia–Rosehill as it continues to develop in the years to come.

The place strategy will emphasise the history of the precinct and its constant evolution. Landscape and ecological elements (such as accessible foreshore and wetland rehabilitation) contribute to protecting, enhancing and recognising these river landforms for their Aboriginal cultural heritage values. These will also provide opportunities for cultural education along the river and public space for enjoyment by the whole community.

Opportunities to conserve and add to public art along Grand Avenue will enable the evolution of the corridor as a place for people and centrepiece of the locality.

A series of creative and cultural activities will be enabled through a diversity of mixed-use and employment opportunities.

Looking ahead, there are opportunities to:

- ensure Connecting with Country principles are embedded within the integrated master plan so that the design and delivery teams act upon them
- use Dharug language in naming of entries, streets, public spaces, buildings, wayfinding and interpretive signage and art
- ensure access to the foreshore, wetlands and other remnant ecologies (where possible) and enhance these to promote Caring for Country
- ensure social infrastructure and public places include opportunities for supporting Aboriginal culture, such as meeting and performance spaces
- promote the exploration of economic opportunities for Aboriginal people, such as partnerships between local businesses and Aboriginal enterprises
- reduce impacts of drought and flooding by way of more sustainable land and water strategies
- integrate public art commissioned through local Aboriginal arts practitioners into public spaces.

Give us your thoughts

- What are your thoughts on the proposed initiatives to Care for Country?
- What other initiatives could we implement to respect, heal and care for Camellia–Rosehill?

Existing businesses in the Rosehill Industrial Estate on Unwin Street

2. Boosting economic activity and employment opportunities

Delivering a more competitive and connected economic corridor across the GPOP is critical to achieving the vision for a stronger and more productive Central River City. Camellia–Rosehill has a significant role to play in this.

The precinct makes up more than half of the Parramatta local government area's industrial lands and has several regionally significant existing businesses that contribute to the NSW economy. These include the Viva Energy fuel storage and distribution terminals that are a significant supplier of Sydney's petroleum and jet fuel requirements, as well as a cluster of activities that recycle and supply building material, supporting development and infrastructure delivery across Greater Sydney. These uses are not easy to relocate. In some instances, they have been built on decades of infrastructure investment. They also rely on access to the arterial road network and the availability of large, unfragmented land parcels that are isolated from nearby residential uses. However, large tracts of industrial land in Camellia remain underused for a variety of reasons, including poor transport access, a lack of services and the cost of remediation.

Protecting these employment lands does not necessarily mean maintaining the status quo. As industries evolve with advances in technology and new business models emerge, we need to unlock opportunities for more innovative, creative and knowledge-intensive jobs within the precinct. Improved access to the precinct will help realise this outcome.

Camellia's central location also makes it ideal for a diversity of businesses such as freight and logistics and urban services that rely on proximity to population catchments. As Parramatta continues to grow as Sydney's second CBD, business will increasingly need access to land that can provide urban services, freight and logistics services. Despite having lower employment densities, these uses are critical to the function of the city.

In 2016, the Camellia–Rosehill precinct accommodated approximately 4,000 jobs and contributed approximately $500 million to the state's economy. Without planning intervention and improved infrastructure, employment lands in Camellia are likely to remain underused and will experience only a modest growth in jobs.

Our vision is to strengthen Camellia–Rosehill as an employment hub that supports city building and the growth of the Parramatta CBD. Camellia–Rosehill will focus on co-existing energy recycling and water infrastructure to enable a circular economy precinct connected into the wider Sydney network.

An active town centre will provide local retail and service uses to support local employers, workers and the local resident population (refer to Figure 3).

A transition zone could act as a buffer between heavy industrial and residential uses. It could accommodate mixed employment typologies and a diversity of industries – ranging from urban services to population serving jobs, freight and logistics, retail and recreation and an emerging innovation cluster.

Our preliminary investigations demonstrate there is opportunity to more than double the number of jobs in the precinct to approximately 10,000, while retaining the existing heavy industrial economic activities across the precinct. Better

transport access and connectivity and improved place amenity is essential to achieving this outcome.

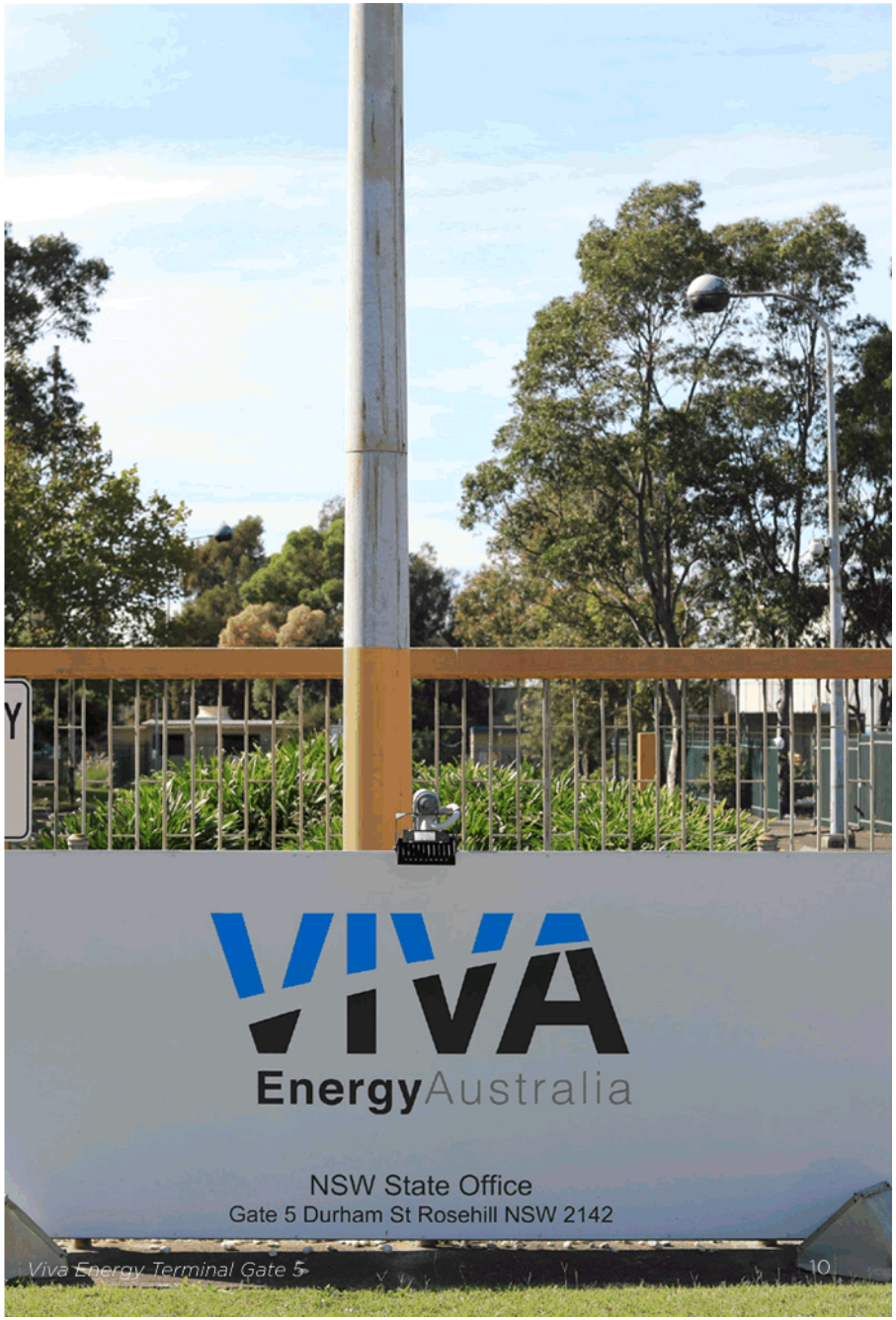
The industrial land within Camellia–Rosehill is within the 'review and manage' category of industrial and urban services lands, as defined by the *Greater Sydney Region Plan*. The Greater Sydney Commission is reviewing the *Greater Sydney Industrial Lands Policy*[2] in consultation with the department and other stakeholders. Phase 1 of the review currently underway relates to precincts identified as 'retain and manage'.

In parallel with the review by the Commission, the Department are also reviewing the existing employment zones (Industrial and Business Zones) to ensure the zones suits the future of work, is fit for purpose, supports productivity and jobs growth while facilitating delivery of strategic plans and planning priorities[3].

The place strategy will consider the use of the new employment zones and the policy review.

Give us your thoughts

- What infrastructure or place-making initiatives do we need to catalyse employment growth and better productivity outcomes across the precinct?
- What measures does the place strategy need to adopt to manage land-use conflict within the precinct?
- What are the synergies between existing businesses, and what additional interventions are needed to allow the area to become an innovative, circular economy precinct? What are the barriers to achieving this outcome?
- What land use zoning is required to facilitate optimal economic outcomes?



Viva Energy Terminal Gate 5

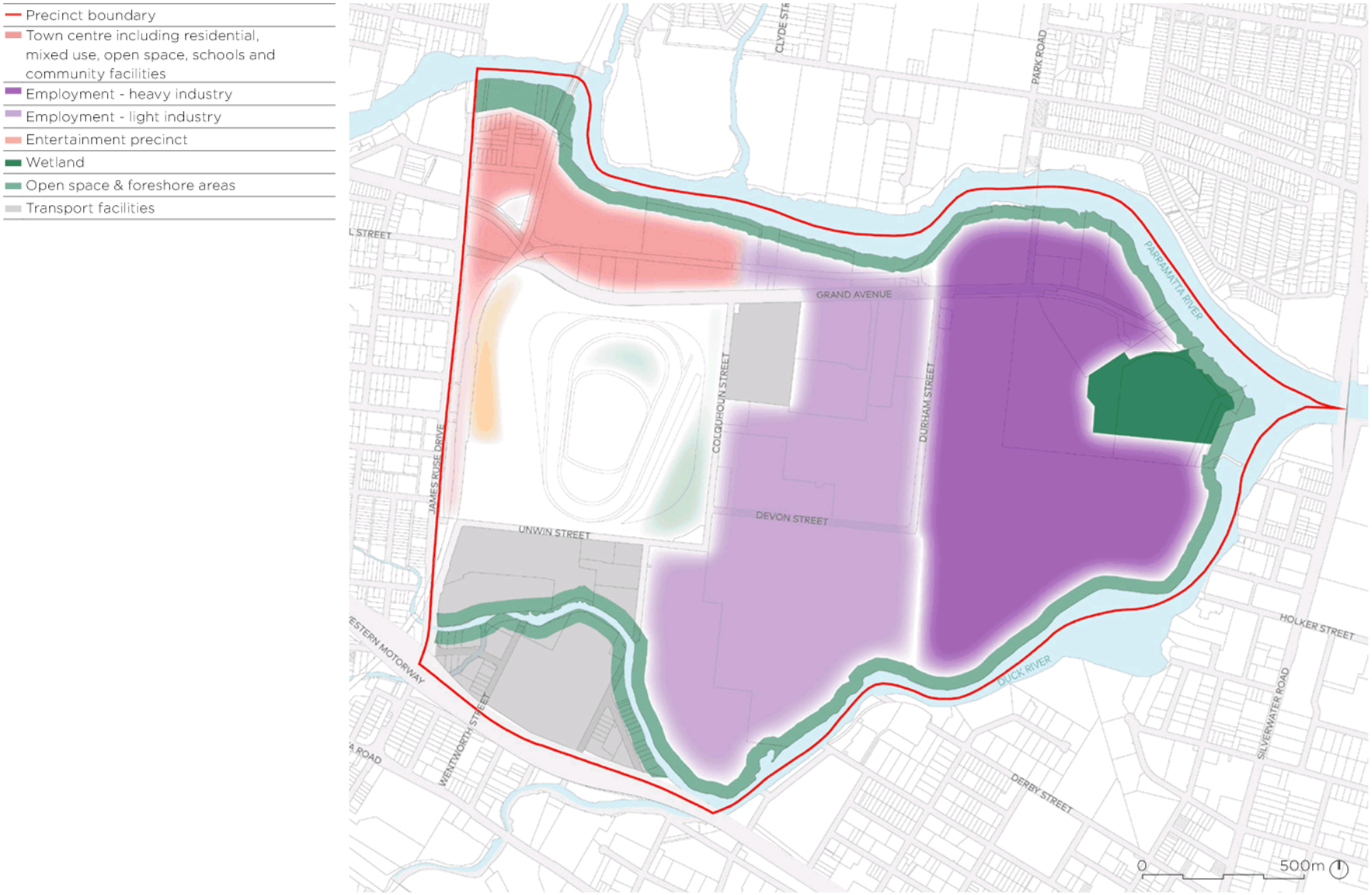


Figure 3. Indicative land uses

Way Finding Signage of walking and cycling paths

3. Improved connectivity with a focus on sustainable modes of transport

While the precinct is strategically located and in close proximity to the motorway and regional road network, road access to the 321ha precinct is limited to only two points:

- Grand Avenue onto James Ruse Drive/Hassall Street
- Wentworth Street onto Parramatta Road (height restricted at 4.6 m).

Parramatta Light Rail will transform access to the precinct. Leveraging this investment, the Camellia–Rosehill Place Strategy aims to:

- improve traffic and transport accessibility to, from and within the precinct
- diversify land uses and activity, including a mix of residential uses that will lead to increased walking and cycling trips.

The key principles include:

- Prioritising public transport as the primary mode of access for residential uses – this can be achieved through place-making and road access configurations, as well as through appropriate approaches to parking
- Innovative approaches to parking that encourage public transport use, as well as a diversity of other outcomes (such as place-making, sustainability and affordable housing)
- Managing mobility and place conflicts between different modes, and in particular between heavy vehicle movements and other road users (including pedestrians). New transport infrastructure aimed at improving economic productivity will support some separation between heavy vehicles and other road users
- Provision of and improved walking/cycling links within the precinct, along and across the foreshore to enable more sustainable travel modes and provide important green grid connections.

The potential transport initiatives that we have identified so far are shown in Figure 4 and include:

- delivery of Parramatta Light Rail Stage 1 and potential delivery of Stage 2 as well as new bus connections to the west towards the CBD in areas not serviced by the light rail, north to Rydalmere and south to Silverwater to capitalise on connections with existing services
- precinct parking hubs to reduce the need for on-site parking (decoupled parking)
- a bridge connection across the Parramatta River, extending access to Rydalmere and Victoria Road to the north. We expect this access would be used predominantly by light vehicles and buses
- improved access to James Ruse Drive to the west via the existing Grand Avenue intersection and potentially Prospect Street further south. These connections would predominantly serve the town centre, as well as the entertainment precinct
- potential connections to the M4 Motorway via Unwin Street, to be used primarily by heavy vehicles
- a new bridge connecting Devon Street to Carnarvon Road in Silverwater. In addition to light vehicles and buses, this access could function as a secondary route for heavy vehicles
- increased road networks within the precinct to provide a finer grain street grid and improved connectivity

- new and improved walking and cycling links are proposed throughout the precinct taking advantage of foreshore links and other access corridors.

Planning controls are being investigated to support transport initiatives and include:

- the requirement for parking to be de-coupled from housing parking
- restrictions on basement parking due to contamination
- limiting car spaces
- the provision of electric vehicle charging infrastructure.

All transport initiatives are indicative only and subject to detailed design, feasibility review and funding commitments. No investment decisions have been made.

Give us your thoughts

- Are there other road or transport improvements that we could investigate as part of this work?
- Are there better connectivity options that we have not identified?
- How can we improve access arrangements for the existing businesses and potential future industrial uses, while encouraging public transport use in the town centre?
- How can we manage potential conflicts in transport types, given the high number of heavy vehicle movements and the vision to prioritise active transport (walking and cycling) and public transport for non-industrial uses?

Intersection of James Ruse Drive and Grand Avenue

1. PLR stage 2 interchange stop
2. PLR stage 2 connection to South Street (alignments under consideration)
3. Connection to M4 Motorway
4. Connection to Carnarvon Street and Derby Street to Silverwater Road
5. Connection to Clyde Street (for northbound and eastbound traffic at Victoria Road)
6. Realignment of Hassall Street to connect to PLR signals and Grand Avenue alignment

- Precinct boundary
- Existing Road Network
- Proposed Road Network to be finalised
- Active Transport
- Parramatta Light Rail + Stops
- Parramatta Light Rail Stage 2 Options A & B alignments under consideration
- Parramatta Light Rail Stage 2 Option C alignment identified through the place strategy process to be investigated
- Bus Network + Stops
- Sydney Metro corridor
- Ferry
- Potential Precinct Parking Locations
- Transport facilities
- Wetland
- Open space
- Racecourse

Note: All transport initiatives are indicative only and subject to detailed design, feasibility review and funding commitments. No investment decisions have been made.

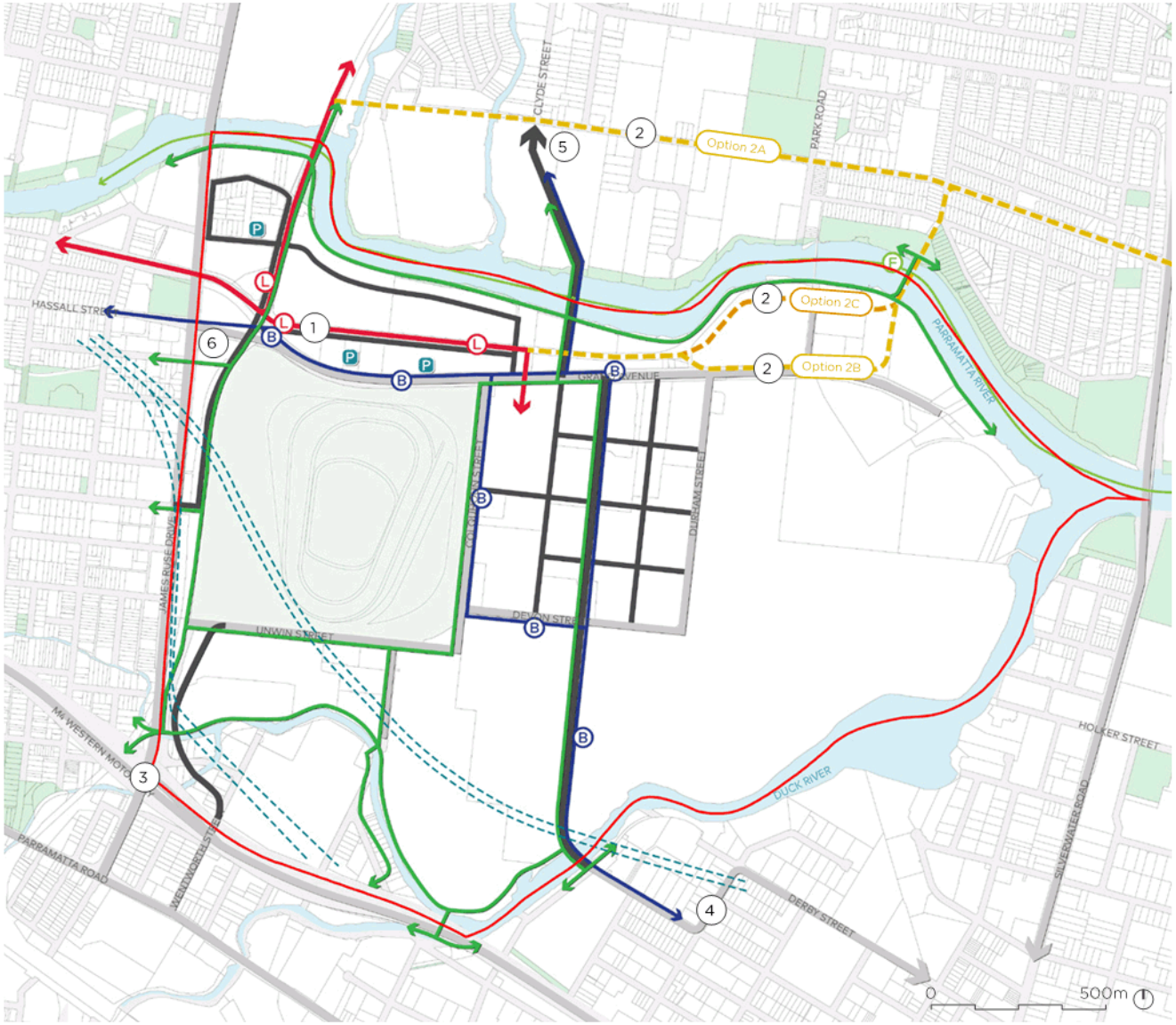


Figure 4. Potential transport improvements

Sewerage pumping station 067

4. Residential development key to delivering good placemaking outcomes

Sydney must continue to find new housing supply to accommodate a growing population and to provide affordable housing choices in middle-ring local government areas, such as the City of Parramatta.

The north-western portion of the Camellia–Rosehill precinct has the potential to support a diversity of housing opportunities that would complement the Parramatta CBD and Central River City and help meet local housing demand. The area is only 1.5 km east of the Parramatta CBD and is adjacent to Western Sydney University. It also has planned public and active transport and foreshore access.

While the main goal of the place strategy is to boost jobs and economic activity, residential development is key to enabling the expensive remediation work and transport improvements needed to boost productivity and jobs growth. Residential development brings important opportunities to connect with Country, as well as active transport and environmental improvements through opening up the foreshore for public access and delivering place-making outcomes.

The area that we are investigating for new housing (shown on Figure 3) has the potential for high-quality amenity, good access to public transport and appropriate buffers and treatment from industrial activity, pipelines, busy roads and sewerage pumping station 067. This area also includes large, strategic, and heavily contaminated sites that have remained vacant and dormant for many years because they needed development improvements to viably remediate the land.

Early investigations indicate that the precinct can potentially accommodate up to 10,000 dwellings, but only upon resolution of the funding and locational requirements of key infrastructure to serve the residents and workers. This yield could be substantially less if essential infrastructure is not able to be suitably located or funded.

Infrastructure opportunities

When planning for residential growth, we must ensure that suitable social infrastructure, such as schools, open space, recreation and community facilities, are available locally and provided early to support future populations as well as to deliver quality placemaking outcomes. Improved transport access and connectivity (infrastructure and services) will also be needed to enable residential development and ensure access to industrial lands is not impeded.

Social infrastructure such as schools and sporting fields need to be planned in highly accessible locations and away from hazard risks. For example, Department of Education guidelines to create a safe environment for students include the requirement for school sites to have 3 to 4 street frontages, in close proximity to sport fields and away from potential risk sources such as the fuel terminal and gas and fuel pipelines. There are not many sites in the precinct that can meet these locational requirements.

As part of the preparation of the place strategy we must identify appropriate areas to accommodate the necessary social infrastructure and ensure there is a funding mechanism to deliver this in a timely manner.

Table 1 identifies the minimum social infrastructure needed to service additional dwellings.

Avoiding land-uses conflicts and ensuring amenity

The design of future residential areas or sensitive uses will need to consider conflict with, as well as protection of, other land uses and the creation of appropriate buffer zones. We are currently considering the following measures to minimise noise, air,

vibration, odour, hazard risk and visual impacts:

- the proposed urban services precinct can act as a transition zone and create a buffer between certain conflicting land uses
- a proposed 120 m buffer between the existing sewerage pumping station 067 and future surrounding residential uses
- regulatory buffers and setbacks from existing fuel pipelines to minimise hazard risks:
  - A 25 m buffer, where all uses are prohibited
  - A 100 m buffer, where sensitive uses (such as day-cares, schools and aged care facilities) are prohibited
  - A 130 m buffer, where permanent residential populations are limited
- appropriate buffers to any gas pipelines or other utility infrastructure
- avoid locating sensitive land uses in certain areas, such as positioning vibration sensitive land uses above the Sydney Metro West or adjacent to the Parramatta Light Rail
- use of vegetation and landscaping, and design measures such as building placement, use of pleasant noise sources (soundscape design), and noise treatments for facades of buildings.

Give us your thoughts

- How do we set the right amount of residential use in the precinct, while allowing for potential future uses, the existing development challenges and growing demand for infrastructure?
- Are there other areas of the precinct that may be suited to residential or mixed use, taking into account the role and function of employment lands, the need to create a buffer to industrial land and the need to provide social infrastructure to support the future population?
- What innovative types of housing can be feasibly delivered in Camellia-Rosehill?
- Given the benchmarks and locational requirements, as well as the existing challenges within the precinct, where can we best accommodate the social infrastructure needs? Where are the best locations for new schools and sports fields?
- What are landowners' views on potential development yields, considering the challenges?

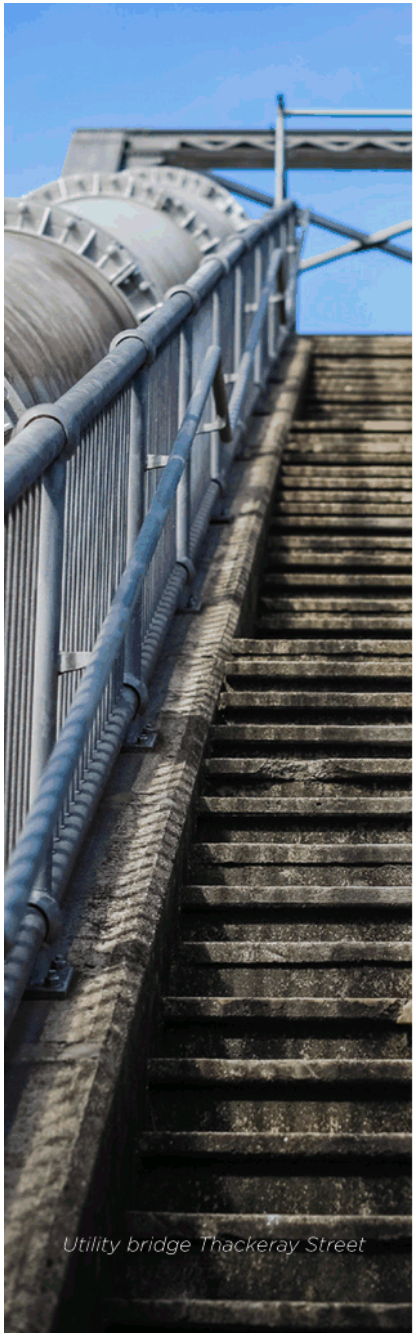
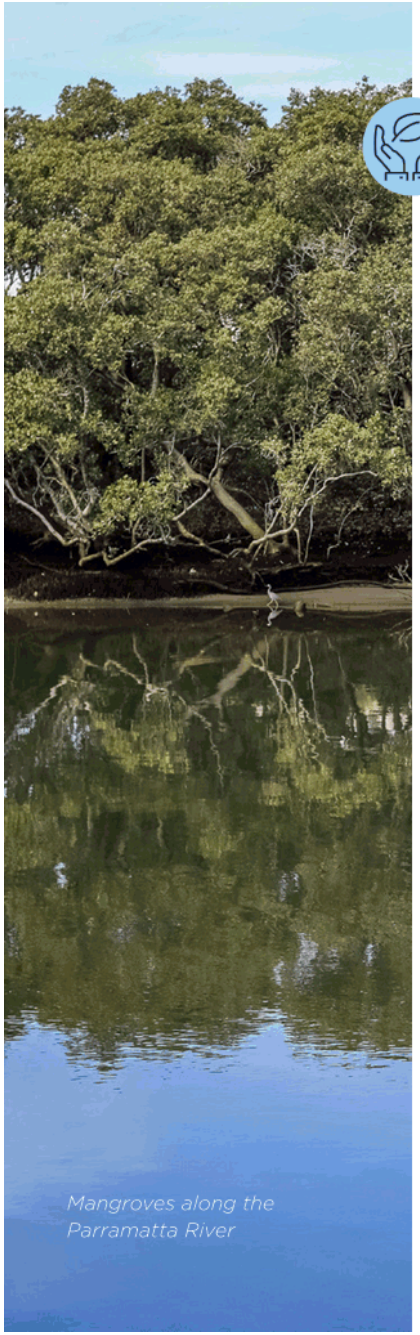

Utility bridge Thackeray Street

Table 1. Social infrastructure benchmarks

Infrastructure type	Benchmark
Public facilities	
Library number and floorspace	1 per 20,000 to 35,000 people | State library calculator
Community floorspace	80 sqm per 1,000 people
Cultural floorspace	20 sqm per 1,000 people
Subsidised spaces	80 sqm per 1,000 people
Early childhood education – long day care	1 per 2.48 children aged 0 to 4 years
Early childhood education – outside school hours care	1 per 2.70 children aged 5-11 years
Primary school	1 per 4,000 – 5,000 dwellings 1 per 8,000 – 10,000 dwellings | 2ha per school*
High school	1 per 8,000 – 10,000 dwellings | 4ha per school*
Tertiary	No benchmarks
Affordable rental housing	5 - 10% of total yield
Hospital beds	2 per 1,000 people
Youth centre	1 per 3,000 young people aged 12 to 17 years
Senior citizen centre	1 per 15,000 to 20,000 people
Public open space	
Parks (hectare approach)	• 1ha/1,000 people for park • 1ha/1,000 people for sporting open space • 1ha/1,000 people or more for natural areas and other open spaces
Regional Aquatic facilities	1 per 100,000 to 150,000 people
Play spaces	1 per 2,000 people
Indoor recreation courts	1 per 20,000 people | Workers – 10% of the population participates in sporting activities
Indoor sports centre	1ha per 50,000 to 100,000 people | Workers – 10% of the population participates in sporting activities
Outdoor recreation	Hard courts 1: 10,000 people
	Fitness station 1:12,000 people
	Skate facilities 1: 50,000 people
	Off-leash animal areas 1: 50,000 people

**Based on very high-level preliminary advice from Department of Education. Further detailed analysis will be required. Refer draft School Site Selection and Development Guidelines for further information on requirements.*



Mangroves along the Parramatta River

5. An integrated and holistic approach to environmental management and sustainability

Precinct-wide remediation strategy

Contamination is a key issue for the Camellia–Rosehill precinct, given its industrial legacy. Apart from Rosehill Gardens Racecourse, most sites within the precinct are affected by contamination.

No residential development should occur until there is an integrated strategy to ensure any new development addresses contamination and remediation in a way that contributes to and is consistent with strategic remediation principles for the precinct. This must be to a standard that protects human health and the environment for permitted land use zonings. The strategy will also support the improvement of water quality in Parramatta River, Duck River and Duck Creek and provide opportunities to develop the green infrastructure network, including canopy cover.

We are considering a range of matters in the development of the precinct-wide remediation strategy building on previous work. The principles include:

- Minimising disturbance of certain contaminants and generation of surplus contamination (waste) that requires offsite management
- Preference for on-site remediation over off-site treatment options and on-site destruction and treatment of contaminants preferred over containment, where practical to do so
- Mitigating potential flooding impacts (for example, created by filling/containment)
- Staging to reduce land use conflicts
- Making provision for the integrated governance of remediation across the precinct and the oversight and funding of ongoing management and maintenance
- Excavating and/or capping of foreshore areas to facilitate public access while mitigating potential impacts on mangrove communities and other sensitive ecological receptors
- The creation of 'clean infrastructure and vegetation corridors' through the precinct
- Specific remediation technologies to deal with precinct-wide groundwater contamination such as:
  - installation of an inground permeable reactive barrier along the Parramatta River foreshore
  - ongoing monitored natural attenuation[4], with the adoption of remediation corridors (easements) to facilitate future groundwater remediation programs as new technologies become available.

In most instances, landowners will need to work together to stage remediation appropriately. Generally, individual landowners will be responsible for remediation of their properties, including adjacent foreshore areas, as part of their redevelopment. Sites that are to be used for higher order/more sensitive land uses (such as open space and school sites) will typically require remediation to a higher standard than areas that may be retained for employment or industrial uses.

Sustainability

Camellia–Rosehill will develop with the goal of being a net-zero precinct by 2050, supported by circular economy industries. This may include the development of utility scale solar power generation, potentially providing a 'behind-the-meter' energy solution for local energy-intensive industries, through an embedded energy network. Delivery of such a scheme would require a proposal from a utility or other private sector provider.

The precinct will become water positive. That is, it will return more water to the system than it takes by using existing water treatment and recycling facilities and optimising the use of recycled water in all industrial, recreational and residential development. Sydney Water is considering a major waste-water treatment facility for the precinct that could provide a large additional supply of recycled water. Abundant availability of recycled water would enable large-scale planting through the precinct to mitigate heat-island impacts, reduce dust and air pollution, and improve local amenity generally. Any planting strategy would also

need to consider contamination and remediation as key issues.

Environmental assets will be protected and enhanced through remediation, additional planting and provision of new open space. This includes Parramatta and Duck River as well as the creeks, and associated heritage listed wetlands which has high ecological value (and potentially cultural value) providing habitat for endangered species and ecological communities such as saltmarsh and the Green and Golden Bell Frog.

Open space, active transport, public domain planning will also need to be integrated with the development and delivery of precinct wide environmental strategies. To this extent, it is expected that public foreshore access and improvement will be a condition of any relevant redevelopment proposal.

Planning controls such as tree canopy targets, future-proofing buildings with recycled water and electric vehicle charging and digital/smart infrastructure are being investigated to deliver on sustainability objectives.

Consideration is being given to potentially making the wetland located on the Viva Energy site (shown on Figure 3) publicly accessible which would not only provide an additional recreation area but could also be an important educational resource.

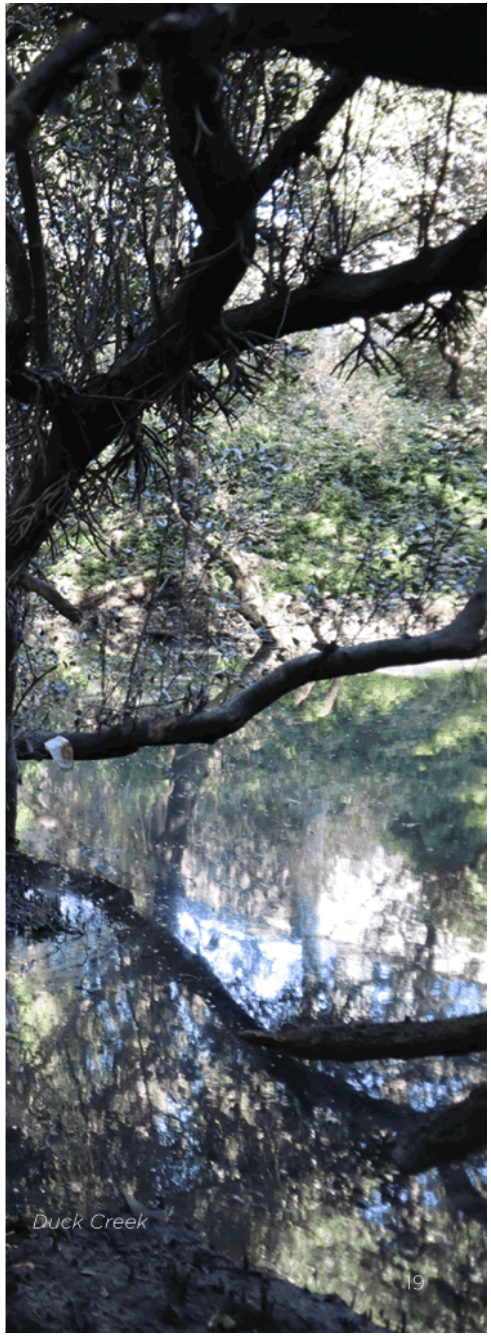
Integrated water management

An integrated water cycle management strategy is focused on:

- A coordinated approach to address flooding challenges
  - Ensure that development is compatible with the flood behaviour, hazard and risk, including consideration of flood emergency management (evacuation routes and safe refuge), climate change projections for increased rainfall and sea level rise for an appropriate planning horizon, and location of sensitive and critical land uses (e.g. residential, childcare) out of flood-affected areas
  - Maintenance/enhancement of riparian habitats, with a minimum of 40 m setback from mean high water level where required and possible
  - Identify suitable strategies for topography changes such as setbacks from main waterways/rivers required to avoid adverse impacts offsite and identify overland flow routes across the precinct to allow the controlled passage of floodwaters across the precinct
  - Maintain existing levels of flood storage to avoid adverse offsite flood impacts
  - Provide storage (detention) for local stormwater runoff to help return flow regimes in watercourses to natural conditions
  - Identify requirements for stormwater infrastructure.
- Water-sensitive urban design, water reuse and management
  - Implement water quality and quantity management onsite and cooling of the precinct
  - Identify precinct-scale and site-specific water treatment and management opportunities and challenges
  - Identify drainage network upgrades required, opportunities, and challenges such as on-site detention.

Give us your thoughts

- What governance structures could help the private sector ensure remediation systems are well managed in perpetuity?
- What specific measures are developers and the business community considering to achieve net-zero outcomes within the precinct?
- What strategies could be applied to the planning and design of new development to exceed water quality objectives?


Duck Creek

Parramatta Light Rail Bridge

Parramatta Light Rail under construction

Delivering the place strategy

The successful delivery of a place strategy for Camellia–Rosehill will require substantial investment over many years, including the remediation of contaminated lands, new transport infrastructure, opening up the foreshore, social infrastructure and open space. Infrastructure delivery will need to be staged appropriately to ensure it aligns to growth. A mix of mechanisms will be required to fund and deliver essential infrastructure, and it will be important for state agencies, local councils, landowners and industry to work collaboratively. The private sector will need to contribute substantially to funding this investment.

Early consultation with the landowners within the precinct reflects a willingness by the private sector to collaborate with government and contribute towards the infrastructure funding required to support the renewal of the precinct.

A funding and delivery strategy is key to the implementation of the precinct vision. We will need to test the feasibility of various development scenarios to ensure a high standard of residential amenity and supporting social infrastructure, while promoting employment and productivity outcomes. We are investigating how to implement reforms to development contributions recommended by the Productivity Commissioner.

Residential development will need to deliver social infrastructure to support the needs of the future population. The place strategy will identify potential options where this social infrastructure could be incorporated into sites within the proposed town centre and broader precinct.

There is also an option for existing landowners to contribute to the cost of new transport infrastructure, through a broad-based funding mechanism such as a special rate levy. Given the productivity improvements that may arise from better infrastructure, there may be support for such an initiative.

Mechanisms currently being considered include (but are not limited to) direct developer provision through planning controls, section 7.11 or section 7.12 contributions, regional and transport contributions, voluntary planning agreements, key sites provisions, and a local special rate variation. We will investigate this further as the place strategy progresses.

Give us your thoughts

- What mix of funding mechanisms do you think will be the most effective to fund and deliver infrastructure required?
- As a landowner would you be willing to contribute to the cost of new transport infrastructure through a special rate levy?

Staging strategy

A staging strategy will accompany the place strategy, aiming to strike the right balance to optimise place outcomes including housing delivery, employment growth, infrastructure provision, and delivery of environmental outcomes. It will be critical that staging of development is aligned with infrastructure provision to ensure the needs of the new resident and worker population in the precinct can be met. This could include the identification of thresholds for certain infrastructure or land use outcomes for different stages of development in the precinct. Based on preliminary investigations, we anticipate the sequence of growth and infrastructure delivery (shown in Table 2) will optimise precinct wide placemaking outcomes.

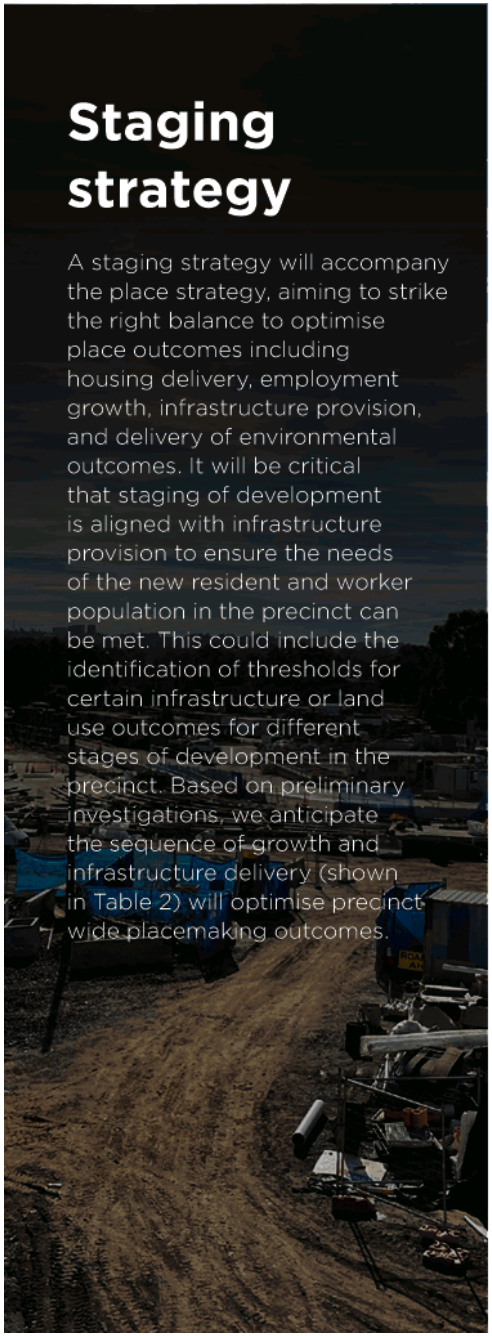


Table 2. Indicative staging – All initiatives are indicative only and subject to design, detailed feasibility review and funding commitments.

Timeframe	Infrastructure	Employment uses	Town centre, residential and entertainment precincts
Short term (0 to 5 years)	• Parramatta Light Rail stabling yard • Parramatta Light Rail (Stage 1)	• Ongoing industrial activity, with growth associated with development applications currently in the pipeline	• Start of planning and remediation works • Potential early delivery of housing on low risk/de-contaminated sites
Medium term (5 to 10 years)	• Sydney Metro West stabling yards • Deliver the initial road network enhancements: – Grand Ave/James Ruse Drive intersection – M4 connection – Road connections across Parramatta River and Duck Creek • First stage of active transport links • Town Centre enabling works • Primary school facilities • Foreshore access • Bus services established	• Continued growth of industrial and urban services • Start of finer grain development through the Urban services precinct • Consolidation of city building uses with access to enhanced wastewater and renewable energy supply (including battery storage facilities, subject to private sector investment)	• Initial development on remediated sites • Early stage Town Centre enabling work, including District Park and early community facilities • Entertainment precinct establishment including night-time venues and indoor courts
Long term (10 to 20+ years)	• Parramatta Light Rail Stage 2 • Active transport links completed • Additional Primary and Secondary school facilities	• More employment growth within and adjacent to the town centre • Establishment of a new road network through the urban services precinct • Consolidation of a circular economy built around businesses supporting city building, including water treatment, energy generation and materials recycling	• Gradual development of the town centre supported by social infrastructure, Parramatta Light Rail and road upgrades • Build out of remediated sites

Next steps

Our directions build on an extensive body of investigations over the recent years. We have tested multiple future scenarios through a highly collaborative enquiry-by-design process, with cross-government inputs. We invited landowners within the Camellia–Rosehill precinct to participate in this process through presentations and drop-in sessions.

Our directions are not set in stone. We expect to refine and adapt these as we talk to more people and complete our technical investigations. That's why we want to hear from you on these directions and how they can inform the development of the Camellia–Rosehill Place Strategy.

Have your say

Visit
www.planning.nsw.gov.au/Camellia-Rosehill

Email your feedback to
camellia-rosehill@dpie.nsw.gov.au

OUR TIMELINE FOR PREPARING THE PLACE STRATEGY

Investigations & evidence base
April to July 2021

Directions paper exhibition
September 2021

Draft place strategy exhibition
October 2021

Refinement
November to December 2021

Adoption & ongoing management

[1] An area including Greater Parramatta, as defined by the Greater Sydney Commission at **www.greater.sydney/metropolis-of-three-cities/vision-of-metropolis-of-three-cities/central-river-city-vision**

[2] The Greater Sydney Commission is undertaking a review of the Industrial and Urban Services Lands Retain and Manage policy under the *Greater Sydney Region Plan*. The policy applies to industrial areas in Greater Sydney that should be safeguarded from competing land use pressures. For further information visit: **https://www.greater.sydney/strategic-planning/monitoring-the-plans/industrial-lands-policy-review**

[3] The Department of Planning, Industry and Environment is currently undertaking a suite of reforms which includes the delivery of a simplified employment zones framework that suits the future of work, is fit for purpose, supports productivity and jobs growth while facilitating delivery of strategic plans and planning priorities. For further information visit: **https://www.planning.nsw.gov.au/Policy-and-Legislation/Planning-reforms/Employment-Zones-Reform**

[4] Monitored natural attenuation (MNA) refers to the reliance on natural attenuation processes (such as degradation of organic contaminants, binding of inorganic compounds to soil) to remediate a site.

NSW GOVERNMENT

INNOVATIVE

ITEM NUMBER	17.4
SUBJECT	FOR APPROVAL: Parramatta CBD Development Control Plan seeking commencement of exhibition
REFERENCE	F2016/01165 - D08191683
REPORT OF	Project Officer Urban Design; Team Leader –Land Use Planning; Group Manager City Design

WORKSHOP/BRIEFING DATE: 8 September and 22 September 2021

PURPOSE:

The purpose of this report is to seek Council endorsement for exhibition of amendments to Part 4.3.3 of the Parramatta DCP 2011 – Strategic Precincts Parramatta City Centre (and consequential minor amendments to other sections of the DCP) as part of the CBD Planning Framework project.

RECOMMENDATION

(a) **That** Council approve the draft Parramatta City Centre Development Control Plan at **Attachment 1** and consequential amendments at **Attachment 5** for the purposes of public exhibition for a 28 day period consistent with the *Environmental Planning and Assessment Act 1979*.

(b) **That** the following public authorities are consulted during the public exhibition:

i. NSW Department of Education;
ii. Transport for NSW;
iii. Sydney Metro West;
iv. Department of Planning, Industry and Environment – (both Planning and Environment, Energy and Science Branches);
v. Heritage NSW – Department of Premier and Cabinet;
vi. Aerospace agencies; Civil Aviation Safety Authority (CASA), Department of Infrastructure, Transport, Regional Development and Communication and Regional Development (DIRD);
vii. Utility providers – Endeavour Energy and Sydney Water; and
viii. State Emergency Service (SES).

(c) **That** the results of the public exhibition be reported back to Council for its consideration.

(d) **That** Council delegates authority to the Chief Executive Officer to make any changes of a minor, administrative and/or non-policy nature to the DCP during the drafting exhibition process.

BACKGROUND

1. The Parramatta CBD Planning Framework Project involves the development of a new planning framework for the Parramatta City Centre. The new planning framework includes the preparation of new planning controls (via a planning proposal and associated development control plan (DCP)); new development

contributions plan; Integrated Transport Plan and a new Floodplain Risk Management Plan.

2. The focus of this report is on amendments to Part 4.3.3 of the Parramatta DCP 2011for the Parramatta City Centre.

3. The proposed Parramatta City Centre controls discussed in this report aim to support the proposed LEP controls being delivered via the Parramatta CBD Planning Proposal which amends Part 7 – Parramatta City Centre, of *Parramatta LEP 2011*.

4. The preparation of the draft City Centre DCP controls are consistent with the following actions in Council's Local Strategic Planning Statement (LSPS):
   a. Action A67 – *Implement the Parramatta CBD Planning Proposal to protect an expanded commercial core and encourage increased commercial floor space around the core.*
   b. Action A92 – *Progress the draft high performance building planning controls (energy, water and dual piping) for both residential and non-residential developments within the Parramatta CBD Planning Proposal area.*

5. The previous and relevant Council reports on the DCP controls for Parramatta City Centre are:
   a. The Council meeting held on 28 October 2019 (Item 15.1) where Council resolved that *Draft amendments to Parramatta Development Control 2011be reported to Council prior to public exhibition.*
   b. The Council meeting held on 12 October 2020 (Item 17.1) where Council resolved to *approve the revised Civic Link DCP, including detailed controls for Block 1 … and that detailed controls for Blocks 2, 3 and 4 be reported to Council as a future DCP amendment.*

METHODOLOGY

6. An internal team of officers from City Design, City Planning, the Development and Traffic Services Unit and City Strategy, including input from specialist external heritage, architecture and urban design advisors, have prepared the proposed amendments to Part 4.3.3 of Parramatta DCP 2011.

7. The following considerations informed the proposed amendments to the DCP controls:
   a. The draft LEP controls which establish the future built form and densities permitted within the City Centre.
   b. Council's vision for new built form to define streets and high quality active public spaces, with tall slender towers above the street wall, set back to allow daylight, views and air to the streets and public spaces below.
   c. The importance of design quality as an important consideration in the development assessment process and reinforcing that the DCP should form the basis for assessment of Design Competitions.
   d. The cumulative impact of increasing densities, heights and building floorplates upon sun access to public places, wind, views to sky, significant views, vistas and the skyline.
   e. The requirement to ensure development achieves amenity consistent with the NSW Apartment Design Guideline objectives.

f. Acknowledgement of the legacy of existing built form where established street frontages, setbacks and building form will persist in parts of the city as it evolves.
g. The importance of heritage controls tailored for the unique character and setting within the Parramatta City Centre and the need for detailed heritage consideration.
h. Increasing pressure upon energy, water and sewerage infrastructure, as well as in response to improved sustainable building technologies.
i. Changes to the movement and flow of activity within the City in response to new significant state government transport infrastructure such as Parramatta Light Rail and Metro West.
j. Council's resolution of 26 July 2021, "***That**, Council's Draft CBD Development Control Plan (DCP), currently under preparation, explore opportunities to improve tree canopy and greening on private development".*

8. Furthermore, specific clauses in the proposed City Centre LEP that require the amended City Centre DCP to address:
   a. Requirements for Parking and Access report (as required by clause 7.3 Car parking);
   b. Clarifying the 'Area of Influence' when assessing specific heritage impacts (as required by clause 7.6K Managing heritage impacts); and
   c. Requirements for a 'shelter-in-place' (as required by clause 7.6L Floodplain risk management).

Supporting technical Studies

9. A suite of technical and background studies has assisted in informing the new draft City Centre DCP controls. A full list of these studies is contained in **Attachment 3**.

Integration of Special Areas in the CBD

10. The proposed amendments to the Parramatta DCP 2011 acknowledge Special Areas as precincts within the City having special importance or distinct character that require tailored controls to manage their growth. These precincts are also informed by aforementioned technical and background studies.

11. Special Areas are distinct from site specific DCP controls that result from site specific Planning Proposals, which are much smaller in scale, e.g. a single or amalgamated collection of development parcels as opposed to multiple city blocks and streets. City Centre Special Areas and their controls, are distinguished by their unique character and built form and are typically larger areas.

12. Refer to the Summary Table of Key Amendments to Part 4.3.3 Parramatta City Centre DCP at **Attachment 2** that outlines the Special Areas and identifies those that have minor amendments, are new, or that have been carried across to the draft City Centre DCP.

<u>Civic Link</u>

13. In response to Council's resolution of 12 October 2020, requiring detailed controls be reported to Council for Civic Link as a future DCP amendment, updated and revised controls are incorporated for the special area, inclusive of 71 (part), 73 and 75 George Street. This is in response to receipt of two site-specific DCP applications received during the preparation of the draft City Centre DCP. A summary of the applications and assessment of the issues is contained in **Attachment 4**.

Phillip Street/City River East Block

14. In response to feedback from Council following its consideration of the CBD Planning Proposal, additional controls for the Phillip Street/City River East block are proposed to be included as part of the City River Special Area. The new controls respond to the vision of the CBD PP for this precinct consistent with Council's resolution on 15 June 2021 to ensure that there are separations between buildings from ground level upwards, including the tower elements, to maintain visual and physical connectivity between the river and the broader CBD to the south. These will also ensure that amenity, high quality, and tall slender towers are realised in a manner that ensure streets (and other public spaces) are as well scaled and comfortable as possible for people. Detailed controls for the remainder of the City River Special Area will form part of a future DCP amendment.

Integration of site specific DCPs in the CBD

15. Recent Site Specific PPs and associated site specific DCPs within the City Centre have also helped shape the draft Parramatta City Centre DCP informing key controls such as inter-building separation, street walls and the quality of space between buildings for the duration of time between amendments to Part 4.3.3 of the Parramatta DCP 2011.

16. All of the existing and endorsed site-specific DCP controls are proposed to be carried over in the draft City Centre DCP.

Compliance with relevant SEPPs

17. **BASIX SEPP:** The Environmental Sustainability controls have been drafted to ensure compliance with the BASIX SEPP. They also address other concerns such as internal amenity, urban heat, bird strike, green roofs, and requirements for high performing buildings.

18. **SEPP 65 and Apartment Design Guidelines:** Apart from the three non-discretionary development standards in SEPP 65 of car parking, internal area, and ceiling heights, the ADG is not intended to be and should not be applied as a set of strict development standards and a DCP can take precedence in these areas. The draft City Centre DCP aims to achieve amenity consistent with the ADG while also ensuring consistency with the CBD PP. Controls in the draft City Centre DCP are consistent with the ADG for eight nominated areas including visual privacy, solar and daylight access, common circulation and space, apartment size and layout, ceiling heights, private open space and balconies, natural ventilation, and storage. However controls for building separation, deep soil, streetscape, and floor-to-floor heights differ from the numerical guidelines however still satisfy the objectives of the ADG.

Urban Design Principles and Controls

19. Principles underpinning the proposed amendments to Part 4.3.3 of the Parramatta DCP 2011 give effect to Council's vision for high quality active urban spaces and the architecture of tall slender towers, to foster the development of a lively, diverse and healthy city, which celebrates a sense of place and local character in both the public and private realms.

20. A key focus of the amended DCP controls is on the way people experience the city, particularly at the ground level, where direct contact between buildings and people is at its most intense. The overarching LEP framework requires a large portion of the City's streets to have active ground floor frontages and the DCP controls support this by establishing controls for street walls and their character to enhance the pedestrian experience.

21. With respect to built form outcomes, there are two central principles: well-scaled street walls built to the frontage, and tall and slender towers that are set back to allow daylight, views, circulation of air, and amenity to the streets and public spaces below. This mitigates some of the impact of large towers and makes streets (and other public spaces) as well scaled and comfortable as possible for people.

22. In areas at the periphery that are zoned B4 and where active ground floors are not mandatory, the built form parameters at the lower levels are more dependent on site conditions. Where buildings have residential ground floors, they are to be set back from the street frontage with deep soil in the setback area. Trees and landscape take on an important role in defining the street in these cases, adding to its amenity and character, and extending the tree canopy at the fringes of the city.

Heritage controls

23. Heritage is an important feature of the Parramatta City Centre. A key challenge for Parramatta is to retain the authenticity and setting of its heritage amidst new large scale, high-rise development, particularly as heritage buildings are generally small in scale. The aim of the additional heritage controls is to conserve the collective network of heritage buildings and places that together enliven and enrich the character of the City Centre.

24. The draft controls, which are correlated with the broader Parramatta DCP 2011, require a detailed understanding of the heritage values of a place, its setting, and its broader relationships with other places within the City Centre to be demonstrated through detailed heritage analysis and appropriately responded to in any new development.

25. Provisions continue to be provided in some 'Special Areas' and Site Specific Controls that contain heritage items to ensure their unique character and quality is well considered in the redevelopment of surrounding sites for example, the Roxy and Kia Ora along Civic Link; Harrisford House adjacent to 180 George

Street. Specific controls have also been prepared (informed by studies that supported the CBD PP) recognising the clusters of heritage items along Church Street and Marion Street.

Flooding controls

26. Proposed amendments to the City Centre DCP provide enhanced and specific controls tailored to the Parramatta City Centre. Council's approach to flood controls supports the framework established under the CBD PP and the Draft Floodplain Risk Management Plan. In general terms, the draft flood controls do the following:
    - Provide further design guidance on measures to comply with the "shelter-in-place" strategy (vertical evacuation) established under the CBD PP, which applies to the PMF.
    - Require flood hazard modelling and hazard, risk and safety assessments to be undertaken.
    - Provide a framework for uses that are appropriate to the flood risk within a CBD environment.
    - Allow for an integrated built form response and merit assessment.
    - Give specific consideration for Parramatta Riverbank and foreshore given high public use.
    - Ensure flood warning and emergency response planning is undertaken for flood prone developments to assist in reducing risk of harm.

Sustainability

27. The Sustainability and infrastructure studies predict future city centre growth will result in a three-fold increase in energy and water demand, a four-fold increase in sewer loads, as well as temperature increases and urban heat impacts in Parramatta as the city builds out to the densities envisaged by the LEP.
    To limit the impact from this growth, it is important to design and build environmentally sustainable buildings that reduce energy, water use and urban heat generation. High energy and water performing buildings require controls to be materially better than the national minimum regulated standards.

28. To deliver high performing buildings in the Parramatta City Centre, a Best in Market approach has been adopted in the LEP and the draft City Centre DCP Controls are in support of this approach.

29. The updated Environmental Sustainability section for the City Centre responds to the increasing demands on energy, water and sewerage infrastructure, as well as in response to improved sustainable building technologies. This includes principles and controls relating to High Performing Buildings, Urban Heat mitigation, design of building surfaces and choice of materials, bird strike, solar reflectivity, wind mitigation, all electric buildings, natural refrigerants in air conditioners and electric vehicles.

Civic Link Controls

30. Updated and revised controls are proposed for the Civic Link Special Area. Draft Civic Link controls were previously reported to Council on 12 October 2020. The draft controls included overall objectives for the whole of Civic Link as well as specific provisions for Block 1 only. Block 2 was deferred in 2020 in

response to the announcement by Metro West of Parramatta Metro Station. Block 4 was also deferred as Parramatta Powerhouse was under consideration for State Significant approval.

31. The proposed Civic Link Special Area controls identify new public open spaces, streets, and laneways; guide property access and servicing; describe how future buildings will interact with public spaces; and outlines the shape of future built form.

32. The amended Civic Link Special Area includes current provisions for Block 1 and new provisions for Blocks 2 and 3. Detailed provisions for Block 4 are proposed to be addressed in the future City River Special Area.

33. The amended Civic Link Special Area also expands its boundary to include 71 (part), 73 and 75 George Street in response to two, site-specific DCP applications received during the preparation of the amendments to the City Centre DCP. A summary of the applications and assessment of the issues is contained in **Attachment 4.**

OTHER ISSUES

34. Existing controls that remain consistent with the LEP and all existing site-specific controls have been carried over into the amended DCP. A Summary Table of Key Amendments to Part 4.3.3 Parramatta City Centre DCP is included at **Attachment 2.** .

35. Business Rules are in place to guide the assessment and determination of development applications, including their relationship to planning proposals and design competitions. The current business rules were endorsed by the CEO on 6th October 2020. In accordance with these business rules, once the draft City Centre DCP (the subject of this report), is endorsed by Council and placed on exhibition, it will be able to be used in the assessment of applications and used to inform design competition briefs.

36. Given that the CBD Planning proposal is imminent, and that there are no proposed savings provisions, Applicants are being advised that all new significant proposals in the Parramatta City Centre should be submitted in accordance with the new legislation. The proposed City Centre DCP support this planning proposal and will therefore be used in all assessments and design competition briefs following exhibition. Development Applications that are currently in the system will be considered under the existing controls. In relation to design competitions, these have either recently been completed on the basis of Site Specific Planning Proposals and DCPs which will continue to be the statutory framework for assessment or are waiting for the Council's consideration of this DCP and will be run on the basis of the new LEP and DCP framework.

37. The forthcoming City Centre LEP controls rezone some land in the Harris Park West and North Parramatta Heritage Conservation Areas to B4 Mixed Use (with no changes to the height and FSR controls). As a result, consequential minor policy amendments are required to Parramatta City Centre DCP controls specifically Section 4.4 Heritage Conservation Areas (HCAs) to require the controls in Section 4.3.3 Parramatta City Centre of the DCP to be considered in

addition to the controls in Section 4.4.3.3.1 Harris Park West and Section 4.4.4.1 North Parramatta and Sorrell Street. The proposed changes are detailed in **Attachment 5**.

38. Owing to the size and complexity of the proposed City Centre DCP controls, once the exhibition period has concluded, Council Officers will determine how best to integrate the new controls into the existing Parramatta DCP 2011 structure. Options to be investigated include:
    a. Integration into the existing section 4.3.3 Parramatta City Centre; or
    b. Deletion of section 4.3.3 Parramatta City Centre and replace with:
        i. a new Part in DPCP 2011; or
        ii. create a temporary stand-alone DCP for the period up until the Harmonised DCP comes into effect.

ENGAGEMENT STRATEGY FOR THE EXHIBITION PERIOD

39. The engagement strategy for the exhibition of the City Centre DCP has been prepared consistent with Council's *Community Engagement Strategy* (December 2019) as well as the statutory requirements under the *EP&A Act 1979* for DCPs. The engagement strategy will be delivered with assistance from Council's City Engagement Team and involves the following elements:
    a. 4 week exhibition period;
    b. Frequently asked questions (FAQs);
    c. Community Summary Sheet;
    d. Public notices and social media;
    e. Notification email to 350 contacts on the CBD Planning Framework Contact List;
    f. Webpage promotion on: the CBD Planning Framework and CBD Planning Proposal webpages; and a new Participate Parramatta and temporary 'On exhibition' webpages will be created;
    g. Online submission portal and formal submission process; and
    h. Letters to Public Authorities listed in recommendation.

CONSULTATION & TIMING

<u>Stakeholder Consultation</u>

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
During CBD PP exhibition period (Sept-Nov 2020)	Heritage NSW	The new Parramatta City Centre control should prevent a "hard wall" effect	New built form controls are included in the draft DCP. Heritage NSW will be consulted when the DCP controls are exhibited.	City Planning & Design
During CBD PP	Property and Development	Requested the CBD PP make	Matter is best dealt with via the	City Planning & Design

exhibition period (Sept-Nov 2020)	NSW/Dept of Education/ School Infrastrcture NSW	clear that the maintenance of solar amenity to existing and future residential development in the CBD may be challenging to achieve in some circumstances.	DCP controls where possible but mindful of the limitations of what the controls can do given the CBD is Greater Sydney's Central CBD. These public authorities will be consulted when the DCP controls are exhibited.	
During CBD PP exhibition period (Sept-Nov 2020)	NSW Environment Protection Authority	Proposed City Centre LEP provisions: - do not consider the effects of wind or issues associated with canyoning - would benefit recognising the air quality protection principles for residential and other sensitive developments near busy roads (as per Development near rail corridors and busy roads – interim guideline). Proposes the DCP controls could: - address the circular economy concept and principles relating to	Detailed urban design controls have been introduced into the City Centre DCP. It is beyond the scope of the City Centre DCP to address LGA wide issues relating to air quality and circular economy, and equally, contamination issues. The EPA will be consulted when the DCP controls are exhibited.	City Planning & Design

		waste management. - site contamination for key sites such as the Auto Alley precinct.		
During CBD PP exhibition period (Sept-Nov 2020)	Transport for NSW	Suggests DCP include design provisions for Macquarie Lane to enable a footpath width of at least four metres to accommodate the expected large volumes of pedestrians entering and exiting the Sydney Metro Precinct using this connection.	Footpath requirements for Macquarie Lane are drafted in the Civic Link Block 2 DCP controls. TfNSW will be consulted when the DCP controls are exhibited.	City Planning & Design
During CBD PP exhibition period (Sept-Nov 2020)	National Trust	Raised concerns about the conservation of places across the CBD and recommended better protection of heritage items: Parramatta River, Church Street, Prince Alfred Square, Roxy Theatre, Centenary Square and Experiment Farm.	New DCP heritage controls are being introduced to support clause 7.6K Managing heritage impacts. National Trust will be consulted when the DCP controls are exhibited.	City Planning & Design
9 August, 2021	State Emergency	No formal reply	NA	City Planning & Design

	Service (SES)			
19 August 2021	Department of Planning, Infrastructure & Environment (DPIE)	No comments received	NA	City Planning & Design

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 September 2021 (Councillor workshop)	Lord Mayor, Cllr Dwyer Deputy Lord Mayor, Cllr Garrard Cllr Pandey Cllr Wilson Cllr Davis Cllr Prociv Cllr Issa Cllr Bradley Cllr Wearne	Raised questions and provided feedback in relation to setback controls, heritage, awnings, Phillip St block controls, future proofing the City and the application of draft DCP in the assessment of DAs	Responses provided at Councillor Workshop held on 22 September 2021 and addressed in this report and attachments	City Planning and Design
16 September 2021 (provided working draft of DCP and summary table of key changes)	ALL	NIL	NIL	City Planning and Design
22 September 2021 (Councillor workshop)	Deputy Lord Mayor, Cllr Garrard Cllr Pandey Cllr Wilson Cllr Davis Cllr Prociv Cllr Issa	Responses to questions raised at 8 September workshop and a review of summary of changes to the draft DCP as well as questions and	Responses provided during workshop and addressed in this report and attachments	City Planning and Design

	Cllr Bradley Cllr Wearne Cllr Tyrell Cllr Esber	feedback around safe pedestrian crossing of Church Street in Auto Alley and Harris Park, maximum floor plate sizes, minimum site width controls and building separation. the nature of through site links at the Phillip St block including activation & open to sky, ensuring Phillip Street controls align with Council's endorsed position		

Timing

42. The proposed amendments to the Parramatta DCP 2011 controls will be exhibited for a 4 week period in accordance with the above Engagement Strategy with a report back to Council anticipated in early 2022.

43. The timing of this DCP is critical. Council requires a DCP that supports and responds to the significant planning changes that will imminently be introduced by the making of the CBD PP. It will provide clarity, consistency and efficiency in the consideration of design competitions and assessment of development applications under a new planning framework. Without an updated DCP, for major development proposals, a site-specific DCP will be required (as current City Centre DCP controls are inadequate) to inform Design Competitions and development applications relying on CBD PP controls, which will be resource intensive and increase processing times.

LEGAL IMPLICATIONS FOR COUNCIL

44. There are no legal implications for Council associated with this report because the proposed Engagement Strategy is consistent with the requirements in the EP&A Act 1979 and Council's Community Engagement Strategy (December 2019).

FINANCIAL IMPLICATIONS FOR COUNCIL

45. Costs associated with the public exhibition of the draft DCP are fully funded from the City Planning budget.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Revenue				
Internal Revenue				
External Revenue				
Total Revenue				
Funding Source	N/A			
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	Nil			
Funding Source	N/A			
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil			

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ATTACHMENTS:

1 Draft Parramatta City Centre DCP
2 Summary of key differences to the City Centre DCP
3 Full List of Studies
4 Assessment of Block 2 Civic Link
5 Consequential amendments to Parramatta DCP 2011 4 Pages

REFERENCE MATERIAL

4.3.3. PARRAMATTA CITY CENTRE

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10.11 142-154 MACQUARIE STREET

10.12 470 CHURCH STREET

10.13 33-44 MARION STREET

10.14 2 O'CONNELL STREET

10.15 12 HASSALL STREET

10.16 20 MACQUARIE STREET

10.17 197 CHURCH STREET

11 APPENDIX

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1 INTRODUCTION

1.1 APPLICATION

The provisions of this Part of the DCP apply to development in the Parramatta City Centre as shown in Figure (1), and will prevail where there is any inconsistency with other Parts of Parramatta DCP 2011.

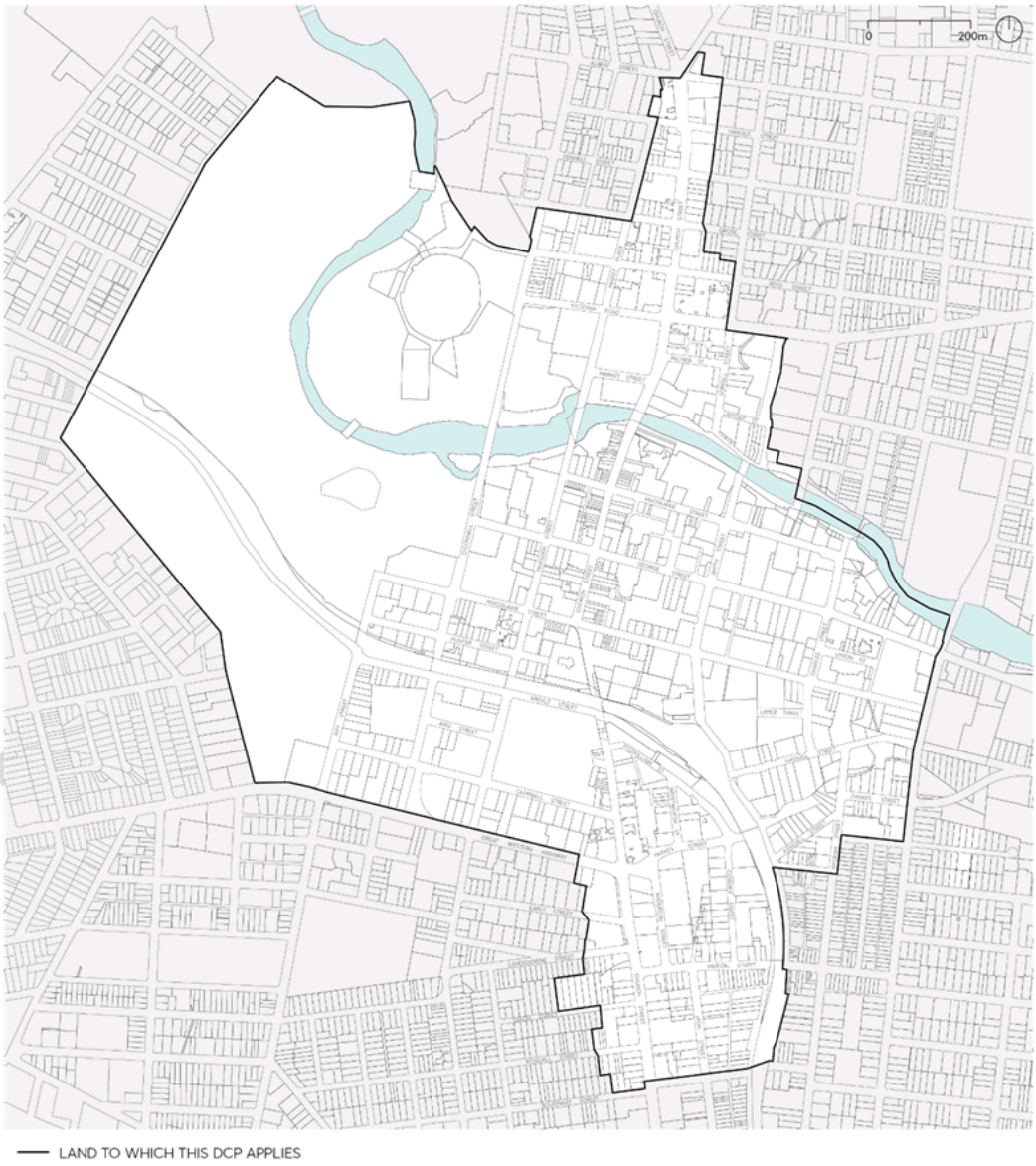

Figure (1) - Land Application Map – Parramatta City Centre

1.2 GENERAL OBJECTIVES

The City of Parramatta aims to foster the development of a lively, diverse and healthy City Centre, one which celebrates a sense of place and local character in both the public and private realms. The way people experience the city is an underlying consideration for all the objectives and controls in this Part of the DCP.

The clarity and quality of public spaces is essential to this conception of a City Centre focused on people. The public spaces – streets, squares and parks - are the basic and enduring structuring spaces of a city, of which streets are the most prevalent. The interaction of buildings and public spaces is critical in shaping the activities of the City Centre, which occur most intensely at the lower levels, where detail design plays an important part in the creation of an engaging pedestrian environment.

General Objectives

O.01 Create a legible, coherent and attractive City Centre characterised by lively streets of human scale and detail, and a distinctive skyline of tall, slender towers set back from the streets.

O.02 Ensure that the spaces of the public domain - streets, squares and parks - are of high quality and amenity.

O.03 Contribute to a thriving City Centre at street level with a well-designed interface at active frontages.

O.04 Prioritise pedestrian movements to enhance pedestrian safety and enjoyment of the city.

O.05 Promote urban and architectural design quality through planning procedures that foster design excellence.

O.06 Protect public parks and places from undue environmental impacts from development.

O.07 Reinforce the distinctive attributes and qualities of Special Areas in the City Centre.

O.08 Protect and celebrate heritage and provide for its conservation and interpretation.

O.09 Manage flood waters to protect and enhance the quality of the public domain and private property in the City Centre.

O.10 Limit the impact of growth and development on the City Centre environment with reduced energy and water use, greenhouse gas emissions and urban heat.

O.11 Protect and improve the natural environment.

2 DESIGN QUALITY

The promotion of good design in the built environment is an objective in the Environmental Planning and Assessment Act, and good design is a central aim for all development in the City Centre.

Design is a complex synthesis of multiple factors - technical, social, environmental, historic, aesthetic and economic. It responds to the context, physical as well as cultural, and generates sustainable living and working environments. It is concerned not only with how buildings look, but includes fundamental considerations of amenity for occupants and how buildings contribute to the development of quality urban places.

Good design generates spaces with a sense of appropriateness in which people naturally feel comfortable. It has detail and material quality, is long lasting, and it creates financial return through the making of places that people value.

Good design also incorporates an understanding that individual buildings should relate to each other as well as contribute to a larger whole. This conception of the importance of collective urban form is an underlying principle of the City Centre DCP controls.

Design quality procedures aim to include design quality as an integral part of development in the City Centre. An important aspect of this is to ensure that design intent is documented in detail and carried through all stages of projects to completion.

Objectives

O.01 Ensure that development individually and collectively contributes to the architectural and overall urban design quality of the city centre.

O.02 Incorporate design quality in public and private development as a central consideration through all stages of the process from design to completion.

O.03 Ensure that this DCP section is used as the basis for all Design Excellence competition processes.

O.04 Promote quality design through a competitive design process for large and prominent developments.

Controls

C.01 All Design Competition briefs must contain a reference to the objectives and controls of the City Centre DCP.

C.02 All Architectural Reference Designs in the City Centre developed as part of a Design Competition brief must use the City Centre DCP as the basis for building envelopes.

C.03 The City Centre DCP must form the primary basis of assessment of all Design Excellence winning schemes within the City Centre.

3 BUILT FORM

3.1 GUIDING PRINCIPLES

The Active frontages clause for the Parramatta City Centre require active ground floor street frontages for a large part of the City Centre. In these areas, the envisaged city form is broadly made up of two components: a lower stratum of defined streets and public spaces, and an upper one of tall, slender towers. The street wall, aligned with and attached to adjacent street walls, is the collective architectural component that defines the street and forms its character. The towers, set back from the street wall and free standing, generate a different type of city form of detached towers above the streets.

In areas zoned B4 Mixed Use that are not required to have active frontages, buildings with residential ground floors are possible. Where this occurs, the building is set back from the street, potentially generating a more fragmented built form at the lower levels. Here the role of landscape takes on added importance in defining the street, enriching its character and ensuring long term amenity.

The controls in this section apply to all developments in the Parramatta City Centre unless modified by Special Area controls.

The following principles apply to all development in the Parramatta City Centre:

P.01 In streets with active ground floor frontages, the development model for the city is for the lower 4-6 storeys to collectively define and articulate the spaces of the public domain, with towers set back as clearly distinct free standing buildings.

P.02 In streets with active ground floor frontages, street walls are designed at appropriate heights to create spatially defined streets that are well proportioned, humanly scaled and finely grained, with facades of tactile material quality.

P.03 Towers are set back above street walls to reinforce the scale of the streets, mitigate wind and urban heat impacts, enable views to the sky and protect amenity in streets and public places.

P.04 The design of the street wall responds, where relevant, to the existing heritage context.

P.05 Building depth, bulk and separation creates a city form that protects amenity, daylight penetration, views to the sky and privacy between adjoining developments and minimises the negative impacts of buildings on the amenity of the public domain.

P.06 Towers are proportioned to maximise their slenderness of form.

P.07 The design and materials selection of buildings and the public domain contribute to a high quality, durable and sustainable urban environment.

P.08 The gross floor area permissible under the applicable maximum FSR for each Development Lot in some circumstances may not be achievable when all planning, urban design and assessment considerations are taken into account. These may include, but are not limited to, matters such as street and tower setbacks, width of street frontage, the shape and size of the site, heritage curtilage, significant trees being retained, and significant archaeology on the site.

3.2 MINIMUM SITE FRONTAGE

Objectives

O.01 Ensure sites are of sufficient width to achieve:

a) the necessary standard of amenity in relation to privacy, solar access, ventilation and outlook.
b) adequate building separation in accordance with this DCP.
c) street activation to the required extent.
d) safe and efficient access and servicing.

O.02 Ensure development does not compromise potential development on adjacent sites.

Controls

C.01 A development lot must have a minimum street frontage width of 35 metres.

C.02 A corner lot must have a minimum frontage width of 35 meters for both streets.

C.03 Where a site has the minimum frontage width or more, it must nonetheless be demonstrated that the objectives of the control can still be satisfied.

C.04 Any development proposal for a site with less than 35 meters street frontage width must demonstrate how adjacent sites can be developed to their full potential.

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3.3 THE BUILDING ENVELOPE

The building envelope resulting from the setbacks and heights outlined in this section constitute a three dimensional volume within which, together with all other applicable controls, a coherent built form must be designed.

3.3.1 STREET SETBACKS

The primary distinguishing characteristic for purposes of establishing street setbacks relates to ground floor usage. There are two principal categories:

- The building has an active ground floor frontage with an attached street wall (that is, a street wall with zero side setback); or
- The building has a residential ground floor frontage.

In areas with active street frontages the street wall is the part of the development that has most impact on the street and public domain experience. Together with the attached adjacent street walls, all built to the street alignment, it defines and articulates the street with appropriate scale and detail. Above the street wall, towers must be set back and designed as separate detached buildings.

In areas with residential ground floors, the building must be set back from the street alignment, allowing an arrangement which balances the need for resident privacy as well as engagement with the street, and also provides the necessary space for landscape amenity, both for residents and the street.

In areas where ground floor usage is uncertain, primarily areas at the fringes of the City Centre zoned B4 Mixed Use and not identified with an active street frontage on the Active Frontages Map, existing and possible future context must be taken into account in determining appropriate built form and ground floor arrangements.

Street setbacks and building separation controls outlined in this section contribute to the reduction of heat in the urban environment. View of sky is a significant factor in mitigating urban heat, refer Section 8 *Environment Sustainability*.

Objectives

O.01 Reinforce the spatial definition of streets and public spaces.

O.02 Emphasise the street as a distinct spatial entity, and design the street wall frontage with an appropriate human scale and sense of enclosure for the street.

O.03 Ensure consistent street frontages along the street alignment.

O.04 Recognise the variation in street frontage heights throughout the city, and allow flexibility to respond to context.

O.05 Protect daylight access at street level and permit views of sky from the street by providing setbacks above street frontage height that promote separation between buildings and assist in mitigating urban heat.

O.06 Ensure that building form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and mitigation of urban heat and wind effects of tower buildings.

O.07 Create a clear delineation between public and private space.

O.08 Reinforce important elements of the local context including public spaces, heritage buildings, monuments and landscape elements.

O.09 Provide space in residential areas for landscape amenity that also contributes to the public domain.

O.10 Ensure that built form enables a healthy environment for street trees.

Controls

C.01 For all buildings that have an active frontage:

a) Street setbacks and heights must comply with Figure (2), except where stated otherwise in the Special Areas Section of the City Centre DCP controls.

b) The street wall must be built to the street boundary a minimum of 14 metres and a maximum of 21 metres above the footpath level.

c) The tower above the street wall must be set back a minimum of 6 metres from the street boundary.

d) Only one step in the built form between the street wall and tower is permissible.

e) Setbacks above the street wall on corner sites apply to both streets.

f) The street wall on corner sites must incorporate a set back from the corner intersection for its full height, which may be splayed or curved, refer Figure (3).

g) Development applications must be accompanied by a streetscape analysis to determine the most appropriate street wall height within the permissible range.

h) Refer to Sections 3.4 and 3.5 for controls relating to the design of the street wall and the ground floor.

C.02 Where a development with an active frontage is affected by a widening notation on the Land Reservation Acquisition Map, a street wall with a recessed ground floor frontage may be considered, refer Figure (4). The detailed profile of the street wall must be determined in relation to the requirements and circumstances of each site, and must be capable of consistent application for the block. Applicants should contact Council at the start of the design process to establish the street profile for the development.

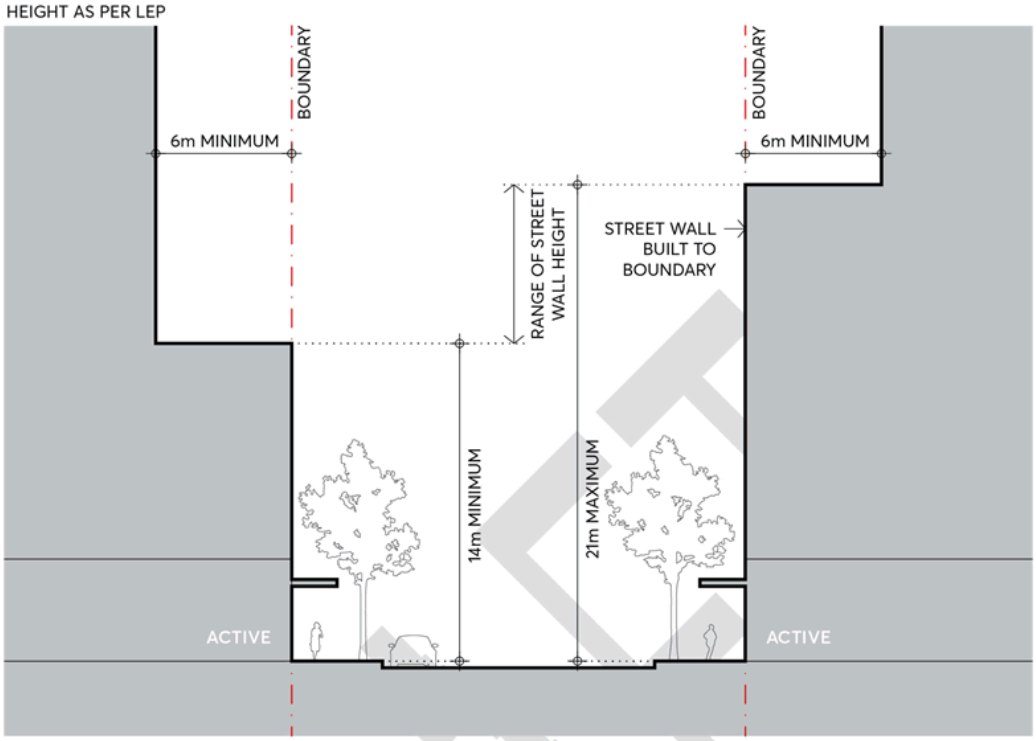

Figure (2) – Street Setbacks and Street Wall Height – Active Ground Floor Street Frontage

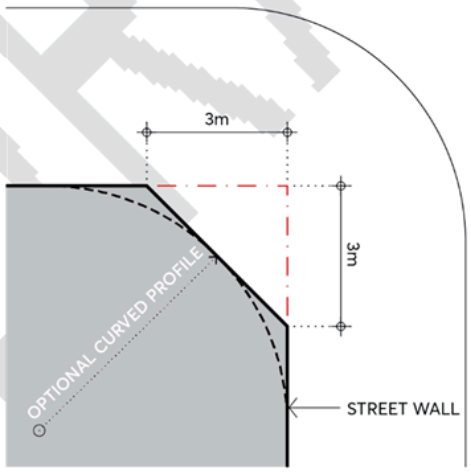

Figure (3) – Street Wall Corners

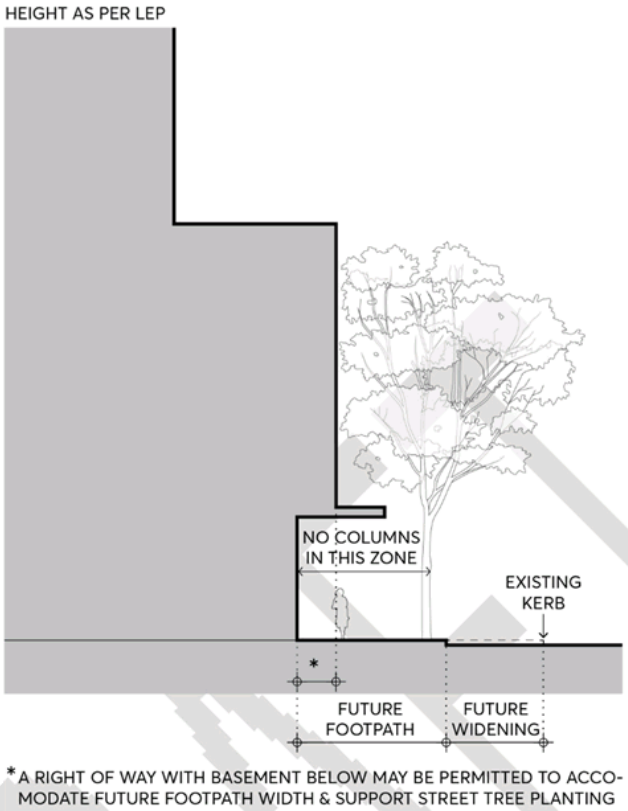

Figure (4) – Street wall subject to LRA

C.03 For all buildings with a lane frontage:

a) Street setbacks and heights must comply with Figure (5).

b) The street wall must be built to the lane boundary a minimum of 14 metres and a maximum of 21 metres above the footpath level.

c) The tower above the street wall must be set back a minimum of 3 metres from the lane boundary.

d) The above setbacks are subject to building separation controls in Section 3.3.2

e) Only one step in the built form between the street wall and tower is permissible.

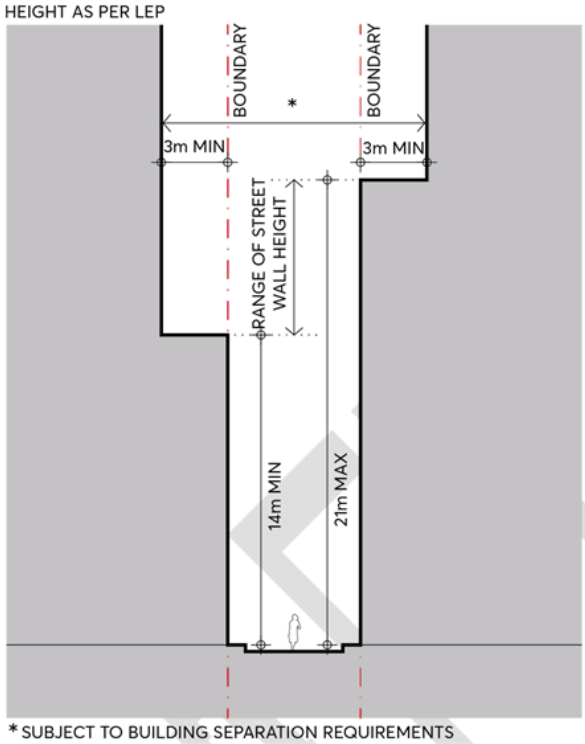

Figure (5) – Laneway Setbacks

C.04 For all buildings that have a residential ground floor street frontage:

a) Street setbacks must comply with Figure (6).

b) The building must be set back a minimum of 6 metres from the street boundary.

c) A 1 metre articulation zone is permitted forward of the setback, in which building elements may occupy a maximum of one third of the area of the facade. Services or lift shafts are not permitted in the articulation zone.

d) Refer to Section 3.5 for controls relating to the design of the ground floor.

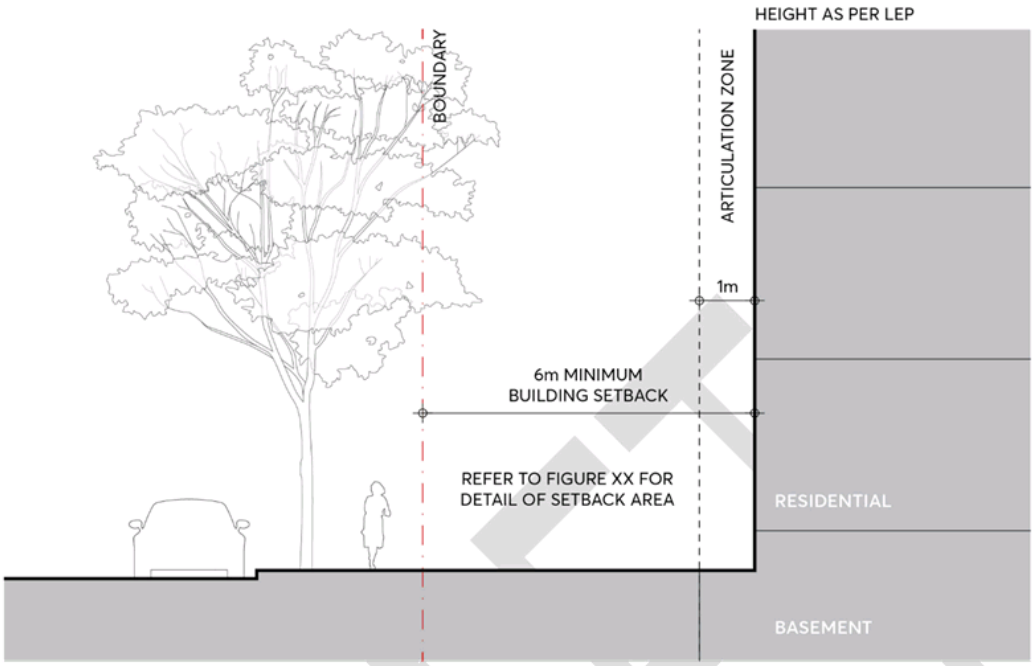

Figure (6) – Street Setbacks - Residential Ground Floor street frontage

C.05 For sites that are zoned B4 Mixes Use and are not required to have active ground floor street frontages in the LEP, an analysis of existing and likely future context must be submitted to determine the most appropriate ground floor uses, setbacks and built form at the street frontage.

C.06 Setbacks must be measured perpendicular to the boundary and extend to the outer faces of the building including balconies, sunscreens and the like.

3.3.2 BUILDING SEPARATION

Objectives

O.01 Protect the amenity of streets and public places by providing a healthy environment for street trees, and allowing adequate daylight and views to the sky.

O.02 Provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.

O.03 Ensure towers are sufficiently separated so that tower buildings are seen in the round.

O.04 Ensure development does not prejudice the re-development of adjoining sites in the future.

Controls

C.01 For commercial buildings in the B3 Commercial Core zone, building separation above street wall height must be a minimum of 12m. The separation distance must be apportioned equally between adjacent sites to determine side and rear boundary setbacks.

Refer Figure (6) XX A

C.02 For residential buildings in the B4 Mixed Use zone that have a residential ground floor, building separation must be a minimum of:

a) 12 metres up to 4 storeys.

b) 18 metres over 4 storeys

The above separation distances must be apportioned equally between adjacent sites to determine side and rear boundary setbacks.

Refer Figure (6) XX B

C.03 For mixed use buildings in the B4 Mixed Use zone that have an active ground floor street frontage:

a) Building separation above street wall height must be a minimum of 18m. The separation distance must be apportioned equally between adjacent sites to determine side and rear boundary setbacks.

b) An analysis of existing and possible future context must be submitted to determine the most appropriate built form below the street wall height at the side and rear boundaries.

Refer Figure (6) XX C

C.04 Only one step in the built form is permissible.

C.05 Separation must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids and external walls.

C.06 Separation must be measured perpendicular to the boundary to the outer faces of the building including balconies.

C.07 For purposes of these controls, serviced apartments and build to rent apartments must be treated as a residential building.

C.08 An existing adjacent building, even if heritage listed, cannot be used to justify a reduced setback which could compromise the development potential of the adjacent site in the future.

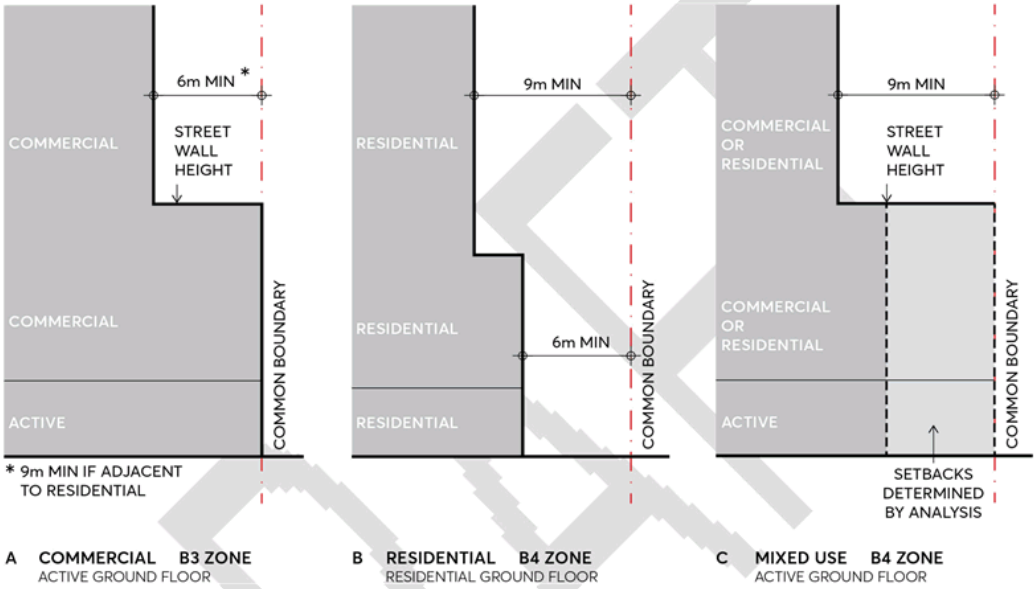

Figure (6) XX A, B, C – Building Separation

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3.3.3 TOWER SLENDERNESS

The overarching objective of the City Centre controls is to generate a city form with well-defined streets of high amenity, and a skyline populated by tall slender towers.

The slenderness of towers is important both to achieve elegance of form as well as to maximise amenity and environmental performance. Plan area, plan proportion, and height are contributing factors in the perception of tower slenderness.

Objectives

O.01 Generate towers of slender proportions to achieve elegance of built form.

O.02 Mitigate the potential adverse effects that buildings may have on the public domain, including overshadowing, views to sky, urban heat, and wind effects.

O.03 Achieve living and working environments with good internal amenity, including solar access, natural ventilation, outlook and external amenity of open spaces,

O.04 Minimise the need for artificial heating, cooling and lighting.

Controls

C.01 The maximum floorplate area for a commercial tower in the B3 Commercial Core zone must be 2500 square metres.

C.02 The maximum floorplate area for a commercial tower in the B4 Mixed Use zone must be 2000 square metres.

C.03 The maximum floorplate area for a residential tower must be:

a) 800 square metres for a building which is less than 75 metres high.

b) 950 square metres for a building which is between 75-105 metres high.

c) 1100 square metres for a building which is greater than 105 metres high.

C.04 Maximum floor plate areas are subject to achievement of the setback and separation controls as outlined in Sections 3.3.1 and 3.3.2.

C.05 The maximum floorplate length for a commercial tower in the B3 Commercial Core zone must be 60 metres.

C.06 The maximum floorplate length for any tower in the B4 Mixed Use zone must be 45 metres.

C.07 The floorplate must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids and external walls.

C.08 Tower forms that are modulated into discrete elements are not considered as separate towers for purposes of these controls.

3.3.4 FLOOR HEIGHTS

Objectives

O.01 Provide adequate amenity for building occupants.

O.03 Ensure that floor heights support a range of uses and enable a change of use over time.

O.03 Ensure that above ground parking has adequate ceiling heights to enable it to be converted to future residential accommodation.

Controls

C.01 Minimum floor to floor heights must be as follows:

	Minimum Floor to Floor Height (metres)
Commercial	3.8m
Residential	3.1m
Ground floor active street frontage	4.5m
Above ground parking: In the B3 Commercial Core zone In the B4 Mixed Use zone	 3.8m 3.1m

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3.4 THE STREET WALL

Together with the public domain, the attached street wall with active ground floor frontage is the built element that shapes the way most of the city is experienced. As the primary means of providing definition and spatial enclosure to the streets and other public spaces, it is the principal architectural component of collective civic intent. That is, it must operate in concert with other street walls to form a satisfyingly rich experience for the public spaces of the city, and its modulation, articulation and character must be guided by this understanding of its role. Its design must be derived from the general characteristics that make successful streets: spatial definition of the street, human scale, urban grain, facades of tactile material quality articulated with depth and shadow.

Seen this way, the street wall can be thought of as a separate project to the design of the tower, and can be distinct and different in character from the tower, but it should complement other street walls. In the foreground, it acts as a mitigating element for the set back tower building, able to define the street at the appropriate height and protect the street from the wind effects of the tower. The street wall height is set at a range that allows some flexibility with a maximum that generates a street width to height ratio in the order of 1:1.

Erosions or interruptions of the street wall generally work to undermine the vitality and definition of the street and are not favoured.

Objectives

O.01 Define the space of the street and public spaces and articulate their edges.

O.02 Design the street wall to provide appropriate scale, material quality and detail.

O.03 Create visual interest and variety in the streetscape within an overall framework of consistency in the definition of the street and its character.

O.04 Design the street wall to achieve fine grain modulation in the street.

O.05 Encourage walkability by locating active uses in streets.

O.06 Provide comfort and shelter for pedestrians.

O.07 Minimise large expanses of inactive frontage.

Controls

C.01 The street wall must:

a) Be built to the street alignment along its full frontage at all levels. Minor recesses in the profile for modulation and articulation are permissible.

b) Be modulated vertically in segments that relate to a fine grain subdivision pattern where the site frontage is more than 25m. Refer to Figure (7) The Street Wall.

c) Be of predominantly masonry character with no lightweight panel construction or curtain walling.

d) Be articulated with depth, relief and shadow on the street facade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

e) Utilize legible architectural elements and spatial types - doors, windows, pilasters, sills, plinths, frame and infill, etc. - not necessarily expressed in a literal traditional manner.

f) Include an awning in accordance with Section 5.2 AWNINGS AND TREES ON STREETS.

g) Include a ground floor facade design which intensifies the walking experience with particular richness in detail, refer to Section 4.5 THE GROUND FLOOR.

C.02 Undercrofts or other interruptions of the street wall which expose the underside of the tower and amplify its presence on the street are not permitted.

C.03 Green walls, screens and the like must not be used as an applied cover that masks the architectural attributes of the street wall facade. Greenery may be incorporated in the street wall so as to complement its required character as set out in C.01 and C.02 above.

C.04 All development applications must include a streetscape analysis to determine the most appropriate street wall height, and provide details of the street wall. Submissions must include:

a) The street wall elevation at 1:200 scale in context showing existing buildings on the block.

b) A detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.

c) Sections through the street wall and awning at 1:50 scale including the public domain.

d) Detail street wall facade plans and sections at 1:20 scale, including ground floor active frontage and awning details, refer Sections 3.5, 4.2 and 4.3.

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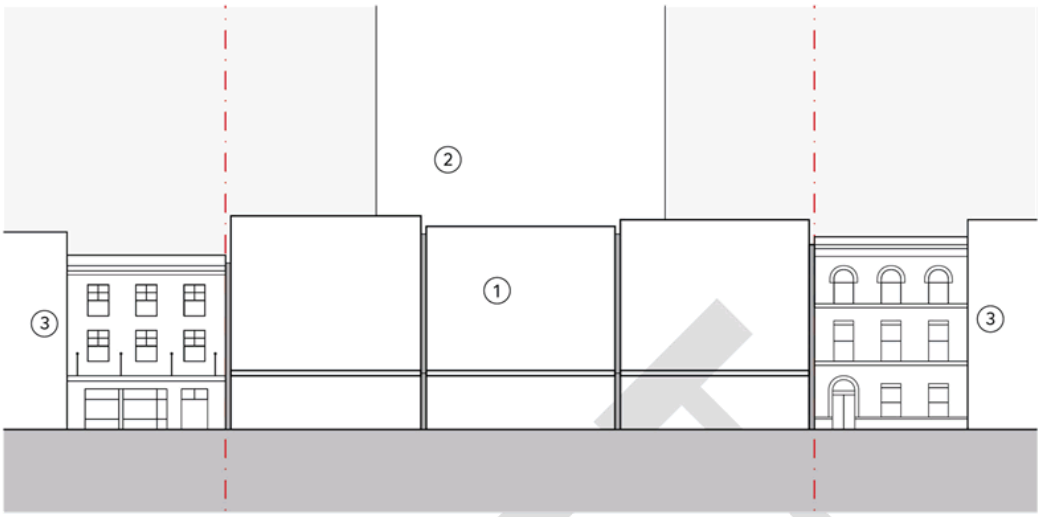

Figure (7) – The Street Wall

1. Street wall modulated in segments
2. Tower set back
3. Adjacent buildings

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3.5 THE GROUND FLOOR

The active ground floor of the street wall is the part of the building that interfaces directly with the street or public domain. As such it has the most impact on the pedestrian experience, and its design must respond to the need for a lively, interesting and comfortable environment. Much of the success of this frontage, also critical to the success of the city, relies on a considered level of detail design and realization.

In the case of residential frontage at the ground floor, a different set of parameters applies, but its success is equally reliant on detailed consideration and treatment. Here, the building is set back from the street to afford a balance of privacy as well as engagement with the street for ground level residents, at the same time allowing space for a generous tree canopy providing amenity for the street and residents.

A large part of the city centre is flood affected, which, among other implications, may significantly affect the design of the ground floor in these areas. Objectives and controls for the design of ground floors are covered below for sites that are not flood affected in Section 3.5.1, followed by correlated provisions which apply for sites that are flood affected in Section 3.5.2.

Ground level design and detail must be integrated with public domain requirements, refer Section 5 The Public Domain.

3.5.1 NON FLOOD AFFECTED SITES

3.5.1.1 ACTIVE GROUND FLOOR FRONTAGE

The factors that make for a thriving active ground floor street environment are well established: a scale appropriate to the pedestrian, narrow shopfronts and many doors, a mix of tenancy types, good transparency to the inside, quality materials with expressed detail, vertically articulated facades (which make distances along the street appear shorter), and a plinth for the glazed frontages.

Where required, shelter and weather protection for pedestrians on footpaths must be provided by awnings. Colonnades are generally not favoured on streets as they restrict views of retail frontage and fragment the street interface, thereby undermining the intensity of public activity at the frontage. There may be limited situations where colonnades are considered reasonable, such as where they allow continuity of important view corridors.

Objectives

O.01 Provide for the amenity, interest and liveliness of the street environment.

O.02 Ensure a positive experience for pedestrians with the necessary fine grain environment of the street.

O.03 Enable sensory engagement with the street.

O.04 Provide an active ground floor frontage that is accessible and integrated with the design of the public domain.

O.05 Maximise the extent of active frontages in the public domain.

O.06 Ensure appropriate scale and proportion of foyers and lobbies in relation to site frontage.

O.07 Promote activity, connectivity and variety in the public domain.

O.08 Increase the number of safe routes of travel throughout the Parramatta City Centre.

O.09 Increase passive surveillance of the street and enhance safety.

O.10 Ensure security measures do not inhibit passive surveillance of the street.

Controls

C.01 The following numeric parameters apply to active ground floor frontage:

a) Active uses must fully occupy the ground floor frontage not taken up by services or vehicular access.

b) The minimum depth of tenancy must be 4m, and tenancies must have an unobstructed view to a depth of 4m from the footpath.

c) Where the street frontage is identified as having an active frontage on the Active Frontages Map, the maximum internal tenancy width allowed for must be 6 metres. Where active street frontage is not nominated on the Active Frontages Map, the maximum internal tenancy width allowed for must be 10 metres.

d) Foyers and lobbies in the B3 Commercial Core zone must be a maximum of 20 per cent of the frontage width.

e) Foyers and lobbies in the B4 Mixed Use zone must be a minimum of 3 metres and a maximum of 8 metres of the frontage width.

f) Where food and beverage premises have operable elements they must not be greater than 80% of the individual tenancy width.

C.02 The active ground floor frontage must be considered in detail and the following must be incorporated in its design, refer Figure (8):

a) A nominal 500mm interface zone at the frontage must be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.

b) The ground floor levels and facade masonry frame must allow for tenancy widths as noted above in C.01(c).

c) The facade must have a high level of expressed detail and tactile material quality.

d) The base of the facade must achieve a well resolved meeting with the footpath that takes account of any slope. A horizontal plinth, integrated in the design, must be incorporated at the base of glazing to the footpath.

e) A clear path of travel must be provided in the public domain as defined in the Public Domain Guidelines 2017.

f) Legible entrances must be formed in the frontage.

g) Fire escapes and service doors must be seamlessly incorporated into the facade with quality materials.

h) The facade must not have deep recesses for entry lobbies that compromise safety.

i) Colonnades are not permitted on streets. Awnings must be provided where required in accordance with Section 4.2 *Awnings And Trees On Streets.*

j) All required services must be incorporated in the design of the ground floor frontage at DA stage, refer Section 3.5.4 *Servicing And Utilities.*

k) Parking security grilles or doors must be aligned to the building edge as closely as safety constraints permit.

l) Security doors or grilles must be designed to be fitted internally behind the shopfront, fully retractable and a minimum 50% transparent when closed.

C.03 Refer to Section 3.5.2 for flood affected sites.

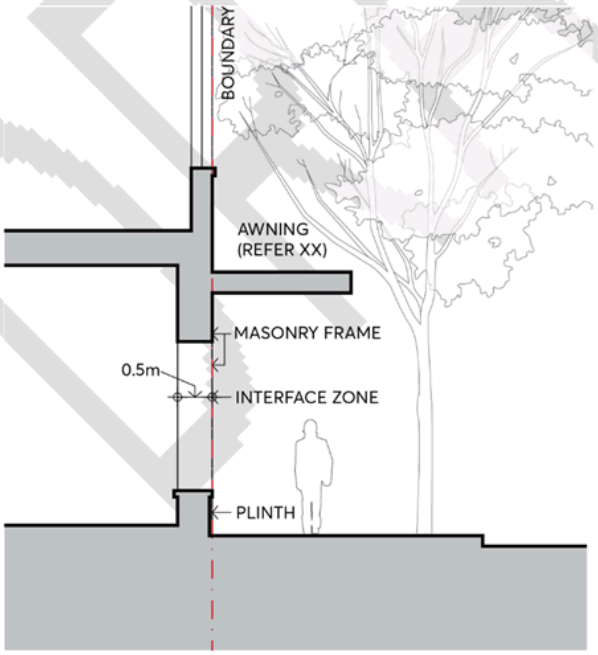


Figure (8) – Active Ground Floor Frontage

3.5.1.2 RESIDENTIAL GROUND FLOOR FRONTAGE

Residential buildings must be set back from the street boundary to provide amenity for ground floor residents, a landscaped setting for buildings, and a landscape character for the street.

The area between the facade and the street boundary must receive attention both in design and in its material quality. The subtleties involved in the design of ground level entries, private terraces or balconies, fences, walls, level changes and planting play an important part in the articulation of the street. A detailed resolution of these elements is essential in contributing to an unambiguous definition of public space, good street form, pedestrian scale, clarity of access and address, and a balance of privacy and passive surveillance. These details must all be designed with the same level of care given to the building.

The potential mix of possible street frontage conditions in the B4 Mixed Use zone that are not identified as having an active frontage on the Active Frontages Map must be subject to analysis in each situation. Existing and possible future context and use must be taken into account in determining the optimum built form.

Objectives

O.01 Establish new canopy trees that contribute to the landscape character of the street and residential amenity.

O.02 Appropriately define and design the street edge and setback area to achieve amenity and privacy for residents as well as engagement with and passive surveillance of the street.

Controls

C.01 The following parameters apply to residential ground floor street frontage, refer Figure (9)

a) The building must be set back 6 metres from the street boundary. A 1 metre articulation zone is permitted forward of the setback, in which building elements may occupy a maximum of one third of the area of the facade. Services or lift shafts are not permitted in the articulation zone.

b) Basements must be set back a minimum of 5 metres from the street boundary measured to the outside face of structure to allow deep soil in the setback area.

c) The setback area must allocate the front 3 metres adjacent to the footpath as common property for landscaping. Canopy trees must be planted in this area, a minimum 3.5 metres from any structure, to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage.

d) A wall set back 3 metres from the street boundary must articulate the front areas in private ownership. The wall must be a maximum 1.2 metres high and of masonry construction, integrated with dividing masonry walls for private open spaces.

e) Impervious surface at ground level must be minimised in the setback area.

f) Ground floor apartment levels must be a minimum of 500mm and maximum of 900mm above footpath level.

g) All required services must be incorporated in the design of the ground floor frontage at DA stage, refer to Section 3.5.4 *Servicing And Utilities*.

h) Refer to Section 3.5.2 for flood affected sites.

C.02 Where individual apartment entries from the street serve as a primary address, separation between the entry and private open space, and a front door with a distinct entry space within the apartment, must be provided. If the entries are only for the use of residents they must be understated, with post boxes and street numbers located at the common entry.

C.03 All stairs and ramps providing access to lobbies must be internalised where necessary to ensure the street interface is not compromised.

C.04 For sites that are zoned B4 Mixed Use and not identified as having an active frontage on the Active Frontages Map, an analysis of existing and likely future context and use must be provided to determine the most appropriate built form and use at the street frontage.

C.05 A fully illustrated and co-ordinated ground floor design, showing all the necessary levels and detail, must accompany development applications. Drawings must include the following:

a) A detail ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.

b) Any required services must be discreetly integrated into the frontage design.

c) The architectural drawings must be fully co-ordinated with the landscape and hydraulic drawings.

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

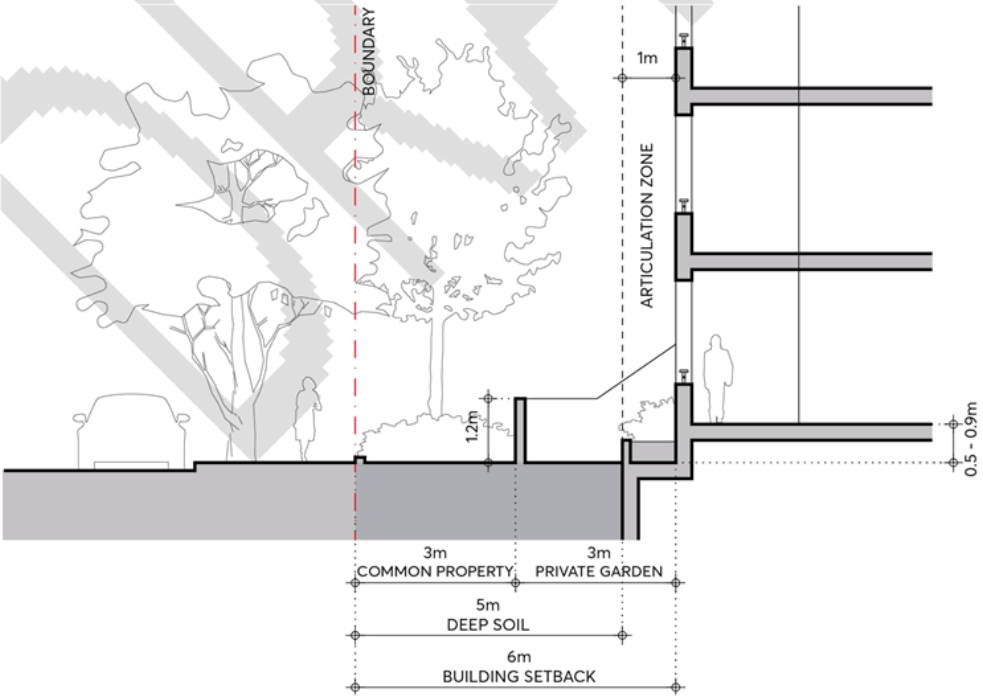


Figure (9) – Residential Ground Floor Street Frontage

3.5.2 FLOOD AFFECTED SITES

Controls for flood affected sites in this section apply to land within the Parramatta City Centre identified on the Floodplain Risk Management Map in Figure CH7.01XX. This section should be read in conjunction with Section 7 *Flood Risk Management* and follow the site planning and design responses outlined.

Flooding conditions can be a major constraint for any development and must be incorporated in the initial stages of design work. Applicants should contact Council's Flood Engineers at the beginning of the design process to establish the requirements and to avoid abortive work.

Flood affected sites generally require habitable floors to be raised above natural ground level, which may have important implications for ground level relationships with the public domain. In this section a number of possible arrangements at this interface are illustrated. In determining the appropriate layout for each development, the design must take into account and synthesize the flooding parameters, proposed ground level functions, and the context and conditions of the site.

Objectives

O.01 Achieve comfortable, well-scaled transitions between the footpath and raised ground floors.

O.02 Maximise adjacency and transparency between active frontages and the footpath.

O.03 Where possible, allow for a common and co-ordinated approach for active frontages that provides continuity of raised flood levels along the street.

3.5.2.1 ACTIVE GROUND FLOOR FRONTAGE

For ground floors with active frontages, it may be preferable in some circumstances to retain the direct relationship that shop fronts generally have with pedestrians at the footpath level. This may be possible for a portion of the tenancy adjacent to the footpath, provided that certain safeguards and design measures are incorporated. This strategy is also relevant for established fine grain retail areas and for adaptive re-use of heritage buildings.

Where fully elevated ground floor tenancies above the public domain are required, this potentially breaks the visual and physical connections necessary for effective activation. The challenge is to tailor a design solution based on the individual flood risk and site constraints that best meets both the flood management requirements as well as the everyday prerequisites for activation.

Consideration must be given to existing and future adjacent development and the possibility of integrating any proposal into a co-ordinated street frontage. This may be more easily achievable in some circumstances, such as where one development occupies a large portion of the street frontage of the city block.

Controls

C.01 Where Council considers it viable and in the public interest, particularly in a fine grain or heritage context, an area of the ground floor may be located at footpath level, refer Figure (10). This area must:

a) Provide a safe and easy transition within the building that meets Australian Standard for Disabled access to the remainder of the tenancy located at the floor level required by Council for flood protection.

b) Have a maximum interior level change of 1 metre.

c) Comply with requirements listed in section 7,2 Land Uses and Building Levels

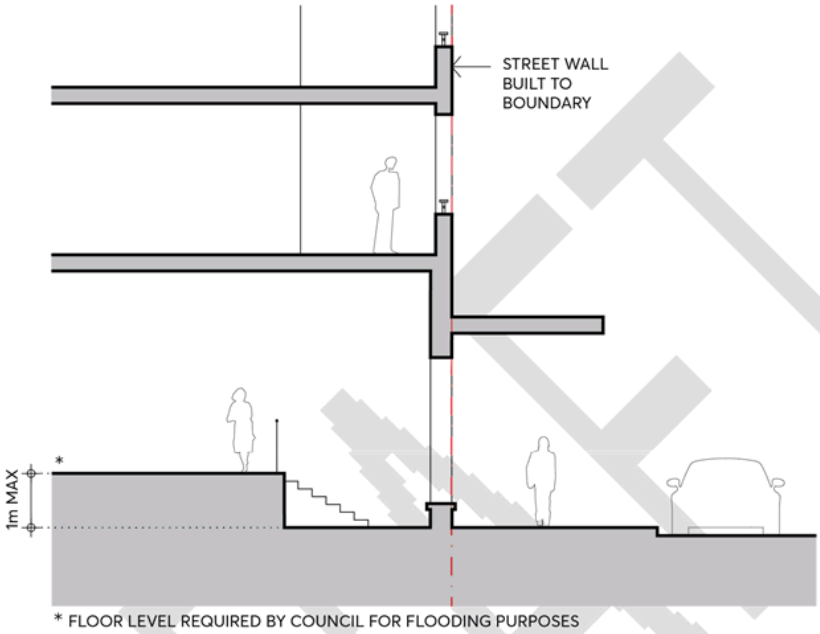


Figure (10) – Active Ground Floor: Floor level permitted partly at footpath level

C.02 Where the floor level required by Council for flood protection is a maximum of 1.5 meters above footpath level:

a) The active frontage may be set back from the street boundary with access and transition adjacent to the footpath, refer Figure (11) XX. In this case, the ground floor must:

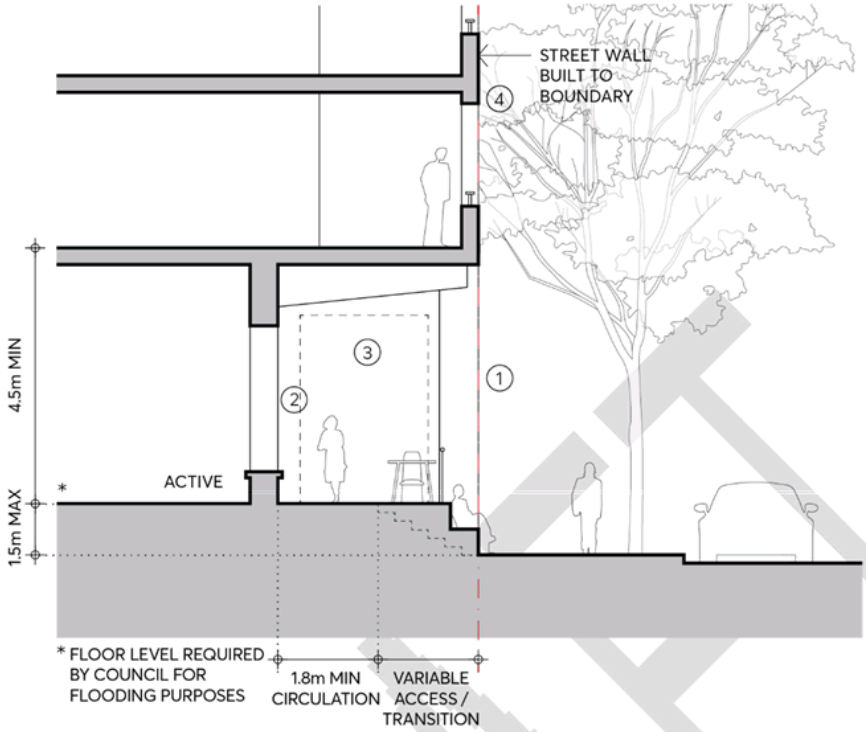
b) Have clear sightlines and maximise transparency and ease of circulation between the public footpath and upper circulation zone.

c) Be free of structure outside of the active frontage except at intervals to modulate the street wall into vertical segments, refer Figure (11) XX.

d) Have a minimum upper circulation zone width of 1.8 metres.

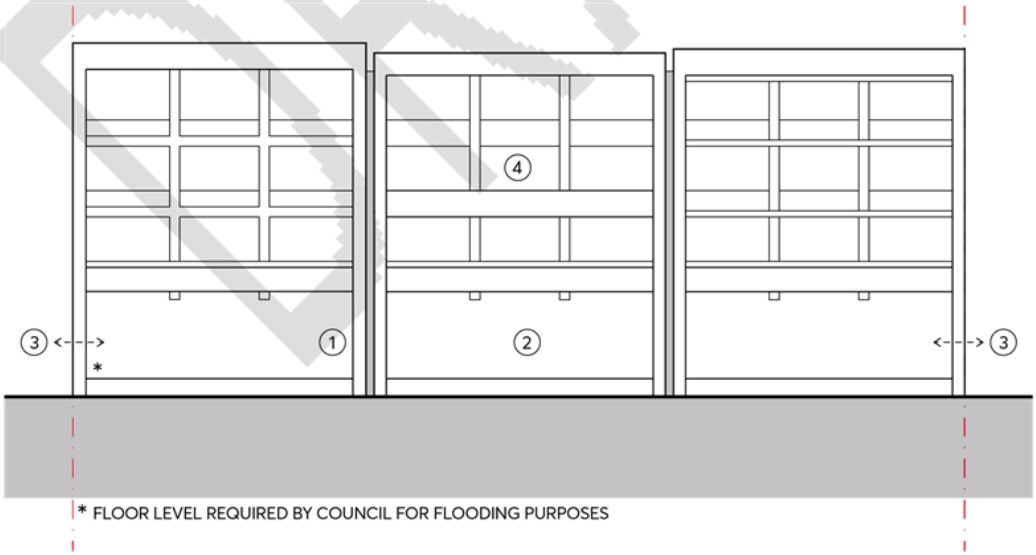
e) Incorporate universal accessibility to the raised level, fully accommodated within the boundaries of the site.

f) Allow for integration with existing and future development on adjacent sites. Side boundary walls extending to the street boundary must incorporate openings or removable sections to connect to existing or future development where this can be achieved.



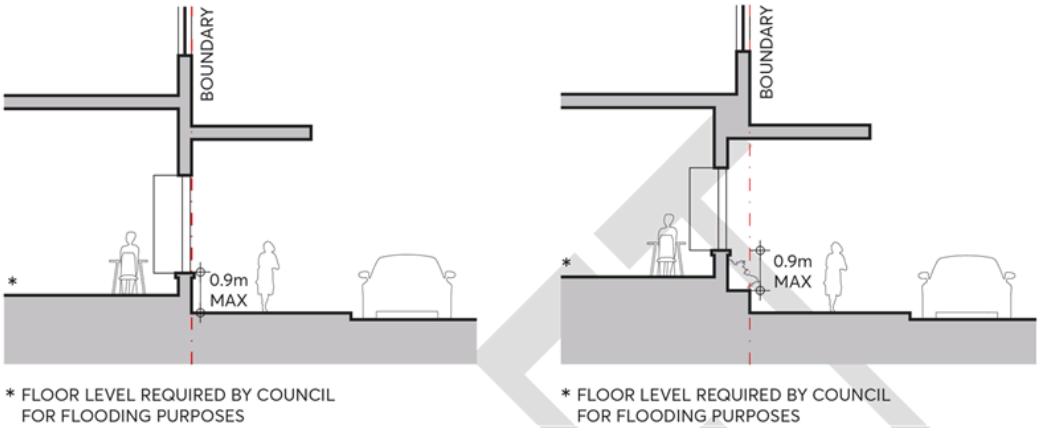
The Street Wall: Active frontage Set back

1. Ground level structure only at modulation of street wall
2. Active frontage set back, refer to 3.5.1
3. Possible connection to adjacent site
4. Design of the street wall, refer to 3.4



Figures (11) XX – Active Ground Floor: Floor level required up to 1.5m above footpath level

C.02 Where integration with adjacent frontage is not possible or desirable, active frontage may be located on or close to the street boundary, subject to the maximum height of any wall being 0.9m. Refer Figures (12) XX below.

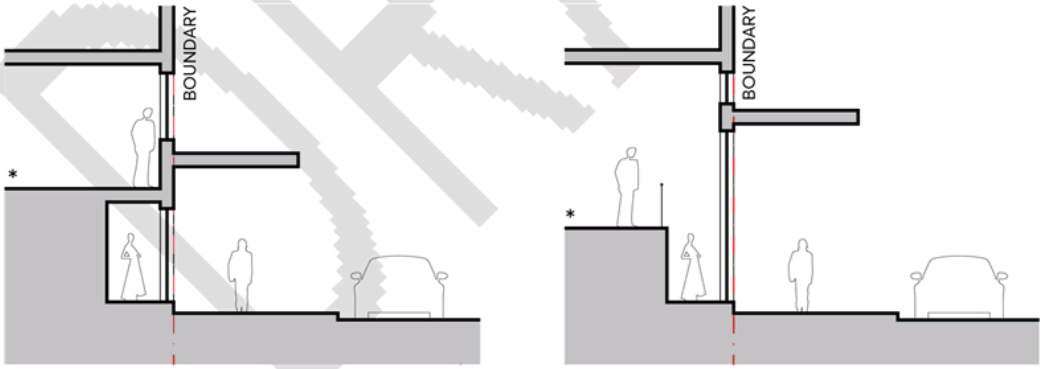


* FLOOR LEVEL REQUIRED BY COUNCIL FOR FLOODING PURPOSES

* FLOOR LEVEL REQUIRED BY COUNCIL FOR FLOODING PURPOSES

Figures (12) XX Active Ground Floor: Frontage on or close to the street boundary

C.03 Where the floor level required by Council for flood protection is greater than 1.5m above footpath level, a raised frontage set back and adjacent to the footpath is unlikely to be practical, and the frontage may be activated with display windows, refer Figures (13) XX below.



* FLOOR LEVEL REQUIRED BY COUNCIL FOR FLOODING PURPOSES

* FLOOR LEVEL REQUIRED BY COUNCIL FOR FLOODING PURPOSES

Figures (13) Active Ground Floor: Floor level required greater than 1.5m above footpath level

3.5.2.2 RESIDENTIAL GROUND FLOOR FRONTAGE

Buildings with residential ground floors may be more easily able to incorporate the transition to the floor level required by Council for flood protection as they are set back from the street with deep soil landscape, and the desired spatial relationships at ground level are more suited to accommodate raised ground floors.

This section is correlated with the controls for residential ground floor frontage (Section *3.5.1.2 Residential Ground Floor Frontage)*, adjusted as necessary for flooding constraints.

Controls

C.01 Where the floor level required by Council for flood protection is 0.5-1.5m above footpath level the following parameters apply to the ground floor street frontage, refer Figure (14).

a) The building must be set back 6m from the street boundary. A 1m articulation zone is permitted forward of the setback, in which building elements may occupy a maximum of one third of the area of the facade. Services or lift shafts are not permitted in the articulation zone.

b) Basements must be set back a minimum of 5m from the street boundary measured to the outside face of structure to allow deep soil in the setback area.

c) The setback area must allocate the front 3m of the site adjacent to the footpath as common property for landscaping. Canopy trees must be planted in this area, a minimum 4.5 metres from the building facade, to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage. Species selection and footing types must allow for optimum growing conditions as well as long term protection of any structures in the setback area.

d) A wall set back 3m from the street boundary must articulate the front areas in private ownership. The wall must be a maximum 1.2 metres high and of masonry construction only if acceptable to Council. If the street frontage is a significant overland flow path or floodway Council may require the use of vegetation screening (hedges, shrubs) or open fences instead of solid walls as spatial separators.

e) Where individual apartment entries from the street serve as a primary address, separation between the entry and private open space, and a front door with a distinct entry space within the apartment, must be provided. If the entries are only for the use of residents they must be understated, with post boxes and street numbers located at the common entry.

f) All stairs and ramps providing access to lobbies must be internalised where necessary to ensure the street interface is not compromised.

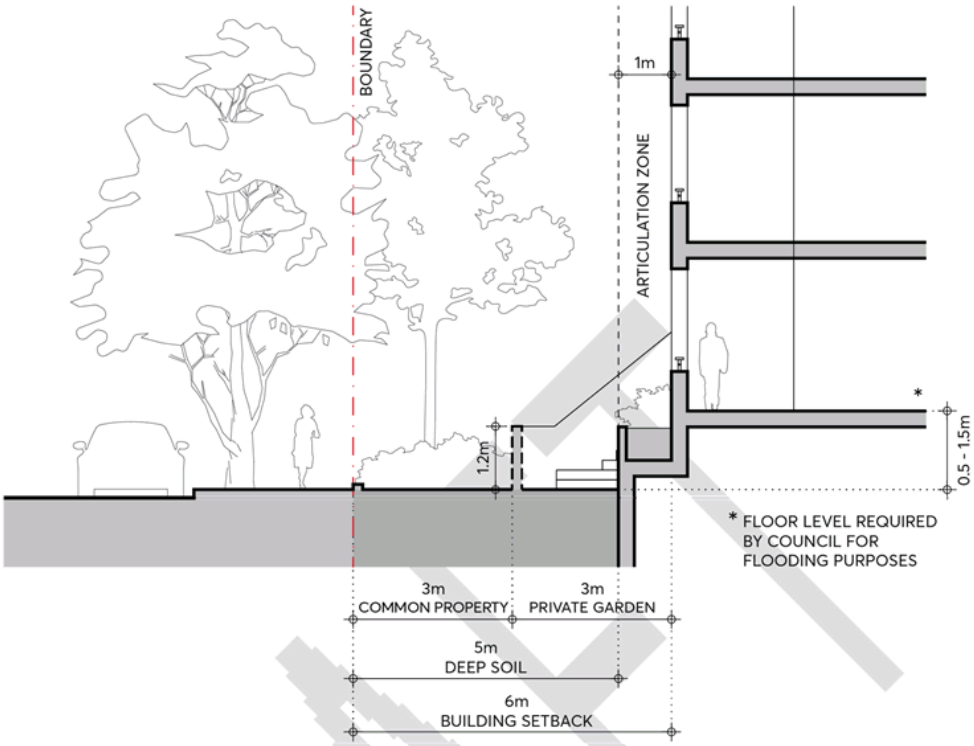


Figure (14) Residential Ground Floor: Floor level required 0.5-1.5m above footpath level

C.02 Where the floor level required by Council for flood protection is greater than 1.5m above footpath level, the following parameters apply to the ground floor street frontage, refer Figure (15) XX:

a) The building must be set back 6m from the street boundary. A 1m articulation zone is permitted forward of the setback, in which building elements may occupy a maximum of one third of the area of the facade. Services or lift shafts are not permitted in the articulation zone.

b) Basements must be set back a minimum of 5m from the street boundary measured to the outside face of structure to allow deep soil in the setback area.

c) The setback area of 6m must be in common property. Canopy trees must be planted in this area, a minimum 4.5 metres from the building facade, to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage. Species selection and footing design must allow for optimum growing conditions as well as long term protection of any structures in the setback area.

d) A wall at the boundary must define the street frontage. The wall must be a maximum of 1.2 metres high and of masonry construction only if acceptable to Council. If the street frontage is a significant overland flow path or floodway Council may require the use of vegetation screening (hedges, shrubs) or open fences instead of solid walls as spatial separators. If solid walls are permitted, recesses in the wall of maximum 1.5m deep may be set in from the boundary at intervals to relieve its length.

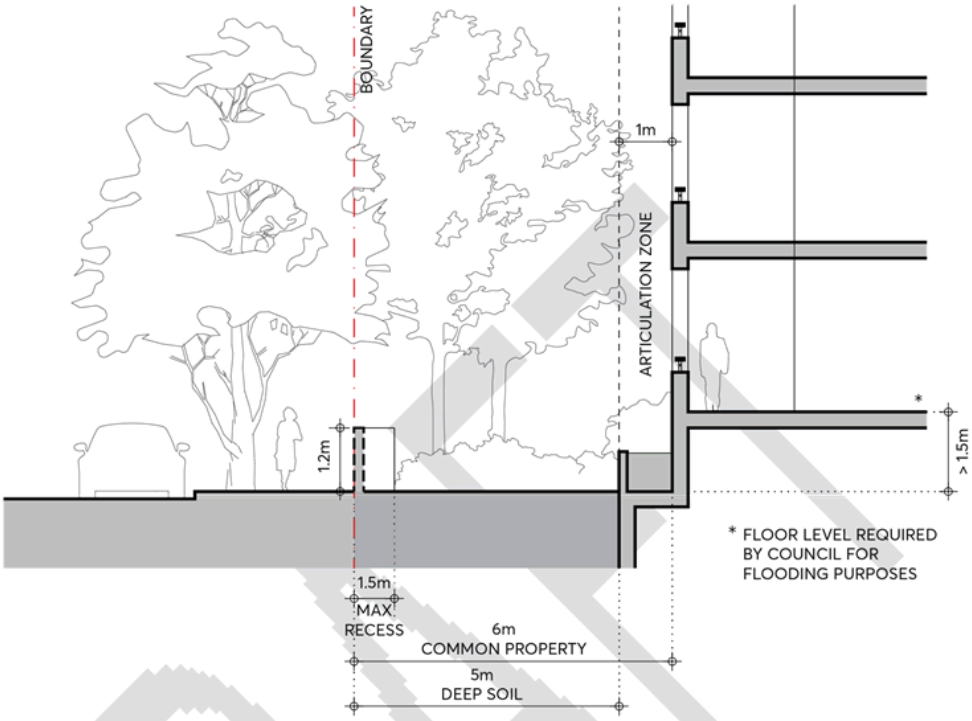


Figure (15) – Residential Ground Floor: Floor level required greater than 1.5m above footpath level

C.03 A fully illustrated and co-ordinated ground floor design, showing all the necessary levels and detail, must accompany development applications. Drawings must include the following:

a) A detail ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.

b) Any required services must be discreetly integrated into the frontage design.

c) The architectural drawings must be fully co-ordinated with the landscape and hydraulic drawings.

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

3.5.2.3 FLOODWATER MANAGEMENT DESIGN ELEMENTS

Council may require flood waters to be transmitted around or within the development on the surface. Generally Council will not permit floodwaters to be directed through or beneath buildings, including undercrofts, either for floodway conveyance or flood storage. Undercrofts, underfloor flow areas and similar structures are not supported.

Objectives

O1. Design the site layout and buildings to permit the flow of flood water on the surface around and possibly through development sites between substantial buildings and along streets where this is appropriate, safe and is a legitimate response to flood advice from Council.

O2. Minimise negative impacts of flood management design elements on public safety, built form and the public domain.

O3. Do not use unsafe and unmanageable design elements such as undercrofts, sub floor flow paths, tunnels, plenums and the like.

O4. Flood design and management must include allowance for water-borne debris as well as floodwaters. This includes providing substantial vertical clearance and space to the sky above flow paths.

Controls

C.01 A clear flow path of water must be provided as per flood advice.

C.02 The design of the flood conveyance area must incorporate high quality, durable, flood resilient and low maintenance materials to enhance the visual appearance of the built form edge.

C.03 Plants and landscape must be resilient to flooding, facilitate water permeability and have the ability to withstand temporary inundation. There may be some exceptional circumstances where infrequent but intense flooding is experienced and some planting may be intentionally designed to not withstand such extreme events. Liaise with Council to ensure planting and landscape design is appropriate for the flooding environment of the specifics of the site.

C.04 Building details must be designed not to gather rubbish, debris nor provide breeding grounds for vermin and weeds.

C.05 Flood management design elements must observe CPTED principles of natural surveillance, upkeep, ownership and territoriality.

C.06 Active and residential ground floor premises affected by flooding must be designed to respond to the flood risk environment and to the safety of occupants and the public as required by Council for the site in question. Such premises must provide ground floor layouts that maintain an attractive street address which promotes engagement with and casual surveillance of the street without unnecessary domination by hydraulic infrastructure.

3.5.3 ARCADES

Objectives

0.01 Improve pedestrian connectivity where appropriate.

0.02 Increase frontage for retail activity.

0.03 Expand the extent and variety of the pedestrian network.

Controls

C.01 Arcades must be located in a mid-block position or where connections can be made between other public spaces as agreed with Council.

C.02 Arcades must not compromise or take precedence over the activation of adjacent streets.

C.03 Where possible, arcades must be aligned with existing arcades or laneways across blocks.

C.04 Arcades must provide clear access and sight lines from one end to the other and be designed so as to:

a) Be well-proportioned with a minimum width of 4m and minimum ceiling height of 4m.

b) Have a 1:20 maximum gradient.

c) Connect one public space to another in a clear and obvious way.

d) Act as a supplementary connection rather than a primary one.

e) Conform to the relevant controls relating to active ground floor frontage in 4.5.1.1, Active Ground Floor Frontage.

C.05 Arcades must be publicly accessible 24 hours per day unless otherwise established during the Development Application assessment

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3.5.4 SERVICING AND UTILITIES

The location of utilities and services can adversely affect the ground floor street frontage if not properly taken account of in the initial design stage. It is also essential that building services are located and designed to be free from flooding impacts. This may require innovative solutions and consultation with utility and service providers, particularly for single frontage sites.

Objectives

O.01 Minimise the extent of space and blank walls occupied by services, including electricity substations, fire boosters, fire doors, plant and equipment hatches.

O.02 Ensure services and utilities allow for maximum activation of the ground floor.

O.03 Locate building services to be free from flooding impacts.

O.04 Encourage innovative design and location solutions for services and utilities that minimise adverse visual, environmental and access impacts.

Controls

C.01 The location of all services and utilities must be clearly identified on plans prepared for any Design Competition, pre-lodgement application and development application.

C.02 Wherever possible, services and utilities must be located on secondary street frontages, laneways or non-active street frontages. Substations in particular should be located at the first floor, or in a basement, whenever possible.

C.03 Services and utilities must be designed and located so as to minimise the length of ground floor frontage occupied.

C.04 Development applications must be accompanied by evidence that the relevant electricity provider has been consulted in relation to the location of the electricity substation.

C.05 Where a site has a single frontage, documentation must illustrate consideration of the substation in a location that does not occupy ground floor frontage, and which satisfies the access, security, drainage and ventilation requirements of the electricity provider and any flood constraints on the site.

C.06 Where adjoining sites are being concurrently developed, documentation must be submitted outlining the service and utilities needs for both sites and a proposal for how shared service and utilities can be accommodated.

C.07 In flood affected sites, electricity substations must be located above the Flood Planning Level (Ausgrid NS185 Major Substations Building Design Standard), and suitable access and clearance for maintenance must be provided.

3.6 ABOVE GROUND PARKING

Objectives

O.01 Ensure that above ground car parking is of high quality design that integrates with the building and does not adversely impact the public domain.

O.02 Ensure that above ground parking facades are consistent with the character of the street walls as set out in Section 3.4 The Street Wall.

O.03 Promote active uses and casual surveillance on street and lane frontages.

O.04 Design above ground car parking that is able to be adapted to alternate uses over time.

Controls

C.01 The preferred location of car parking in the City Centre is basement car parking. Where there are identified constraints such as archaeological conditions or where a driveway crest to the Flood Planning Level is not practically achievable, car parking above ground may be appropriate in accordance with design controls in this section as well as Section 7 Flood Risk Management.

C.02 Where Council is satisfied that above ground parking is justified:

a) On streets, all parking must be sleeved with permitted uses: active or residential frontage on the ground level, and commercial or residential frontage on the first floor and above.

b) On lanes, parking is generally not required to be fully sleeved. Depending on site circumstances and context, activation or partial activation of the ground level frontage may be required by Council, and partial sleeving of upper levels to provide casual surveillance may be required.

c) On lane corner sites, the ground floor active street frontage must wrap around the corner into the lane frontage.

C.03 Where above ground parking is included in any building, the following controls apply:

a) Where non-sleeved parking is permitted or unavoidable, the street wall must nonetheless comply with the controls in 4.4 The Street Wall. Green walls, screens and the like must not be used as an applied cover that masks the architectural attributes of the street wall facade. Greenery may be incorporated in the street wall so as to complement its required character as set out in 4.4 The Street Wall.

b) Cars and car parking luminaires must not be visible from the public domain or nearby buildings.

c) If car parking is located on a roof top, it must not be visible from the sky or other buildings.

d) Above ground car parking must be set back from a rear boundary of the site by a minimum of 6m to allow for natural make up air supply to ensure efficient low energy operation.

e) Proposals must demonstrate how the layout and floor to ceiling height of above ground car parking can be adapted in the future for alternative uses.

3.7 RESIDENTIAL APARTMENT DESIGN QUALITY

Objectives

O.01 Ensure development achieves good amenity standards for residents in relation to daylight, ventilation, outlook and privacy.

Controls

C.04 Building indentations providing light and ventilation to single aspect apartments must have a minimum width to depth ratio of 2:1.

C.05 High level windows must not be used as the primary source of light, ventilation and outlook for habitable rooms.

C.06 Daylight and natural ventilation must be provided to all common circulation spaces and windows must be visible from lift cores as well as the ends of corridors.

C.07 Only cross-over, cross-through or corner apartments can be counted as naturally cross ventilated. Indentations in the facade cannot be used to classify adjacent apartments as naturally cross ventilated, nor can 2 storey single aspect apartments be counted as naturally cross ventilated.

C.08 Walls between apartment balconies must be of solid construction and extend from floor to ceiling.

C.09 Balustrades must take account of sightlines to balance the need for privacy within apartments and views out of apartments. A proportion of solid or translucent material must be used, which will vary according to outlook and height relationships.

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3.8 WINTERGARDENS

Objectives

O.01 Improve amenity of balconies in high rise apartments and apartments fronting noisy environments such as busy roads or railway lines.

O.02 Provide acoustic attenuation for internal living areas.

O.03 Balance ventilation and wind impacts in high rise apartment balconies.

O.04 Maximise daylight access, views and comfort of balconies.

Controls

C.01 Wintergardens must be designed and constructed as a private external balcony with drainage, natural ventilation and finishes acceptable to an outdoor space and must not be treated as a conditioned space or weatherproof space

C.02 Effective natural ventilation must be provided as follows:

a) Not less than 80 per cent of the external wintergarden perimeter must be fully operable glass louvres.

b) If fixed glazing is proposed, permanent openings must be provided for an area not less than 15 per cent of the greater of the enclosed wintergarden floor area or external wintergarden facade area. 30-50 per cent of the fixed opening area must be provided in a zone within 500mm of the floor and the remainder within 500mm of the soffit.

c) Casement or awning windows are not permitted.

C.03 A generous opening must be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.

C.04 Acoustic control for living areas and bedrooms must be provided on the internal facade line between the wintergarden and the living area or bedroom.

C.05 Glazing in the external facade of a wintergarden must have a solar absorption of less than 10 per cent.

C.06 The flooring of the wintergarden must be a drained impervious finish and provide exposed thermal mass.

C.07 No heat rejection source from any heating, ventilation and cooling systems are permitted to be located in a wintergarden.

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3.9 DWELLING MIX AND FLEXIBLE HOUSING

Objectives

O.01 Ensure a range of dwelling types and size.

O.02 Promote the design of buildings that are adaptable and incorporate flexible apartments to suit the changing lifecycle housing needs of residents over time.

Controls

C.01 The following dwelling mix is to be used as a guide for mixed use and high density residential development:

Dwelling Type	Dwelling Mix
Studio / 1 Bedroom	10 - 20% of total dwellings
2 Bedroom	55 - 70% of total dwellings
3 Bedrooms	10 - 20% of total dwellings
4 Bedrooms	5 - 10% of total dwellings

C.02 Apartments may be configured as 'dual key' apartments provided that:

a) Where a strata plan exists, both apartments are contained within a single strata unit.

b) a maximum 10 per cent of apartments can be dual key apartments.

c) the primary and secondary units are accessed from a shared private lobby.

d) the minimum ADG requirements for internal space are met for each individual unit within the dual key apartment.

e) the secondary unit of the dual key apartment has either shared access to the primary unit's private open space or its own private open space of dimensions commensurate with ADG requirements.

f) the provision of car parking spaces for dual key units is as per the Parramatta LEP controls.

g) internal layouts allow for apartments that are adaptable over time to accommodate varied living arrangements with the use of moveable internal walls and considered location of services.

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4 PUBLIC DOMAIN

Figure XX1 indicates the existing and intended future Public Domain of the Parramatta City Centre together with relevant surrounding places.

Public spaces – streets, squares and parks – are the most enduring spaces of the city, the shared social and cultural domain that make up the organising framework of the city. Their clarity, quality and amenity contribute in a fundamental way to the identity and experience of the city.

This section details aspects of the design of the public domain, and must be read in conjunction with the Public Domain Guidelines 2017, which sets out the process, design guidelines and submission requirements for all new public domain assets in the City of Parramatta.

- - - - PARK EDGE SPECIAL AREA

——— LAND TO WHICH THESE PUBLIC DOMAIN CONTROLS APPLY

Figure XX1 **The Public Domain**

4.1 SOLAR ACCESS TO SIGNIFICANT PARKS AND SPACES

Good solar access is an important contributor to the amenity of public spaces. Maintaining sunlight to significant public spaces within and close to the perimeter of the Parramatta City Centre will provide benefit to existing and future residents, workers, and visitors. The provision of solar access throughout the year is essential for a successful public open space. In addition, sunlight is crucial for the establishment and sustained health of tree planting and vegetation which provides attractive and cool environments for people in the City Centre.

The Parramatta LEP 2011 provides specific solar access controls for Parramatta Square, Lancer Barracks, the River Foreshore and Jubilee Park. Additional parks and spaces within and close to the perimeter of the City Centre have been identified in Figure X.1 of this section of the DCP as providing valuable opportunities to maintain and enhance solar access.

Objectives

O.03 Maintain or maximise solar access to the significant parks and spaces in and around the Parramatta City Centre during periods in the day when they are most used throughout the year.

O.04 Maintain or maximise solar access to spaces which have important recreation values, aesthetic qualities and / or heritage significance.

O.05 Maintain or maximise solar access to existing spaces which may contribute to the open space network in the future.

O.06 Promote active and passive recreation to public spaces to service existing and planned population of the Parramatta City Centre and surrounds.

O.07 Ensure the successful growth and survival of trees and vegetation within these parks and spaces.

Controls

C.01 New development, or additions and alterations to existing buildings, must not create any overshadowing to areas marked 'no overshadowing' in all Figures referenced in Column 2 of Table X.1, between the nominated times listed in Column 3 of Table X.1. Contact Council to source CAD files of areas identified for 'no overshadowing'.

C.02 Where overshadowing of parks and spaces identified in Figure X.1 is likely, a statement with supporting solar access studies must be submitted by a registered architect demonstrating that the proposed development does not overshadow the affected open space consistent with all Figures referenced in Column 2 of Table X.1.

C.03 New development and additions or alterations to existing buildings are to comply with the solar access controls irrespective of the existing height of nearby buildings.

C.04 Ancillary structures such as columns, pillars, spires, flag poles, public art, and architectural roof features including equipment for servicing the building, such as plant, lift motor rooms, fire stairs and the like, must not be excluded from any overshadowing analysis.

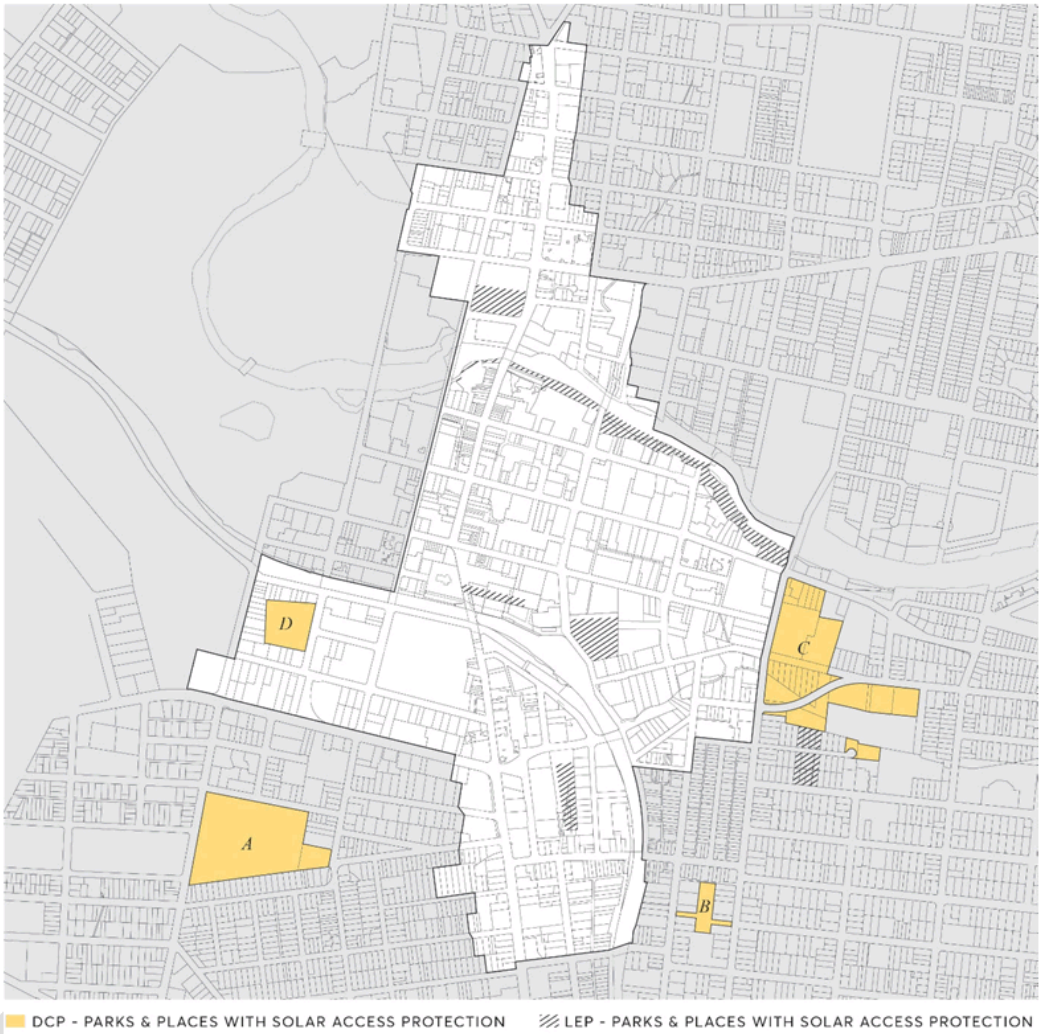

Figure X.1: Spaces protected by solar access controls

Column 1: Significant Park or Space	Column 2: Figure reference	Column 3: Nominated Time
A. **Ollie Webb Reserve**	Figure 2	10am to 12 midday all year round
	Figure 3	12 midday to 2pm all year round
B. **Rosella Park**	Figure 4	10am to 12 midday all year round
	Figure 5	12 midday to 2pm all year round
C. **Robin Thomas and James Ruse Reserve**	Figure 6	10am to 12 midday all year round
	Figure 7	12 midday to 2pm all year round
D. **St John's Cemetery**	Figure 8	10am to 12 midday all year round
	Figure 9	12 midday to 2pm all year round

Table XX: Nominated Significant Parks and Spaces and times for solar access protection

Ollie Webb Reserve

Figure X.2: Ollie Webb Reserve area of no overshadowing between 10am and 12pm

Figure X.3: Ollie Webb Reserve area of no overshadowing between 12pm and 2pm

Rosella Park

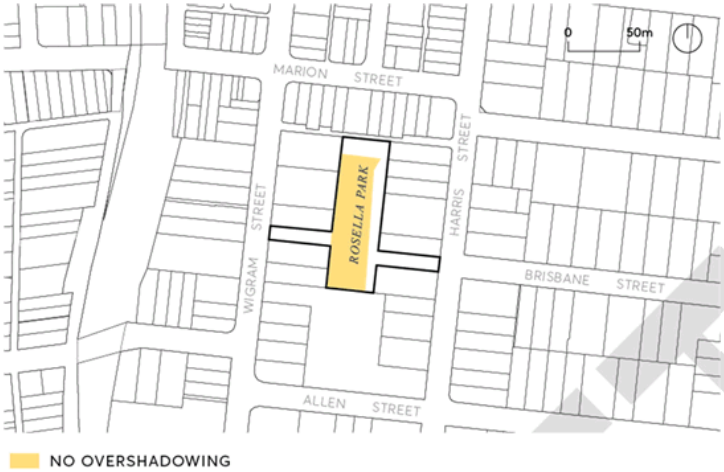

Figure X.4: Rosella Park area of no overshadowing between 10am and 12pm

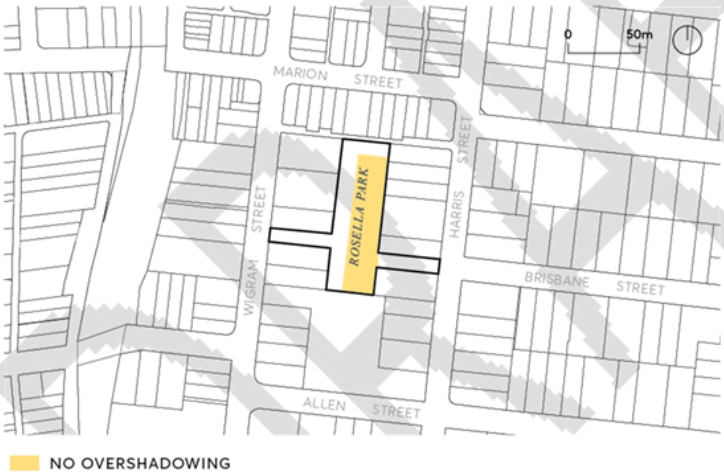

Figure X.5: Rosella Park area of no overshadowing between 12pm and 2pm

Robin Thomas and James Ruse Reserves

NO OVERSHADOWING

Figure X.6 Robin Thomas Reserve area of no overshadowing between 10am and 12pm

NO OVERSHADOWING

Figure X.7 Robin Thomas Reserve area of no overshadowing between 12pm and 2pm

St John's Cemetery

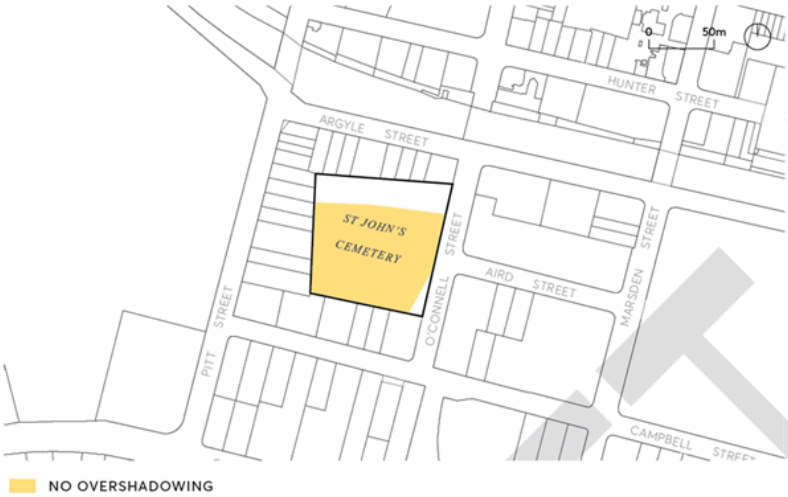

Figure X.8 St Johns Cemetery area of no overshadowing between 10am and 12pm

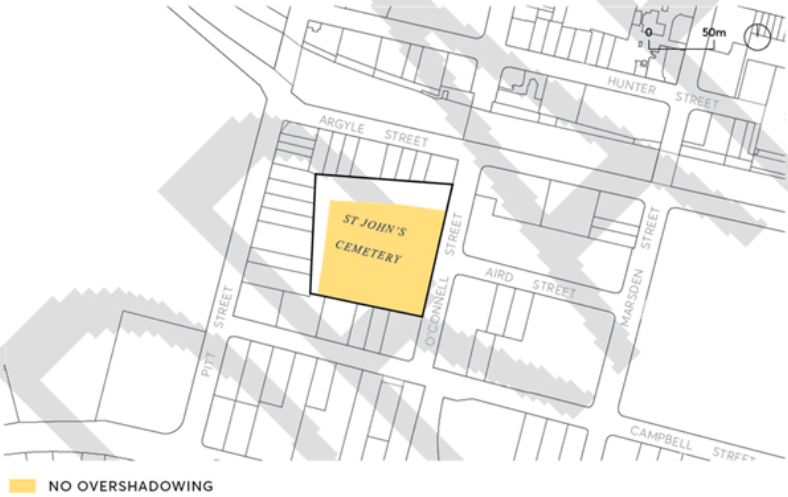

Figure X.9 St Johns Cemetery area of no overshadowing between 12pm and 2pm

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4.2 AWNINGS AND TREES ON STREETS

Awnings encourage pedestrian activity along streets by providing comfortable conditions at footpath level and, in conjunction with active ground floor frontages, contribute to the vitality of the streets. Awnings are the favoured means to provide shelter and weather protection for pedestrians. Colonnades are generally not supported as they restrict views of the frontage and fragment the public domain.

Trees are essential for their contribution to the amenity and character of the city centre. When properly selected, located, planted and maintained street trees provide a multitude of benefits to the urban environment.

Ideally, in streets with active ground floor frontages, footpaths in the city centre would be wide enough for awnings as well as street trees, but public footpath widths are generally 3.6 – 3.9 metres, and mostly insufficient to adequately accommodate both. Consequently, the following sections nominate controls for those streets where awnings have priority, those where trees have priority, and a possible strategy to achieve both awnings and trees where circumstances permit.

4.2.1 AWNINGS HAVE PRIORITY

Objectives

O1. Ensure increased amenity in areas of high pedestrian volume by providing continuous protection from rain, sun and wind down draft.

Controls

C1. Continuous awnings must be provided along streets where identified in Figure XX2

C2. Dimensions of awnings must be in accordance with Figure XX3

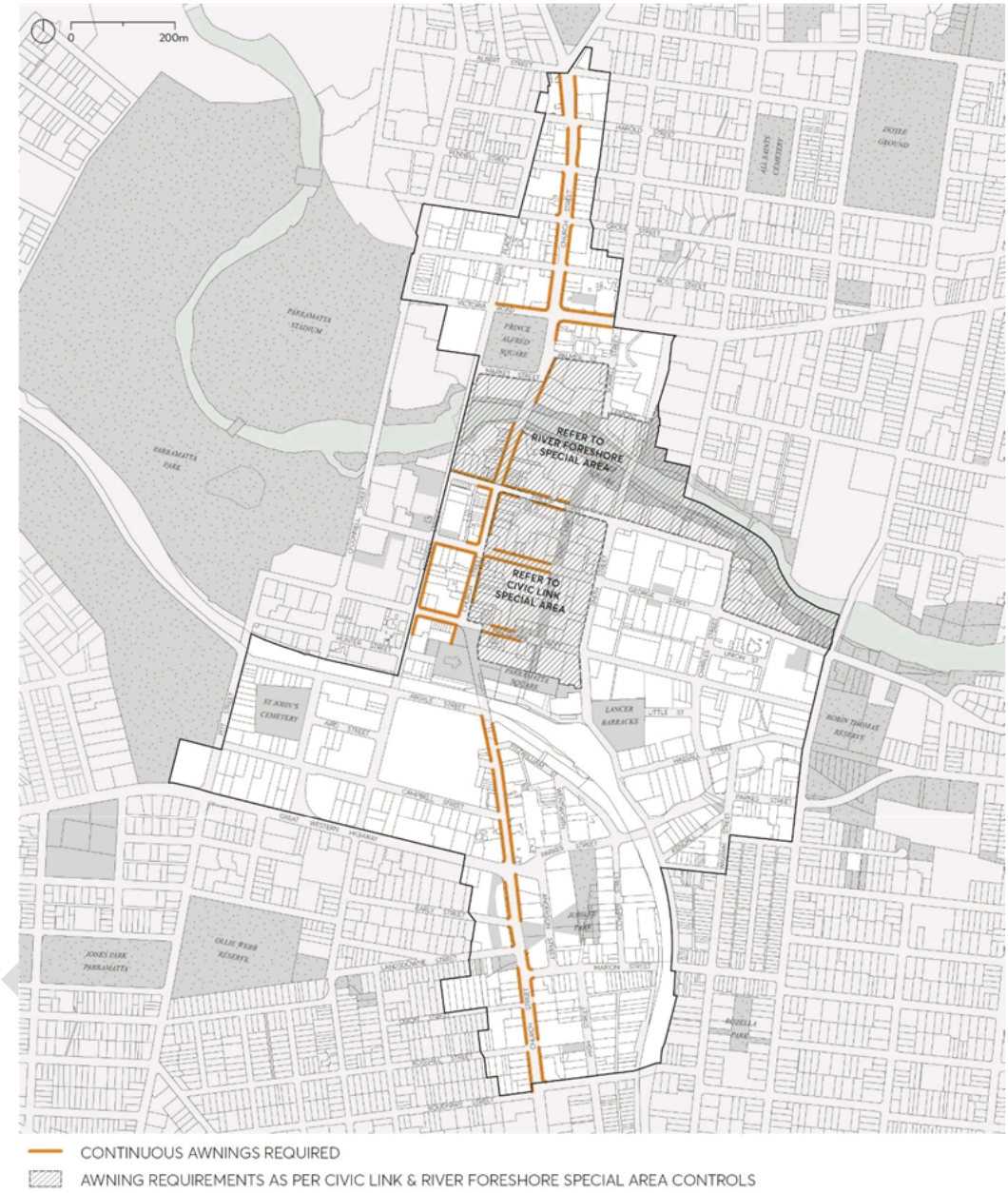

Figure XX2 – Awnings have priority

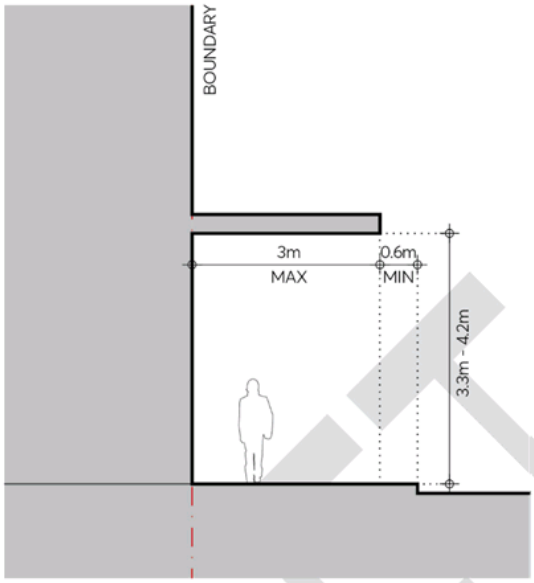

Figure XX3 – Awnings have priority

4.2.2 STREET TREES HAVE PRIORITY

In those areas where trees have priority, awnings of reduced width may be provided where footpaths are of sufficient width.

Council's adopted Parramatta CBD Street Tree Master Plan 2011 and Public Domain Guidelines 2017 identifies the location of street trees and species selection and should be consulted when proposing the delivery of street trees as part of any development.

Objectives

O.01 Maintain existing street trees and plant additional street trees within the public domain.

O.02 Improve and enhance environmental biodiversity and mitigate temperature at ground level.

O.03 Ensure maximum street tree crown development and performance.

O.04 Improve visual amenity of the public domain.

O.05 Improve quality of view for residents, workers and others overlooking the public domain.

Controls

C.01 Street trees must be provided along those streets identified in Figure XX4.

C.02 Where footpath widths are 3.9 metres or greater, narrow width awnings may also be provided in accordance with Figure XX5.

C.03 Street tree species and spacing must be as specified in the Public Domain Guidelines *2017*.

C.04 Street trees must be installed in accordance with the Public Domain Guidelines *2017* and Council Design Standards.

C.05 A Public Domain Alignment Plan indicating the street tree locations as detailed in the Public Domain Guidelines *2017* must be submitted for the Development Application and Construction Certificate Application.

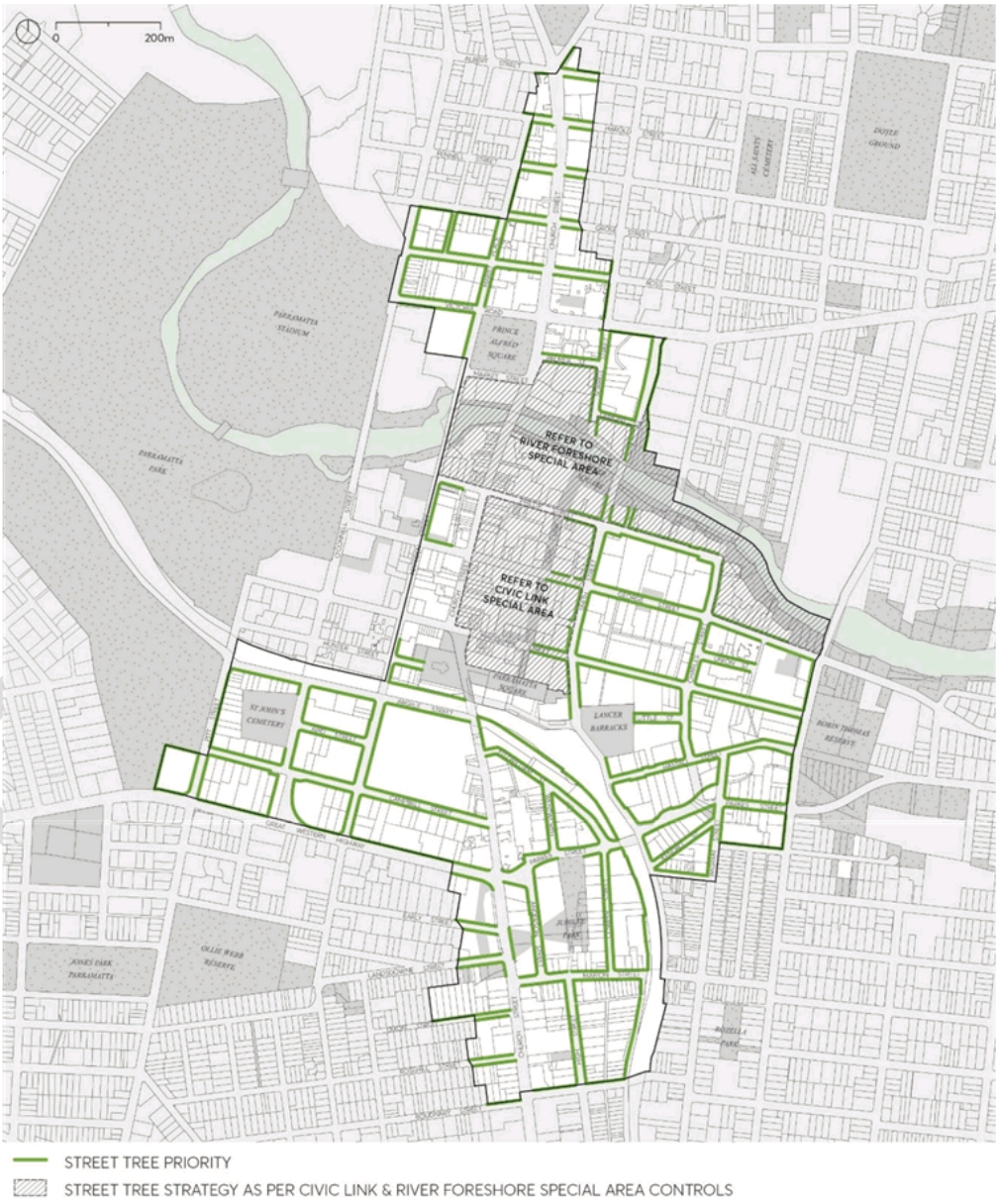

Figure XX4 – Street trees have priority

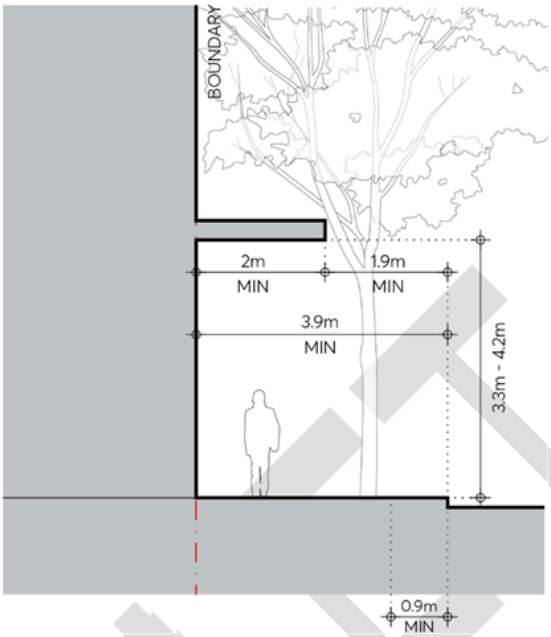

Figure XX5 Street Trees have priority, narrow width awnings

4.2.3 SEMI-RECESSED AWNINGS

Semi-recessed awnings are an option for consideration either where awnings or street trees have priority. Setting the ground floor frontage back from the boundary and integrating the awning with the building soffit above can provide a generous footpath width, good awning cover as well as the necessary space for street trees.

Existing and possible future adjacent context must be taken into account in determining whether this option is feasible in each situation. Applicants should contact Council at the start of the design process to establish the street and awning profile for the proposal.

Objectives

O1. Allow for the possibility of generous footpaths, shelter from awnings as well as street trees where circumstances permit.

Controls

C1. Semi-recessed awnings may be provided in accordance with Figure XX6.

C2. Where a semi-recessed awning is proposed, the following must be incorporated in its design:

a) The awning must be integrated with the building soffit above as shown in Figure XX6.

b) The space under the semi-recessed awning must be free of columns.

c) The frontage must be integrated with the adjacent existing frontage.

d) A clear path of travel must be provided in the public domain as defined in the Public Domain Guidelines 2017.

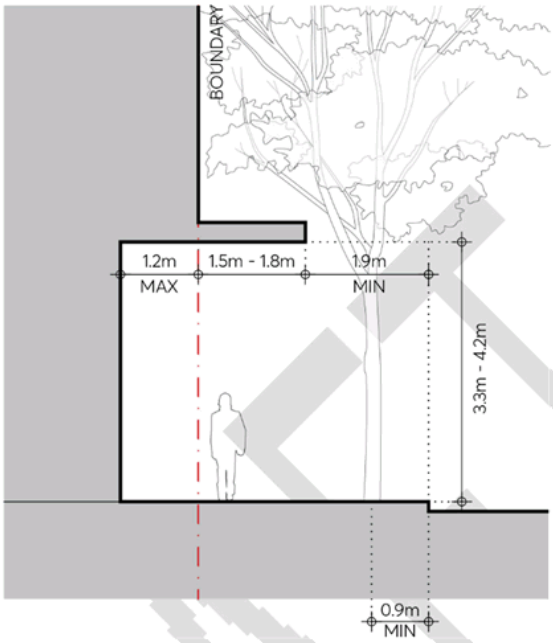

Figure XX6 Semi-Recessed Awnings

4.3 DESIGN OF AWNINGS

Well designed awnings provide a sheltered, humanly scaled space on the footpath that creates an accommodating pedestrian environment for shopping, dining, walking and lingering. They also provide weather protection for the doorways, openings and display areas of the active ground floor frontage of the building.

As an architectural element that is both part of the building as well as the public space of the street, the awning must integrate both with the characteristics of the building as well as existing and possible future adjacent awnings.

4.3.1 AWNINGS ON STREETS

Objectives

O1. Design awnings to provide protection from rain, sun and wind down draft.

O2. Maintain complementary architectural detail of awning design.

Controls

C1. Awning dimensions must be in accordance with Figures XX, XX and XX.

C2. Double height awnings are not permitted.

C3. All awnings and shading devices must have non-reflective surfaces.

C4. Glazed awnings are not permitted except for minor articulation purposes.

C5. New awnings must be designed to take account of adjacent existing awnings.

C6. The awning roof must be designed so that all gutters are concealed and downpipes incorporated in the building fabric.

C7. Lighting and other fixtures must be recessed and integrated into the design of the soffit.

C8. Where street trees are provided, the entire length of the awning must be set back from the kerb as shown on Figures XX, XX and XX. Cut outs for trees and light poles in awnings are not permitted.

C9. The conversion of awnings to verandahs or balconies is not permitted.

C10. Where a proposed building is located on a street corner and an awning is not required on one frontage, the awning must extend around the corner by a minimum of 6m from the boundary corner.

4.3.2 AWNINGS ON LANES

Objectives

O3. Encourage well-designed entrance canopies in order to provide additional shelter in lanes.

O4. Ensure that individual entry points are defined and address the lane.

Controls

C1. Continuous awnings are not permitted in lanes.

C2. Entrance canopies must not be supported with posts in order to maintain sight lines and a clear path of travel along the building edge, in accordance with the Public Domain Guidelines 2017.

C3. Fixed awnings must not obstruct traffic.

C4. Retractable awnings must be a folding arm type and that extends into the lane no more than footpath width, in accordance with the Public Domain Guidelines 2017.

C5. Provide individual awnings at building entries that are visually attractive.

4.4 PEDESTRIAN LANES, SHARED ZONES and SERVICE LANES

Many street blocks within the Parramatta City Centre are long, some being over 250 metres in an east-west direction and over 140 metres in a north-south direction. The benefits of a finer network of lanes are numerous: greater connectivity, increased frontage for entries and business opportunities, and a spatial intimacy and variety in the public domain. Service lanes also assist with activation of primary street frontages by providing back of house vehicular access, thereby reducing the necessity for driveways disrupting major city footpaths.

Pedestrian lanes are non-trafficable and can be narrower in width than those with vehicular access. Shared lanes have pedestrian priority over vehicle movement and typically have a flush surface for the full width of the lane. Service lanes prioritise vehicle movement and separate pedestrian movement by the use of kerbs or barriers.

Council's City Centre Lane Policy and Public Domain Guidelines provide further guidance on the design of pedestrian lanes, service lanes and shared zones.

Objectives

O.06 Retain and increase connectivity in the public domain and variety in the street network.

O.07 Encourage vehicular entries from shared zones and service lanes and not primary street frontages.

O.08 Design lanes, shared zones and service lanes to encourage pedestrian amenity and safety.

O.09 Encourage active frontages along lanes, shared zones, and service lanes without compromising safe pedestrian access and use.

O.10 Ensure that any proposed privately owned lanes have a fully public nature equivalent to the public domain.

Controls

C.01 A development must fully or partially deliver a pedestrian lane, service lane or shared zone as shown in Figure XX Existing and required lanes in the Parramatta City Centre

C.02 Any development that proposes a new pedestrian lane, shared zone or service lane in addition to those indicated in Figure 1.1.6.1 must demonstrate that it meets the objectives and controls of this section.

C.03 The minimum width of a pedestrian lane must be 4 metres as measured from the property boundaries.

C.04 The minimum width of a shared zone or service lane must be 6.5m as measured from the property boundaries.

C.05 The design and finish of pedestrian lanes, shared zones or service lanes must be in accordance with the Public Domain Guidelines 2017.

C.06 All pedestrian lanes, shared zones and service lanes must:

a) Be fully open to the sky.

b) Be accessible to the public at all times.

c) Provide direct throughways with direct sightlines.

d) Be unencumbered by any basement car parking or any other private infrastructure under.

C.07 Where a proposed lane or shared zone is not able to be dedicated to Council:

a) The lane must be designed as part of the public street network, of equivalent status to the public domain, with its fully public nature embedded in the title arrangements.

b) The lane must be designed with the same parameters and finishes as required for Council owned lanes outlined in this section.

c) The lane must be named and signposted in the same way as for Council owned lanes.

C.08 Pedestrian lanes must be clear of all obstructions, including columns, stairs, escalators and fixed furniture. A minimum of 50 per cent of lane width is to provide clear pedestrian access.

C.09 Main building entry points on lanes must be clearly visible and defined as appropriately with canopies, building signage, lighting and high quality articulation. Steps, handrails, or Tactile Ground Surface Indicators must not protrude into or interfere with the lane.

C.10 Arcades are a secondary pedestrian option and must not to replace the role or function of a lane, shared zone or service lane.

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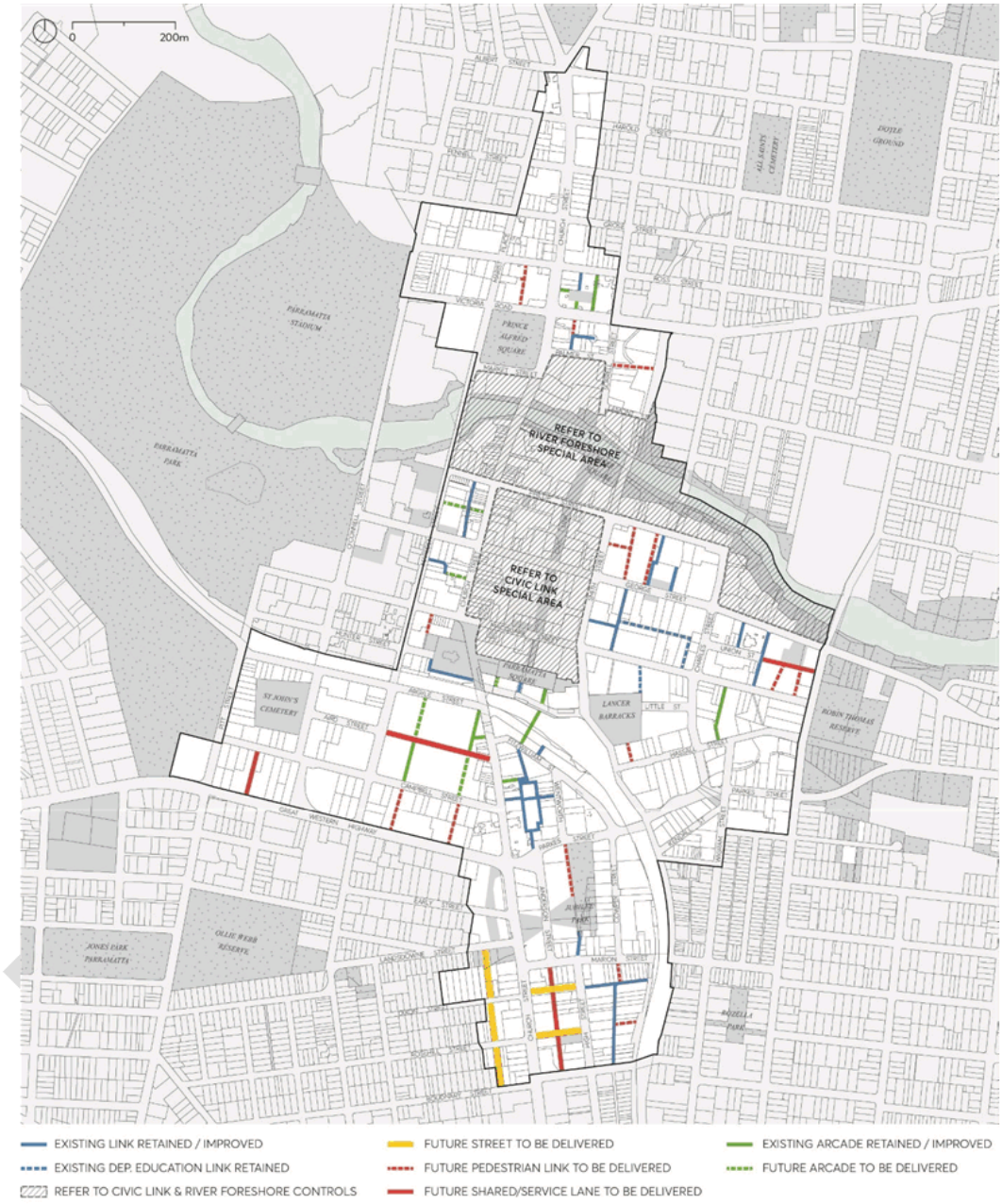

Figure XX – Existing and Required Lanes in the Parramatta City Centre

4.5 PEDESTRIAN OVERPASSES and UNDERPASSES

Pedestrian access at street level is considered a priority in the City Centre to encourage an active and lively public domain. Pedestrian overpasses and underpasses are discouraged as they may create access issues for the mobility impaired, degrade streetscape quality and obstruct views and vistas along streets.

New pedestrian underpasses or overpasses will only be considered where they would directly connect to major transport nodes such as bus interchanges, or railway or metro stations and would substantially improve pedestrian safety and access due to compromised conditions at footpath level.

Objectives

O.01 Minimise intrusions into the streetscape or wider public domain and maintain views and vistas along streets.

O.02 Provide substantially improved pedestrian safety and accessibility where these are significantly compromised to major transport nodes.

Controls

C.01 Any proposed overpass or underpass must demonstrate how it substantially improves pedestrian safety and accessibility.

C.02 Any proposed overpass or underpass must:

a) Provide access wholly within the development site, be accessed directly from a suitable public space and be flush with the street alignment boundary.

b) Provide direct connection under or above adjacent streets.

c) Not reduce dimensions or circulation space of existing public domain and footways.

C.03 The design of any overpass or underpass must satisfy 'safer by design' and crime prevention principles.

4.6 VEHICLE FOOTPATH CROSSINGS

The design and location of vehicle access to developments should minimise conflicts between pedestrians and vehicles on footpaths, particularly along primarily pedestrian streets. Vehicle access should also be designed to minimise visual intrusion and disruption of the public domain.
Porte-cocheres are not encouraged as they disrupt pedestrian movement, do not contribute to active street frontage, and provide no public benefit.

Objectives

O.01 Provide a simple, legible and direct pedestrian footway on all streets.

O.02 Make vehicle access to buildings more compatible with pedestrian movements and the public domain.

O.03 Prioritise safe pedestrian movements within the public domain.

O.04 Ensure vehicle entry points are integrated into the building design and contribute to high quality architecture and streetscapes.

O.05 Minimise the width of any vehicular footpath crossing.

O.06 Ensure vehicle access to heritage items is not detrimental to the values, setting or context of that heritage place.

Controls

C.01 No additional vehicle entry points will be permitted into the parking or service areas of development along those streets identified as significant pedestrian circulation routes in Figure XX.

C.02 In all other areas, one vehicle access point only will generally be permitted, which is to include the access for service vehicles and parking for both residential and non-residential uses within mixed use developments.

C.03 Where practicable, vehicle access must be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.

C.04 Vehicle slip lanes in public streets for private use are not permitted.

C.05 Where practicable, adjoining buildings must share or amalgamate vehicular access points. Internal on-site signal equipment must be used to allow shared access. Wherever appropriate, new buildings must provide vehicle access points that can be shared at a later date.

C.06 Vehicle access ramps must be perpendicular to the street frontage to minimise the width of vehicle entry and exit openings.

C.07 Vehicle landings (for the length of one vehicle) must be flush with the public domain to maximise visual contact with oncoming pedestrians.

C.08 The design of vehicle access doors to vehicle access points must be fitted behind the building facade and be of materials that integrate with the design of the building and that contribute positively to the public domain.

C.09 Vehicle entries visible from the street when doors are open must have a high quality finish to walls and ceilings as well as a high standard of detailing. No service ducts or pipes are to be visible from the street.

C.10 Porte-cocheres may be permitted in exceptional circumstances for hotels and major tourist venues, subject to high quality urban design, streetscape, heritage and pedestrian safety and amenity considerations.

C.11 If permitted, a porte-cochere must be internal to the building with one combined vehicle entry and exit point, or one entry and one exit point on two different street fronts of the development. In exceptional circumstances, for buildings with one street frontage only, an indented porte-cochere with separate entry and exit points across the footpath may be permitted.

C.12 A porte-cochere must be constructed level to the public domain.

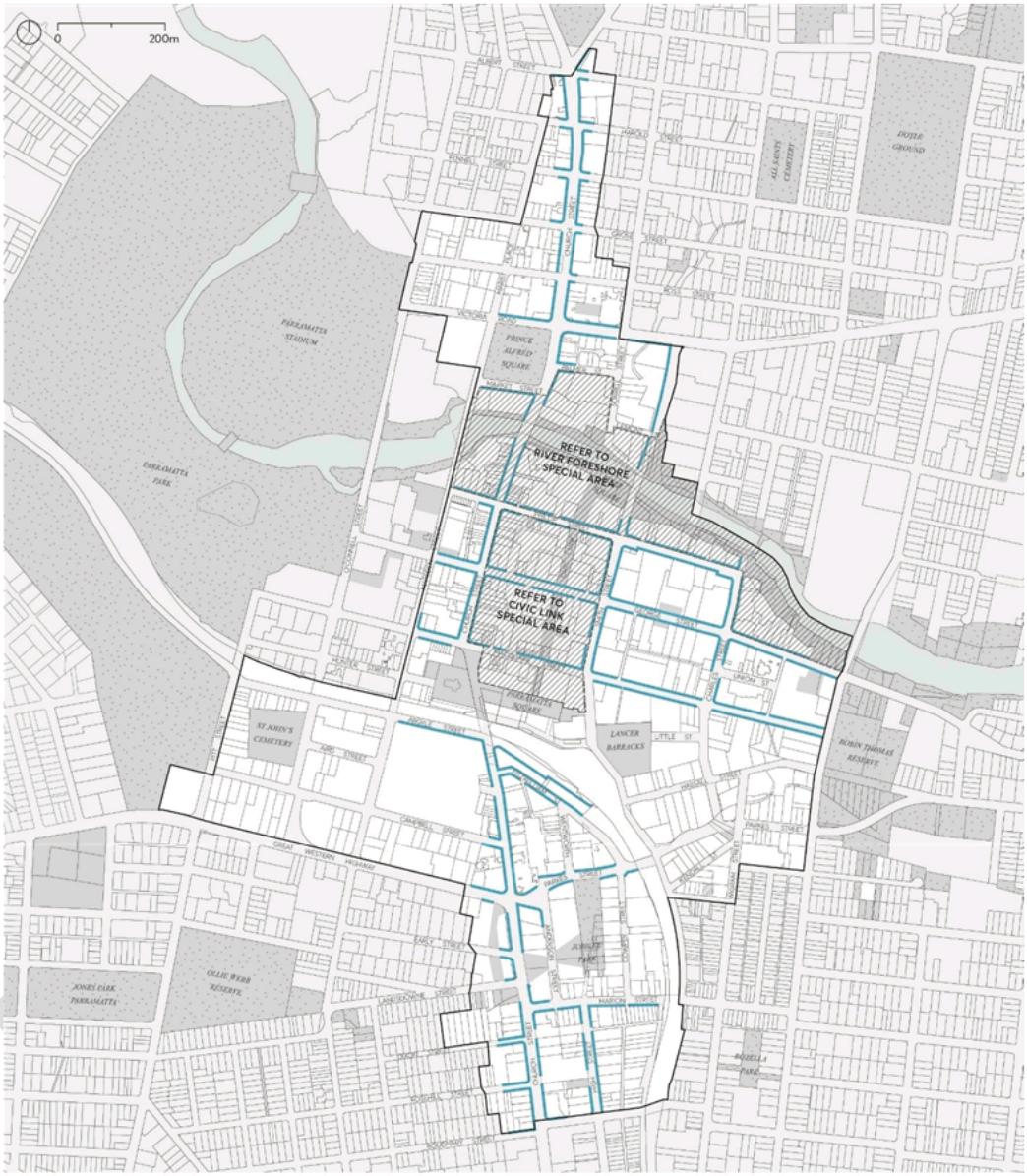

Figure XX – No Additional Vehicle Entry Permitted

4.7 VIEWS

Important views contribute to way finding and a sense of place and identity for the city. Views are shaped and informed by their surrounds.

The physical setting of the Parramatta City Centre, generally framed by Parramatta Park, Parramatta River, and the heavy rail corridor makes for special views of the natural setting with significant heritage and cultural elements. It is important that significant views within, into and out of the city are maintained from as many points in the public domain as possible.

Design that acknowledges the value of important views can protect and enhance these views, thereby contributing to the character and quality of the public domain.

Objectives

O.01 Reinforce the sense of place and way finding in the City Centre.

O.02 Maintain and enhance views from the city centre to significant heritage, natural features and significant trees.

O.03 Maintain and reinforce views along streets and to urban spaces.

O.04 Maintain views of silhouettes of the tops of major buildings or structures as seen against the sky.

O.05 Encourage views from Parramatta City Centre to Parramatta River and to Parramatta Park.

Controls

C.01 Where a proposed development is within the corridor of the identified views in Figure XX and Table XX, an analysis must demonstrate:

a) The impact of the proposed development.

b) How the view is maintained and reinforced by the proposal.

c) How the view informed site planning, architectural form, finish, materials and detailing of the proposal.

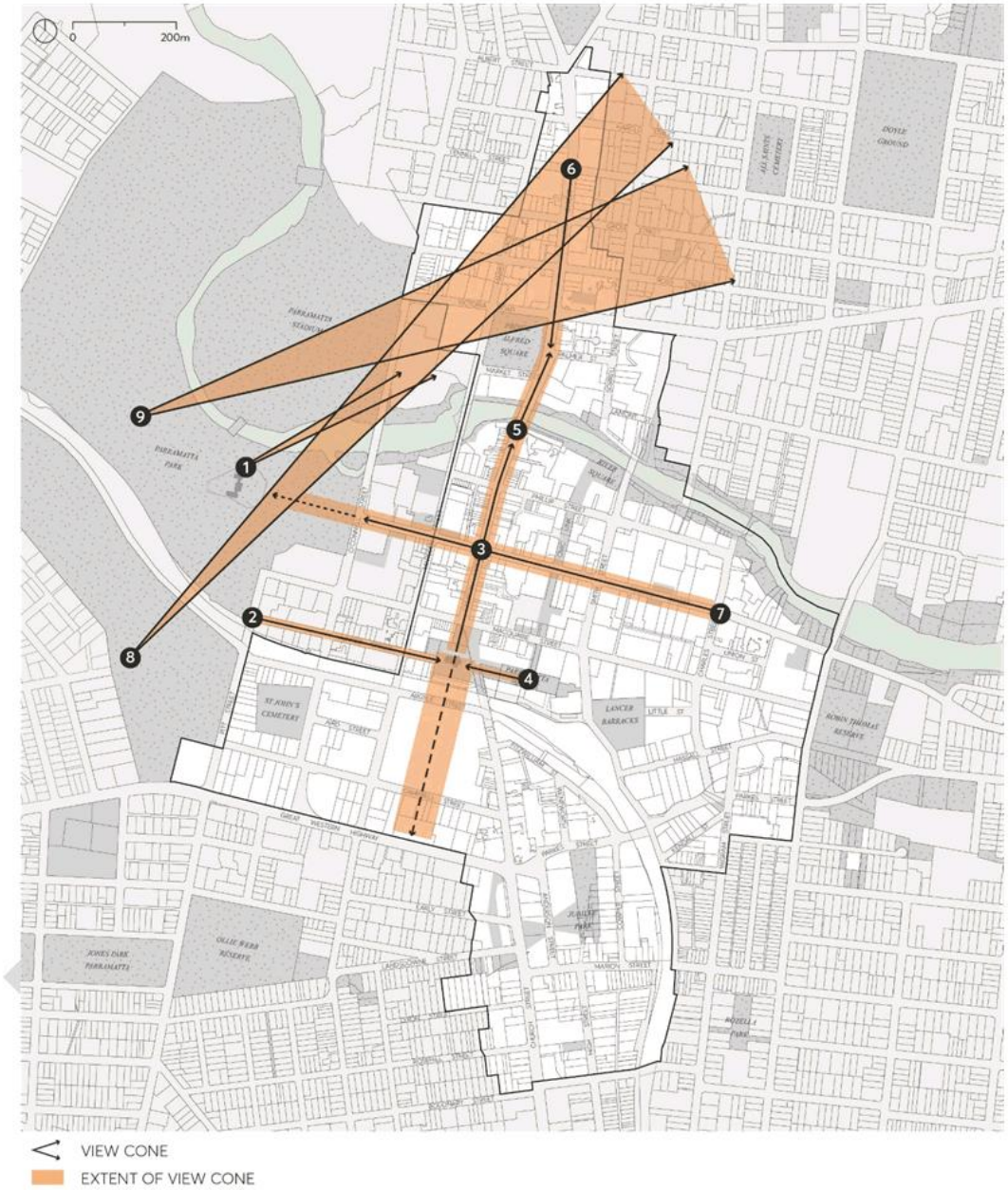

Figure XX01 – Historic Views to be protected

Table XX02 – Identified Historic Views to be protected

	Identified View	**Significance**
1.	Old Government House view northeast to the river, Old King's School building and site of former Government farm.	Key historic view demonstrating the relationship between the Governor, early Government farm and major school institution. Setting of both heritage items.
2.	Views east along Hunter Street to St John's Cathedral and spires, available back to Parramatta Regional Park.	Vistas along Hunter Street providing a framed view to St John's Cathedral, across the cathedral grounds towards the Town Hall, and to the site of the Governor's annual 'feast' with Aboriginal clans (instituted by Governor Macquarie) that took place at the rear (eastern end) of the Cathedral.
3.	Views southwards to and beyond St John's Cathedral and Centenary Square, and northwards along the procession of Church Street	Historic main street approach to city centre and St John's Cathedral with other heritage items in view, as well as the procession and views from St John's northwards, up Church Street. Views from Church Street towards St John's Cathedral must allow the silhouette of the Cathedral spires to be seen against the sky.
4.	Views west along Parramatta Square to St John's Cathedral, past the Town Hall	Backdrop and setting of church. Views to the Cathedral and spires.
5.	Views north and south along Church Street, including views of the Bankwest Stadium and heritage buildings, St John's Church spires to the south and St Peter's church.	Historic main street and approach to city, framed by a number of heritage buildings and recurrent views to Parramatta Park.
6.	Approach to Parramatta along Church Street from Fennell Street, and sequential views southward.	Historic main street and approach. Relatively consistent scale and setback of streetscape.
7.	Views along George Street to Parramatta Park gatehouse and trees.	Key historic street approach to the park and Old Government House. City edge of park, framing views to gatehouse, trees, and Old Government House (not now visible), views of streetscape, heritage items.
8.	View from Marys Hill across Parramatta's City Centre to distant hills.	Key historic viewing point from the highest part of the Parramatta Park with best views of the city in the river valley, glimpses to hills behind the city between buildings.
9.	View from The Crescent to the distant hills Key historic viewing point from the ridge of The Crescent	Key historic viewing point from the ridge of The Crescent to glimpses of distant hills between buildings.

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5 SPECIAL AREAS

Special Areas are defined precincts with distinctive conditions that require specific controls relating to the characteristics of the area. Development within a Special Area must respond to the particular attributes and qualities of that place.

This Special Areas section of the DCP should be read in conjunction with the other sections of the City Centre controls. Unless modified or specifically excluded in this section, all controls in Sections 1-9 of the City Centre controls apply to development in Special Areas.

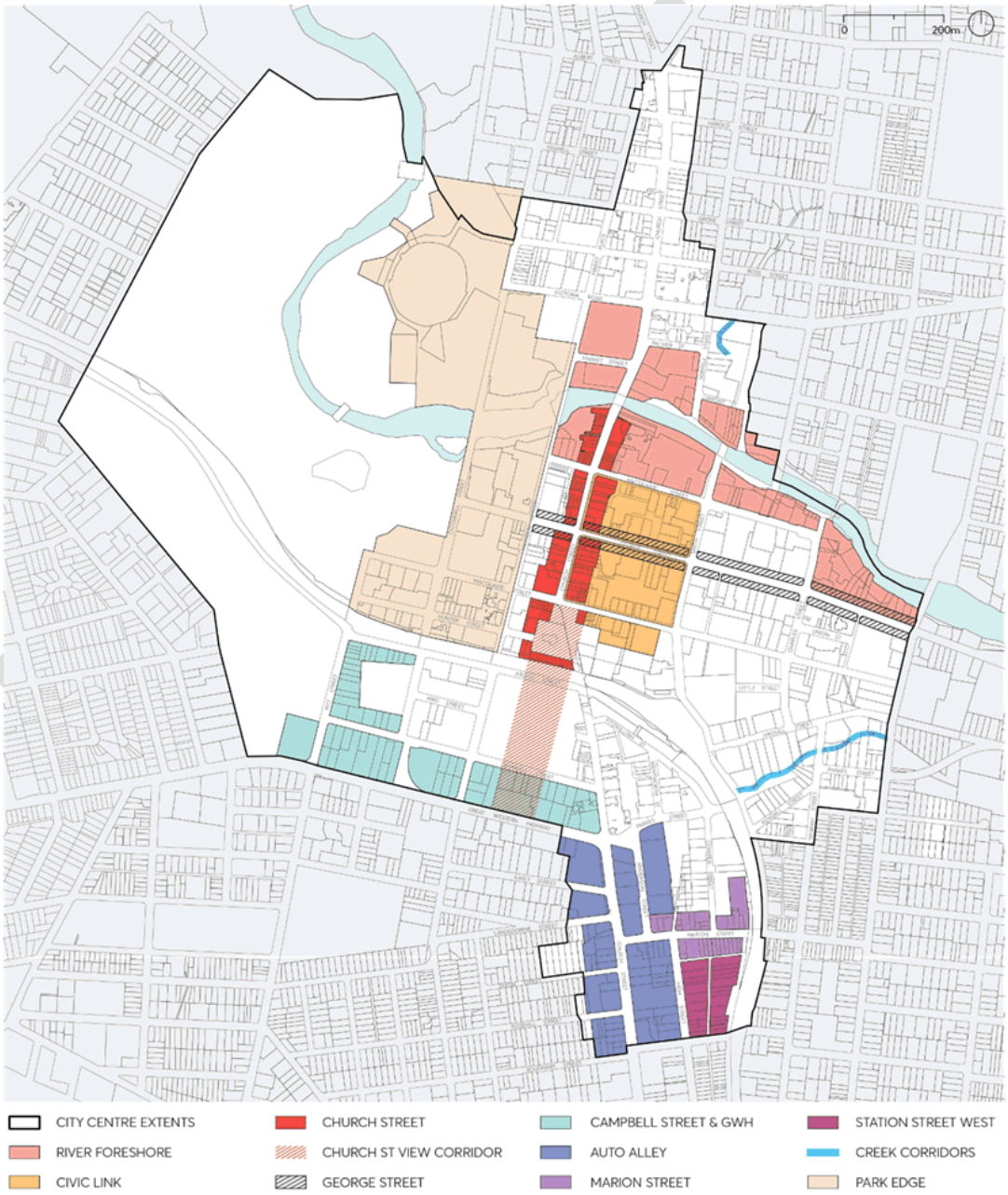


Figure 5.0.1 Parramatta City Centre Special Areas Precinct Map

5.1 CITY RIVER

The history of the Parramatta City Centre is interwoven with the River. The banks of the River have been inhabited by Aboriginal people for tens of thousands of years, providing fresh water, food and transport for the Dharug people and other Aboriginal clans that lived, met and sustained ongoing cultural practices along its course. The City River Special Area occurs at the place where the salt water of Sydney Harbour meets the freshwater extent of Lake Parramatta and continues to remain a culturally important place for Aboriginal people today. Traces of this rich history and ongoing culture are evident in the Pleistocene sand sheet and Aboriginal Archaeology which occur along the banks of the river, underpinning and in many instances occurring side by side with the City's European history and heritage.

Within the bounds of the City Centre, the river itself is approximately 30 metres wide and is traversed by several vehicular and pedestrian bridges. This includes the heritage listed Lennox Bridge, first completed in 1839, which carries Church Street across the River as the main north-south street in the City Centre.

Existing development on both sides of the river consists of low, medium, and large-scale buildings that vary in age, uses and ownership. A number of these buildings are of heritage significance which contribute to the character and the cultural importance of the precinct. The river frontage is edged with a mixture of buildings and green space. Pedestrian walkways are located along both sides of the river edge, however there are no public streets between the buildings and the water.

On the north bank, street blocks generally run perpendicular to the river responding to the hilly topography and providing views to the river and southern shore. On the south bank, consistent with the historical access from the river along George Street, the street blocks run parallel to the river on the flat topography of the floodplain. Views to the northern shore from the public domain on this side are more limited. The City River Special Area controls aim to acknowledge the different design responses that are required for the north and south banks.

A key unifying element within the City River Special Area is the River Square, which establishes a direct connection to Parramatta Square through Civic Link. The Riverside Theatre is located on the north bank between Marsden and Church Streets, and on the south bank the new Powerhouse Parramatta is to be located at the end of Civic Link. The City River Special Area also incorporates other important places such as the Charles Street Square adjacent to the Parramatta Wharf, and Prince Alfred Square – one of the oldest formalised civic spaces in New South Wales.

The following controls are designed to refocus activities along the river and to ensure that future development addresses and defines the river space. Existing view corridors will be reinforced by the buildings and new view corridors and connections introduced. Pedestrian paths above the flood plain level will offer opportunities to engage with the river.

The City River Special Area has been divided into a series of distinctive blocks that are bound by the Parramatta River's bridges as per Figure 5.1.1; the Cultural Block, the City West Block, and the City East Block.

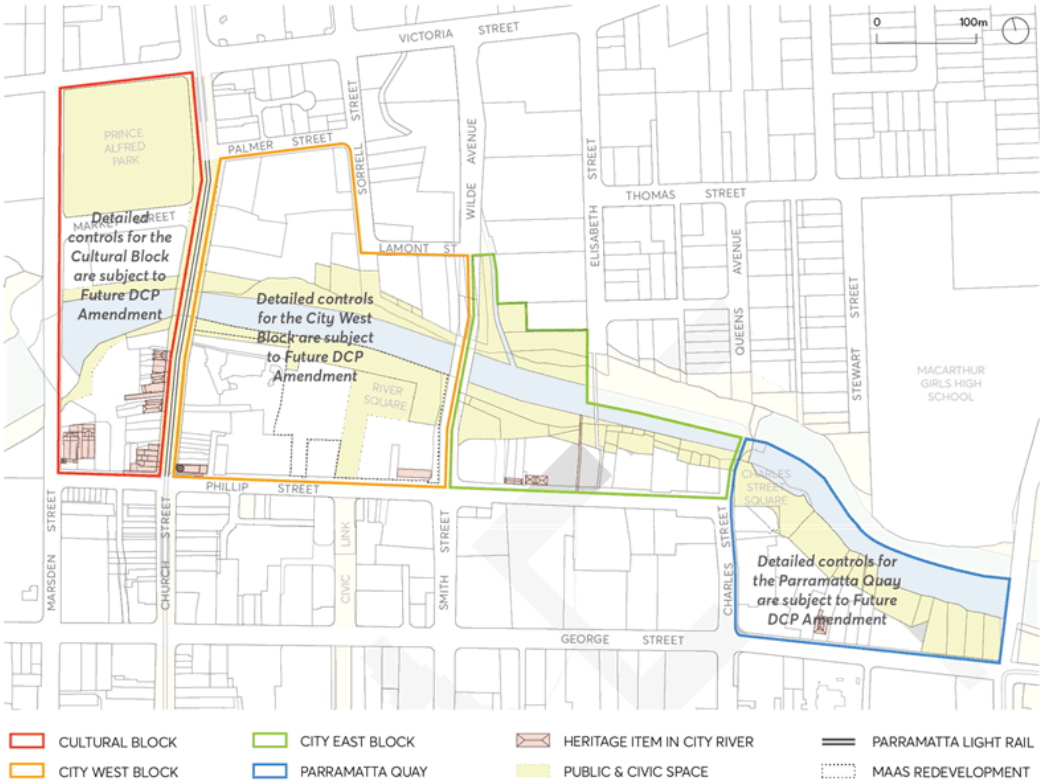


Figure 5.1.1 City River Special Area

Objectives

O.01 Respectfully acknowledge, celebrate and express the ongoing cultural importance of the Parramatta River to Dharug and Aboriginal people.

O.02 Celebrate the unique Parramatta River landscape setting, views, and topography of the City Centre.

O.03 Ensure future development contributes to the activation of the river, strengthening the significance of the river to the City Centre.

O.04 Strengthen the visual and physical north-south connections between the city and the river.

O.05 Maximise pedestrian connections at lower and upper levels of the river foreshore to ensure contiguous east-west movement is achieved.

O.06 Balance the needs of the natural and built environment, enhancing the Parramatta River as the major natural and cultural asset of the City Centre.

O.07 Maximise sun access to the foreshore and adjacent public open spaces.

O.08 Enhance the interface between private and public land along the river, ensuring future development addresses the river and contributes to the overall quality, safety and amenity along the river foreshore.

O.09 Preserve the Parramatta River as a priority corridor for ecological protection, flood sensitive design and future landscape improvements.

O.10 Ensure flood response is integrated into the design of future development and appropriate escape routes above the floodplain is provided to ensure safety for the community.

O.11 Frame the Parramatta River and its foreshore by providing consistent and defined building edge to the foreshore, with generous upper-level setbacks.

O.12 Achieve an appropriate consolidation pattern that allows the objectives of the City River Special Area to be integrated into development proposals.

O.13 Recognise the historical and contemporary importance of the precinct to the City's identity through:

a) preservation of appropriate curtilage, surrounding scale and view corridors to heritage items

b) contextually responsive design and adaptive reuse of heritage buildings,

c) a curated collection of high quality, contemporary heritage interpretation and public art which enlivens the public domain

5.1.1 City East Block

The following controls apply to the City East Block within the City River Special Area. This block is bound by Wilde Avenue, Phillip Street, Charles Street Square, and the north bank river foreshore open space. On both sides of the river, a continuous foreshore promenade allows pedestrian and cyclist access along the water's edge before the land slopes steeply up and away from the water. The north bank is more densely vegetated and characterised by 3- to 4- storey residential brick buildings that have been generously set back from the foreshore. The south bank commands a more urbanised character, and an existing mix of residential and non-residential uses address the river front.

Brickfield Creek also joins the Parramatta River in this location, and the historically significant Convict Drain dating back to the 1820s passes through the south bank. A series of single storey cottages remain along Phillip Street, breaking up the street wall scale and are to be retained as local heritage items.

The most significant opportunity in the City East Block is to enhance existing views, and establish new views, towards the River. A new upper level promenade is to be delivered by future development to allow a continuous and active edge to the River that would be fronted by cafés, restaurants, bars and other retail tenancies – all with views over the Parramatta River.

Figure 5.1.1.1 City East Block Framework Plan

Objectives

O.01 Define a continuous foreshore space between the river edge and future building face to provide a system of connected and accessible open spaces, as well as natural flood storage capacity.

O.02 Frame views between buildings from Phillip Street to the river foreshore by maintaining and expanding view corridors along existing streets and laneways, and by creating new laneways.

O.03 Create a premier river frontage and address for the City Centre that accommodates activities during the day and night.

O.04 Delivers high quality architectural resolution when viewed along the river, from bridges and from across the river to the north.

O.05 Provide a safe egress route during flood events that connects between Charles Street Square and George Khattar Lane and along George Khattar to Phillip Street or to refuge within buildings.

O.06 Ensure any future development on the north bank that is located outside the City Centre and City River boundary acknowledges the significance of the river foreshore and responds to the objectives of the City River Special Area.

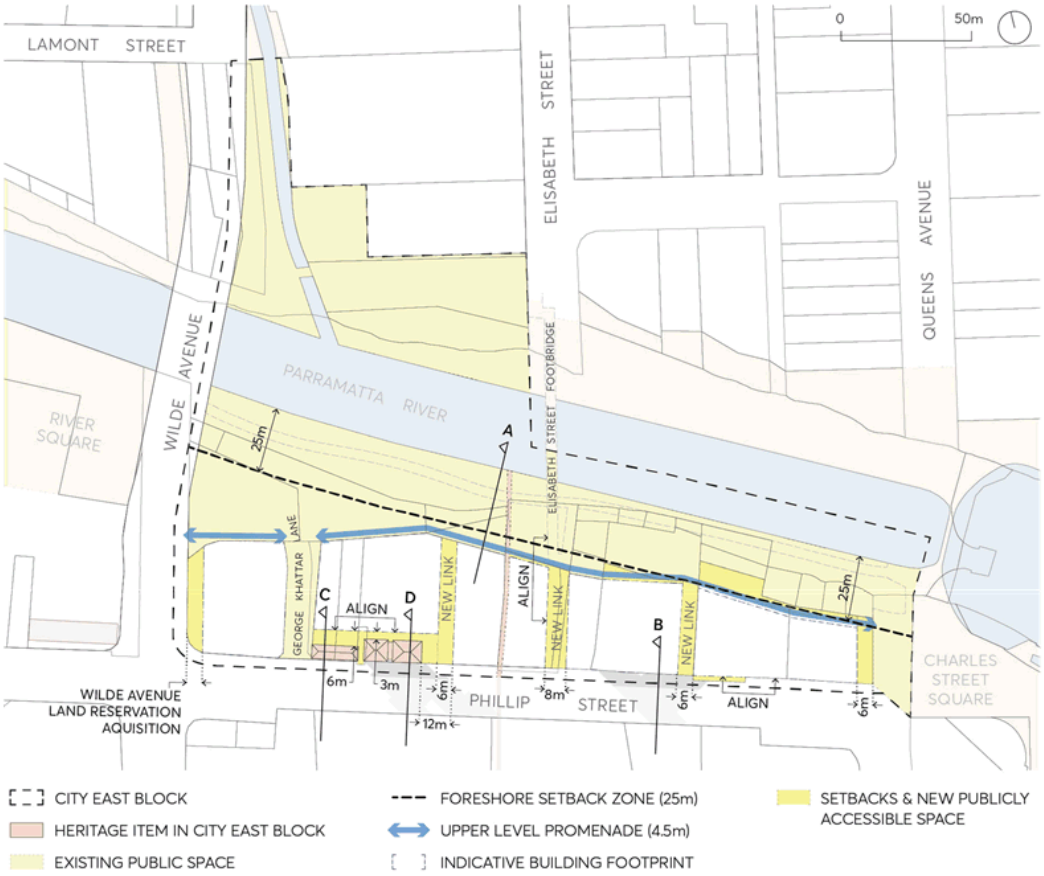


Figure 5.1.1.2 City East Block Public Domain

Controls

Unless modified or specifically excluded below, all controls in Section 1-7 of this DCP apply to development within the City River Special Area City East Block.

C.01 Development must comply with Figure 5.1.1.2 and be setback a minimum of 25m from the river's edge and / or align with the future alignment of the upper level promenade.

C.02 Site consolidation must allow for the realisation of the objectives of the City River Special Area and desired publicly accessible through site links to be delivered as per Figure5.1.1.2.

C.03 A new upper level promenade along the river frontage of properties must comply with Figure 5.1.1.3 (Section A). Development must provide a 4.5m wide open to sky pedestrian walkway above the flood planning level along the northern boundary that is shared with the river foreshore. The horizonal and vertical alignment of the promenade is to be determined in consultation with Council.

C.04 Street wall heights and setbacks along the river foreshore must comply with Figure 5.1.1.3 (Section A). Development on the south bank must provide a street wall height of 4-storeys along the foreshore, and towers must be set back 6 metres from the street wall.

C.05 Development must provide ground level building entries to lift lobbies and ground level retail or restaurant tenancies that are directly accessible from the upper level promenade. Multiple storeys of non-residential uses on the river frontage are encouraged to increase activity along the foreshore edge.

C.06 An awning must be provided along the upper level promenade for weather protection and outdoor dining must be located within the building footprint to provide space for unobstructed pedestrian travel as shown in Figure 5.1.1.3 (Section A

C.07 Street walls facing the river must comply with the street wall controls in Part 3 of the City Centre controls.

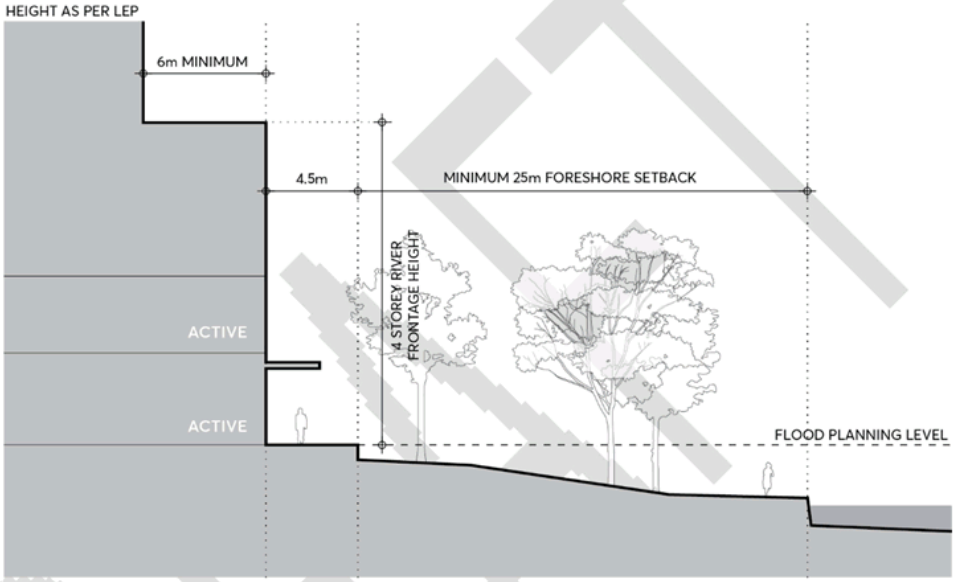


Figure 5.1.1.3 City East Block River Frontage (Section A)

C.08 New through site links must be provided as per Figure 5.1.1.2. All new links must be open to sky, visually and physically connecting Phillip Street and the upper level promenade with extended views to the River corridor.

C.09 The existing laneway at Elizabeth Street bridge must be widened to 8m with clear site lines between the bridge and Phillip Street, as shown in Figure 5.1.1.2.

C.10 Development must prioritise locating car parking in basement structures to ensure active ground floor uses are provided along the river foreshore. Where basement car parking is considered inappropriate due to identified constraints such as archaeology or flooding, above ground car parking must be sleeved with active uses.

C.11 At 96 Phillip Street, development must provide a 6m setback from Charles Street Square and relocate the basement access to the western part of the site.

C.12 At 60 Phillip Street, development must dedicate local road widening to Wilde Avenue as per the Land Reservation Acquisition map in Parramatta LEP 2011. The width of road widening must be determined in consultation with Council.

C.13 Street setbacks and street wall heights on Phillip Street must comply with Figure 5.1.1.4 (Section B). Unless the site contains a heritage item, the street wall must be built to the boundary, and towers must be set back a minimum of 6 metres from the street wall.

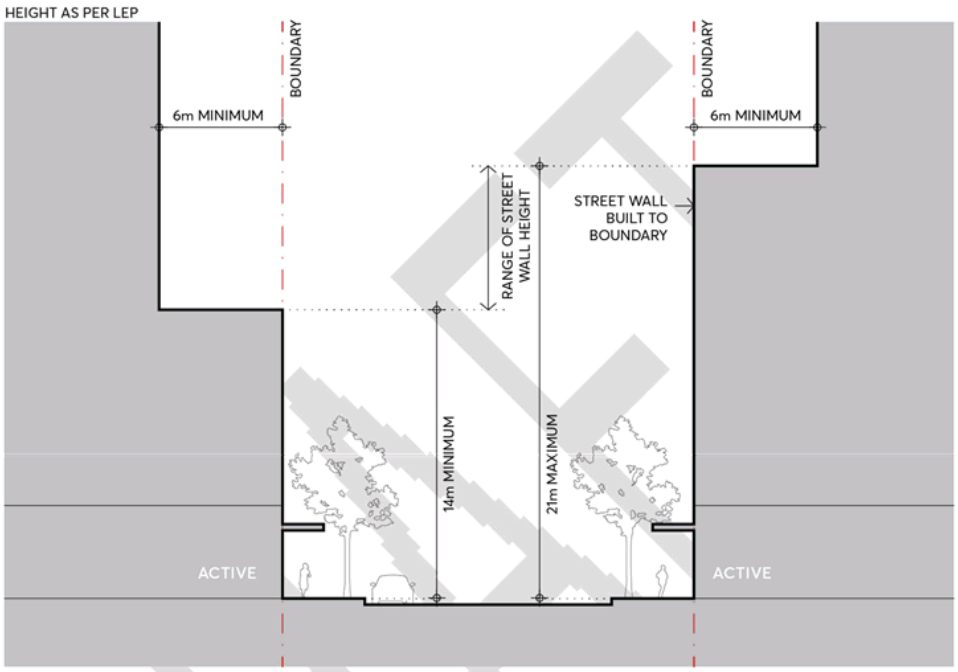


Figure 5.1.1.4 City East Block Phillip Street (Section B)

C.14 Development must provide a 6m setback to heritage cottages on the lot known as 66 Phillip Street as per Figure 5.1.1.5 (Section C), and a 3m setback to heritage cottages on the lot known as 70-74 Phillip Street as per Figure 5.1.1.6 (Section D). An aligned building setback must be provided on the southern façade across the two properties as shown in Figure 5.1.1.2.

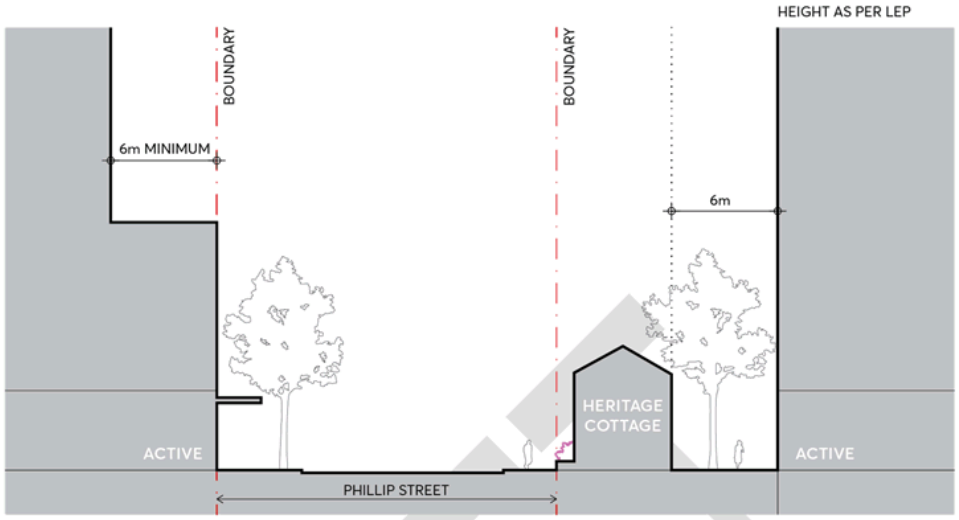


Figure 5.1.1.5 City East Block Phillip Street at 66 Phillip Street (Section C)

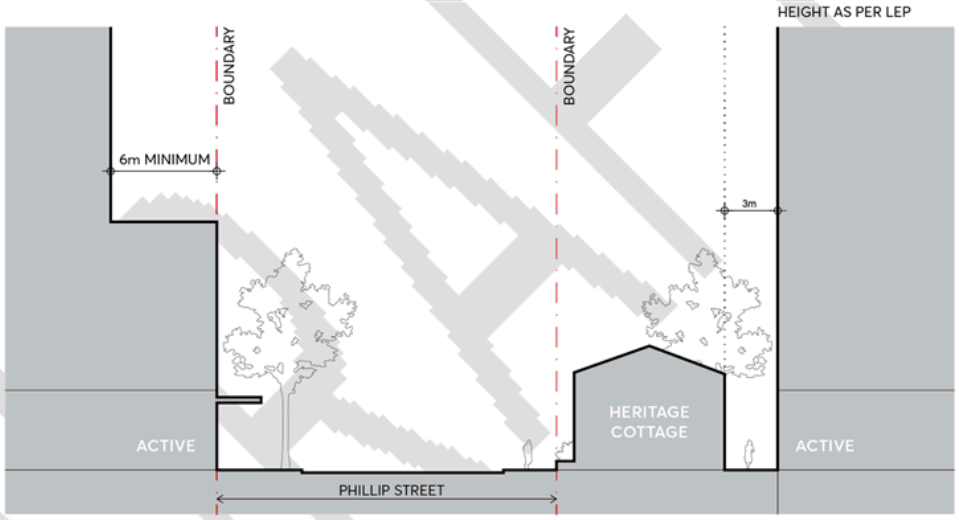


Figure 5.1.1.6 City East Block Phillip Street at 70-74 Phillip Street (Section D)

C.15 Heritage cottages must be adaptively re-used, allowing these items to contribute to an active streetscape character and maintain their significance.

C.16 Clear egress for emergency, maintenance, and event vehicles to access the foreshore must be provided from George Khattar Lane.

5.2 CIVIC LINK

The Civic Link Special Area is located in the heart of the Parramatta CBD. Central to the area is the Civic Link, a major new green, pedestrianised public space and cultural spine that connects Parramatta Square to the Parramatta River.

Civic Link spans 4 city blocks, divided by Macquarie, George and Phillip Street as shown in Figure 5.2.1.

In Block 1, the southern end of Civic Link is marked by the Leigh Memorial Church and the Town Hall. Civic Link connects directly to the Square and facilitates access to the existing bus and rail interchange and light rail stop.

In Block 2, Civic Link is a new north-south public space extending from Macquarie Street along the widened and pedestrianised eastern Horwood Place. The future underground metro station and associated development replaces the existing Horwood Place Car Park. Civic Link facilitates interchange between light rail, the metro station and the bus interchange on Smith Street. A new square provides a new setting for Kia Ora and the Leigh Memorial Church. The Roxy, a State listed heritage item, retains its use as a cultural landmark.

In Block 3, Civic Link follows the existing alignment of Horwood Place. Erby Place Car Park is retained in the short to medium term and continues to serve the CBD. A future site specific DCP for the centre of the block, including the Erby Place Car park, aims to facilitate the long-term realisation of a new north-south street and east-west laneway, major commercial developments and the full pedestrianisation of Civic Link.

In Block 4, Civic Link extends through the Parramatta Powerhouse site and connects physically and visually to the River Square and the River Foreshore. Refer to Part 5.1 City River of the City Centre controls for controls specific to this block.

The following Special Area controls for the precinct describe the alignment of Civic Link and supporting new streets and laneways to enable large city-shaping infrastructure, development projects and incremental change across multiple land holdings. New streets, laneways and squares increase pedestrian permeability and activity within the city centre and enable access to transport and major cultural destinations. Vehicle and service access to existing and future properties is provided with the conversion of Civic Link to pedestrian use. Lot consolidation supports new commercial towers. A diversity of building forms and defined street wall heights reinforce the human scale edge to Civic Link and celebrates the retention and adaptive re-use of heritage buildings.

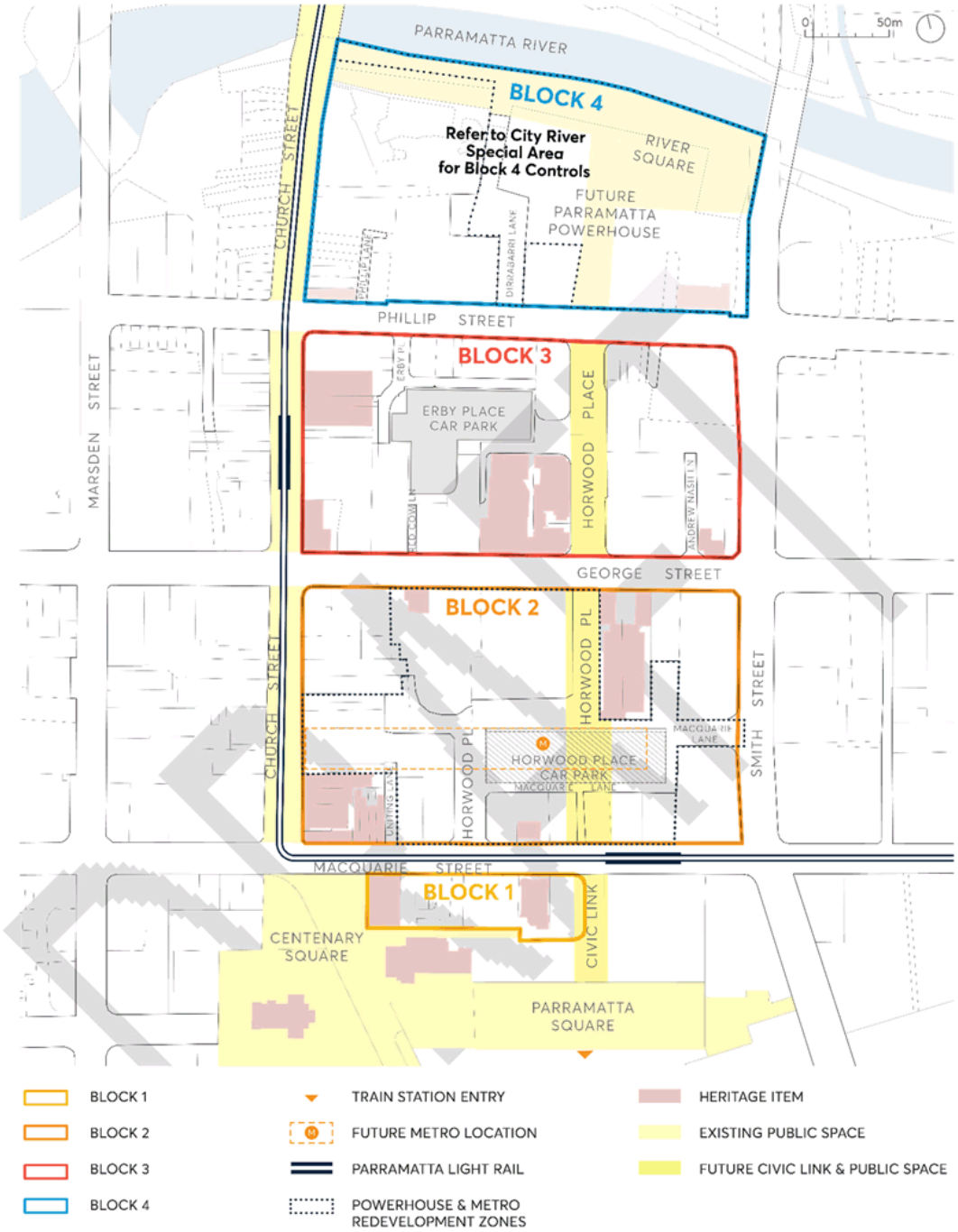


Figure 5.2.1 Civic Link Special Area Blocks with Existing Context

Objectives

O.14 Establish Civic Link as a new linear public space, open to sky and with an avenue of significant trees along its length, linking Parramatta Square to the Parramatta Powerhouse and River foreshore.

O.15 Expand the street and laneway pattern within the block to prioritises pedestrian use and public and active transport choice, while also providing controlled vehicle and service access to existing properties and future developments.

O.16 Dedicate Civic Link, streets, laneways and squares to Council.

O.17 Ensure development supports a pleasant microclimate during all times of the year by protecting sunlight to Civic Link during lunch hours, and by mitigating urban heat island and reducing wind impacts from large development within the area.

O.18 Frame view corridors along east-west streets and laneways toward Civic Link to reduce the perceived bulk of large commercial buildings.

O.19 Promote equitable, viable development that supports the commercial core of the CBD and enables staged development across development parcels over time.

O.20 Provide consolidated soil volume areas, stormwater management solutions, and underground utilities to facilitate a high-quality public domain. Structures under the public domain are not supported.

O.21 Reinforce the pedestrian scale of the public domain with architectural design that provides human scale detail and with ground and lower-level building uses and frontages that support activity across the day, night and week. Space for temporary and permanent cultural uses, events and incubator spaces within the area, and in particular along Civic Link is desirable.

O.22 Define building envelopes and street wall heights that assist in transitioning between large scale commercial buildings and retained heritage buildings.

O.23 Spatially and visually differentiate free standing heritage buildings, including Kia Ora and the Roxy, from surrounding new development.

O.24 Ensure the Roxy has a visual setting that allows it to be visually dominant in the immediate streetscape and not visually overwhelmed by new development.

O.25 Create a new square around Kia Ora within a public space and with a connected tree canopy as a backdrop, when viewed from Macquarie Street.

O.26 Create a new square to the east of Leigh Memorial Church that opens views to the church, expands pedestrian space and amenity adjacent the Parramatta Light Rail stop and define a generous threshold to Parramatta Square from Macquarie Street.

O.27 Facilitate legible and easy transport interchange for pedestrians and cyclist within the public domain between the new Metro station at Civic Link, buses on Smith Street, light rail stations at Church and Macquarie Streets and the existing bus and rail interchange.

O.28 Manage overland flow and stormwater to enable Civic Link's use as an escape route from the river to higher ground in the south during flood events.

Controls

Unless modified or specifically excluded below, all controls in Section 1-7 of this DCP apply to development within the Civic Link Special Area.

C.01 The alignment and width of Civic Link must comply with Figure 5.2.3 and must be open to sky without building encroachments or overhangs, with the exception of required awnings, along the full length of Blocks 1. 2 and 3.

a) In Block 1, Civic Link must have a minimum 20m width with 17m wide clear to sky building separation as indicated on Figure 5.2.3

b) In Block 2, Civic Link must have a minimum width of 27m between Macquarie Street and Macquarie Lane, as indicated on Figure 5.2.3, with the exception of Control C.0.6 (g) for a Metro Station.

c) In Block 2, Civic Link must have a minimum width of 20 m between Macquarie Lane and George Street, measured from the western site boundary of the Roxy as indicated on Figure 5.2.2 (Section D)

Figure 5.2.2 Future Civic Link in Block 2 (Section D) Setback & Building Height

d) In Block 3, Civic Link must follow the existing street reserve except on the eastern side where the predominant alignment at 1 and 3 Horwood Place (Sites 09 and 10) must be adopted as indicated on Figure 5.2.5.

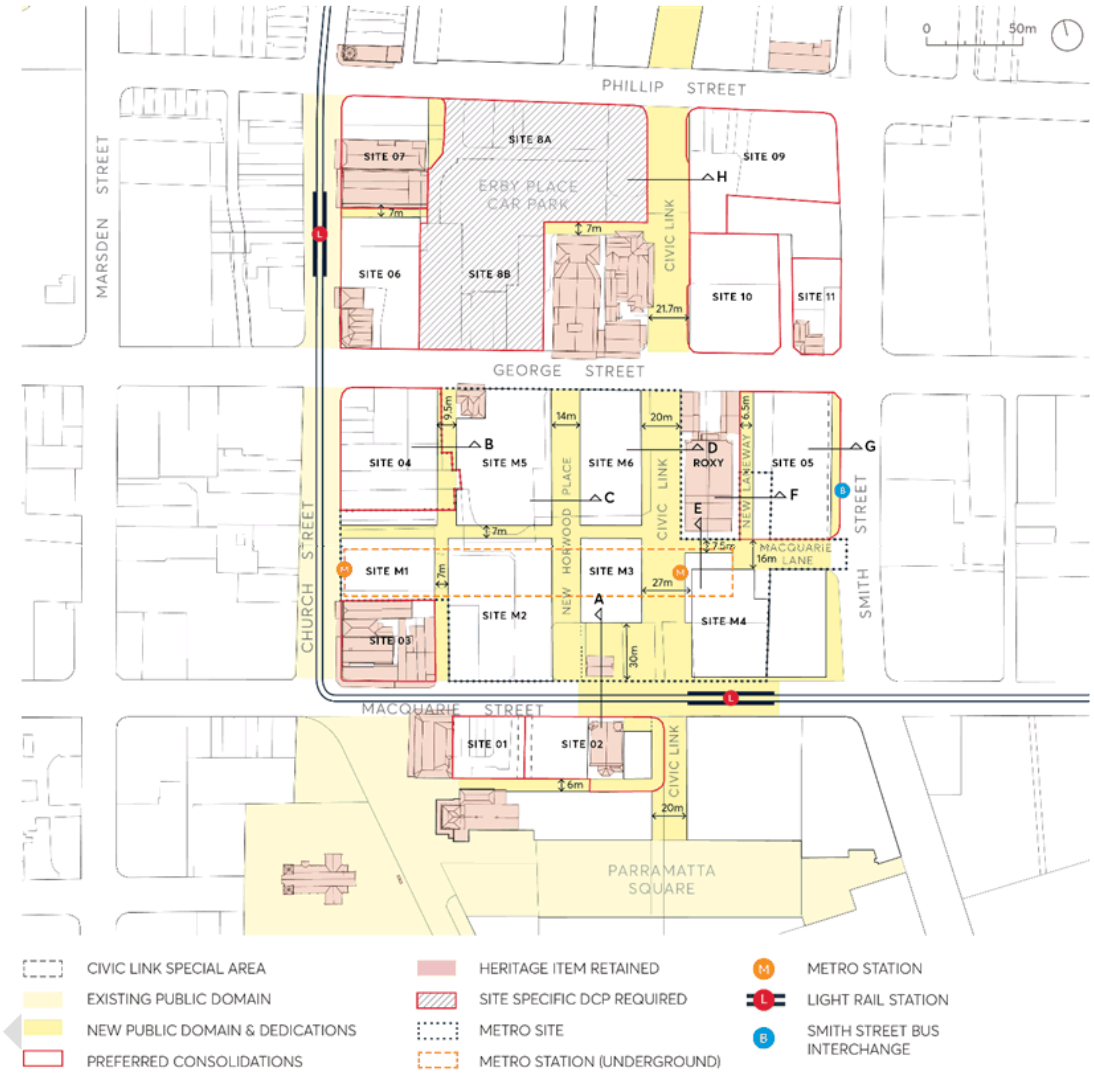


Figure 5.2.3 Civic Link Special Area Public Domain & Consolidation

C.02 Site consolidation must comply with Figure 5.2.3 to realise the objectives of the Civic Link Special Area. Where sites do not amalgamate as shown, buildings must comply with building separation, side and rear setback controls in Part 3 of the City Centre controls, including where an alternate amalgamation option for Site 05 is proposed that is exclusive of the Metro land.

C.03 Streets, lanes and open spaces as indicated on Figure 5.2.4 must be delivered through development or dedicated to Council for delivery in a coordinated manner.

C.04 New development and additions or alterations must not cause overshadowing of the pedestrian areas (Civic Link and squares and lanes) beyond the allowable building envelopes defined by the permissible FSR and building height in the LEP and the setbacks in this DCP.

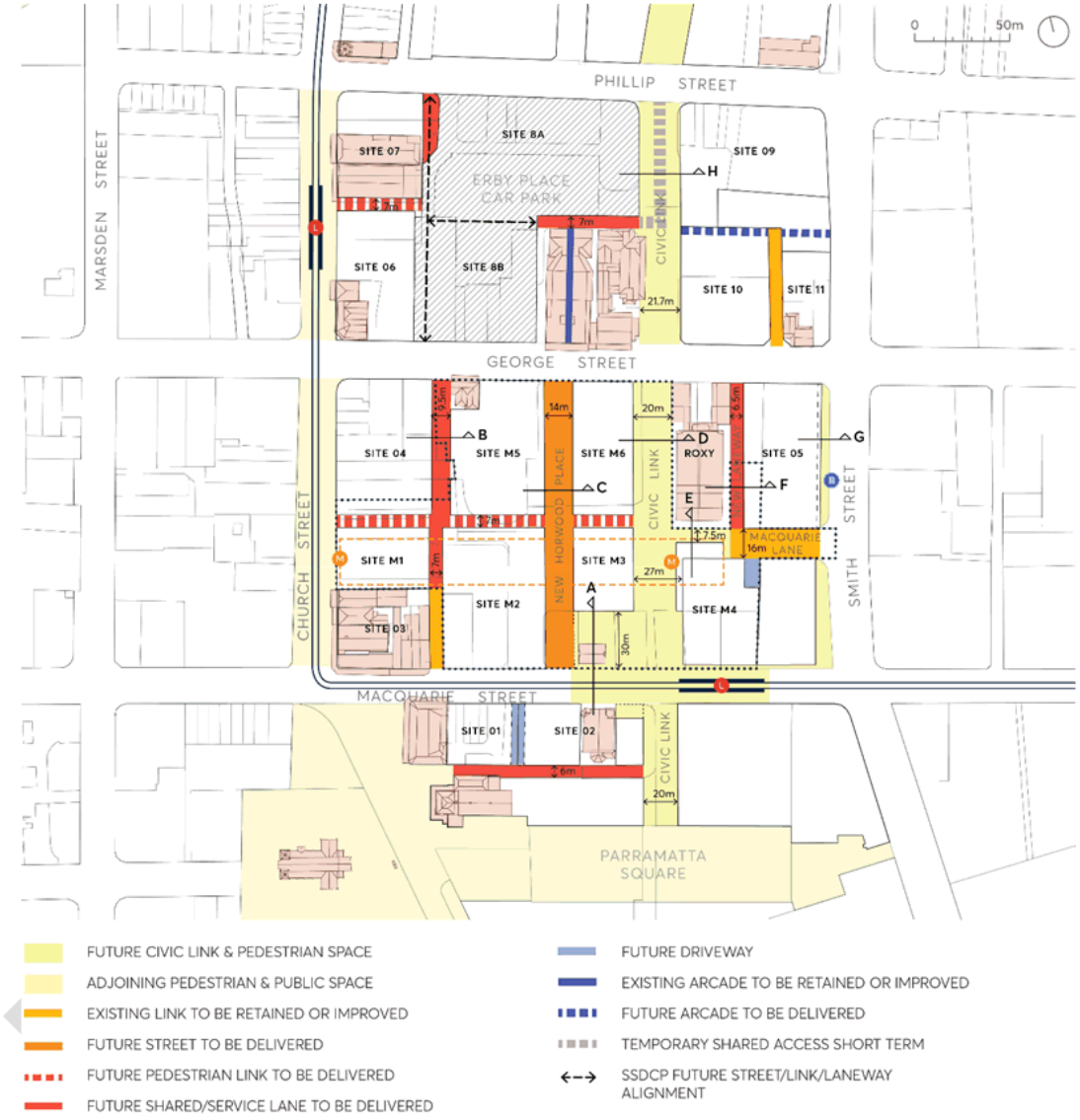


Figure 5.2.4 Civic Link Streets and Public Spaces

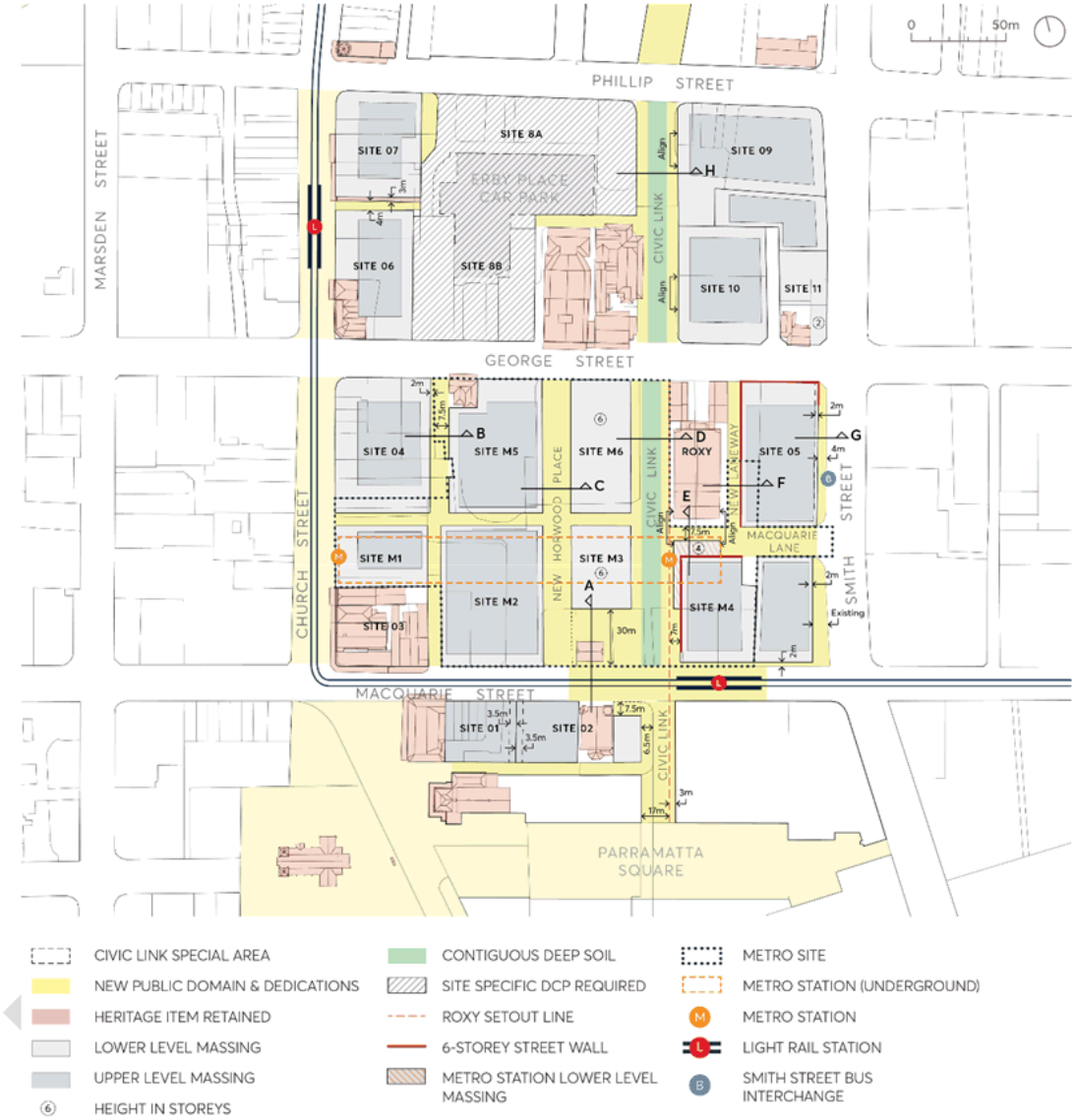


Figure 5.2.5 Civic Link Setbacks and Indicative Built Form

C.05 Development within Block 1 must comply with the following specified envelope controls:

a) Along Civic Link, a 4 storey / 22 metre street wall height with an upper level setback of 6m must be provided.

b) Along the south side of Macquarie Street west of the Leigh Memorial Church, buildings must follow the street alignment and be built to the boundary. At 97 and 99 Macquarie Street, development must provide a 2 storey high, 3.5m wide service accessway on each property along the common boundary to create a combined 7m shared service access way across both properties.

c) At 119A Macquarie Street, development must provide a minimum 7.5m setback to Macquarie Street in alignment with the southern edge of the Leigh Memorial Church; a minimum 6.5m setback along Civic Link to achieve a minimum 20m public domain corridor; and a minimum 6m setback from the southern boundary of 119A to achieve a laneway for vehicle and service access.

C.06 Development within Block 2 must comply with the following specified envelope controls:

a) Along the western edge of Civic Link and eastern edge of New Horwood Place in Block 2 (Sites M3 and M6), buildings must be a maximum of 6 storeys with an additional storey setback a minimum 6 metres with a maximum 30% footprint of the floor below to enable lift core, services and restaurant/ café uses. Landscape gardens on the remaining roof space is encouraged.

b) Along George Street, a street wall of 6 storeys must be provided at Site 05 and Site M6 with a 12m upper level setback to storeys above the street wall.

c) Street walls facing the Roxy at Site 05 western façade, Site M4 northern and western façade, Site M3 eastern façade and Site M6 eastern façade must be 6 storeys high (refer to Figure 5.2.6) and designed with a restrained architectural expression with the following:
   - a regular form;
   - a regular pattern of openings;
   - a limited materials, finishes and colour palette, and without strong contrasts;
   - a horizontal top to the street wall without any stepping;
   - limited decorative details;
   - signage limited to the ground floor;
   - concealed services;
   - discreet night time illumination.

Figure 5.2.6 The Roxy Framed By 6 Storey Street Walls

d) Setback new development 22m from Macquarie Street to the north of Kia Ora between Civic Link and New Horwood Place as per Figure 5.2.7 (Section A).

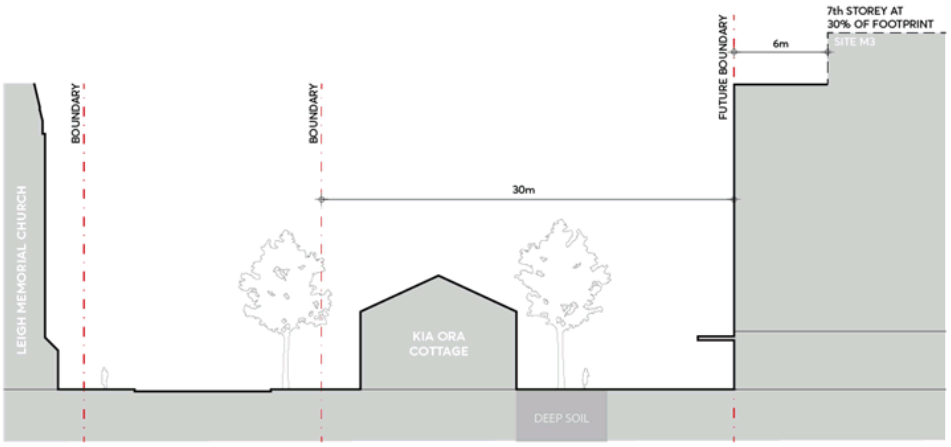


Figure 5.2.7 Kia Ora Interface (Section A) Setback & Building Height

e) Street setbacks and street wall heights on the New Horwood Place must comply with Figure 5.2.8 (Section C). Development on the western edge of Horwood Place must provide a street wall built to the future boundary, and minimum 3m upper level setback. Development on the eastern edge of Horwood Place must provide a 6-storey street wall height built to the future boundary, and 6m upper level setback.

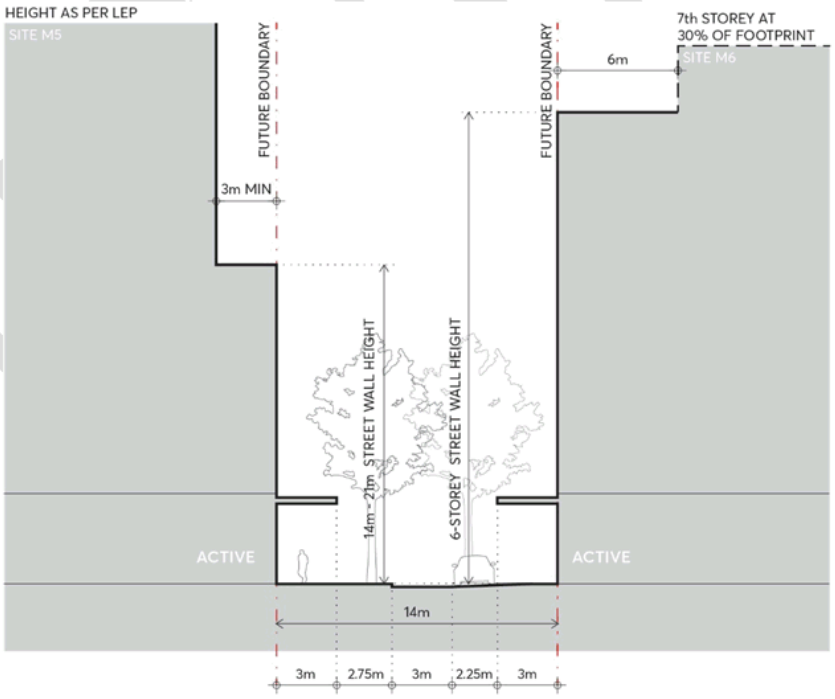


Figure 5.2.8 Future Horwood Place (Section C) Setbacks & Street Wall Height

f) Laneway setbacks and street wall heights on the new laneway to be provided between Site 04 and Site M5 must comply with Figure 5.2.9 (Section B). Development must provide a street wall built to the future boundary, and minimum 3m upper level setback.

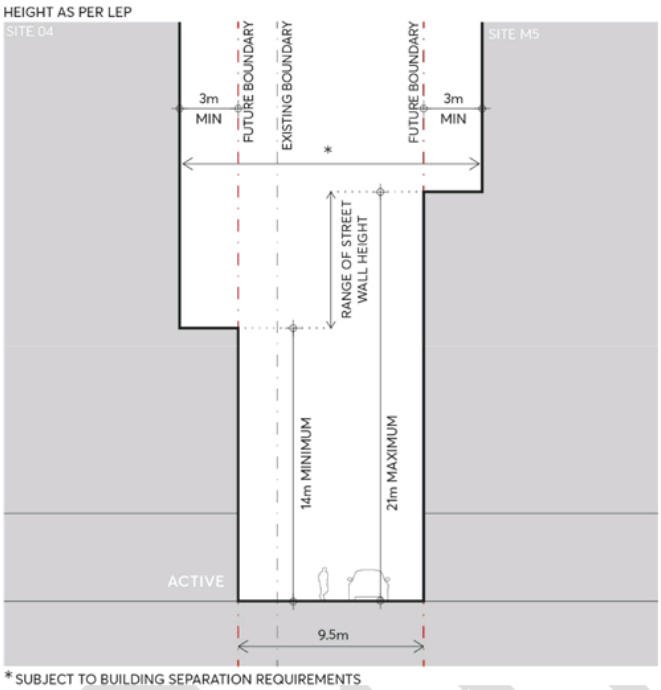


Figure 5.2.9 New Laneway between Site 04 and Site M5 (Section B) Setbacks & Street Wall Height

g) Laneway setbacks and street wall heights on Macquarie Lane must comply with Figure 5.2.10 (Section E). Development on the southern edge of Macquarie lane must provide a building setback of 16m from the existing boundary of the Roxy to a 6 storey street wall with a 3m upper level setback to the tower. A maximum 4 storey Metro station structure may project into the 16m Macquarie Lane alignment with a separation of 7.5m for an open to sky pedestrian laneway between the Roxy and any station structure. The envelope, shown hatched in Figure 5.2.5 must align with the Roxy east and western wall and be below the height of the Roxy's roof at the rear theatre volume.

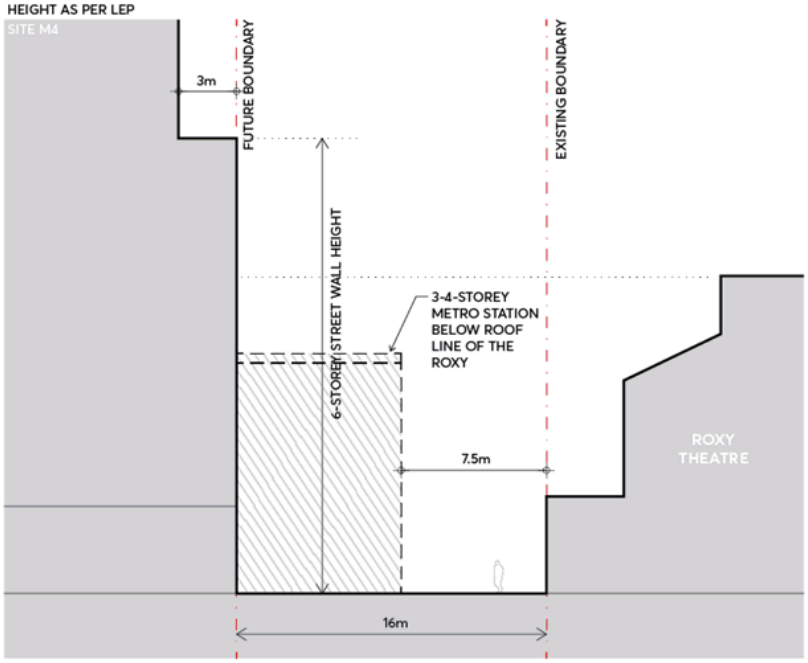


Figure 5.2.10 Macquarie Lane (Section E) Setbacks & Street Wall Height

h) At Site 05 street setbacks and street wall heights on Smith Street between George Street and Macquarie Lane must comply with Figure 5.2.5 and Figure 5.2.11 (Section G). Development must provide a 4m dedication for road widening to enable a pedestrian footpath; a 2m ground floor setback for use as additional pedestrian footpath; a maximum 8 storey street wall and a minimum 2m upper-level setback to the tower.

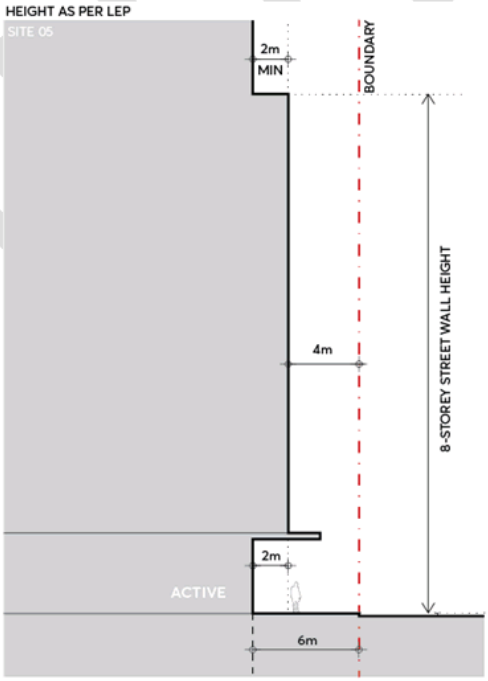


Figure 5.2.11 75 George Street at Smith Street (Section G) Setbacks & Street Wall Height

i) Laneway setbacks and street wall heights on the new laneway to be provided between the Roxy and Site M5 must comply with Figure 5.2.12 (Section F). Development must setback 6.5m from the existing Roxy boundary, and minimum 3m upper level setback.

j) Basement car park, service and loading entry and exit portals must be located on the New Laneway for Site 05 and are not supported on street frontages along George and Smith Street.

k) Site access and traffic measures to properties within Block 2, including The Roxy and Site 05, must prioritise safe, pedestrian circulation and interchange between Smith Street bus corridor stops and the Metro station.

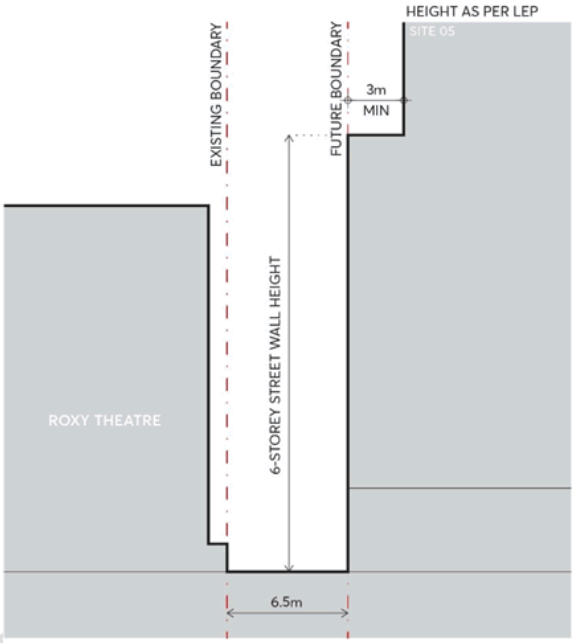


Figure 5.2.12 - New Laneway between the Roxy and Site 05 (Section F)

C.07 Development within Block 3 must comply with the following specified envelope controls:

a) Along Civic Link, where street wall and tower buildings are proposed, a 3-5 storey / 14-21 metre street wall height with an upper-level setback of 6m must be provided as indicated on Figure 5.2.13 (Section H)

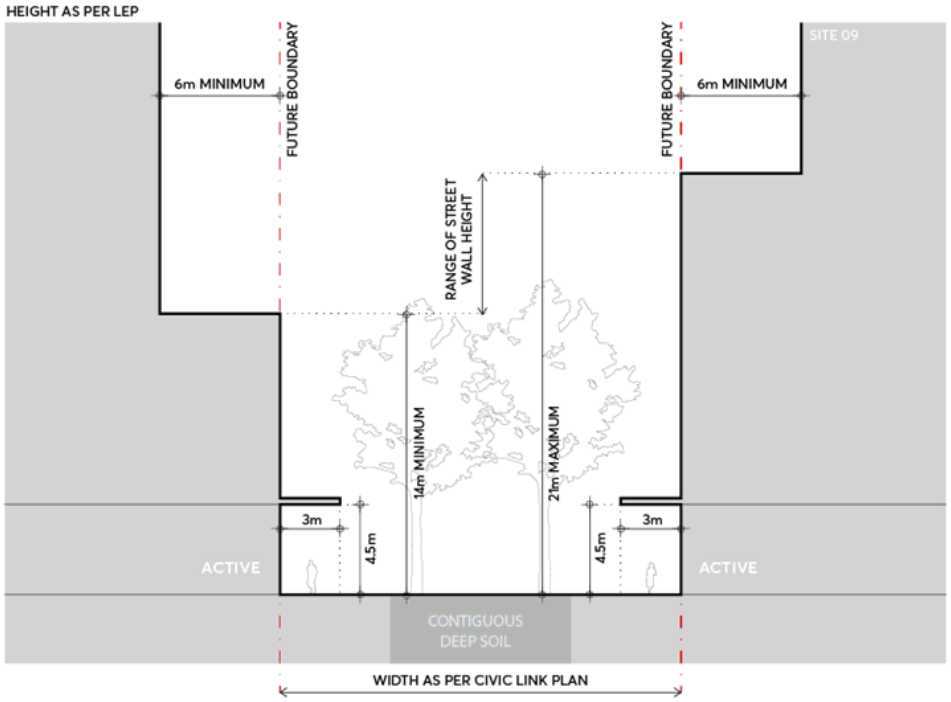


Figure 5.2.13 - Future Civic Link in Block 3 (Section H) Setback & Building Height

C.08 A site specific DCP (SSDCP) must be prepared for the hatched area between George and Phillip Streets as indicated on Figure 5.2.4 to provide the following:

a. A new north-south share lane or street that provides vehicle access to properties within the SSDCP area and along Church Street.

b. A new east-west pedestrian link or shared lane linking Civic Link to Church Street and the light rail stop.

c. Consolidated development footprints with address to Phillip Street or George Street and that enable CBD commercial towers, public carparking and/or cultural facilities.

d. A new square of 1000 sqm with direct frontage to Phillip Street.

C.09 Along Civic link, development must provide continuous awnings with a clearance of 4.5 metres and a depth of 3 metres for all new buildings.

C.10 Basement car park, service and loading entry and exit portals must be located on laneways or secondary streets and not on street frontages along Macquarie Street, George Street, Phillip Street and Smith Street, and along frontages to Civic Link.

C.11 On-grade parking within private land is prohibited. All car parking within buildings must be concealed from the public realm or located in basements beneath the building footprint.

C.12 Underground car parking must not extend under Civic Link, streets, laneways and public spaces. Structures underground may be considered, where limited in width and used only for the underground metro station, basement associated with transport infrastructure operations, and

for vehicle circulation between basements located under buildings. This is subject to demonstrated achievement of the following public domain outcomes:

a. Contiguous soil volumes within the extents shown in Figure 5.2.5 and with a minimum 1.8m set down including drainage layers and a minimum 1m of soil, and excluding slab structures,

b. utilities which are accessible from above ground. Suspended utilities within basements are prohibited,

c. water sensitive urban design swales and garden beds flush and/or below pavement level, and

d. adequate building structure and public domain fixtures to support large trees and vehicle loads for service and emergency vehicles.

C.13 Public domain fixtures and finishes must comply with CoP Public Domain Guideline and Technical Standards.

C.14 Emergency fire access, stabiliser and vehicle passing requirements must be confirmed at concept design stage or pre-DA equivalent.

C.15 Overland flow waters must be diverted away from the Civic Link.

C.16 Developments must seek to adaptively re-use heritage buildings within the Special Area for community facilities, entertainment uses and cultural uses.

C.17 Along Civic Link development must include direct access to ground floor and first floor tenancies with commercial lobbies primarily accessed from Macquarie, Smith, George and Church and New Horwood Place.

C.18 Walls between tenancies on ground and first floors in buildings along Civic Link must be non-load bearing to enable flexibility in tenancy shape and area over time.

C.19 Buildings along Civic Link must be designed with appropriate acoustic amenity for a live music and event environment.

DRAFT

5.3 GEORGE STREET

The Colonial township of Parramatta was planned in 1790, and its main street (George Street, formerly High Street) was Sydney's first formalised street. Originally planned at 200ft (60m) wide, spanning east-west from Government House to the public wharf, George Street was one of the primary axes in Parramatta's original Georgian Town Plan. To accommodate a rapidly growing population, the second stage of Parramatta's planning occurred in 1811, when George Street was resized to its present 20m width.

Today, George Street still holds significant historic value, starting at the Tudor Gates entrance to Parramatta Park, crossing a range of areas in the City Centre including the Justice Precinct, Church Street, the future civic link, and terminating with parklands at either end.

There is an existing architectural character along George Street as an outcome of remnant heritage items set among the more recent urban and commercial development. Generally, these items date from the nineteenth and early twentieth centuries, representative of a variety of colonial and Victorian architectural styles such as Harrisford House and Perth House. Significant inter-war redevelopment is also represented by noted buildings such as the Roxy, the former Rural Bank building and the Civic Arcade.

The tower setback control for George Street correlates with the 12m Height of Building limit on Church Street, emphasizing Church and George Street as the primary east-west and north-south streets in the City Centre, refer Figure 5.3.1. The tower setback control for George Street assists in preserving the spatial significance of its axis, as well as maintaining views to Parramatta Park, specifically the Tudor gates which terminate views to the west.

Figure 5.3.1 George Street and Church Street View Corridor

Objectives

O.01 Strengthen the framing of George Street by providing a consistent street wall alignment and generous upper level setbacks. Allow views and vistas to reinforce George Street's civic significance, defining and framing the view east from the Tudor Gates and west toward the Tudor Gates.

O.02 Ensure the protection and interpretation of Parramatta's significant heritage setting and recognise the UNSCO importance the original direct line of George Street (formally High Street) connecting Government House and Queens Wharf as a nationally significant cultural landscape.

O.03 Conserve heritage frontages to the highest standard and preserve existing fine grain activation. Maintain all existing open spaces, forecourts or associated curtilage collocated with heritage items along George Street and support the revitalisation of individual squares through upgrades to public domain and canopy planting.

Figure 5.3.2 George Street Special Area Framework Plan

Controls

Unless modified or specifically excluded below, all controls in Sections 1-7 of the City Centre controls apply to development within the George Street Special Area.

C.01 The street wall must be built to the street boundary a minimum of 14 metres and a maximum of 21 metres above the footpath level as per Figure 5.4.3. Where identified, a dedication for future footpath widening and cycleway is to be provided at ground, consistent with the Land Acquisition Reservation Map.

C.02 Where identified in Figure 5.3.2 towers above the street wall must be set back a minimum of 12 metres from the street boundary, as per Figure 5.3.3, reinforcing the historical significance, views, alignment, and status of the street.

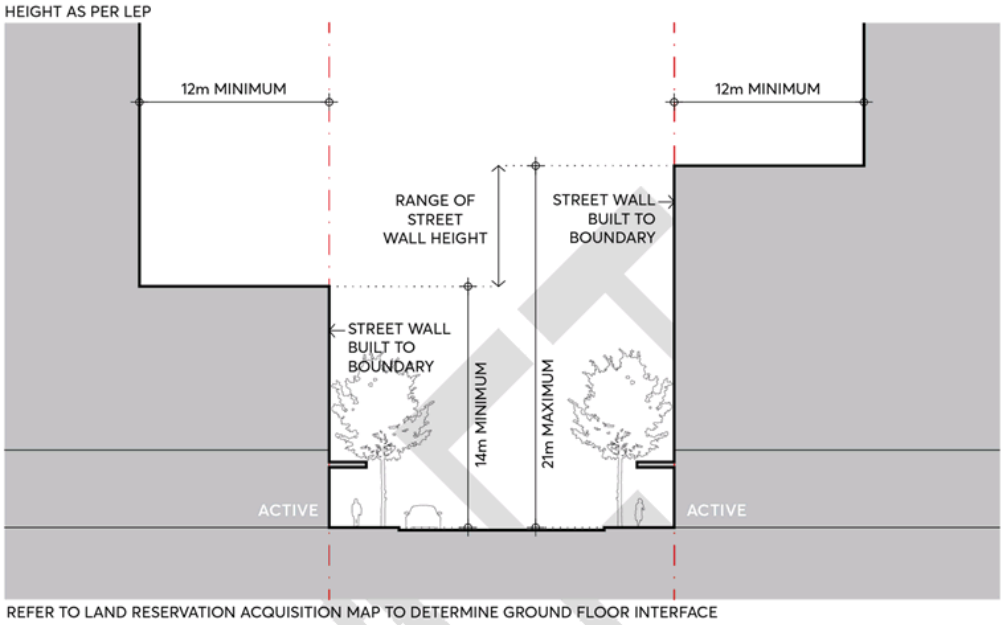


Figure 5.3.3 George Street - Street Setbacks and Street Wall Height

C.03 Building alignments and setbacks should respond to important elements of the nearby context including existing forecourts and heritage buildings. In some places, this may require greater setbacks or lower street wall heights than those specified in Figure 5.3.3.

C.04 Retain forecourts of heritage items which interpret the historic alignment of George Street, including Perth House, Brislington, and the Roxy Theatre.

C.05 Adaptively re-use and integrate heritage buildings as part of site development strategies, allowing these items to contribute to an active streetscape character and maintain their significance.

C.06 Refer to Section 5.2 Civic Link Special Area of this City Centre controls for requirements relating to developments adjoining the Civic Link Special Area. Where there is a conflict between the George Street controls and Civic Link controls, the Civic Link controls will prevail.

C.07 Refer to Section 5.10 Park Edge of the City Centre controls for requirements relating to developments on George Street between Parramatta Park and Marsden Street that fall within the Old Government House and Domain UNSCO heritage protection area.

5.4 CHURCH STREET

The Church Street Special Area is located between Lennox bridge to the north and the civic spaces at Centenary Square and St John's Cathedral to the south. Part of the original colonial town layout, Church Street today is the most active street in the city. Development must take care not to erode its evolved character, its vitality, grain and scale. Church Street forms the historic north-south spice of the city, and George Street, although different in character, is its east-west equivalent. Refer Figure 5.3.1.

Surviving views and vistas of St John's Cathedral have state historical significance. These include: east along Hunter Street to the Cathedral towers; east from Hunter Street across the northern Cathedral grounds towards the Town Hall and the site of the Governor's annual 'feast' with Aboriginal clans (instituted by Governor Macquarie) that took place at the rear (eastern end) of the Cathedral, and views from Church Street towards St John's Cathedral.

A consistent maximum building height along the entire axis of Church Street up to the Cathedral is applied to help preserve these views. The view corridor widens south of Macquarie Street to capture the spatial scale of Centenary Square and the grounds to St John's Cathedral. The most enduring and arguably most important civic space in Parramatta City Centre, the built elements that provide curtilage to this space must provide a sense of enclosure that is appropriately scaled.

As Church Street transforms with the development of the City Centre, its special identity must be retained and reinforced. Development must respond to and incorporate its fine grain, human scale, and active pedestrian character.

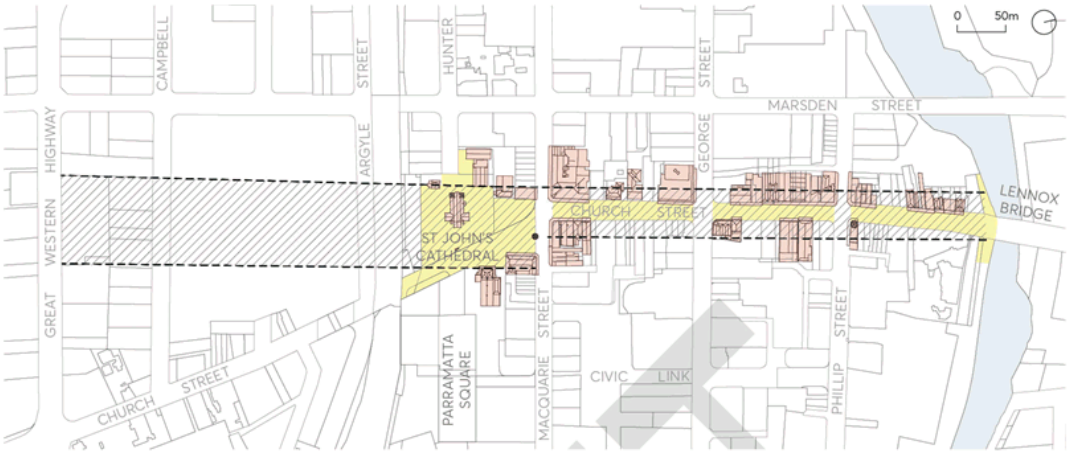
Objectives

O.01 Preserve the Church Street view corridor identified in Figure 5.4.1 to elevate the spatial significance of Church Street and views to St John's Cathedral, protecting the silhouette of the St John's Cathedral spires as seen against the sky from Church Street as well as the procession and views from St John's Cathedral northwards, up Church Street.

O.02 Strengthen the framing of Church Street by providing a consistent street wall alignment and consistent building height limit as required by the Parramatta LEP 2011 and Figure 5.4.2. Allow views and vistas to reinforce Church Street's civic significance, defining and framing the view south from the River towards St John's Cathedral.

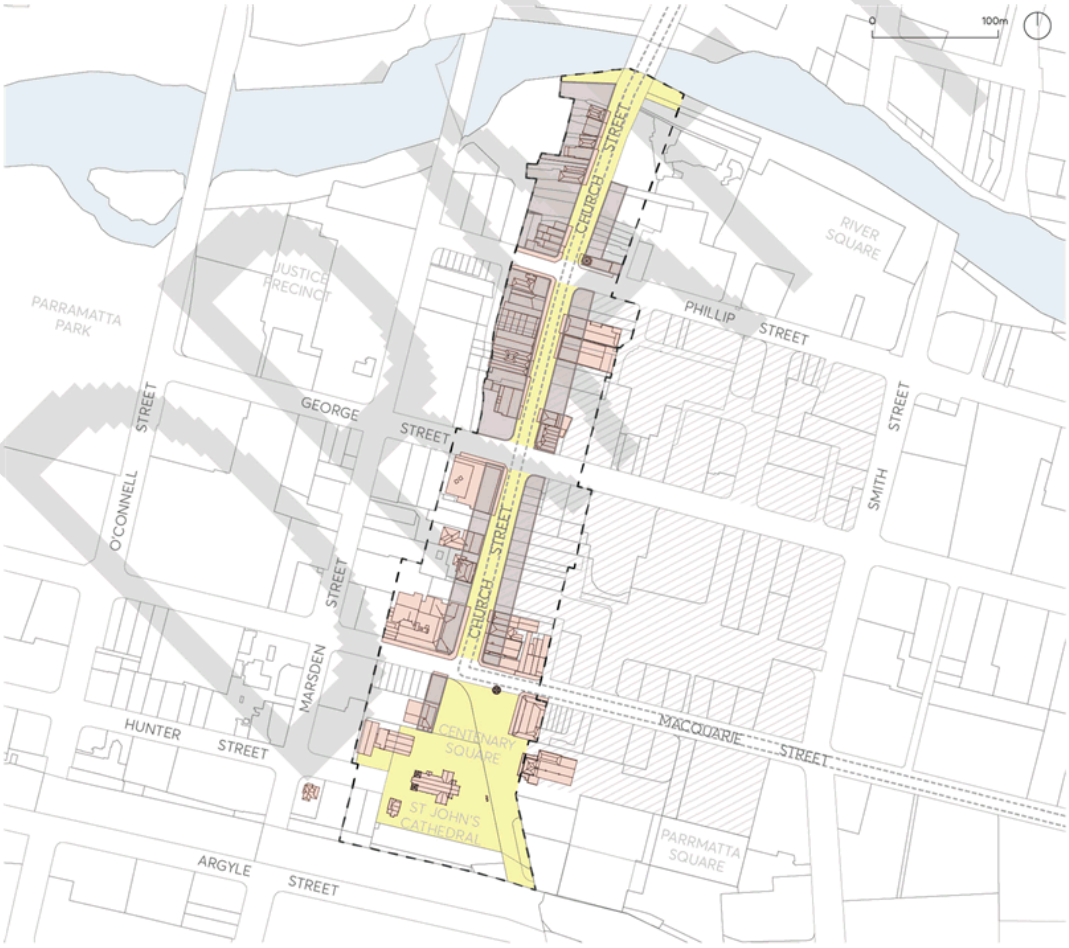
C.01 Adaptively re-use heritage to foster the continuation of a fine grain character for Church Street. The street wall and ground floor design of development proposals must incorporate the active, fine grain subdivision pattern of Church Street, enabling sensitive urban infill that also compliments the remnant heritage along the street corridor.

O.03 Strengthen and support the distinct outdoor dining character of Church Street, reinforcing its unofficial identity as Parramatta's 'Eat Street'.



INDICATIVE CHURCH ST VIEW CORRIDOR
HERITAGE ITEM ON CHURCH STREET
PUBLIC & CIVIC SPACE ON CHURCH STREET
PARRAMATTA RIVER

Figure 5.4.1 Church Street View Corridor



CHURCH STREET PRECINCT
12m HEIGHT OF BUIILDING
HERITAGE ITEM ON CHURCH STREET
PUBLIC & CIVIC SPACE ON CHURCH STREET
PARRAMATTA LIGHT RAIL
CIVIC LINK SPECIAL AREA

Figure 5.4.2 Church Street Framework Plan

Controls

Unless modified or specifically excluded below, all controls in Sections 1-7 of the City Centre controls apply to development within the Church Street Special Area.

C.02 Street wall heights and street setbacks must comply with Figure 5.3.3. The street wall must be built to the street boundary and are encouraged to be at or close to the 12 metres in height. Towers above the street wall must be set back in accordance with the Height of Buildings Map in the Parramatta LEP 2011.

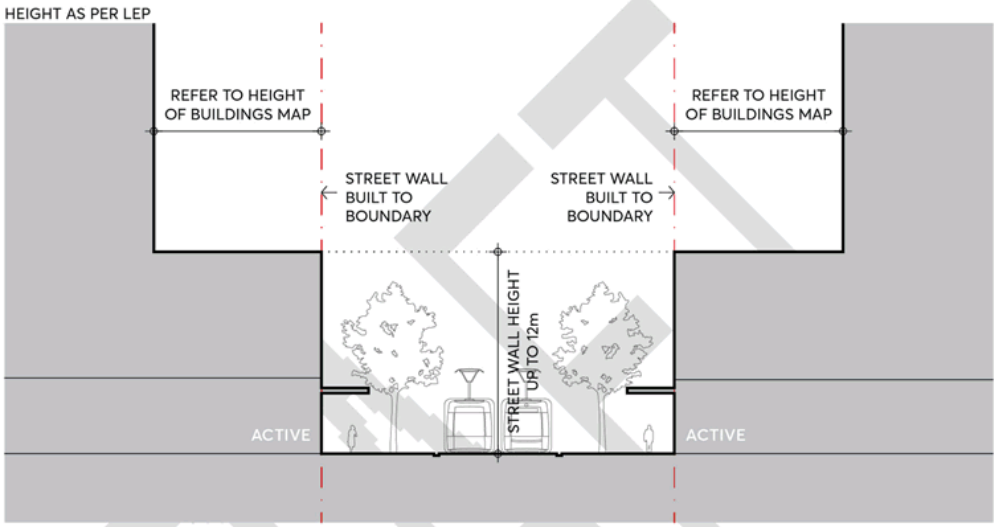


Figure 9.4.3 Church Street - Street Setbacks and Street Wall Height

C.03 Tower development is prohibited within the Church Street view corridor, as indicated in Figure 5.3.1, to preserve views down Church Street and the silhouette of St John's Cathedral seen against the sky, reinforced by the Building Heights Map in Parramatta LEP 2011.

C.04 Fine grain tenancies must be designed at the ground floor along Church Street, allowing for maximum 6 metres wide tenancies. All retail tenancies fronting Church Street must have primary entrances addressing Church Street.

C.05 Refer to and comply with City of Parramatta's '*Church Street Colour Scheme Volumes 1 and 2*'.

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5.5 MARION STREET

The Marion Street Special Area is located toward the southern fringes of the Parramatta City Centre. The Eastern edge of the Special Area is directly next to the railway line which bisects Marion Street. Harris Park Train Station is located within walking distance towards the south-east, and the precinct interfaces with Auto Alley to the West, a major pedestrian and vehicular corridor. Jubilee Park is the closest public open space, and to the South, Marion Street is bounded by the Station Street West Special Area. A Council owned carpark is situated within the north-east block and site specific controls apply to the site at 33-43 Marion Street.

Marion Street consists primarily of low scale built form including several heritage cottages clustered within the central area of the street. While the buildings in the precinct vary in their style, scale, age and use, the surviving heritage cottages still maintain a consistent form, relationship to each other and to the street. They also have a spatial quality that contrasts the existing and potential future scale and form of the City towards this fringe. This collective value created by the heritage items adds to the significance of Marion Street as a Special Area.

The following Special Area controls for the precinct ensure that a more localised and heritage led response to the desired character of this street will be achieved and that heritage items are given longevity and a chance for integrated adaptive reuse as urban renewal of the area takes place.

Future built form must achieve a measured response to the existing developments within the surrounding built context and provide for the desired activation, pedestrian connectivity and amenity within the precinct.

Objectives

O.01 Conserve heritage buildings to the highest standard and activate street frontages through both the adaptive reuse of heritage items as well as the provision of active ground floor spaces within and around the heritage buildings.

O.02 Integrate heritage buildings as part of an overall site development strategy that achieves pedestrian interconnectivity and site permeability around the heritage buildings, resulting in a fine network of intimate streets and laneways in the area.

O.03 Enhance the traditional setting of heritage items with the retention and restoration of gardens, fences and paths associated with the buildings, reflecting the vegetated, intimate and eclectic character of Marion Street.

O.04 Implement a built form approach that places massing away from the street, behind heritage items, and ensures separation between heritage buildings and new development to maximise site permeability, connectivity with the public realm, transition of scale, views to sky and opportunity for solar access to the street and surrounding developments.

O.05 Improve legibility and pedestrian connections within the precinct by achieving a permeable ground plane with visual and physical connectivity through the blocks in accordance with Figure 5.5.1 - Marion Street Special Area Framework.

O.06 Achieve an appropriate consolidation pattern in accordance with Figure 5.5.2 that allows the principles and objectives of the Marion Street Special Area to be integrated into development proposals.

O.07 Maintain the existing heritage grain and pattern at street frontages along Marion Street through a generally low street wall and lower level massing approach to infill development in accordance with Figure 5.5.3.

O.08 Create a scale transition corridor along Marion Street that enhances solar access and views to sky by ensuring taller portions of massing are set back behind heritage items away from the main street with appropriate separation, ground plane permeability and interface with heritage buildings.

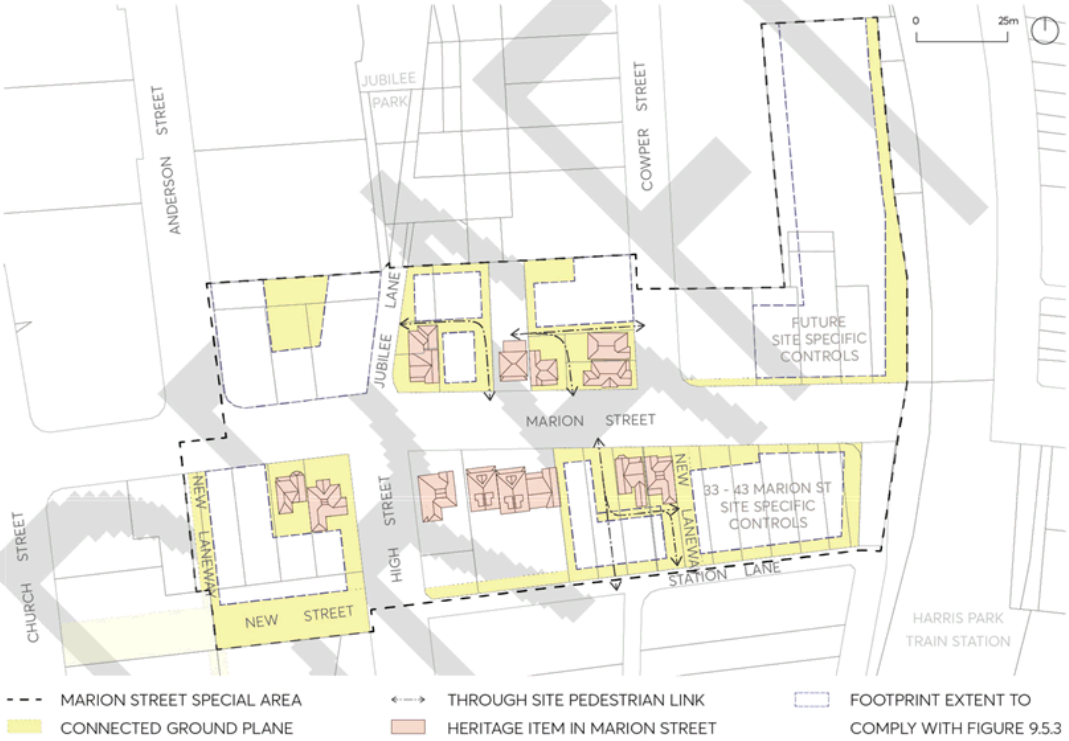

Figure 5.5.1 – Marion Street Special Area Framework

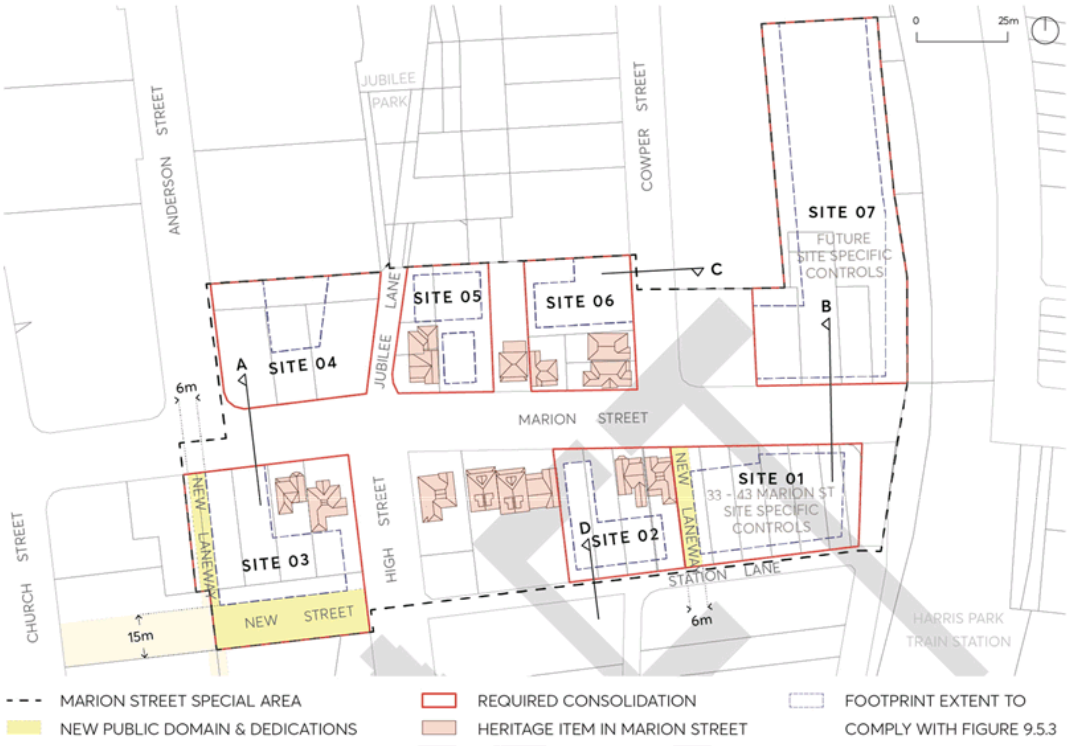

Figure 5.5.2 - Marion Street Special Area Public Domain & Consolidation Plan

Figure 5.5.3 - Marion Street Special Area Required Setbacks & Built Form

Controls

Unless modified or specifically excluded below, all controls in Sections 1-7 of the City Centre controls apply to development within the Marion Street Special Area.

C.01 Site consolidation must comply with Figure 5.5.2.

C.02 Deliver new laneways, links and integrated pedestrian networks identified in Figure 5.5.1 through the inclusion of these elements in the plans for any proposed development within the precinct.

C.03 Development within the precinct must comply with the following specified envelope controls:

e) Street setbacks and street wall heights on Marion Street, west of High Street, must comply with Figure 5.5.3 and Figure 5.5.4 (Section A). On the southern side of Marion Street, the street wall must be built to the boundary for 3-storeys and towers set back a minimum 6 metres from the street wall. On the northern side of Marion Street, development may provide a street wall building up to full height under the Height of Buildings Map in the Parramatta LEP 2011.

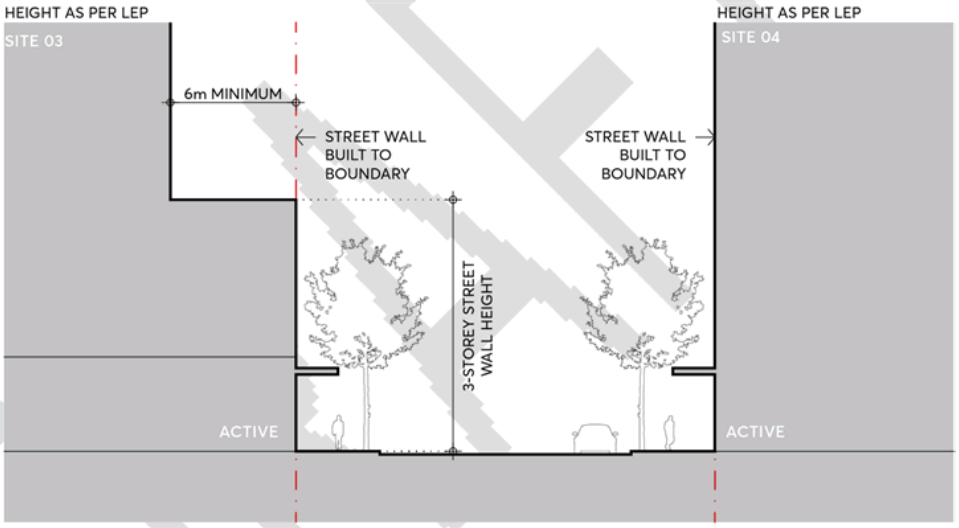

Figure 5.5.4 - Marion Street (Section A) Setbacks and Street Wall Height

f) Street setbacks and street wall heights on Marion Street, east of Cowper Street, must comply with Figure 5.5.3 and Figure 5.5.5 (Section B). The street wall must be set back 3 metres from the street boundary and upper levels set back a minimum 6 metres from the street wall. Any development on the northern side of Marion Street must provide the 3 metre street wall setback, but will be subject to additional future site specific controls to determine upper level setbacks.

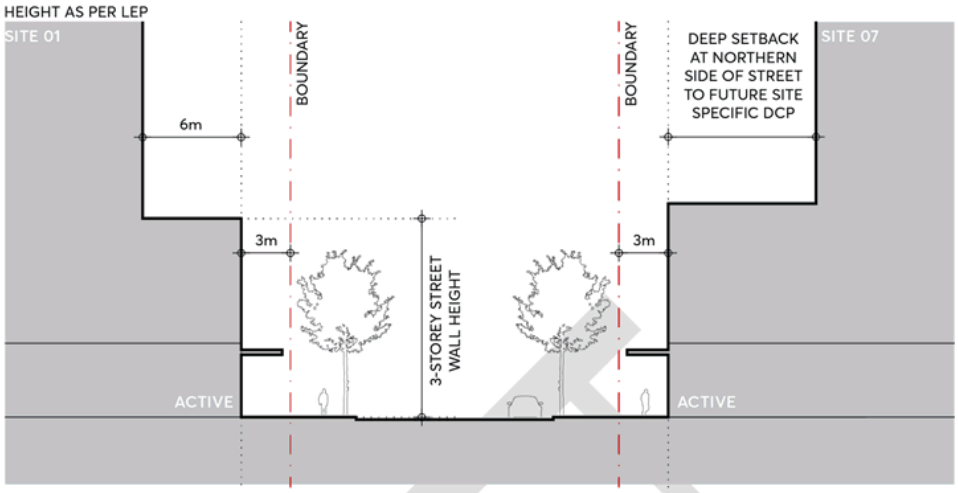

Figure 5.5.5 - Marion Street (Section B) Setbacks and Street Wall Height

g) Street setbacks and street wall heights on Cowper Street must comply with Figure 5.5.3 and Figure 5.5.6 (Section C). The street wall must be built to the boundary up to 4-storeys and tower setbacks are to match the prevailing conditions.

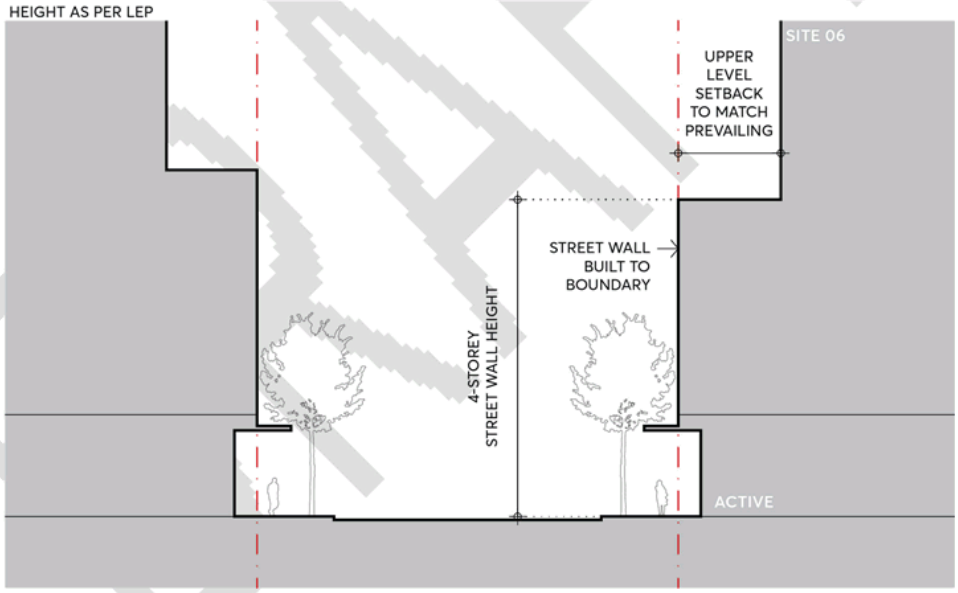

Figure 5.5.6 - Cowper Street (Section C) Setbacks and Street Wall Height

h) Street setbacks on High Street must comply with Figure 5.5.3.

i) Street setbacks and street wall heights on Jubilee Lane must comply with Figure 5.5.3.

j) Street setbacks and street wall heights on Station Lane must comply with Figure 5.5.3 and Figure 5.5.7 (Section D). The street wall must be set back 4 metres from the laneway boundary and upper levels set back a minimum 2 metres from the street wall.

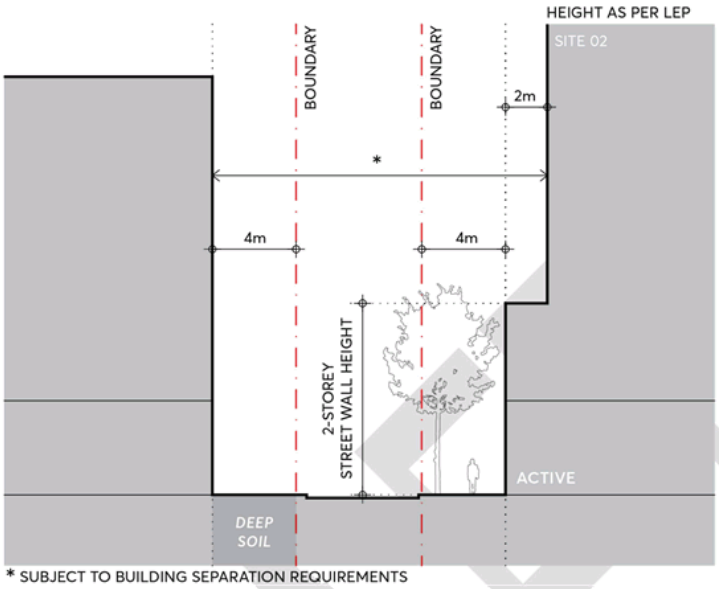

Figure 5.5.7 - Station Lane (Section D) Setbacks and Street Wall Height

C.04 Buildings on vacant or infill lots where they are set between heritage items along Marion Street, and are not specified with a street setback dimension or height of building on Figure 5.5.2 – Marion Street Special Area Public Domain & Consolidation Plan or Figure 5.5.3 – Marion Street Special Area Required Setbacks & Built Form, must:

a) adopt a similar or matching setback to the adjacent buildings,

b) adopt a similar street width for built form unless a dimension is specified, and

c) be of a single or double storey form unless a maximum height in storeys is specified.

C.05 Development within Site 07 must provide a contiguous area of deep soil in accordance with Figure 5.5.3.

5.6 CAMPBELL STREET & GREAT WESTERN HIGHWAY

The Campbell Street & Great Western Highway Special Area is located on the south-western edge of the City Centre, encompassing the state significant heritage grounds of St John's Cemetery. The area is characterised by its position at the periphery of the City Centre, proximity to Parramatta Park, diverse commercial and residential usage, and natural topographical cross-fall from the natural ridgeline of Great Western Highway.

Campbell Street is differentiated into two sections. Commercial development to the east between O'Connell and Church Street, and medium density residential blocks populate the western end of Campbell Street between O'Connell and Pitt Street. Campbell Street itself presents as a suburban street and most existing development has maintained 6m residential setbacks.

Future built form must also provide a measured response to the Church Street View Corridor (see Section 5.4 Church Street Special Area for greater detail). State and local heritage listed items located within the precinct, as well as the established canopy trees located in the generous street setbacks of buildings fronting onto Campbell Street and Great Western Highway– regardless of their ground floor usage - constitutes a uniquely vegetated setback character to be preserved.

Objectives

O.01 Preserve and reinforce the large canopy street trees and established planting character of the front setback zone of Campbell Street, Great Western Highway, Pitt Street and the perimeter of St John's Cemetery.

O.02 Improve pedestrian amenity and public domain quality, acknowledging any potential street widening that may occur into the future.

O.03 Apply an appropriate spatial definition on Campbell Street through a large building setback character to the street which recognises the increase in density.

O.04 Conserve heritage items to the highest standard and ensure future built form does not adversely impact the amenity of St John's Cemetery, protecting its access to sunlight.

O.05 Maintain a defined street wall for future development through consistent setbacks and strong sense of enclosure to St John's Cemetery.

O.06 Elevate the spatial significance of Church Street and protect the silhouette of St John's Cathedral spires as seen against the sky from Church Street by delivering low, modest development within the identified Church Street View Corridor.

O.07 Achieve an appropriate consolidation pattern that allows the objectives of the Campbell Street Special Area to be integrated into development proposals.

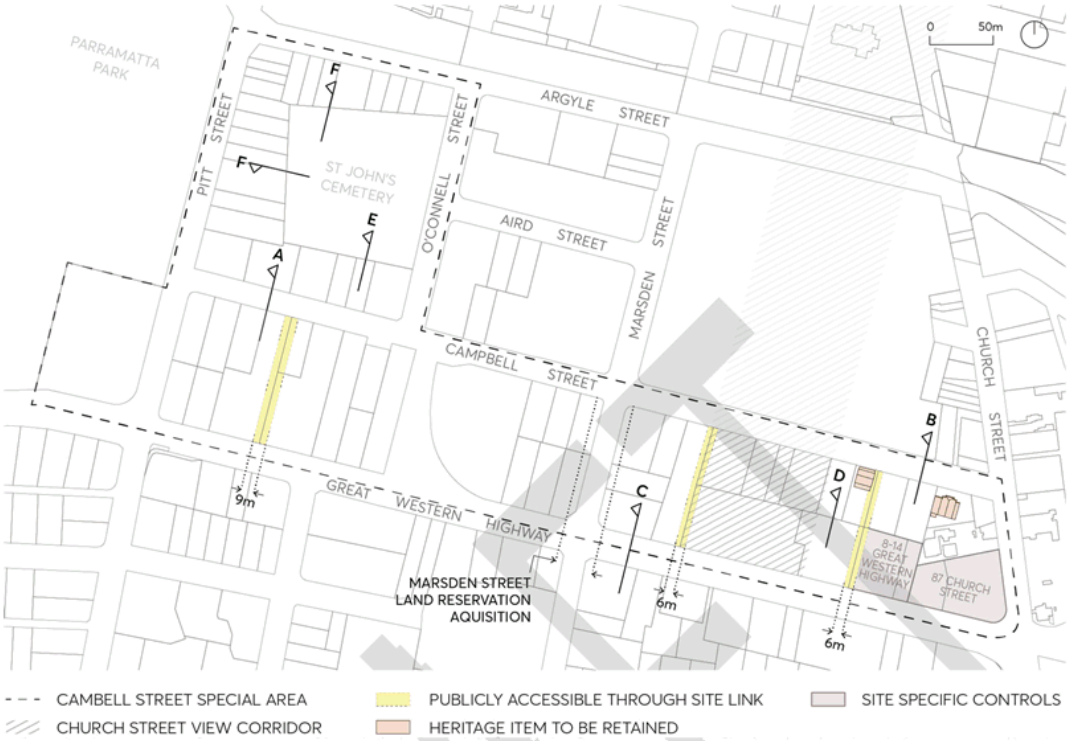

Figure 5.6.1 - Campbell Street & Great Western Highway Special Area Framework

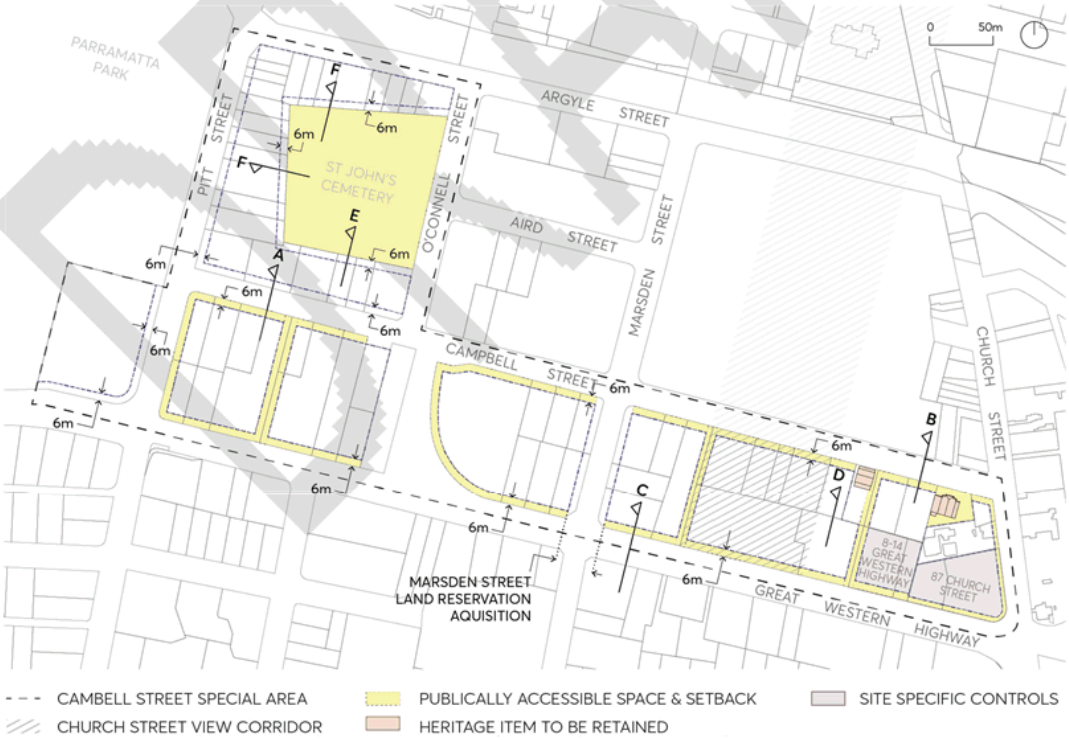

Figure 5.6.2 - Campbell Street & Great Western Highway Special Area Required Setbacks

Controls

Unless modified or specifically excluded below, all controls in Sections 1-7 of the City Centre controls apply to development within the Campbell Street and Great Western Highway Special Area.

C.01 Site consolidation must allow for the realisation of the objectives of the Campbell Street Special Area and desired publicly accessible through site links to be delivered as per Figure 5.6.1.

C.02 Development within the identified Church Street View Corridor must not interrupt the views of the St John's Cathedral Spires as seen against the sky from Church Street as per Figure 5.6.1 and 5.6.2. Refer to Section 5.4 Church Street Special Area of the City Centre controls for further reference to the Church Street View Corridor.

C.03 Development must comply with the following street wall and setback controls:

i) Street setbacks and heights on Campbell Street, west of O'Connell Street, must comply with Figure 5.6.3 (Section A). The street wall must be set back 6 metres from the street boundary and, on the southern side of Campbell Street, the tower must be set back a minimum 6 metres from the street wall.

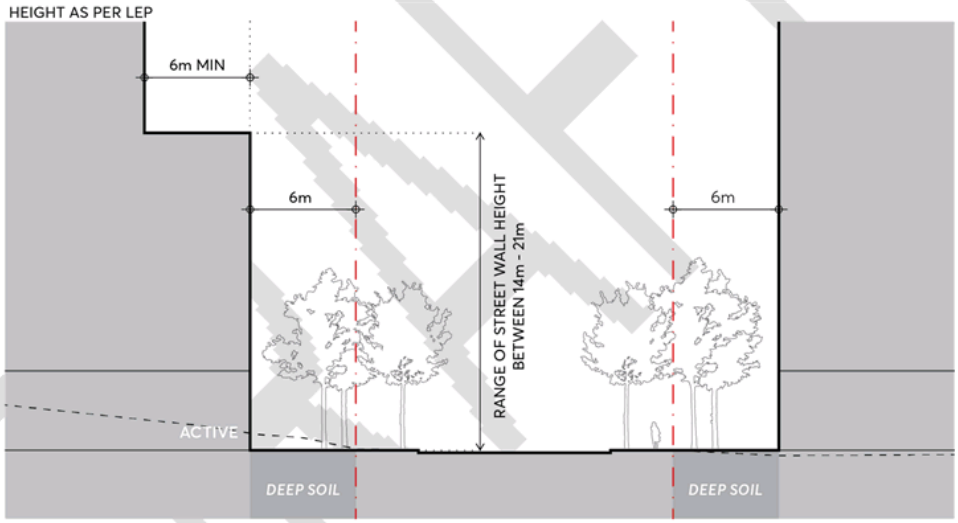

Figure 5.6.3 - Campbell Street (Section A) Setbacks and Street Wall Height

j) Street setbacks and heights on Campbell Street, east of O'Connell Street, must comply with Figure 5.6.4 (Section B). On the southern side of Campbell Street, the street wall must be set back 6 metres from the street boundary and the tower must be set back a minimum of 6 metres from the street wall. On the northern side of Campbell Street, development may defer to Part 3 of the City Centre controls.

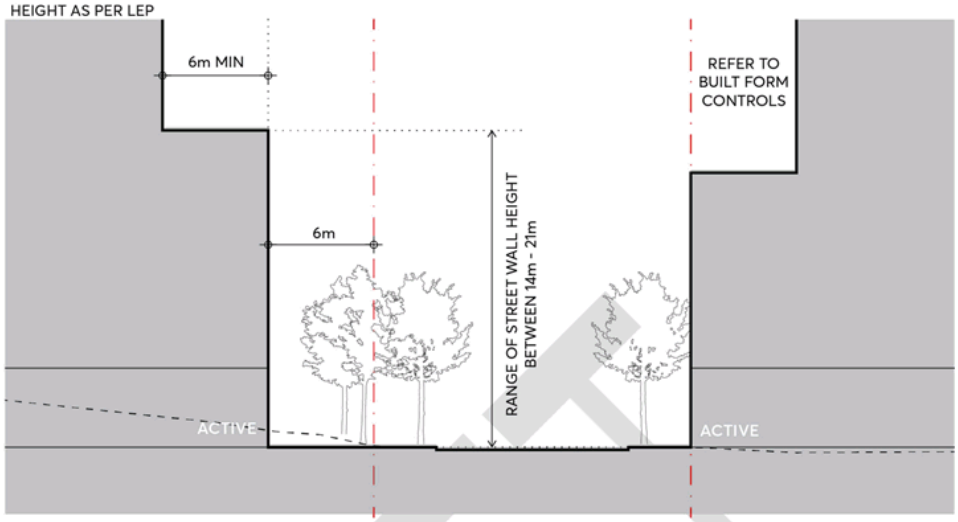

Figure 5.6.4 - Campbell Street (Section B) Setbacks and Street Wall Height

k) Street setbacks and heights on Great Western Highway must comply with Figure 5.6.5 (Section C). The street wall must be set back a minimum of 6 metres from the street boundary and the tower must be set back a minimum of 6 metres from the street wall. Where an established tree is located within the front setback zone, development must ensure the street wall is set back a minimum of 4m from the centreline of trunk.

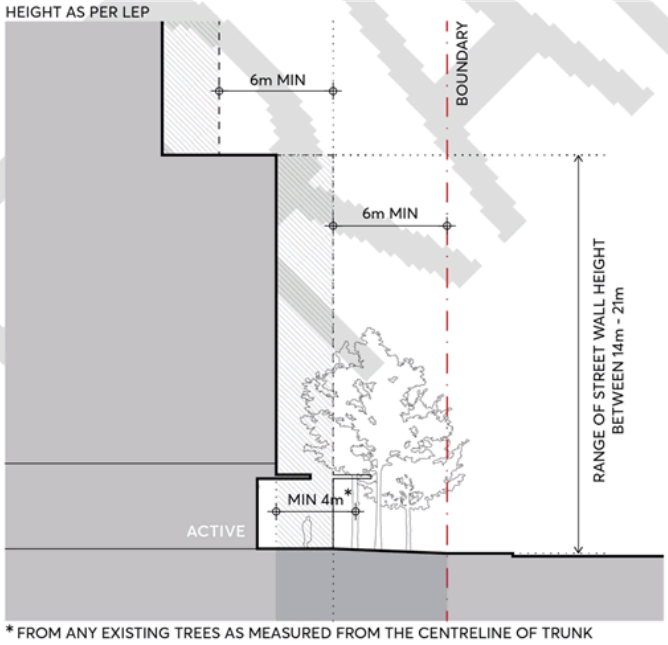

Figure 5.6.5 - Great Western Highway (Section C) Setbacks and Street Wall Height

l) Development on Great Western Highway must provide a 6m landscaped setback to the street as detailed in Figure 5.6.6. This privately owned publicly accessible setback zone adjacent to active uses at ground is to be relatively level with existing kerb lines.

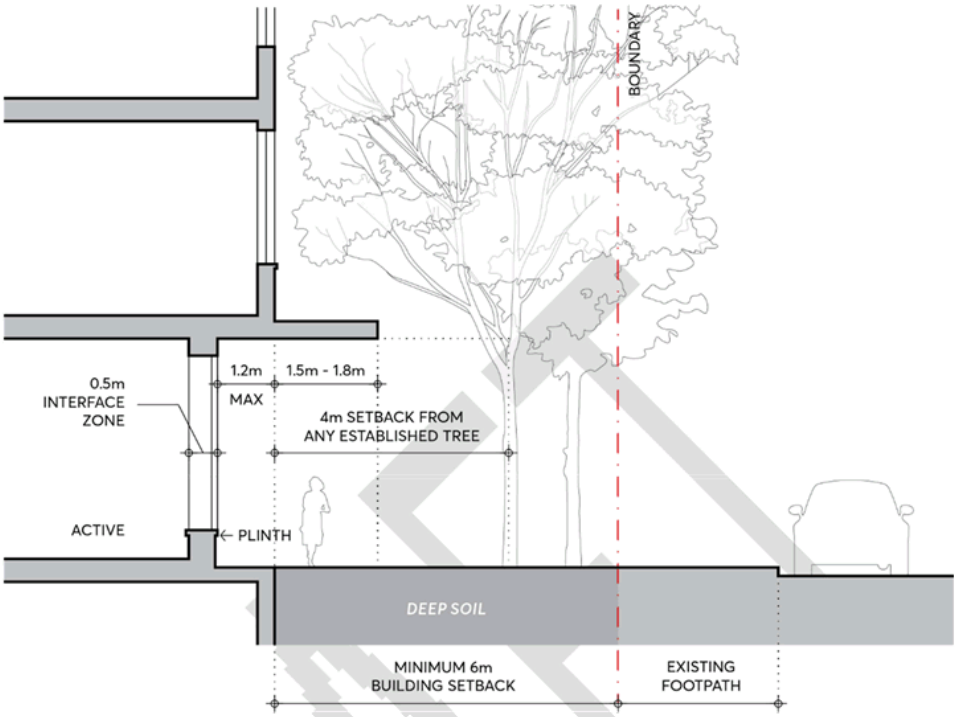

Figure 5.6.6 - Great Western Highway Ground Floor Interface

m) A shared planting zone must be provided to the rear of lots between Campbell Street and Great Western Highway to comply with Figure 5.6.7 (Section D). A minimum 6 metre rear setback and soil depth allowance clear of any basement structure must be provided to Council's satisfaction to facilitate planting of large canopy trees. Towers must be setback a minimum of 9m from the rear boundary and comply with the building separation requirements in Part 3 of the City Centre controls. .

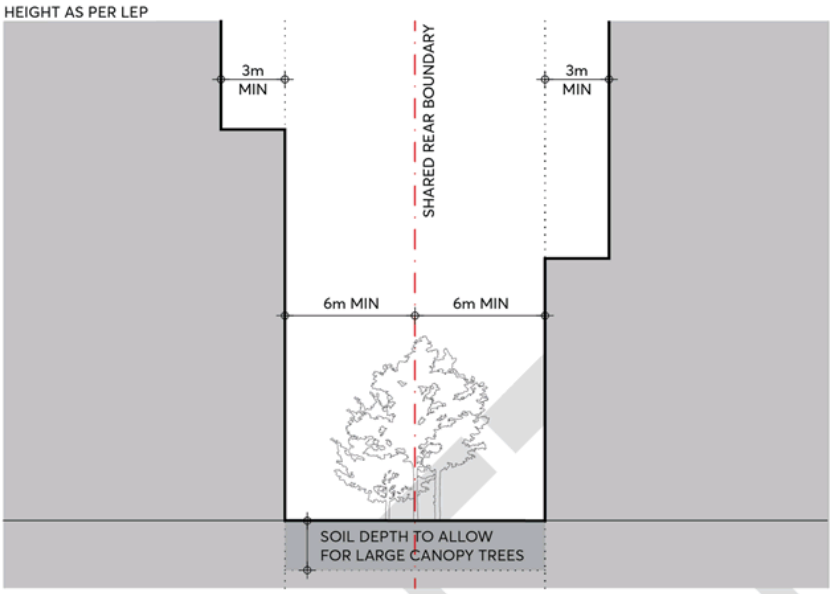

Figure 5.6.7 - Rear Setback (Section D) between Campbell Street and Great Western Highway

n) Setbacks and building heights along boundaries shared with St John's Cemetery must comply with Figure 5.6.8 (Section E) and 5.6.9 (Section F). Development must provide a building set back of 6 metres to any rear boundary shared with St John's Cemetery and a further minimum 6 metre setback for towers.

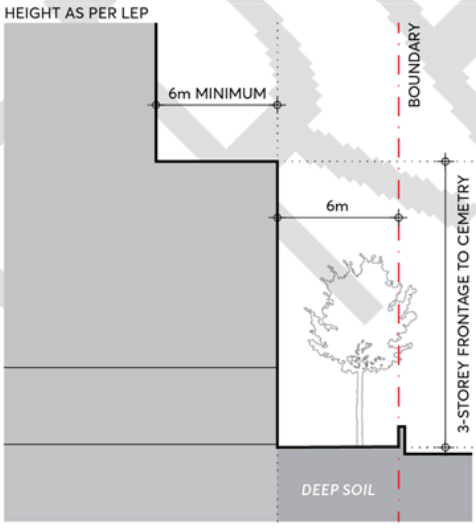

Figure 5.6.8 – Rear Setbacks (Section E) South of St John's Cemetery

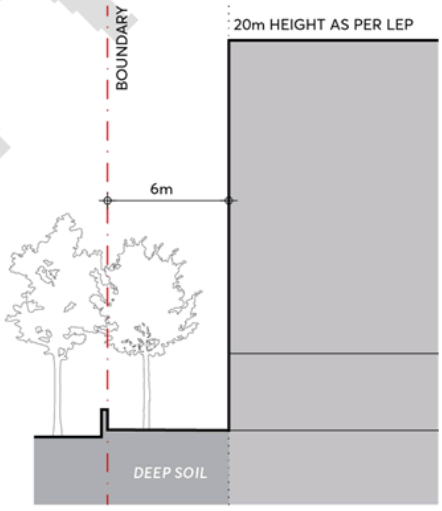

Figure 5.6.9 – Rear Setbacks (Section F) North and West of St John's Cemetery

o) Street setbacks on Pitt and Argyle Street must comply with Figure 9.6.2 and defer to Part 3 of the City Centre controls.

C.04 Deep soil is to be delivered within street setback zones and rear setbacks adjoining St John's Cemetery, provided with a minimum width of 6 metres.

C.05 Where the street setback adjoins active uses, the setback zone is to be provided as a publicly accessible space, as per Figure 5.6.2. All stairs and ramps on active frontages must be internalised to ensure the public domain and front setback zones are kept relatively level, accessible and uncluttered.

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5.7 AUTO ALLEY

The Auto Alley Special Area has been identified as a long-term growth area for the City. The future form of Auto Alley is proposed to retain the existing large retail tenancies on the street for automotive uses, while also providing an opportunity for commercial redevelopment in the long term. The controls for this precinct ensure a more localised response to the specific character established by the historical usage of south Church Street and the remnant commercial occupancies.

The Auto Alley Special Area must also deliver future open space for the city centre and improve pedestrian connectivity in the south of the city. Approximately 1 hectare of park and plaza must be delivered alongside the redevelopment of Auto Alley. Several new streets must be provided: a north-south street is provided at the western boundary of the precinct; two east-west streets extend Dixon Street and Rosehill Street from Church Street to High Street; and a north-south lane extends Anderson Street from Marion Street to Raymond Street.

Built form must also consider the potential future development and public domain expected in the adjacent Marion Street Special Area to the north, and in the Station Street Special Area to the east. Specifically, the mixed-use eastern portion of the precinct must be considered as a transition area, as reflected in the lower building heights and FSR requirements in the Parramatta LEP 2011.

Objectives

O.01 Achieve an appropriate site consolidation that allows the Parramatta LEP 2011 controls to be realised with appropriate built form and allows the best response to the existing heritage items and surrounding street and site geometries.

O.02 Promote diverse commercial activity creating a complementary commercial core for the city centre.

O.03 Provide new open spaces to service the needs of resident and worker populations anticipated in the precinct.

O.04 Enable large canopy trees to be planted in Church Street, enhancing the southern approaches to the city centre, and improving the pedestrian environment along this busy section of the street.

O.05 Increase precinct permeability with the delivery of new public streets, through site links and appropriate servicing commensurate with the density of the precinct.

Figure 5.7.1 - Auto Alley Special Area Public Domain & Consolidation

Controls

Unless modified or specifically excluded below, all controls in Sections 1-7 of the City Centre controls apply to development within the Auto Alley Special Area.

C.01 Site consolidation must comply with Figure 5.7.1 – Auto Alley Special Area Public Domain & Consolidation.

C.02 Delivery, location and dedication of new streets, lanes and open spaces in the Auto Alley precinct must comply with Figure 5.7.1.

C.03 Where specified, building envelopes must comply with Figure 5.7.2 to achieve the objectives highlighted for the Auto Alley Special Area.

Figure 5.7.2 - Auto Alley Setbacks and Indicative Built Form

C.04 Future development must comply with the following street setback controls:

a) Street setbacks and street wall heights on Church Street must comply with Figure 5.7.3 (Section A). The street wall must be set back a minimum of 5 metres from the street boundary, and towers must be set back a minimum 6 metres from the street wall.

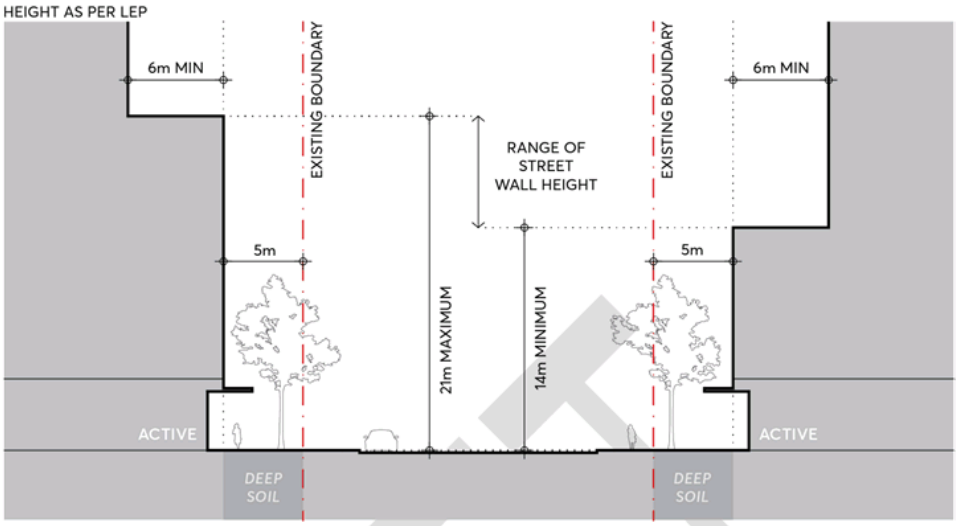


Figure 9.7.3 - Church Street (Section A) Setbacks and Street Wall Height

b) Development on Church Street must dedicate a 5 metre setback to the street as detailed in Figure 5.7.4. This setback is to improve the pedestrian amenity and must be provided as deep soil free of any basement structures below.

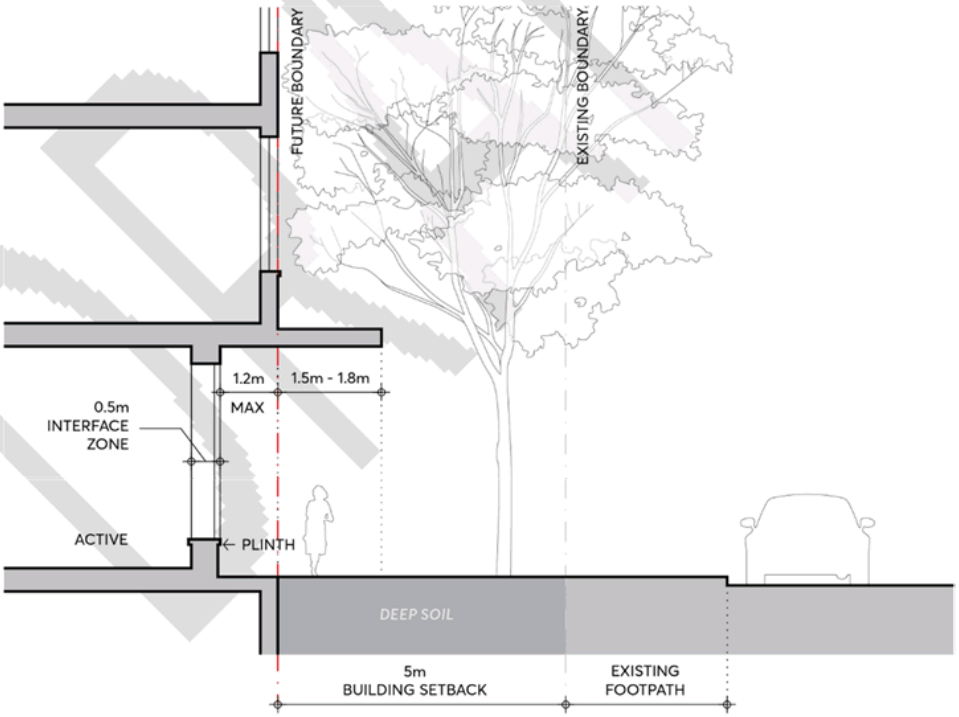


Figure 5.7.4 - Church Street Ground Floor Interface

p) Street setbacks and street wall heights on Dixon Street must comply with Figure 5.7.5 (Section B). On the southern side of Dixon Street, the street wall must be built to the boundary and the tower set back a minimum of 6 metres from the street wall. On the

northern side of Dixon Street, the street wall must be set back 3 metres from the boundary and the tower set back a minimum of 6 metres from the street wall.

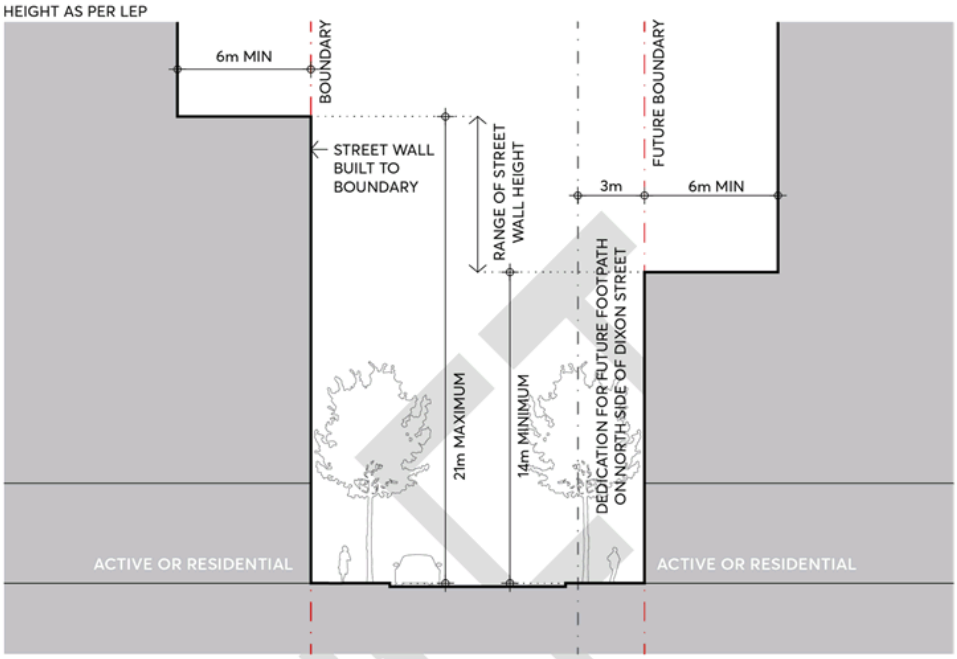


Figure 5.7.5 - Dixon Street (Section B) Setbacks and Street Wall Height

c) Street frontage heights and setbacks on High Street must comply with Figure 5.7.6 (Section C). A 12 metre high street wall must be set back 6 metres from the street boundary. Towers must be set back 15 metres from the street boundary in accordance with the Height of Buildings Map in the Parramatta LEP 2011 to respond to adjacent heritage fabric.

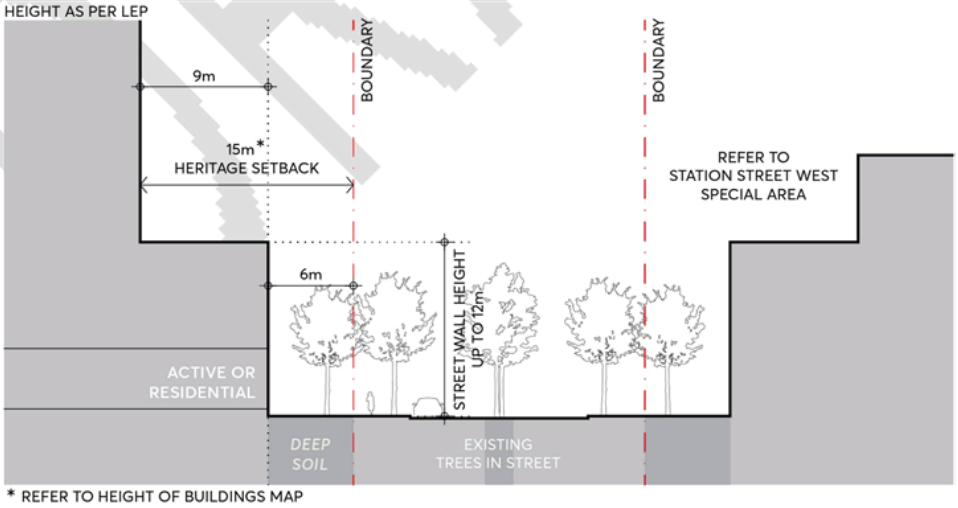


Figure 5.7.6 - High Street (Section C) Setbacks and Street Wall Height

d) Where residential uses are being provided at ground on new streets identified in Figure 5.7.1, street setbacks and street wall heights of development must comply with Figure 5.7.7 (Section D). The building must be set back 6 metres from the street boundary to provide for private and communal landscaping, consistent with Part 3 of the City Centre controls.

e) Where active uses are being provided at ground on new streets identified in Figure 5.7.1, street setbacks and street wall heights of development must comply with Figure 5.7.8 (Section D). The street wall must be built to the boundary and the tower must be set back a minimum of 6 metres from the street wall, consistent with Part 3 of the City Centre controls.

Figure 5.7.7 – New Streets (Section D) Setbacks and Street Wall Height Residential Ground Floor

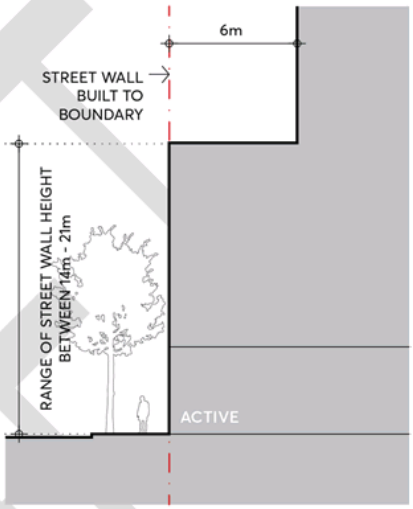


Figure 5.7.8 – New Streets (Section D) Setbacks and Street Wall Height Active Ground Floor

f) Street setbacks and street wall heights on the future laneway connecting Marion Street to Boundary Street, as identified in Figure 5.7.1, must comply with Figure 5.7.9 (Section E). To the west, the street wall must be set back 3 metres from the future boundary and the tower set back a minimum of 3 metres from the street wall. To the east, the street wall must be set back 0.6 metres from the future boundary and the tower must be set back a minimum of 3 metres from the street wall.

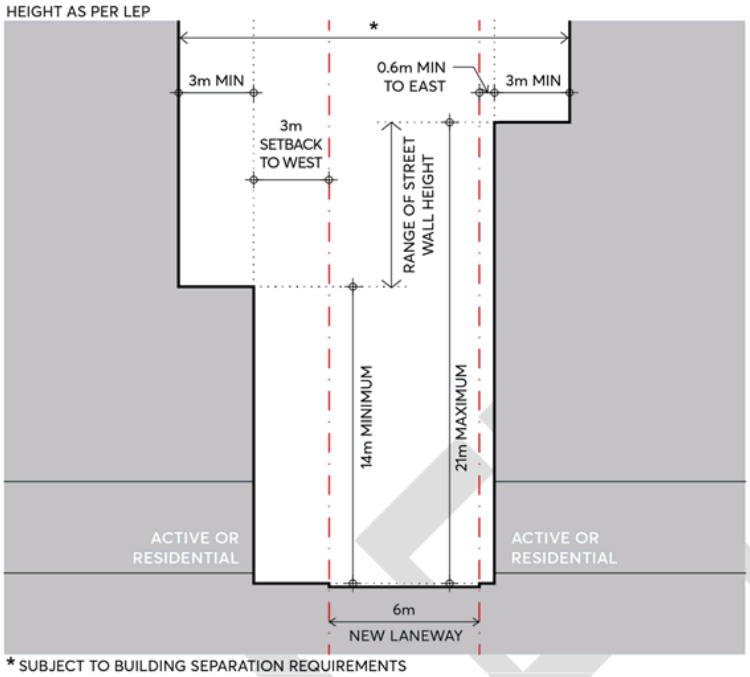


Figure 5.7.9 - New North-South Laneway (Section E) Setbacks and Street Wall Height

g) Setbacks and street wall heights to Jubilee Park must comply with Figure 5.7.10 (Section F). The lower building massing must be set back 3 metres from the Jubilee Park boundary to provide a publicly accessible through site link, and the tower must be set back a minimum of 15 metres from the Jubilee Park boundary.

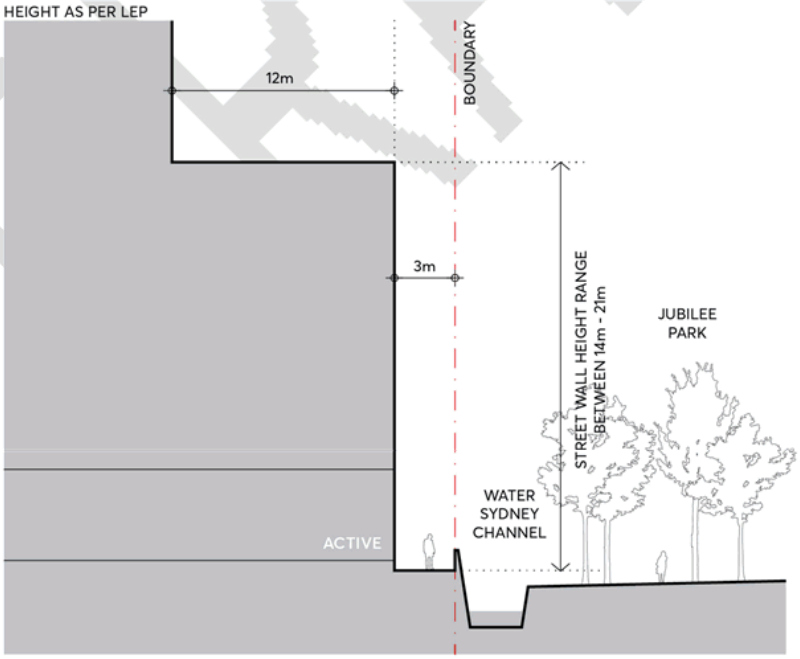


Figure 5.7.10 - Jubilee Park Edge (Section F) Setbacks and Street Wall Height

h) Setbacks and street wall heights to any new parks or plaza spaces must comply with Figure 5.7.11 (Section G). The lower building massing must be built to the boundary a minimum of 14 metres and maximum of 21m above the park or plaza level, and the tower must be set back 3 metres from the boundary.

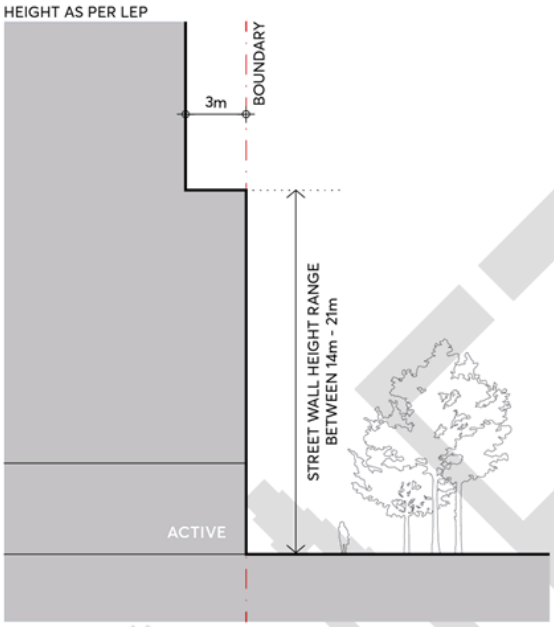


Figure 5.7.11 - New Civic Space or Park Edge (Section G) Setbacks and Street Wall Height

C.05 Driveways servicing new development are not permitted on Church Street and High Street. Future driveways must be minimised and provided on future servicing streets or laneways.

C.06 Tenancy widths on the ground floor in Church Street must allow for automotive or other large commercial uses.

C.07 Where necessary, proposals must consider how safe pedestrian movement may be reasonably provided within the Auto Alley Special Area.

5.8 STATION STREET WEST

The Station Street West Special Area is located on the southern edge of the city centre, characterised by its proximity to the railway line and high instance of built heritage, both in and around the precinct. The controls for this precinct ensure a more localised and heritage led response to the specific character established by these items, as well as setting a more defined edge to Station Street West as the precinct redevelops.

Future built form must consider the potential future development and public domain expected in the adjacent Marion Street Special Area to the north, and Auto Alley to the west. As a transition area, all development in the Station Street West Special Area must consider an expected massing of surrounding sites to ensure an appropriate response to future context. Development must also provide a measured response to the Tottenham Street Heritage Conservation Zone located to the south, ensuring future outcomes do not negatively impact the amenity of the Federation Period cottages in this location.

Objectives

O.01 Encourage respectful built form that relates to the existing subdivision, material, and scale of the area. Conserve heritage cottages to the highest standard and encourage the adaptive reuse of heritage items to maintain their importance into the future.

O.02 Ensure future built form does not adversely impact the solar amenity of the Tottenham Street Heritage Conservation Zone to the south.

O.03 Increase precinct permeability with the delivery of new, publically accessible through site links in desired locations.

O.04 Create a consistent edge to Station Street West that adjusts the street boundary, providing a more contiguous street frontage which follows the alignment of the street.

O.05 Minimise tower floorplates to encourage compliant separation distances and maximise amenity on narrow, east-west sites.

O.06 Improve the pedestrian amenity and legibility of Station Street West through an expanded public domain and dedicated easement for future footpath widening.

O.07 Create a scale transition corridor along High Street that enhances solar access and views to sky by ensuring tower components are set back as reinforced by 12m maximum building heights in the LEP.

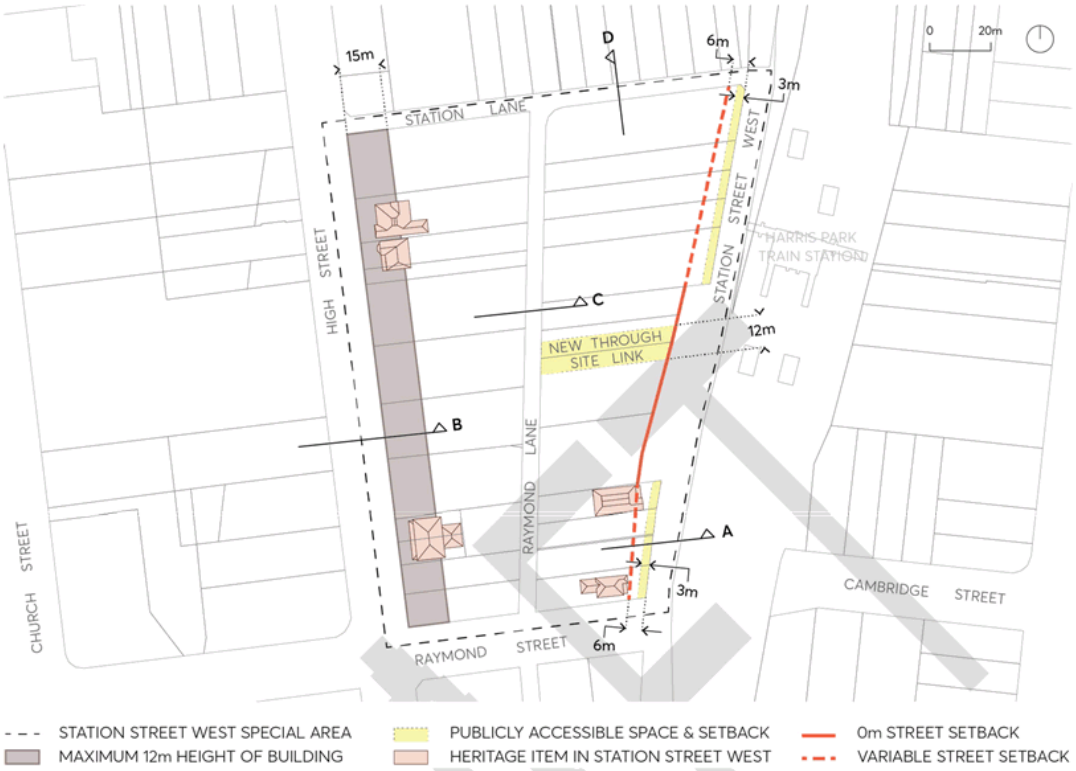


Figure 5.8.1 Station Street West Public Domain & Alignment

Controls

Unless modified or specifically excluded below, all controls in Sections 1-7 of the City Centre controls apply to development within the Station Street West Special Area.

C.01 Future development must create a consistent edge to Station Street West that follows the alignment of the rail corridor and comply with the street setback line as per Figure 5.8.1. This alignment must facilitate a potential footpath widening on Station Street West to accommodate increased pedestrian traffic from Harris Park Train Station.

C.02 The delivery and location of new publicly accessible through site links in the Station Street Special Area must comply with Figure 5.8.1.

C.03 Future development must comply with the following envelope controls:

a) Street setbacks and street wall heights on Station Street West must comply with Figure 5.8.2 (Section A). A 3-storey street wall must be built to follow the variable street setback as per Figure 5.8.1, and towers must be setback a minimum of 6 metres from the street wall.

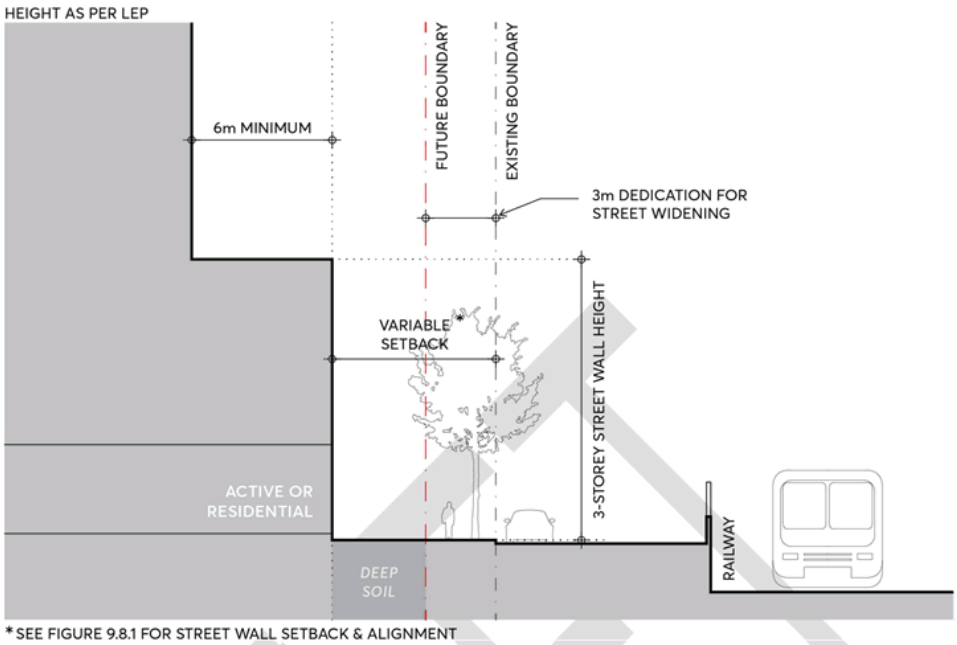


Figure 5.8.2 - Station Street West (Section A) Setbacks and Street Wall Height

b) Street setbacks and street wall heights on High Street must comply with Figure 5.8.3 (Section B). A 12 metre high street wall must be set back 6 metres from the street boundary. Any upper levels must be set back 15 metres from the boundary in accordance with the Height of Buildings Map in the Parramatta LEP 2011 in response to adjoining heritage fabric.

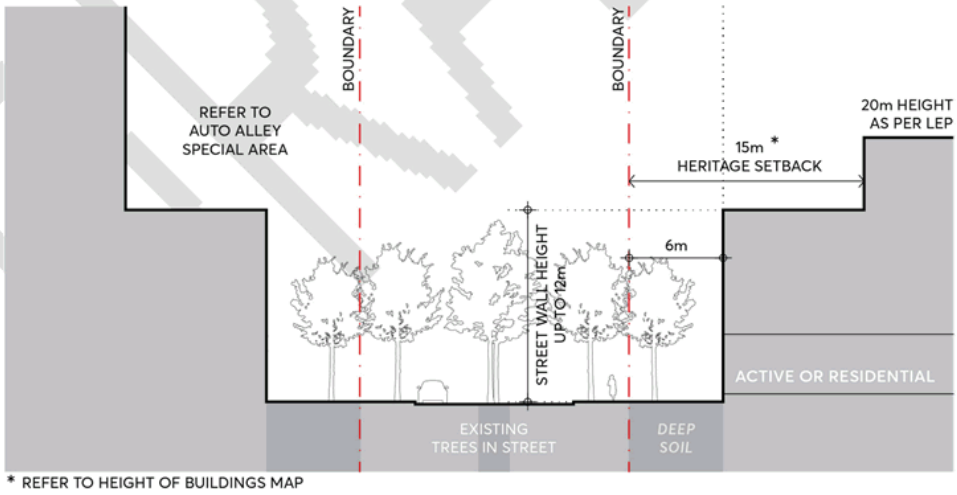


Figure 5.8.3 - High Street (Section B) Setbacks and Street Wall Height

c) Street setbacks and street wall heights on Raymond Lane must comply with Figure 5.8.4 (Section C). The building is to be set back 6 metres from the laneway boundary to provide private landscape, and towers on the eastern side of Raymond Lane set back a minimum 3 metres from the street wall.

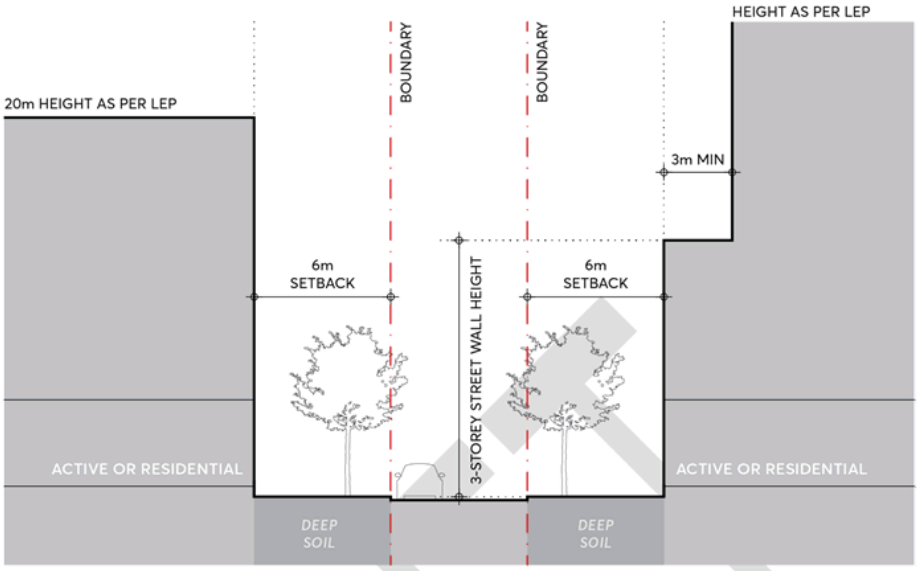


Figure 5.8.4 - Raymond Lane (Section C) Setbacks and Street Wall Height

d) Street setbacks and street wall heights on Station Lane must comply with Figure 5.8.5 (Section D). The street wall must be set back 4 metres from the laneway boundary and towers set back a minimum 3 metres from the street wall.

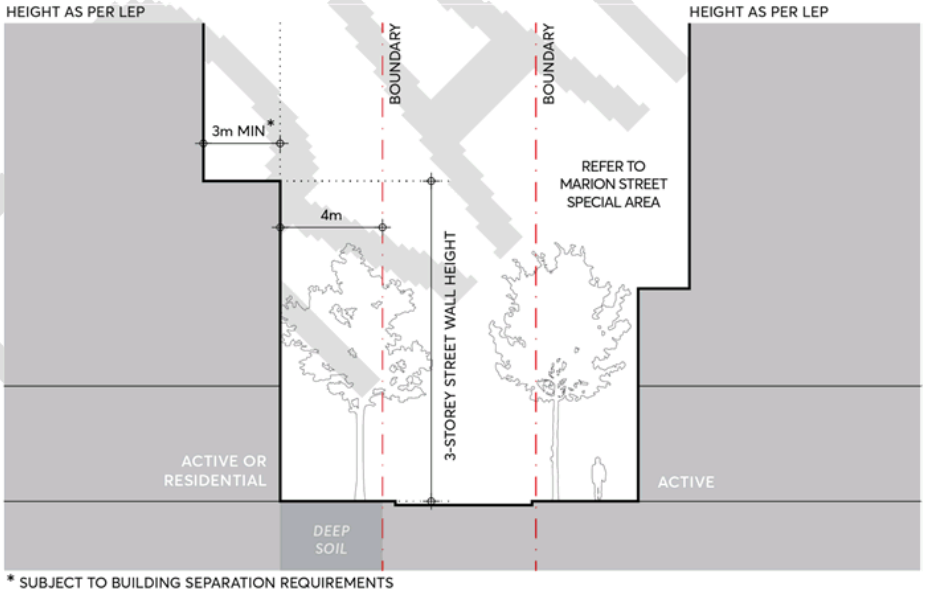


Figure 5.8.5 - Station Lane (Section D) Setbacks and Street Wall Height

e) Street setbacks and street wall heights on Raymond Street must comply with Part 3 of the City Centre controls.

5.9 CREEK CORRIDORS

The Parramatta River and its tributaries have been a place of cultural significance for first nations peoples for thousands of years. The land beside the stream now known as Clay Cliff Creek was a vital source of food and living resources, where fresh water met the ebb and flow of tidal water in the River. The land also played a critical role in the survival of Sydney, with well documented post-colonial occupation.

Development along the edges of Clay Cliff Creek and other creek corridors traversing the City must recognise their cultural and historical values as a shared public resource. While some significant development has already occurred through part of the City's creek corridors, the remaining open space must be enhanced to create a collective landscape corridor and flood mitigation element for the City.

By utilising a consistent deep soil setback to any development along the City's creek corridors, future development must create a highly visible, vegetated, and functional connection between existing green spaces, heritage destinations and transport nodes along creek corridors.

Objectives

O.01 Establish Clay Cliff Creek and other tributaries of the Parramatta River as priority green corridors for ecological protection, flood sensitive strategies and future landscape improvements.

O.02 Develop creek corridors as landscape and cultural assets, protecting landscape setbacks and biodiversity, and contributing to ecological resilience.

O.03 Protect and enhance local and regional biodiversity, maximising the extent and integrity of aquatic and natural land areas along creek corridors in the city centre.

O.04 Employ Water Sensitive Urban Design strategies to limit pollutants entering Parramatta River and its associated waterways.

O.05 Utilise a deep soil setback zone to create a contiguous landscape along creek corridors with the intention of leaving space for a publicly accessible movement corridor in the future.

O.06 Identify opportunities for interpreting cultural and environmental values in the adjoining landscape, built form and lighting subject to Council's strategies.

Controls

Unless modified or specifically excluded below, all controls in Sections 1-7 of the City Centre controls apply to development within the Creek Corridors Special Area.

C.01 Creek frontage heights and building setbacks on any creek corridor must comply with Figure 5.9.1.

C.02 Development must provide a minimum building setback of 6 metres to any creek corridor, as measured from the top of bank, delivered as deep soil. The extent of open to sky deep soil adjacent to any creek corridor must be designed to the satisfaction of Council's flood engineers. In some instances, the minimum 6 metre building setback from top of bank may be inadequate for meeting Council's flood mitigation requirements.

C.03 Development must provide a minimum 6 metre tower setback to support views to sky from a creek corridor and natural daylighting to deep soil and vegetation.

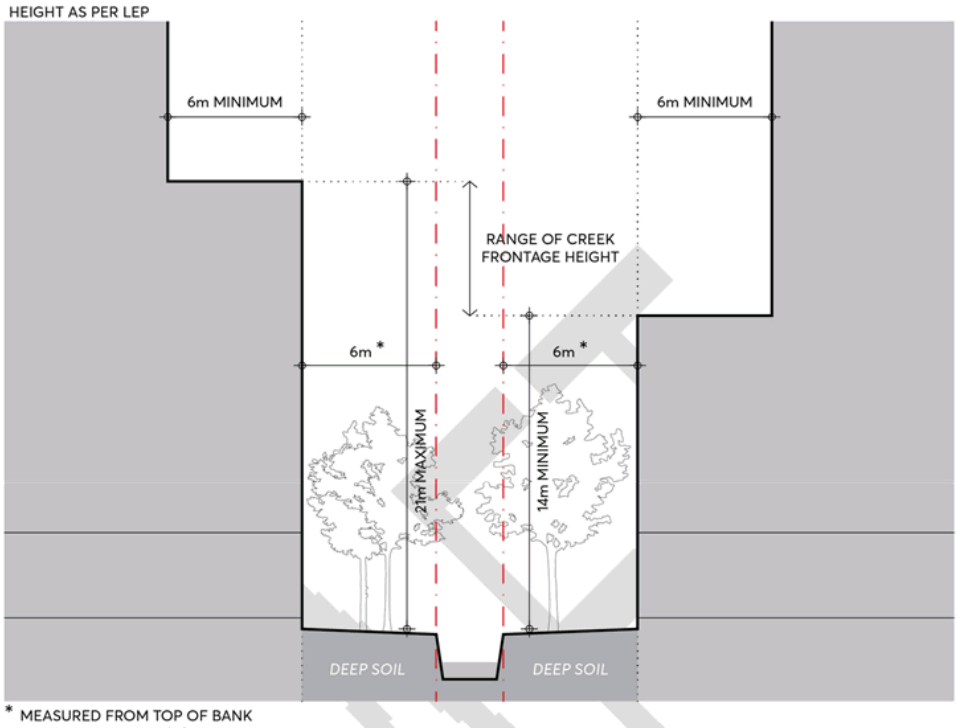


Figure 5.9.1 – Creek Corridor Setbacks and Street Wall Height

C.04 Protect existing vegetation that supports the ecological function of creek corridors. Future landscaping facing any creek corridor must be flood resilient and demonstrate its compatibility with the relevant riverine, estuarine or forest ecosystem.

C.05 Provide a sense of address to creek corridors, particularly where a future public connection may be provided, and follow design principles of The Street Wall contained within Part 3 of the City Centre controls. Where above ground carparking is included, commercial or residential sleeving must be provided for passive surveillance to landscaped areas.

C.06 Creek corridor setback zones must be free of ancillary elements, servicing, and other structures.

5.10 PARK EDGE

[Note: The controls in this section are from Section 4.3.3.7 (c) Park Edge of the Parramatta DCP 2011. However, the introduction of the draft Parramatta City Centre controls required some minor updates to this section. Any changes are shown in blue font.]

The Park Edge Special Area is located at the western edge of the Parramatta city centre adjacent to and including part of Parramatta Park (see Figure 5.10.1). Buildings within this area form a backdrop to Parramatta's Old Government House and Domain (OGHD).

OGHD is one of eleven sites in a group forming the Australian Convict Sites on the UNESCO World Heritage List. OGHD is also on the National Heritage List. The Park Edge (Highly Sensitive) Area has been identified in the study *Development in Parramatta City and the Impact on Old Government House and Domain's World and National Heritage Listed Values Planisphere 2012*, as an area where development is likely to have a significant impact on the world and national heritage values of OGHD, unless it is designed to mitigate potential impact to below a significant impact threshold.

In this study, the key determinants of whether development will have a significant impact on the world and national heritage values of OGHD are the view sheds of the highly significant views from and of OGHD, the proximity of the development to OGHD and topography.

Under the Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act, 1999, development that is likely to have a significant impact on the world and national heritage values of OGHD must be referred to the Australian Government Department of Sustainability, Environment, Water, Populations and Community for approval from the Australian Government Environment Minister.

As this requirement has led to uncertainty and additional assessment processes, Council has worked with the Commonwealth and State Governments to enter into a Conservation Agreement. This agreement is made under the EPBC Act and removes the need for Commonwealth referrals of developments within the Park Edge (Highly Sensitive) Area under the EPBC Act, so long as the proposed development complies with the specified planning controls in the agreement. Compliance with these specified planning controls will mitigate significant impacts of development on the values of OGHD under its world and national heritage listing.

The planning controls include the applicable maximum building height and floor space ratio controls under the Parramatta LEP 2011 ~~City Centre LEP 2007~~. They also include the DCP controls outlined in this section of the DCP. When development complies with these controls, applications will not need to be referred to the Commonwealth Government for approval under the EPBC Act.

Figure 5.10.1 Park Edge Highly Sensitive Area

Controls

The Park Edge Special Area is divided into four areas, with specific controls relating to each sub area as follows:

Area A1 - Parramatta Leagues Club Site

Development within Area A1 must comply with the following:

C.01 At least 80% of the building height must be contained below the level of the surrounding established tree canopy of Parramatta Park when viewed from any of the key viewing locations from OGHD shown in Figure 5.10.9. Any building element must be oriented to minimise the visual impact from these viewing locations.

C.02 External building materials must be muted in colour with matt finishes to minimise contrast with the park surrounds and be complementary to its setting.

C.03 Signage on the upper level of buildings must not face the Domain of Parramatta Park.

Area A2 – ~~Parramatta~~ CommBank Stadium Site~~, Parramatta Pool~~ and Car Park

C.04 At least 80% of the building height (other than lighting towers for ~~Parramatta~~ CommBank Stadium) must be contained below the surrounding established tree canopy of Parramatta Park when viewed from any of the key viewing locations from OGHD shown in Figure 5.10.9. Buildings must be oriented to minimise the visual impact from these viewing locations.

C.05 External building materials must be muted in colour with matt finishes to minimise contrast with the park surrounds and be complementary to its setting.

C.06 Signage on the upper level of buildings must not face the Domain of Parramatta Park.

Area B -

C.07 The street frontage height for podiums, setbacks to the street, side and rear boundaries must comply with Figures 5.10.5, 5.10.6 and 5.10.7.

C.08 Upper level building setbacks must contribute to spaces between buildings and an openness in the city skyline, with upper level setbacks of:

a. 8 metres at the river foreshore as shown in Figure 5.10.2; and

b. 6 metres at the street frontage as shown in Figure 5.10.3; except for George Street (see C.09)

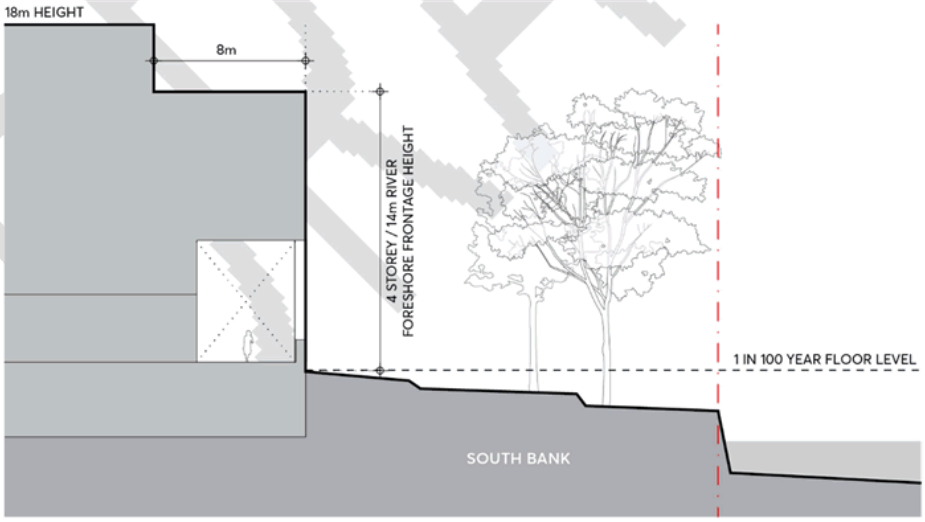


Figure 5.10.2 River Foreshore Frontage Height and Building Setbacks

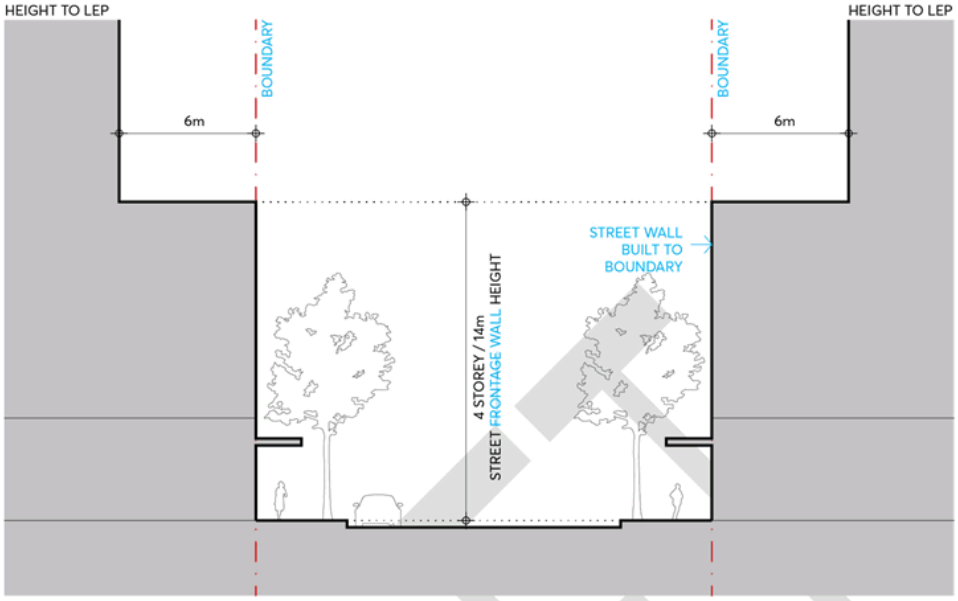


Figure 5.10.3 Park Edge Sensitive Area Street Wall Height and Setbacks

C.09 Upper level building setback to George Street of 20 metres must comply with Figure 5.10.4, to frame the vista along this street, reinforcing the historic Georgian town plan and the relationship between George Street and OGHD.

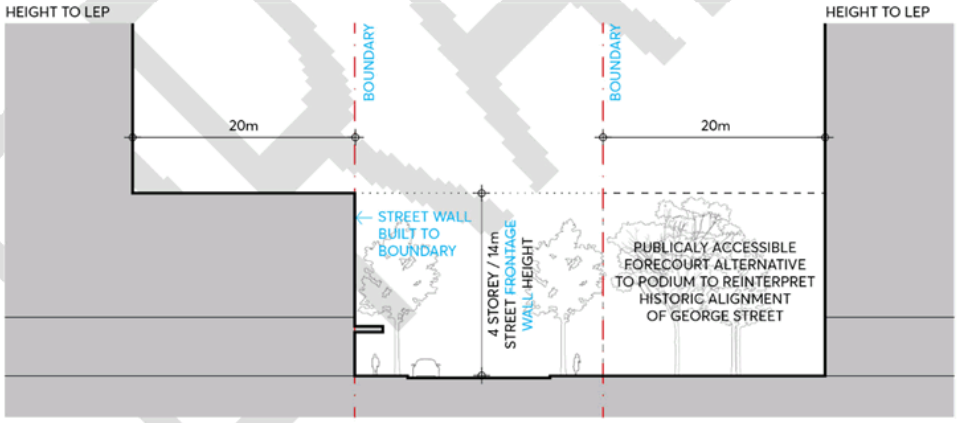


Figure 5.10.4 George Street west of Marsden Street – Street Wall Height and Building Setbacks

C.10 Upper level side and rear building setbacks must comply with Figure 5.10.5 to contribute to spaces between buildings and an openness in the city skyline.

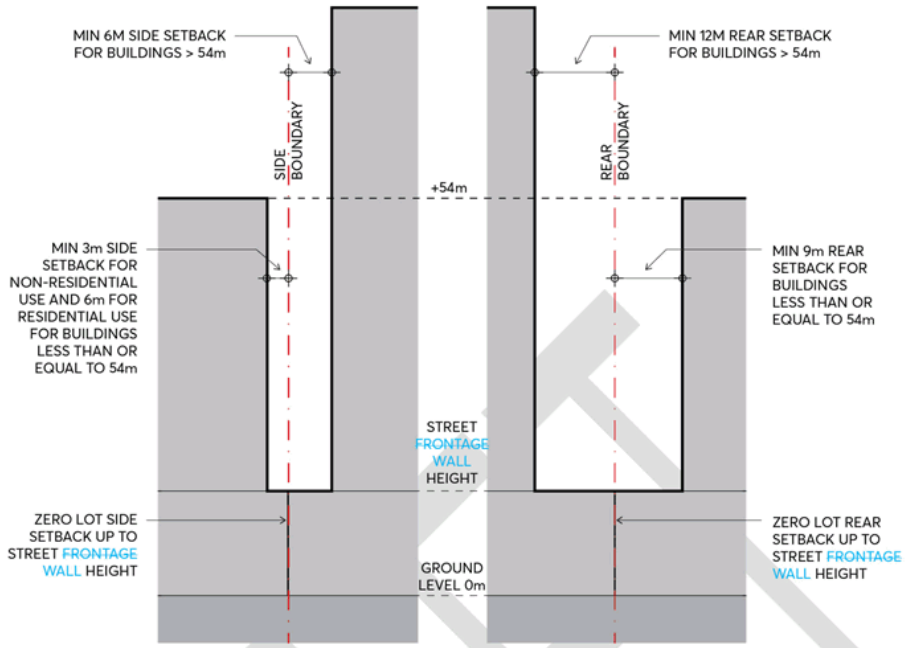


Figure 5.10.5 Park Edge Sensitive Area Side and Rear Setbacks

C.11 Where reasonably practicable, having regard to the orientation of the development parcel, buildings must be oriented with their narrow end not exceeding 30 metres in width facing the Domain.

C.12 External building materials must reduce visibility against the sky, for example, use of light colours or reflective surfaces.

C.13 Signage on the upper level of buildings must not face the Domain of Parramatta Park.

Minor departures exceeding the above built form controls (by up to 5%) for Area B will only be permitted where the consent authority is satisfied that the visual impact of the proposed development will not visually dominate OGHD as a result of any such variation when the proposed development is viewed from any of the key viewing locations from OGHD shown in Figure 5.10.9.

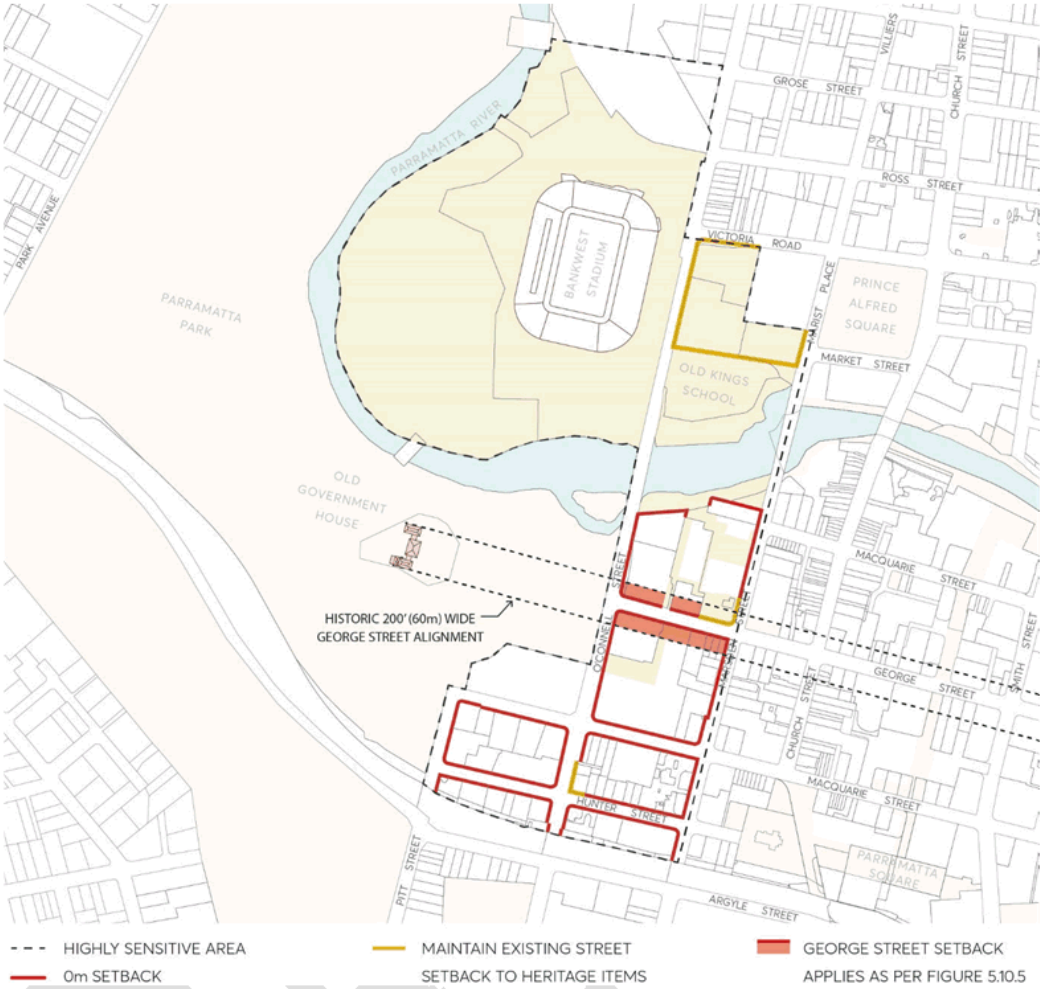


Figure 5.10.6 – Building Alignment and Front Setbacks (to streets, public domain and water courses)

Figure 5.10.7 – Street Wall / River Frontage Heights (Podiums)

Area B - Building Height and Floor Space Ratio controls

The Parramatta LEP 2011 ~~Parramatta City Centre LEP 2007~~ specifies the applicable maximum building height and floor space ratio controls for Area B within the Park Edge Special Area. Bonus height and floor space ratio provisions under the LEP apply when the development exhibits design excellence as judged under an architectural design competition.

When a design competition is carried out for development within the Park Edge Special Area, the brief for the design competition will specify that consideration must be given to the protection of the world and national heritage values of OGHD from significant impacts when the proposed development is viewed from any of the key viewing locations shown in Figure 5.10.9 and that development complies with the specific requirements of this section of the DCP.

In Area B, minor variations to building height such as for architectural roof features, or minor variations in floor space ratio of up to 5%, will only be permitted where the consent authority is satisfied that the visual impact of the proposed development will not visually dominate OGHD as a result of any such variation when the proposed development is viewed from any of the key viewing locations from OGHD shown in Figure 5.10.9.

Area C – Lot 362 DP 752058, No. 2 Macquarie Street Parramatta (RSL Site)

C.14 Built form is to provide minimum setbacks to Parramatta Park as indicated in Figure 5.10.8. The setbacks are to provide a transition from built form to the soft landscaping in Parramatta Park and are to be predominantly landscaped.

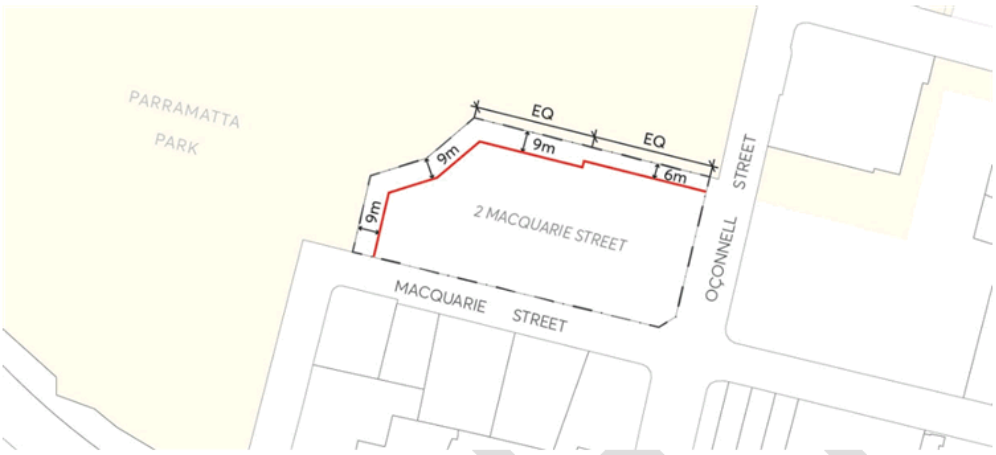


Figure 5.10.8 Setbacks to Parramatta Park at 2 Macquarie Street Parramatta

C.15 Buildings are to be sited to enable the retention and protection of the heritage fence at the O'Connell Street and Macquarie Street frontages. The siting and spacing of buildings across the site shall also respect the important relationship of the RSL site to the landscape setting of Parramatta Park, including the park entrance from Macquarie Street and the gatehouse at this entrance.

C.16 The maximum building height is 10 metres.

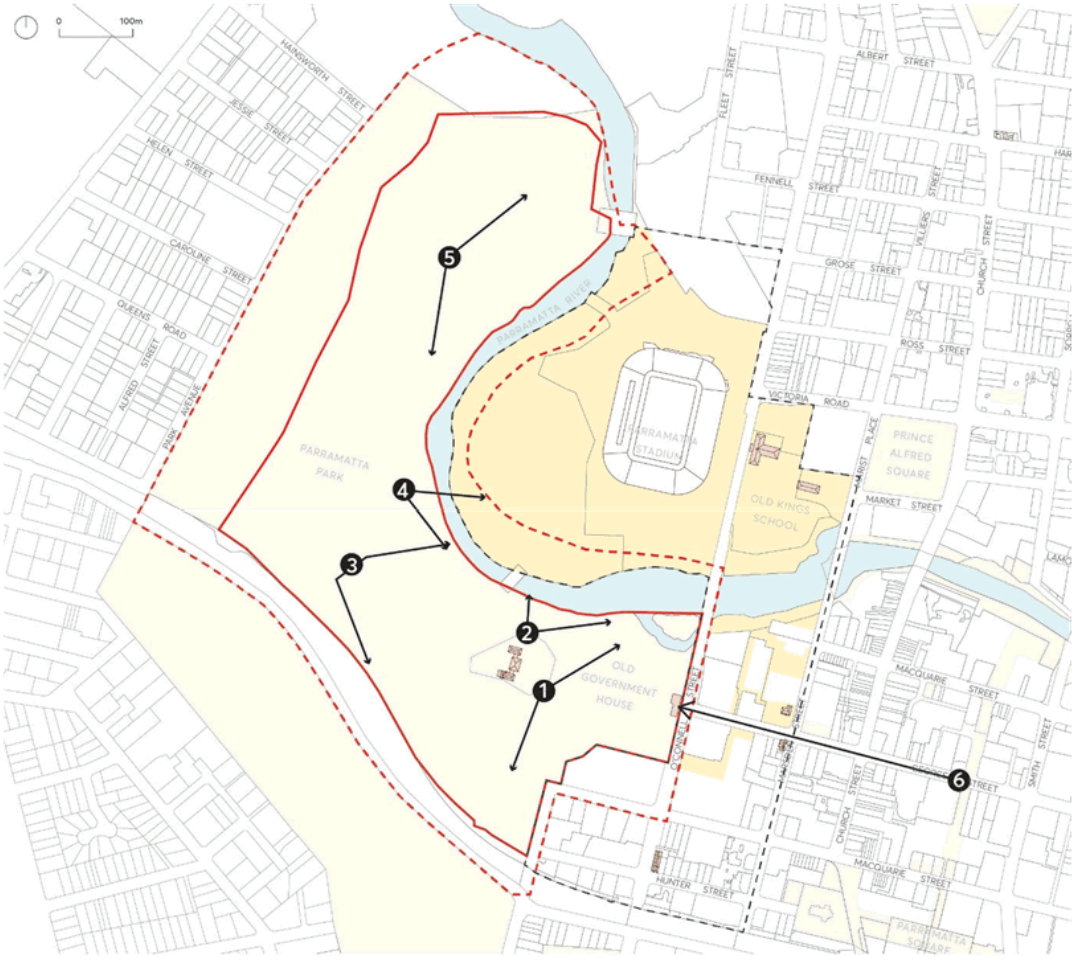
C.17 External building materials must be muted in colour with matt finishes to minimise contrast with the park surrounds and be complimentary to its setting.

C.18 Signage on the upper level of buildings must not face the Domain of Parramatta Park.

Protection of important views to and from Old Government House and Domain

Within the Park Edge Special Area, development must not be carried out that obstructs the sight lines between Old Government House and the Old Kings School site and the spire of St Patrick's Cathedral.

Note: Parramatta Park is also listed on the NSW State Heritage Register and as an item of State Heritage significance under the Parramatta LEP 2011. ~~Parramatta City Centre LEP 2007.~~ These listings mean that the provisions of the Heritage Act, 1977 and the heritage clauses of Parramatta LEP 2011 ~~Parramatta City Centre LEP 2007~~ must be complied with for development on or within the vicinity of OGHD. These considerations do not impact on the referral requirements of the EPBC Act.



View	Description
1	From lawns east and south of Old Government House towards the City
2	From the north-east corner of Old Government House to Old Kinds School
3	From Bath House area west of Old Government House to the City
4	Parramatta River views towards city from road within Parramatta Park on the west side of river.
5	From Diary Precinct within Parramatta Park looking north-east and south-east towards the City
6	West along George Street towards the Gatehouse of Old Government House

Figure 5.10.9 OGHD Viewing Locations

6 HERITAGE

This section of the DCP should be read in conjunction with Part 3.5 Heritage (including Part 3.5.3 which addresses Aboriginal cultural heritage), Part 4.4 Heritage Conservation Areas and Part 5.4 Preservation of Trees or Vegetation in *Parramatta DCP 2011*. Where there is an inconsistency between this section and other parts of the DCP, including where possible – flood planning, this section prevails.

This section of the DCP outlines Council's integrated approach to protecting and celebrating heritage within a collective urban form that has a strong focus on the pedestrian experience. These controls apply to all land in the Parramatta City Centre, not just sites containing a heritage item or next to a heritage item, because heritage items in the City Centre form a collective network of heritage places that together enliven and enrich the city.

This section must also be read in conjunction with relevant heritage inventory sheets, the Australia ICOMOS Burra Charter 2013, relevant heritage studies, and any heritage guidelines.

6.1 GUIDING PRINCIPLES

For over 60,000 years, the area comprising present day Parramatta has been occupied by the Burramattagal people, a clan of the Darug, who first settled along the upper reaches of the Parramatta River. The heritage of Parramatta includes places and items that are important to the local Aboriginal community or Aboriginal people of NSW. These are places or objects that people have a connection to, both physically and spiritually.

As the second town to be established on the continent, and the first to be planned, Parramatta has its roots in the earliest days of the British colony. It was a seat of government, the landing place for convicts, and the centre of administration through the British colonial period to 1840. However, Aboriginal people continued to have a strong relationship with the area and Parramatta has always been an important meeting place. Aboriginal people have a very close and special connection to a number of institutions in Parramatta, including the Native Institution, Parramatta Gaol, Parramatta Park, and the Women's Factory.

Parramatta grew into a city in the mid nineteenth century, was fully developed in all its civic institutions. That it retains so much of its heritage is evidenced in the listing of many heritage items at Local, State, National and World Heritage levels, and these should be capitalised upon and strengthened in any future development. The numbers of cities in the world that have items of World heritage significance are few, and Parramatta finds itself in unique company on a global scale. Its heritage is one of its key attributes and one that distinguishes it from other CBDs.

Parramatta was a town planned with its civic functions from the earliest days of its settlement. The city was given a defined grid both north and south of the River – George and Church Streets being the most significant - and a suite of civic buildings and institutional precincts within and without the grid. Commercial and residential buildings were also built. The totality of the CBD's heritage – its streets and spaces as well as its buildings - provides a rich network in which to read the layers of history of the city. This holistic vision is important for any future planning in and around the Parramatta City Centre – the next layer of its history. The conservation and enhancement of its heritage, and new development that responds appropriately to its heritage, will result in a CBD in which the present day will occupy its place in the built history of the city, and of which future communities can be proud.

A challenge for Parramatta is to retain the authenticity and setting of its heritage amidst new large scale, high-rise development, particularly as its heritage buildings are generally small in scale. Heritage places in the City Centre range from individual items such as churches, halls, banks, cottages, and rows

of shops, to groups and precincts comprised of related heritage items and spaces. Important groupings of heritage items include those of Centenary Square, and the masonry commercial buildings at the intersection of Church and Macquarie Streets.

Heritage in Parramatta must not be sidelined, isolated, swamped or ignored, but rather integrated with the new fabric of a thriving city environment. Its heritage places and the connections between these places, distinguishes the Parramatta City Centre from other areas, creating local identity and visual vitality, not only helping the CBD be more people-centred, but also delivering economic benefits. There is the opportunity for the new wave of development to support the conservation of heritage places. In addition, the retention of heritage buildings enhances the sustainability of the CBD, by conserving embodied energy and by providing a diversity of tenancy and dwelling types.

Heritage places in Parramatta CBD include places such as heritage items, conservation areas, archaeological sites, Aboriginal cultural heritage sites, cultural landscapes, and heritage precincts. It is of vital importance that the heritage values of a place are understood at the earliest design stages of any development. These heritage values are not only those embodied in the fabric of a heritage place, but also in its context, and in its relationships with the broader CBD. The identification and protection of special heritage precincts, the retention of adequate space around heritage places, the use of tree canopies to provide a setting for heritage items as well as a visual break between small items and larger development, and ensuring that new buildings form a neutral backdrop to heritage places, together will serve to protect the heritage of Parramatta CBD.

The *Australia ICOMOS Burra Charter, 2013* provides guidance for the conservation and management of places of cultural significance (cultural heritage places) and is useful tool in helping to make decisions about planning for development affecting heritage places.

The following principles apply to all development in the Parramatta City Centre:

P.01 Heritage listed places are retained, conserved and enhanced.

P.02 To conserve Aboriginal cultural heritage.

P.03 The heritage values of a heritage place, as well as the contribution of the broader context, including views, and the immediate setting, to the heritage values of the place (the relationship of a heritage place to its area), are understood prior to making decisions about changes to a place, including new development.

P.04 New development situated alongside existing heritage places is accommodated in a way that is respectful and appropriate, and in a way that will improve the heritage values of a place.

P.05 The adaptation of heritage buildings is sensitively undertaken to avoid harm to their heritage significance while allowing buildings to meet changing needs.

P.06 New development is carefully designed to protect and enhance the setting of heritage places and to acknowledge and strengthen the relationships between heritage places in the City Centre.

6.2 UNDERSTANDING THE PLACE

An understanding of the heritage significance of a place and its relationship to its context is crucial to directing the nature of change that would be appropriate for a heritage place and its setting. An informed design response relies on first understanding these heritage values and then addressing opportunities and constraints that arise from these.

Objectives

O.01 Ensure that the nature of change to a place is determined by a proper understanding of its heritage significance.

O.02 The nature of change to a site within the vicinity of a heritage item, within a heritage precinct, or which has a historical or visual relationship with a heritage item or conservation area, must be determined by a detailed understanding of the contribution the subject site makes to the heritage item or conservation area.

O.03 A development proposal must demonstrate that a detailed analysis has been undertaken of the relationship of the subject site to its context and to other heritage places in the Parramatta City Centre.

Controls

C.01 The Outstanding Universal Values of the World Heritage site of Australian Convict Sites, Old Government House and Domain and the National Heritage Values of the Old Government House and the Government Domain – Parramatta must be conserved and enhanced.

C.02 The heritage significance of places listed on the NSW State Heritage Register must be conserved and enhanced. Work must be guided by the policies of a conservation management plan (or similar) which is preferably no more than 5 years old, and in accordance with any management recommendations set out on the State Heritage Register heritage inventory sheet for the place.

C.03 The heritage significance of local heritage places must be conserved and enhanced. The work must be guided by the management recommendations set out on Council's heritage inventory sheet for the place, or in a relevant heritage management document such as a conservation management plan that Council has found acceptable.

C.04 A heritage impact statement must be submitted for work that will affect a heritage item or heritage conservation area.

C.05 The heritage impact statement must include an assessment of significance undertaken in accordance with Heritage NSW guidelines and an updated heritage inventory sheet prepared using the Heritage NSW template. The assessment of significance must include a grading of significance of the component parts of the places – its spaces, fabric and landscape etc. The assessment of significance must encompass the Aboriginal cultural heritage values of the place.

C.06 The heritage impact statement must include an analysis of the relationship of the subject site to its setting and to its broad context (such as other heritage places in the CBD). Analysis of the existing and proposed urban, historic, scale and visual relationships within the immediate, street and area settings relating to the heritage place must be undertaken. The local and city

wide context must be demonstrated by drawings in plan and in section at a range of scales, so that the heritage elements, and the spaces they inhabit, are well understood. The area of context of items and conservation areas must be large enough to capture all potential impacts.

C.07 An archival photographic recording and measured drawings must be submitted prior to the demolition of any building listed on the Australian Institute of Architects NSW Register of Significant Architecture, the National Trust Register, a s170 register (as made under the auspices of the Heritage Act 1977), a place registered by DOCOMOMO Australia or which is over 50 years old.

6.3 HERITAGE RELATIONSHIPS

The potential heritage impact of a proposed development is influenced by many factors, including the type, scale, and context of a proposal. A useful way to consider the impact of a new development upon heritage items and heritage conservation areas is to consider the relationship that will exist between these places and any proposed new development. Contemporary innovative design will respect the heritage values of a place while adding a new layer of architectural design, enhancing the diversity the CBD as layers of well-designed buildings result in attractive and welcoming streetscapes.

The conservation of heritage significance will involve identifying, conserving, restoring or creating these relationships in a way that retains and enhances the significance of a heritage item or heritage conservation area.

Relationships with heritage items and heritage conservation areas with their urban context (setting) are considered to operate primarily in four ways:

- Urban relationships such as mode of address to the street, and relation to historic subdivision pattern
- Historic relationships such as historic space around the item and to other heritage places, its relationship to the natural landscape, and the names of items and places
- Scale relationships, usually assessed in terms of height, bulk and setbacks
- Visual Relationships, comprising views to and from the heritage item, and the setting of a heritage item.

Where the relationship between a heritage item and its setting contributes to the significance of a heritage place, this relationship must be preserved. New development should complement the heritage place and leave a valuable legacy for the future. Good contemporary design respects heritage values. The careful consideration of scale, massing, materials, colours, and details is critical when designing within a heritage context. The appropriateness of a particular strategy to create an acceptable relationship between a new development and a heritage item will be dependent upon the particular features of the heritage item, such as its architectural style, height, form, and street address.

The retention and conservation of a heritage item at the expense of its dignity is not an acceptable outcome. An appropriate relationship requires: the protection of important aspects of a heritage item and landscape features; providing appropriate space around an item commensurate to the scale and typology of the item; modulation of the building form to create an appropriate scale; careful design of architectural elements; appropriate landscaping; and, the use of suitable materials and colours. Development that overhangs a heritage item will reduce the significance of that item and is not acceptable in any circumstances.

The relationship of a heritage item to its ground plane is a key element in the historical and visual qualities of a place. It is important that heritage items are not isolated from their context by either raising or lowering the surrounding ground plane in a way that disrupts significant relationships.

Setbacks are an important attribute of an appropriate setting for a heritage item or for buildings in a conservation area. Appropriate setbacks create a positive space for heritage items. Setbacks from all sides of a building need to be considered, side and rear setbacks as well as street front setbacks.

Objectives

O.01 Create appropriate relationships between new development and heritage items and conservation areas, in a way that retains and enhances the heritage value of a place and the Parramatta City Centre.

O.02 Ensure that the relationship between places comprised of linked buildings and spaces are maintained where this conserves and enhances heritage values.

O.03 Ensure that a setting which contributes to the heritage values of a heritage item or conservation areas is retained.

O.04 Ensure that heritage items retain their physical and visual relationship with the existing ground planes of the site and the immediate setting, as well as with the sky.

O.05 Ensure that setbacks help to provide heritage items with a visual context that responds to the historic relationships of these places to their setting, and allows heritage items to be visually prominent elements comfortably situated in relation to the spatial organisation of new development.

Controls

C.01 Existing positive relationships on the site of a heritage item and positive relationships between a heritage item and its broader context as well as its street, must be conserved.

C.02 New development must not isolate a heritage item from its immediate surroundings where these surroundings contribute to its heritage value and setting, nor diminish the contribution of a heritage item to its context.

C.03 New development must not physically overhang a heritage item or overhang the space that provides a positive visual curtilage for the item, nor have a visual perception of overhanging. The roof of a heritage item as well as the visual curtilage of the heritage item must be open to the sky.

C.04 The ground below a heritage item, or trees which contribute to the heritage values of the place, including its setting, must not be excavated.

C.05 New buildings must not be designed to step away from heritage buildings like a ziggurat, but must have vertical walls – with the line of the wall located such that the space around a heritage item is clearly defined and there is a positive visual and physical curtilage around the heritage item.

C.06 The architectural character of a heritage item, including important architectural elements such as massing, form, parapets, roof lines, gutter lines, materials, colours and the like, must be considered in the design of new development.

C.07 Priority must be given to uses for heritage items that involve less change to significant fabric than uses that require more change.

C.08 New development must ensure that its relationship with a heritage item will not require the necessity for upgrades to the heritage item such that there will be an adverse impact on the heritage significance of a heritage item.

C.09 New uses for heritage items resulting from new development must not adversely affect the amenity of a heritage item for users.

C.10 Those parts of a new development that form the backdrop to a heritage item must be designed so that the visual prominence of a heritage item is retained and, preferably, enhanced. A discordant visual relationship is not acceptable.

C.11 The modulation, proportions and rhythm of the design of development in the vicinity of heritage items must respond to the scale and visual character of heritage items.

C.12 New buildings must not use imitation period details as a device to try and blend with historic places.

C.13 The existing ground plane of a heritage item and its immediate setting must be retained. Heritage items must not be visually isolated by changes in ground planes.

C.14 Where flood risk management requires raised levels, a sufficient extent of existing ground plane must be retained around the heritage item in order to ensure an appropriate setting, including the deep soil area of any trees.

C.15 Where original ground levels have been raised such that they detract from the setting of a heritage item, original levels must be reinstated.

C.16 Materials, finishes and colours for new developments must make a positive contribution to the heritage values of a heritage item and its setting, and must not be visually intrusive.

C.17 New developments must seek to preserve historic setback patterns if this conserves and enhances the heritage values of the place.

C.18 Setbacks for new development must be sufficient to provide a heritage item with a surrounding space of appropriate scale. The height and bulk of a proposed new building in relation to the scale of heritage items and conservation areas must be considered in determining appropriate setbacks.

C.19 Setbacks must ensure views to and from a heritage item are protected, and enhanced where they have been lost.

C.20 Landscape features that contribute to the heritage values and setting of a heritage item and conservation area must be retained and enhanced. In the case where existing trees contribute to the heritage values and setting of a heritage item and conservation area, a deep soil area beyond the perimeter of the tree canopy must be retained to the satisfaction of Council, and a basement must not be built below this area.

C.21 In the case of an historic house, a landscape area, preferably deep soil, large enough for trees with spreading canopies taller than the roof of the house, must be provided behind and at the side of the building in order to convey the original detached nature of the dwelling and a garden setting. The landscaping in front of the house, including a front fence if appropriate, must be designed to enhance the heritage values of the house.

C.22 Signs must be located appropriately in relation to the architectural design of the façade and in locations where they were traditionally placed e.g. in recessed panels designed to contain signage. Signs must not conceal architectural features or details which contribute to the significance of the heritage place.

C.23 Signage adjacent to a heritage item must not obscure or adversely affect the setting of the heritage item.

6.4 DEMOLITION

Demolition of heritage items or contributory buildings in conservation areas is not supported, nor is the retention of only the façade of a heritage item. Demolition of parts of a building that have little or no significance is acceptable so long as the replacement development does not have an adverse impact on heritage values.

Objectives

O.01 Ensure heritage items and contributory properties in conservation areas are retained.

O.02 Ensure components of a heritage item or conservation area that contribute to the heritage values of the place are retained and conserved.

Controls

C.01 Heritage items and contributory properties in conservation areas must not be demolished or destroyed through neglect. The poor structural or aesthetic condition of a heritage item or contributory building will not be considered justification for permitting demolition.

C.02 Components of a heritage item and a conservation area that contribute to the heritage values of the place must be retained and conserved.

C.03 The three dimensional form of the primary part of a heritage building and any significant part of the building, including its roof, must be retained. The retention of only the façade of a heritage item is unacceptable under any circumstance.

C.04 Heritage items must not be dismantled with the intention of reassembling following building works or relocating on a new site. Heritage items must remain insitu, and the methodology for the protection of the heritage item and any landscape components that contribute to its heritage values, during construction works included in the heritage impact statement.

6.5 AMALGAMATION OF LOTS

The majority of sites in the City Centre will require amalgamation before redevelopment becomes viable or appropriate. However, the ability of sites to be amalgamated is not the only criteria as to whether a development may be suitably accommodated on a site. New developments must seek to recognise heritage items as vital parts of a rich urban fabric.

The historical pattern of the grid of Parramatta City Centre is characterised by small lots. Some amalgamations have the potential to significantly prejudice the potential for an appropriate relationship between new development and a heritage item, simply because of an unsuitable site shape, dimension and/or configuration that cannot be overcome by design solutions. In some cases, all proposed options for a site may in fact be inappropriate, with some sites simply unable to accommodate a proposal of a certain size, and further amalgamation may be required to provide an appropriate setting for a heritage item. The direction in which amalgamations occurs may also have a determinative effect on the future urban form.

Objectives

O.01 Prioritise heritage conservation considerations in assessing developments that amalgamate heritage sites.

O.02 Ensure developments respect the primary street address of a heritage item and, where appropriate, maintain the legibility of the historic lot boundary.

O.03 Ensure that amalgamation does not result in an adverse impact on the relationship of a heritage item to its historic and visual context.

Controls

C.01 Amalgamation must not result in the isolation of a heritage item from its immediate surroundings nor diminish its ability to contribute to the streetscape. Some sites may require further amalgamation before a development may become appropriate in heritage terms.

C.02 Any new development that affects a heritage item must ensure an appropriate setting is maintained or created to conserve the significance of that item. Where an inappropriate relationship is found to exist between the existing and proposed developments, further amalgamation may be required to achieve an appropriate outcome.

C.03 Where the sites of a number of adjacent heritage items are amalgamated, developments with podiums must respond to their setting so as to not conceal the historic subdivision pattern. Long, linear podiums that conceal street rhythm are not acceptable and must instead be designed to conserve the existing streetscape pattern and rhythm.

C.04 Development must not visually join together historic buildings which were historically separate items.

C.05 The primary street address of a heritage item must be maintained as well as an understanding of its historic context.

6.6 DEVELOPMENT TO BENEFIT A HERITAGE ITEM

Any development that derives benefit from a heritage item (such as gained floor space or reduced setbacks) must in turn benefit that heritage item.

Some historic buildings have been subject to insensitive alterations, which may have resulted in an altered building form, colour, or street presence. In many cases, the actual historic nature of the building may be totally disguised. Previous unsympathetic changes should be remedied where the opportunity exists.

An important way of conserving a heritage building is for it to have a viable use. The best use for a building is usually the one for which it was built. Where this is not possible, a use which requires minimal alterations should be found. Where a viable use is not able to be found, it is preferable for a building to be "mothballed" temporarily rather than have alterations carried out that result in significant loss of original fabric.

Heritage items may require to be upgraded to meet contemporary building standards. Upgrades must be undertaken in a way that conserves the maximum significance of the heritage item.

In order to create a positive relationship between new development and a heritage item, the particular properties of a proposed material must be considered, and whether such a choice of materials and colours will compliment or adversely impact the heritage significance of a place or item or its setting.

Landscaping, in particular trees, can play an important role in providing a sympathetic scale in the immediate vicinity of a heritage item or conservation area, and to visually "soften" the hard edges of surrounding built form.

Objectives

O.01 Ensure that the heritage values of a heritage item are conserved and enhanced.

O.02 Ensure that advantages and incentives to development obtained by its relationship to a heritage item benefits the heritage conservation of the item.

O.03 Ensure that the recovery of the authenticity of a heritage item, and the minimisation of changes to heritage significant fabric, spaces and landscaping, is given priority in the site planning and design of development proposals.

O.04 Building upgrades required to meet contemporary building standards are undertaken in a way that avoids adverse heritage impacts.

O.05 Ensure that changes are sympathetic to the heritage item and additions connect to the heritage item in a way that is considered and respectful.

O.06 Ensure that existing landscape features which contribute to the heritage values of a place are retained and enhanced.

O.07 Ensure that new landscaping enhances the setting of a heritage item.

Controls

C.01 Any development that derives an advantage from a heritage item must bestow a conservation benefit on the heritage item. The nature of this benefit must be agreed with Council.

C.02 Priority must be given to uses that require no change to significant fabric and spaces, or only minimal change, in order to help conserve the character, significant fabric, spaces, and setting of a heritage item.

C.03 Development must enhance a heritage item by removing unsympathetic alterations and additions and reinstating missing details, building and landscape elements, and original internal spaces.

C.04 Modifications to original fabric, spaces and landscaping must be negligible or limited. Change to significant fabric, landscape elements, or spaces must be minimised by locating new work away from these components.

C.05 Additions must be joined to a heritage item in a way which allows the form and important components and details of the heritage item and its setting to be retained.

C.06 Repairs and alterations to the historic section of buildings must use traditional techniques and materials unless alternative techniques and materials can offer substantial conservation benefits. Relevant information, including detail drawings, must be provided with the development application.

C.07 Building upgrades must be designed to complement the character of a heritage item. New elements associated with building upgrades must be located on parts of the building that are new, or have experienced change, and must be discretely located so as to have limited visibility.

C.08 Colour schemes must have a hue and tonal relationship with traditional colour schemes appropriate to the period and style of the building in order to ensure significance is enhanced. Or the original colour scheme, if known, can be reinstated.

C.09 Original face brickwork and sandstone must not painted, rendered or re-skinned.

C.10 New landscaping designed to enhance the setting of a heritage item must be an integral component of new development. New landscaping must incorporate trees with spreading canopies behind and around heritage items where these items were originally set in a garden, or where trees would enhance the setting by providing a visual "break" between the heritage item and the new development. The soil areas for new trees and other plants must be set level with the ground plane around the heritage item and not in raised planters.

C.11 Existing signage that is deemed to have heritage value must be retained and repaired, and not altered or obscured, including historic painted signage.

C.12 A detailed schedule of conservation works must be prepared for heritage items and submitted with the development application.

6.7 Interpretation

In some instances, on-site interpretation is a good means of communicating the heritage significance of a heritage item. However, interpretation needs to be carefully considered and installed.

Interpretive opportunities may include new features or reconstructions (such as the creation of a garden, or the re-opening of a doorway) or responses to archaeological evidence (such as the acknowledgement of earlier footings in a new paving design). Care must be taken in the interpretation of a place to ensure that the interpretation itself does not detract from the significance of the place.

Objectives

O.01 Utilise interpretation in order to assist in the understanding of the heritage significance of a place.

Controls

C.01 Interpretation must not be considered as a satisfactory alternative to the retention of an item.

C.02 Interpretation must be consistent with an appropriate Heritage Conservation Management Plan or other relevant policy guidelines for the item.

C.03 Interpretation must not reduce or obscure the heritage significance of the item or place.

C.04 Interpretation must be installed with no damage or impact to significant building fabric, and must be reversible.

C.05 The appropriate treatment of a heritage item's fabric, spaces and setting must be used as a means for the interpretation of each of the significant values of the item.

C.06 Important archaeological features of the site must be interpreted.

C.07 An interpretation plan must be submitted with any development application that includes works to a heritage item or is located on the site of a heritage item.

DRAFT

7 FLOOD RISK MANAGEMENT

Parramatta CBD sits in the floodplain of both the Upper andLower Parramatta River Catchments, Clay Cliff Creek and other tributaries. The City is prone to mainstream (or river) flooding events and local overland flow flooding. All of this is 'flash flooding' with short warning times for building occupants and people in the streets and public spaces.

This section of the DCP provides the guidance for early consideration of integrated built form solutions that address flood risk, flood safety and good design.

For many sites, conventional (horizontal) evacuation of a building during a flood event is suitable.For sites where this is not possible, taking refuge within buildings above the Probable Maximum Flood is required. This is termed 'Shelter in Place'. This DCP explains how these alternatives are pursued for new and upgrading development.

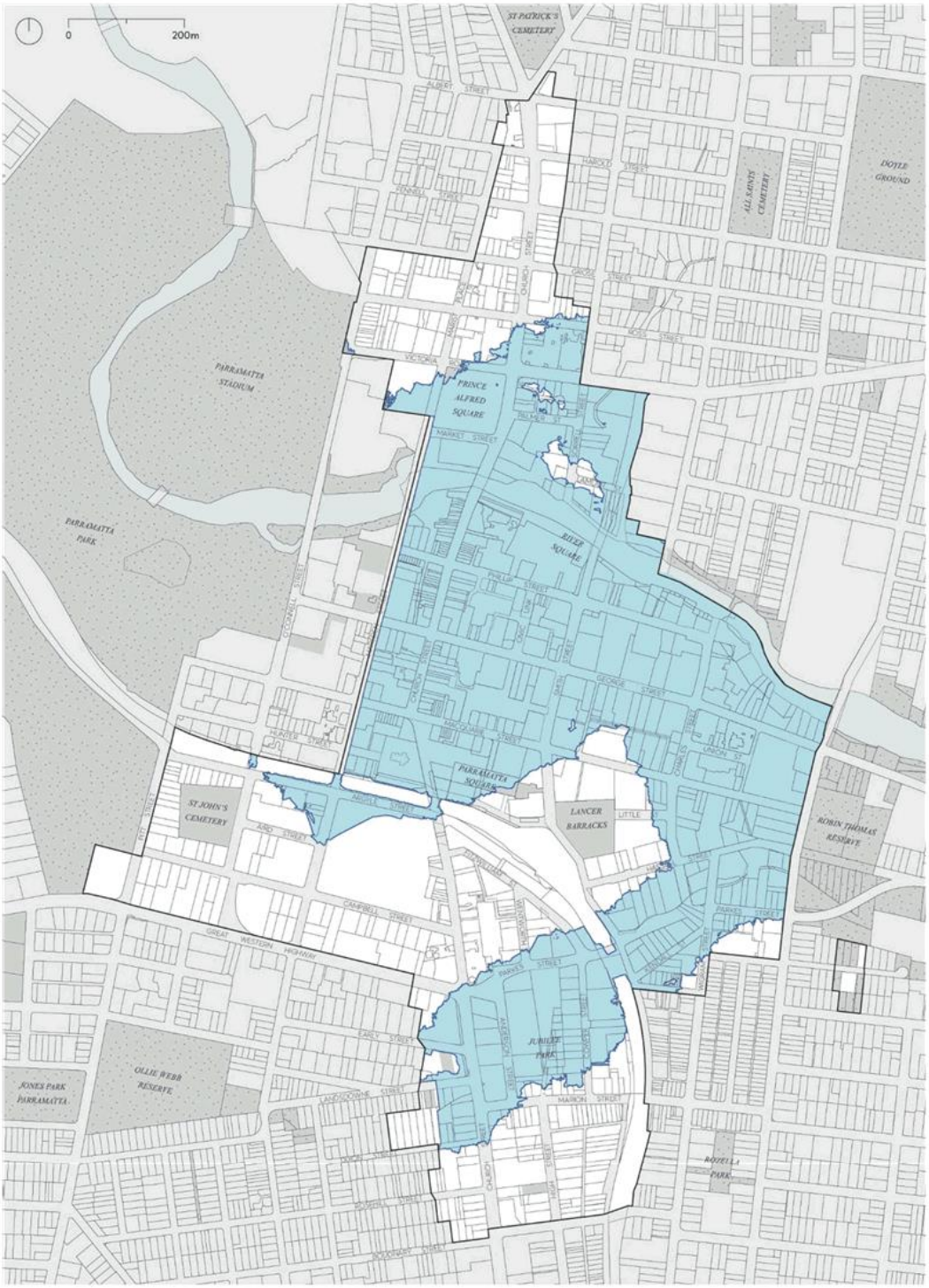
The controls within this section of the DCP apply to flood prone land in the Parramatta CBD identified as being within the 'Floodplain Risk Management Area' on the Floodplain Risk Management map in Parramatta Local Environmental Plan 2011.

This section of the DCP should also be read in conjunction with:

- Section 2.4.2.1 of Parramatta DCP 2011and where there is an inconsistency between this section and other parts of the DCP, this section prevails. Refer also to Section 3.5.2 'Flood Affected Sites'.

- Council's Floodplain Risk Management Policyand Plan which have been created as required by the NSW Flood Policy and NSW Floodplain Development Manual.[1]

[1] A word or expression used in this Section of the DCP has the same meaning as it has in the Floodplain Development Manual (ISBN 0 7347 5476 0), published in 2005 by the NSW Government, unless it is otherwisedefined in this DCP.



FLOODPLAIN RISK MANAGEMENT AREA

Figure CH7.01XX

Objectives

O.01 The flood environment, its risks and consequences are to be understood and responded to accordingly.

O.02 Levels of flood risk and threats to personal safety and property present for particular developments are to be minimised or significantly reduced with appropriate responses to this environment.

O.03 Council is to provide direction, guidance and regulation for the safe and sustainable development on all land affected by flooding.

O.04 Buildings and the uses they contain are to be compatible with the identified flood risk.

O.05 Early site planning and consideration of flood conditions is essential to achieve an integrated flood response that manages flood risk and provides optimum developmentdesign outcomes and interface with the public domain.

O.06 Adequate, safe flood conveyance and management of floodwaters is to be achieved, while providing for the rehabilitation, conservation and embellishment of floodways andother flood affected lands where appropriate.

Controls

C.01 Flood Hazard Modelling and hazard, risk and safety assessments for all development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use is to address the PMF and floods greater than the 1% Annual Exceedance Probability (AEP) as part of the Development Application (DA), particularly where there is a potential risk to life.

C.02 Where this information is available, Council requires an Applicant to make a Flood Information Enquiry. The information supplied to an applicant via a Flood Information Enquiry will form the basis of the DA flood assessment.

C.03 In some cases, Council may require an applicant to prepare an additional flood study, for example for special local conditions, or if the proposed development is of a form or type that requires more site-specific flood modelling. Where Council requires an applicant to submit an additional flood study, the applicant must useparameters provided by Council to prepare the flood study.

DRAFT

7.1 ASSESSMENT AND MINIMISATION OF FLOOD HAZARDS, RISKS AND POTENTIAL FOR HARM

Risk and Merit Assessment

The NSW Floodplain Development Manual (FPDM) requires councils and consent authorities to adopt a 'risk-based approach' to floodplain development and mitigation of potential harm. This isbased on a 'merit assessment'. The FPDM sets out guidelines for this process and Council follows this approach.

The FPDM defines merit approach as:

"The merit approach weighs social, economic, ecological and cultural impacts of land use options fordifferent flood prone areas together with flood damage, hazard and behaviour implications and environmental protection and well-being of the State's rivers and floodplains.

"The merit approach operates at two levels. At the strategic level it allows for the consideration of social, economic, ecological, cultural and flooding issues to determine strategies for the management of future flood risk which are formulated into Council plans, policy and Environmental Planning Instruments (EPIs).At a site specific level, it involves consideration of the best way of conditioning development allowable under the floodplain risk management plan, local flood risk management policy and EPIs. "

"Risk of harm" is the product of likelihood and consequence. The likelihood is usually 1% AEP; and the consequence or harm describes the impact of the flow of floodwaters on people, property, buildings etc and the environment. Development proposals thatsignificantly increase risk of harm to occupants and other people, or to property within or off the development site, or to the environment will not be supported.

Hazard or 'hydraulic hazard' describes the behaviour of floodwaters and particularly the amount of flow, the extent, velocity and depth of that flow. This is primarily modelled for 1% AEP floods but may also be required for PMF conditions particularly in regard to shelter in place planning and for risk assessment of 'sensitive' and 'critical' uses.

The hazard categories H1-H6 briefly describe these impacts (see below) and shows the relationships between floodwater velocity and depth and consequent hazard for each level. Thismethodology also summarises the risk of harm for each hazard level.

Such hazard, risk and safety assessments will underpin Development Application assessment by Council and must be adequately addressed in any DA submission affected by mainstream or overland flow flooding. Often more detailed examination of hazard, risk and potential harm for a specific site and its proposed development will be required.

Objectives

O.01 Hazard, risk and safety assessments are required to demonstrate how risk and potentialfor harm to people, property, buildings, and the environment from floodwaters will be mitigated.

O.02 A risk-based approach to floodplain development and mitigation of potential harm basedon a merit assessment consistent with the Flood Plain Development Manual (2005 or as updated) is required.

Controls

C.01 All development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use must be supported by flood hazard modelling that is:

a) based on the 'General Flood Hazard Vulnerability Curves' in Figure xx for the1% AEP flood and the PMF.

b) is assessed in terms of the following hazard categories and risks of harm:

- H1 – generally safe for people vehicles and buildings
- H2 – unsafe for small vehicles
- H3 – unsafe for vehicles, children and the elderly. This includes allfloodwaters greater than 0.5m depth.
- H4 – unsafe for people and vehicles
- H5 – unsafe for vehicles and people. All buildings vulnerable to structuraldamage. Some less robust building types vulnerable to failure.
- H6 – unsafe for vehicles and people. All building types consideredvulnerable to failure.

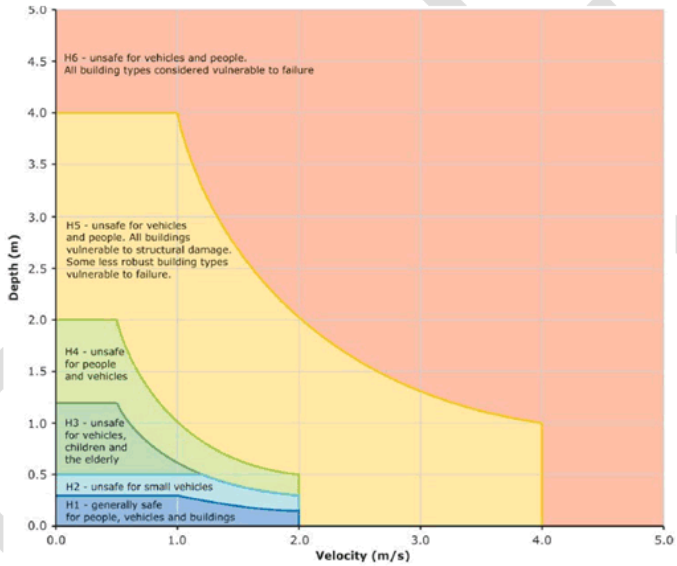


Figure x: General flood hazard vulnerability curves [2]

[2] Source: Australian Disaster Resilience Guideline 7-3 Flood Hazard (AIDR 2017)See also: Australian Rainfall and Runoff (2017, 2019)

C.02 All development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use is to be supported by a merit-based flood hazard and risk assessment that:

a) Presents evidence-based analysis of the hazard, risk and harm to occupants and those in the surrounds and demonstrates how harmful factors will be mitigated.

b) Includes information on the following aspects as necessary, to enable Council to assess risk and potential for harm.

- 1% AEP and 5% AEP flood levels, flood extents, flow rates, depths and velocities for mainstream and overland flow floods,
- PMF levels, hazard, extent and behaviour for mainstream floods (not overland flow floods),
- Modelled hydraulic hazard levels, (H1-H6), extent and behaviour for 1% AEP mainstream and overland flow floods,
- Warning times and duration of flooding,
- Available warning systems (if any),
- Characteristics and vulnerabilities of future occupants
- Likelihood of multiple storms – and multiple flood peaks,
- 'horizontal' evacuation pathways including accessibility considerations
- 'vertical' evacuation opportunities and shelter in place facilities above the PMF
- Emergency services access availability,
- Local terrain,
- The development in context, and
- The proposed
- use and occupation of the development.

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7.2 LAND USES AND BUILDING LEVELS

Objectives

O.01 Ensure the design of the building including floor levels and indoor and outdoor uses are appropriate for the flooding environment, particularly with regard to flood hazard and risks.

Controls

C.01 To achieve a safe environment for occupants within a building, residential habitable rooms mustbe set at or above the Flood Planning Level (FPL), which is the adjacent 1% AEP flood level plus a 500mm freeboard safety factor.

C.02 The following uses within a building will not be supported below the FPL:

a) Residential habitable rooms or uses, including those relying on flood gates, flood doors, barriers, crests, walls,windows or other physical barriers to exclude floodwaters up to the FPL

b) Gathering places such as places of worship and classrooms.

c) Uses such as child care centres, aged care facilities

d) Storage of valuable items including important records, archives and office files.

C.03 Indoor, non-habitable floor space and corresponding uses may be permitted below the FPL, subject to a satisfactory flood hazard and risk assessment and appropriate flood mitigation measures. Such uses may include:

a) Basement car parking and bicycle storage, with floodwaters excluded up to the PMF , . Subject to compliance with the controls in Section 3.9.

b) Plant and equipment, pumps, generators, batteries (all flood proofed as necessary if relied upon for shelter in place purpose)

c) Tanks, for water supplies, sewage holding, on site Detention, WSUD, liquid fuel, gas (all flood proofed as necessary relied upon for shelter in place purpose)

d) Loading docks, solid waste facilities, garbage and recycling transfer

e) Short stay parking, taxis, deliveries, couriers etc

f) Storage and warehousing of 'non-valuable items' will be assessed on merit.

C.04 Outdoor uses below the FPL may be permitted provided the design is flood risk responsive and will not unreasonably expose patrons to harm from high hazard conditions (Hazard Level H3 or greater). Development Applications for outdoor uses below the FPL must be supported by an effective Flood Emergency Response Plan and may include:

- Outdoor cafes, restaurants, bars
- kiosks,
- clubs,
- display areas,
- outdoor stages, cinemas and theatres.

C.05 Commercial and retail development at street level that is below the FPL within a building that occupies land subject to flooding in a PMF event may be permitted if:

a) a satisfactory flood hazard and risk assessment is undertaken and appropriate flood

mitigation measures are incorporated accordingly, and

b) the development is designed to minimise damage to property and risk to life, and

c) the development is not subject to or surrounded by high hazard flooding in the 1% AEP event, unless there is a flood free pedestrian access to a building (which could be another part of the same building) which is outside of the high flood risk precinct, and

d) any storage of goods below the FPL is only permitted where they are protected from floods up to the FPL.

C.06 Commercial and retail development within a basement below the FPL is, in general, not permitted within a building that occupies land subject to flooding in a PMF event.

C.07 Notwithstanding C 06, Council may at its discretion permit some types of commercial and retail development within a basement of a building below the FPL that occupies land subject to flooding in a PMF event if:

a) a satisfactory flood hazard and risk assessment is undertaken and appropriate flood mitigation measures are incorporated, and

b) occupants and visitors will not be subject to significant risk of harm caused by flooding at or near the site in a PMF event should any of the active flood barriers fail, and

c) the basement is capable of withstanding riverine and overland flow PMF forces including the weight of floodwaters potentially ponding in the basement should any of the active flood barriers fail, and

d) at least one access point from the basement to the shelter in place refuge is protected against a riverine PMF using passive, fail-proof barriers, and

e) the Flood Emergency Response Plan:

i. includes the information detailed in Control C.02 in Section 3.5 Flood Warning and Emergency Response Planning, and

ii. enables occupants and visitors of the development including those in the basement levels, to have direct flood-free access from the basement to the Shelter

iii. in place within the building that is above the PMF, and

iv. includes details of any physical flood exclusion measures in the development including procedures and practices for their operation, inspection and maintenance in perpetuity, and

f) building access and egress does not require people to traverse hazardous floodwaters – that is Hazard Level H3 and above in the PMF, and

g) any storage of goods below the FPL is only permitted where they are protected from floods up to the FPL.

7.3 SENSITIVE AND CRITICAL USES

Objectives

O.01 Ensure sensitive and critical uses and facilities are located away from unsafe floodconditions.

Controls

C.01 'Sensitive Uses and Facilities' and 'Critical Uses and Facilities,' as defined in Table 2.4.2.1.1of the Parramatta DCP 2011 Section 2.4.2. 'Water Management' (or as updated), are, in general, not permitted within a building that occupies land subject to flooding in a PMF event.

C.02 Council may at its discretion permit some 'Sensitive Uses and facilities' such as a centre-based child care, hospital or aged care facility within a building that occupies land subjectto flooding in a PMF event, if Council can be satisfied that:

a) occupants and visitors will not be subject to significant risk of harm caused byflooding at or near the site in a PMF event.

b) a Flood Emergency Response Plan is planned, designed and implemented in perpetuity to provide adequate refuge for shelter in place, as well as, emergency services access and evacuation of the centre or facility.

c) Building access and egress does not require people to traverse hazardous floodwaters – that is Hazard Level H3 and above in any flood between the 1% AEP and the PMF.

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7.4 FLOOD WARNING AND EMERGENCY RESPONSE PLANNING

Evacuation plans, flood warning systems and flood emergency response plans are all important elements for reducing risk of harm during a flood event. However, it necessary to recognise that flood emergency response plans *"…cannot be soley relied upon to be effective in all flood events and therefore cannot be considered to reduce the hydraulic hazard. Atbest they reduce flood risk in events where they operate effectively and as such, flood emergency response plans should not form the basis of development consent"*[3]

Objectives

O.01 Ensure flood warning and emergency response planning is undertaken for flood prone developments to assist in reducing risk of harm. This includes:

- Flood Emergency Response Plan (FERP),
- Flood warning system
- Evacuation planning (horizontal and vertical) and emergency access and Shelter InPlace

O.02 To enable Shelter In Place, or vertical evacuation as an alternative to horizontal evacuation, for certain flood affected sites, enabling appropriate development to occur, while protecting occupants during floods.

O.03 To recognise that the difficulty of evacuation and accessing the Parramatta CBD as a whole during major floods, and the extent of the PMF from Parramatta River, means that Shelter In Place is likely to be the basis for most individual Flood Emergency Response Plans for new and renewed developments in the CBD.

Controls

C.01 All development involving the construction of a new building or significant alterations to an existing building, and or intensification of a use must be supported by a FERP.

C.02 FERPs submitted with Development Applications must include:

- both warning and evacuation measures (horizontal or vertical) for all building occupants (residents, workers and visitors) that includes the most appropriate 'safeareas' and 'safe evacuation routes';
- measures to prevent evacuation from the site by private vehicle;
- the most appropriate emergency response for flood and fire events that occurtogether;
- a building flood emergency response plan, similar to a building fire evacuation drill,and measures to ensure this is tested at least annually; and
- a statement about the consistency of the submitted FERP with the FERP for the Parramatta CBD
- evidence of consultation undertaken with relevant state and local agencies in the preparation of the FERP.

C.03 Horizontal evacuation measures are preferred for all building occupants (residents, workers and visitors) where the following can be satisfied:

[3] Floodplain Development Manual page L9

a) Pedestrians can evacuate safely from a building via a flood free pedestrian access ona 'rising road' to an area of refuge located above the PMF. The evacuation pathway must not require passage through deepening floodwaters.

b) An exit from a building is provided above the PMF that is accessible internally to all occupants.

c) Address requirements for accessibility and be available for all occupants (where possible)

d) If feasible and beneficial, provide a link to a neighbouring building by means of an internal access or a bridge, connecting buildings and leading occupants to an exit above the PMF

e) Not rely on lifts, elevators etc.

f) Address access into the property during floods by Emergency Services such as SES, Ambulance, Fire and Rescue.

C.04 Where horizontal evacuation is not feasible, Shelter In Place or vertical evacuation must be provided for all building occupants (residents, workers and visitors) that offers access to a safe indoor area of refuge or 'shelter in place' above the PMF where they can remain until the flood event has passed and any subsequent disruption after the flood has been rendered safe and serviceable.

C.05 Shelter In Place or vertical evacuation measures must satisfy the following requirements:

a) Refuge shelters must be adequate and fit for purpose (size, design, equipment, supplies) and maintained as such in perpetuity.

b) Unless otherwise advised by Council, facilities must be designed for a refuge stay of at least 72 hours, with longer time periods addressed in design, equipment and provisioning.

c) It is recommended, and may in some cases be required, that large and high rise residential buildings be provided with emergency back-up power, water supply and sewerage for all residential units and common facilities including lifts. This must be provided in the context of an overarching Emergency Response Plan that includes flooding, power outages, extreme weather events and other incidents.

d) Where the building design and back-up systems enable some residents to safely remain in their own apartments for extended periods during floods, all such residents must still have access to a communal refuge area of adequate size where support from other residents and emergency supplies are available.

e) The communal safe area of refuge must be permanently provided with as a minimum:

- emergency electricity supply, and lighting,
- clean water for drinking, washing and toilet flushing,
- working bathroom and toilets,
- suitable food,
- personal washing facilities,
- medical equipment including a first aid kit,
- a battery-powered radio and relevant communications equipment.

C.06 Requirements for the communal safe area of refuge must be detailed in the Flood Emergency Response Plan supporting the DA and must address:

- Numbers of people likely to need the facility and consequent size, equipment and provisioning requirements

- Means to ensure ongoing services such as power, water and wastewater disposal, communications
- Long term maintenance as part of the building management system
- Dual use of the refuge area for other non-emergency communal functions (if practical)

C.07 All safe areas of refuge (residents own apartment or a communal area) must have:

a) fail safe access to the safe area of refuge from anywhere in the building including the basement (lift access is not allowed) that is protected from floodwaters up to the PMF by suitable flood doors, flood gates and the like; and

b) fail safe access to an exit/entry point located above the 1% AEP flood level plus 0.5m freeboard that enables people to exit the building during a fire and/or flood, and allows emergency service personnel to enter a building to attend to a medical emergency.

7.5 DEVELOPMENT IN AND NEAR FLOODWAYS, RIPARIAN ZONES AND NATURALISED CHANNELS

Objectives

O.01 Development in and near floodways, riparian zones and naturalised channels requirescareful planning and detailed design to protect occupants and people in the locality while supporting flood conveyance requirements, beneficial environmental outcomes and optimising development opportunities.

O.02 Encourage naturalisation and semi-naturalisation of concrete floodway channels andcreeks where feasible.

Controls

C.01 Design of new waterways and rehabilitation of existing waterways and creeks must maximise habitat, ecological and landscape values, both in the aquatic and riparianenvironments, while ensuring hydraulic functions are not diminished.

C.02 Development adjoining creeks and rivers must incorporate protection and conservation of riparian zones, as well as facilitating human access, amenity andpublic safety as appropriate.

C.03 Where a site adjoins a creek or river, a substantial riparian buffer zone along the fullsite frontage is likely to be required to enable the river bank to be rehabilitated andecological damage to be repaired. Any stormwater infrastructure in this zone must address this and not impact it negatively, either immediately, or in the long term.

C.04 The overall development must provide for public safety, evacuation and such mattersas bank stability and erosion control, riparian vegetation and so on.

7.6 CONTROLS FOR FLOODWAYS

Objectives

O.01 To ensure floodways are not directed within or beneath a building

O.02 To consider open-air floodways on a site.

Controls

C.01 Council will not support proposals for flood flow-through or flood storage chambers withinor beneath a new building.

C.02 Council will consider on merit the use of part of the ground level building footprint for anopen-air overland flow path or floodway, provided that:

- The floodway within and beyond the footprint is designed and maintained for publicsafety and risk management.
- Flood hazard conditions are effectively managed to minimise risks to public safety.

C.03 Any cantilever building element (excluding any structural support columns or similar) must have a minimum 4 metre clearance above the ground surface level of the overland flow path throughout the site to enable a landscaped open space to be created. The landscaped open space must:

- be designed for low intensity and low risk pedestrian activities, recognising this islikely to be a site of 'high hazard' flash flooding;
- create a positive and safe experience for pedestrians;
- promote activity, connectivity and variety in the public domain;
- be designed having regard to aspect, height and proportions;
- be designed in conjunction with street levels to facilitate step-less access; and
- be provided with 'deep soil' and planted with appropriate tree and shrub species thatare satisfactory to Council for this context.
- The horizontal extent of any overhang is subject to Council approval and UrbanDesign requirements.
- Undercrofts are generally not supported.
- The cross sectional area and width of the floodway within the building footprint is lessthan the area and width of the floodway beyond the footprint.

C.04 A floodway or flow path adjacent to a building must not be obstructed by permanent design elements such as walls, stairs, ramps etc. Building support columns may be acceptable. Trees and 'soft landscape', appropriate surface treatments, including paving and ground cover, may be permitted, subject to Council approval.

C.05 Seating, tables, and small structures such as kiosks, coffee carts and market stalls may be permitted in a floodway if they are designed for public safety and do not significantly obstruct the floodway, and must satisfy the following:

- Such structures may be designed to collapse in floods provided they do not generate significant or hazardous debris in doing so.
- Each structure must be structurally able to withstand flooding for both the FPL and full immersion conditions, allowing for waterborne debris, hydrostatic and hydro- dynamic forces, flotation and scour. 'Withstand' may include as an alternative the ability of the structure to safely collapse without generating significant debris. 'Withstand' also includes presenting a minimum vertical surface area and maximum permeability to the moving floodwaters and associated debris. The structures may begiven external protection such as with large, deep rooted trees – but this must be justified structurally and arboriculturally.
- must be constructed with flood compatible materials and construction methods and services such as power lines, telecoms must be waterproofed.
- Such structures are not to be 'habitable' rooms, as defined by the Floodplain Development Manual, and must not be used for the storage of valuable items including important records. (Note bicycle storage is acceptable. Kiosks may be acceptable provided they do not create 'habitable' rooms, store valuable items, or significantly increase risk to the public and occupants.)
- As these structures are not habitable rooms/floors, there is no minimum floor level.

7.7 CONTROLS FOR PARRAMATTA RIVER BANK AND FORESHORES

Objectives

O.01 Parramatta River bank and foreshores require special consideration given its combinationof high flood risk, high public use and environmental values.

O.02 Careful design of Parramatta River bank and foreshores in the CBD is required toreconcile potential conflicts arising from 'high hazard floodway' conditions while encouraging public domain use and activation.

Controls

C.01 Design must provide for effective flood warning and evacuation pathways must besuitable for the frail, disabled and other vulnerable people.

C.02 Buildings and infrastructure must be minimal and appropriate for this severe environmentthat is regularly flooded.

C.03 'Habitable rooms' (as defined in the Floodplain Development Manual) must not be developed in such high hazard inundated areas – but some non-habitable facilities such as kiosks may be acceptable if designed appropriately. For further requirements refer elsewhere in this DCP regarding building in or near floodways.

7.8 CAR PARK BASEMENTS IN FLOOD PRONE AREAS

Objectives

O.01 Ensure the risks associated with car park basements in flood prone areas are adequately mitigated.

Controls

C.01 Council will only allow basement car parking in flood prone land if the proposal demonstrates:

a) effective floodproofing and flood exclusion of the basement against all floods up to the PMF; and

b) adequate safety for occupants of the basement and building including a flood free vertical evacuation path to a safe refuge above the PMF; and

c) consistency with other Council objectives (such as traffic management).

C.02 To seek to demonstrate the appropriateness of a basement car park within a flood prone area, the following details must be included as a minimum in the Development Application,

a) Demonstration that high hazard floodwaters (H3 or greater) will not occur in a 1%AEP event in the area adjacent to the driveway.

b) The basement must be protected from the ingress of floodwater by passive measuresat least up to the flood planning level. These measures are likely to include provision of a driveway crest at or above the flood planning level with associated wing / or bund walls to this level to prevent floodwaters flowing into the basement.

c) The basement must be protected from the ingress of floodwater via the driveway up to the Probable Maximum Flood level. These measures are likely to include provision of a self-triggering and self-powered flood gate at or near the driveway crest that reaches the level of the PMF, together with corresponding wing wall bunds etc. to thesame PMF level.

d) The basement must be protected from the ingress of floodwater via stairwells and other openings up to the Probable Maximum Flood level. These measures are likely to include a combination of a self-closing flood doors, flood gates and bund walls. Flooddoors may also be fire doors.

e) Provision of flood-free escape stairs from the basement up to a place of refuge withinthe building above the PMF level with adequate facilities for users during and after a flood.

f) Provision of adequate car parking for the disabled and an escape path that can befollowed to safety.

g) Submission of a comprehensive Flood Emergency Response Plan incorporating all of the above.

C.03 The Building Management System and Plan for the development must include all necessary measures to maintain, test and operate the flood protection devices including flood gates, doors and barriers, flood sensors, flood refuges and FERP.

C.04 Subject to other controls, automatic 'stacker' car parks may be acceptable in that they substantially reduce the likelihood of people being in the basements and needing to escape from them.

Glossary

Annual Exceedance Probability AEP % per annum - likelihood or probability of a specific flood occurring in any given year.

5% AEP (formerly 1 in 20-year flood) is a statistical event to describe a flood of this size or greateroccurring in any given year.

1% AEP - (formerly 1 in 100-year) flood is a statistical event (1% Annual Exceedance Probability) to describe a 1% chance of a flood of this size or greater occurring in any given year.

PMF – The Probable Maximum Flood (PMF) is the largest flood that can be predicted at a particular location, usually modelled from the probable maximum precipitation (PMP rainfall). ThePMF defines the extent of flood prone land, that is, the floodplain.

Flood Hazard – A combination of velocity and depth of floodwaters that generates varying degrees of unsafe conditions and risks for people and property now categorised as H1-H6 where H3 and above are unsafe for people.

Flood Planning Level (FPL) – is the level of the governing 1% AEP flood event plus 500mm freeboard. The governing 1% AEP flood is the higher of the mainstream (river or creek) flood leveland the overland flow flood level. The freeboard is a fixed safety factor which allows for modelling variation and factors such as waves and turbulence. It does not include an allowance for Climate Change.

Flood prone land – is land susceptible to flooding by a PMF event.

Climate Change is currently predicted to increase both rainfall intensity and tidal levels and must be considered in flood risk assessment.

Flash floods – Occurs when floods reach an area less than two hours after heavy rainfall. Parramatta River and its tributary creeks are subject to flash flooding.

Mainstream Flooding (or Riparian or Fluvial Flooding) – increased flow in major and minor rivers, creeks and tributaries causing a rising water level wave that usually overtops the banks. In Parramatta this is all flash flooding.

Overland flow flooding (or Pluvial Flooding) – Water that runs across the land after rainfall, before it enters a mainstream waterway. Overland flow is normally generated by intense rainfall in a localised catchment and is also flash flooding.

SES Emergency Response Classification - determined by the SES according to the impact a flood may have in a certain area based on operational issues of evacuation, resupply and rescue.

The Flood Planning Level is the 1% AEP flood level plus 0.5m freeboard safety factor.

The Flood Planning Level is the required minimum finished floor level of all habitable rooms.

The FPL is the higher of the river or creek mainstream flood level, or the local overland flow flood level - plus 0.5m freeboard in both cases.

The PMF is modelled only for river or creek flooding, not from overland flow flooding. Freeboard is not required for the PMF.

Resources and References:

Floodplain Risk Management Plan and Policy - City of Parramatta Council, Floodplain Risk Management Committee, 2021

Parramatta DCP 2011

Parramatta LGA Flood Study 2022 (in progress)

Parramatta LGA Flood Studies, Upper and Lower Parramatta River 2005, Duck Creek 2012 etc

Risk Management – Principles and Guidelines (International Organization for Standards, 2009). ISO 31000:2009

National Emergency Risk Assessment Guidelines Australian Disaster Resilience Handbook 10 - (NERAG) AIDR 2015,

Managing the floodplain a guide to best practice in flood risk management in Australia The Australian Institute for Disaster Resilience Commonwealth of Australia, 2017, 3rd Edition Handbook m7 and 2020

Australian Rainfall and Runoff: A Guide to Flood Estimation, Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, Geoscience Australia, Australia, 2016, 2017, 2019

NSW Flood Prone Lands Policy and Floodplain Development Manual 1985, 2005 – (currently being updated)

Public Domain Framework, City of Parramatta 2012;

Best Practice Urban Design in Flood Prone Areas, City of Parramatta 2021

Update of Parramatta Floodplain Risk Management Plans by Molino Stewart Pty Ltd February 2016 (Draft Version 5)

Reducing Vulnerability of Buildings to Flood Damage – Guidance on Building in Flood Prone Areas. Hawkesbury-Nepean Floodplain Management Steering Committee (HNFMSC), June 2006

8 ENVIRONMENTAL SUSTAINABILITY

Sustainability and infrastructure studies undertaken for the Parramatta CBD found that the predicted CBD growth under the development as usual scenario will result in:

- 3 x increase in energy and water demand,
- 4 x increase in sewer loads.

This will increase greenhouse gas emissions, place increasing pressure on our energy, water and sewer infrastructure, and lock households and businesses in to higher than necessary utility costs.

The temperature increases already experienced in Parramatta, and the densification of the CBD (less pervious surfaces, vegetation and trees, and increase in built form) mean that urban heat impacts will also increase as our city grows.

To limit the impact of this growth, it's important to design and build environmentally sustainable buildings that reduce energy and water use, greenhouse gas emissions and urban heat.

8.1 HIGH PERFORMING BUILDINGS

High energy and water performing buildings require development standards to be materially better than the national minimum regulated standards. To deliver high performing buildings in Parramatta CBD, a Best in Market approach has been adopted in the LEP, whereby specified non-residential development is required to perform within the top 15 percentile of similar existing building performance across Greater Metropolitan Sydney.

This approach reflects genuine best practice for energy and water performance, benchmarked in the NABERS performance databases, and ensures the requirements are technically and commercially feasible. The dynamic calibration of the best in market requirements, updated through the LEP, will ensure the currency of the target and delivery of high performing new development.

Objectives

O.01 Encourage high performing building design (namely the built form, layout and services) ofoffice premises, large-scale retail premises, hotel or motel accommodation, serviced apartments, residential flat buildings and mixed-use development that minimises the consumption of energy and water.

Controls

C.01 Verification of the LEP High Performing Building requirements (3a) must be evidenced bya National Australian Built Environment Rating System (NABERS) Commitment Agreement(s) for the development at the necessary level of performance.

8.2 DUAL WATER SYSTEMS

Objectives

O.01 Increase resilience and water security by providing an alternative water supply to buildings.

O.02 Reduce the technical and financial barriers to upgrading buildings to connect to futurenon-drinking water supply infrastructure.

O.03 Support the growth infrastructure requirements for the Greater Parramatta OlympicPeninsula.

Controls

C.01 All development involving the construction of a new building or significant alterations to an existing building must install a dual water or reticulation system to support the immediateor future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption or cost.

To facilitate this, the dual reticulation system is to have:

a) One reticulation system servicing drinking water uses, connected to the drinkingwater supply, and

b) One reticulation system servicing all non-drinking water uses, such as toilet flushing, irrigation and washing machines. The non-drinking water system is to beconnected to the rainwater tank with drinking water supply backup, until an alternative water supply connection is available. The non-drinking system is to be provided with a connection point adjacent the street boundary for easy connection to a future district non-drinking water supply.

c) Metering of water services is to be in accordance with the Sydney Water *Multi- level individual metering guide Version 9: June 2020*. Individual metering of the non-drinking water service is optional.

8.3 ALL ELECTRIC BUILDINGS

Buildings built today will be around for the next 50-100 years. Moving away from buildings that use on-site combustion of fossil fuels to power appliances is a key strategy for buildings to reduceemissions from the increasingly renewable grid supplied electricity, and transition to a low carbonfuture. All electric buildings also reduce construction and operating costs through the elimination of gas pipes and metering and ongoing connection and usage charges, as well as providing enduring health benefits to occupants.

Objectives

O.01 Reduce the combustion of fossil fuels through electric only connected new buildings, that benefit from the progressive greening of grid supplied electricity in NSW.

O.02 Reduce indoor air pollutants associated with the onsite combustion of gas to improve air quality for occupants.

O.03 Operational cost savings to occupants through the avoidance of gas connection and ongoing connection charges.

O.04 Reduction in need for utility cabinets in the street and on street walls.

Controls

C.01 All new buildings are to use only electricity (grid provided and on-site renewables) for all energy requirements associated with normal operations.

C.02 Where it is demonstrated that the intended use of the building requires a process or equipment that is not able to be served by electricity, fossil fuels may be provided to service that service only. Evidence shall be provided with the application of market testing and equipment supplier advice to confirm that an electricity powered alternative is not technically possible.

8.4 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

The transition to electric vehicles and the phasing out of fossil fuel use are key strategies to reduce emissions and move to a low carbon future. The following controls aim to provide the essential infrastructure for vehicle charging that will future proof the buildings and ensure residents can easily transition to electric vehicles. Without essential infrastructure, the future installation of charging facilities by an apartment owner can be much more expensive and, in some cases, technically impossible.

Objectives

O.01 Realise the positive benefits of increased electric vehicle adoption on urbanamenity including air quality and urban heat.

O.02 Ensure new development in Parramatta provides the necessary infrastructure tosupport the charging of electric vehicles.

O.03 Minimise the impact of electric vehicle charging on peak electrical demandrequirements.

Controls

The following Electric Vehicle (EV) technical terms are used:

EV Ready Connection is the provision of a cable tray and a dedicated spare 32A circuit provided in an *EV Distribution Board* to enable easy future installation of cabling from an EV charger to the *EV Distribution Board* and a circuit breaker to feed the circuit.

Shared EV Connection is the provision of a minimum Level 2 40A fast charger and Power Supply to a car parking space connected to an *EV Distribution Board*.

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods. This will ensure that the impacts of maximum demand are minimized, and that increases to electrical feed sizes are not required. To deliver this, the distribution board will be complete with an *EV Load Management System* and an active suitablysized connection to the main switchboard. The distribution board must provide adequate space for the future installation (post construction) of compact meters in or adjacent to the distribution board, to enable the body corporate to measure individual EV usage in the future.

EV Load Management System is a system capable of:

a) reading real time current and energy from the electric vehicle chargers under management

b) determining, based on known installation parameters and real time data, theappropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.

c) scale to include additional chargers as they are added to the site over time.

C.01 All multi-unit residential car parking must:

a) Provide an EV Ready Connection to at least one car space for each dwelling.

b) Provide EV Distribution Board(s) in of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.

c) Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50m from the parking bay to connect.

d) Identify on the plans submitted with the DA the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a Future EV connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cables trays and EV Distribution Board (s) when designing in other services.

C.02 All car share spaces and spaces allocated to visitors must have a Shared EV connection.

C.03 All commercial building car parking must

a) Provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.

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8.5 URBAN COOLING

Urban heat or the Urban Heat Island effect refers to the higher temperatures experienced inurban areas compared to rural or natural areas. Urban heat impacts our communities, businesses and natural environment in many ways, including increase demand for electricityand water, a less comfortable public domain for pedestrians and associated health impacts.On average, Parramatta experiences more frequent hotter days than Sydney average (Australian Bureau of Meteorology).

As more development occurs in the Parramatta Local Government Area, the build-up of heat inthe environment occurs through trapping of radiation in street canyons, increased hard surfaces, reduced vegetation, and heat rejection from buildings surfaces and air conditioning units. The build-up of heat is compounded as more dense urban environments reduce the amount of heat able to be removed by wind and re-radiation to the night sky, extending the period of discomfort.

This section of the DCP provides controls which aim to cool and remove heat from the urban environment at the city and local scale. These are innovative controls based on Australian and international evidence on cites and the urban heat island effect. The controls address the:

- reflectivity of building roofs, podiums and facades;
- reduce the impacts of heat rejection sources of heating and cooling systems;
- green roofs or walls.

The following complementary controls contained in the DCP assist with the reduction of urbanheat:

- encouraging laminar wind flows and reducing turbulence through the Setbacks aboveStreet and Lane Frontage height controls (refer built form section);
- vegetation and retention of soil moisture through Water Sensitive Urban Design (insertsection);
- street trees and vegetation in the public domain (insert section);
- well-designed Landscaping and Green Roofs and Walls; and
- awnings on streets (ref Public Domain).

Solar heat reflectivity should not be confused with solar light reflectivity, as these are distinctlydifferent issues. Solar heat contributes to urban warming and solar light reflectivity can be thecause of glare, which is covered in ref ESD section 8.11.

These controls do not consider energy efficiency or thermal comfort within buildings. These important issues are dealt with in other controls, State Environmental Planning Policies and the National Construction Code.

The following technical terms are used as part of controls in this section of the DCP:

Solar heat reflectance is the measure of a material's ability to reflect solar radiation. A 0% solar heat reflectance means no solar heat radiation is reflected and 100% solar heat reflectance means that all of the incident solar heat radiation is reflected. In general, lighter coloured surfacesand reflective surfaces such as metals will have typically higher solar heat reflectance, with dark coloured surfaces or dull surfaces will typically have lower solar heat reflectance. External solar heat reflectance measured at the surface normal (90 degrees) is used in these controls.

Solar transmittance is the percentage of solar radiation which is able to pass through a material. Opaque surfaces such as concrete will have 0% solar transmittance, dark or reflective glass may have less than 10%, whilst transparent surfaces such as clear glass may allow 80 to 90% solar transmittance.

Solar Reflectance Index (SRI) is a composite measure of a materials ability to reflect solar radiation

(solar reflectance) and emit heat which has been absorbed by the material. For example, standard black paint has a SRI value of 5 and a standard white paint has a SRI value of100.

Reflective Surface Ratio (RSR) is the ratio of reflective to non-reflective external surface on any given façade.

Reflective surfaces are those surfaces that directly reflect light and heat and for the purposes ofthis DCP are defined as those surfaces that have specular normal reflection of greater than 5% and includes, but is not limited to, glazing, glass faced spandrel panel, some metal finishes and high gloss finishes.

Note: for calculation in Table 1 and Table 3, RSR is to be expressed as a percentage between 1 and 100.

Non-reflective surfaces are those surfaces that diffusely reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of lessthan 5%.

Maximum External Solar Reflectance is the maximum allowable percentage of solar reflectance for the external face of a Reflective Surface. The percentage of solar reflectance is to be measureat a normal angle of incidence

Objectives

O.01 Reduce the contribution of development to urban heat in the Parramatta LocalGovernment Area; and

O.02 Improve user comfort in the local urban environment (communal/private open space and the publicdomain).

8.5.1 ROOF SURFACES

Objectives

O.01 Reflect and dissipate heat from roofs and podium top areas;

O.02 Improve user comfort of roof and podium top areas.

Controls

C.01 Where surfaces on roof tops or podiums are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:

a) Be shaded by a shade structure;

b) Be covered by vegetation consistent with the controls under Section 8.5.4 GreenRoofs or Walls;

c) Provide shading through canopy tree planting, to be measured on extent of canopycover 2 years after planting.

C.02 Where surfaces on roof tops or podiums are not used for the purposes of private or public open space, for solar panels or for heat rejection plant, the development must demonstrate

the following:

a) Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or

b) 75% of the total roof or podium surface be covered by vegetation; or

c) A combination of (a) and (b) for the total roof surface.

8.5.2 FACADES

Objectives

O.01 Minimise the reflection of solar heat downward from the building façade into communal/private openspace or the public domain.

Controls

C.01 The facades must demonstrate a minimum percentage of shading calculated on the 21 December and evidenced with the provision of shadow diagrams with the development application. The time and extent of shading required for each façade orientation is detailed in the Technical Requirements UHI façade shading.

C.02 Shading may be provided by:

a) External feature shading with non-reflective surfaces;

b) Intrinsic features of the building form such as reveals and returns; and

c) Shading from vegetation such as green walls that is consistent with the controls insections 4.4 The Street Wall and 7.9 Green Roofs or Walls.

C.03 Where multiple reflective surfaces or convex geometry of reflective surface introduce the risk of focusing of solar reflections into the public spaces:

a) Solar heat reflections from any part of a building must not exceed 1,000W/m2 in the public domain at any time;

b) A reflectivity modelling report may be required to qualify extent of reflected solar heat radiation. The modelling is required to consider all aspects that influence the amount of solar heat reflected at any point in time, including three-dimensional geometry, façade articulation specularity and angular dependent reflectivity of surfaces.

8.5.2.1 Technical Requirements - UHI façade shading

The following technical requirements provides the details for demonstrating the minimum required shading under condition 8.4.2 C.01. The detailed technical requirements are provided to allow non-prescriptive design solutions to meet the minimum shading requirements for façade orientation and extent of *Reflective surfaces and* provide a simple means of confirming adequacy at the time of application.

Background

Unshaded facades reflect solar heat into streets and open space where is can be absorbed and contribute to the energy imbalance that causes the urban heat island effect. Modern glass often achieves energy efficiency by maximizing the amount of non-visible heat that is reflected from the glass, which reduces energy into the building but magnifies the amount of heat that is reflected into streets and open space. All glass and similar reflective materials also increase reflectivity of light and heat and low angles of incidence. It is these low angles of incidence where solar shading is most effective. The diagram below shows the amount of solar heat that 50% of solar heat would typically be reflected from best case untreated clear glass at a 10° angle of incidence without shading. Solar shading (right) performs well to reduce the amount of solar radiation that will be reflected into the streets and open space as it blocks both the sun from hitting the façade and solar reflections from the façade.

A. Facades requiring shading

Facades with reflective surfaces must demonstrate a minimum percentage shading as determined in Tables 1 and 2 for the 21 December, at the reference times included in Table 3.

Shading is not required on facades:

- where the *Reflective Surface Ratio (RSR)* is less than 30%
- that are orientated south of south-southeast and south-southwest.

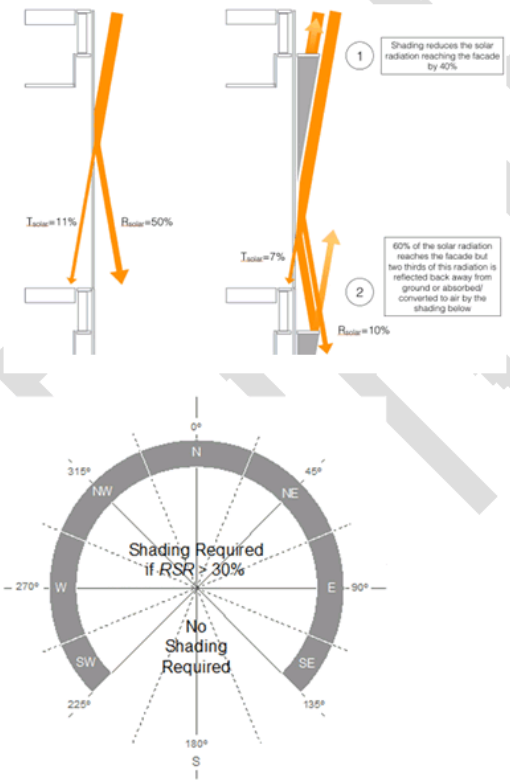

Figure 1 confirms the shading requirements for each facade orientation.

Elements which can be counted to shading the facade may be:

- External feature shading with *non-reflective surfaces*
- Intrinsic features of the building form such as reveals and returns
- Shading from vegetation such as green walls that are consistent with the controls on green roofs and walls.

The following elements cannot be counted as shading to the shading requirements:

- Existing buildings,
- Existing structures

B. Percentage of shading required

The percentage shading required to the Reflective surfaces to be shown in the shadow diagram is determined by the Reflective Surface Ratio (RSR) of each façade and the calculation tables below.

Reflective surfaces on street walls (or if no street wall, as measured from the first 21 metres from the ground plane) are to be provided with the minimum percentage shading in Table 1.

Table 1

Calculation of minimum percentage shading for *Reflective surfaces* on street walls

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	(1.5*RSR)-45	75

Reflective surfaces on tower façades (above the street wall or if no street wall, asmeasured above the first 21 metres from the ground plane) are to be provided with the minimum percentage shading in Table 2.

Table 2

Calculation of minimum percentage shading for *Reflective surfaces* on tower facades

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	(0.8*RSR)-24	40

C. Shadow Diagram requirements

Shadow diagrams must be submitted with the development application showing the extent of shading of *Reflective surfaces* at the nominated time for each relevant façade.

The shadow diagrams are to include a calculation of the percentage of shading provided and the RSR for each façade.

Table 3 provides the nominated sun angles and shadow diagram reference times for each façade orientation where shadow diagrams are required.

Orientation of facade	Time	Sun angles
East± 22.5°	10 am AEDT	Sun elevation: 51° Sun Azimuth: 86°
Northeast/Southeast ± 22.5°	11.30 am AEDT	Sun elevation: 69° Sun Azimuth: 66°
North± 22.5°	1 pm AEDT	Sun elevation: 80° Sun Azimuth: 352°
Northwest/Southwest ± 22.5°	2.30 pm AEDT	Sun elevation: 67° Sun Azimuth: 290°
West ± 22.5°	4 pm AEDT	Sun elevation: 48° Sun Azimuth: 272°

Table 3 Shading sun angles

Where it is demonstrated that shading cannot be achieved in accordance with the shading controls, a Maximum External Solar Reflectance as defined in Table 4 is generally acceptable.

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Maximum External Solar Reflectance (%)	No Max.	62.5-0.75*RSR	10

Table 4 Calculation of *Maximum External Solar Reflectance*.

8.5.3 HEATING AND COOLING SYSTEMS – HEAT REJECTION

Objectives

O.01 Reduce the impact of heat rejection from heating, ventilation and cooling systems from contributing to the urban heat island effect in the Parramatta Local Government Area; and

O.02 Avoid or minimise the impact of heat rejection from heating, ventilation and cooling systems on user comfort in private/communal open spaces and the public domain.

Controls

C.01 Residential apartments within a mixed-use development or residential flat building, and non-residential development must incorporate efficient heating, ventilation and cooling systems (HVAC) which reject heat from a centralised source.

C.02 The location of centralised heat rejection for buildings should be the roof.

C.03 For residential apartments within a mixed-use development or residential flat building with more than 8 residential storeys, and where it can be demonstrated that a rooftop location is not practical, the centralised heat rejection can be located in dedicated on-floor plant rooms that are sufficiently sized to provide efficient heat rejection and suitably screened to reduce visual and noise impacts.

C.04 Where the heat rejection source is located on the upper most roof, these must be designed in conjunction with controls in this Section of the DCP relating to Roof Surfaces and the controls under Section x7.9 Green Roofs or Walls.

C.05 Heat rejection units must not be located on a street wall frontage.

C.06 HVAC heat rejection is not permitted to be located in wintergardens. Refer Section 4.8 for further controls related to Wintergardens.

8.5.4 GREEN ROOFS OR WALLS

Objectives

O.01 Ensure that green roofs or walls are integrated into the design of new development.

O.02 Encourage well designed landscaping that caters for the needs of residents and workers of a building.

O.03 Design green walls or roofs to maximise their cooling effects.

O.04 Ensure green walls and roofs are designed, located and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

C.01 Green roof and wall structures are to be assessed as a part of the structural certification for the building. Structures designed to accommodate green walls should be integrated into the building façade.

C.02 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.

C.03 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan must be submitted which demonstrates:

a) Adequate irrigation and drainage is provided to ensure sustained plant growth andhealth

and safe use of the space;

b) Appropriate plant selection to suit site conditions, including wind impacts and solaraccess; and

c) Adherence to the objectives, design guidelines and standards contained in the *NSW Department of Planning and Environment's Apartment Design Guide* for 'Planting on Structures'.

C.04 Green roofs or walls, where achievable, should use rainwater, stormwater or recycled water for irrigation.

C.05 Container gardens, where plants are maintained in pots, may be an acceptable alternative, however, should demonstrate that the containers are of significant scale to support high quality vegetation growth for cooling and amenity.

C.06 Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.

8.6 SOLAR LIGHT REFLECTIVITY (GLARE)

Objectives

O.01 Ensure that buildings in Parramatta City Centre appropriately limit solar light reflected from buildings to the public domain, communal/private open spaces, occupants of buildings, road users, and transportation operators.

O.02 Ensure reflected light minimises discomfort glare.

O.03 Ensure reflected light does not result in disability glare.

Controls

C.01 New buildings or significant alterations to existing facades must not result in solar light reflectivity that:

a) results in disability glare that is hazardous for road users and drivers of public transport.

b) causes discomfort for pedestrians, occupants of other buildings or users of private/communal open spaces and public spaces.

C.02 Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar light reflectivity and resulting glare from the proposed development on pedestrians, motorists, or surrounding areas may be required.

C.03 Notwithstanding C.02, new buildings, or significant alterations to existing facades, greater that 40m in height require a Reflectivity Report that includes the quantification of solar light reflected from the building on thesurrounding environment. Reflectivity reports are to include:

a) Sufficiently detailed calculations to quantify likely sources of disability and discomfort glare.

b) Where reflective surfaces are sloped or irregular/undulating, a 3D model should be used to model solar reflections.

c) All calculations are to be based on a published method.

d) Observer points tested should be sufficient to address all potential risks of disability glare and solar light reflections that might cause discomfort.

e) All calculations are to consider the angular dependant solar light reflectivity of the proposed finishes.

f) All calculations are to consider the full range of sun angles that may result in solar light reflections at receiver points and not include obstruction by vegetation outside the subject development or potential mitigation strategies of observers (sun visors, caps, etc).

g) Where solar light reflections from the development exceed thresholds of disability glare and discomfort for any point of observation detailed analysis must be undertaken to determine the range or sun angles or times of day and year that thresholds are exceeded.

C.04 Generally, specular solar light reflectivity from building materials used on facades must not exceed 20% at the angle of incidence . This requirement does not ensure compliance with the requirements of C.01.

8.7 NATURAL REFRIGERANTS IN AIR CONDITIONING

Synthetic refrigerant gases commonly used in air conditioning systems have a very high Global Warming Potential (GWP). The GWP is the number of times the refrigerant is more harmful to the atmosphere than carbon. The best practice synthetic refrigerant available (R32) has a 675 GWP, meaning it's 675 times more harmful than carbon. Natural refrigerants generally have a much lower GWP, typically 2.3, meaning that it is 2.3 times more harmful than carbon.

Leakage from air conditioning systems or the improper disposal of refrigerant can be a significant source of greenhouse gas emissions. Using natural refrigerants with low GWP will reduce the impact of the emissions from air conditioning systems.

These impacts are recognised under the Montreal Protocol, which from 2016 commenced the global phase-down of Hydroflurocarbons (HFCs), the most common type of synthetic refrigerant.

Objectives

O.01 Reduce the greenhouse gas emissions associated with the release to the atmosphere through leakage or the improper disposal, of synthetic refrigerant gases with high Global Warming Potential (GWP).

O.02 Future proof new HVAC (air conditioning) systems from the global phase-down of Hydroflurocarbon (HFC) under the Montreal Protocol.

Controls

C.01 All new air-conditioning and refrigeration equipment are to use refrigerants with a GWP of less than 10;

a) if the equipment can be supplied on similar terms to conventional systems, and

b) at a cost of not more than 10% higher than the market rate for conventional systems.

8.8 BIRD FRIENDLY DESIGN

Glass buildings are an increasing source of bird collisions resulting in significant numbers of mortalities and injuries. The primary cause of collisions is transparency and reflectivity associated with the high levels of glazing.

Birds, unlike humans, cannot perceive the external glazing and fly into it attempting to travel to the reflected view of open sky vegetation or parklands; potential perches, food or water sources; or other attractors. Incidents increase in times of drought as higher numbers of birds enter urban areas to forage. Nocturnal birds also fly into external glazing as they are attracted to internal lighting.

Documented bird fatalities from building collisions in the Sydney region include the critically endangered Swift Parrot, vulnerable Powerful Owl and White-Bellied Sea Eagle. The World Wildlife Fund (WWF) produced guidelines and recommendations for 'Swift Parrot-Safe Building Design' with support of the Australian Government in 2008.

Treatment and design of glazed facades to minimise bird strike will make an important contribution to the protection of endangered and migratory birds and also protect the urban native bird population.

Objectives

O.01 Minimise the risk of bird collisions due to high transparency, through treatment of external windows and other glazed building surfaces.

O.02 Require additional treatment, or reduced reflectivity and transparency of external windows and other glazed building surfaces, where buildings are located within 100 metres of specified waterways and parklands.

Controls

C.01 Treatment of all external windows and other glazed building surfaces of buildings is required to any new glazed surface (whether part of a new building or a building undergoing alterations and additions), when the glazed surface is:

a) less than 6 metres from another glazed surface such as corners and skybridges,

b) less than 6 metres from an internal planted area such as a green wall or plantedatrium,

c) projecting vertically more than 1 metre above the building roof line,

d) projecting horizontally more than 1 metre beyond the building enclosed façade.

C.02 Where buildings are located within 100 metres of the Parramatta River corridor, Parramatta Park, Prince Alfred Park, Robin Thomas Reserve, James Ruse Reserve, Experiment Farm, Jubilee Park and Ollie Webb Reserve, treatment to 95% of glazing is required.

Treatment to the glazing must be either:

- Bird strike UV patterning such as Ornilux,
- Fritted, etched, channeled or translucent glass such as Silk-screen with aminimum untreated dimension of 100mm x 100mm,
- External treatments such as angled, layers or recessed glazing, shadingelements such as louvers, overhangs and awnings or mesh with a minimum open dimension of 100mm x 100mm.

8.9 WIND MITIGATION

Objectives

O.01 Ensure that the building form enables the provision of a safe and comfortable pedestrian level wind environment, including street frontages, outdoor eating areas, open spaces

O.02 To provide publicly accessible terrace areas within developments, as well as private communal terrace areas, and private balconies within developments

O.03 To ensure wind conditions promote outdoor planting, including green roofs and other landscaping elements.

Controls

C.01 To ensure comfort in and around new buildings, the following wind speeds are to be exceeded for less than 5% of the time around new buildings for both hourly mean and gust equivalent mean wind speeds:

< 2 m/s	Outdoor restaurant dining
< 4 m/s	Sitting (such as café style dining), or scheduled outdoor events
< 6 m/s	Standing, generally supports outdoor planting
< 8 m/s	Walking in retail areas / active street frontages?
< 10 m/s	Walking / non-active street frontages (objective walking from A to B or for cycling)

C.02 To ensure public safety, a 3 second moving average gust wind speed of 23m/s is to be exceeded for less than 0.1% of time.

C.03 A wind assessment report must be submitted with the DA for all buildings greater than 20 m in height.

C.04 For buildings greater than 40 m in height, or sites with more than one building greater than 20 m in height, the quantitative results from a wind tunnel test are to be included in the wind assessment report.

C.05 The wind study is to be conducted by an experienced professional wind engineer in accordance with the requirements outlined in the Technical Requirements – Wind Mitigation Performance Methodology.

8.9.1 Technical Requirements – Wind Mitigation Performance Methodology

Based on: *CCP Wind Assessment for: City of Parramatta November 2016 CCP Project 9776*

Expertise

A wind study shall be performed by a professional wind engineer with experiencein wind issues in the built environment. It is recommended that the applicant or the wind engineerconsults the City of Parramatta planning department to agree on the type and approach of the wind study required for the proposed development.

Wind data

Historical data of wind speed and direction collected over a minimum of 10 years shall be used as the basis of a pedestrian level wind study. Data from the Bankstown Airport Bureau of Meteorology anemometer starting earliest in 1993 shall be used and adequately corrected for the effects of differences in roughness of the surrounding natural and built environment. The use of wind data for daytime hours between 6am and 9pm is generally recommended and may be specifically requested by the City of Parramatta, however, wind data for all hours may be used as well, where appropriate. Climate data are to be presented in the wind study report.

Criteria

The criteria for pedestrian level wind comfort are based on published research, particularly on the criteria developed by Lawson (1990). Pedestrian safety is affected by both the mean and the gust wind speed. As such, the criteria defined below are to be applied to both the mean wind speed and the Gust Equivalent Mean (GEM), i.e. the 3 s gust wind speed in an hour divided by 1.85.

Comfort (maximum of mean and gust equivalent mean (GEM[†]) wind speed exceeded 5% of the time)	
< 2 m/s	Outdoor restaurant dining
2-4 m/s	Sitting (such as café style dining), or scheduled outdoor events
4-6 m/s	Standing, generally supports outdoor planting
6-8 m/s	Walking in retail areas / active street frontages
8 - 10 m/s	Walking / non-active street frontages (objective walking from A to B or for cycling)
> 10 m/s	Uncomfortable
Distress (maximum of mean or GEM wind speed exceeded 0.022% of the time)	

Note: [†]. The gust equivalent mean (GEM) is the peak 3 s gust wind speed divided by 1.85.

The criterion for pedestrian safety is based on the Guidelines of the Australian Wind Engineering Society (2014)

Safety (maximum 3s moving average gust wind speed)	
<23m/s	not to be exceeded more than 0.1% of time per year

The wind study report shall show that the proposed development provides for adequate levels of comfort and safety in accordance with the above criteria taking into account the intended usage of a particular area. If the above criteria are not met, appropriate mitigation measures shall be identified, or the proposed building design is to be altered. Further, the existing wind conditions shall not be significantly degraded by a proposed development over the assessment area.

Mitigation Measures

If the wind study identifies areas that do not fulfil the comfort or safety criteria, mitigation strategies are to be developed and their effectiveness in improving the wind conditions to the required level is to be shown and tested in the wind tunnel. These measures may include, in order of preference:

1. Changes to the building massing or design including the addition or extension of podiums, tower setbacks, or
2. Addition of canopies or wind screens.
3. On-site vegetation may be used to improve the wind comfort for pedestrians, however, it is notan acceptable mitigation for exceedances of the safety criterion. To be accepted as a mitigation for wind comfort issues, the plants need to be effective at the time of installation and need to be able to provide improvement throughout the year.
    a. Furthermore, the plants shall require minimum maintenance and are to be able to thrivein the wind conditions of the site.
    b. The plants must be within the site boundary and not on public land.
4. Modifications of the usage of affected areas and provision of alternatives.

Type of Wind Study

Qualitative Wind Study

A qualitative wind study is generally required for developments with a building exceeding a height of 20 m above finished ground and less than 40m above finished ground and may be requested by the City of Parramatta on a case by casebasis for smaller developments. A qualitative wind assessment can be performed as a desktop study, or by Computational Fluid Dynamics (CFD).

A desktop study shall estimate the wind speeds at relevant locations in and around the proposed development taking into consideration the wind comfort and safety criteria described in the DCP Controls. The assessment is to be based on all prevailing wind directions and shall account for the frequency of occurrence.

CFD simulations shall appropriately represent the atmospheric boundary layer and model appropriate parts of the natural and built environment surrounding the proposed development. The study is to consider all prevailing wind directions as well as the frequency of occurrence.

Presentation of the results shall include horizontal planes at pedestrian level of approximately 1.5 m, horizontal and vertical planes are required for outdoor planting, and details of the computational mesh and consistency of the wind conditions across the modelled domain.

Quantitative Wind Study

A quantitative wind study shall be performed in a boundary layer wind tunnel capable of simulating the atmospheric boundary layer and appropriate profiles. A quantitative study is required for developments with a building exceeding a height of 40 m above ground and developments with more than 1 building exceeding 20 m in height.

Physical modelling of the proposed development shall be done at an adequate scale, typically 1:300 or 1:400, and appropriate levels of surrounding natural and built environment of at least a 400 m radius around the proposed development site shall be taken into account.

Wind speed measurements shall be performed in accordance with the Australasian Wind Engineering Society's Quality Assurance Manual (QAM) for Wind Engineering Studies of Buildings (AWES, 2001):

- Measurements shall be taken with instruments capable of measuring wind characteristicsat adequate resolution, e.g. hot-wire or hot-film anemometers, Irwin probes.
- Measurements for pedestrians shall be taken at the equivalent full scale height ofapproximately 1.5 m.
- Measurements for outdoor planting shall be taken to suit the proposed design
- Measurements shall be taken at a minimum of 1 location per 200 m2 of the plan area accessible for pedestrians or to be planted, and the selection of locations shall take intoaccount the intended use of the space.
- The assessment area shall include the public and private outdoor areas to a minimum distance of D from the building envelope, with D being the lesser of half the buildingheight or half the largest plan dimension of the building.
- Measurements shall be taken for at least 16 wind directions.

Configurations

To be able to compare the wind environment with the inclusion of the proposed development, measurements at representative locations are to be conducted in the existing configuration without the proposed development. This configuration shall include all existing surrounds, as well as developments that are approved or under construction. These surrounds shall also be applied in the proposed configuration. In specific circumstances the City of Parramatta may require additional testing of a future configuration to include future developments that may impact the wind conditions around the proposed development, e.g. developments currently in the approval process.

References

AWES (2001) Quality Assurance Manual for Wind Engineering Studies of

Buildings, AWES QAM- 1-2001.

Lawson, T.V., (1990), The Determination of the wind environment of a building complex before construction, *Department of Aerospace Engineering, University of Bristol*, Report Number

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9 VEHICULAR ACCESS, PARKING AND SERVICING

9.1 VEHICLE DRIVEWAYS AND MANOEUVRING

This section should be read in conjunction with DCP controls for Vehicle Footpath Crossing in Section 4.6 of the Public Domain Chapter.

Objectives

O.01 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety and the quality of the public domain by:

a) Designing vehicle access to required safety and traffic management standards.

b) Integrating vehicle access with site planning, public domain requirements and traffic patterns.

c) Minimising potential conflict with pedestrians.

O.02 Minimise the size and quantity of vehicle and service crossings to reinforce a high quality public domain.

Controls

C.01 Where practicable, driveways must be provided from lanes and secondary streets rather than primary street fronts or streets with major pedestrian activity.

C.02 Driveways must be located:

a) Taking into account any services within the road reserve, such as power poles, drainage inlet pipes and existing or proposed street trees.

b) A minimum of 10 metres from the perpendicular of any intersection of any two streets.

c) If adjacent to a residential development, set back a minimum of 2m from the relevant side property boundary.

C.03 Design of driveway crossings must be in accordance with Council's Public Domain Guidelines, with any works within the footpath and road reserve subject to a S138 Roads Act approval.

C.04 Driveway widths must comply with the relevant Australian Standards.

C.05 Vehicle access must be designed to:

a) Minimise the visual impact on the street, public domain, site layout and building facade design.

b) Minimise the size, quantity and visual intrusion of the access.

c) Be a minimum of 3 metres from pedestrian entrances.

d) Not be located adjacent to doors or windows of habitable rooms of any residential development.

C.06 Vehicular access must not ramp along boundary alignments bordering the public domain, streets, lanes, parks, river foreshore frontages or heritage items.

C.07 All vehicles must be able to enter and leave the site in a forward direction.

C.08 Separate and clearly differentiate between pedestrian and vehicle access.

C.09 Car space dimensions must comply with the relevant Australian Standards.

C.10 Driveway grades, vehicular ramp widths and grades and passing bays and sight distance for driveways must be in accordance with the relevant Australian Standard (AS 2890.1)

C.11 Vehicular access, egress and manoeuvring requirements for NSW Fire Brigade vehicles must be provided in accordance with relevant NSW Fire Brigade guidelines as far as they apply to the subject development.

9.2 ON SITE CAR PARKING

On-site parking includes underground (basement), surface (at-grade) and above ground parking. It also includes car parking stations.

Underground and semi-underground parking minimises visual impact of car parking as viewed from the public domain. Above ground parking may be appropriate for some sites, especially for sites constrained due to flood levels or archaeology. Above ground parking will only be accepted if it is of high design quality and meets the design controls specified in Chapter 4 Built Form.

Car parking rates for developments within the Parramatta CBD are contained in the Parramatta Local Environment Plan 2011. These rates are maximums and are not to be exceeded.

This section should be read in conjunction with Section 3 of the DCP in relation to car share and green travel plan controls and Section 6.3 Bicycle Parking and End of Trip Facilities.

Car parking facilities require specific design considerations in flood risk areas in addition to the universal considerations that minimise the visual impact of these structures. A safely designed car park restricts flood water entry while providing failsafe opportunities for emergency egress. This section should be read in conjunction with Section x3.xx regarding flood risk management particularly for basement car parking.

Objectives

O.01 Facilitate an appropriate level of on-site parking for development within the Parramatta city centre to cater for a mix of development types.

O.02 Minimise the impact of on-site parking on the design quality of the building and the public domain.

O.03 Provide adequate space for parking and manoeuvring of vehicles, including service vehicles.

O.04 Recognise the current and existing demand for parking for bicycles and electric vehicles.

O.05 Design car parking for safe pedestrian and bicycles movements.

Controls

C.01 Basement car parking must be located within the site boundaries and must not encroach on the public domain.

C.02 Where car parking is provided in basements and semi basements which involve excavation, development must incorporate the recommended site management procedures set out in the Parramatta Historical Archaeology Landscape Management Study.

C.03 New access points to all parking (basement or above ground) are to be limited in accordance with Figure 4.3.3.1.X of the DCP. New access points may be permitted from existing lanes or any new lanes proposed as part of the development.

C.04 Design car parking which:

a) Maximises the efficiency of car park design with predominantly orthogonal geometry and related to circulation and car space size.

b) Is well-lit and minimises reliance on artificial lighting and ventilation.

c) Is well-ventilated and uses natural rather than mechanical ventilation where possible.

d) Provides marked safe path so travel for pedestrians and cyclists with clear lines of sight and safe lighting.

e) Avoids hidden areas and enclosed areas. Where these are unavoidable use mirrors and similar devices to aid surveillance.

C.05 Provide readily accessible parking spaces at the rates specified under the National Construction Code which are designed and appropriately signed for use by people with disabilities in accordance with AS 2890.6.

C.06 Provide a separate parking space for 1 motorcycle for every 50 car spaces, or part thereof. The size of a motorcycle parking space is to be in accordance with AS 2890.1. Motorcycle parking does not contribute to the number of car parking spaces permitted.

C.07 On-site parking must meet the relevant Australian Standards.

C.08 For residential flat buildings or the residential component of a mixed use development, stack parking of up to 2 cars is permitted where spaces are attached to the same single dwelling unit.

C.09 To facilitate adaptation of car parking to other uses in the long term, or to promote de-coupled car parking, consideration will be given to car parking remaining as part of the common property and not part of or attached to individual strata units.

9.3 BICYCLE PARKING AND END OF TRIP FACILITIES

New developments should provide opportunities to support sustainable transport and active lifestyles by providing bicycle parking and end of trip facilities. These provisions provide facilities will help reduce private car use and the environmental impact of transport and promote active streets and community health and wellbeing.

Objectives

O.01 To provide quality bicycle parking and end of trip facilities to meet the needs of residents, workers of and visitors to the Parramatta CBD.

O.02 To ensure bicycle parking and end of trip facilities are convenient, safe for users and minimises conflict between people and vehicles.

9.3.1 BICYCLE PARKING

Controls

C.01 All development is to provide on-site bicycle parking designed in accordance with Australian Standard AS2890.3.

C.02 Bicycle parking spaces for new development is to be provided in accordance with the rates set out in Table x4.3.3.5.1.

Proposed use	Residents / Employees Bicycle Parking Spaces*	Visitors*
Residential:		
Residential accommodation	1 per dwelling	1 per 10 dwellings
Commercial		
Office premises or business premises	1 per 150sqm GFA over 600sqm of GFA	1 per 400sqm GFA
Shop, restaurant or café	1 per 250sqm GFA over 600sqm of GFA	2 for first 600sqm of GFA plus 1 per 100sqm over additional 100sq of GFA
Shopping centre	1 per 200sqm GFA over 600 of GFA	2 for first 600sqm of GFA plus 1 per 300sqm sales GFA
Community:		
Child Care Centre	1 per 10 staff	2 per centre
Library and community centres	1 per 10 staff	2 plus 1 per 200sqm GFA
Education Establishment	1 per 10 FTE staff	1 per 10 FTE students over Year 4- and accommodated securely undercover and within the campus grounds.
Tourist and visitor accommodation:		
Hotel or motel accommodation or serviced apartments	1 per 4 staff	1 per 20 rooms

Table x4.3.3.5.1 On-site bicycle parking rates

*Note: the total minimum number of bicycle parking spaces is to be rounded up to the nearest whole number.

C.03 If proposed use is not included in Table 4.3.3.5.1, a development is to provide bike facilities to accommodate mode share target for trips by bicycles as described in Council's Bike Plan.

C.04 Wherever possible, bicycle parking for residents and or employees should be provided at-grade. Where bicycle parking is provided within the basement or above ground levels, it is to be located on the first level of basement or first level above ground and in proximity to entry or exit points.

C.05 The following access to bicycle parking areas are to be provided and designed in accordance with Australian Standard AS2890.3:

(a) provide for a clear and safe path of travel to minimise conflict between vehicles, pedestrians and cyclists.

(b) accessible via a ramp;

(c) clearly identified by signage

(d) accessible via appropriate security or intercom systems.

C.06 The minimum secure bicycle parking facilities are to be provided in accordance with the following Australian Standard AS2890.3:

(a) Class B bicycle lockers for occupants of residential buildings and staff or employees of any non-residential land use;

(b) Class C bicycle rails for visitors of any land use.

C.07 Wherever possible, visitor bicycle parking shall be located within the development site, at grade, near entry points to the building, undercover and be accessible at all times. Where visitor bicycle parking cannot be provided at grade it is provided on the first level of basement or first level above ground adjacent to the visitor car parking and be accessible at all times.

C.08 The area required for bicycle parking is to be calculated in addition to storage areas required as per the NSW Apartment Design Guide.

C.09 The bicycle storage facility is to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20m away from a charging outlet. Chargers are to be provided by the owner.

9.3.2 END OF TRIP FACILITIES

Controls

C.01 For non-residential uses end of trip facilities are to be provided at the following rates:

(a) 1 personal locker per bicycle parking space;

(b) 1 shower and change cubicle for up to 10 bicycle parking spaces;

(c) 2 shower and change cubicles for 11 to 20 or more bicycle parking spaces are provided; and

(d) 2 additional shower and cubicles for each additional 20 bicycle parking spaces or part thereof.

C.02 Shower and change room facilities may be provided in the form of shower and change cubicles in a unisex area.

C.03 Shower and change room facilities are to be designed to accommodate separate wet and dry areas, including an area to hang towels and clothes.

C.04 End of trip facilities are to be located:

(a) Where facilities are provided within the basement or above ground levels, it is to be located on the first level of basement or first level above ground and in proximity to entry or exit points;

(b) Provide for a clear and safe path of travel to minimise conflict between vehicles and pedestrians;

(c) In close proximity to bicycle parking facilities and the entry and exit points; and

(d) Within an area of security camera surveillance, where there are such building security systems available.

C.05 Development proposing multiple commercial tenancies must demonstrate how all tenancies will have access to the end of trip facilities and employee bicycle parking.

10 SITE SPECIFIC CONTROLS

This section includes objectives and controls for specific sites in the City Centre as identified in Figure 10.1.

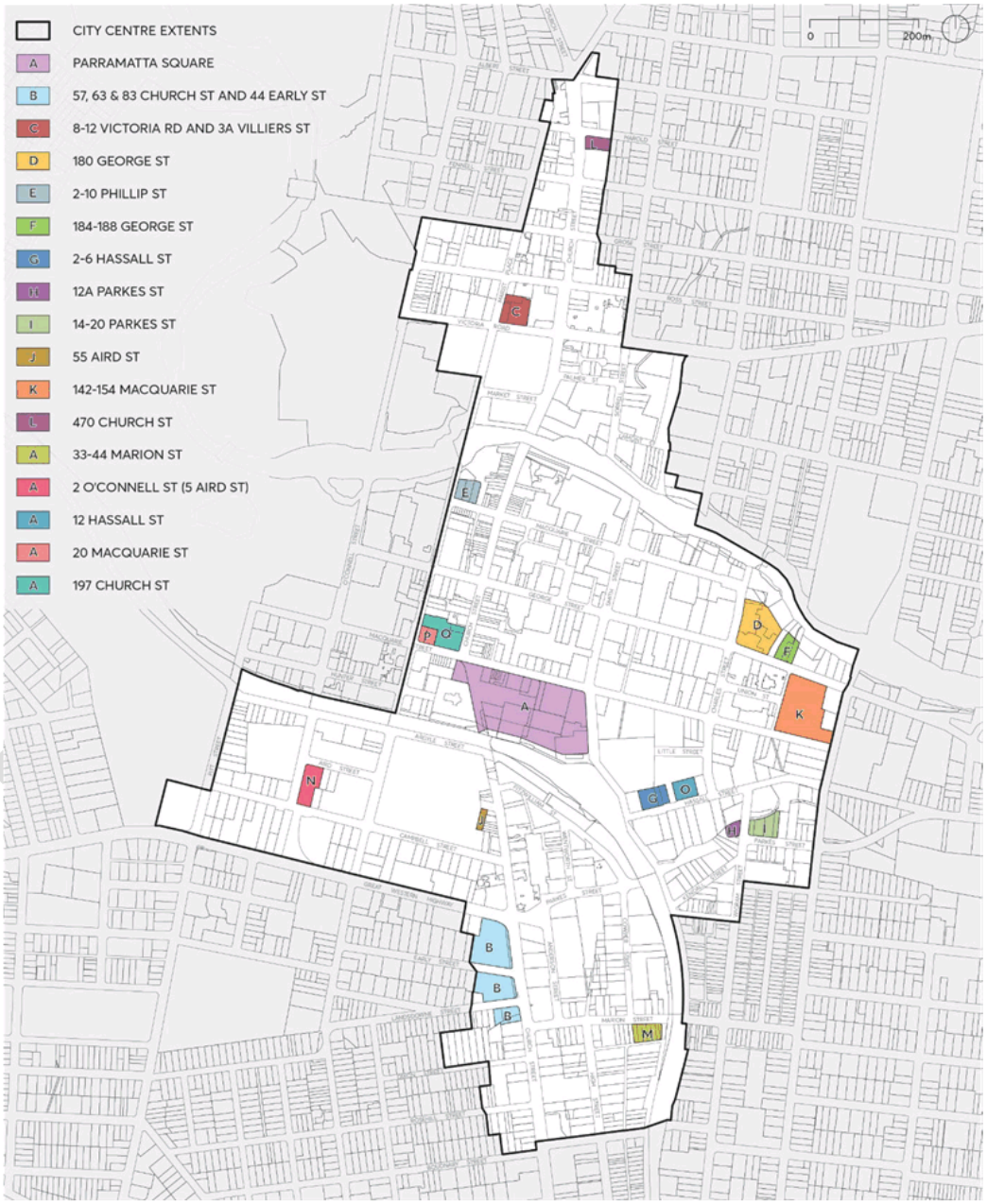

Figure 10.1 Areas with Specific Site Controls

10.1 PARRAMATTA SQUARE
10.2 57, 63 & 83 CHURCH AND 44 EARLY
10.3 8-12 VICTORIA RD AND 2A VILLERS STREET
10.4 180 GEORGE
10.5 2-10 PHILLIP
10.6 184 – 188 GEORGE STREET
10.7 2-6 HASSALL STREET
10.8 12A PARKES STREET
10.9 14-20 PARKES STREET
10.10 55 AIRD STREET
10.11 142-154 MACQUARIE STREET
10.12 470 CHURCH STREET
10.13 33-44 MARION STREET
10.142 O' CONNELL STREET (5 AIRD STREET)
10.1512 HASSALL STREET
10.1620 MACQUARIE STREET
10.17 197 CHURCH STREET

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11 APPENDIX

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SUMMARY OF KEY AMENDMENTS TO PART 4.3.3 PARRAMATTA CITY CENTRE DCP

The following table provides detail on the key differences between the existing and proposed amendments to **Part 4.3.3 Parramatta City DCP 2011**. An important consideration when contemplating these changes is that while many of the numerical controls have been carried over, the strategic rationale and studies that have informed the new controls ensure they support the objectives and vision of the CBD PP in response to the increases to scale, height and collective density of urban form of the City. For this reason, direct comparisons are not always possible between the existing and proposed draft controls, and new elements are proposed as well.

EXISTING PDCP2011	AMENDED SECTION 4.3.3 PARRAMATTA CITY CENTRE DCP	RATIONALE FOR CHANGE
Existing contents: **4.3.3 Parramatta City Centre** 4.3.3.1 Building Form 4.3.3.2 Mixed Use Buildings 4.3.3.3 Public Domain & Pedestrian Amenity 4.3.3.4 Views and View Corridors 4.3.3.5 Access and parking 4.3.3.6 Environmental Management 4.3.3.7 City Centre Special Areas 4.3.3.8 Design Excellence	Proposed contents: 01 Introduction 02 Design Quality 03 Built Form 04 Public Domain 05 Special Areas 06 Heritage 07 Flood Risk Management 08 Environmental Sustainability 09 Vehicular Access, Parking & Serv. 10 Site Specific Control	*The proposed amendments to the DCP content aim to include additional and more specific controls for Design Quality, Heritage, Flooding and Environmental Sustainability, as well as some built form controls to ensure alignment with the vision and objectives of the CBD PP.*
DESIGN QUALITY		
Existing DCP includes Design Excellence provisions in 4.3.3.8 at the end of the City Centre DCP outlining objectives of LEP Design Competitions and alignment with Architectural Design Competition Procedures.	Amendments to the DCP relocate the provisions for Design Excellence to the front of Part 4.3.3 placing design quality at the forefront of the design and assessment process giving greater emphasis to this as an important consideration. It reinforces that the DCP should form the basis for assessment of Design Competitions, promotes development that is considerate of its individual and collective contribution to the quality of the city centre, ensures Design Competitions make reference to building envelopes established by the DCP, and	*To elevate the importance of design quality and encourage design thinking as a higher order priority for consideration for all development in the City Centre.*

	requires consideration of design quality in public and private development.	
HERITAGE		
Part 3.5 of the existing DCP includes generic heritage controls for all development within the LGA Controls specific to certain heritage items can be found in some 'Special Areas' and Site Specific Controls (mostly in response to site specific Planning Proposals) within Part 4.3.3.7.	Amendments to the DCP are correlated with PDCP2011. They set out additional heritage controls tailored for the City Centre. The additional controls require more considered development in the vicinity of heritage items and their settings, and the need for detailed heritage analysis particularly noting the importance of the heritage character of the Parramatta City Centre. References to specific heritage items continue to be provided in some 'Special Areas' and Site Specific Controls e.g. Harrisford House as a result of the development at 180 George Street. This is to ensure their unique character and quality is well considered in the redevelopment of surrounding/adjoining land.	*To ensure heritage considerations are specific to the unique qualities and character of the City Centre and that new development is considerate of heritage places while supporting future growth.*
FLOOD RISK MANAGEMENT		
Part 2.4.2.1 of the existing DCP includes LGA wide flood management controls. These are not specific to the CBD area. They provide a general framework for assessment of applications that are affected by flooding.	Proposed amendments provide enhanced City Centre specific controls tailored to the Parramatta CBD. Council's approach to flood controls in the Draft DCP supports the framework established under the CBD Planning Proposal (CBD PP) and the Draft Floodplain Risk Management Plan. In general terms, the draft flood controls do the following: • Provide further design guidance on measures to comply with the "shelter-in-place" strategy (vertical evacuation) established under the CBD PP, which applies to the PMF. • Require flood hazard modelling and hazard, risk and safety assessments to be undertaken. • Provide a framework for uses that are appropriate to the flood risk within a CBD environment.	*New flood controls are needed to support the significant increased densities provided under the CBD PP.*

	• Allow for an integrated built form response and merit assessment. • Give specific consideration for Parramatta Riverbank and foreshore given high public use. • Ensure flood warning and emergency response planning is undertaken for flood prone developments to assist in reducing risk of harm.	
ENVIRONMENTAL SUSTAINABILITY		
Part 4.3.3.6 of the existing DCP includes broad objectives for Environmental Management including some of the requirements for High Performing Buildings.	Provides an updated Environmental Sustainability section for the City Centre that responds to the increasing demands on energy, water and sewerage infrastructure, as well as in response to improved sustainable building technologies. This includes principles and controls relating to High Performing Buildings, Urban Heat mitigation, design of building surfaces and choice of materials, bird strike, solar reflectivity, wind mitigation, all electric buildings, natural refrigerants in air conditioners and electric vehicles. Many of the controls above are the same as those incorporated into the Telopea DCP and Melrose Park DCP. The additional controls tailored for the City Centre environment are for All Electric Buildings, encouraging the use of Natural Refrigerants in air conditioning and for Bird friendly Design.	*To limit environmental impacts from increased growth and to deliver High Performing Buildings in the City Centre.*

BUILT FORM CONTROLS		
Street setbacks Between 0m and 6m depending on location.	**Street setbacks** 0m - where there are active frontages 6m - if proposing residential only (depending on location and context).	*Simpler controls for more consistent street alignment and street wall conditions in the City Centre depending on activation requirements and building types.*
Street wall heights 14m or 26m depending on location *(Figure 4.3.3.1.3)*	**Street wall heights** 14m – 21m as the generic control.	*To allow a consistent range and scale throughout the City for comfortable 4 to 6 storey street environments.*
Setbacks above street wall Corner Sites: 6m on primary street frontage 0m on secondary street frontage (up to 45m from the street corner) City Centre North: 4m City Centre South: 6m City Centre: 6m River Foreshore: 8m Church St: 18m George Street: 20m	**Setbacks above street wall** 6m on all street frontages (3m on laneways subject to building separation requirements) 6m on all street frontages (3m on laneways subject to building separation requirements) City River: WIP (*6m for City East Block River Frontage) (Special Area) Church Street: (as per CBD PP changes *12m) (Special Area) George Street: 12m (Special Area)	*To support tall and slender towers that are set back to allow daylight, views and circulation of air to the streets and public spaces below. This mitigates some of the impact of large towers and makes streets (and other public spaces) as well scaled and comfortable as possible for people.* *The decrease in the setbacks above street wall height in George Street provide a more consistent built form outcome aligned with the predominant and prevailing setbacks, facilitates the delivery of larger tower floor plates as well as respecting the special character of this street.* *The Church Street upper-level setback has been adjusted in accordance with the CBD PP.*

Building separation Given as setbacks. Side setbacks: For buildings less than or equal to 54m in height: • 3m side setback (non-residential) • 6m side setback residential For buildings greater than 54m in height: • 6m side setbacks Rear setbacks: For buildings less than or equal to 54m in height: • 9m rear setback For buildings greater than 54m in height: • 12m rear setback Towers on laneways: • A 3m upper-level setback or 6m from centre line of lane	**Building separation** Proposed as building separation. • Minimum 12m building separation between commercial towers. • Minimum 18m building separation between residential towers or between residential and commercial towers.	*As above. To support tall and slender towers that are set back to allow daylight, views and circulation of air to the streets and public spaces below. This mitigates some of the impact of large towers and makes streets (and other public spaces) as well scaled and comfortable as possible for people.*

Minimum site frontage 20m	**Minimum site frontage** 35m	*The increase in minimum site frontage requirements responds to the increasing scale of buildings and densities supported by the CBD PP to facilitate adequate setbacks and tower separation for larger building footprints to ensure amenity and alignment with the objectives and criteria of the ADG. It also ensures indiividual sites can satisfy their own setback requirements and be equally apportioned without burdening or impacting upon the development potential of adjoining sites.*
Tower slenderness Maximum commercial building length: 45m in B3 Zones Maximum residential or serviced apartment floor plates in B3 Zones: 1,000m^2	**Tower slenderness** Max commercial building length: 60m in B3 Zones 45m in B4 Zones Max floorplate area for residential towers: 800m^2 - buildings less than 75m in height. 950m^2 - buildings between 75-105m in height. 1,100m^2 - buildings greater than 105m in height. Max residential building length: 45m Max floor plate area commercial towers: 2,500m^2 in B3 Zones 2,000m^2 in B4 Zones	*Provides enhanced guidance on the limited controls in the current DCP relating to tower slenderness. The new controls provide for more compatible tower floorplates within each land use zone. They also respond to the vision for high quality, tall slender towers of a diversity of heights based on the Architectus recommendations of 2014, and in response to site testing and current market demand for commercial floor space.*

PUBLIC DOMAIN CONTROLS		
Controls related to the Public domain are currently spread over multiple sections in the City Centre DCP.	The proposed amendments aim to consolidate the public domain controls, such as specific controls for the design and location of awnings and street trees. The controls also respond to concerns in the CBD PP Gateway conditions on overshadowing of peripheral open spaces around the City Centre. Based on the areas identified in the Technical Overshadowing Report and Council Officer investigations, protection from overshadowing controls have been provided to parts of the following open spaces: • Ollie Web Reserve • Robin Thomas and James Ruse Reserve • Rosella Park, and • St John's Cemetery. The following have also been updated in the Public Domain section: • Laneways and links map revised to reflect include all the updated public domain initiatives in the special areas e.g. Civic Link, Marion St, Auto Alley. • The No Additional Vehicular Entry map has been incorporated into the public domain section. • Any doubling up with Section 03 Built Form has been removed e.g. active street frontages controls.	*To increase clarity and improve the usability of the document by consolidating and updating the public domain controls under one section.*

SPECIAL AREAS AND SITE SPECIFIC CONTROLS		
Part 4.3.3.7 City Centre Special Areas of the current DCP include both Special Area Controls and Site Specific Controls co-located within one section. The Special Area controls relate to larger areas of unique and distinct character, while the site-specific controls focus upon singular sites that have been subject to site specific planning proposal processes. In both instances, there are site circumstances that require a unique built form outcome or response.	The proposed amendments aim to make a distinction between special areas (larger character precincts) and site-specific development controls by separating each element within the DCP. All existing and endorsed site-specific controls are being carried over and remain unchanged. These are: **Parramatta Square** **57,63 & 83 Church And 44 Early Street** **8-12 Victoria Rd and 2a Villers Street** **180 George Street** **2-10 Phillip Street** **184-188 George Street** **2-6 Hassall Street** **12a Parkes Street** **14-20 Parkes Street** **55 Aird Street** **142-154 Macquarie Street** **470 Church Street** **33-44 Marion Street** **2 O'Connell Street** **12 Hassall Street** **20 Macquarie Street** **197 Church Street** The list of Special Areas containing existing controls in the current DCP that are being revised by the Draft DCP include: **City River (City East Block is new)** **Civic Link – some change** **George Street - minor** **Church Street -minor** **Park Edge (OGHD) – minor administrative**	*The draft City Centre DCP acknowledges special areas as precincts within the City of special importance or prominence that require tailored controls to manage their future growth. The proposed amendment to distinguish between Special Areas and site specific controls aims to provide greater clarity and ease of use of the document.* *The Special Area controls are distinct from site specific controls which are a result of site-specific Planning Proposals typically much smaller in scale e.g. a single or amalgamated collection of development parcels as opposed to multiple city blocks and streets that a special area may be comprised of.*

	The list of additional Special Areas proposed based on studies associated with the CBD PP, Gateway conditions, internal investigations and or Council resolutions include: **Marion Street** **Campbell and Great Western Highway** **Auto Alley** **Station Street West** **Creek Corridors** The key features and controls of the special areas are discussed below.	
	City River (including City East Block) New controls proposed for the City East block (Phillip St Block) will be included in the current draft as part of the City River Special Area. Controls for the whole of the City River Special Area are still under development and will form part of a future briefing session and amendment to the Draft City Centre DCP.	*The new City East Block (Phillip St Block) controls aim to respond to the vision of the CBD PP and ensure that amenity, high quality, and tall slender towers are realised in a manner that ensure streets (and other public spaces) are as well scaled and comfortable as possible for people.*
	Civic Link Updated controls for Civic Link which progresses the framework for Block 2 and Block 3 in greater detail in response to Council's resolution, incorporating 71 (part), 73 & 75 George Street sites, with special controls for the desired future character, public domain layout, setbacks, building envelope requirements and consolidation of lots.	*Furthers Council's vision to establish Civic Link as the premier pedestrian connection linking Parramatta Square and Parramatta Rail Station to future Metro and the City River foreshore.*

	George Street Amendments are proposed to the controls for George Street to allow: Street alignment to the boundary instead of a street wall range of 14m – 21m and reduce the upper-level setback to 12m which is correlated with the upper-level setback for Church Street, also at 12m.	*To strengthen and frame a more consistent built form outcome for George Street, facilitate the delivery of larger tower floor plates and to respect the special character of this street and its axial relationship to Church Street.*
	Church Street Adjusts the upper-level setback to align with the CBD PP by reducing it from 18m to 12m.	*To align with the CBD PP and reinforce the LEP controls for Church Street.*
	Park Edge (OGHD) OGHD is one of eleven sites in a group forming the Australian Convict Sites on the UNESCO World Heritage List. OGHD is also on the National Heritage List. The Park Edge (Highly Sensitive) Area and its special controls are bound by a Conservation Agreement under commonwealth legislation. These controls are carried over in the draft DCP unchanged with minor updates to correct references and names of places e.g. the latest LEP and CommBank stadium.	*To maintain the and uphold the Conservation Agreement and protect the OGHD world heritage site.*
	Marion Street Implements the endorsed recommendations of the Marion Street precinct plan by forming special controls to ameliorate impacts on heritage items, encourage activation, provide tailored setbacks, building envelope requirements, public domain layout and consolidation of lots for the desired future character of the area.	*To ensure future development ameliorates impacts to existing heritage items and to provide a correlated framework for the delivery of buildings within the LEP height and FSR limits.*

	Campbell and Great Western Highway Special controls have been developed which identify and enhance the existing character of the special area through creating more opportunity for increasing deep soil and canopy tree planting. The street setback from Great Western Highway increased from 3m to 6m with provision for deep soil room for canopy tree planting.	*To enable adequate frontage to facilitate tree canopy and reduce heat island effect.*
	Auto Alley Controls based on the Auto Alley studies associated with the CBD PP including precinct specific setbacks, building envelopes and future public domain and open space layouts which are also linked to the flood water management strategy for the area.	*Furthers Council's vision to expand commercial and residential growth in the Auto Alley precinct to the cities south while providing new open space and public domain.*
	Station Street West Co-ordinated controls with the Marion Street special area to form integrated public domain outcomes, footpath widening along Station Street West and permeability within the block to improve accessibility to and from Harris park Station. The built form controls respond to CBD PP Gateway conditions around impacts on peripheral and adjacent Heritage Conservation Areas by providing upper level setbacks of 6m to street frontages. The special area controls are also co-ordinated with the 12m height limit set by the LEP and the tree lined character of High Street as a response to the existing heritage items present.	*To ensure an integrated public domain and built form response which is sensitive to the adjacent Tottenham Street HCA, Marion Street Special Area and the character of high Street.*
	Creek Corridors Controls to guide built form interface to creek corridors with a 6m setback from the top if bank proposed along with deep soil and canopy planting to be provided in the setback.	*To recognise and enhance the special ecological value of the creek networks and opportunities for increasing canopy trees in the City Centre.*

OTHER MISCELLANEOUS DIFFERENCES	
Existing PDCP2011	Amended Section 4.3.3 Parramatta City Centre DCP
• Balconies allowed to project into setbacks by 600mm (as well as other minor projections for sun shading and entry awnings).	• Silent on projecting into 'setbacks' specifically, however building separation must be maintained: "Separation must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids and external walls."
Building Form and Wind Mitigation • Wind mitigation measures and wind study requirements for development based on previous planning regime in PDCP2011	**Draft equivalent: Section 08 Environmental Sustainability** • See *"Section 8.9 Wind Mitigation"* which provides an updated set of wind mitigation controls based on studies and consultancy in anticipation of expected future growth.
Building Exteriors • General controls for the detailed design of building exteriors. Does not distinguish between development types e.g. commercial or residential or flood affected scenarios.	**Draft equivalent: Section 03 Built Form** • See *"Section 3.4 The Street Wall and 3.5 The Ground Floor"* for detailed and refined controls inclusive of flood affected scenarios, active frontages and residential development types.
Sun Access to Public Spaces • Previous regime of controls for sun access to public spaces.	• This specific section no longer required in DCP. Deferred to Clause 7.4 Sun Access Protection in the LEP with its nominated measures and locations, and the Sun Access Protection Map.

	• The draft PCCDCP also contains generic street wall controls related to buildings that may be affected by Land Reservation Acquisition in the LEP.
	Controls proposed for 'floor to floor' heights • Refined controls for floor-to-floor heights in building design for all types in order to accommodate adaptability and change of use over time in the City Centre. ○ Commercial floor to floor: 3.8m ○ Residential floor to floor: 3.1m ○ Ground floor active street frontage: 4.5m ○ Above ground parking: In B3: 3.8m In B4: 3.1m
• Contains the existing view corridor controls.	• Incorporated into the public domain section.
• Contains the existing access and parking controls.	• Contains a revised Vehicular Access, Servicing and Parking section. • Controls overlapping with Built Form or Public Domain removed from this chapter and incorporated in respective sections. • Revised and upgraded bicycle parking controls and new end of trip facilities controls in line with latest strategy.

LIST OF TECHNICAL STUDIES THAT INFORMED THE PREPARATION OF THE PARRAMATTA CITY CENTRE DCP CONTROLS

Design quality, built form and public domain controls

1. Parramatta City Centre Planning Framework Study (by Architectus 2014)
2. Design Parramatta (2012 by Council)
3. Auto Alley Urban Design Study 2013 (by CM+)
4. Parramatta City River Strategy 2014 (by McGregor Coxall)
5. Phillip Street River Block: Built Form Study, 2021 (CoP internal)
6. Charles Street Square Strategy, 2018 (Hassell)
7. Civic Link Framework Plan 2017 (by ASPECT Studio and SJB)
8. George to Phillip Street Block Study: Civic Link 2020 (SJB)
9. Macquarie Street to George Street: Civic Link 2019 (SJB)
10. Active Street Walls Study 2016 (by SJB)
11. Marion Street Precinct Plan 2019 (by SJB)
12. Urbis Study on A-Grade Office Space (revised in 2019) which informed the commercial floorplate controls
13. Overshadowing Technical Paper, November 2019, updated August 2020 (by Council)

Heritage controls

14. Heritage Study 2015 (by Urbis)
15. Heritage Study of Interface Areas 2017 by (Hector Abraham Architects)
16. Urban Design & Feasibility Study – Church Street Precinct (Council)
17. Heritage Study - Church Street Precinct (City Plan) June 2019

Vehicular access, parking and servicing controls

18. Parramatta Integrated Transport Plan (2021)
19. Parramatta CBD Strategic Transport Study 2017 (by AECOM)
20. Technical Paper 1 CBD Benchmarking (by AECOM)
21. Technical Paper 2 Strategic Traffic and Transport Analysis 2017 (by AECOM
22. Technical Paper 3 Parking Review 2017 (by AECOM)

Flood risk management controls

23. Updated Flood Risk Management Plans 2019 (by Molino Stewart)
24. Flood Evacuation Assessment 2019 (by Molino Stewart)
25. Parramatta CBD Horizontal Evacuation Pilot Study 2017 (SJB)

Environmental sustainability controls

26. Sustainability and Infrastructure Study, 2015 and updated 2019 (by Kinesis)
27. Review of High Performing Buildings Study 2019
28. Wind Test Study 2016

ATTACHMENT 4

Assessment of two site-specific Development Control Plan (DCP) applications affecting 71 (part), 73 and 75 George Street, Parramatta

Application No. 1	Received 9 June 2021 from Ethos Urban on behalf of the landowner of 75 George Street, Parramatta (Mirvac)
Application No. 2	Received 30 July 2021 from Think Planners on behalf of the landowner of 73 George Street, Parramatta (Nitil Holdings Pty Ltd)

EXECUTIVE SUMMARY

The purpose of this attachment (**Attachment 4**) to the Council Report on the draft Parramatta City Centre DCP is to assess and make recommendations on the two landowner site-specific DCP applications for 71 (part), 73 and 75 George Street against the Council officer draft DCP controls that are currently before Council and contained in **Attachment 1.** Council officer's recommendation is for an amalgamated redevelopment outcome on 71 (part), 73 and 75 George Street that delivers a new laneway adjacent to the Roxy and road widening and footpath on Smith Street to accommodate a new strategic bus corridor and provides for commercial development potential in line with CBD Planning Proposal.

It is acknowledged however that the Sydney Metro land (71 (part)) is subject to planning pathways and timelines that at this point in time are still being prepared and may be subject to change. Consequently, the amalgamation of 73 and 75 George Street could also be an option that will deliver similar built form, heritage and public benefits, as well as the road widening and footpath adjacent to 75 Smith Street for the bus interchange. This option also provides a commercially attractive tower footprint and both landowners are interested in redevelopment.

To allow for these two amalgamation outcomes, updated and revised controls are incorporated in the Parramatta City Centre DCP for the Civic Link special area. These controls are in response to the council officer assessment of the various amalgamated and independent redevelopment options for 71 (part), 73 and 75 George Street detailed in the site-specific DCP applications, and further applicant comments following consultation on the draft controls.

The Civic Link DCP controls are recommended to facilitate the following amalgamation outcomes:

Figure 1: Council recommended amalgamation outcome on 71 (part), 73 and 75 George Street (diagram prepared by Council)

Figure 2: Alternate amalgamation outcome on 73 and 75 George Street (diagram prepared by Council)

1

BACKGROUND

The progress of the Parramatta CBD Planning Proposal meant site-specific Planning Proposals were considered by Council officers as not necessary or desirable, however site-specific DCP applications were beneficial to inform a Design Competition in the absence of DCP controls that support the densities permitted in the CBD PP.

Pre-lodgement conversations with Ethos Urban/Mirvac included discussion of independent and amalgamated redevelopment scenarios and the need for a site-specific DCP application to demonstrate the merits of the various options and address site isolation issues for No. 73 George Street. A detailed site-specific DCP application was subsequently received on 9 June 2021 that included three scenarios with a preferred option supported by numerous technical studies. Similar advice was provided to Think Planners/ Nitil Holdings Pty Ltd during pre-lodgement conversations with a site-specific DCP application received on 30 July 2021 that included four scenarios.

Assessment of the various scenarios by Council officers determined that a single building over the three sites would deliver a superior outcome aligned with the vision for the City Centre under the CBD PP. Consequently, the processes associated with the two applications were integrated with the preparation of the new draft DCP controls for the Parramatta City Centre, specifically the Civic Link Special Area. Consultant heritage advice was also obtained.

Separate meetings with the applicants were held on 14 September 2020 to present and receive feedback on the Council officer draft DCP controls. At this meeting a common issue raised was the need for more DCP controls for alternate scenarios given the uncertainties in relation to the Metro owned land (part 71) adjoining 73 and 75, and early stage planning by Metro within the broader block. The applicants were invited to provide written responses to the draft controls provided to the applicants after the meetings.

To meet council reporting timeframes, a high level response to the submissions received from the applicants dated 17 September 2021 is provided at **Tables 6 and 7** under the heading 'Applicant Consultation'. A copy of the two original applicant submissions are provided at **Appendices 2 and 3**, and a copy of the applicant submissions dated 17 September 2021 are provided at **Appendices 4 and 5** to this Attachment. The applicants will have an opportunity to provide further submissions on the draft DCP controls for the subject site during the public exhibition of the draft Parramatta City Centre DCP controls.

THE SUBJECT SITE

The land parcels subject to the site-specific DCP applications are detailed in **Table 1** below and identified in **Figure 3**. Together the sites are bound by George Street to the north, Smith Street to the east, Macquarie Lane to the south and the State heritage Listed Roxy Theatre to the west.

No. 71 George Street which includes the Horwood Car Park is owned by Metro West and the part of 71 included in the subject site contains an existing at-grade car park. **Figure 4** shows the Metro owned land within the block.

Table 1 – Land parcels subject to this application

Land parcels subject to this application:	Site area	Site Dimensions (average)	Site Dimensions
71 George Street (Part) (Lot 100 DP607789)	583 sqm	35m x 16m	16.65m (N Perimeter) x 34.68m (E Perimeter) x 15.74m (S Perimeter) x 34.93m (W Perimeter)
73 George St (Lot A DP415142)	706 sqm	42m x 17m	17.57m (N Perimeter) x 42.02m (E Perimeter) x 16.65m (S Perimeter) x 41.97m (W Perimeter)
75 George Street (Lot 192 DP702747)	2,697 sqm	76m x 33m	31.38m (N Perimeter) x 66.34m (E Perimeter – facing Smith Street) x 29.84m (S Perimeter) x 76.71m (W Perimeter)
Total area of the three parcels and site dimensions	**3,952 sqm**	**76m x 58m**	53.96m (N Perimeter) x 76.01m (E Perimeter – facing Smith Street) x 61.33 (S Perimeter) x 76.90m (W Perimeter)

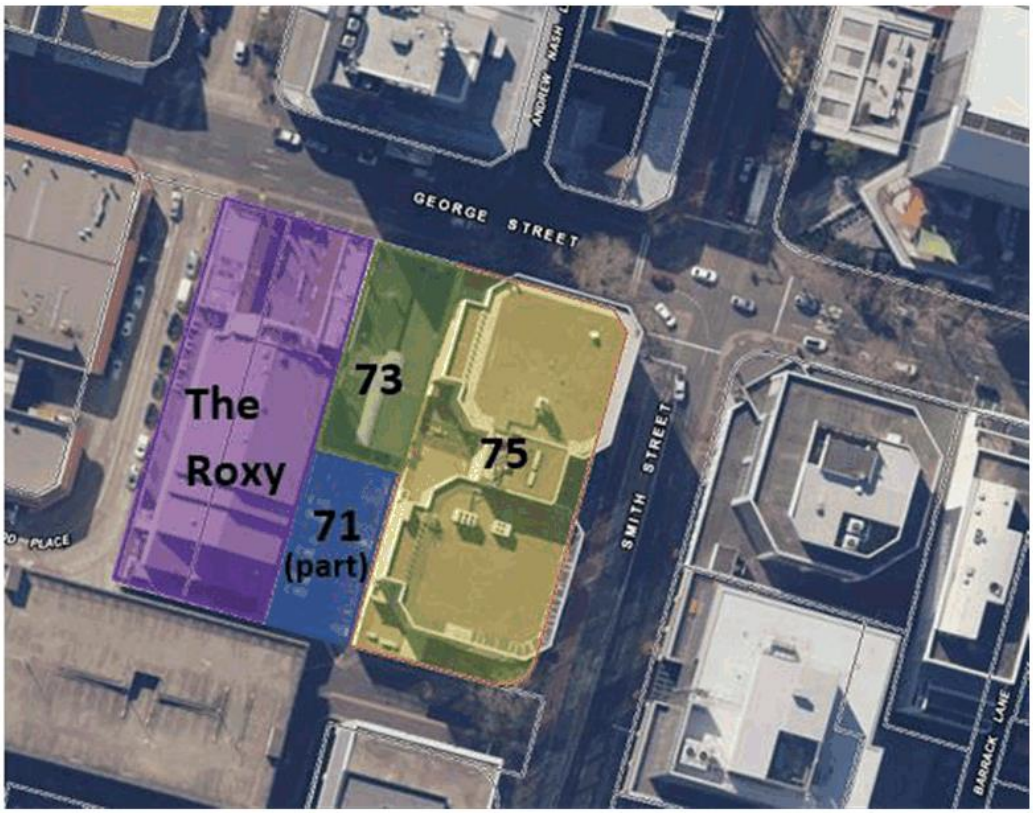

Figure 3: The subject sites and the adjacent state heritage item (The Roxy) in purple

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PARRAMATTA CBD PLANNING PROPOSAL

The Parramatta CBD Planning Proposal is well progressed (having been exhibited) and at the time of preparing this report was with the Department of Planning, Industry and Environment awaiting finalisation. The subject sites are zoned B3 Commercial Core and the draft controls permit a maximum building height up to the Solar Access Plane (SAP) and an unlimited floor space ratio (FSR) for office uses within a building on a site with an area greater than 1,800 square metre. Where a site is less than 1800 square metres, a maximum FSR of 10:1 (excluding design excellence) is available.

The CBD Planning Proposal would allow for an amalgamated redevelopment outcome on 71(part), 73 and 75 George Street that is approximately 34 storeys and an FSR of 16:1. A similar density would also be available if 73 and 75 George Street were to amalgamate. Both these amalgamation scenarios maximise the commercial development of the land in line with the CBD Planning Proposal.

As discussed in the CBD Planning Proposal, the maximum FSR and height of building control as mapped may not always be achieved because sites are subject to other planning controls and urban design considerations including, but not limited to, solar access planes as notated on the SAP Map, and also, context and site frontage and width. In relation to context, site constraints such as the existing subdivision pattern, land ownership, amalgamation pattern, development unlikely to change (such as strata, heritage items and recent development), as well as orientation, determine if the maximum yield may be achieved on a site. The site frontage and width are a product of the subdivision pattern and land ownership, and achieving the maximum yield is dependent on building setbacks to allow well separated tall slender towers as outlined in the vision for the CBD and supported by the broader draft City Centre DCP controls.

These issues are discussed in this assessment of the amalgamated and independent scenarios of the subject sites and **Appendix 1a** to this Attachment details the applicable CBD Planning Proposal height and FSR controls for the various scenarios for the subject sites.

KEY DCP CONTROLS FOR THE SUBJECT SITE

The draft DCP controls for the subject site are included in Chapter 5 Special Areas, Section 5.2 Civic Link - Block 2 at **Attachment 1** to the Council Report. **Figure 4** below is taken from Section 5.2 and identifies the subject sites and the Metro owned land within Block 2.

The DCP controls for Civic Link aim to:

- Facilitate Council's vision for a new pedestrian public space from Parramatta Square to the Parramatta River,
- Enable staged development of each block,
- Support key public transport interchange functions within Block 2 for Metro, light rail, heavy rail and buses,
- Provide curtilage for heritage items within an evolving high density context,
- Deliver shared laneways, road widenings and footpaths, and
- Support the densities provided under the CBD PP.

The DCP controls for Block 2 within Civic Link encourage an amalgamated redevelopment of 71 (part), 73 and 75 George Street to deliver improved built form and public domain outcomes, alleviate potential site isolation issues, and provide for efficient and safe vehicle access and pedestrian movement within the vicinity of the new Metro station. The controls

also provide for an alternate redevelopment option being the amalgamation of 73 and 75 George Street.

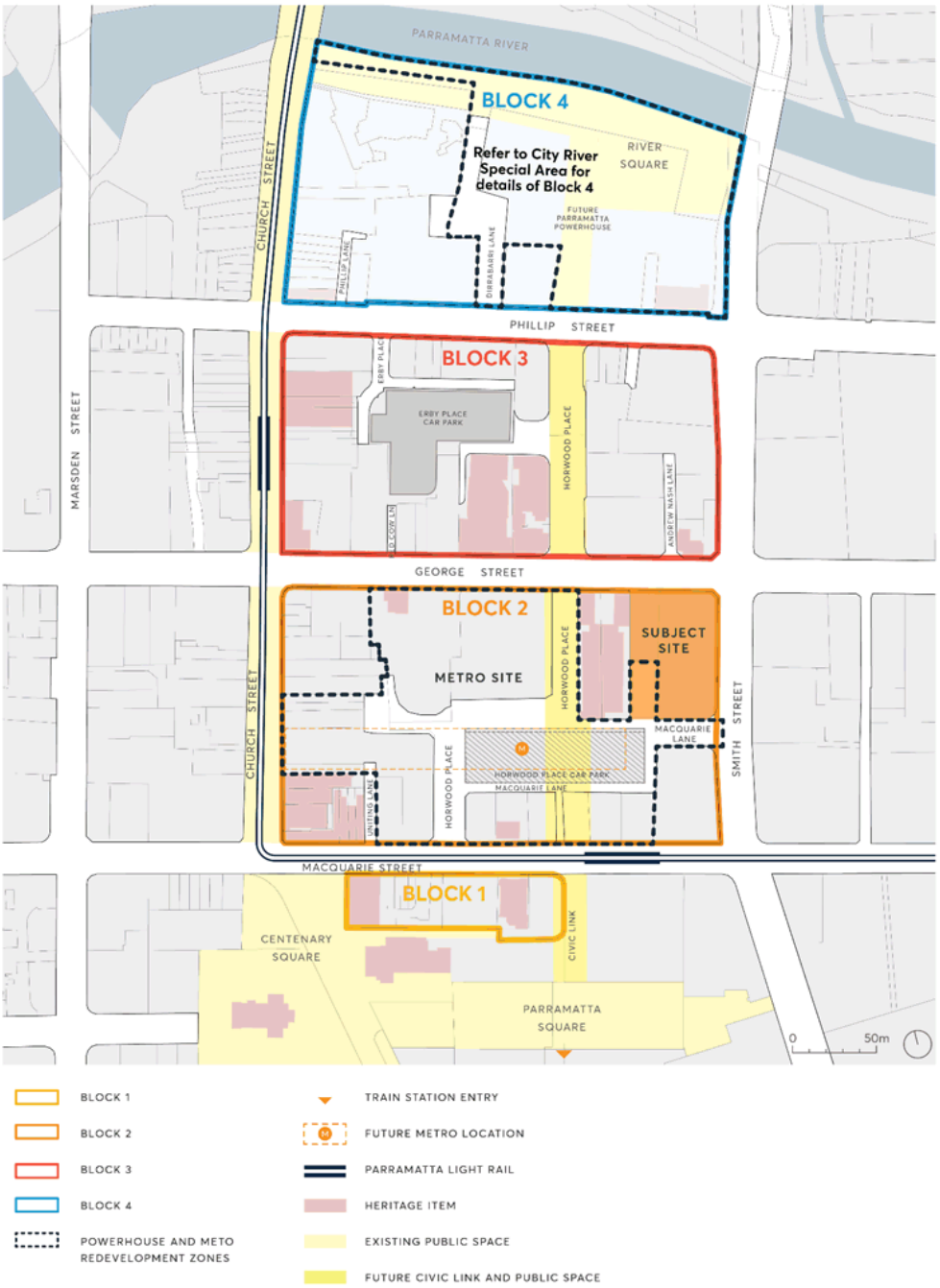

Figure 4: Extract from the draft City Centre DCP Chapter 5 Special Areas, Section 5.2 Civic Link - Block 2 at **Attachment 1 of the Council Report** that shows the location of the subject site and Metro owned land

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A summary of the key DCP controls from Chapter 5.2 Civic Link of the draft Parramatta City Centre DCP (**Attachment 1**) that affect the subject site are as follows:

Site Consolidation (Control C.02)	Proposals must comply with *Figure 5.2.3 Civic Link Special Area Public Domain & Consolidation* (as provided above at **Figure 4**) to realise the objectives of the Civic Link Special Area. Where sites do not amalgamate as shown, buildings must comply with building separation, side and rear setback controls in the City Centre DCP, which requires a 6 metre tower setback to the side and rear boundaries (see Section 3.3.2 Building Separation Control C. 01) and, and a 3 metre tower setback to laneways (see Section 3.3.1 Street Setbacks Control C.03). These tower setback controls in Sections 3.3.1 and 3.3.2 also apply to the alternate amalgamation option (being exclusive of the Metro owned land) for Site 05 (the subject site).
Public spaces (Control C.03)	Streets, lanes and open spaces as indicated in *Figure 5.2.4 – Civic Link Streets and Public Spaces* must be delivered through development and dedicated to Council. A new 6.5 metre open to sky laneway is required on the western boundary adjacent to the Roxy *Figure 5.2.12 New Laneway between the Roxy and Site 05 (Section F)*.
Building envelope – Setbacks (Control C 06(b), (c), (g), (h), (i))	**Northern elevation** - street walls facing George Street be 6 storeys high with a 12 metres upper level setback.
	Western elevation - street walls facing the Roxy must be 6 storeys high and designed with a restrained architectural expression, with a minimum 3 metre upper level setback.
	Southern elevation - street walls facing Macquarie Lane must not exceed 8 storeys high with a 3 metre upper level setback.
	Eastern elevation – setbacks and street wall heights on Smith Street between George Street and Macquarie Lane must provide a 4 metre dedication for road widening; a 2 metre ground floor setback for use as a pedestrian footpath; a maximum 8 storey street wall and a minimum 2 metre upper-level setback to the tower.
Building envelope - Street Walls (Control C.06 (c) & C.06 (h))	**Northern Elevation** - Street walls facing George Street must not be greater than 6 storeys high.
	Western Elevation - Street walls facing the Roxy must be a maximum of 6 storeys high and must be designed with a restrained architectural expression (*Figure 5.2.6: The Roxy framed by 6 storey Street Walls*).
	Southern Elevation - Street walls facing Macquarie Lane must not exceed a maximum of 8 storeys.
	Eastern Elevation - Street walls facing Smith Street must be a maximum of 8 storeys high (*Figure 5.2.5 and Figure 5.2.11*).
Vehicle access and new laneway (Control C.10 and C. 20)	Basement car park, service and loading entry and exit portals must be located on laneways or secondary streets and not on street frontages along Macquarie Street, George Street, Phillip Street and Smith Street, and along frontages to Civic Link. Site access and traffic measures to properties within Block 2, including The Roxy and Site 05, must prioritise safe, pedestrian circulation and interchange between Smith Street bus corridor stops and the Metro station.

In relation to heritage matters, Council's Heritage Consultant reviewed the draft DCP controls and provided the following summary comment, *'The Roxy Theatre, an excellent example of the Spanish Mission style and of a 'Picture Palace' of the Inter-War period, is a key heritage building in Parramatta City Centre. The building is a local landmark and important in both the George Street and Horwood Place streetscapes. The building has been designed so that it reaches a decorative crescendo at its peak. In order for the design of the Roxy to be best appreciated in contrast to the emerging commercial towers, it is recommended that the podium height of surrounding buildings is sufficient to form a single*

vertical backdrop to the Roxy, and that a new laneway to the east of the Roxy is provided to create 'space' between the Roxy and the much larger scale adjoining development.

This approach is consistent with the space on the southern and eastern sides of the Roxy. The façades of the podiums must have a "quiet" design to ensure that the decorative Roxy Theatre stands out, as a historical landmark and focal point of Parramatta. The 6 storey podium heights for buildings surrounding the Roxy to the east, south and west is supported, as is the proposed 6.5 mere laneway to the east of the Roxy'.

A detailed assessment of the scenarios submitted by the applicants against the above draft DCP controls is provided below.

A summary of the development yield potential of independent and amalgamated scenarios considering LEP and DCP planning controls, public benefits and site context (area, frontage, width) are included in **Appendix 1b (Tables 3 and 4)**.

COMPARISION OF APPLICANT'S CONTROLS FOR AMALGAMATED SITE OUTCOMES AGAINST THE CIVIC LINK DCP CONTROLS

Amalgamated Scenario 1: Amalgamated redevelopment of 71 (part), 73 and 75 George Street

Table 2 below compares the DCP controls in the two applicant amalgamated scenarios with the council officer draft City Centre DCP controls as shown in **Figures 5, 6 and 7.**

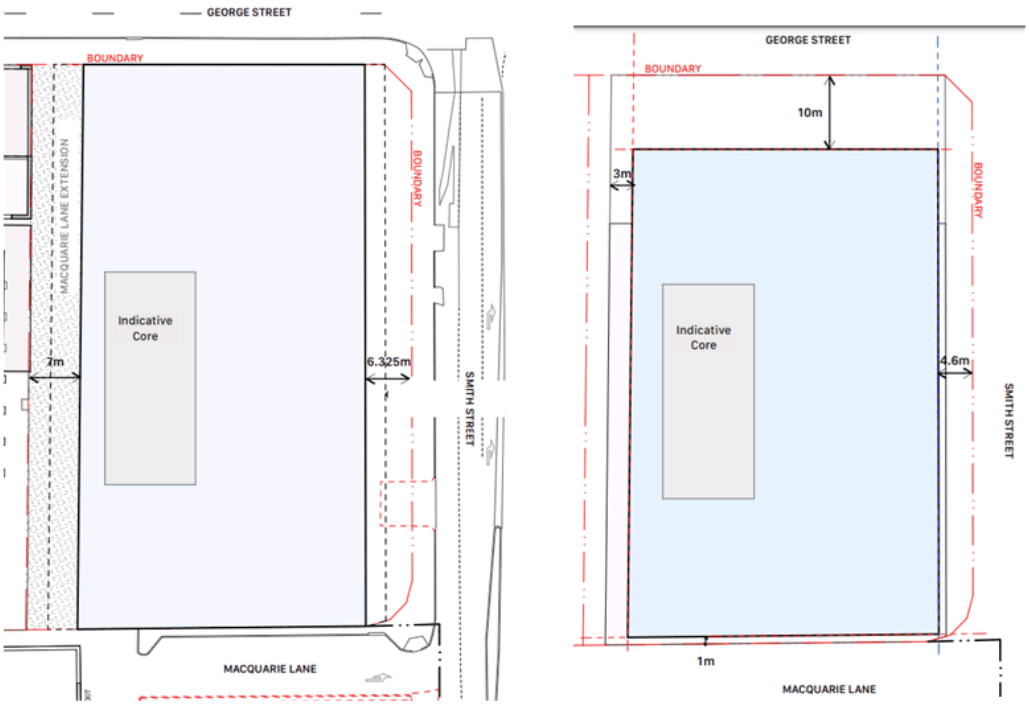

Figure 5: Extract from Applicant 1 response document showing preferred setbacks for an amalgamated outcome of 71, 73 and 75 at the ground floor and tower levels (Complete copy at **Appendix 2**).

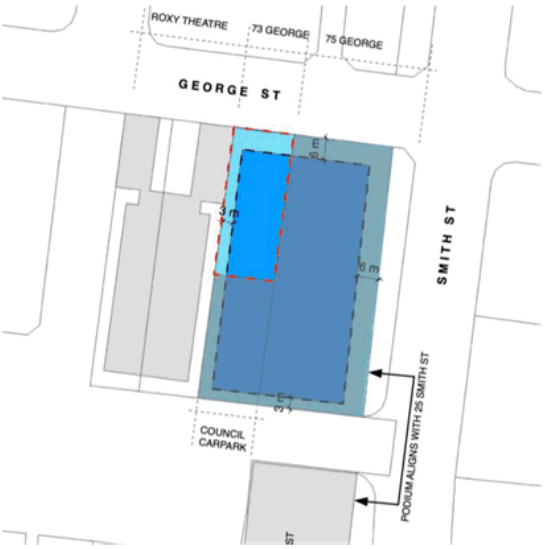

Figure 6: Extract from Applicant 2 SSDCP application showing preferred setbacks for an amalgamated outcome of 71, 73 and 75 (Complete copy at **Appendix 3**).

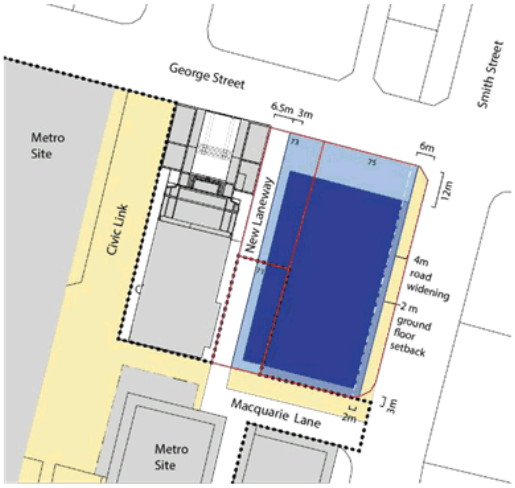

Figure 7: Council officer recommended setbacks

Table 2: Amalgamated Redevelopment Scenario 1 - 71 (part), 73 & 75 George Street.

	Applicant 1 Ethos Urban/Mirvac	**Applicant 2** Think Planners/ Nitil Holdings Pty	**Draft Civic Link DCP Controls**	**Consistent (Yes/No)**
Setbacks - North elevation	**Podium** 0m ground floor & podium levels, 20m upper podium levels	**Podium** 0m	**Podium** 0m street wall for podium	**Podium** • Applicant 1: Yes • Applicant 2: Yes
	Tower 10m	**Tower** 6m	**Tower** 12m upper level setback	**Tower** • Applicant 1: No • Applicant 2: No
Setbacks - East elevation	**Podium** 6.325m at ground floor, 3.6m at lower and upper podium	**Podium** Sufficient to accommodate the road widening for the bus lane (see Street Wall comment below)	**Podium** 6m ground floor setback, 4m podium setback	**Podium** • Applicant 1: Ground Floor - Yes; Podium - No • Applicant 2: Ground Floor & Podium - Yes
	Tower 4.6m	**Tower** 6m setback from edge of podium	**Tower** 6m tower setback	**Tower** • Applicant 1: No • Applicant 2: Yes
Setbacks - South elevation	**Podium** 0m at ground, lower and upper podium	**Podium** 0m	**Podium** 0m street wall setback for podium	**Podium** • Applicant 1: Yes • Applicant 2: Yes
	Tower 1m	**Tower** 3m	**Tower** 3m	**Tower** • Applicant 1: No • Applicant 2: Yes

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Setbacks - West elevation	**Podium** 7m at ground floor, 3m lower and upper podium	**Podium** 0m	**Podium** 6.5m Podium and ground floor setback and tower setback	**Podium** • Applicant 1: Ground floor – Yes; Podium - No • Applicant 2: Ground Floor – No; Podium - No
	Tower 6m	**Tower** 3m	**Tower** 9.5m (see New Laneway control)	**Tower** • Applicant 1: No • Applicant 2: No
Street wall - North elevation	**Street Wall** 22m (5 storeys)	**Street Wall** The street wall must be built to the street boundary along its full frontage on George Street.	**Street Wall** 6 storeys	**Street Wall** • Applicant 1: No • Applicant 2: Insufficient detail provided
Street wall - East elevation	**Street Wall** 38m (8 storeys)	**Street Wall** The podium to Smith Street is to be recessed and designed to accommodate the bus laneway requirements	**Street Wall** 8 storeys	**Street Wall** • Applicant 1: Yes • Applicant 2: Insufficient detail provided
Street wall - South elevation	**Street Wall** 38m (8 storeys)	**Street Wall** The street wall must be built to the street boundary along its full frontage on Macquarie Lane	**Street Wall** 8 storeys	**Street Wall** • Applicant 1: Yes • Applicant 2: Insufficient detail provided
Street wall – West elevation	**Street Wall** 38m (8 storeys)	**Street Wall** Details not provided	**Street Wall** 6 storeys	**Street Wall** • Applicant 1: No • Applicant 2: Insufficient detail provided
Vehicle Access	Vehicle Access is provided by Macquarie Lane	Details not provided	Vehicle access must be provided by new laneway	• Applicant 1: No • Applicant 2: N/A
New Laneway to East of Roxy	7m Laneway with 4m overhang	Laneway not provided	6.5m laneway open to Sky	• Applicant 1: No • Applicant 2: No
			Note: If access is not provided via the new laneway proposed suitable access and traffic management measures will need to be adopted that do not impact on pedestrian/traffic circulation in the area	
Heritage	7m Laneway with 4m overhang; 8 storey podium	Laneway and podium height not provided	6.5 metre laneway to the east of the Roxy'; and 6 storey podium heights for buildings to the east of the Roxy	• Applicant 1: No • Applicant 2: No

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Discussion

The DCP controls proposed by Applicant 1 for Amalgamated Redevelopment Scenario 1 are partly consistent with the Council officer DCP controls. The key areas of difference are:

- The 10 metre tower setback is inconsistent with the12 metre Civic Link DCP setback to George Street (northern boundary),
- A slightly smaller podium setback of 3.6m to the required 4m on the Smith Street elevation (eastern boundary),
- A 1 metre setback in comparison to Council officer's 3 metre tower setback on the southern boundary (to Macquarie Lane),
- Although the applicant proposes a sufficient setback for the required laneway (western boundary) it is not open to sky which is required for the appropriate heritage setback and traffic and pedestrian access,
- The Civic Link DCP requires the amalgamated site to have vehicle access from the New Laneway to the east of the Roxy, however Applicant 1 proposes vehicle access from Macquarie Lane, and
- The street wall heights to George Street and New Laneway are proposed to be 6 storeys to ensure consistency with other sites further west along George Street and adjacent to the Roxy on its east, south and west elevations. Applicant 1 proposes a 5 storey street wall along George Street and 8 storeys on the New Laneway.

The Urban Design Report accompanying Applicant 1's site specific DCP application at **Appendix 2** argues in relation to a 10 metre tower setback to George Street that the historic alignment of George Street is still achieved and is appropriate given the tower is at a transition/gateway point along George Street and the Roxy Theatre interrupts the future tower setback line therefore a gradual setback transition to the east with the Roxy Theatre being the dividing block between east and west setbacks along George Street is appropriate in this context.

> Response: The current tower setback control for George Street is 20 metres and is proposed to be reduced to 12 metres to correlate with the 12m tower setback control on Church Street, emphasising Church and George Streets as the primary east-west and north-south streets in the City Centre. The tower setback control for George Street assists in preserving the spatial significance of its axis, as well as maintaining views to Parramatta Park, specifically the Tudor gates which terminate views to the west. The 10m tower setback on the subject site is therefore not supported and it is noted that a 12 metre tower setback is required for 89-91 George Street adjacent to the State heritage listed Perth House as per the recently exhibited site specific DCP for this site.

Applicant 1 also argues that the new laneway to the east of the Roxy is an excellent opportunity to achieve a positive public domain outcome by applying a cantilever over the 7m wide lane extension, while preserving a 3m open to sky zone, with this cantilever assisting to bring the building edge to a relatable scale for pedestrians, while providing weather protection.

> Response: The applicant's proposed development is too close to the Roxy and will not preserve the open air space around the heritage building, crowding the historic landmark and not allowing the building to be viewed in the round as recommended by Council's heritage consultant. A 6.5 metre setback provides for shared vehicle and pedestrian laneway that assist with site access and traffic management.

Responses to Applicant 1's comments following consultation on the draft controls dated 17 September 2021 (**Appendix 4** to this Attachment) are summarised in **Table 6** below under the heading 'Applicant Consultation'.

The DCP controls proposed by Applicant 2 for the same scenario are also only partly consistent with the council officer DCP controls, however it is noted that some information was lacking from the analysis to enable a full assessment. The key areas of difference are:

- A 6 metre tower setback is proposed in comparison to the 12 metre Civic Link DCP setback to George Street on the northern boundary,
- The applicant does not propose the required new laneway on the eastern side of the Roxy.

The Statement accompanying Applicants 2's site specific DCP application at **Appendix 3** details discussions and negotiations with Mirvac for an amalgamated scheme that is described in the documentation as being preferred by the owner of 73. The report continues that agreement could not be reached for an amalgamated option and they remain concerned about the economic and orderly development of the site.

> Response: The Council recommended scenario is a single building on the amalgamated site to deliver superior built form, public domain, planning, heritage and traffic management outcomes and resolve site isolation issues as detailed in the DCP before Council.

Responses to Applicant 2's comments following consultation on the draft controls dated 17 September 2021 (**Appendix 5** to this Attachment) are summarised in **Table 7** below under the heading 'Applicant Consultation'.

Summary comment

The key difference between the applicant's controls and the council officer's controls are:

- Inconsistent podium setbacks on the eastern and western boundaries
- Inconsistent tower setbacks on all sides.

The council officer draft DCP controls aim to facilitate an amalgamated outcome with a new laneway to the east of the Roxy that provides heritage separation, site access and improved traffic circulation, as well as facilitating space for a new bus lane and interchange on Smith Street. The controls were prepared in consultation with Council's Traffic and City Design teams and informed by consultant heritage advice. This included a recommendation for 'space' between the Roxy and any larger scale adjoining development and a 6 storey podium height that has a "quiet" design such that the decorative Roxy Theatre stands out and can be admired in the round.

In summary, the draft DCP controls for the amalgamated redevelopment scenario of 71 (part), 73 and 75 George Street in Chapter 5 Special Areas, Section 5.2 Civic Link - Block 2 at **Attachment 1** are supported, with a further site consolidation control to allow for the possibility of amalgamation of 73 and 75 George Street. Both amalgamation scenarios maximise the commercial development potential of the sites in line with the CBD Planning Proposal and is discussed further below under the heading 'Other potential redevelopment scenarios'.

COMPARISON OF THE APPLICANT INDEPENDANT SITE OUTCOMES AGAINST THE CIVIC LINK DCP CONTROLS

Council officers asked the applicants to provide independent redevelopment scenarios to better understand the feasibility of independent redevelopment in comparison to the site consolidation proposed through the Civic Link DCP Block 2 controls. Both Applicant 1 and Applicant 2 provided independent redevelopment scenarios for 73 George Street and 75 George Street. Applicant 2 also provided an independent redevelopment scenario for 71 (part) George Street.

Consistent with the discussion above under the heading 'Key DCP controls for the subject sites', the assessment of the independent scenarios in the tables below are considered against Section 5.2 Civic Link and the rear and side setback controls to boundaries and laneways in Sections 3.3.1 and 3.3.2.

Independent Scenario 1: Independent redevelopment of 75 George Street

Both Applicant 1 and Applicant 2 submitted schemes which considered the independent redevelopment of 75 George St as per **Table 3** below and indicated in **Figures 8 and 9.**

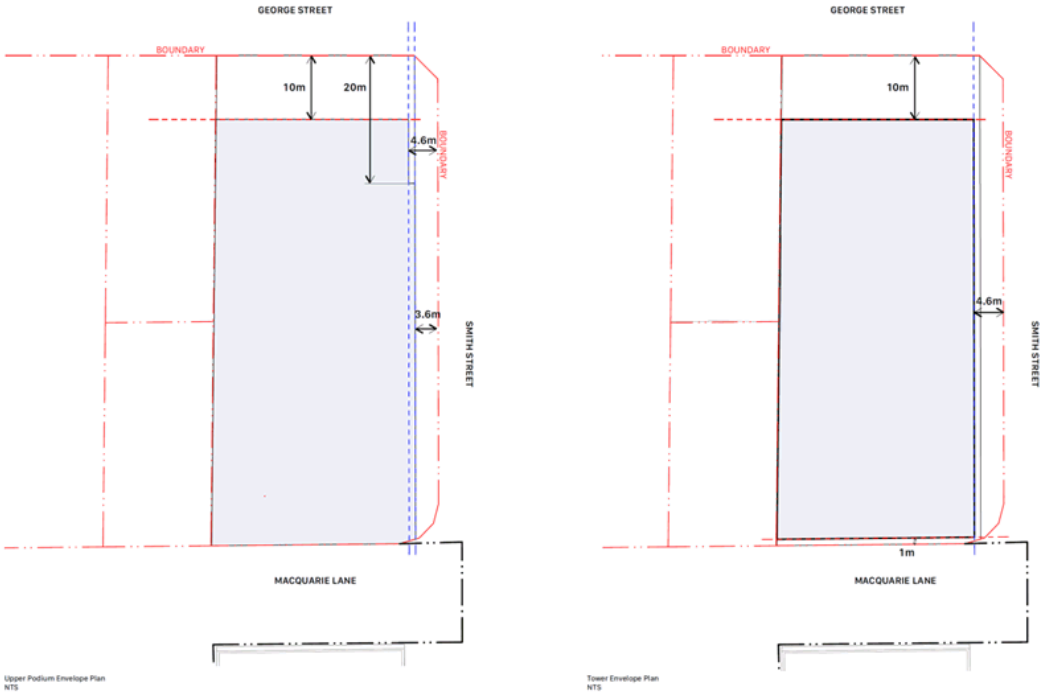

Figure 8: Extract from Applicant 1 SSDCP application showing preferred setbacks for an independent outcome of 75 George Street (complete copy at **Appendix 2**).

Figure 9: Extract from Applicant 2 SSDCP application showing preferred setbacks for an independent outcome of 75 George Street – indicated by a red asterisk and red outline by Council (complete copy at **Appendix 3**).

Table 3: Comparison of schemes submitted by Applicant 1 and Applicant 2 for the independent redevelopment of 75 George Street

	Applicant 1 Ethos Urban/Mirvac	**Applicant 2** Think Planners/ Nitil Holdings Pty	**Draft Civic Link DCP Controls & <u>City Centre DCP controls (shown underline)</u>**	**Consistent (Yes/No)**
Setbacks - North elevation	**Podium** 0m at ground floor, 0m setback at lower podium levels, and 20m at upper podium levels	**Podium** 0m	**Podium** 0m street wall for podium	**Podium** • Applicant 1: Yes • Applicant 2: Yes
	Tower 10m	**Tower** 18m	**Tower** 12m upper level setback	**Tower** • Applicant 1: No • Applicant 2: Yes*
Setbacks - East elevation	**Podium** 6.325m at ground floor, 3.6m at lower and upper podium	**Podium** Sufficient to accommodate road widening for the bus lane	**Podium** 6m ground floor setback, 4m podium setback,	**Podium** • Applicant 1: Ground Floor - Yes; Podium - No • Applicant 2: Podium - Yes
	Tower 4.6m	**Tower** 3m setback from edge of podium	**Tower** 6m tower setback	**Tower** • Applicant 1: No • Applicant 2: No
	Podium	**Podium**	**Podium**	**Podium**

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Setbacks - South elevation	0m at ground floor and podium	0m	0m street wall setback for podium	• Applicant 1: Yes • Applicant 2: Yes
	Tower 1m	**Tower** 18m	**Tower** 3m	**Tower** • Applicant 1: No • Applicant 2: Yes*
Setbacks - West elevation	**Podium** 0m at ground floor, 0m lower podium	**Podium** 0m	**Podium** 0m Podium	**Podium** • Applicant 1: Yes • Applicant 2: Yes
	Tower 0m	**Tower** 9m	**Tower** 6m	**Tower** • Applicant 1: No • Applicant 2: Yes*
Street wall - North elevation	**Street Wall** 5 storeys	**Street Wall** Street wall must be built to the street boundary along its full frontage on George Street.	**Street Wall** 6 storeys	**Street Wall** • Applicant 1: No • Applicant 2: Insufficient detail
Street wall - East elevation	**Street Wall** 8 storeys	**Street Wall** Podium to Smith Street to be recessed and designed to accommodate the bus laneway requirements	**Street Wall** 8 storeys	**Street Wall** • Applicant 1: Yes • Applicant 2: Insufficient detail
Street wall - South elevation	**Street Wall** 8 storeys	**Street Wall** Street wall must be built to street boundary along full frontage on Macquarie Lane	**Street Wall** 8 storeys	**Street Wall** • Applicant 1: Yes • Applicant 2: Insufficient detail
Street wall – West elevation	**Street Wall** N/A	**Street Wall** N/A	**Street Wall** N/A	**Street Wall** • Applicant 1: N/A • Applicant 2: N/A
Vehicle Access	Vehicle Access is provided by Macquarie Lane	Details not provided	Where practicable, driveways to be provided from lanes and secondary streets.	• Applicant : No • Applicant 2: N/A
			Note: If access is not provided via the new laneway proposed suitable access and traffic management measures will need to be adopted that do not impact on pedestrian/traffic circulation in the area	
New Laneway to East of Roxy	Details not provided	Details not provided	6.5m laneway open to Sky	• Applicant : No • Applicant 2: No
Heritage	Vehicle Access is provided by Macquarie Lane	Laneway and podium height not provided	6.5m laneway east of the Roxy'; and 6 storey podium heights for buildings east of the Roxy	• Applicant 1: No • Applicant 2: No

*Proposed control greater than the council officer recommended control

Independent Scenario 2: Independent redevelopment of 73 George Street

Both Applicant 1 and Applicant 2 submitted schemes which considered the independent redevelopment of 73 George St as per **Table 4** below and **Figures 10 and 11**.

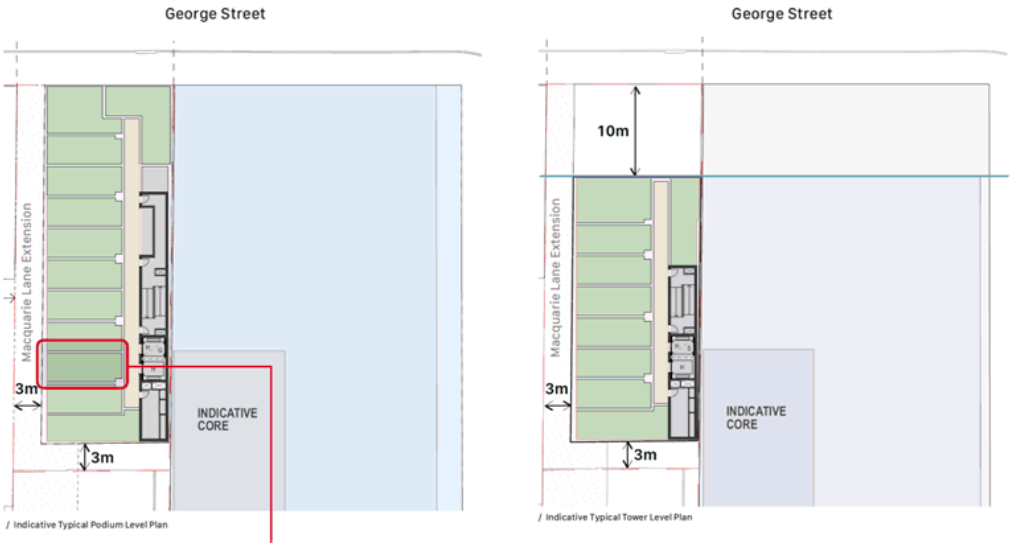

Figure 10: Extract from Applicant 1 SSDCP application showing preferred setbacks for an independent outcome of 73 George Street (complete copy at **Appendix 2**).

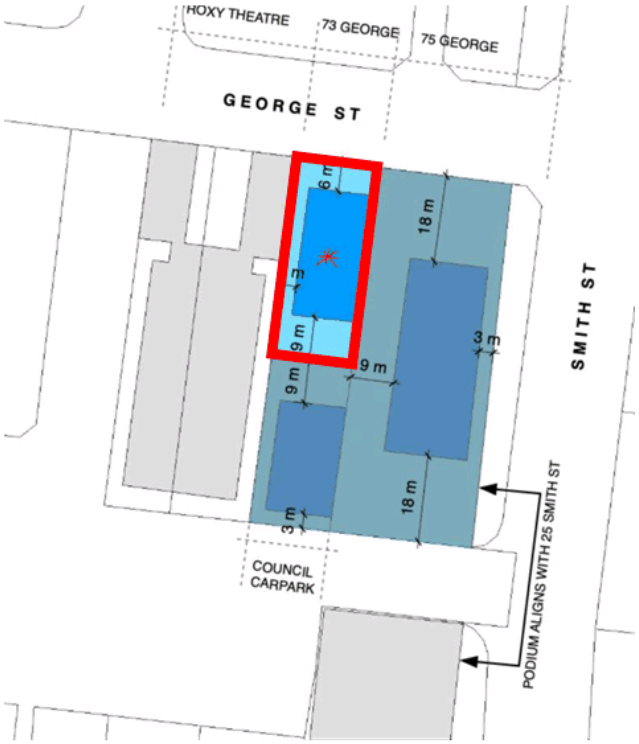

Figure 11: Extract from Applicant 2 SSDCP application showing preferred setbacks for an independent outcome of 73 George Street – indicated with a red asterisk and red outline by Council (complete copy at **Appendix 3**).

Table 4: Comparison of schemes submitted by Applicant 1 and Applicant 2 for the independent redevelopment of 73 George Street

	Applicant 1 Ethos Urban/Mirvac	**Applicant 2** Think Planners/ Nitil Holdings Pty	**Draft Civic Link DCP Controls and City Centre DCP controls (shown underline)**	**Consistent (Yes/No)**
Setbacks - North elevation (to George Street)	**Podium** 0m at ground & podium levels	**Podium** 0m	**Podium** 0m street wall for podium	**Podium** • Applicant 1: Yes • Applicant 2: Yes
	Tower 10m	**Tower** 6m	**Tower** 12m upper level setback	**Tower** • Applicant 1: No • Applicant 2: No
Setbacks - East elevation	**Podium** 0m at ground & podium levels	**Podium** 0m	**Podium** 0m	**Podium** • Applicant 1: Yes • Applicant 2: Yes
	Tower 0m	**Tower** 0m	**Tower** 6m tower setback	**Tower** • Applicant 1: No • Applicant 2: No
Setbacks - South elevation	**Podium** 3m at ground floor and podium	**Podium** 0m	**Podium** 0m podium	**Podium** • Applicant 1: Yes* • Applicant 2: Yes
	Tower 3m	**Tower** 9m	**Tower** 6m	**Tower** • Applicant 1: No • Applicant 2: Yes*
Setbacks - West elevation	**Podium** 7m at ground floor, 3m at podium	**Podium** 0m	**Podium** 0m (see laneway control below)	**Podium** • Applicant 1: see below • Applicant 2: see below
	Tower 3m	**Tower** 3m	**Tower** 6m (where laneway not provided as per control - (see laneway control below)	**Tower** • Applicant 1: No • Applicant 2: No
Street wall - North elevation	**Street Wall** 5 storeys	**Street Wall** Street wall must be built to the street boundary along its full frontage on George Street.	**Street Wall** 6 storeys	**Street Wall** • Applicant 1: No • Applicant 2: Insufficient detail
Street wall - East elevation	**Street Wall** N/A	**Street Wall** N/A	**Street Wall** N/A	**Street Wall** • Applicant 1: N/A • Applicant 2: N/A
Street wall - South elevation	**Street Wall** Insufficient detail	**Street Wall** -	**Street Wall** Merit	**Street Wall** • Applicant 1: Insufficient detail • Applicant 2: Insufficient detail

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Street wall – West elevation	**Street Wall** 5 storeys	**Street Wall** N/A – no proposed laneway	**Street Wall** 6 storeys	**Street Wall** • Applicant 1: No • Applicant 2: N/A
Vehicle Access	Vehicle Access is provided by Macquarie Lane via 75 George Street	Details not provided	Where practicable, driveways to be provided from lanes and secondary streets.	• Applicant 1: Yes • Applicant 2: N/A
			Note: If access is not provided via the new laneway proposed suitable access and traffic management measures will need to be adopted that do not impact on pedestrian/traffic circulation in the area	
New Laneway to East of Roxy	7m Laneway with 4m overhang	Detail not provided	6.5m laneway open to Sky	• Applicant : No • Applicant 2: No
Heritage	7m Laneway with 4m overhang	Laneway not provided	6.5 mere laneway to the east of the Roxy'; and 6 storey podium heights for buildings to the east of the Roxy	• Applicant 1: No • Applicant 2: No

*Proposed control greater than the council officer recommended control

Independent Scenario 3: Independent redevelopment of 71 George Street

Only Applicant 2 submitted a scheme which considered the independent redevelopment of 71 George Street.

Figure 12: Extract from Applicant 2 SSDCP application showing preferred setbacks for an independent outcome of 71 George Street – indicated by a red asterisk and red outline by Council (complete copy at **Appendix 3**).

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Table 5: Comparison of scheme submitted by Applicant 2 for the independent redevelopment of 71 George Street as shown in **Figure 12**.

	Applicant 1 Ethos Urban/Mirvac	**Applicant 2** Think Planners/ Nitil Holdings Pty	**Draft Civic Link DCP Controls & City Centre DCP controls (shown underline)**	**Consistent (Yes/No)**
Setbacks - North elevation (adjoining 73)	**Podium** -	**Podium** 0m	**Podium** 0m	**Podium** • Applicant 1: - • Applicant 2: Yes
	Tower -	**Tower** 9m	**Tower** 6m upper level setback	**Tower** • Applicant 1: - • Applicant 2: No
Setbacks - East elevation	**Podium** -	**Podium** 0m	**Podium** 0m	**Podium** • Applicant 1: - • Applicant 2: Yes
	Tower -	**Tower** 0m	**Tower** 6m	**Tower** • Applicant 1: - • Applicant 2: No
Setbacks - South elevation	**Podium** -	**Podium** 0m	**Podium** 0m podium	**Podium** • Applicant 1: - • Applicant 2: Yes
	Tower -	**Tower** 3m	**Tower** 3m	**Tower** • Applicant 1: - • Applicant 2: Yes
Setbacks - West elevation	**Podium** -	**Podium** 0m	**Podium** 0m (see laneway control below)	**Podium** • Applicant 1: - • Applicant 2: see below
	Tower -	**Tower** 3m	**Tower** 6m (where no laneway provided - (see laneway control below)	**Tower** • Applicant 1: - • Applicant 2: see below
Street wall - North elevation	**Street Wall** -	**Street Wall** N/A	**Street Wall** N/A	**Street Wall** • Applicant 1: - Applicant 2: N/A
Street wall - East elevation	**Street Wall** -	**Street Wall** N/A	**Street Wall** N/A	**Street Wall** • Applicant 1: - • Applicant 2: N/A
Street wall - South elevation	**Street Wall** -	**Street Wall** The street wall must be built to the street boundary along its full frontage on Macquarie Lane	**Street Wall** 8 storeys	**Street Wall** • Applicant 1: - • Applicant 2: Insufficient detail
Street wall – West elevation	**Street Wall** -	**Street Wall** Unclear	**Street Wall** 6 storeys	**Street Wall** • Applicant 1: - • Applicant 2: Insufficient detail
Vehicle Access	-	Details not provided	Where practicable, driveways must be provided from lanes	• Applicant 1: - • Applicant 2: Insufficient detail

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			and secondary streets.	
			Note: If access is not provided via the new laneway proposed suitable access and traffic management measures will need to be adopted that do not impact on pedestrian/traffic circulation in the area	
New Laneway to East of Roxy	-	Laneway not provided	6.5m laneway open to Sky	• Applicant 1: - • Applicant 2: No
Heritage	-	Laneway not provided, podium height unclear	6.5 mere laneway to the east of the Roxy'; and 6 storey podium heights for buildings to the east of the Roxy	• Applicant 1: - • Applicant 2: No

Discussion

Council officer's are not supportive of any of the independent redevelopment scenarios (1, 2 or 3) submitted by the Applicants, and the recommended scenario remains site consolidation of 71 (part), 73 and 75 George Street to avoid site isolation issues for 73 George Street, better built form, public domain and heritage outcomes and safer more efficient vehicle and pedestrian management. The proposed independent controls do not include the required 6.5 metre open to sky new laneway required to support vehicle access, pedestrian and traffic management and a heritage curtilage to the Roxy and do not allow for adequate or equitable tower separation and restricted floor plate sizes. A commercial tower on 75 George Street cannot achieve a Grade A footprint (typically starting at 1300sqm) and there is limited development capacity for 71 (part) and 73 George Street. A poor outcome for the public domain and transport interchange would also likely result if vehicle access is from George Street or Smith Street.

In the event the sites are developed independently the City Centre DCP rear and side tower setback controls to boundaries and laneways apply as per Section 3.3.1 - C.03 and Section 3.3.2 - C. 01. This would most impact the redevelopment potential of 73 George Street with the more likely scenario being a 6 storey podium building.

A summary of the development yield potential of independent scenarios considering LEP and DCP planning controls, public benefits and site context (area, frontage, width) are included in **Appendix 1b (Table 4).**

OTHER POTENTIAL REDEVELOPMENT SCENARIOS

Amalgamated redevelopment of 71(part) and 73

Applicant 1 showed a high level scheme for this scenario (see **Figure 13**) in their original material submitted to Council with setbacks generally consistent with their amalgamated scheme for 71, 73 and 75 George Street including the 7m laneway with 4m overhang to the east of the Roxy. Applicant 2 did not provide a scheme for this scenario.

If this redevelopment scenario takes place the City Centre DCP rear and side tower setback controls to boundaries and laneways would apply. If access is not provided via the new 6.5

metre open to sky laneway to the east of the Roxy, suitable access and traffic management measures will need to be adopted that do not impact on pedestrian/ traffic circulation in the area.

Figure 13: Extract from Applicant 1 SSDCP application showing preferred setbacks for an independent outcome of73 (Complete copy at **Appendix x**).

Amalgamated redevelopment of 73 and 75

Neither Applicant 1 nor Applicant 2 provided schemes for this scenario in their material submitted to Council. However, Applicant 1 provided commentary, preferred setbacks and a diagram for this scenario (see **Figure 14** below) in their response to the draft DCP controls that Council officers shared with the applicants following the meeting presenting the draft controls. Applicant 2 did not discuss this option in the response to the draft DCP controls. Specific comments on the issues raised by the applicants are provided in **Tables 6 and 7** below under the heading 'Applicant Consultation'.

The DCP controls proposed by **Applicant 1** for an amalgamated scenario of 73 and 75 provide for the new laneway to the east of the Roxy theatre, assume no development on 71 (part) and concessions to tower setbacks. It is noted the scheme is now more aligned with the Council DCP controls, specifically,

- the podium height along George Street was 5 storeys, now 6 storeys,
- tower setback for George Street was 10 metres, now 12 metres,
- Smith Street ground floor setback was 3.6 metres now 4 metres, and
- the new laneway is now 6.5 metres clear to sky, was 7 metres and 3 metres clear to sky).

The key areas of difference are:

- A 1 metre setback in comparison to Council officer's 2 metre tower setback on the eastern boundary (to Smith Street),
- A 1 metre setback in comparison to Council officer's 3 metre tower setback on the southern boundary (to Macquarie Lane), and
- A 2 metre setback in comparison to Council officer's 3 metre tower setback on the western boundary and southern boundary to 71.
- Potential vehicle access from Macquarie Lane as opposed to the council recommended new laneway.

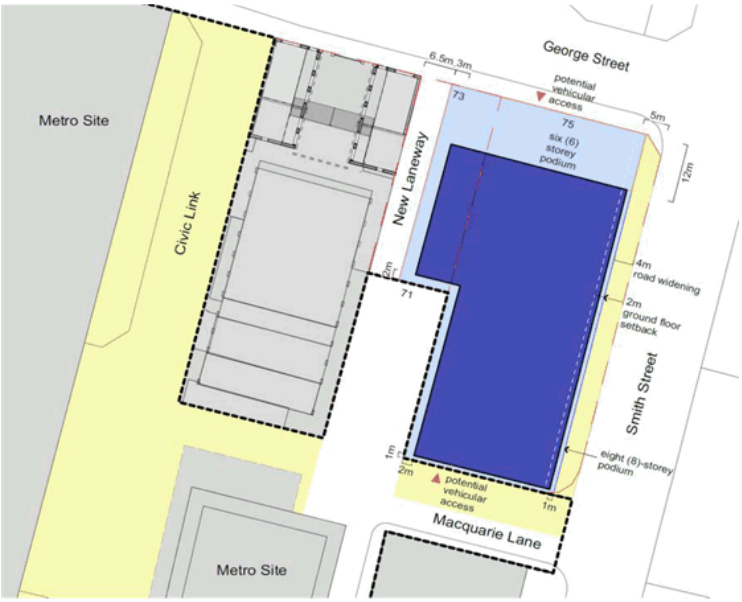

Figure 14: Extract from Applicant 1 response document showing preferred setbacks for an amalgamated outcome of 73 and 75 George Street (complete copy at **Appendix 4**).

Council officers acknowledge that the Sydney Metro land (71 (part)) is subject to planning pathways and timelines that are ongoing and may be subject to change, and consequently the amalgamation of 73 and 75 George Street could a more practical outcome that would have the following benefits:

- maximises commercial development potential in line with CBD Planning Proposal
- reduces pedestrian conflicts and improves vehicle circulation within CBD where site access is from the new laneway, and
- capitalise on current interest from both landowners to redevelop the site

Ongoing discussions will continue with Sydney Metro about their plans for this site and wider development within the block including traffic and pedestrian management issues that deliver the new laneway.

If this redevelopment scenario were to occur and 73 and 75 George Street amalgamate, the consideration of the applicant tower setback concessions as shown in **Figure 14** above on the southern and western boundaries adjoining the land owned by Sydney Metro could be part of a merit assessment in consultation with Council, Sydney Metro and the applicant. The redevelopment outcome would be required to be consistent with all other requirements including providing the 6.5 metre new shared laneway adjacent to the Roxy and road widening and footpath on Smith Street at nil cost to Council, as well as satisfactorily addressing any impacts on the Sydney Metro land and the Roxy.

Until this is resolved and certainty available through a Design Competition and or DA application, the DCP controls for Civic Link will require a building on 73 and 75 George Street to comply with building separation, side and rear setback controls in Part 3 of the City Centre controls. This requires a 6 metre tower setback to the side and rear boundaries (see Section 3.3.2 Building Separation Control C. 01 and, and a 3 metre tower setback to laneways (see Section 3.3.1 Street Setbacks Control C.03) as shown in **Figure 15** below.

A summary of the development yield potential of amalgamated scenarios considering LEP and DCP planning controls, public benefits and site context (area, frontage, width) are included in **Appendix 1b (Table 3)**.

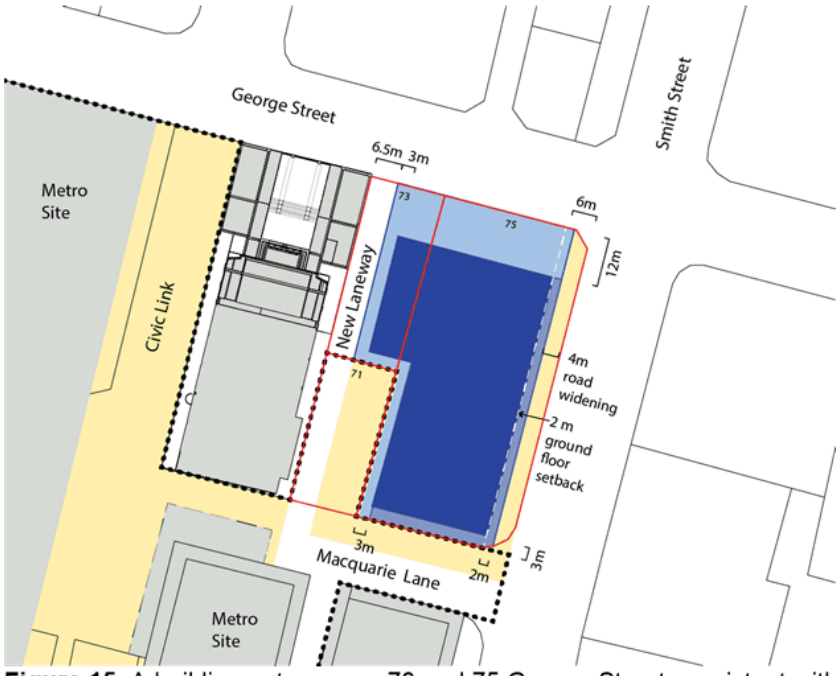

Figure 15: A building outcome on 73 and 75 George Street consistent with the council officer Civic Link DCP controls (diagram prepared by Council) .

OTHER RELEVANT DCP CONTROLS

Heritage

The Parramatta CBD DCP includes additional controls to require considered development in the vicinity of heritage items and their settings, and the need for detailed heritage analysis particularly noting the importance of the heritage character of the Parramatta City Centre. Council's Heritage Consultant reviewed the draft DCP controls for the Civic Link including the subject sites and their relationship with the State heritage listed Roxy Theatre and supported the specific objectives and controls for Block 2 and the subject site that seek to ensure the building's interface with the adjacent heritage item the Roxy are appropriate.

Sustainability

The Parramatta CBD DCP includes principles and controls relating to high performing buildings, urban heat mitigation, design of building surfaces and choice of materials, bird strike, solar reflectivity and wind mitigation.

Flooding and Groundwater

The Parramatta CBD DCP will introduce flood risk management controls which that will apply to the proposed development.

Vehicle Access and New Laneway

Consultation with Council's Traffic and Transport Team deemed that the road layout and vehicle access proposals for the sites are poor and result in unnecessary congestion. A vehicular laneway as an extension to Macquarie Lane running along the east side of the Roxy, could provide a one-way laneway from George Street to the existing Macquarie Lane and the access driveways. This would allow an alternative access into the precinct and help to relive traffic. Site specific controls for this site are included in the draft Civic Link DCP to facilitate this laneway extension.

LAND RESERVATION AND DEDICATION

The Land Reservation Map under the CBD Planning Proposal designates a 4 metre strip of land on the eastern edge of the site on Smith Street for local road widening to facilitate a bus interchange along Smith Street. Site specific controls for this site are included in the draft Civic Link DCP to facilitate this local road widening.

71 GEORGE STREET (PART) – SYDNEY METRO LAND

Sydney Metro currently own the Horwood Place carpark site to the south of 73 George Street and Council officers asked that it be included as part of this site-specific DCP as 71 (part) George Street. Sydney Metro have not confirmed the long-term plan for this site but have indicated they would be supportive of the Macquarie Lane extension which would impact their site. Ongoing discussions will continue with Sydney Metro about their plans for this site which it is critical to enable site amalgamation.

VOLUNTARY PLANNING AGREEMENT

A planning agreement and/or conditions will be needed to facilitate dedication of land, right of way or easement to facilitate the road widening and footpath on Smith Street to support the bus interchange. This road widening will result in the loss of a 4 metre strip of land on the eastern side of 75 George Street.

The proposed shared laneway on the eastern side of the Roxy will result in the loss of a 6.5 metre strip of land on the western side of 73 George Street and part 71 George Street. This will result in a planning agreement being necessary for dedication of land, right of way or easement as a potential alternative to a land sale.

Planning agreements for the road widening and footpath on Smith Street and shared laneway on the eastern side of the Roxy can be negotiated throughout the development application process.

APPLICANT CONSULATION

Council officers held separate meetings with both Applicants on 14 September 2021 to outline council officers' recommended DCP Controls and shortly after were forwarded the draft DCP controls and invited to provide comments. **Tables 7 and 8** below summarises and

responds to the issues raised in the responses from the applicants received on 17 September 2021.

Table 7: Applicant 1 – 75 George Street - Ethos Urban /Mirvac – summary of submissions and responses

Issue	Applicant Comment	Council Officer Comment
	•	•
6.5m podium setback to the facilitate the new laneway - western elevation	• The new laneway to the east of The Roxy is an excellent opportunity to achieve a positive public domain outcome by applying a cantilever over the 7m wide lane extension, while preserving a 3m open to sky zone. • This cantilever assists with bringing the building edge to a relatable scale for pedestrians, while providing weather protection.	• The applicant's proposed development is too close to the Roxy and will not preserve the open air space around the heritage building and will crowd the Roxy. • The 6.5m setback will facilitate both a shared vehicle and pedestrian pathway and appropriate space to enable the Roxy Theatre to be viewed in the round and admired.
Vehicle Access and Loading via Macquarie Lane	• The design is mindful of placing services on Smith Street where strictly necessary, maximising the active frontages in the building's street presentation.	• Originally Macquarie Lane was considered appropriate but now Sydney Metro have acquired it and it is to be a major pedestrian throughfare to the bus interchange. • Providing building access away from Macquarie Lane will assist with traffic circulation in the CBD.
Vehicle Access to 75 George Street in an independent redevelopment	• George Street remains the only certain location for a vehicular crossover to 75 George Street as Macquarie Lane is owned by Sydney Metro and Smith Street is earmarked as a bus interchange.	• If access is not provided via the new laneway proposed, suitable access and traffic management measures will need to be adopted that do not impact on pedestrian/traffic circulation in the area.
Site Consolidation/ Independent Redevelopment	• The DCP should anticipate a scenario where amalgamation cannot occur. • It is critical that Council's DCP provides certainty that an independent redevelopment scenario can be contemplated, including some guidance on the operation of planning controls in this scenario with site specific controls.	• Council Officer's do not support the independent redevelopment of 75 George Street. • The existing draft Civic Link DCP controls aim to facilitate the desired outcome of site consolidation as it critical to: - avoid site isolation of 71 (part) and 73 George Street, - facilitating the 6.5m laneway on the eastern side of the Roxy for traffic circulation and pedestrian connectivity. • Notwithstanding this, the Civic Link controls also provide for a scenario where site amalgamation cannot occur. Control C. 02 Site Consolidation requires that where site consolidation does not occur

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		consistent with the figure in the DCP, the general rear and side setback controls to boundaries and laneways apply as per Section 3.3.1 - C.03 and Section 3.3.2 - C. 01. It is noted that these setback controls will also apply in the event the alternate amalgamation option of 73 and 75 occurs (being exclusive of the Metro owned land).
Exclusion of 71 George St (part)	• It is not considered reasonable to include planning controls which rely on the amalgamation of land owned by Sydney Metro (part 71 George Street) given the significant number of assumptions and unknowns with respect to the future of that land. • Mirvac are requesting reduced setback controls in the event of 71 George St (part) not developing with the other two sites.	• Site consolidation with 71 (part) George Street is council officer's recommended outcome for the reasons noted above and further discussions are required between Council, Sydney Metro and the applicants about the plans for this site and wider development within the block including traffic and pedestrian management issues that deliver the new laneway. • Notwithstanding this, Council officers acknowledge that the Sydney Metro land (71 (part)) is subject to planning pathways and timelines that at this point in time are ongoing and may be subject to change, and consequently the amalgamation of 73 and 75 George Street could a more practical outcome. • If a DA is lodged for independent scenarios or an amalgamated scenario that seeks to vary these DCP controls, it can be assessed on merit and for consistency with the objectives.
Reduced tower setback controls to the east if 75 George St is developed independently.	• A reduction in setbacks is requested to offset Mirvac's land contribution to the Smith St bus lane. This is in recognition of no tower achievable on 71 and 73 George St.	• Amendments are not required to the consolidation/setback controls. If a DA is lodged for independent scenarios or that seek to vary Council Officer recommended DCP controls, it can be assessed on merit and for consistency with the objectives.
Land contribution to Smith Street widening	• Land earmarked for acquisition to facilitate the road widening would require compensation to be paid to Mirvac under the owner-initiated provisions of the Clause 5.1 of the LEP. To avoid that process, reduced setbacks should be contemplated by Council. Reduced setbacks will incentivise the land being dedicated voluntarily and ensure the road widening can occur at nil cost to Council.	• Amendments are not required to the consolidation/setback controls. If a DA is lodged requesting reduced setbacks from what is recommended in DCP controls, it can be assessed on merit and for consistency with the DCP objectives and traffic and transport requirements. This is also discussed under the heading 'Land Reservation and dedication' above.

Table 8: Applicant 2 - Think Planners/ Nitil Holdings Pty summary of submissions and responses

Issue	Applicant Comment	Council Officer Comment
Site amalgamation	• Supports the Council amalgamated site option and considers this a better outcome with respect to urban design, setbacks and public benefit through site pedestrian link. • Amalgamated site outcomes enables 73 to contribute c7250 sqm of GFA and will allow 75 to achieve additional GFA as the building will not be required to setback 6-9 metres from the western lot boundary.	• Support for the amalgamated scenario envisaged for the site is noted. • The exact development potential of 73 in an amalgamated scenario would be determined at DA stage and dependent on consideration of numerous factors. The issue of the 9 metre setback is addressed below.
DCP controls for an unamalgamated outcome	• Objects to the DCP not including provisions for an unamalgamated outcome.	• Provisions are included in the DCP in the event of an amalgamated outcome on 71 (part), 73 and 75 George. Draft control C. 02 is: Site consolidation must comply with Figure 5.2.3 to realise the objectives of the Civic Link Special Area. • Where sites do not amalgamate as shown, buildings must comply with building separation, side and rear setback controls in Part 3 of the City Centre controls. • The side and rear setback controls that would apply in an amalgamated scenario for 73 are 6 metres to its eastern (side) boundary and depending on the outcome on 71 (part) either a 6 metre setback to a side boundary where there is a building or 3 metres where this becomes part of the laneway.
Requirements for an unamalgamated outcome	• States that Mirvac is progressing a unamalgamated outcomes which they believe will: - compromise better urban design built form - make 73 an isolated site - result in the loss of development potential for our clients site - compromise delivery of the pedestrian laneway unless council acquires the land - require vehicle access from George Street, - not enable setbacks to the Roxy	• The recommended scenario is a single building on all three sites with vehicle access from new laneway as detailed in the DCP. An amalgamated scenario will deliver better urban design, traffic, heritage and planning outcomes. The issue of site isolation is addressed below.

	• Requests a non-amalgamated scenario only be permitted where: - planning and urban design tests are met, - Mirvac demonstrates reasonable attempts to amalgamate, - Where Mirvac accepts a significant reduction in GFA potential	
Development on 73 and side setbacks	• Notes that 73 will pursue maximum development potential in the case of their site being isolated, and requests the Mirvac envelope be setback 9 metres from its western boundary so 73 can be developed with a 0 metre setback to its eastern boundary to ensure orderly and economic development of the site.	• It is acknowledged the landowner wishes to achieve what they consider to be the maximum development potential of the site. This however is not always possible due to other planning controls and urban design considerations including context, site frontage and width which determine if the maximum yield may be achieved on a site. • In relation to context, site constraints such as the existing subdivision pattern, land ownership, amalgamation pattern, development unlikely to change such as heritage items). The site frontage and width are a product of the subdivision pattern and land ownership, and achieving the maximum yield is dependent on building setbacks to allow well separated tall slender towers as outlined in the vision for the CBD. • Separation distance are typically apportioned equally between adjacent sites which for commercial towers is a 12 metre inter-building separation. Further, existing adjacent buildings cannot be used to justify a reduced setback which could compromise the orderly and economic development potential of the adjacent site in the future.
Site consolidation/ site isolation	• Draft DCP must include provisions requiring an applicant to demonstrate that it has attempted to achieve the better urban design outcome of amalgamation, similar to the provisions in Parramatta DCP Part 3 - "Site Consolidation and Development on Isolated Sites".	• The provisions in Section 3.7.2 include an objective and principle to encourage site isolation for residential flat buildings, multi dwelling housing in the form of town houses, villas or the like; a suburban situation. Notwithstanding this, the suggestion that a similar control be included in the Parramatta City Centre may have merit. The applicant is encouraged to raise this matter in a submission to the

		exhibition of the draft Parramatta City Centre when it goes on exhibition.

CONCLUSION /NEXT STEPS

Council officers acknowledge that the Sydney Metro land (71 (part)) is subject to planning pathways and timelines that are ongoing and may be subject to change, and consequently the amalgamation of 73 and 75 George Street could be a more practical outcome. Discussions will continue with Sydney Metro about their plans for this site and wider development within the block including traffic and pedestrian management issues that deliver the new laneway.

Therefore, it is recommended that Council endorse the DCP controls contained in **Attachment 1** at Chapter 6 Special Areas, Section 6.2 Civic Link that includes the DCP controls for the amalgamated sites at 71(part), 73 and 75 George Street, and an alternate amalgamated outcome for 73 and 75 George Street as discussed in this Attachment (**Attachment 4).** Both these amalgamation scenarios provide for a commercial attractive tower footprint and site access from the new laneway to reduce pedestrian conflicts and improve vehicle circulation within the CBD. Support for the Civic Link DCP controls will allow the Parramatta City Centre DCP to be placed on public exhibition and consultation with the community and relevant public agencies to be occur including the Council's Heritage and Flood Committees. The exhibition outcomes will be reported to Council to allow Council to determine the draft amendments to Section 4.4. Parramatta City Centre.

APPENDICES

Appendix 1a	Parramatta CBD Planning Proposal controls
Appendix 1b	Development yield potential
Appendix 2	Applicant 1 site-specific DCP documentation (includes DCP Assessment Report, Draft Site Specific DCP and Urban Design Report)
Appendix 3	Applicant 2 site-specific DCP documentation
Appendix 4	Applicant 1 submission on draft DCP controls dated 17 September 2021
Appendix 5	Applicant 2 submission on draft DCP controls dated 17 September 2021

Appendix 1a - Parramatta CBD Planning Proposal controls

Table 1: Parramatta CBD Planning Proposal controls available as part of amalgamated site scenarios

CBD PP controls	Amalgamation of 71 (part), 73 and 75 George	Amalgamation of 73 and 75 George	Amalgamation of 71 (part) and 73 George
Site area	3,952 sqm	3,369 sqm	1,289 sqm
HOB – base	SAP surface limit (approx. 34 storeys)	SAP surface limit (approx. 34 storeys)	SAP surface limit (approx. 6 storeys)
HOB – incentive	N/A to B3 sites	N/A to B3 sites	N/A to B3 sites
FSR – base*	10:1	10:1	10:1
FSR – incentive	N/A to B3 sites	N/A to B3 sites	N/A to B3 sites
Unlimited FSR for office premises	Applicable	Applicable	N/A – site less than 1800 sqm
Design excellence bonus	Additional 15% FSR	Additional 15% FSR	Additional 15% FSR

Table 2 - Parramatta CBD Planning Proposal controls available as part of independent site scenarios

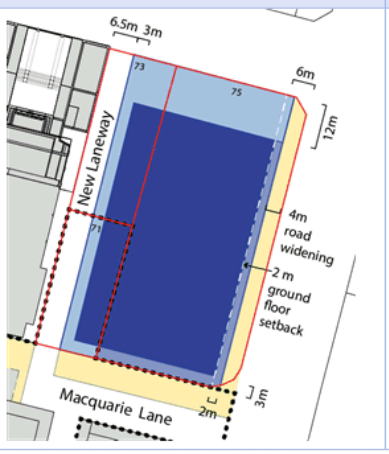
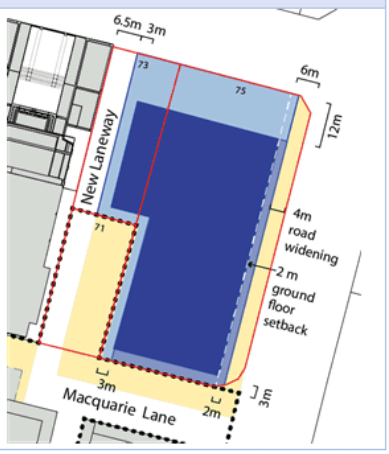
CBD PP controls	Independent development of 71(part) George	Independent development of 73 George	Independent development of 75 George
Site area	583 sqm	706 sqm	2,663 sqm
HOB – base	SAP surface limit	SAP surface limit	SAP surface limit
HOB – incentive	N/A to B3 sites	N/A to B3 sites	N/A to B3 sites
FSR – base*	10:1*	10:1*	10:1
FSR – incentive	N/A to B3 sites	N/A to B3 sites	N/A to B3 sites
Unlimited FSR for office premises	NA – site less than 1800 sqm	NA – site less than 1800 sqm	Applicable
Design excellence bonus	15% FSR	15% FSR	15% FSR

*Due to site size and width, achievable FSR would be approximately 3:1

Appendix 1b – Development yield potential

Development yield potential of independent and amalgamated scenarios considering LEP and DCP planning controls, public benefits and site context (area, frontage, width).

Table 3: Amalgamated site scenarios

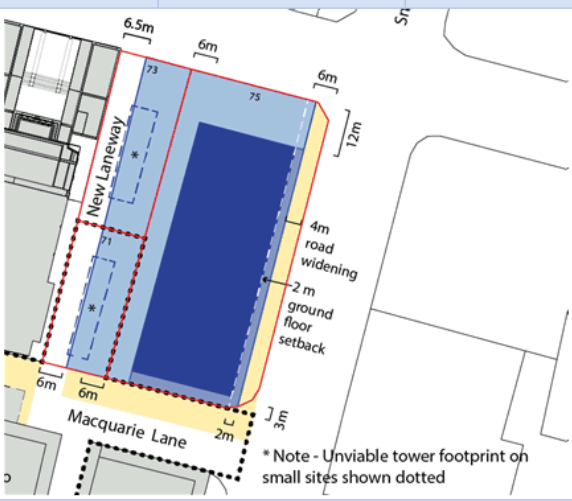
	Amalgamation of 71 (part), 73 and 75 George	Amalgamation of 73 and 75 George**
Site area	3,952 sqm	3,952 sqm
Podium footprint*	2,746 sqm	2,429 sqm
Tower footprint*	1,945 sqm *(See Note 1)*	1,629 sqm *(See Note 1)*
Building Height	34 storeys	34 storeys
FSR	16.53:1	16.46:1
Public Domain Benefit		
- 6.5m laneway open to sky	500 sqm	228 sqm
- 4m Smith Street setback	288 sqm	288 sqm
- 2m Smith Street easement at ground	152 sqm	152 sqm
		

* All scenarios assume GFA calculated as 85% of GBA except ground floor calculated as 50% of GBA

** Assumes 71 (part) George Street – Metro land remains undeveloped and would become public domain

Note 1: Grade A tower floor plates typically 1,300-1,500 sqm as per the Urbis study, "Economic Review – Achieving A-Grade Office development" commissioned by Council when preparing the Paramatta CBD Planning Proposal in October 2015, and updated in September 2019.

Table 4: Independent site scenarios

	Independent development of 71 (part) George	Independent development of 73 George	Independent development of 75 George
Site area	583 sqm	706 sqm	2,663 sqm
Podium footprint*	285 sqm	377 sqm	2,053 sqm
Tower footprint*	0 sqm	0 sqm	1,235 sqm *(See Note 1)*
Building Height	6 storeys	6 storeys	34 storeys
FSR	2.83:1	2.93:1	16.12:1
Public Domain Benefit			
- 6.5m laneway open to sky	228 sqm	273 sqm	
- 4m Smith Street setback			288sqm
- 2m Smith Street easement at ground			152 sqm
			

*All scenarios assume GFA calculated as 85% of GBA except ground floor calculated as 50% of GBA

Note 1: Grade A tower floor plates typically 1,300-1,500 sqm as per the Urbis study, "Economic Review – Achieving A-Grade Office development" commissioned by Council when preparing the Paramatta CBD Planning Proposal in October 2015, and updated in September 2019.

Appendix 2 - Applicant 1 (Ethos Urban / Mirvac) Site-specific DCP documentation

(Includes DCP Assessment Report, Draft Site Specific DCP and Urban Design Report)

ETHOS URBAN

Site-Specific Development Control Plan Assessment Report

75 George Street, Parramatta (including part of 71 George Street and 73 George Street)

Submitted to City of Parramatta Council
On behalf of Mirvac Projects Pty Ltd

9 June 2021 | 218091

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Douglas Partners

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Real Serve

Executive summary

This Assessment Report is submitted to the City of Parramatta Council in support of a Site-Specific Development Control Plan (**Site-Specific DCP**) for land identified as 75 George Street, Parramatta (**the site**). The Draft Site-Specific DCP applies to the site and also applies to the neighbouring sites at 73 George Street and part of 71 George Street, Parramatta, as agreed and following consultation with Council. The purpose of this report is to support the proposed Site-Specific DCP and provide an assessment of the built form outcome under the controls proposed.

The purpose of the Site-Specific DCP is to introduce new planning controls to support the future redevelopment of the site which give effect to the Parramatta CBD Planning Strategy and CBD Planning Proposal. The controls once adopted will guide the preparation of a future Competitive Design Process (design competition) and subsequent Development Application (**DA**).

The controls proposed under the Site-Specific DCP are ultimately intended to facilitate the redevelopment of the site and accommodate a commercial tower up to a height of RL148.87(approximately 31 storeys) with approximately 48,939.7m^2 of commercial floor space (being an FSR of 18.3:1). The proposal will also provide an improved public domain outcome by supporting Council's vision for future transport infrastructure (new footpath and bus interchange) along Smith Street. This means reducing the width of the site by 6.325m and the overall site area by approximately 466m^2 to accommodate a new bus lane along Smith Street and a significantly widened footpath.

Vision and project objectives

Mirvac has a vision on delivering a premium, high-quality commercial development which will leverage off existing and planned infrastructure and reinforce the Parramatta CBD as the Metropolitan Centre of the Central City. The Site-Specific DCP will establish the planning framework to deliver on this vision which will:

- Provide in-demand A-grade commercial floor space, while supporting significant employment growth.
- Ensure new development is sympathetic to the surrounding heritage context, especially the State heritage listed Roxy Theatre.
- Continue to recognise and respond to the historic character of George Street as a spacious thoroughfare as the Parramatta CBD's premier east-west street.
- Leverage of the site's scale and two prominent frontages to develop a new and completely invigorated street level outcome, supporting finer-grain activation and pedestrian permeability commensurate with the status of George Street and Smith Street.
- Be of the highest standard of architectural and urban design and provide a recognisable and high-quality contribution to the Parramatta CBD skyline, which will help to reinforce the status of Sydney's dual CBD.
- Create a next generation workplace environment that realises the opportunities that are emerging in future work practice, wellbeing and sustainability, communication and digital technologies, and security.
- Provide sustainability initiatives of the highest level, supporting the improved environmental performance of commercial development in the Parramatta CBD.

The site is ideally positioned on a large, prominent corner location in the heart of the CBD and is positioned in direct proximity to existing and future transport infrastructure, including Sydney Metro West and the Parramatta Light Rail. It is highly optimal and capable of delivering significant employment generation floor space and public benefit while supporting the achievement of floor space and job targets established by Council.

The future redevelopment of the site within the framework established by the Site-Specific DCP is in full alignment with the objectives and intended outcomes of Council's CBD Planning Proposal, which broadly seeks to bolster the economic potential of the Parramatta CBD. Specifically, it supports the ongoing growth of employment floor space in Parramatta, which is a highly accessible area well connected by existing and future public transport and strengthens the Parramatta CBD as the economic hub of Greater Sydney's Central River City. The Site-Specific DCP is also in alignment with the objectives of Council's draft Civic Link Development Control Plan and the overall vision and

intended outcomes under this document in supporting public space within the City Centre and linking Parramatta Square to the Parramatta River foreshore.

Parramatta CBD Planning Proposal

This Site-Specific DCP has been prepared to align with the strategic context, objectives and controls recommended for the site under the draft Parramatta CBD Planning Proposal. Notably for the site, this includes incentivised commercial floor space for land in the B3 Commercial Core with a site area in excess of 1,800m^2, and a height limit guided by the Lancer Barracks sun access protection controls.

Site-Specific Development Control Plan and neighbouring development

The Site-Specific DCP sets out site specific planning controls for the site. As detailed above, the intent is to set parameters for future development on the site to guide a future Competitive Design Process and Development Application. The proposed controls are reflective of site-specific conditions, and look to capture key principles and development outcomes already envisioned for the site under Council's future planning framework.

Specifically, the Site-Specific DCP seeks to:

- Establish a preferred building envelope on the site through detailed planning controls such as setbacks and street frontage heights;
- Recognise and protect the site's strong surrounding heritage context;
- Ensure activation of the public domain; and
- Outline preferred methods of car parking and site access.

Following consultation with the City of Parramatta Council, Council Officers requested that consideration be given to the amalgamation of the site with the adjacent site to the immediate west (being 73 George Street) on the basis of a potential site isolation issue resulting from the independent development of the site. Council Officers also requested that consideration be given to part of the existing Horwood Place carpark to the immediate south of 73 George Street and south west of the site. As such, it was requested that the Site-Specific DCP not only address the independent redevelopment of the site, but also include controls for these neighbouring sites under the following different redevelopment scenarios.

- **Scenario 1**. The independent redevelopment of 75 George Street only (Mirvac's proposal);
- **Scenario 2**. The independent redevelopment of 73 George Street only; and
- **Scenario 3**. The amalgamated redevelopment of:
  - 73 George Street; and
  - 75 George Street; and
  - Part of 71 George Street (the site of the existing Horwood Place Car Park).

The Site-Specific DCP will therefore provide planning controls for three potential redevelopment scenarios which could occur across the sites nominated above, as a result of different land ownership circumstances. Accordingly, the Site-Specific DCP will apply not only to the site (being 75 George Street), but will also apply to part of 71 George Street (part of the existing Horwood Place Car park) and 73 George Street, Parramatta. This land area is shown in **Figure 1**.

Figure 1 – Land to which the Site-specific DCP is proposed to apply

Source: Ethos Urban

Planning envelope

A preferred planning envelope was developed for the independent redevelopment of 75 George Street (included within the Site-Specific DCP) following design and environmental impact testing. The envelope derives a maximum height of 31 storeys with approximately 48,939.7m² of commercial floor space, constituting an FSR of 18.3:1. The envelope also balances a number of site-specific and strategic considerations in line with Council's future planning framework, including:

- Maximising commercial floor space and jobs within the Commercial Core and providing market appropriate A-grade office floor plates (as is desired in the Parramatta CBD under the draft CBD Planning Proposal);
- Maximising commercial floor space and jobs in the commercial core within direct proximity to existing and future infrastructure, including the Parramatta Light Rail and Sydney Metro West;
- Retaining solar access to key public spaces including Lancer Barracks;
- Recognising and remaining sympathetic to existing heritage items, including in particular the State heritage listed Roxy Theatre west of the site; and
- Road widening to support Council's vision for Smith Street as an expanded transport (bus) corridor.

Environmental assessment

The built form controls proposed for the site and its neighbouring sites under the Site-Specific DCP have been the subject of an environmental impact assessment as set out in this report and supporting technical studies, including:

- a detailed urban design study by FJMT;
- traffic and transport impact assessment;
- heritage (including Aboriginal heritage) impact assessment;
- historical archaeological assessment;
- wind impact assessment;
- contamination assessment;
- geotechnical desk study;
- preliminary flood study;
- ESD strategy; and
- Civil and services assessment.

Overall, the assessment of the built form outcome under the controls proposed has been demonstrated to be capable of providing no adverse environmental impact while supporting a positive urban design outcome commensurate with the site's prominent CBD location and heritage context.

Conclusion

The controls proposed under the Site-Specific DCP are underpinned by Mirvac's vision to deliver a premium, high-quality commercial development. The controls will guide a competitive design process for the site and the winning building design will form part of a DA to Council.

This report demonstrates that the controls and development available to the site under the Site-Specific Development Control Plan:

- Are in full alignment with the objectives and intended outcomes of Council's draft CBD Planning Proposal and future planning framework, including the draft Civic Link Development Control Plan;
- Will support the provision of in-demand A-grade commercial floor space, while supporting significant employment growth;
- Are suitable for the strategic location and characteristics of the site, leveraging of its large, prominent corner location in the heart of the Parramatta CBD, positioned in direct proximity to existing and future transport infrastructure, including Sydney Metro West and the Parramatta Light Rail; and
- Minimises environmental impacts and does not compromising the amenity of the city's streets, open spaces and surrounding heritage items, including in particular the State heritage listed Roxy Theatre.

1.0 Introduction

This report has been prepared by Ethos Urban on behalf of Mirvac Projects Pty Ltd (**Mirvac**) and is submitted to the City of Parramatta Council (**Council**) in support of a Site-Specific Development Control Plan (**Site-Specific DCP**) for land identified as 75 George Street, Parramatta (**the site**). The draft Site-Specific DCP applies to the site and also applies to the neighbouring sites at 73 George Street and part of 71 George Street, Parramatta, as agreed and following consultation with Council. The purpose of this report is to support the proposed Site-Specific DCP and provide an assessment of the built form outcome under the controls proposed.

Mirvac intends to redevelop the site for commercial purposes to create a new, A-grade commercial development in accordance with the draft provisions of the Parramatta CBD Planning Proposal.

Mirvac has prepared a Site-Specific DCP (refer to **Appendix A**) to progress the planning approvals process for 75 George Street, which will set the parameters for a future design competition and subsequent Development Application (**DA**). It is ultimately intended to facilitate the redevelopment of the site and accommodate a commercial tower up to a height of RL148.87 (approximately 31 storeys) with approximately 48,939.7m^2 of commercial floor space, constituting an FSR of 18.3:1. The proposal will also provide an improved public domain outcome by supporting Council's vision for future transport infrastructure (new footpath and bus interchange) along Smith Street. This means reducing the width of the site by 6.325m and the site area overall by approximately 466m^2 to accommodate a new bus lane along Smith Street and a significantly widened footpath.

An image of an indicative tower form (reference design) which could be delivered by the proposed Site-Specific DCP is provided in **Figure 2**. The development outcome envisioned by the site Site-Specific DCP for Mirvac's site is in full alignment with the underlying intent of the draft Parramatta CBD Planning Proposal which inlcudes increasing the capacity for new jobs in the CBD and ultimately reinforce the Parramatta CBD as the Metropolitan Centre for the Central City. The Site-Specific DCP is also in alignment with the objectives of Council's draft Civic Link Development Control Plan and the overall vision and intended outcomes under this document in supporting public space within the City Centre and linking Parramatta Square to the Parramatta River foreshore.

Council has also requested that consideration be given to the amalgamation of Mirvac's site with the adjacent site to the immediate west (being 73 George Street) on the basis of a potential site isolation issue resulting from the independent development of 75 George Street. Consideration was to also be given to part of the existing Horwood Place carpark to the immediate south of 73 George Street and south west of the site. As such, Council has requested that consideration be given to both an amalgamated and independent redevelopment scenario for these sites and Mirvac's site under the Site-Specific DCP.

Accordingly, the Site-Specific DCP not only sets out controls for the independent redevelopment of the site (which is Mirvac's preference), it also sets out controls for two other potential redevelopment scenario's. Each redevelopment scenario addressed under the Site-Specific DCP is listed below.

- **Scenario 1**. The independent redevelopment of 75 George Street only (Mirvac's proposal);
- **Scenario 2**. The independent redevelopment of 73 George Street only; and
- **Scenario 3**. The amalgamated redevelopment of:
  - 73 George Street; and
  - 75 George Street; and
  - Part of 71 George Street (being the site of the existing Horwood Place Car Park).

This assessment report describes the site, the proposed planning controls and provides an environmental assessment of the planning envelope and indicative tower forms available under the Site-Specific DCP. The report should be read in conjunction with the draft Site-Specific DCP prepared by Ethos Urban, the Urban Design Study prepared by FJMT (**Appendix B**) and specialist consultant reports appended to this report (refer Table of Contents).

Figure 2 – Photomontage of an indicative tower form on Mirvac's site (75 George Street)

Source: FJMT

2.0 Background

2.1 Mirvac company overview and vision

Mirvac is one of Australia's leading and most innovative property groups. Since 1972, Mirvac has played a vital role in the evolution of our cities to create places that enrich the home, work and social lives of thousands of Australians. Mirvac's goal is to add value to Australia's cities through leading-edge and high-quality design, development, asset management and construction, with the Group committed to operating in a manner which is socially, environmentally and economically sustainable in order to leave a lasting, positive legacy.

Further to this, Mirvac's vision is to set the standard as a world-class Australian property group, harnessing talent to reimagine urban life wherever Mirvac builds, owns, manages and operates. This places Mirvac in a unique position to deliver office commercial and industrial workplaces, mixed developments, shopping precincts and residential communities that meet the requirements of all stakeholders including communities, governments, local businesses and customers.

Mirvac recognises the important role that improving the quantity and quality of commercial floorspace in the Parramatta CBD plays in supporting Sydney more broadly as a truly global city. Mirvac's vision is to deliver A-grade commercial floor space in Sydney's Central River City which is quickly transitioning into a world class commercial precinct with civic and cultural landmarks.

2.2 Project objectives

Mirvac has a vision on delivering a premium, high-quality commercial development which will leverage off existing and planned infrastructure and reinforce Council's strategy for the Parramatta CBD as the Metropolitan Centre of the Central City. Mirvac's concept will establish the planning framework (by way of site-specific DCP) to deliver on this vision which will:

- Provide in-demand A-grade commercial floor space, while supporting significant employment growth.
- Ensure new development is sympathetic to the surrounding heritage context, especially the State heritage listed Roxy Theatre.
- Continue to recognise and respond to the historic character of George Street as a spacious thoroughfare as the Parramatta CBD's premier east-west street.
- Leverage of the site's scale and two prominent frontages to develop a new and completely invigorated street level outcome, supporting finer-grain activation and pedestrian permeability commensurate with the status of George Street and Smith Street.
- Be of the highest standard of architectural and urban design and provide a recognisable and high-quality contribution to the Parramatta CBD skyline, which will help to reinforce the status of Sydney's dual CBD.
- Create a next generation workplace environment that realises the opportunities that are emerging in future work practice, wellbeing and sustainability, communication and digital technologies, and security.
- Provide sustainability initiatives of the highest level, supporting the improved environmental performance of commercial development in the Parramatta CBD.

The site is zoned B3 Commercial Core with a base FSR of 10:1. It is ideally positioned on a large, prominent corner location in the heart of the CBD and is positioned in direct proximity to the future Parramatta Sydney Metro West station. It is highly optimal and capable of delivering significant employment generation floor space and public benefit while supporting the achievement of floor space and job targets established by Council.

2.3 Parramatta CBD Planning Proposal

In response to Parramatta's elevated role as Sydney's Central CBD and substantial growth forecast for the Greater Parramatta region in Sydney's strategic planning policies, Council has prepared the Parramatta CBD Planning Proposal. The CBD Planning Proposal will facilitate the expected growth and manage changes in the CBD. Council has prepared the CBD Planning Proposal to amend the planning controls for the Parramatta CBD contained in Parramatta Local Environmental Plan 2011. The purpose of the CBD Planning Proposal is to:

- Provide for an expanded and more intense commercial core to strengthen and facilitate the role of Parramatta as Greater Sydney's Central City; and
- Support the CBD as a vibrant centre by surrounding the core with higher density mixed use.

Council at its meeting of 11 April 2016 adopted the draft Planning Proposal for the Parramatta CBD for the purpose of seeking a Gateway Determination from the NSW Department of Planning, Industry and Environment (**DPIE**).

On 13 December 2018, DPIE issued a Gateway Determination in respect of the CBD Planning Proposal, allowing it to proceed subject to conditions, including requiring Council submit additional information for clarification and/or evidence to support the CBD Planning Proposal before public exhibition can commence. The Gateway Determination contains 34 conditions that can be broadly grouped as follows:

- Technical updates to the CBD Planning Proposal
- Direction required from Council and/or further evidence to support the CBD Planning Proposal
- Submission of additional information to support the CBD Planning Proposal
- Consultation requirements with public authorities, public exhibition requirements and timeframes for completing the LEP amendment.

The CBD Planning Proposal was publicly exhibited between 21 September 2020 and 2 November 2020 and is anticipated to be finalised by the end of 2021 however the exact timing of finalisation is not yet known.

This site-specific DCP has been prepared to align with the strategic context and future controls available to the site under the CBD Planning Proposal.

2.4 Consultation

2.4.1 Pre-lodgement consultation with Council

Pre-lodgement consultation has occurred with Council officers on a number of occasions, including meetings on 12 December 2020 and 3 February 2021. Consultation has also occurred with the neighbouring landowner at 73 George Street. At the 3 February 2021 meeting, Mirvac and its project team met with Council's planning officers to discuss the proposed concept for their site, and the recommended planning pathway. The key matters discussed at the meeting were:

- The overarching project vision for the site and the development concept;
- The proposed planning pathway, including discussion on the preparation of a site-specific DCP and a site-specific planning proposal;
- Status and timing of the CBD Planning Proposal;
- Built form setbacks, especially in relation to George Street;
- Site amalgamation of the site with 73 George Street as envisioned under the draft Civic Link Development Control Plan; and
- The potential issue of site isolation with 73 George Street and the inclusion of this lot and a 'whole of block' (amalgamated) development outcome within the site-specific DCP.

At the meeting, Council officers did not express concerns with the proposed concept, noting that the intention for a commercial scheme within the B3 Commercial Core zone was consistent with the vision for the site in the CBD Planning Proposal. Council officers also requested that Mirvac consult with the owner of 73 George Street to determine whether agreement could be reached on a proposed site-specific DCP for 73 and 75 George Street if both sites were developed separately or as one amalgamated site.

Consultation with 73 George Street

An in-person meeting was held between Mirvac and a representative of 73 George Street on 18 February 2021. Discussion was focused on the proposed site-specific DCP and potential built form controls (setbacks) to apply to each independent and amalgamated redevelopment scenario.

Overall, ongoing consultation occurred between both landowners until 26 March 2021. There has been extensive and genuine attempts by Mirvac and its representatives to engage with the representatives of 73 George Street with a view to determining whether an agreement could be reached on the building envelope controls for the site-specific DCP if both sites were developed separately or as one amalgamated site. Agreement was generally reached with respect to the amalgamated envelope (outlined in **Section 6.3.4**) only.

Pre-lodgement meeting with Council officers

The outcomes of the consultation between Mirvac and the land owners of 73 George Street were shared with Council officers in another pre-lodgement held on 13 May 2021. During this meeting, Mirvac and its project team:

- Reaffirmed their preference to redevelop their site independently (notwithstanding the fact that the site-specific DCP would also provide guidance for the amalgamated redevelopment scenario, and the independent redevelopment of 73 George Street);
- Provided Council officers a further update as to the design evolution of their preferred concept; and
- Reaffirmed their intention to accommodate the desired footpath and bus land extension along Smith Street in line with the draft Civic Link Development Control Plan.

Council officers were receptive to the proposed concept and welcomed lodgement of the site-specific DCP.

3.0 The site

3.1 Site context and location

The site is located at 75 George Street, Parramatta, and is located approximately 300m south of the Parramatta River and 250m north of the Parramatta railway station (refer to **Figure 3**).

The Parramatta CBD is located approximately 20km to the west of the Sydney CBD and contains commercial floor space, regionally significant facilities and amenities. These include the Parramatta Westfield Shopping Centre, the future Parramatta Square development including the Council Chambers Building, the Parramatta Public Library and various other civic amenities, including the planned Parramatta Civic Link. Significant retail, recreational, commercial, education and service facilities are also located within the CBD and immediate surrounds which are all located within close proximity to the site including Parramatta Stadium and Parramatta Park.

The State Government has recently provided significant investment to the Parramatta CBD area. Funding initiatives include the redevelopment and expansion of Parramatta Stadium, the future Parramatta Light Rail, the future Museum of Applied Arts and Sciences (Powerhouse Museum) relocation to the Parramatta riverbank and redevelopment of the Riverside theatre. The site is also expected to benefit from the proposed Sydney Metro West project which will significantly amplify the centrality of the Parramatta CBD to Greater Sydney.

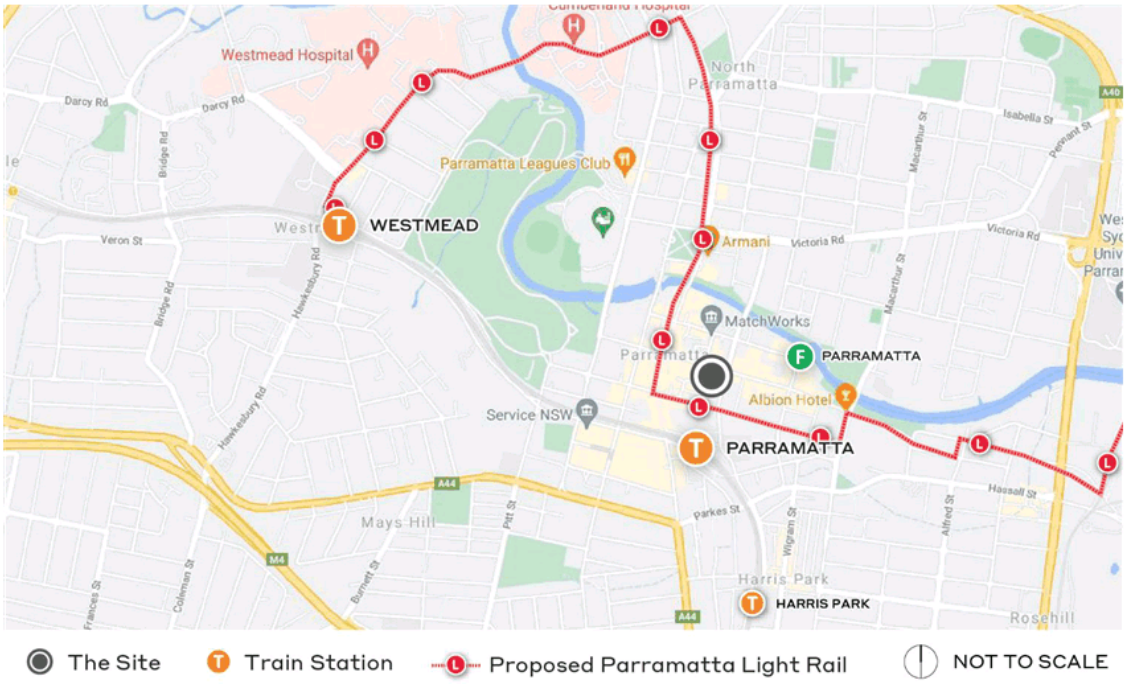


Figure 3 – Site context

Source: Nearmaps and Ethos Uban

3.2 Site description

3.2.1 The subject site – 75 George Street, Parramatta

The site at 75 George Street, Parramatta is legally described as Lot 192 DP 702747 and is owned by Mirvac. The site has an area of approximately 2,669m² and has a frontage of approximately 35m to George Street and 75m to Smith Street. An aerial photo of the site is shown at **Figure 4**.

Existing development on the site contains a 6 storey commercial building (with shared core) and ground floor retail. Pedestrian and vehicular access to the building is obtained from Smith Street. The building has provision for 105 above-ground car spaces (refer to **Figure 5**).

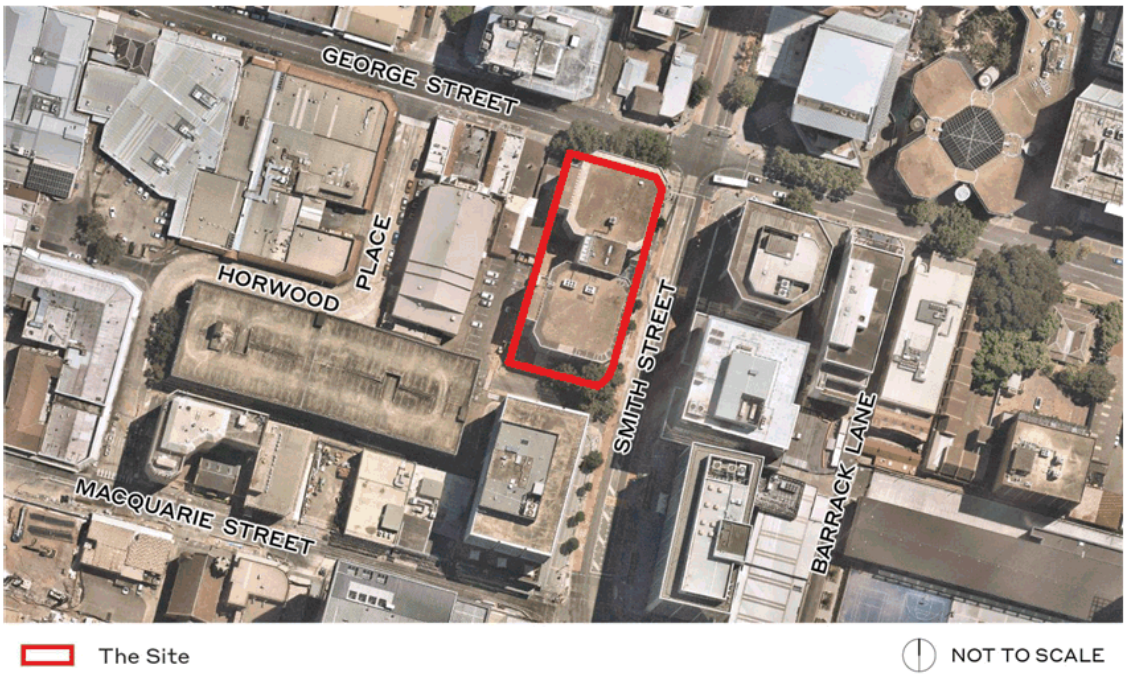


Figure 4 – Site aerial

Source: Nearmaps and Ethos Urban

Figure 5 – Existing commercial development on the site

Source: Ethos Urban

3.3 Site-specific DCP site

The site-specific DCP will apply to the site at 75 George Street and will also apply to 73 George Street and part of 71 George Street, Parramatta (refer to **Table 1** and **Figure 6**), as agreed with Council.

Table 1 – Site description for land to which the site-specific DCP applies

Site	Lot and DP	Size (m^2) Approx.	Existing development
75 George Street	Lot 192 DP 702747	2,669	6 storey commercial building (refer to **Section 3.2.1**).
73 George Street	Lot A DP 415142	705	Roxy Arcade which inlcudes a single storey development and open air arcade (refer to **Figure 7**).
71 George Street (part)	Lot 100 DP 607789	609	Existing at-grade car parking which forms part of the existing Horwood Place carpark (refer to **Figure 8**).

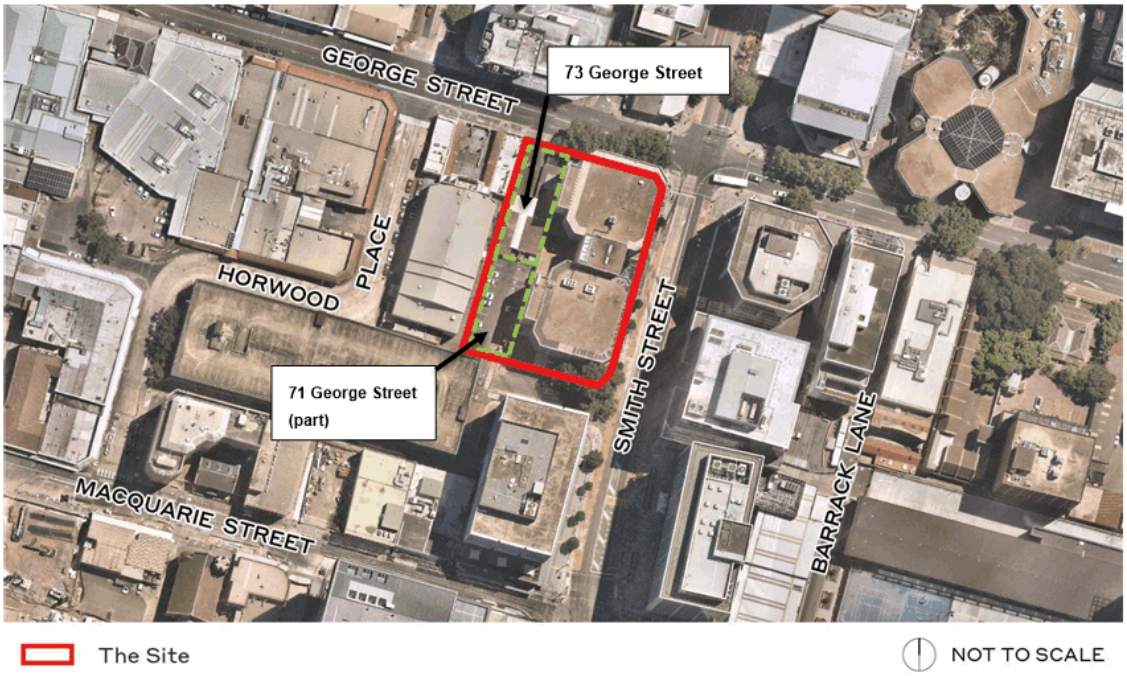


Figure 6 – Site for the purposes of the site-specific DCP

Source: Nearmaps and Ethos Urban

Figure 7 – Existing Roxy Arcade at 73 George Street

Source: Ethos Urban

Figure 8 – Existing at-grade car parking at part 71 George Street looking south (left) and north (right)

Source: Ethos Urban

3.4 Surrounding development

3.4.1 To the north

Land to the immediate north (across George Street) at 90 Geroge Street contains the two storey 'Shop and Office' building which is listed as a State heritage item (item no. I00278) (refer to **Figure 9**).

Land to the further north and north west contains low to mid-rise development between one and eight storeys. Land to the north east contains a commercial development, including a 12 storey commercial development on the corner of George and Smith Street, and a new 28 storey commercial development (currently under construction) at 32 Smith Street (refer to **Figure 9**).

Figure 9 – State heritage listed 'Shop and Office' building directly north of the site across George Street (left) and commercial development to the north east (right)

Source: Ethos Urban

3.4.2 To the east

Land to the east of the site (across Smith Street) is predominately commercial in nature with combination commercial development between 10 and 12 storeys and ground floor retail (refer to **Figure 10**).

Figure 10 – Commercial development east of the site across Smith Street (looking south along Smith Street)

Source: Ethos Urban

3.4.3 To the south

Land to the immediate south across Macquarie Lane contains a nine storey commercial building (refer to **Figure 11**).

Figure 11 – Existing 9 storey development directly south of the site (looking north along Smith Street)

Source: Ethos Urban

3.4.4 To the west

Land to the immediate west contains the State heritage listed Roxy Theatre at 69 George Street (item no. I00711) (refer to **Figure 12**). Land further west contains low storey commercial development between one and five storeys.

Figure 12 – State heritage listed Roxy Theatre

Source: Ethos Urban

3.5 Heritage

The site is not a heritage item and is not located within a heritage conservation area. Like mentioned above, the site is in proximity to two State heritage items. The broader heritage context of the site is summarised in **Table 2** and **Figure 13**.

Table 2 – Surrounding heritage context

Significance	Item number	Name	Address
Local	I647	Convict Drain	Multiple - extends from Parramatta River to Parramatta Square
State	I00711	Roxy Theatre	85 George Street
Local	I704	Civic Arcade (former theatre) (and potential archaeological site)	48 George Street
Local	I705	Dr Pringle's Cottage	52 George Street
State	I00218	Redcoats' Mess House (and potential archaeological site)	2 Horwood Place
State	I00278	Shop and office (and potential archaeological site)	90 George Street
Local	I738	St George's Terrace (and potential archaeological site)	44 Phillip Street
Local	I716	Kia Ora (and potential archaeological site)	62-64 Macquarie Street

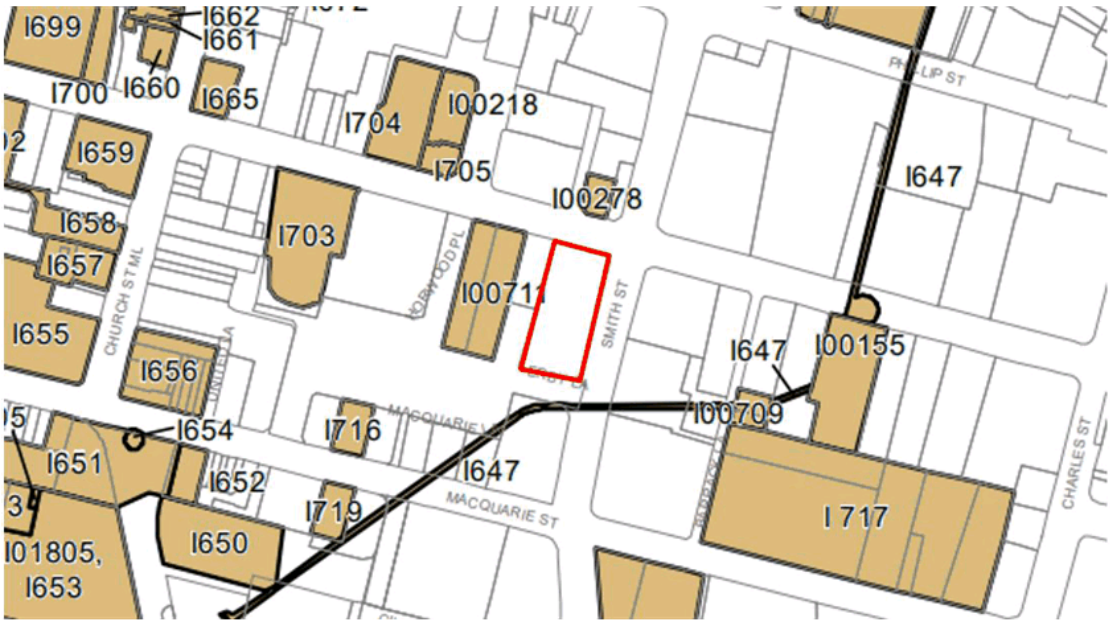


Figure 13 – Surrounding heritage items (site identified in red outline)

Source: PLEP 2011

3.6 Transport and Access

3.6.1 Vehicular access

The site has one existing driveway at the south eastern corner fronting Smith Street which provides access to the site and its 105 at-grade car parking spaces.

3.6.2 Heavy rail

Parramatta Railway Station is located approximately 350m south of the site and accessible via major walking routes along Church Street and Smith Street. This station is connected to a number of intercity lines as well as the Blue Mountains Line. Trains run between Parramatta Station and Central Station roughly every five minutes during peak times and every ten minutes out of peak periods.

3.6.3 Buses

The site is serviced by regular bus services directly in front of the site along Smith Street, and along George Street. Parramatta Railway Station is also a major bus interchange, connecting to various suburbs throughout Sydney including Bankstown, Fairfield, Liverpool, Epping, Blacktown, Rouse Hill and the Sydney CBD.

3.6.4 Ferry

The Parramatta Ferry Wharf is located approximately 470m north east of the site. The ferry service connects to Circular Quay and Milsons Point via the F3 service.

3.6.5 Light rail

The site will benefit from the completion of the Parramatta Light Rail project. Stage 1 of the project, which is currently under construction, will connect the Parramatta CBD through to Westmead, North Parramatta, Camelia, Rydalmere, Dundas, Telopea and Carlingford via a 12km track. The nearest stops are located on Church Street and Macquarie Street outside Parramatta Square, which are both within a short walking distance of the site.

3.6.6 Sydney Metro West

Access to the site would be further improved by the delivery of a new metro station within the Parramatta CBD as part of the Sydney Metro West project. Sydney Metro West comprises a new metro line connecting the Sydney CBD with Westmead, including providing five (5) new stations to be operational by 2030.

One of the new Metro Stations is to be located in the Parramatta CBD in direct proximity to the site (refer to **Figure 14**). Sydney Metro West will effectively double the rail capacity between Parramatta and the Sydney CBD, ultimately being able to move more than 40,000 people an hour in each direction. It will complement the existing suburban and intercity services between Parramatta and the Sydney CBD.

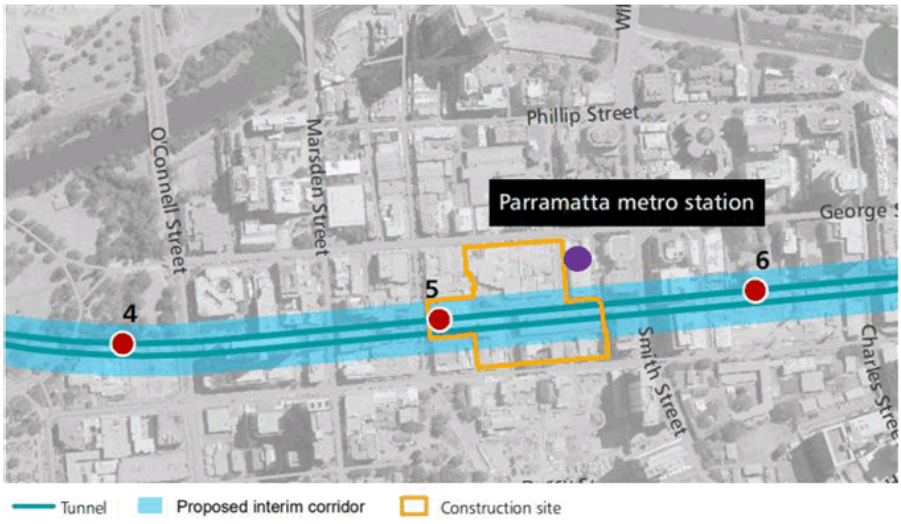


Figure 14 – Sydney Metro West alignment (general location of the site identified with purple circle)

Source: Sydney Metro

4.0 Existing planning controls

The *Parramatta Local Environmental Plan 2011* (**PLEP 2011**) is the primary statutory instrument which governs development on the site. It is supported by the *Parramatta Development Control Plan 2011* (**PDCP 2011**) which provides finer-grain development and design controls.

The key controls from the PLEP 2011 and PDCP 2011 applicable to the site are identified in **Table 3** and **Table 4**. These controls represent the primary redevelopment controls under the current planning framework. They do not represent an exhaustive list of all applicable controls under the PLEP 2011 and PDCP 2011 and do consider future potential draft controls.

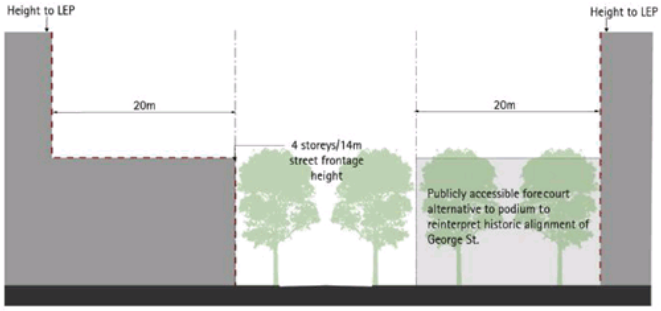
4.1 Parramatta Local Environmental Plan 2011 (PLEP 2011)

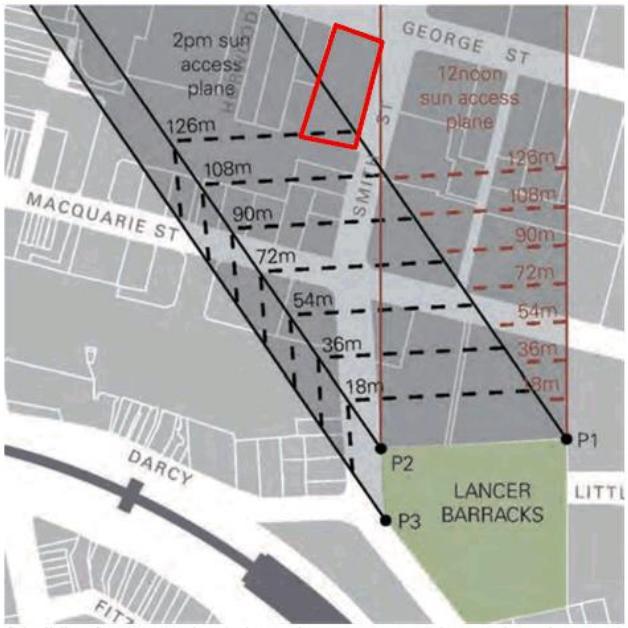
Table 3 – Primary redevelopment controls under the PLEP 2011

Clause	Control
Clause 2.1 Land Use Zone	The site is zoned B3 Commercial Core.
Zone Objectives	• *To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.* • *To encourage appropriate employment opportunities in accessible locations.* • *To maximise public transport patronage and encourage walking and cycling.* • *To strengthen the role of the Parramatta City Centre as the regional business, retail and cultural centre, and as a primary retail centre in the Greater Metropolitan Region.* • *To create opportunities to improve the public domain and pedestrian links throughout the Parramatta City Centre.* • *To provide for the retention and creation of view corridors.* • *To protect and enhance the unique qualities and character of special areas and heritage values within the Parramatta City Centre.* • *To protect and encourage accessible city blocks by providing active street frontages, and a network of pedestrian-friendly streets, lanes and arcades.*
Land uses permitted with consent in the B3 zone	*Building identification signs; Business identification signs; Business premises; Car parks; Centre-based child care facilities;* ***Commercial premises****; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hospitals;* ***Hotel or motel accommodation****; Information and education facilities; Medical centres;* ***Office premises****; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tank-based aquaculture; Tourist and visitor accommodation*
Prohibited land uses in the B3 zone	Pond-based aquaculture; Any other development not specified in item 'land uses permitted with consent' or 'land uses permitted without consent'.
Clause 7.2 Floor Space Ratio	The site has a mapped FSR of 10:1. For reference it is noted that land to the immediate west of the site at 73 George Street (if developed independently) would be subject to the FSR sliding scale because it has a site area below 1,000m^2 which would limit its FSR to a maximum of 6:1. This site can still achieve a design excellence bonus in addition to the 6:1 FSR (allowing an FSR of up to 6.9:1). The site itself is not subject to the FSR sliding scale and is capable of achieving the mapped FSR of 10:1 (because it has a site area above 1,800m^2).
Clause 7.4 Sun Access	No maximum height in metres control applies. The maximum permissible height is governed by sun access protection controls for the Lancer Barracks to the south. If development is likely to cause overshadowing of the Lancer Barracks, development is to consider the relevant sun access protections controls specified in section 4.3.3 of the PDCP 2011 (refer to Sun Access Plane controls under Part 4.3.3.1 of **Table 4**).
Clause 7.10 Design Excellence	Clause 7.10 requires development in excess of 55m or development with a capital investment value in excess of $100,000,000 to be subject of a competitive design process. The successful completion of a competitive design process, endorsed by Council, unlocks a 15% incentive to be added to the maximum building height and FSR (or both).
Clause 7.3 Car parking	Commercial premises: A maximum of 1 parking space to be provided for every 100 square metres of GFA.

4.2 Parramatta Development Control Plan 2011

Table 4 – Primary redevelopment controls under the PDCP 2011

Control	Comment	
Built form controls under Part 4.3.3.1		
Minimum building street frontage	• Minimum street frontage of 20m on land zoned B3 Commercial Core. • Exceptions to the minimum building street frontage will be considered: – if Council is satisfied that due to the physical constraints of the site or adjoining sites it is not possible for the building to be erected with at least one street frontage of 20m or more, and – the development meets the objectives of this clause, which include: – *To ensure that visually, buildings have an appropriate overall horizontal proportion compared to their vertical proportions* – *To ensure that vehicular access is reasonably spaced and separated along roads and lanes* – *To provide appropriate dimensions for the design of car parking levels.*	
Podium Height (fronting George Street)	14m / 4 storeys	
	 GEORGE STREET	
Minimum Tower setbacks	Front setback (George Street)	20m
	Side (up to a building height of 54m)	3m (for commercial development) 6m (for residential development)
	Side (for a building greater than 54m in height)	6m
	Rear (up to a building height of 54m)	9m
	Rear (for a building height greater than 54m in height)	12m
Building depth	On land zoned B3 Commercial Core, the horizontal dimensions of any building facade above street frontage height must not exceed 45 metres.	

Control	Comment
Sun Access to Public Spaces	 A building is not permitted above the sun access plane unless that part of the building is a minor architectural roof feature.
Controls under Part 4.3.3.4 Views and View Corridors	
	 View / **Description** / **Significance** 7 / Views along George Street to Parramatta Park gatehouse and trees. / Key historic street approach to the park. Cit edge of park, framing views to gatehouse, trees anc Old Government House (not now visible), views streetscape, heritage items. Views along George Street to Parramatta Park gatehouse (the historic alignment to Old Government House) and trees are to be maintained and enhanced.

5.0 Future planning framework

Council is in the process of preparing significant amendments to the current planning framework for the Parramatta CBD, to support its growth as Sydney's 'central city'. The proposed amendments include:

- The Parramatta CBD Planning Proposal (which sets out new LEP controls for the entire CBD); and
- A new DCP for the City Centre which will support the CBD Planning Proposal; and
- The draft Civic Link DCP which will form part of the new CBD wide DCP, will set out fine-grain controls to support Council's vision for a pedestrian civic link connecting Parramatta Square to the Parramatta River for land in immediate proximity of the future civic link.

Each of these is discussed further below.

5.1 Parramatta CBD Planning Proposal

5.1.1 Context and background

Council has prepared the Parramatta CBD Planning Proposal (**CBD PP** or **'Draft LEP'**) to facilitate the growth of the CBD, and in particular, to:

- Provide for an expanded and more intense commercial core to strengthen and facilitate the role of Parramatta as Greater Sydney's Central City;
- Promote A-grade commercial space; and
- Support the CBD as a vibrant centre by surrounding the commercial core with higher density mixed use.

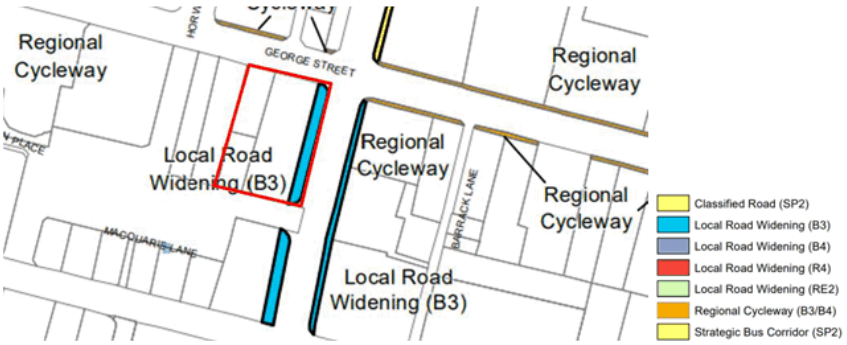
The CBD PP seeks to amend the current PLEP 2011 by increasing FSR controls and building height limits in a number of areas throughout the CBD. We understand (from verbal consultation with Council staff) that the CBD PP is anticipated to be finalised by late 2021 or early 2022, however the exact timing of finalisation is not yet known.

CBD PP / Draft LEP provisions

The draft provisions applicable to the site under the CBD PP are summarised in **Table 5**.

Table 5 – Draft CBD PP primary redevelopment controls

Draft Control	Comment
Clause 2.1 Land Use Zone	The site is proposed to retain its existing zoning (B3 Commercial Core). The permissibility of land uses are unchanged, other than 'serviced apartments' which are proposed to be prohibited.
Clause 7.2 Floor Space Ratio	The site is proposed to retain its existing mapped FSR of 10:1. For reference in relation to 73 George Street, under the draft LEP provisions, this site would still be Subject to the FSR sliding scale because by itself it has an area of less than 1,800 sqm.
Clause 7.3 car parking	Business premises and office premises: for buildings on land where the floor space ratio is greater than 3.5:1, the following formula is to be used M = (G x A) ÷ (50 x T). where: • ***M*** is the maximum number of car parking spaces, and • ***G*** is the gross floor area of all business premises and office premises in the building in square metres, and • ***A*** is the site area in square metres, and • ***T*** is the total gross floor area of all buildings on the site in square metres.
Clause 7.4 Sun Access	No maximum height in metres applies. The maximum permissible height is governed by sun access protection controls to the Lancer Barracks. This clause functions to limit the maximum building height of the site. Development is not to cause additional overshadowing to the 'Protected Area' of Lancer Barracks between 12:00pm and 2:00pm on 21 June in any year.

Draft Control	Comment
Clause 7.6D Office premise in Zone B3 Commercial Core	Development for the purposes of office premises in the Zone B3 Commercial Core is not subject to an FSR control, but only where the site has a minimum area of 1,800 square metres. The FSR control continues to govern all other uses.
Clause 7.10 Design Excellence	Clause 7.10 requires development in excess of 40m (currently 55m under the PLEP 2011) or development directly adjoining a heritage item and with an FSR of 3:1 or greater to be the subject of a competitive design process (design competition). The successful completion of a competitive design process, endorsed by Council, unlocks a 15% incentive to be added to the maximum mapped building height and FSR (or both).
Land reservation Map	The Land Reservation Map under the CBD PP looks to reserve a portion of the eastern edge of the site for local road widening. The land reservation seeks to protect land (4m) to accommodate future transport infrastructure (bus interchange) along Smith Street. 

5.2 Draft CBD-wide DCP

We note that a new DCP for the broader CBD will also be released by Council, which is planned by Council to be adopted by the time of gazettal of the CBD PP. The DCP is currently under preparation by Council staff and is anticipated to be publicly exhibited in mid to late 2021. Once adopted it will replace the current PDCP 2011 for land within the CBD. However, the provisions of the draft Civic Link DCP will be incorporated within the DCP (discussed further below).

5.3 Draft Civic Link DCP

5.3.1 Context and Background

The Draft Civic Link DCP includes draft controls to support Council's vision for a pedestrianised public space and cultural spine extending from Parramatta Square to the Parramatta River, and spans four CBD blocks. The Draft Civic Link DCP was exhibited in May 2019, with Blocks 1 and 4 since adopted by Council in October 2020 and forming part of the currently in force DCP. Blocks 2 and 3 however remain unadopted and in draft form following exhibition. The site is located within Block 2 (refer to **Figure 4**).

We note however that the draft Civic Link DCP was drafted prior to the announcement of Sydney Metro West and therefore did not contemplate the location of the Sydney Metro construction site. As such, the provisions for Block 2 are highly likely to be subject to change.

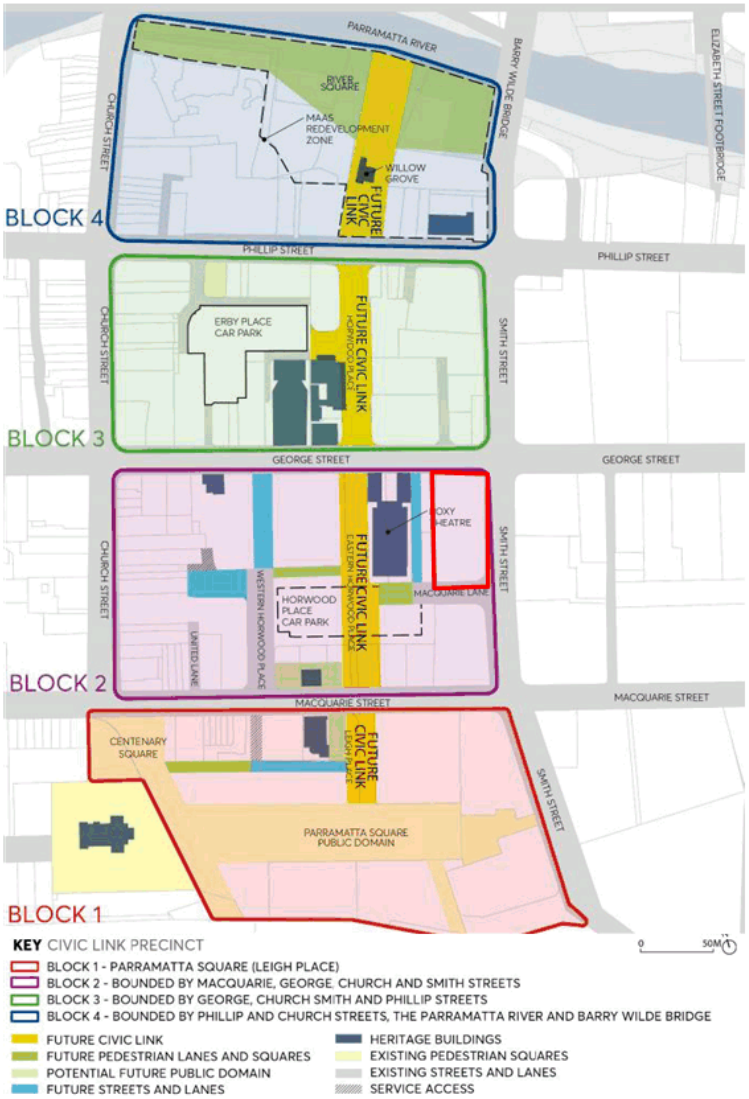


Figure 15 – Context of draft Civic Link DCP (endorsed for public exhibition) (site identified in red outline)

Source: Draft Civic Link DCP (endorsed for public exhibition)

Draft Civic Link DCP controls

The draft Civic Link DCP proposes a control which requires that the site be amalgamated with 73 George Street and part of the existing Horwood Place carpark at 71 George Street. The Draft DCP does not make provision for the independent redevelopment of the site (refer to **Figure 16**). We also note that under the draft Civic Link DCP, the amalgamated redevelopment of the site requires land dedications to Council. This includes:

- A land dedication to Council adjacent to the Roxy Theatre of 7m to support the extension of Macquarie Lane; and
- Land dedication to Council along Smith Street to support a future bus lane and footpath on this road and support the transition of Smith Street as a key transport thoroughfare. This land reservation and dedication is also given statutory weight under the Parramatta CBD PP as land reserved for acquisition for future road widening.

Table 6 sets out the draft controls under the draft Civic Link DCP which would dictate a building envelope for the site.

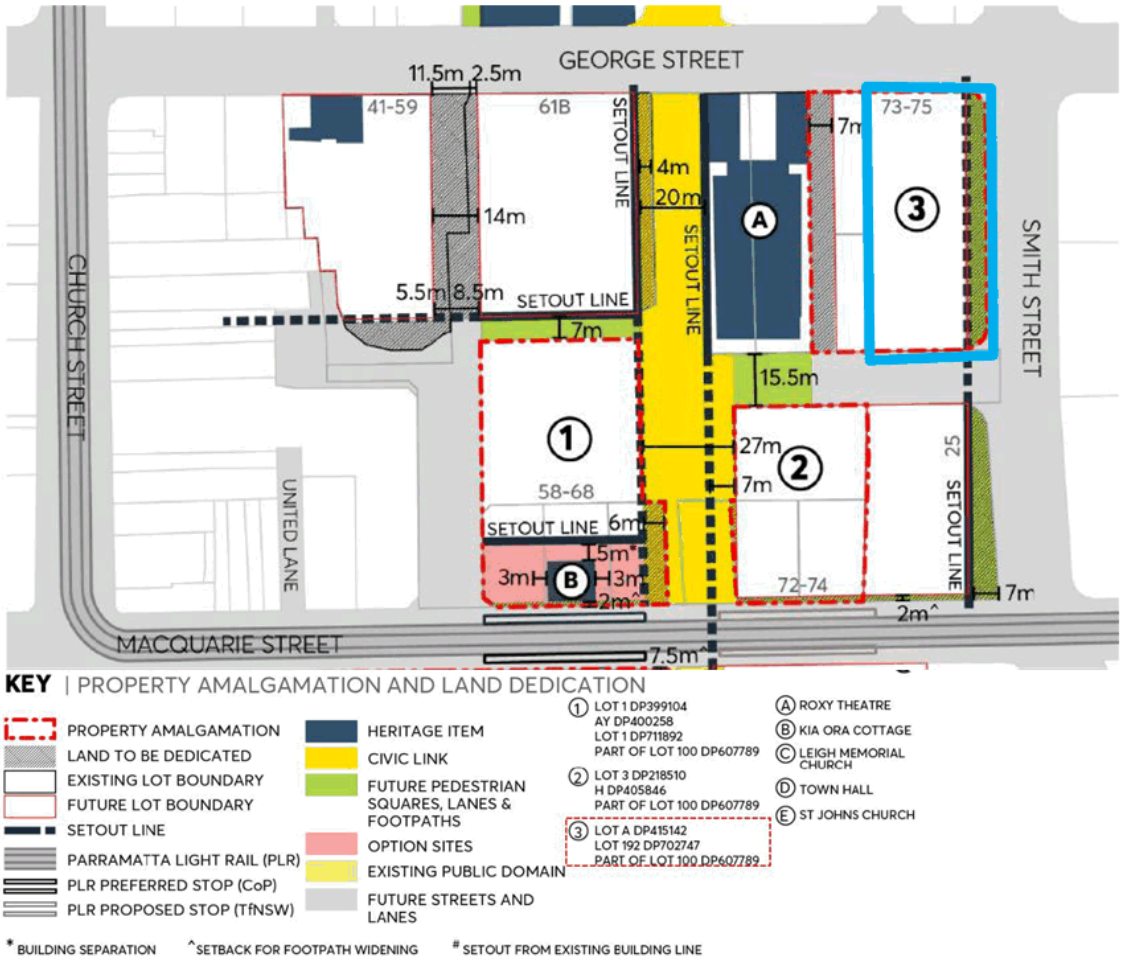


Figure 16 – Draft Civic Link DCP property amalgamation and land dedication (site identified in blue outline)

Source: Draft Civic Link DCP (endorsed for public exhibition))

Table 6 – Draft Civic Link DCP controls

Matter	Draft controls
Property amalgamation and land dedication	• Amalgamation of 75 George Street, 73 George Street and part of 71 George Street. • 7m wide land dedication from the western / Roxy Theatre boundary. • Land dedication along Smith Street (assuming an amalgamated scheme) to be consistent with the building line of 25 Smith Street (approx. 4m – 7m).
Public domain and structure	• Western edge of building to adjoin new one-way lane (Macquarie Lane extension). • Western ground level setback is to accommodate a vehicle and services entry to adjoining properties. • Eastern setback (to Smith Street) to accommodate new, widened footpath. • Western and southern frontage to accommodate intermittent retractable awnings.
Built form (refer to **Figure 17** and **Figure 18**)	Street wall setbacks: Nil **Street wall (podium) heights** North: 4 storeys (22m)

Matter	Draft controls	
	South	4 storeys
	East	3-5 storeys
	West	4 storeys
	Tower setbacks	
	North (George St)	12m
	South	3m
	East	6m
	West	3m

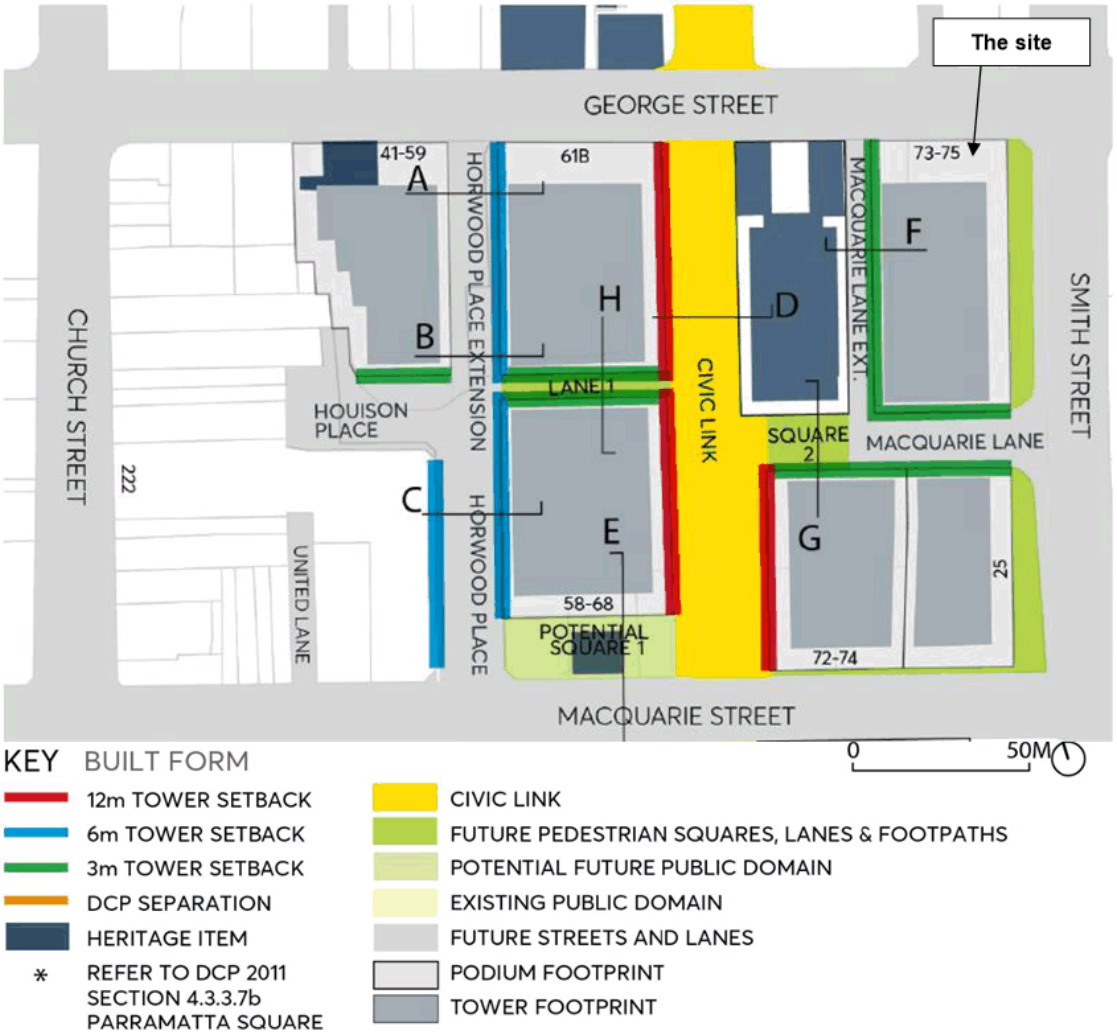


Figure 17 – Tower Setbacks for Block 2 (amalgamated site identified by red outline)

Source: Draft Civic Link DCP (endorsed for public exhibition)

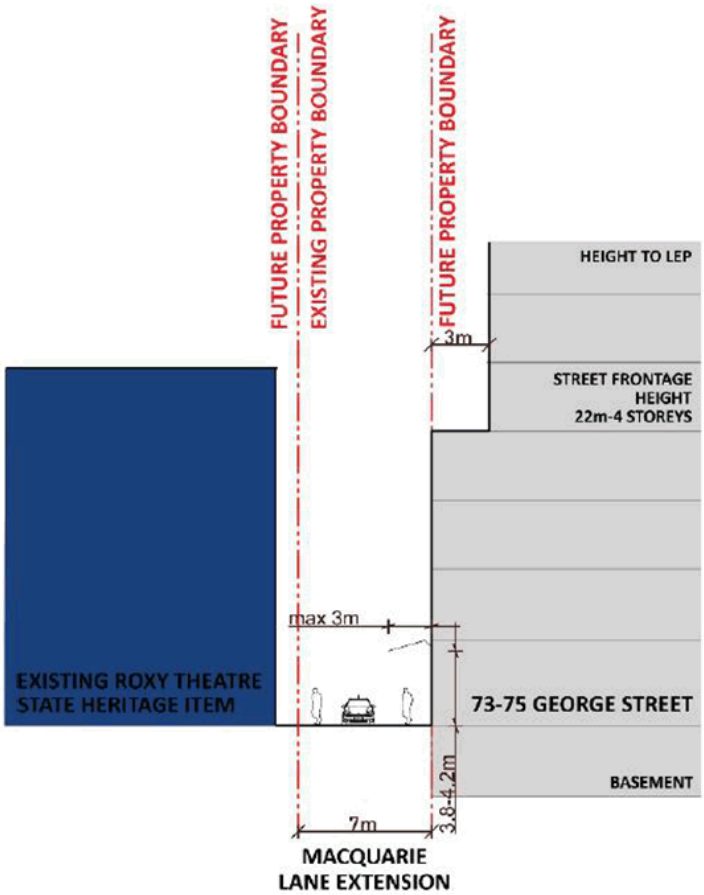


Figure 18 – Macquarie Lane extension section

Source: Draft Civic Link DCP (endorsed for public exhibition)

6.0 Explanation of proposed planning controls

This section of the report explains the planning controls proposed under the site-specific DCP. The land to which the DCP is proposed to apply, and the key chapters are elaborated below.

6.1 Land to which the site-specific DCP applies

As detailed in **Section 1** and **Section 2**, the site-specific DCP is proposed to apply to not only the subject site (being 75 George Street), but also the neighbouring sites at 73 George Street and part of the existing Horwood Place car park at 71 George Street (refer to **Figure 37**). The proposed DCP provides planning controls for three potential redevelopment scenarios which could occur across these sites as nominated above, as a result of different land ownership circumstances. The scenarios include:

- The independent redevelopment of Mirvac's site only (75 George Street) (Mirvac's proposal);
- The independent redevelopment of 73 George Street only; and
- The amalgamated redevelopment of each lot, comprising:
  - 73 George Street;
  - 75 George Street; and
  - Part of 71 George Street (being the site of the existing Horwood Place Car Park).

Figure 19 – Land to which the Site-specific Development Control Plan is proposed to apply

Source: Ethos Urban

6.2 Overview of the site-specific DCP

The key chapters of the site-specific DCP include:

- **Built form**. This chapter of the site-specific DCP sets out built form objectives and controls. Separate controls are provided for each potential redevelopment scenario mentioned above.
- **Smith Street widening and Macquarie Lane through site link**. This chapter will apply to every redevelopment scenario. It builds into the site-specific DCP key land extensions to the public domain already established by Council under their future planning framework. This inlcudes the extension of Macquarie Lane as a pedestrian through site link and the widening of Smith Street to expand its role as a key transport (bus) thoroughfare.
- **Heritage**. This chapter will apply to every redevelopment scenario and inlcudes objectives and controls ensure development remains sympathetic to the site's heritage context including in particular the State-heritage listed Roxy Theatre.
- **Street activation and public domain**. This chapter will apply to every redevelopment scenario. It works in tandem with the street widening and through site link controls to ensure that proposed public open spaces are activated and safe.
- **Transport and access**. This chapter will apply to every redevelopment scenario and sets out the preferred access and parking arrangements for each development scenario.

6.3 Explanation of DCP controls

6.3.1 Scenario 1 – Independent redevelopment of 75 George Street

This scenario constitutes Mirvac's proposal, and supports an independent commercial building envelope in line with the height and floor space available to this site under the draft provisions of the CBD Planning Proposal.

Built form

The site-specific DCP sets specific controls for the overall building envelope, street wall heights and setbacks for ground, podium and tower components of the envelope.

Overall envelope height

The site-specific DCP limits the envelope height up to the Lancer Barracks sun access protection controls set by the Draft LEP, being a maximum height of RL148.87 for this scenario.

Street wall height

The site-specific DCP sets a maximum street wall height for Smith Street and George Street. The proposed control and rationale is set out in **Table 7**.

Table 7 – Proposed street wall height control

Frontage	Control	Rationale
George Street	22m / 14 storeys	To replicate the street frontage height envisioned for this site under the draft Civic Link DCP.
Smith Street	36m / 8 storeys	To align with the existing street frontage of 25 Smith Street (directly south of this site along Smith Street) and provide an overall improved relationship / urban design outcome to surrounding development.

Ground level setbacks

The ground level setbacks are summarised below.

- 6.325m setback from Smith Street;
- Nil setback to George Street; and
- Nil setback to the southern and western boundaries.

The Smith Street setback is designed to support a road widening of Smith Street to accommodate a new traffic lane and potential bus interchange along the Smith Street frontage of this site, as is envisioned under the draft Civic Link DCP.

Podium and tower setbacks

Proposed podium and tower setbacks are outlined in **Table 8** and shown in **Figure 20**. A detailed rationale for the proposed setbacks is provided in the environmental assessment section of this report in **Section 7.0**.

Table 8 – Summary of proposed podium and tower setbacks for 75 George Street

Frontage	Proposed setback
Lower podium	
North (George Street)	Nil
East (Smith Street)	3.6m from Smith Street boundary
South (Macquarie Lane)	Nil
West	Nil
Upper podium	
North (George Street)	20m from George Street
East (Smith Street)	3.6m from Smith Street boundary
South (Macquarie Lane)	Nil
West	Nil
Tower	
North (George Street)	10m
East (Smith Street)	4.6m
South (Macquarie Lane)	1m
West	Nil

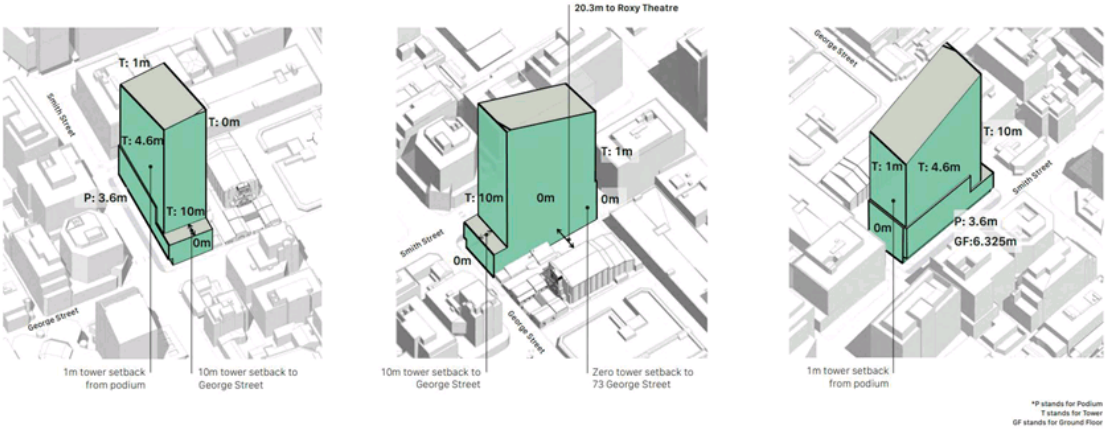


Figure 20 – Proposed setbacks and resultant building envelope for 75 George Street

Source: FJMT

6.3.2 Other key DCP controls

The site-specific DCP also proposes specific controls in relation to heritage, street activation and public domain, and transport and access. These controls will apply to the independent redevelopment of the site (as relevant), as well as all other redevelopment options made available under the site-specific DCP.

Smith Street widening

The site-specific DCP recognises Council's vision for Smith Street and supports a new bus lane, potential bus interchange and widened footpath along the Smith Street frontage. This is consistent with the outcome for this frontage under Council's future planning framework.

Heritage

The intent of the proposed heritage controls are to ensure that any new development is sympathetic to and does not adversely detract from the heritage context of the site including in particular the State heritage listed Roxy Theatre. This relates to the bulk and scale of the envelope, its form, street presence and its impact on the public's ability to appreciate the Roxy Theatre from the public domain.

Street activation and public domain

Controls within the site-specific DCP aim to support activate frontages along Smith and George Street. This is consistent with that envisioned for the site under the draft Civic Link DCP and will support a positive experience for pedestrians and broaden the opportunity for pedestrian engagement with uses and built form.

Transport and Access

The site-specific DCP requires vehicle access and loading via Macquarie Lane. This accords with the anticipated loading and circulation desired for this site and the broader block under the draft Civic Link DCP. It also ensures loading does not interfere with the future expanded bus operations along Smith Street, nor impose street loading to George Street.

The site-specific DCP recognises the individual servicing requirements which can arise from the independent redevelopment of 73 George Street. In this case and where practical and agreeable, the site-specific DCP allows the sharing of access between the site and its neighbour. Again, this removes the need for 73 George Street (if redeveloped independently) to undertake on-street access from George Street.

Indicative reference design concept

In order to demonstrate that the controls and building envelope proposed under the site-specific DCP can deliver a world class commercial development, FJMT has developed an indicative reference concept for the site (refer to **Appendix B** and **Figure 27** and **Figure 25**).

The indicative reference concept seeks to balance a number of considerations, including:

- Maximising commercial floor space and jobs within the Commercial Core and providing market appropriate A-grade office floor plates (as is desired in the Parramatta CBD);
- Maximising commercial floor space and jobs within direct proximity to existing and future infrastructure, including the Parramatta Light Rail and Sydney Metro West;
- The maximum height available under the Lancer Barracks sun access plane;
- The site's heritage context and its proximity to existing heritage items of State significance; and
- Council's vision for Smith Street as an expanded transport (bus) corridor.

The indicative reference concept will support indicatively:

- A 31 storey commercial tower (RL148.87), comprising:
  - A tiered podium between five and eight storeys fronting Smith and George Street;
  - approximately 48,482.6m^2 of commercial floor space (being an FSR of 18.2:1);

- two levels of basement accommodating 57 vehicles;
- street address from George and Smith Street;
- active uses at ground level; and
- vehicle access from Macquarie Lane.

- Public domain improvements including a new footpath along Smith Street.

Indicative floor plans are illustrated in **Figure 21** to **Figure 23**.

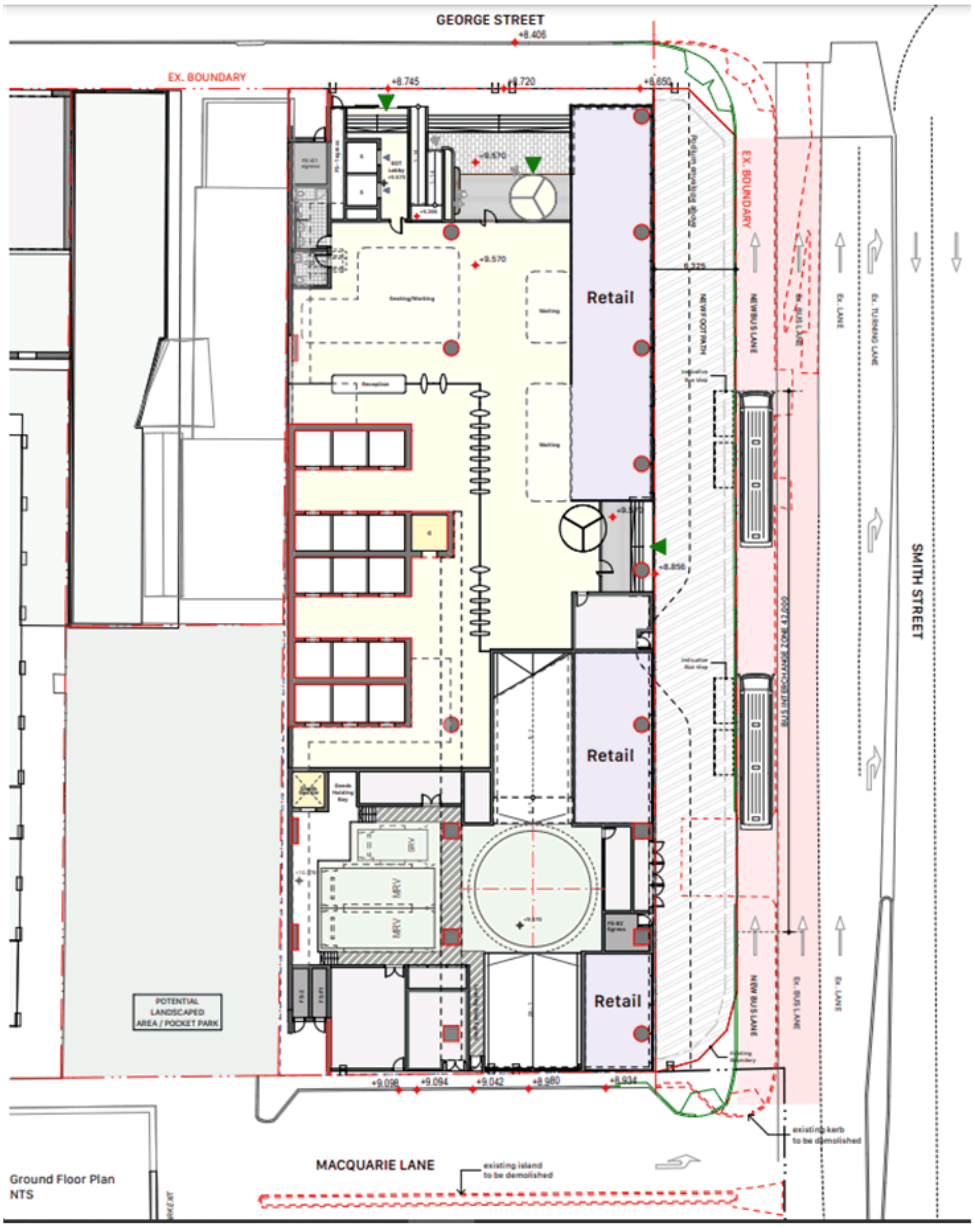


Figure 21 – Indicative ground floor plan

Source: FJMT

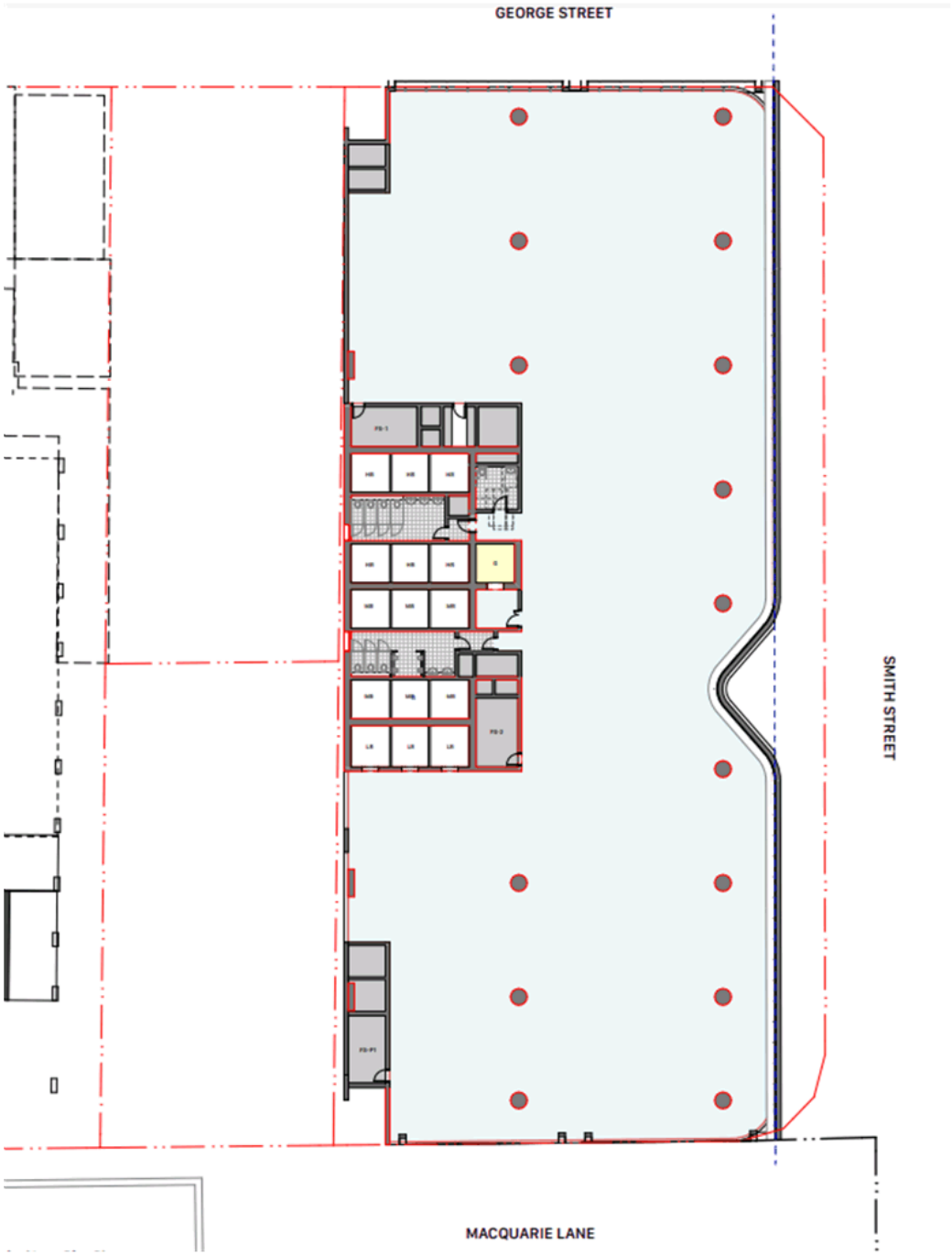


Figure 22 – typical low rise plan

Source: FJMT

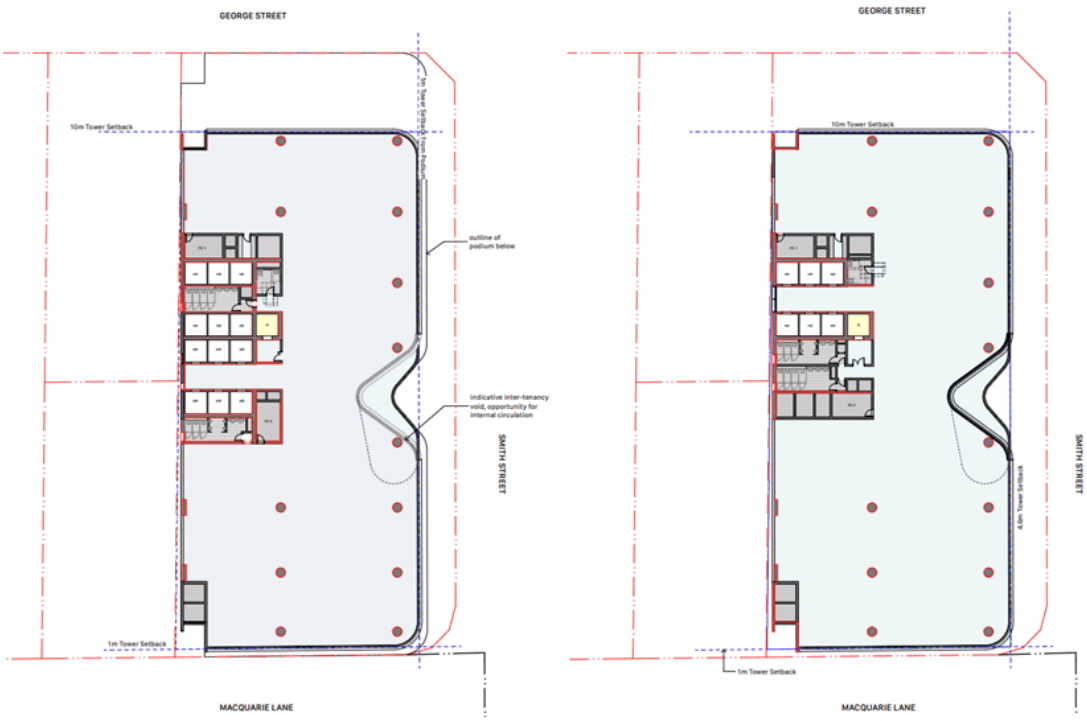


Figure 23 – typical mid-rise plan (left) and high-rise plan (right)

Source: FJMT

A photomontage of the indicative concept is provided in **Figure 27** and **Figure 25.**

Figure 24 – Indicative concept – Independent redevelopment of 75 George Street (viewed from north west)

Source: FJMT

Figure 25 – Indicative concept – Independent redevelopment of 75 George Street (viewed from north east)
Source: FJMT

Design Excellence

The indicative reference concept has been prepared assuming that a competitive design process will subsequently be undertaken (in the form of an architectural design competition in accordance with Council's design competition guidelines) and that the development will constitute the highest standard of urban, architectural and landscape design.

In light of this, the envelope available under the site-specific DCP contemplates the full 48,939.7m² of commercial floor space. Taking this approach ensures that all environmental impacts of the maximum envelope available under the site-specific DCP is assessed.

6.3.3 Scenario 2 – Independent redevelopment of 73 George Street only

The site-specific DCP provides separate built form controls to guide the independent redevelopment of the lot directly to the west of the site (being 73 George Street). The proposed planning controls demonstrate that this site can achieve an appropriate building envelope if redeveloped independently.

Built form

The site-specific DCP sets specific controls for the overall building envelope, street wall heights and setbacks for ground, podium and tower components of the envelope.

Overall envelope height

The maximum height of the envelope will be restricted by the Lancer Barracks sun access protection controls under the draft provisions of the CBD Planning Proposal, to be enforced under the Parramatta LEP.

It is noted that because this site is less than 1,800m² in size, it is subject to the FSR sliding scale under Clause 7.2 of the PLEP 2011 and draft Clause 7.2 of the Draft LEP under the CBD Planning Proposal, restricting the amount of floor space (and therefore height) it can achieve irrespective of the fact that the maximum height control is set by the Lancer Barracks sun access protection control.

Street wall height

The site-specific DCP sets a maximum street wall height for George Street at 22m / 5 storeys which is consistent with the envisioned street frontage height for George Street under the draft Civic Link DCP.

Ground level setbacks

The ground level setbacks are summarised below.

- 7m ground level setback from the Roxy Theatre (western boundary) to accommodate a pedestrian through site link from Macquarie Lane to George Street;
- 3m from car park site to the south; and
- Nil setback from George Street and eastern boundary.

Podium and tower setbacks

The proposed setbacks for 73 George Street are summarised in **Table 9** and **Figure 26**.

Table 9 – Summary of proposed setback DCP controls for 73 George Street only

Setback	Proposed control
Podium	
North (George Street)	Nil
South	3m
East (75 George St)	Nil
West (Roxy Theatre)	3m
Tower	
North (George Street)	10m
South	3m
East (75 George St)	Nil
West (Roxy Theatre)	3m

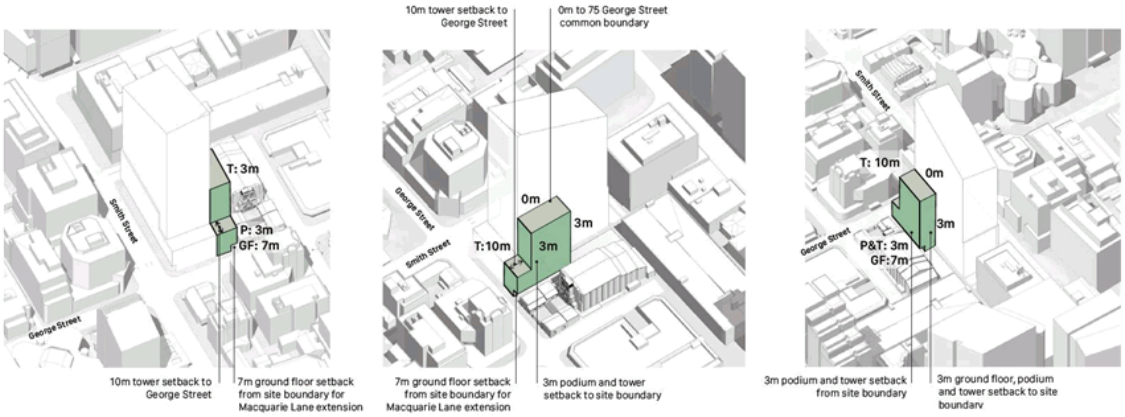


Figure 26 – Setbacks for 73 George Street

Source: FJMT

Indicative reference design concept

As with the independent redevelopment of 75 George Street in Scenario 1, FJMT have prepared an indicative reference concept (refer to **Appendix B and Figure 27**) to demonstrate the controls and building envelope under the site-specific DCP can deliver a world class development. The proof of concept in this instance is based on a hotel scheme. The scheme assumes the following:

- A 14 storey hotel building (RL 67.38), comprising:
  - 4,855m² of GFA (FSR of 6.9:1);
  - Two levels of basement with retail and end of trip facilities;
  - A five storey podium; and
  - Ground floor retail.
- Public domain improves including the extension of Macquarie Lane along the western boundary to George Street.

Figure 27 – Indicative reference scheme – 73 George Street only

Source: FJMT

6.3.4 Scenario 3 – Amalgamated development of part of 71 George Street, 73 George Street and 75 George Street

Built form

Overall envelope height

As with the previous two scenarios, the maximum height control of the envelope will be set by the Lancer Barracks sun access protection control under the provisions of the CBD Planning Proposal, and will be enforced through the DCP and future LEP. The proposed maximum envelope height therefore ranges from RL 148.77 to RL114.22.

Street wall heights

The amalgamated scenario adopts the same street wall heights as the independent redevelopment of the site (refer to **Table 7**).

Ground level setbacks and land reservation

The ground level setbacks for the amalgamated scenario comprise a combination of both previous abovementioned independent scenarios and include:

- 6.325m setback from Smith Street at ground level;
- 7m ground level setback from the Roxy Theatre (western boundary) to accommodate a pedestrian through site link from Macquarie Lane to George Street; and
- Nil setback to George Street and southern boundary.

Podium and tower setbacks

The proposed podium and tower setbacks for are summarised in **Table 10** and **Figure 28**.

Table 10 – Summary of proposed setback DCP controls for the amalgamated scenario

Setback	Proposed control
Lower podium	
North (George Street)	Nil
East (Smith Street)	3.6m from Smith Street boundary
South (Macquarie Lane)	Nil
West (Roxy Theatre)	3m
Upper podium	
North (George Street)	20m
East	3.6m from Smith Street boundary
South (Macquarie Lane)	Nil
West (Roxy Theatre)	3m
Tower	
North (George Street)	10m
South	1m
East (Smith Street)	4.6m
West (Roxy Theatre)	6m

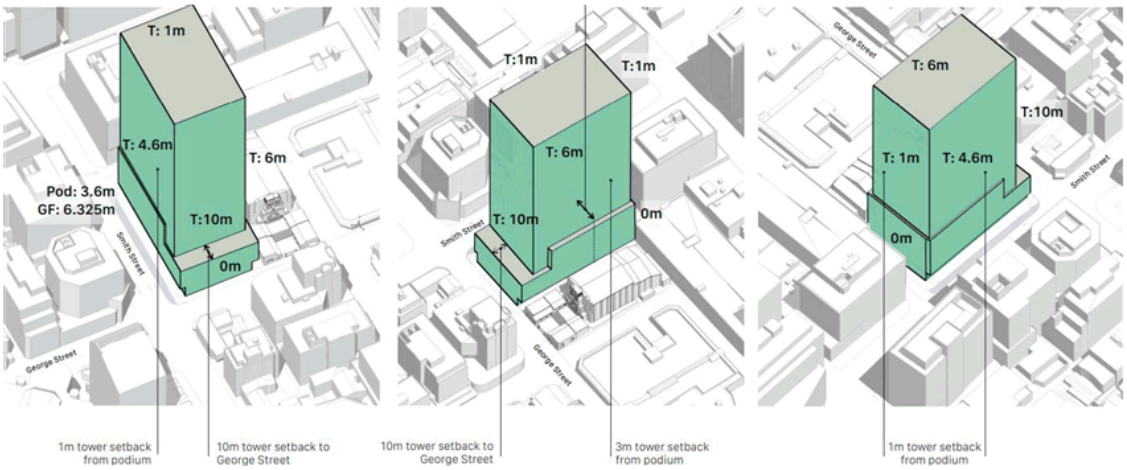


Figure 28 – Proposed setbacks and resultant building envelope for the amalgamated scenario

Source: FJMT

The indicative concept supports:

- A 31 storey commercial building (RL 148.77), comprising:
  - 70,888m² of GFA (FSR of 17.9:1);
  - Two levels of basement with car parking and end of trip facilities;
  - A part five storey and part eight storey podium; and
  - Ground floor retail.

  Public domain improves including the extension of Macquarie Lane along the western boundary to George Street and a new footpath along Smith Street.

7.0 Assessment of environmental impact

This section provides an environmental assessment of the controls sought by the site-specific DCP and the indicative development those controls are capable of accommodating.

7.1 Scenario 1 – Independent redevelopment of 75 George Street

7.1.1 Smith Street road widening and A-Grade commercial floor space

The draft Parramatta CBD Planning Proposal states that in order for Parramatta to function as one of Sydney's three metropolitan centres, the on-going supply of A-Grade commercial office space and the retention of a commercial core overall, is required. The need to fulfil this role is supported under the State planning framework, namely the *Greater Sydney Region Plan* and the *Central City District Plan*.

The site is ideally positioned within the B3 Commercial Core. The site itself is relatively unconstrained and is located in close proximity to existing and future planned transport infrastructure, including notably the future Parramatta CBD station of the Sydney Metro West project (to be located within the block bounded by George, Macquarie, Church and Smith Streets).

On this basis, and given the site-specific and strategic attributes of the site, it should be utilised to deliver a new world-class commercial development, capable of supporting PCA A-grade commercial floors plates (which is desired in the CBD). For Parramatta, this means floor plates of a minimum 1,300 sqm Net Leasable Area (**NLA**).

Council's future planning framework however, including primarily the draft Civic Link DCP, if strictly adhered to, can erode the site's ability to generate PCA A-grade commercial floors plates and deliver an underutilised outcome inconsistent with the site's locational and site-specific attributes. This is because:

- 75 George Street is not recognised as an individual development site. The draft Civic Link DCP mandates site amalgamation with the adjoining site to the immediate west. Critically, it provides no clear guidance (in terms of built form and setbacks) to guide the individual redevelopment of the site without amalgamation; and
- The draft Civic Link DCP (as well as the land dedication under the draft CBD Planning Proposal) imposes the dedication of land to Council to support the Smith Street expanded bus corridor.

Given the lack of guidance for the individual redevelopment of Mirvac's site, if the setback controls envisioned for their site under the draft Civic Link DCP were used, they would act as genuine constraints for the site. They would affect the achievable commercial floor plate size and efficiency to support the viability of the site's future redevelopment, in line with its prominent CBD location and its ability to attract large A-grade tenants. This would only be exacerbated with the road reservation along Smith Street which places further constraints on the ability to realise a reasonable floor plate.

The potential floor plate outcome of a proposal in line with the current civic link DCP controls for the site is shown in yellow in **Figure 29**. A long and narrow floor plate (of approximately 920m^2 NLA) would be created which is below the 1,300m^2 sized floor plates needed for A-grade floor space.

Because of this, the indicative reference scheme for Mirvac's site and the controls proposed for Mirvac's site under the site-specific DCP, support an alternative building envelope. The envelope provides a feasible outcome for the individual redevelopment of the site while still providing a positive urban design outcome. The rationale of this envelope is further set out in the following sections.

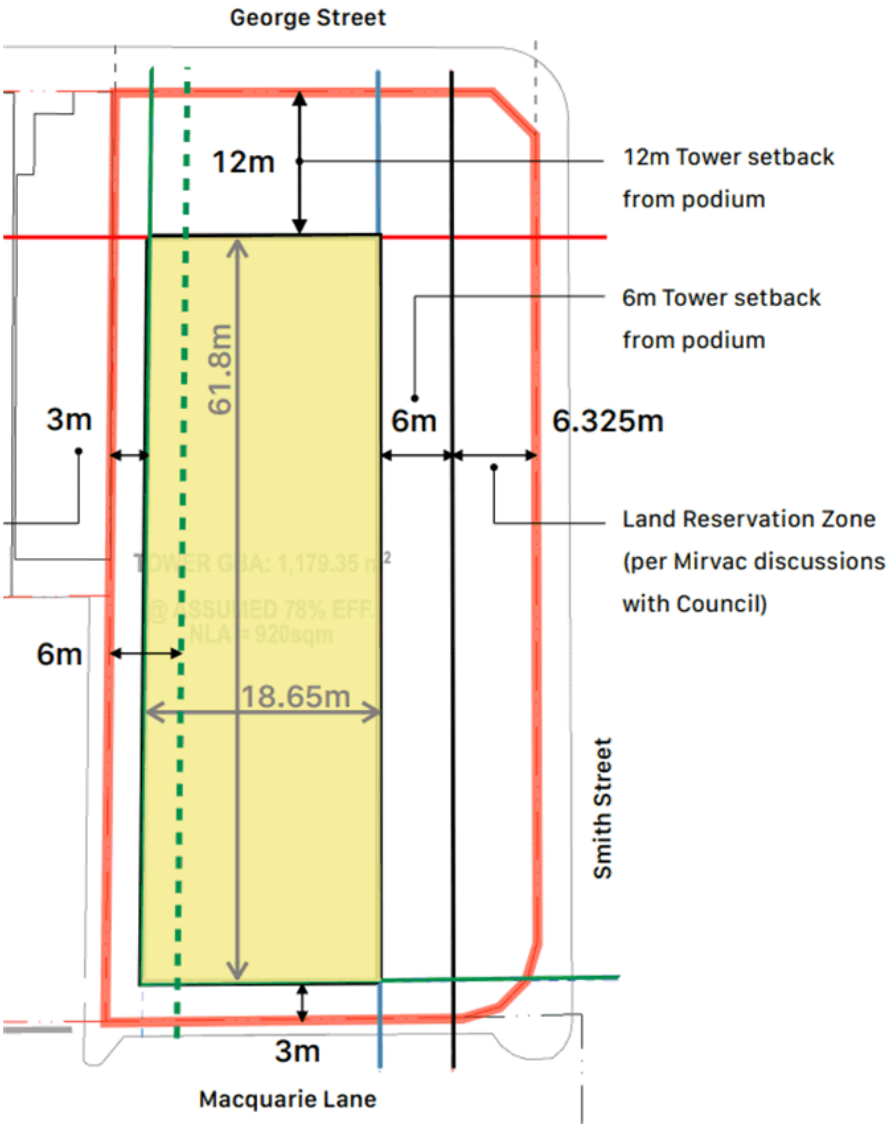


Figure 29 – Impact on development potential (individual redevelopment of 75 George Street)

Source: FJMT

7.1.2 Built form and urban design

Tower form in skyline / context

From the city skyline views prepared by FJMT (refer to **Figure 30** and **Figure 33**), it is evident that the proposed envelope will be a taller element compared to its immediate surrounds. However, compared to the broader context of the Parramatta CBD and its projected growth as earmarked by the CBD Planning Proposal and other tower clusters in the CBD, it is considered contextually appropriate for its CBD context.

In addition, the following matters support the appropriateness of the envelope proposed:

- The site is located in an area of Parramatta specifically identified to accommodate additional height and density. The envelope and indicative reference scheme are in accordance with the draft controls of the CBD Planning Proposal which allows unlimited commercial floor space up to the Lancer Barracks sun access protection control.
- The envelope height is therefore consistent with the intent of the CBD Planning Proposal which is to support employment uses to enable heights up to sun access planes, and to support the efficient use of land and maximise building capacity within the Parramatta CBD.
- The character of the Parramatta CBD is undergoing change with tall commercial towers (facilitated by the draft CBD Planning Proposal) which intend to support Parramatta's transition and growth to become Sydney's Central River City.
- The envelope height reflects its core CBD location and is strategically suitable for this location given its immediate proximity to existing and future mass transit.
- The envelope has been designed with a chamfered edge to ensure no overshadowing to Lancer Barracks between 12:00pm and 2:00pm.

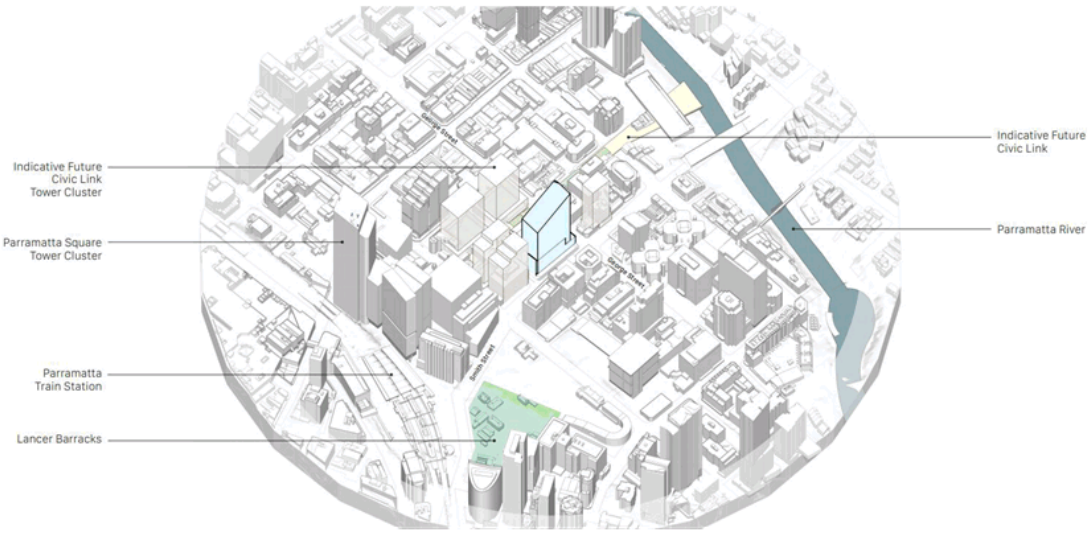


Figure 30 – Contextual view of the envelope – viewed from the south east

Source: FJMT

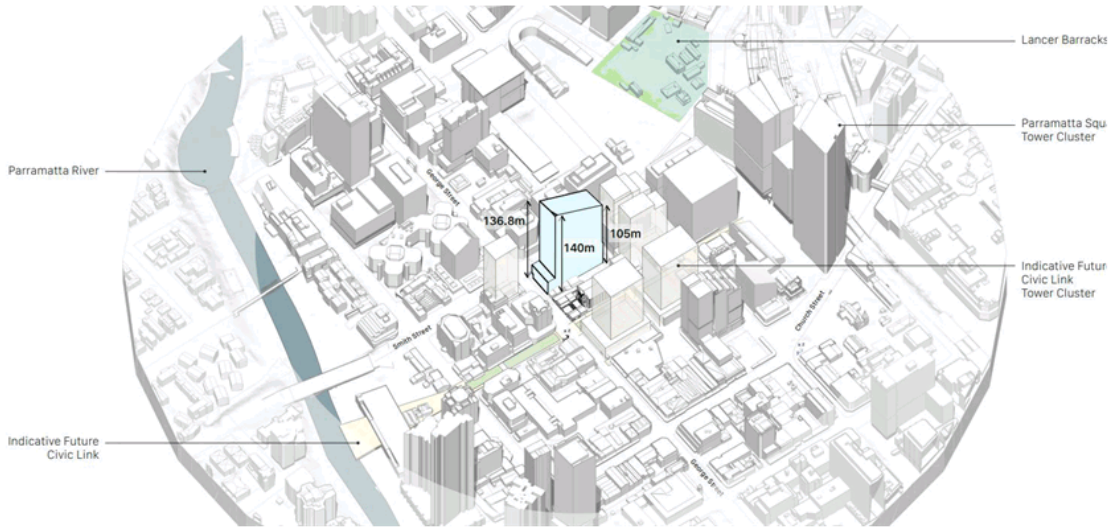


Figure 31 – Contextual view of the envelope – viewed from the north west

Source: FJMT

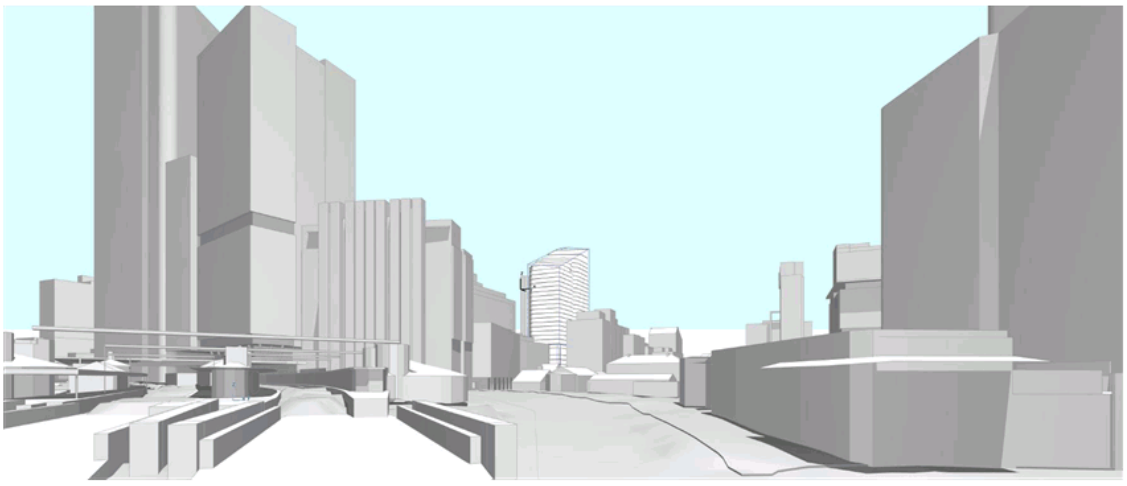


Figure 32 – Contextual view of the envelope – viewed from Parramatta rail station

Source: FJMT

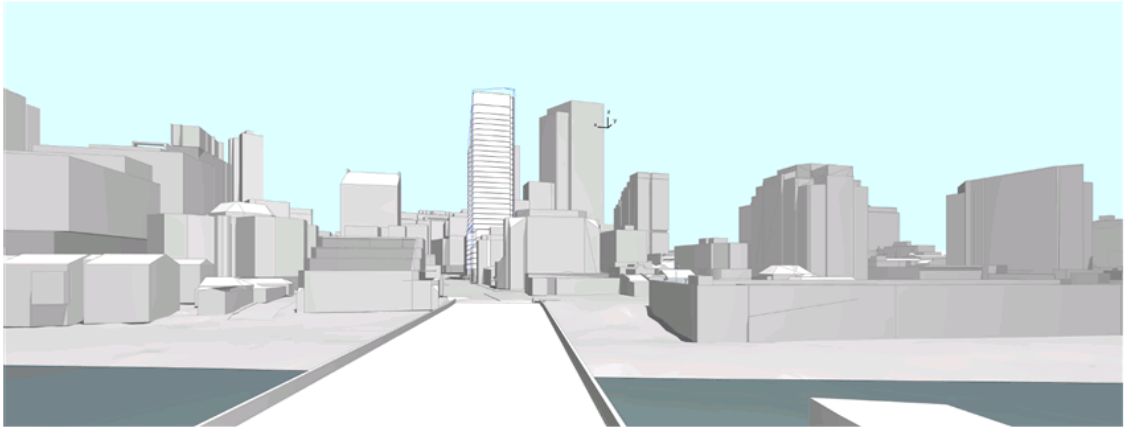


Figure 33 – Contextual view of the envelope – viewed from Parramatta River

Source: FJMT

Podium / street frontage heights

The podium component of the envelope is tiered in nature. Fronting George Street, it reaches a height of 22m, and along Smith Street, it reaches a height of part 22m and part 38m. The intent of the proposed street frontage heights is to provide an improved urban design outcome and relationship between Mirvac's site and the immediate development to the north and south. Specifically, this means:

- Stepping up the podium along Smith Street to align with the existing development at 25 Smith Street (refer to **Figure 34** and **Figure 35**);
- Stepping down the podium height closer to George Street to align with the existing datum of 33 Smith Street to the north of the site across George Street (refer to **Figure 34**); and
- Respecting the height of the Roxy Theatre along George Street (refer to **Figure 36** and **Figure 37**).

A 22m street frontage height fronting George Street is consistent with the draft Civic Link DCP. The 38m (approximately 8 storeys) frontage height along Smith Street does exceed the 3-5 storey expectation under the draft Civic Link DCP, however is specific response to the site and its surrounding built form context. It provides a superior, more integrated urban design outcome which respects and continues the prominence and scale along Smith Street.

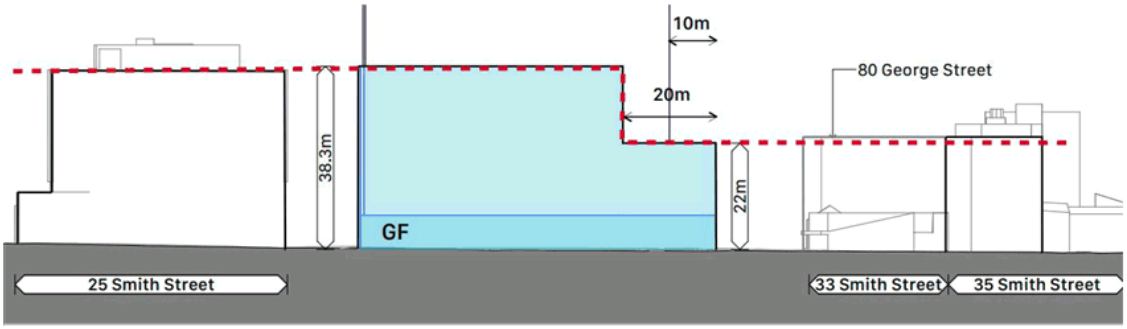


Figure 34 – Proposed tiered podium / street frontage height to align with 25 Smith Street and 33 Smith Street

Source: FJMT

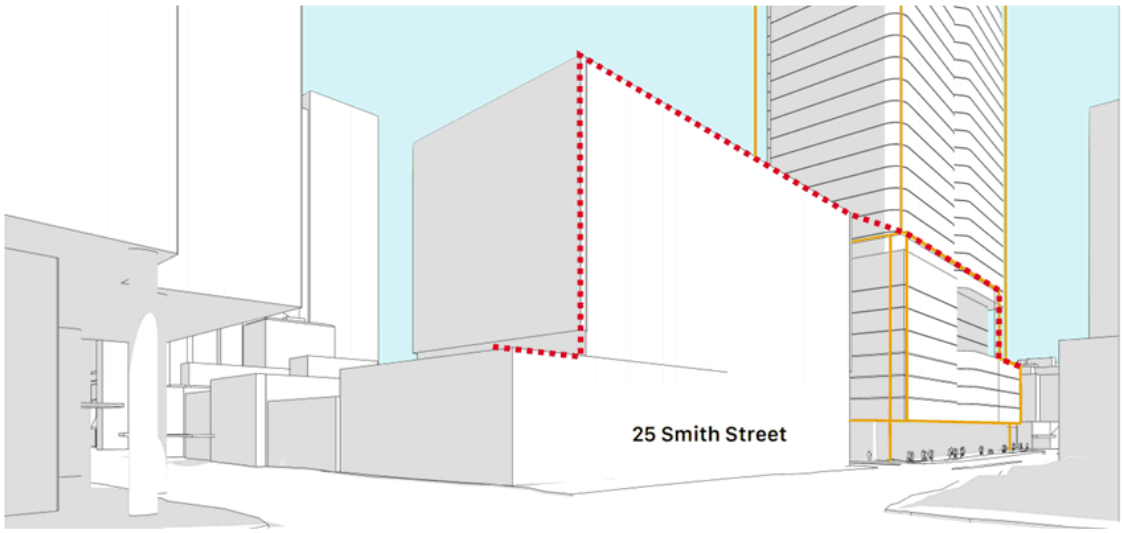


Figure 35 – Proposed envelope / street frontage height (38m) along Smith Street

Source: FJMT

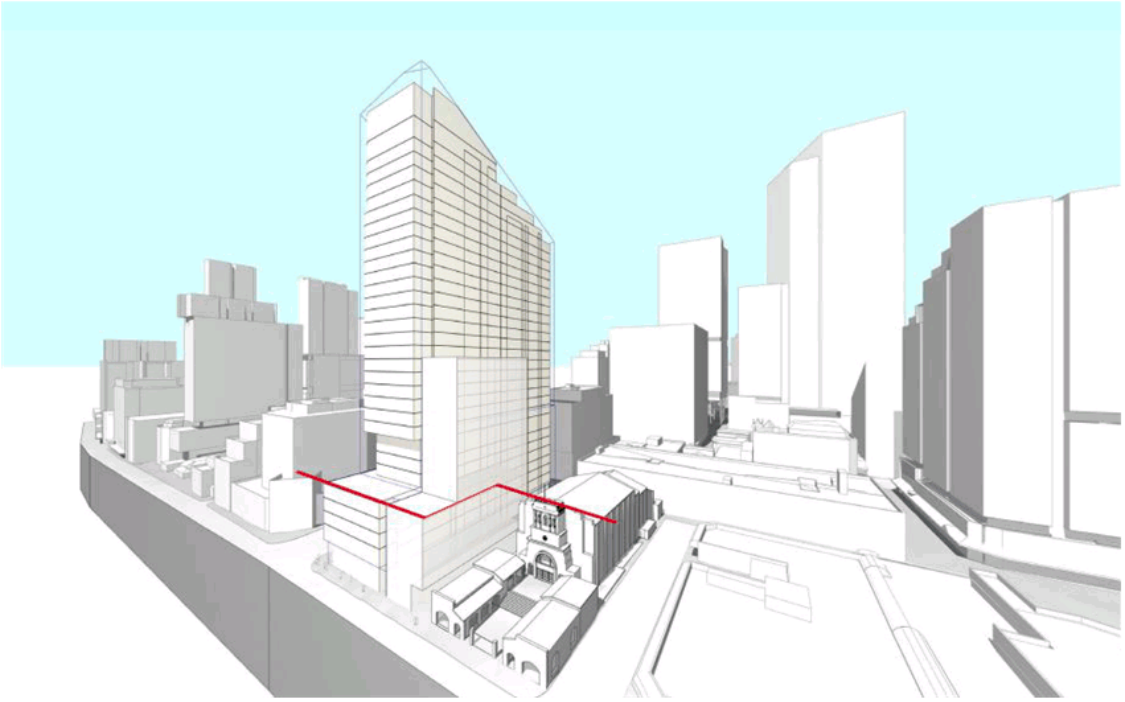


Figure 36 – Proposed envelope / street frontage height datum alignment (22m) along George Street

Source: FJMT

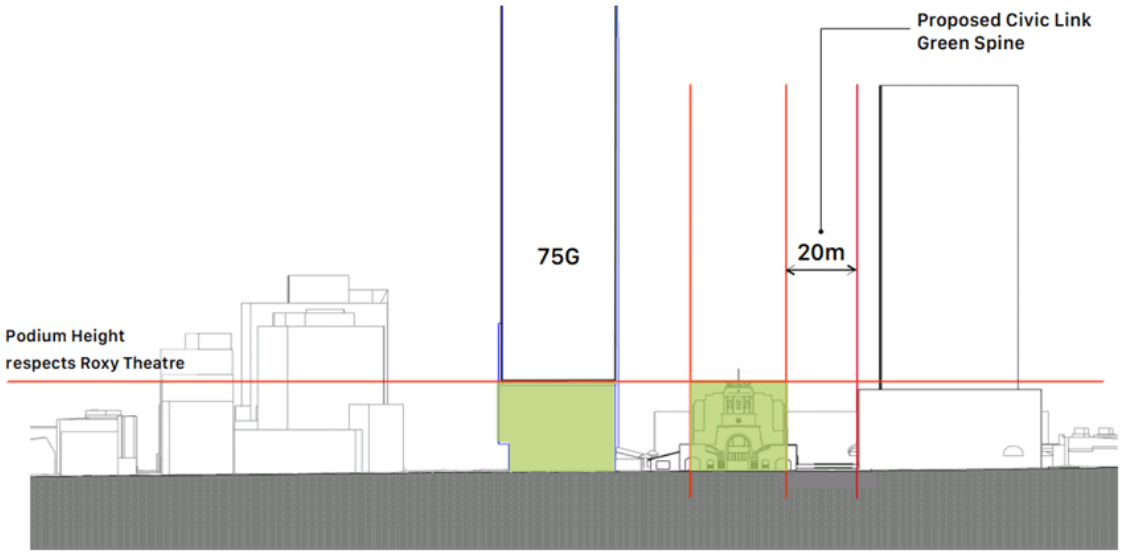


Figure 37 – Proposed envelope / street frontage height (22m) along George Street / Roxy Theatre

Source: FJMT

Ground floor and podium setbacks

The podium envelope is designed with a nil setback to the north, west and south boundary. This is consistent with the existing Parramatta DCP and the draft Civic Link DCP.

A 6.325m podium setback is provided from Smith Street only at ground level. The remainder of the podium cantilevers over this ground floor podium setback, leaving 3.6m open to the sky (refer to **Figure 38** and **Figure 39**). This is a direct response to the required footpath widening needed along Smith Street. This is based on direct correspondence between Mirvac, Council and TfNSW which outlined the following requirements:

- **TfNSW requirement**: A reservation of 3.5m (laterally) from the existing Smith Street kerb line and a minimum 5.3m (vertically) to support a new indented bus lane; and
- **Council requirement**: A 5m pedestrian footpath.

Further consultation between Council and TfNSW has confirmed the need for a 3.5m wide bus bay (as detailed above) with at least a 6m wide footpath to *achieve the relevant bus stop standards for both customers and buses as well as allow sufficient footprint width for pedestrians to pass the bus stop*[1].

The ground and lower podium fronting Smith Street allows a new 6m footpath fronting Smith Street and adheres to the vertical requirements (5.3m) identified by TfNSW. The reduced podium setback to Smith Street allows some compensatory benefit above ground given the quantum of land at ground level to be used as a footpath. It also does not detract from the desired ground level outcome for Smith Street or the visual datums running north south along Smith Street.

[1] Item 17.1 of Attachment 1, Notice of Council Meeting Public Agenda, City of Parramatta Council, Monday, 24 May 2021

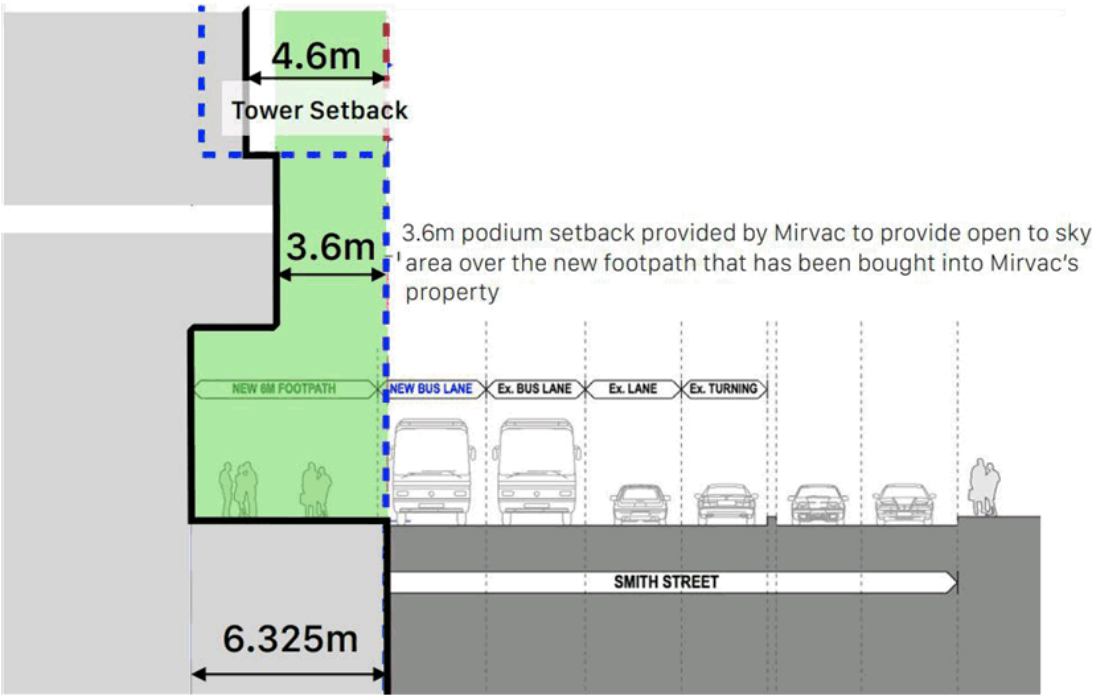


Figure 38 – 6.325m ground level setback and cantilevered lower podium setback (3.6m)

Source: FJMT

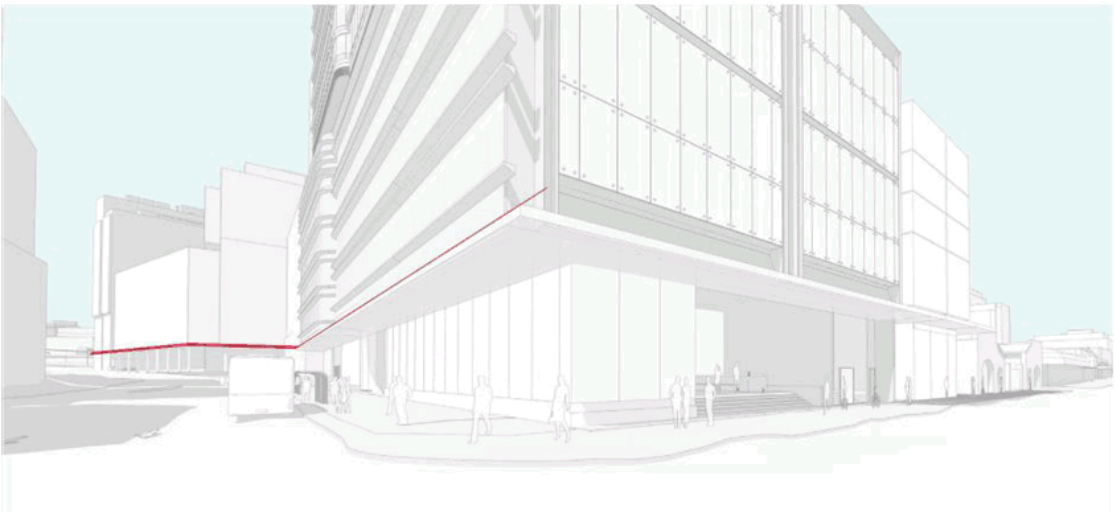


Figure 39 – Indicative Smith Street outcome with 6.325m ground level setback and cantilevered lower podium setback (3.6m)

Source: FJMT

Tower setbacks

The proposed tower setbacks are outlined in **Table 11**. The setbacks are assessed against current DCP setback controls and the draft setback controls under the draft Civic Link DCP.

Table 11 – Proposed podium setbacks compared to Draft Civic Link DCP controls

Tower setback	Existing DCP	Draft Civic Link DCP	Proposed
George Street	20m	12m	10m
Smith Street	6m	6m	4.6m
South (rear) boundary	12m (for a building height greater than 54m in height)	3m	1m
West boundary	6m (for a building greater than 54m in height)	N/A as only an amalgamated scenario is envisaged	Nil

Variation to the George Street setback control

One of the DCP objectives underpinning the existing 20m tower setback to George Street is to interpret the historic alignment of this street, and support view lines along George Street west towards Old Government House and Parramatta Park. The 20m setback however is onerous, has been applied inconsistently and as a result it has not been established as a common setback along George Street. A 20m setback is also a significant setback which in many cases can make redevelopment of sites unfeasible.

Council has recognised (through the draft Civic Link DCP) that a 12m setback from George Street provides a more realistic setback control while still achieving the underlying objectives of the original control. While it is recognised that the 12m control indicates what Council believes to be an appropriate setback for development along George Street, it is considered, following detailed urban design, heritage and planning investigations, that for the site, a reduced setback of 10m is suitable and supportable on merit, for the following reasons:

- **Demarcated block**. The location of the Roxy Theatre interrupts the future 12m tower setback line along George Street from Old Government House and so contextually the site (as well as its neighbour at 73 George Street) would constitute a Gateway corner to George and Smith Street. The front setback to George Street can therefore be treated differently given it is distinctly separated from the Roxy Theatre and should address its position on a corner lot with two major CBD streets.
- **Consistency with the objectives of the PDCP 2011 and the draft Civic Link DCP with respect to tower setbacks and view corridors**. A 10m tower setback would in our opinion:
  - Not detract from views from the city centre to heritage significant Old Government House and Parramatta Park, in accordance with Objective O.1 (Section 4.3.3.4) of the PDCP 2011;
  - Support comfortable pedestrian conditions along George Street (in terms of daylight, scale, sense of enclosure, wind mitigation and daylight for street trees), in accordance with Objective O.1 (Section 4.3.3.1) of the PDCP 2011;
  - Support the desired future character of George Street in accordance with Objective O.2 (Section 4.3.3.1) of the PDCP 2011;
  - Provide a sufficient setback to reinterpret the historic 200 foot (60m) wide alignment of George Street, in accordance with Objective O.4 (Section 4.3.3.1) of the PDCP 2011;
  - Provide a sufficient setback to reinforce George Street as a major street, in accordance with Objective O.1 of the draft Civic Link DCP (refer to **Figure 41**); and
  - Provide a sufficient setback to still allow George Street to be a more spacious street and frame individual heritage buildings, in accordance with Objective O.2 of the draft Civic Link DCP.
- **Precedent**. The 20m tower setback envisaged by the PDCP 2011 is not prevalent in the existing George Street streetscape, despite the control being applicable since 2007. Consent was granted for a hotel at 89 George Street in 2018 (DA 954/2017) with a 10.5m setback to George Street. This site is approximately 190m to the east of 75 George Street and this demonstrates that Council in the past have been willing to accommodate

reduced setbacks to George Street on smaller, narrower sites. Accordingly, the proposed 10m setback is not considered inconsistent with the existing (and likely future) context of George Street.

- **Distance from Old Government House and Parramatta Park**. The intent of the 20m control along George Street in the PDCP 2011 was to retain views along George Street towards Parramatta Park and Old Government House in the west and to reinterpret the historical alignment of George Street. The site is approximately 545m from the entry to Parramatta Park and approximately 800m from Old Government House (refer to **Figure 40**). From this location, the difference between a 10m setback (compared to 12m) would be imperceptible and would have negligible impacts to views or sightlines to Old Government House or the historic alignment of George Street.
- **Regulated floor plate**. A more regulated floor plate is achieved with alternate setbacks (including a reduced setback to George Street) given the narrowness of the site. The site is inherently constrained by lot width given the cumulative impacts of adopting the setback controls under the draft Civic Link DCP and forgoing land to support the Smith Street expanded bus corridor.
- **Environmental impact**. A 10m setback provides minimal bulk and scale impacts to George Street when compared to a 12m draft Civic Link DCP compliant scheme given this envelope complies with podium height and scale controls.

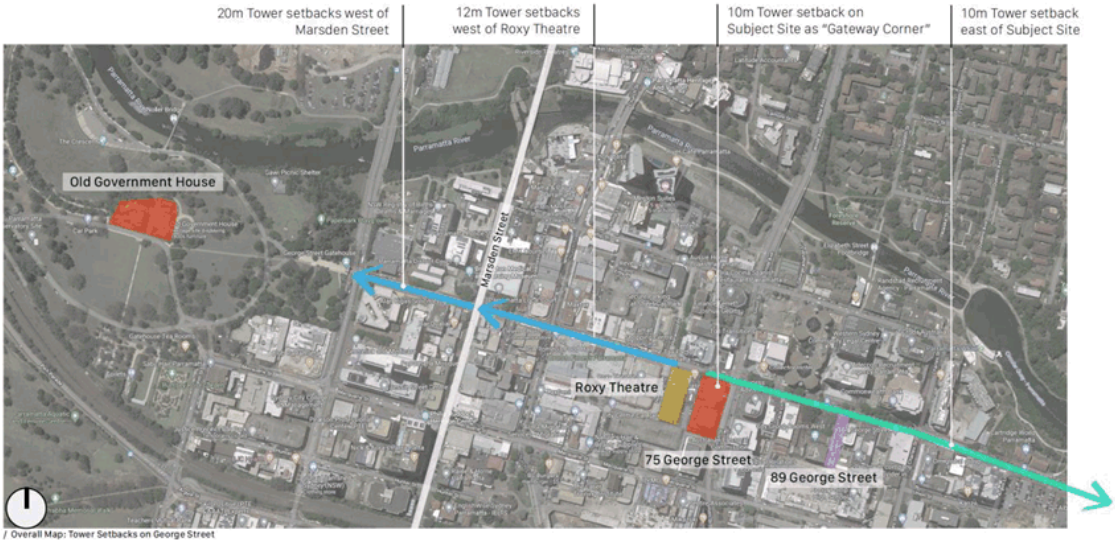


Figure 40 – Site proximity to Old Government House

Source: FJMT

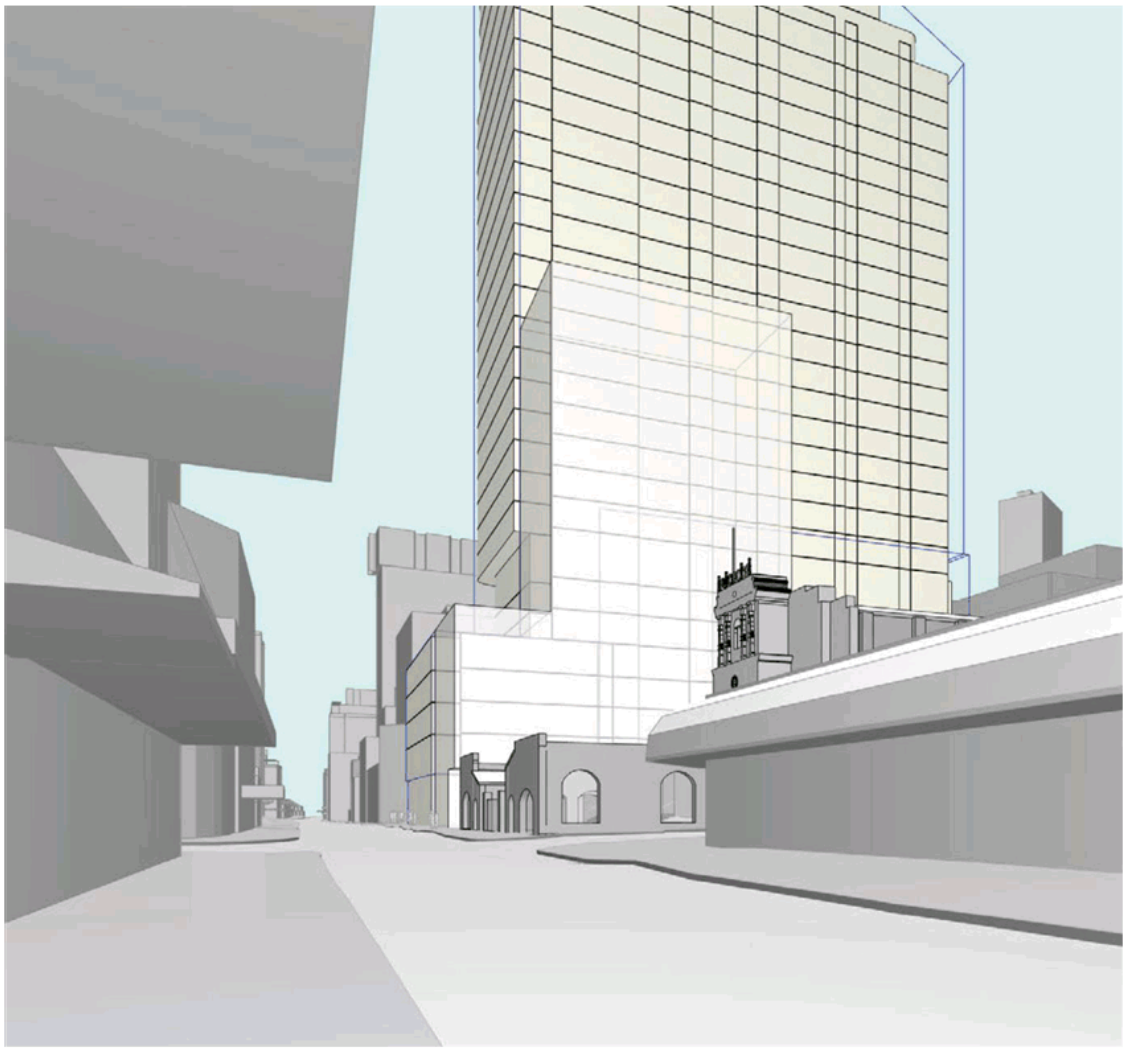


Figure 41 – View looking east along George Street to the Roxy Theatre

Source FJMT

Variation to the Smith Street setback control

The proposed tower setback fronting Smith Street (albeit inconsistent with existing and draft controls for this frontage) is considered appropriate in this instance because:

- A 4.6m setback is still a generous tower setback against a boundary which is provided ample separation to other development by Smith Street itself and development in a commercial context;
- Smith Street is a secondary north-south CBD street with no established podium and tower setback character (refer to **Figure 42** to **Figure 44**);
- Visual datums along Smith Street continue to be achieved irrespective of the reduced tower setback;
- The reduced setback does represent an envelope setback which will be subject to articulation in massing and facade design will mean greater setbacks are actually achieved; and
- It assists to regulate the envelope's floor plates and provides some compensatory benefit to the floor space dedicated to Council at ground level. Given the minimal impacts of the reduced setback, this is considered on balance as acceptable.

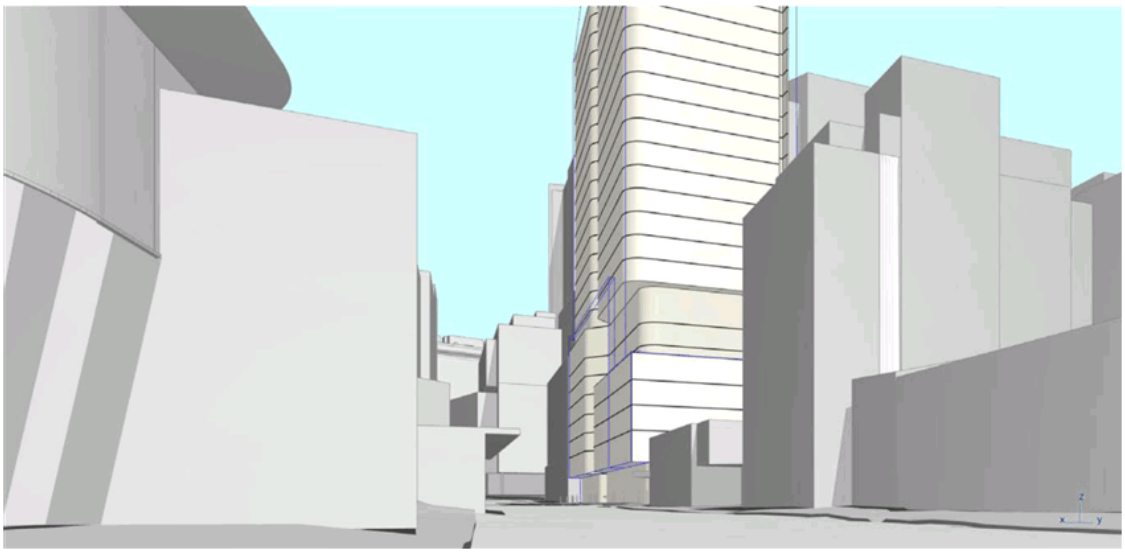


Figure 42 – Street view looking along Smith Street - looking south

Source: FJMT

Figure 43 – Street view looking north along Smith Street

Source: FJMT

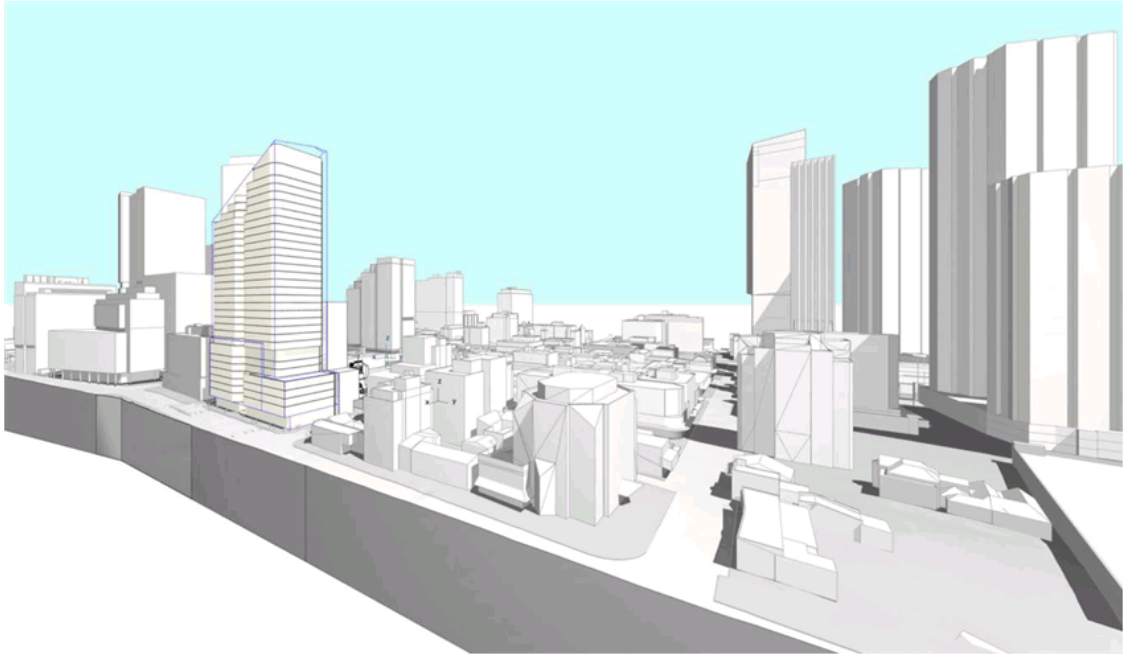


Figure 44 – Elevated view along George Street - looking south

Source: FJMT

Variation to the south (rear) boundary setback control

Land to the south contains a commercial building and existing car park. These uses are non-sensitive in nature would be more amenable to a reduced setback. Macquarie Lane is also envisioned as a vehicle and service lane under the draft Civic Link DCP which is unimpeded by the proposed tower setback.

Nil setback to the western boundary (73 George Street)

The independent redevelopment of Mirvac's site envisions a nil setback to the west. The nil setback is a site-specific response which is based on the following considerations:

- Achieving regulated A-grade floor plates. If the envelope were to adopt a 6m western tower setback as per the current DCP 2011, it would generate a narrow floor plate well below the required 1,300 sqm NLA. It is noted that even adopting a 3m setback generates floor plates below the target 1,300 sqm NLA. This, when considered cumulatively with the concessions along Smith Street to accommodate a footpath and potential bus stop, acts as a major constraint on the site being able to achieve A-grade floor plates (refer back to **Section 7.1.1**).
- Responding to and providing the most suitable tower interface and urban design outcome with the independent redevelopment of the western neighbour (being 73 George Street).

The nil tower setback to the west is considered to provide a positive interface to and urban design outcome for future development adjacent to Mirvac's site (being 73 George Street) and the Roxy Theatre. The control would allow 73 George Street, being a smaller and more constrained site, the opportunity to achieve a larger floor plate by distributing floor space closer to Mirvac's site and further away from its more sensitive interface with the Roxy Theatre. This smaller site would also continue to obtain amenity in the form of light, air and significant views from the north and west. It is noted that the site-specific DCP allows 73 George Street a nil eastern tower setback to ensure the desired nil interface is achieved if both sites are developed independently.

Because 73 George Street has a smaller site area compared to Mirvac's site, the quantum of height and floor space it can achieve is limited by Council's FSR sliding scale. This results in a smaller or intermittent built form outcome which sits in between the lower Roxy Theatre and then the taller envelope available on Mirvac's site. It provides a very favourable transition in built form from the corner of 75 George Street to the State heritage listed Roxy Theatre and supports overall the continued prominence of the Roxy along the street front (refer to **Figure 45** and **Figure 46**).

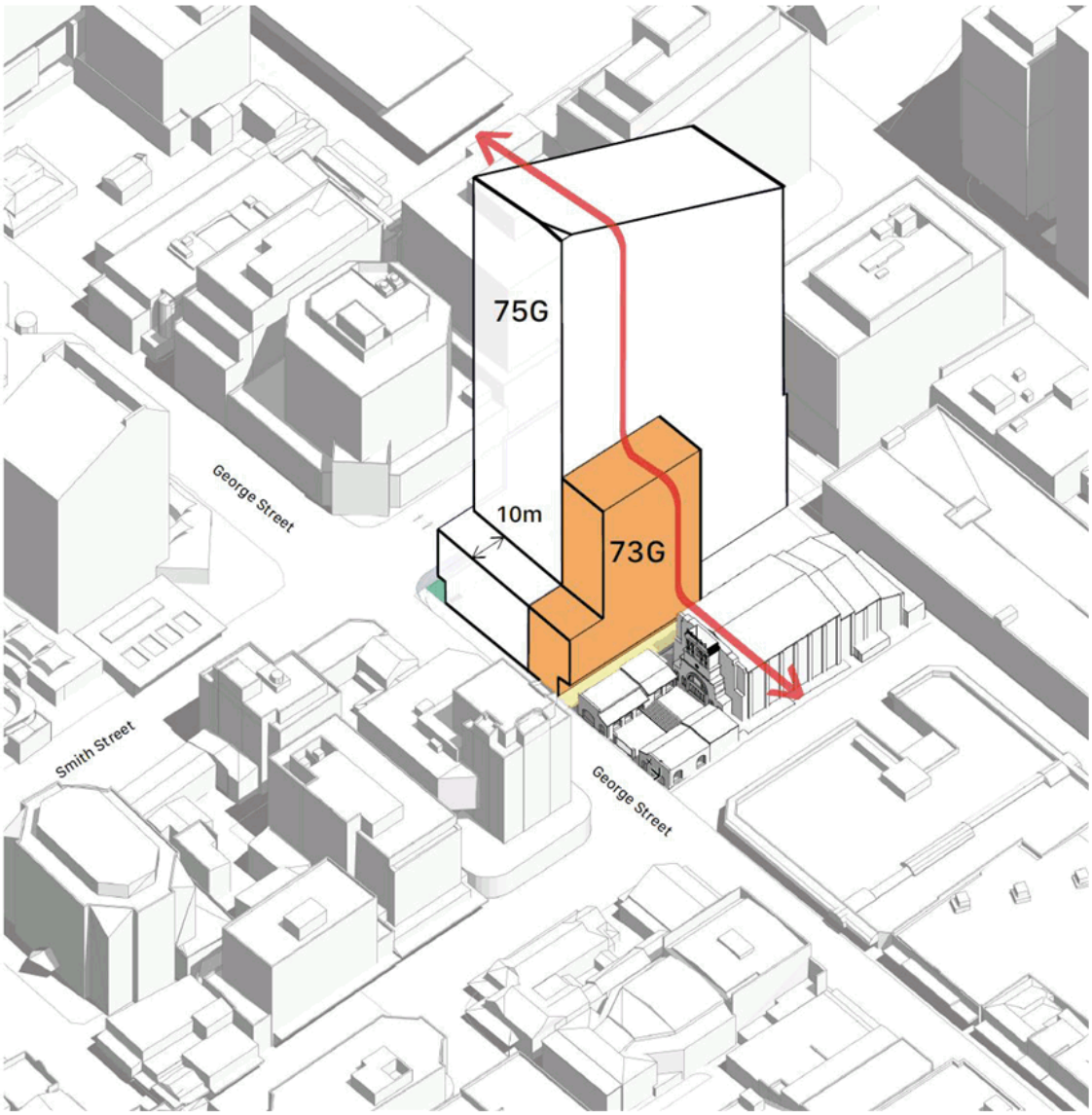


Figure 45 – Stepping of built form by nil setback to neighbouring 73 George Street

Source: FJMT

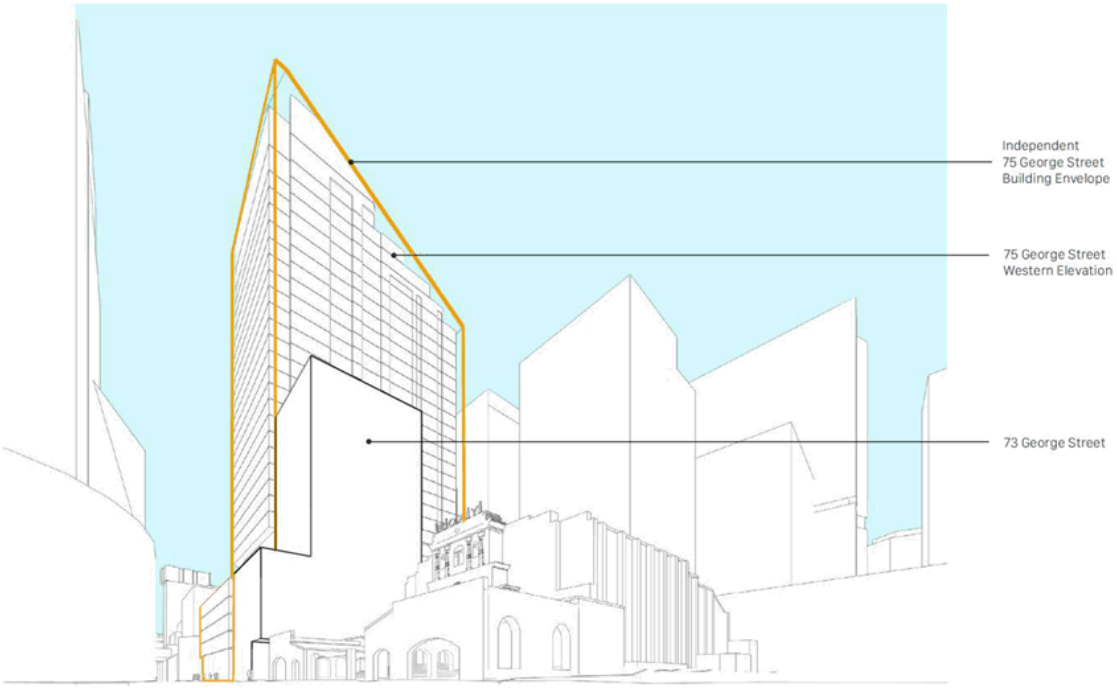


Figure 46 – Stepping of built form by nil setback to neighbouring 73 George Street (viewed from the west)
Source: FJMT

Whilst providing a setback from the western boundary (party wall) would provide separation between development, it would be of minimal benefit to both sites and the public realm, while also reducing floor plates sizes. Because of this and on balance in consideration with the reasons set out above, a nil setback between the site and 73 George Street is considered to provide a superior urban design outcome.

Further, we note that:

- Design excellence can still be achieved with a proposal built to the boundary, with sacrificial glazing zones capable of being adopted in the lower levels of the tower to take advantage of the western facade exposure, while the adjacent 73 George Street site remains in its current state. The remaining west facing façade of the tower can utilise architectural devices for solar access and heat control which will contribute towards improving the visual impact of this facade to achieve a high quality urban and architectural design outcome.
- A nil setback between development is not uncommon in a CBD context. Recent precedents are shown in **Table 12** and **Figure 47** to **Figure 49**.
- Control C1 of Section 4.3.3.1 of PDCP 2011 (page 54) requires that the horizontal dimensions of any building facade above street frontage height must not exceed 45 metres. This is to reduce the apparent bulk and scale of buildings by breaking up expanses of building wall. Given the frontage length of the site and 73 George Street, even with a nil setback, compliance with this control can be achieved (refer to **Figure 50**).
- More than half of the envelope's office floor plates would be capable of achieving daylight access from the west.

Table 12 – Nil setbacks on narrow CBD sites

Address	LGA	DA number	Date approved	Context of nil setback
118 Mount Street	North Sydney	DA 70/18	13/09/2018	118 Mount isolated by strata titled apartment building to north, future development to the north would be constructed with zero setback.

Address	LGA	DA number	Date approved	Context of nil setback
89 George, Street (refer to **Figure 48**)	Parramatta	DA 954/2017	4/7/18	Nil setback to eastern and western side boundaries adjacent a multi storey carpark and commercial office building respectively
410 Pitt Street, Sydney (refer to **Figure 48**)	Sydney	D/2015/661	19/05/16	Nil setback to southern boundary to adjoining retail and backpacker's accommodation.
189 Kent Street, Sydney	Sydney	D/2020/399	10/12/20	Nil tower setback to northern side boundary bordering residential apartment development
173 Pacific Highway, North Sydney	North Sydney	DA 68/19	27/11/19	Nil setback to northern and southern side boundaries bordering commercial and hotel development respectively

Figure 47 – 118 Mount Street, North Sydney

Source: FJMT

Figure 48 – Render of 89 George Street, Parramatta (left) and 410 Pitt Street, Sydney (right)
Source: Group GSA and Scott Carver

Figure 49 – Render of 173 Pacific Highway, Sydney (left) and 189 Kent Street (right)
Source: Woods Baggot and FJMT

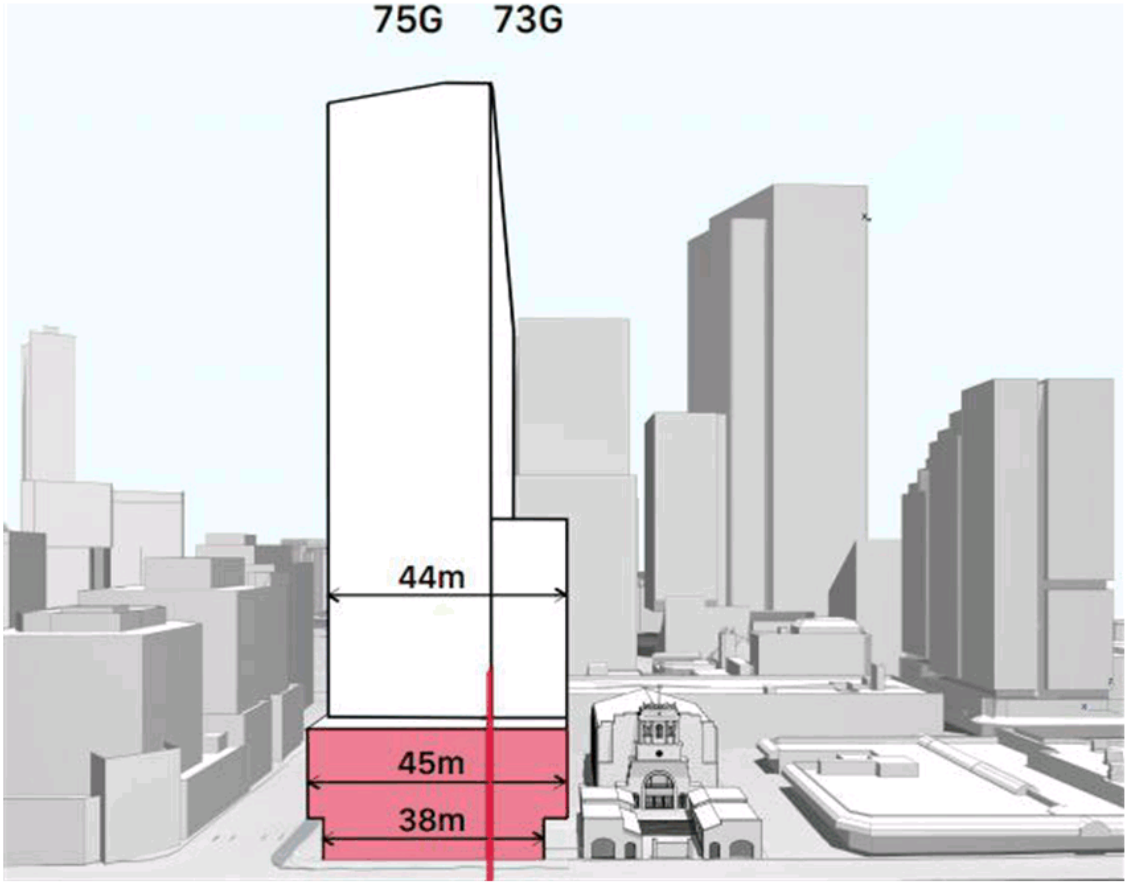


Figure 50 – Horizontal envelope dimension of combined site assuming nil setback with 73 George Street

Source: FJMT

7.2 Neighbouring development – Independent redevelopment of 73 George Street

7.2.1 Built form and urban design

From a built form and urban design perspective:

- The actual built form outcome available to 73 George Street is limited by its site size and the FSR sliding scale. Because of this, it cannot reach its theoretical maximum permissible height (up to the Lancer Barracks sun access control) if it were to be redeveloped independently. Notwithstanding this and as detailed in **Section 7.1.2**, a built form outcome of up to 6:9:1 FSR (assuming a design excellence bonus) is still a significant amount of floor space but is a density more sympathetic to the adjoining State heritage listed Roxy Theatre.
- Design excellence can also still be achieved with a nil setback (party wall) between this site and 75 George Street if 73 George Street is not redeveloped immediately.
- A 22m street frontage height deliberately aligns with the street frontage height proposed for 75 George Street and is consistent with the draft Civic Link DCP.
- The western ground level setback to the Roxy Theatre includes a 7m through site link to support the extension of Macquarie Lane. This along with the proposed podium and tower setback, supports the viewing of the Roxy Theatre 'in the round' as envisioned under the draft Civic Link DCP objectives.
- The proposed tower setbacks are outlined in **Table 13**.

Table 13 – Proposed tower setbacks – 73 George Street only

Control	PDCP 2011	Draft Civic Link DCP	Proposed
George Street tower setback	20m	12m	10m
Side tower setback (eastern boundary)	3m (for development up to 54m) 6m (for development above 54m)	N/A as only an amalgamated scenario is envisaged	0m (party wall with 75 George)
Side tower setback (western boundary)	3m (for development up to 54m) 6m (for development above 54m)	3m from podium edge, 10m from boundary	3m
Rear tower setback	12m (height over 54m)	N/A as only an amalgamated scenario is envisaged.	3m

- An assessment of the proposed setbacks against the current and future planning framework indicates that:
  - Given the small and narrow nature of this lot, an envelope which strictly adheres to the current DCP 2011 controls would be unfeasible. This is especially because of the requirement for a 20m tower setback from George Street (which is approximately half the entire length of the lot);
  - The 10m tower setback to George Street is considered suitable for this smaller site and is based on the same urban design and built form rationale set out in **Section 7.1.2**. Given the actual distance of this site from Old Government House, a 10m setback is still considered capable of meeting the objectives of the PDCP 2011 and the draft Civic Link DCP with respect to tower setbacks and view corridors;
  - A reduced tower setback to the Roxy Theatre of 3m is generally consistent with the requirements for side setbacks under the current PDCP 2011 for development up to 54m. Although the height of the tower reaches 58m, it is generally commensurate with the scale of development (given its smaller and narrow site size) to ordinarily reach 54m (refer to **Figure 54**);
  - A reduced tower setback to the Roxy Theatre also regulates the floor plate and is compensatory to the uptake of floor space (7m) at ground level which is significant given the small and narrow nature of this site. Importantly, a reduced tower setback does not detract from achieving the ground level outcome which is to ensure the extension of the Macquarie Lane (refer to **Figure 51**).
  - The draft Civic Link DCP does not prescribe controls for the individual redevelopment of this site and therefore does not prescribe an eastern setback requirement. Providing any eastern setback (under the PDCP 2011 or the draft Civic Link DCP) significantly limits any opportunities to provide a feasible envelope and floor plate. Providing a nil setback to 75 George Street (refer to **Figure 52** and **Figure 53**) allows this site the opportunity to develop a feasible floor plate independently which would not be possible if strict compliance of the setback controls under the current PDCP 2011 and draft Civic Link DCP was required.
  - The nil setback results in a combined building length (when considering the individual redevelopment of 73 George and 75 George Street together) which is less than 45m, and which is compliant with the building length control of the PDCP 2011. It is also generally consistent in length with what would be achieved in an amalgamated scenario under the draft Civic Link DCP.
  - A nil setback to the east (Mirvac's site) also regularises the floor plate and as detailed previously detailed, the envelope height of 73 George Street emphasises a strong 'stepping down' of built form between 75 George Street and the Roxy Theatre (refer to **Figure 52**). 73 George Street (because it is limited by the FSR sliding scale) supports an envelope height which is set in between the existing lower scale of the Roxy Theatre and taller envelope that can be provided on 75 George Street. This supports a gradual reduction in height and form to the Roxy Theatre which allows the heritage item to retain a stronger presence along the street front and be less impacted by a greater difference in scale.

- Land to the east (75 George Street) and to the south contains a commercial building and existing car park. These uses are non-sensitive in nature (and compared to the State heritage listed Roxy) would be more amenable to a nil and reduced setback.

Figure 51 – Macquarie Lane Extension with 73 George Street and Roxy Theatre

Source: FJMT

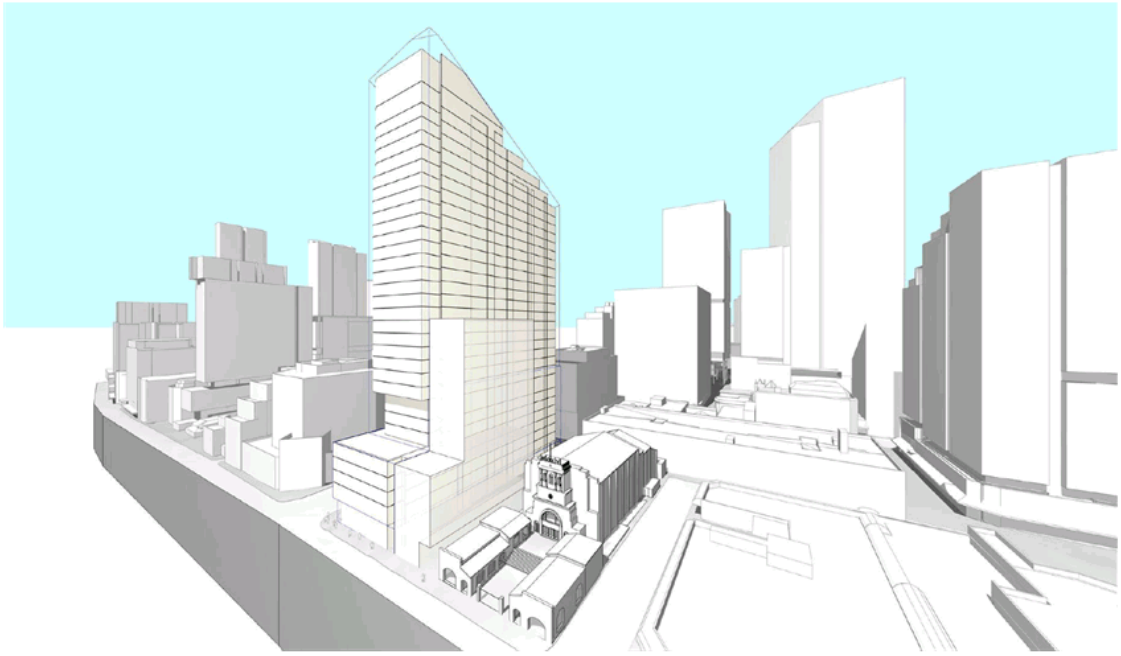


Figure 52 – Envelope and massing view of 75 and 73 George Street

Source: FJMT

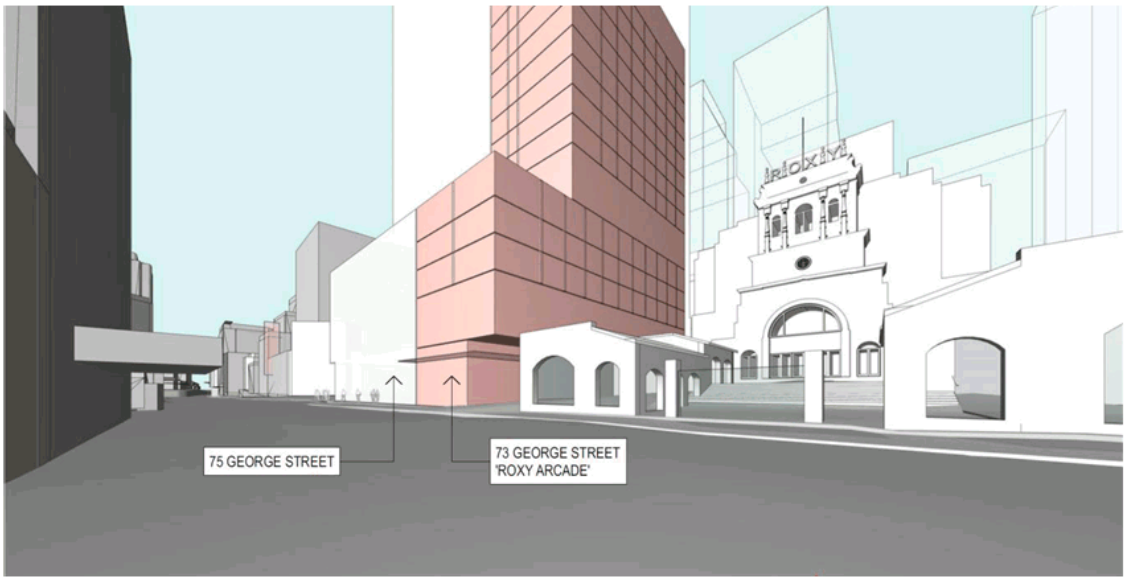


Figure 53 – Roxy Theatre and 73 George Street (viewed from George Street)

Source: FJMT

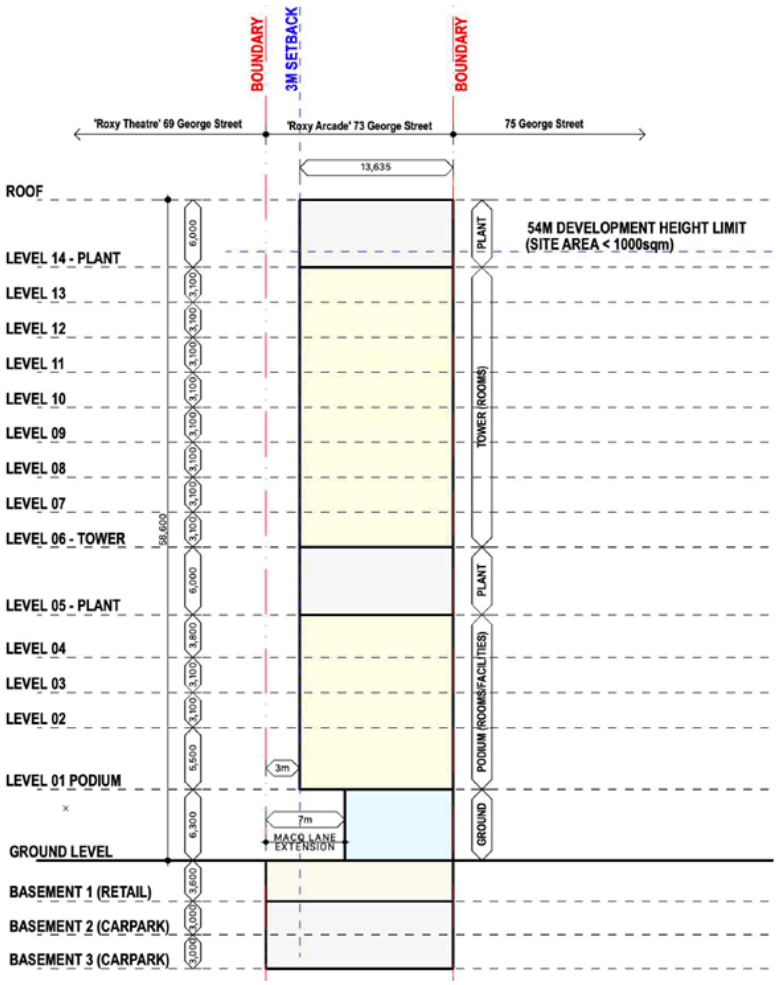


Figure 54 – Indicative 73 George Street section

Source: FJMT

7.3 Amalgamated development scenario

From a built form and urban design perspective, an amalgamated scenario by its nature can accommodate a larger, broader envelope, when compared to the independent scenarios. An amalgamated site would not be restricted by the FSR sliding scale, supporting a more significant built form directly adjacent to the Roxy Theatre.

In summary, it is proposed that an amalgamated scenario would utilise the same ground level and podium setbacks established for the independent scenarios so as to ensure the extension of Smith Street can take place and the extension of Macquarie Lane is realised. Above the podium, a greater setback of 6m is applied to the western boundary (compared to 3m established for the independent redevelopment of 73 George Street) to mediate the impact of a larger envelope adjacent to the Roxy Theatre.

7.3.1 Built form and urban design

The tower setbacks proposed under an amalgamated scenario are summarised in **Table 14**.

Table 14 – Proposed tower setbacks – amalgamated scenario

Control	PDCP 2011	Draft Civic Link DCP	Proposed under this scheme
George Street tower setback	20m	12m	10m
Street tower setback (fronting Smith Street)	6m	6m	4.6m
Side tower setback (fronting Roxy Theatre boundary)	6m (for a proposal taller than 54m)	3m (technically up to 10m given the 7m widening)	6m
South / rear tower setback	12m	3m (to Macquarie Lane)	1m

The setbacks proposed still achieve the desired outcomes for Smith Street and Macquarie Lane at ground level while also allowing the tower to utilise the air space above the widened Smith Street footpath and Macquarie Lane through site link (which would not impact their function). A 6m tower setback to the Roxy Theatre is also more appropriate given the height and scale of the envelope.

Full compliance with the tower setback requirements under the PDCP 2011 and draft Civic Link DCP would impact the achievement of the overall commercial floor plate size and efficiency, as well as the viability to support A-grade floor plates which is desired in the CBD under the CBD Planning Proposal. It would also provide a less suitable interface with the Roxy Theatre.

The reduced tower setback of 10m from George Street is supportable because of the reasons set out in **Section 7.1.2**. We also reiterate that:

- The location of the Roxy Theatre interrupts the future tower setback line along George Street and so contextually the amalgamated envelope would constitute a Gateway corner to George and Smith Street. The setbacks can therefore be treated differently given the separation the Roxy Theatre and the George and Smith Street intersection would provide the amalgamated envelope from any other surrounding built form;
- Land to the south contains a commercial building and existing car park. These uses are non-sensitive in nature would be more amenable to a reduced setback; and
- The CBD Planning Proposal looks to expand the commercial core and prioritise commercial floor space inside the Parramatta CBD. The site is in a highly accessible area to both existing and future proposed high frequency transport modes. Accommodating a footpath along Smith Street and supporting the extension of Macquarie Lane at the ground plane reduces the potential of the site to achieve the maximisation of floor space in line with the CBD Planning Proposal. Hence, it is not unreasonable that the envelope includes a more site-specific outcome to offset this.

7.4 Overshadowing

Shadow diagrams have been prepared by FJMT to assess the level of overshadowing generated by the proposed building envelope under the:

- Independent redevelopment of 75 George Street only; and
- The amalgamated redevelopment of part 71 George Street, 73 and 75 George Street.

Overshadowing has been considered in accordance with the draft sun access protection controls (draft clause 7.4) applicable to the site under the draft CBD Planning Proposal. Under the draft control, the site is identified as land affected by the sun access protection surface. The draft control prohibits any part of a building causing additional overshadowing to the Lancer Barracks site between 12:00pm and 2:00pm on 21 June in any year.

The shadow diagrams (refer to **Figure 55** to **Figure 60**) prepared by FJMT demonstrate that the neither the independent or amalgamated envelope would generate any additional overshadowing to the Lancer Barracks site between 12:00pm and 2:00pm on 21 June.

Figure 55 – Independent scenario (75 George Street only) – June 21, 12:00pm

Source: FJMT

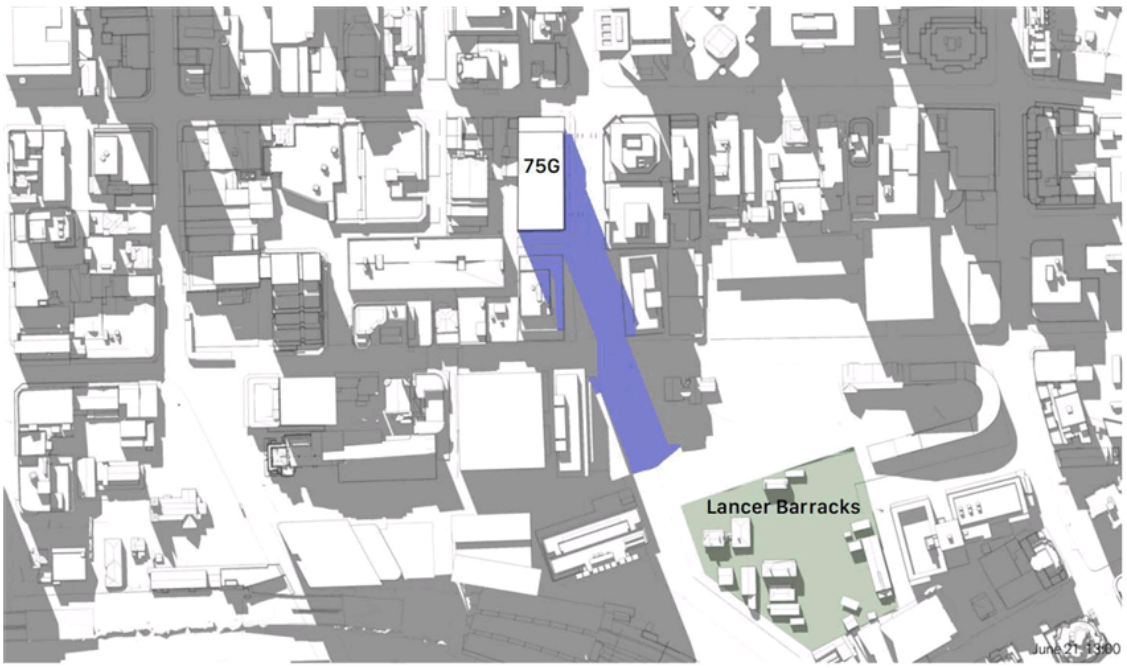


Figure 56 – Independent scenario (75 George Street only) – June 21, 1:00pm

Source: FJMT

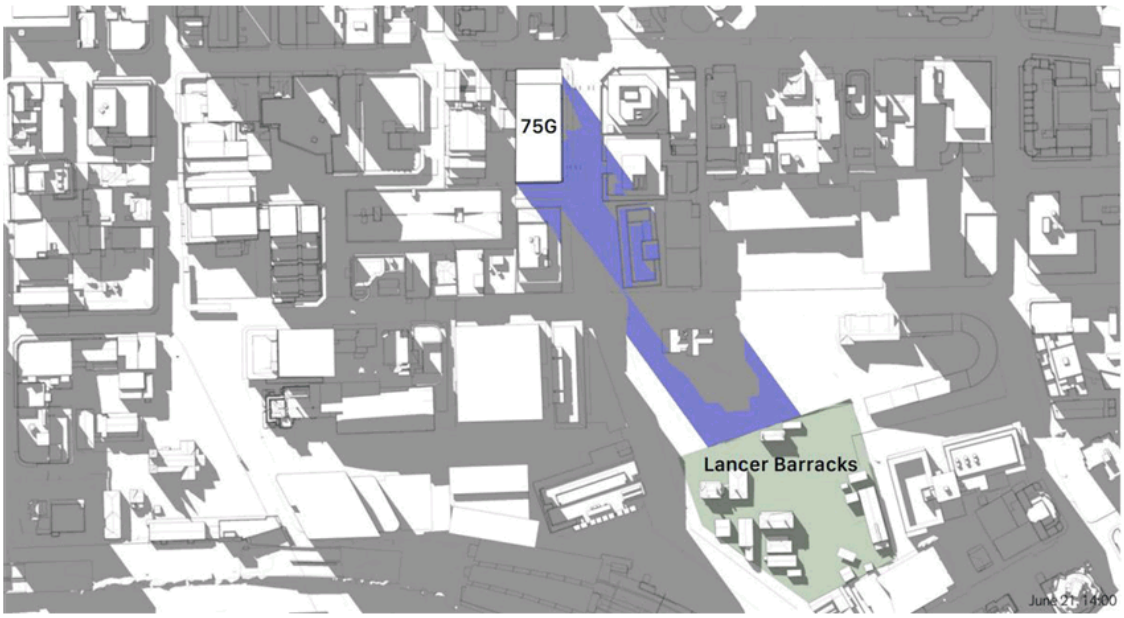


Figure 57 – Independent scenario (75 George Street only) – June 21, 2:00pm

Source: FJMT

Figure 58 – Amalgamated scenario (Part 71, 73 and 75 George Street) – June 21, 12:00pm

Source: FJMT

Figure 59 – Amalgamated scenario (Part 71, 73 and 75 George Street) – June 21, 1:00pm

Source: FJMT

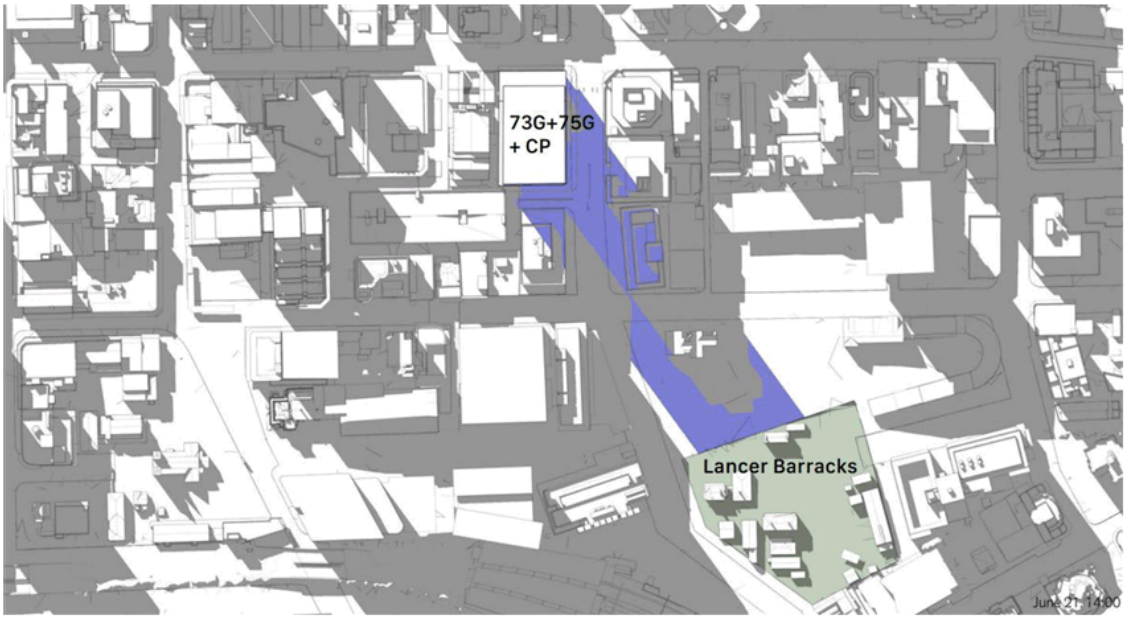


Figure 60 – Amalgamated scenario (Part 71, 73 and 75 George Street) – June 21, 2:00pm

Source: FJMT

7.5 Site isolation

Council officers have previously noted the potential site isolation of 73 George Street resulting from the development of 75 George Street. Consideration has therefore been given to the principles of site isolation in line

with the principles established by the Land Environment Court. It is noted that these principles ordinarily apply to a Development Application (**DA**) and not at site-specific DCP stage.

The Land and Environment Court in *Karavellas v Sutherland Shire Council* [2004] NSWLEC 251 noted that the general questions to be answered when a site is to be isolated through development are as follows:

1. Is amalgamation of the sites feasible?
2. Can orderly and economic use and development of the separate sites be achieved if amalgamation is not feasible?

These two questions are considered below.

Is amalgamation of the sites feasible?

The principles to be applied in determining the answer to the first question are set out by Brown C in *Melissa Grech v Auburn Council* [2004] NSWLEC 40. The Commissioner said:

> *Firstly, where a property will be isolated by a proposed development and that property cannot satisfy the minimum lot requirements then negotiations between the owners of the properties should commence at an early stage and prior to the lodgement of the development application.*
>
> *Secondly, and where no satisfactory result is achieved from the negotiations, the development application should include details of the negotiations between the owners of the properties. These details should include offers to the owner of the isolated property. A reasonable offer, for the purposes of determining the development application and addressing the planning implications of an isolated lot, is to be based on at least one recent independent valuation and may include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property.*
>
> *Thirdly, the level of negotiation and any offers made for the isolated site are matters that can be given weight in the consideration of the development application. The amount of weight will depend on the level of negotiation, whether any offers are deemed reasonable or unreasonable, any relevant planning requirements and the provisions of s 79C of the Environmental Planning and Assessment Act 1979.*

In *Karavellas*, Tuor C also said that, inherent in the concept of whether amalgamation is feasible is whether it is also reasonable. While it may appear feasible to amalgamate sites, it is on the basis that the offer is accepted. The role of the consent authority is to be satisfied that a reasonable offer has been made.

Response

In line with the planning principle, consultation between Mirvac and the owner of 73 George Street has occurred and agreement has not been reached. Because of this, the proposed site-specific DCP recognises and makes provision for:

- The independent redevelopment of 75 George Street and the independent redevelopment of 73 George Street; and
- The amalgamated redevelopment of both sites into a single development lot (including the car park site to the south) should amalgamation occur.

The principles to be applied in answering Question 2 are set out in *Cornerstone Property Group Pty Ltd v Warringah Council* [2004] NSWLEC 189 in which Tour C stated:

> *The key principle is whether both sites can achieve a development that is consistent with the planning controls. If variations to the planning controls would be required, such as non compliance with a minimum allotment size, will both sites be able to achieve a development of appropriate urban form and with acceptable level of amenity.*
>
> *To assist in this assessment, an envelope for the isolated site may be prepared which indicates height, setbacks, resultant site coverage (both building and basement). This should be schematic but of sufficient detail to understand the relationship between the subject application and the isolated site and the likely impacts the*

developments will have on each other, particularly solar access and privacy impacts for residential development and the traffic impacts of separate driveways if the development is on a main road.

The subject application may need to be amended, such as by a further setback than the minimum in the planning controls, or the development potential of both sites reduced to enable reasonable development of the isolated site to occur while maintaining the amenity of both developments.

FJMT has prepared an indicative reference scheme to demonstrate that 73 George Street can be feasibly redeveloped independently if amalgamation were not to occur with 75 George Street. The feasibility testing undertaken for 73 George Street outlines a hotel scheme on the site. The floor plate is orientated towards the north and west to maximise amenity with a side core that runs along the eastern boundary of the site (refer to **Figure 62**).

More specifically and as detailed in **Section 7.2**, the reference scheme has the following attributes (refer to **Figure 61** and **Figure 62**).

- A height up to RL 67.38 (approximately 58.6m);
- A maximum FSR of 6.9:1 (4,855 sqm of GFA) inclusive of a design excellence bonus but limited by the FSR sliding scale;
- A 22m street frontage height to George Street;
- The following ground floor setbacks:
  - 0m to George Street;
  - 0m to the east;
  - 3m to the south; and
  - 7m to the west.
- The following podium (above ground floor) setbacks:
  - 0m to George Street;
  - 0m to the east;
  - 3m to the south; and
  - 3m to the west.
- The following tower setbacks:
  - 10m to George Street;
  - 0m to the east;
  - 3m to the southern boundary (zero from podium); and
  - 3m to the western boundary (zero from podium).

Figure 61 – 73 George Street and Macquarie Lane setbacks (viewed south from George Street)

Source: FJMT

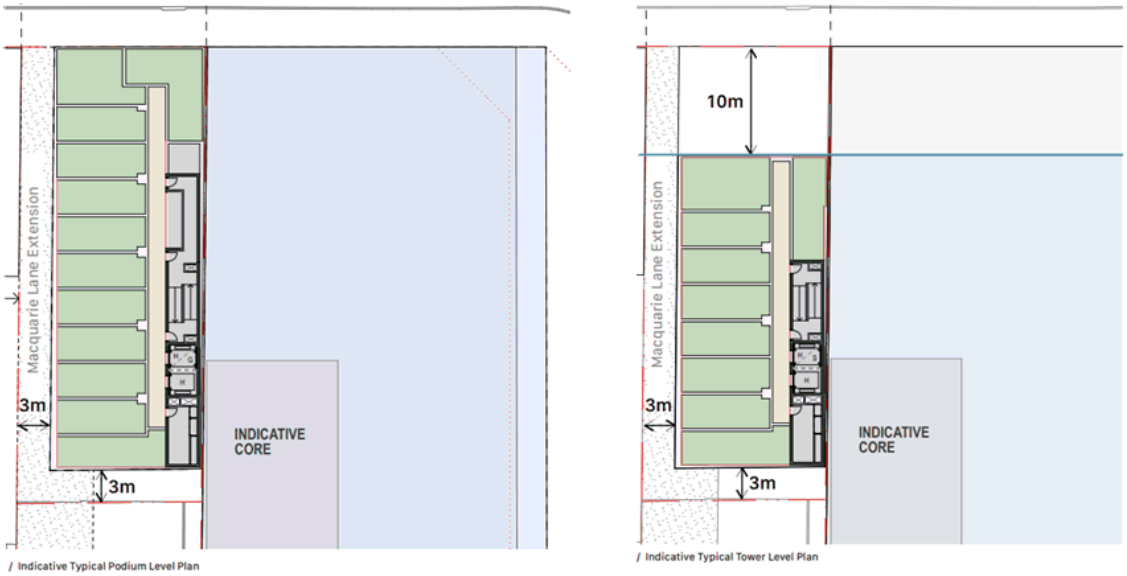


Figure 62 – Typical hotel podium floor plate (left) and hotel tower floor plate (right) for 73 George Street

Source: FJMT

The envelope and its attributes have been guided by the existing and future planning framework applicable to this site, including in particular the existing DCP 2011 and the draft Civic Link DCP. 73 George Street however is small and constrained in nature. Because of this, it is noted that strict compliance with either of setback controls under both DCPs cannot achieve a viable and compliant building envelope. Variations to these controls (which still achieve the objectives and intended outcomes of these controls) are required to generate a viable envelope.

It is also reiterated that 73 George Street alone can only reach a maximum FSR of 6.9:1 (assuming a 15% bonus under a successful competitive design process) even though it is theoretically identified (or mapped) as being able

to achieve an FSR of 10:1. This is because this site is subject to the FSR sliding scale clause and has an area less than 1,000 sqm. This clause acts to limit overdevelopment on small sites and limits the floor space that can be achieved on a site to an amount which is proportionate to its site area. This clause applies to this site under the current LEP and is proposed to apply to this site under the draft LEP.

The site-specific envelope as set out above demonstrates that 73 George Street can be developed in an orderly and economic manner independently. A hotel use is an orderly and economic use on this site because the use is permissible in the B3 Commercial Core zone and is an appropriate use for land within a CBD context which can serve the needs of the local and wider community. It is also located in proximity to existing and future planned transport infrastructure, especially the future CBD station of the Sydney Metro West and can support employment opportunities in an accessible location, and is therefore well located to accommodate this use.

The envelope for the site may also accommodate a commercial scheme with smaller floor plates. However, given the smaller nature of the floor plate, a hotel scheme has been considered to be more viable development outcome given the demand for larger (A-grade) commercial floor plates in the CBD.

7.6 Heritage

A Heritage Impact Assessment has been prepared by Extent Heritage (refer to **Appendix C**). The assessment outlines the heritage significance of the site and its context and provides an assessment of the site's redevelopment (both under an individual and amalgamated scenario) and potential impacts on the significance of historic views, settings, and heritage items in its vicinity.

7.6.1 Assessment of heritage impact

The assessment of heritage impact undertaken by Extent has been informed by the NSW Heritage Manual. A summary of the assessment is provided below.

Built heritage

Existing development on the site and adjoining 73 George Street is typical, relatively modern development. The internals have likely been altered and there is no notable, highly technical architectural style or detailing. Neither buildings are considered to be of any significance.

Views and setting

Given the growing strategic importance of Parramatta and the existing nature and level of high-density development within the CBD, view impacts to the views and settings of Parramatta are already in place and unavoidable.

The proposal will intensify the streetscape and generate visual change however this is in the context of an already existing, urban and modern high-rise environment. Other planned development along George Street will exceed the height of the proposal (such as 67-storey residential tower at 180 George Street). Because of the recency and addition of new development, the heritage assessment considers that any historical or physically significant setting or view along George Street or in the immediate vicinity of the site has been completely urbanised and impacted by modern developments and are no longer evident due to the changes to the built environment.

Heritage items in the vicinity

The State heritage listed Roxy Theatre is the key existing heritage item in the vicinity of the site. The 'Shop and Office' directly opposite the site across George Street is also of State significance. The proposal will generate a marked difference in scale to the existing heritage items notwithstanding the fact that the planning controls will support the scale of development proposed. There are recent precedents in the CBD which demonstrate high rise development close to lower scale heritage items. This includes the Leigh Memorial Church and St Johns Anglican Cathedral, both of which are adjacent to the new 55-storey Parramatta Square high-rise development, or the Former St Andrew's Uniting Church at 2 Phillip Street adjacent to the approved 55-storey development at 8 Phillip Street.

Potential heritage impacts

Potential impacts are divided into two main areas – impacts to views and impacts due to scale. It is noted that this assessment is based on the envelopes available under the site-specific DCP and will require review as ongoing design development progresses. In summary, the heritage assessment has determined that:

- A difference in scale however already occurs between the site and the Roxy Theatre due to the existing commercial development on the site and although redevelopment will generate a larger envelope(s) then what is currently on the site, this is determined to be inevitable due to the site's zoning and location within the heart of the CBD. The physical separation provided by George Street between the site and the Shop and Office ensures the impacts of scale remain minor. The setbacks proposed under both the amalgamated redevelopment of the site and the independent redevelopment of 73 George Street (which include a 7m ground floor setback and 3m podium setback) helps to provide a more sympathetic interface with the Roxy theatre, allowing the Theatre to retain a sense of individuality. It allows the Roxy Theatre to be viewed 'in the round' through a number of view lines and elevations.
- View impacts of development to the existing Office and Shop across George Street has been determined to be minor with inconsequential impact to the heritage significance of this heritage item. As mentioned previously, this is because of the physical separation George Street provides this heritage item from the site.
- The redevelopment of the site would not adversely impact the primary views to the Roxy Theatre. There will be view impacts to the Roxy Theatre from the south west, but these are not considered primary views to the Roxy Theatre.
- The primary view to the Roxy Theatre towards its main entry (with the loggias on each side) will not be impacted by the proposed redevelopment of the site. Visitors to the Roxy will be capable of noticing adjoining higher development however this is a minor impact and is not inconsistent with other impacts of high-rise buildings visible around the Roxy Theatre site at present.

7.6.2 Conclusions and recommendations

Based on the heritage and impact assessment undertaken, Extent Heritage conclude that:

- The proposal will create change in the streetscape and skyline at the location of the site. Due to the context of the site within the CBD, the current pattern of high density development surrounding the site, and the greater height and density to be made available to the CBD under Council's future planning framework, the scale of development proposed for the site is to be anticipated and expected.
- The State heritage listed Shop and Office heritage item directly opposite the site across George Street, will not be directly impacted by development on the site.
- Stepping the podium in with a 7m ground floor setback and 3m upper podium setback supports the viewing of the Roxy Theatre in the round many from different views and elevations and helps to reduce the sense of scale adjoining development will have on the Roxy Theatre. Detailed design should consider how the podium element adjoining the Roxy can reduce its perceived bulk and scale. This can include more detailed consideration of form and materiality.
- The Roxy Theatre is already positioned within a high density and urbanised environment so development on the site will not impact its existing setting. Minor view impacts will occur to the Roxy Theatre will occur from the south west however the obstruction of these views is considered minor because they do not constitute primary views to the State heritage listed item.
- Existing views to the Roxy Theatre from the north west should continue to be maintained. This could be achieved by keeping the ground and first levels of the proposal an open thoroughfare, or transparent to allow views through the site.

7.7 Traffic and Transport

A Transport Impact Assessment has been prepared by GTA Traffic Consultants (refer to **Appendix D**) to assess the transport and parking impacts associated with the proposed commercial redevelopment of the site. The assessment also takes into consideration the other redevelopment scenario's which the site forms part of under the site-specific DCP.

7.7.1 Existing Conditions

GTA have identified the following key matters in relation the site's existing conditions:

- The site's location in the Parramatta CBD provides excellent public transport accessibility, with the Parramatta Ferry Wharf, Parramatta Station and bus interchange all in close proximity, with the site also immediately adjacent to the future Parramatta Metro Station, part of the Sydney Metro West and the future Parramatta Light Rail station.
- The site is located in a highly accessible area within the Parramatta CBD with significant pedestrian infrastructure in the surrounding area connecting local thoroughfares with other destinations and public transport nodes.
- Smith Street and George Street include an adequate level of pedestrian amenity, with provision for wide footpaths and public domain space close to the site and consistent with pedestrian amenity throughout the commercial core.
- There are generally limited cycling facilities throughout the Parramatta CBD. To the north, the Parramatta Valley Cycleway is a regional link on the northern side of Parramatta River running towards Meadowbank and remains the only dedicated cycleway close to the site. O'Connell Street and Parramatta Park also include established and dedicated cycle paths to the west with fragmented sections of cycling infrastructure on Smith Street and Station Street.
- The existing commercial development on the site accommodates approximately 105 spaces. The site has been determined to generate 25 vehicle trips in the AM peak hour (between 8:00am and 9:00am) and 15 vehicle trips in the PM peak hour (between 5:00pm and 6:00pm). This represents a relatively low trip generation rate of 0.23 vehicle trips per space in the AM and 0.14 vehicle trips per space in the PM and could be attributed to low parking utilisation.

7.7.2 Parking assessment

Car parking

A maximum of 53 car parking spaces can be provided for the site under the draft parking provisions of the CBD Planning Proposal. Under an amalgamated scenario, the maximum permissible number of car parking spaces would increase to 79.

The indicative reference concept for the independent redevelopment of the site and the amalgamated scenario includes a basement capable of accommodating approximately 57 spaces. If the site were to be developed independently, the amount of car parking would be reduced to 53 to ensure compliance with the maximum permissible available under the draft provisions.

Loading and servicing

A single basement entry is proposed via Macquarie Lane. Three loading bays within the loading dock and proposed under the indicative scheme which based on the rate and nature of anticipated delivers for commercial development, GTA consider to be clearly sufficient to accommodate the site. An allowance for basement level one to provide a vehicle connection to the adjoining 73 George Street has been tested. This would allow just a single cross over to be provided from Macquarie Lane to service both sites. Based on the maximum car parking rates for both sites, this single access point could accommodate both sites and the respective vehicle movements.

7.7.3 Transport impact assessment

From an overall transport impact assessment perspective, GTA conclude that:

- The site's redevelopment will support best practice transit-oriented development principles, by providing increased employment density in proximity to existing and planned transport infrastructure upgrades;
- The proposal would result in in a minor redistribution of traffic largely at the Macquarie Street / Smith Street and Smith Street/ George Street intersections.
- The quantum of additional trips generated by the site's redevelopment (whether independently or amalgamated) is considered minor and represents up to an additional vehicle accessing the site every one to two minutes. The

context of the CBD, this is considered minor and is not expected to materially affect the surrounding road network.

7.8 Aboriginal Heritage

An Aboriginal Heritage Due Diligence Assessment has been prepared by Extent Heritage (refer to **Appendix E**). The report assesses the potential for Aboriginal objects to be present within the site. Given the presence of intact portions of the Parramatta Sand Body recovered in nearby archaeological excavations beneath historical and modern fills, the assessment concludes there is potential for Aboriginal objects to be present beneath existing development on the site.

Specifically in relation to the site, 10 sites on the Aboriginal Heritage Information Management System (AHIMS) database are located within 250m of the site, with sites having potential archaeological deposits or recorded artefacts. The site also potentially contains intact Parramatta Sand Body with previous investigations with this sand body in the Parramatta area uncovering extensive Aboriginal occupation and use through the presence of stone artefacts. Given this, further assessment in the form of an Aboriginal Cultural Heritage Assessment Report (ACHAR) in accordance with the Code of Practice for the Archaeological *Investigation of Aboriginal Objects in NSW 2010* is required.

7.9 Historical archaeology

An Historical Archaeological Assessment of the site was undertaken by Extent Heritage Pty Ltd (refer to **Appendix F**). It provides an assessment of both the site's and adjoining 73 George Street's (the study area) historical archaeological potential and the significance of this potential. The assessment identifies that the site has low to moderate potential for state significant archaeology.

The key findings were:

- Two convict hut allotments were established c. 1790. On these allotments two convict huts are thought to have been constructed (refer to **Figure 63**). Archaeological evidence associated with the convict huts would be of state significance for historical, associative and research values, as well as rarity.
- Existing development on the site is likely to have impacted on the survival of archaeological features from the eighteenth and nineteenth centuries.
- Most of the study area was assessed as having low to moderate potential for archaeological remains between 1788 and 1895.
- The south western corner of the study area may have moderate potential for unmapped subsurface features (between 1788 and 1895). A linear structure associated with the time period of 1845-1895 and structural remains associated with a period between 1896-1965 also having moderate potential (refer to **Figure 64**).

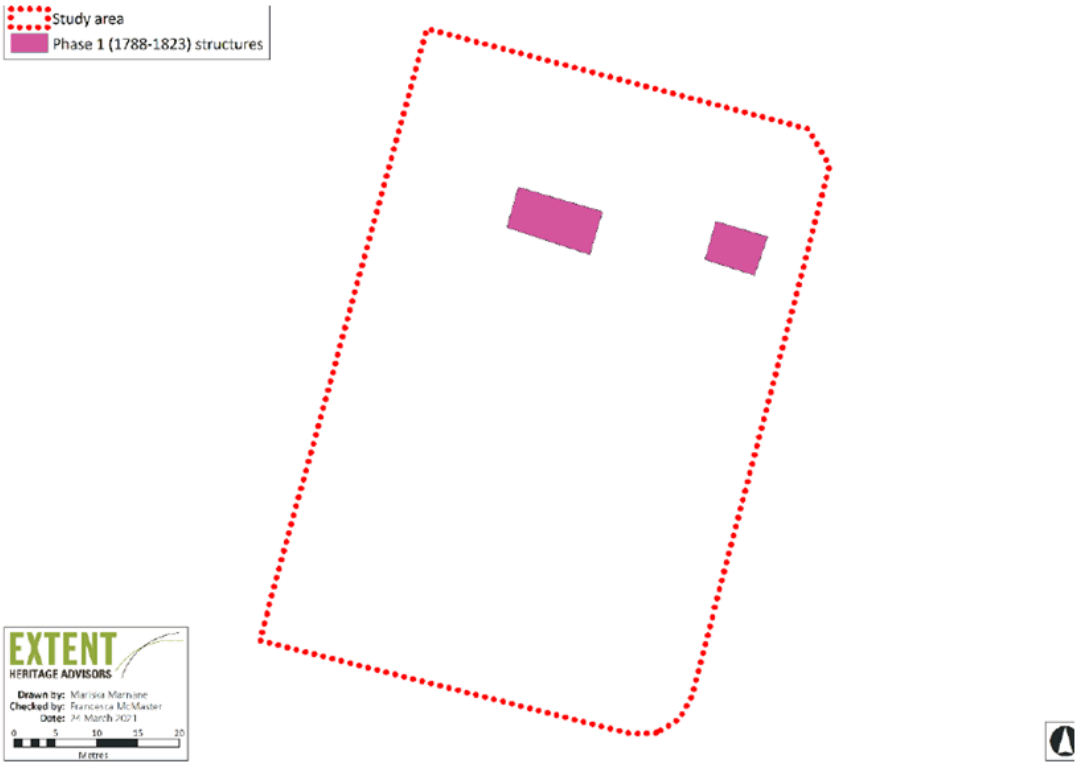


Figure 63 – 1788-1823 structures

Source: Extent heritage

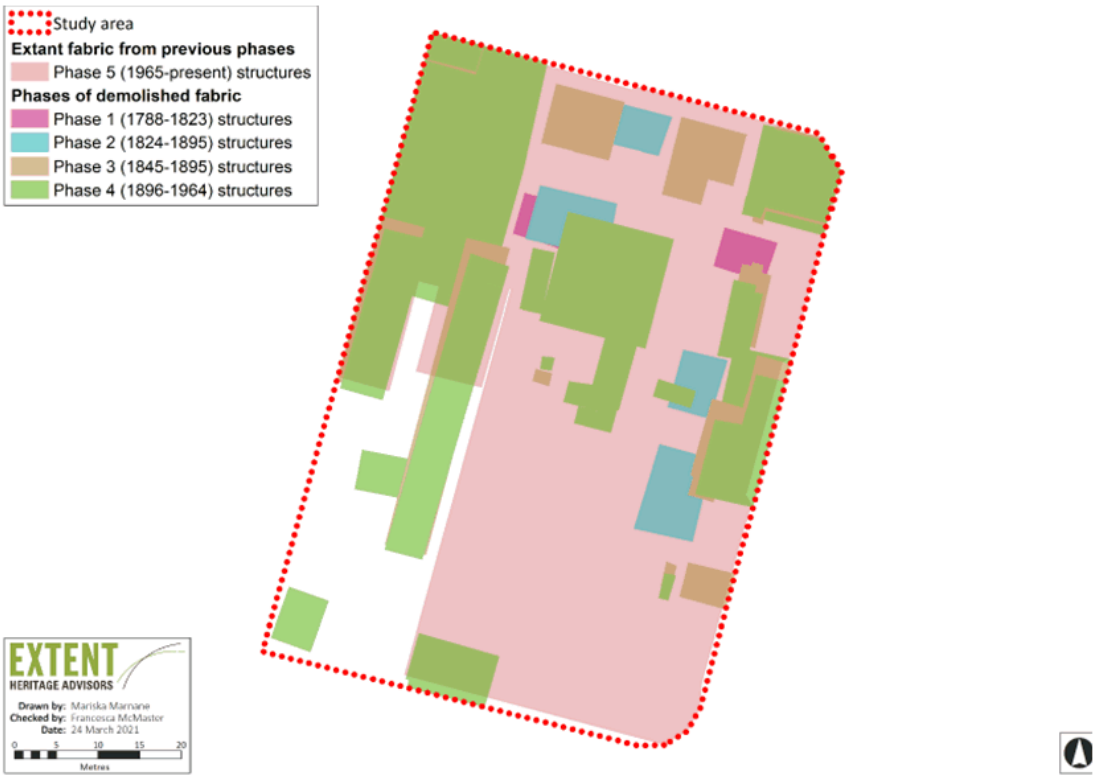


Figure 64 – All potential archaeological features

Source: Extent heritage

Given that future development would result in the total removal of any archaeological remains that may be preserved at the study area, it is recommended that mitigation of potential development impacts be carried out in three stages, including:

- **Stage 1**: archaeological test excavation to determine the nature and degree of survival of archaeological material.
- **Stage 2**: archaeological investigations and consultation with Heritage NSW regarding the most appropriate management of archaeological material. Results of the investigation may include incorporation of state significant relics in the new design, conservation, partial removal, and/or interpretation; and
- **Stage 3**: implementation of interpretation.

Extent Heritage recommended that a program of test excavation be undertaken at the earliest opportunity (which may be undertaken while the existing structures are still standing) to determine the extent, nature, and level of preservation of archaeological relics that may survive at the study areas. This would inform decisions on how to manage the archaeological resources in the remaining portions of the site and inform recommendations for archaeological management. Further archaeological management of the site's resources would be determined on the basis of the results.

7.10 Wind Impacts

An Environmental Wind Assessment has been prepared by Arup (refer to **Appendix G**). It provides an assessment of potential wind impacts on pedestrian wind comfort, considering the independent and amalgamated redevelopment of the site and, potential future development surrounding the site. Wind comfort has been considered in-line with the wind criteria set out in the PDCP 2011 for new buildings.

Overall, the assessment finds that:

- Under all redevelopment scenarios (independent and amalgamated) and without taking into consideration future surroundings buildings, wind conditions are expected to be suitable for pedestrian standing activities. Locations closer to all building corners would also be suitable for pedestrian walking. All locations in and around the proposed scenario's would be expected to meet the safety criterion under the DCP 2011.
- Ground level wind speeds from the south and south east are anticipated to be similar under both an amalgamated or independent redevelopment of the site. Without the potential for future CBD buildings surrounding the site, the development would be more isolated, encouraging horizontal flow along the east and south facades and reducing the amount of downwash reaching ground level. Wind from the immediate east would cause greater down wash but would be dissipated by the 10m setback to George St and podium.
- Potential future surrounding buildings would offer the site significant shielding from winds to the west. Under existing conditions, winds from the west would cause downwash. Under an amalgamated redevelopment, this downwash would be significantly reduced by the western tower setback and 10m George Street setback, supporting improved wind conditions along George Street.

7.11 Sustainability

An Ecologically Sustainable Development (**ESD**) Strategy has been prepared by Arup in **Appendix H** which outlines the ESD strategies and sustainability initiatives to be developed through the design and delivery of Mirvac's site.

Mirvac are committed to supporting sustainable design and therefore the minimum benchmarks for the development have been set to achieve best practice in the Australian market. The target performance metrics for the development are summarised below:

- NABERS Energy 5.5 star;
- NABERS Water 4.0 star;
- 5 Star Green Star Design and As-Built v1.3 rating; and
- WELL Core Gold v2.

Mirvac has also set aspirational targets which will be considered in terms of their feasibility as the design develops:

- 6 Star Green Star Design and As-Built v1.3 rating (plus consideration of utilising the New Buildings tool to be released later this year);
- WELL Core Platinum v2; and
- New Zero Carbon.

The development will target Green Star 5 Star Design & As Built v1.3 as a base case but has an aspirational 6 Star target. Some key initiatives are listed below.

- High efficiency cooling system;
- Reduce construction waste and operational waste through reuse and recycling opportunities;
- High WELS rated water fixtures;
- Reduce Portland cement by 30% using cementitious materials, use of non potable water and at least 40% of recycled aggregate in concrete mix; and
- Low maintenance design.

These initiatives will be considered and implemented through the competition phase, design development, construction and ongoing operation of the development to ensure a high standard of ecologically sustainable development is achieved.

7.12 Civil Infrastructure

A Civil Infrastructure and Utilities Assessment was carried out by Arup (refer to **Appendix I**). The assessment outlines existing infrastructure servicing for the site and identifies potential future works required to service future development on the site. Services considered within the assessment include stormwater, water, electrical and telecommunications.

The report found that the site, due to its context in a highly urbanised area, is well serviced by existing infrastructure. However, there are significant existing underground Telstra assets within the site boundary. Consultation will be required with Telstra on existing services at later design stages to confirm if cabling is running through the site or behind on Macquarie Lane. If servers are running through the site, and these services are connecting adjacent buildings, Telstra may need to be engaged to relocate these services. Otherwise, no major services infrastructure divisions are required to facilitate future development and no significant adverse impacts are anticipated.

7.13 Flooding

A Flood Advice Letter was prepared by Molino Stewart (refer to **Appendix**). It describes the flood planning level requirements for the site under existing and future planning controls. The majority of the site is between the 1% AEP flood level and the PMF level, except for an area around the southern and eastern perimeter which is under the 5% AEP flood extent (refer to **Figure 65**). Molino Stewart concludes that the flood management considerations applicable to the site are unlikely to have a significant bearing on major building design decisions and they should be able to be easily incorporated in the design.

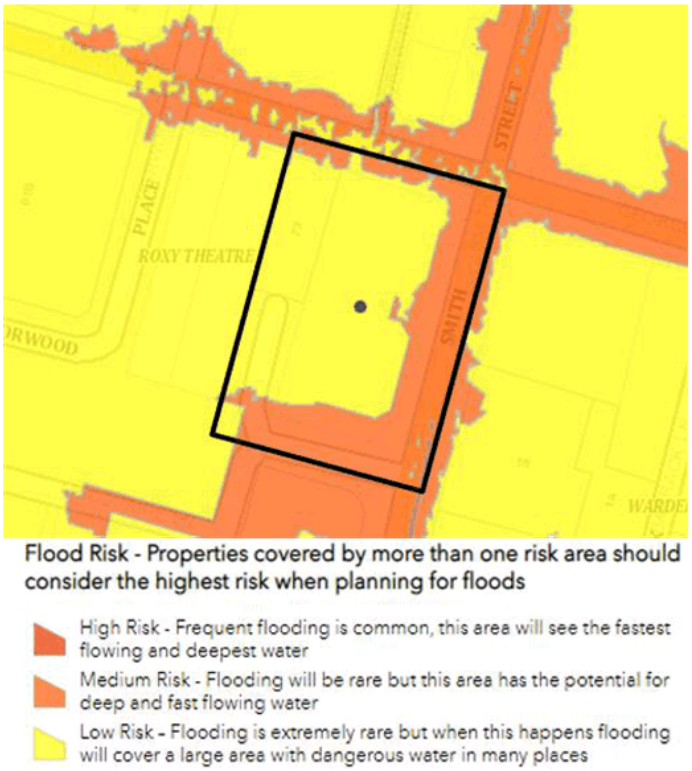


Figure 65 – Council floor risk map

Source: Council flood risk mapping / Molino Stewart

7.14 Contamination

A Preliminary Site Investigation (**PSI**) was undertaken by Douglas Partners (refer to **Appendix K**) which included a desktop review of the site history, a site walkover from publicly accessible areas and development of a conceptual site model. The reviewed site history suggest that the site's surrounding land use has been mixed residential and commercial since at least 1930. The area has been subject to gradual commercial development since 1951 to present day, with major redevelopment occurring during the 1970s and 1980s.

On this basis, some identified potential sources of contamination at the site include imported fill, current and former site buildings / structures, current and former site uses, and (some distance from the site) up-gradient dry cleaners and mechanics. The site is considered to have a medium risk of contamination.

Douglas Partners recommend that a detailed site investigation for contamination, including soil sampling and groundwater sampling, and a hazardous building materials (HAZMAT) survey for the site buildings / structures is undertaken following the demolition of existing buildings on the site.

The PSI concludes that the site can be made suitable for the proposed development envisioned for the site subject to the implementation of its recommendations and subsequent contamination management and/or remediation if required.

7.15 Geotechnical

A Geotechnical Desktop Study has been prepared by Douglas Partners (refer to **Appendix L**). This study involves a review of available geotechnical information at the site with assessment comprising of a visual inspection of the site and review of available information from published maps and reports and previous Douglas Partner projects.

Based on the regional mapping, previous investigations undertaken in the area and the site inspection, it is expected that the site is underlaid by Ashfield Shale as part of the Blacktown and Birrong Soil Landscapes. The subsurface profile is expected to generally comprise of the following:

- **Fill:** possibly sandy or clayey fill on some parts of the site; overlying
- **Alluvial and residual soils:** firm to hard silty clay and sandy clay, with layers of medium dense sand and clayey sand to depths of 9 m to 12 m; overlying
- **Siltstone bedrock:** initially very low strength, extremely to highly weathered siltstone and shale to depths of between 12 m and 14 m; overlying
- **Sandstone bedrock:** medium and high strength, fine to coarse grained sandstone.
- **Igneous Dyke:** variable strength and weathered dolerite. Given the proximity and orientation of the igneous dyke encountered in previous nearby projects, it is possible that the dyke passes beneath the south-east corner of the site.

Groundwater is expected to be at similar levels to previous investigations at depths of approximately 3.5 m (RL 5.5 m AHD) and 5.0 m (RL 4.0 m AHD) below ground level. It recommends that further intrusive geotechnical investigations are undertaken for the site in order to determine specific geotechnical conditions of the site.

8.0 Conclusion

This report has been prepared by Ethos Urban and is submitted to the City of Parramatta Council in support of a Site-Specific Development Control Plan for land identified as 75 George Street, Parramatta. The purpose of the Site-Specific Development Control Plan is to introduce new planning controls to support the future redevelopment of the site and guide the preparation of a future Competitive Design Process (design competition) and subsequent Development Application.

The controls established under the Site-Specific Development Control Plan are underpinned on Mirvac's vision on delivering a premium, high-quality commercial development which will leverage off existing and planned infrastructure and reinforce the Parramatta CBD as the Metropolitan Centre of the Central City. The Site-Specific Development Control Plan will establish the planning framework to deliver on this vision which will:

- Provide in-demand A-grade commercial floor space, while supporting significant employment growth.
- Ensure new development is sympathetic to the surrounding heritage context, especially the State heritage listed Roxy Theatre.
- Leverage of the site's scale and two prominent frontages to develop a new and completely invigorated street level outcome, supporting finer-grain activation and pedestrian permeability commensurate with the status of George Street and Smith Street.
- Be of the highest standard of architectural and urban design and provide a recognisable and high-quality contribution to the Parramatta CBD skyline, which will help to reinforce the status of Sydney's dual CBD.
- Create a next generation workplace environment that realises the opportunities that are emerging in future work practice, wellbeing and sustainability, communication and digital technologies, and security.
- Provide sustainability initiatives of the highest level, supporting the improved environmental performance of commercial development in the Parramatta CBD.

The site is ideally positioned on a large, prominent corner location in the heart of the Parramatta CBD and is positioned in direct proximity to existing and future transport infrastructure, including Sydney Metro West and the Parramatta Light Rail. It is highly optimal and capable of delivering significant employment generation floor space and public benefit while supporting the achievement of floor space and job targets established by Council.

The future redevelopment of the site within the framework established by the site-specific DCP is in full alignment with the objectives and intended outcomes of Council's draft CBD Planning Proposal, which broadly seeks to bolster the economic potential of the Parramatta CBD. Specifically, it supports the ongoing growth of employment floor space in Parramatta, which is a highly accessible area well connected by existing and future public transport and strengthens the Parramatta CBD as the economic hub of Greater Sydney's Central River City.

The framework established by the site-specific DCP also captures key principles envisioned for the site under Council's future planning framework, including notably the draft Site-Specific Development Control Plan, to bring to life the extension of Macquarie Lane as a pedestrian through site link and the widening of Smith Street to expand its role as a key transport (bus) thoroughfare throughout the Parramatta CBD.

This assessment report demonstrates that the site can accommodate Mirvac's vision for a high-quality commercial development, whilst also minimising environmental impacts and not compromising the amenity of the city's streets, open spaces and surrounding heritage, including in particular the State heritage listed Roxy Theatre. Because of this and for the reasons set out above, we have no hesitation in supporting the endorsement of the Site-Specific Development Control Plan proposed for the site.

(i) 71 George Street (part), 73 George Street and 75 George Street, Parramatta

Land and development covered by this Plan

This part of the DCP applies to part of 71 George Street (part of the existing Horwood Place Car park site), 73 George Street and 75 George Street, Parramatta, as shown in **Figure 1**. This development control plan provides planning controls for three potential redevelopment scenarios which could occur across the sites nominated above.

Figure 1 – Land and development covered by this plan

Relationship to other planning documents:

This part of the DCP is to be read in conjunction with other parts of this DCP and the Parramatta Local Environment Plan 2011 (**LEP**). If there is any inconsistency between this part of the DCP and other parts of the DCP, this part of the DCP will prevail. This DCP establishes site-specific objectives and controls to be interpreted during the preparation of future development applications on the site, and supports the objectives of the LEP.

Desired Future Character

The block will accommodate uses which are commensurate with its CBD location and will help to strengthen the role of Parramatta as Sydney's second Metropolitan Centre. Development will leverage off existing and future planned infrastructure including the Parramatta Light Rail and Sydney Metro West, and its proximity to existing key services such as retail, entertainment and recreational facilities.

The sites are in immediate proximity to the Roxy Theatre (a State heritage item located to the immediate west of the site). The sites will be developed to respond to this unique setting and heritage context. The sites will in particular make provision for sufficient separation from the Roxy Theatre to ensure it retains a unified composition from all sides and along George Street.

Active street frontages will be provided along the George Street and Smith Street frontages of the sites. The Smith Street frontage will respond to the future desired expansion of Smith Street as a key transport thoroughfare through the CBD and the ground plane in particular will support improved pedestrian permeability to accommodate this.

A pedestrian thoroughfare / through-site link in the form of the Macquarie Lane extension will run along the western boundary of the sites, adjacent to the Roxy Theatre. It will be activated at ground level, support pedestrian movement through the broader block and respond positively to the Roxy Theatre.

Site Objectives

O1. Provide controls and built form outcomes consistent with the envisaged scale of the Parramatta CBD and which achieve the desired future character of this section of the block.

O2. Ensure new development is sympathetic to the surrounding heritage context, especially the State heritage listed Roxy Theatre.

O3. Facilitate high density development on sites that are strategically positioned in proximity to existing and planned public transport infrastructure and key services.

O4. Provide opportunities for increased pedestrian permeability within the block to support the Parramatta CBD Civic Link and the increasing role of Smith Street as a key transport thoroughfare.

O5. Improve the ground plane amenity at the sites' interfaces with the public domain.

O6. Continue to recognise and respond to the historic character of George Street as a spacious thoroughfare as the CBD's premier east-west street.

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Smith Street widening and Macquarie Lane through site link

Objectives

O1. To realise the widening of Smith Street to accommodate a new traffic lane and potential bus interchange.

O2. To secure a north-south pedestrian connection adjacent to the Roxy Theatre to Macquarie Lane from George Street to support the Parramatta CBD Civic Link.

Controls

(i) A 6.325m wide extension of Smith Street at ground level is to be provided in accordance with Figure 2 to accommodate the widening of Smith Street. A minimum 3.6m of the extension is to be open to the sky.

(ii) A 7m wide through site link at ground level along the western boundary of 73 George Street from Macquarie Lane to George Street is to be provided in accordance with Figure 3. A minimum 3m of the through site link is to be open to the sky.

(iii) The building undercroft fronting the Macquarie Lane through site link will have an above ground height of 6.3m.

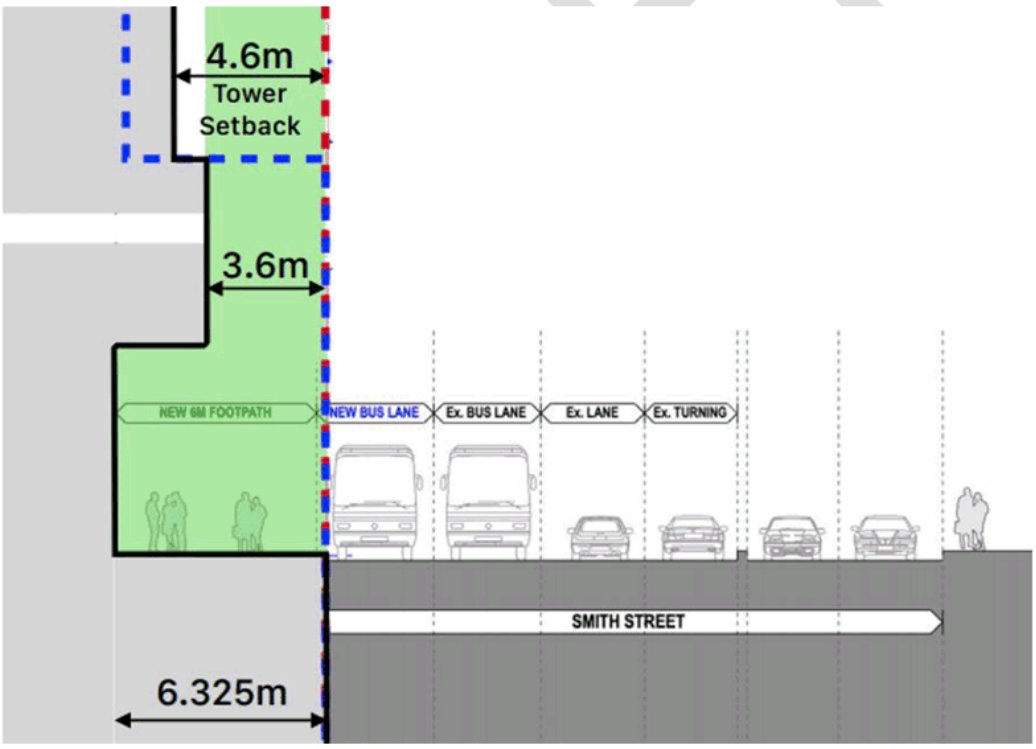

Figure 2 – Smith Street widening

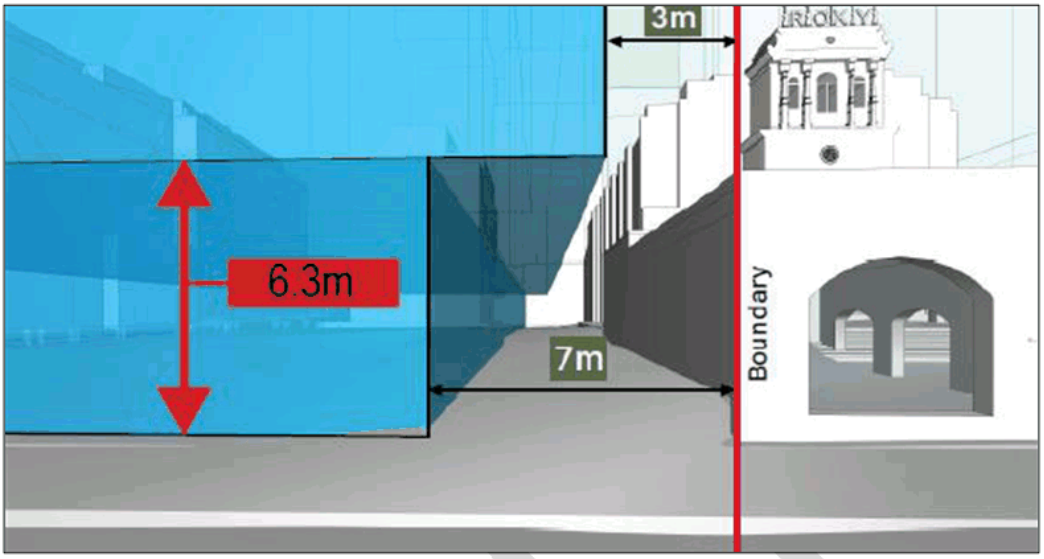

Figure 3 – Macquarie Lane through site link

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Built Form

The provisions of this section of the DCP are intended to encourage the high quality design of new buildings, protect heritage values of adjacent heritage items, and produce a desirable setting for intended users.

Built Form Objectives

O1. To establish high quality urban design and architectural outcomes for the site under more than one redevelopment scenario.

O2. Recognise and respond to the site's corner 'gateway' location fronting Smith and George Street.

O3. To provide appropriate articulation of building form that is responsive to street frontage lengths, surrounding development and heritage, and the pedestrian-orientated environment.

O4. Built form should be responsive to the unique scale and character of the adjoining Roxy Theatre and allow the State heritage item to be viewed in the round.

O5. Buildings will achieve design excellence and support distinct, sustainable and interesting built forms in the Parramatta CBD, commensurate with its role as Sydney's second Metropolitan Centre.

Built Form Controls

The built form controls are broken up into three parts. The built form controls recognise and respond to the different redevelopment scenarios which can occur across the three sites. This includes the amalgamated or independent redevelopment of the different lots.

The different redevelopment scenarios include:

Scenario 1) The independent redevelopment of 75 George Street only.

Scenario 2) The independent redevelopment of 73 George Street only.

Scenario 3) The amalgamated redevelopment of all the sites, comprising:

- 73 George Street; and
- 75 George Street; and
- Part of 71 George Street (being the site of the existing Horwood Place at-grade car park to the immediate south of 73 George Street).

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Scenario 1 – Independent redevelopment of 75 George Street only

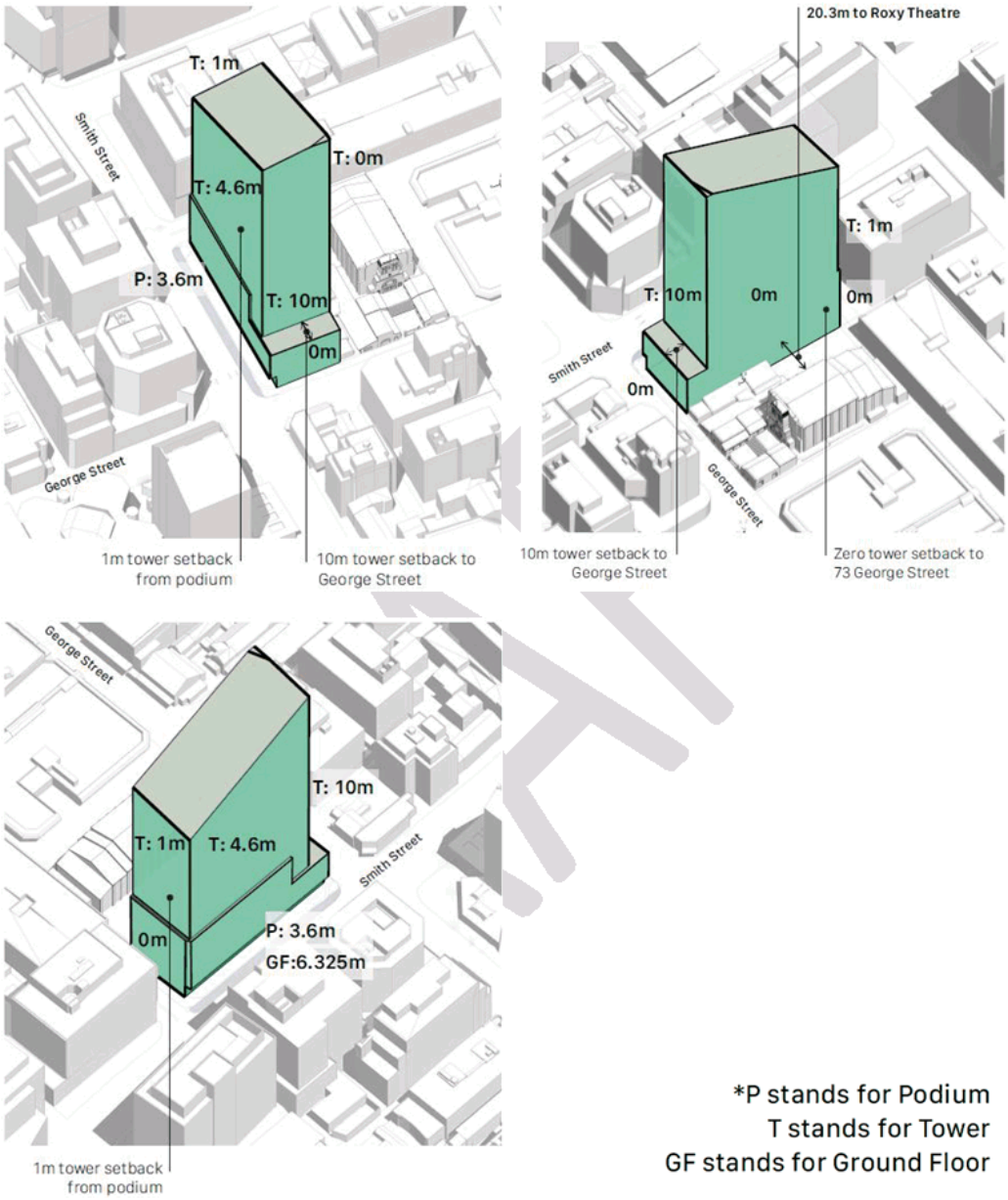

Figure 4 - 75 George (independent development scenario)

C.1 Street Wall and Building Height

(i) Figure 5 and Figure 6 illustrates the maximum street wall height for the development.

a. Maximum street wall height of 22m / five storeys fronting George Street (lower podium).
b. Maximum street wall height of 38m / eight storeys fronting Smith Street (upper podium) to align with the adjoining development at 25 Smith Street.
c. Above the podium, the maximum height of the tower up to the Lancer Barracks Sun Access Protection Clause within the LEP.

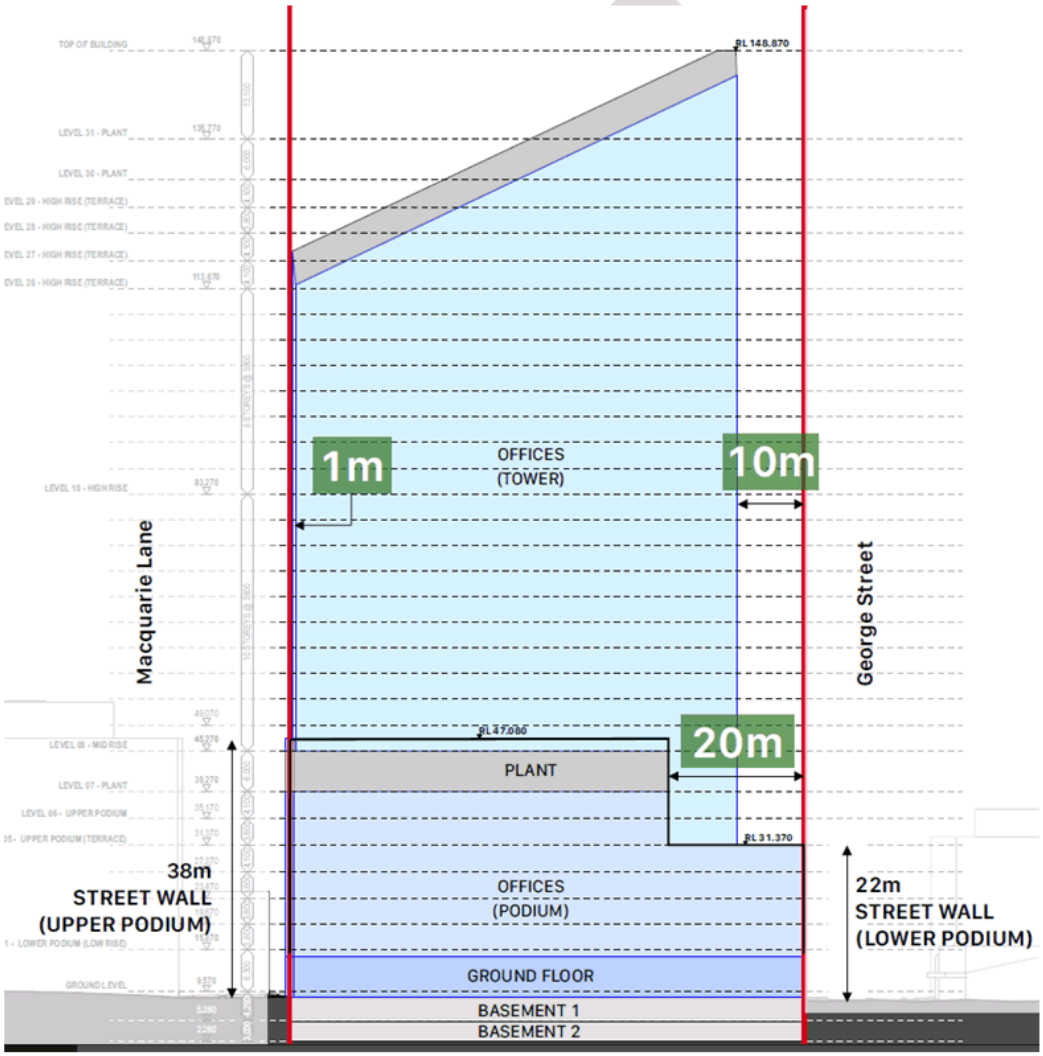

Figure 5 – Independent scenario (75 George Street only) – north south section

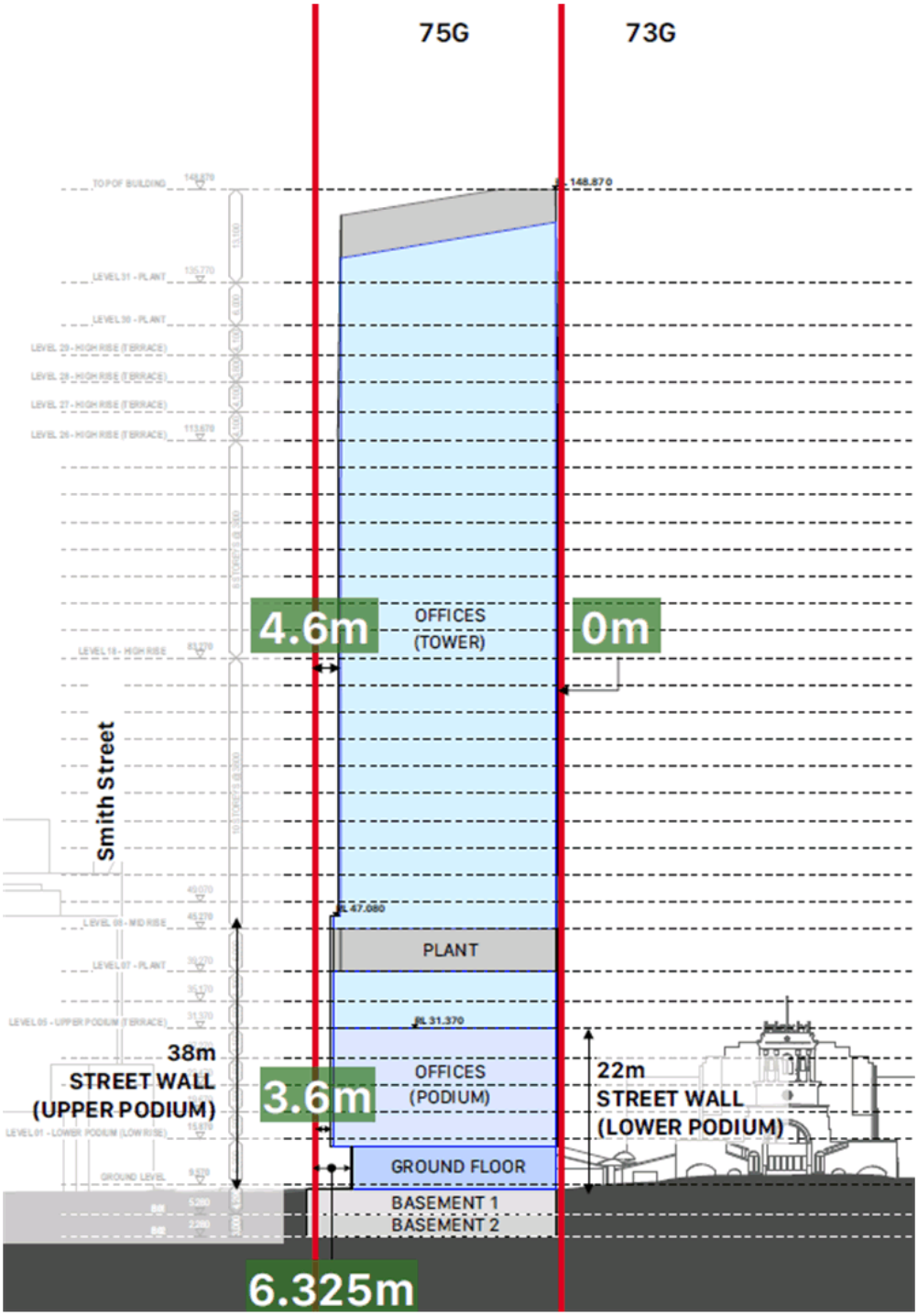

Figure 6 – Independent scenario (75 George Street only) – east west section

C.2 Building Setbacks and Envelope

(i) Setbacks and building envelope should be consistent with the setback controls shown in Figure 7 to Figure 10 and controls (ii) to (v).

(ii) Ground floor setbacks:

a. **6.325m setback from Smith Street boundary at Ground Level to accommodate the Smith Street road widening.**
b. **Nil setback from George Street, Macquarie Lane and western boundary.**

(iii) Lower podium setbacks:

a. **3.6m from Smith Street boundary.**
b. **Nil setback from George Street, Macquarie Lane and western boundary.**

(iv) Upper podium setback:

a. **3.6m from Smith Street boundary.**
b. **20m from George Street.**

(v) Tower Setbacks:

a. **10m from George Street.**
b. **4.6m from Smith Street.**
c. **1m from Macquarie Lane.**
d. **Nil setback from western boundary.**

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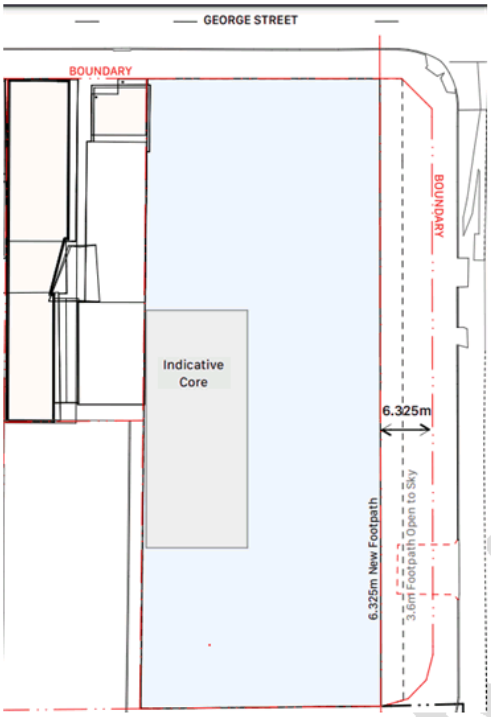

Figure 7 – Independent scenario (75 George Street only) – ground floor setbacks

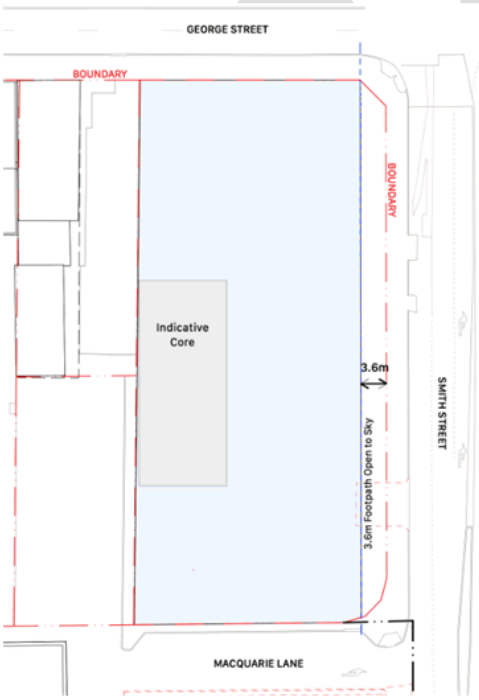

Figure 8 – Independent scenario (75 George Street only) – lower podium setbacks

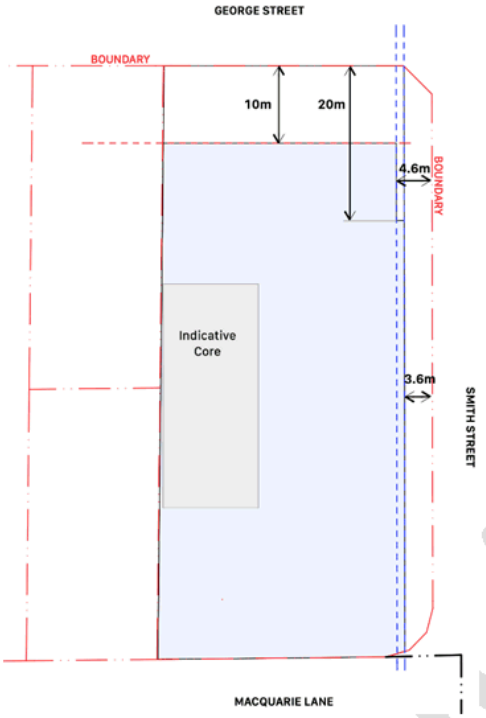

Figure 9 – Independent scenario (75 George Street only) – upper podium setbacks

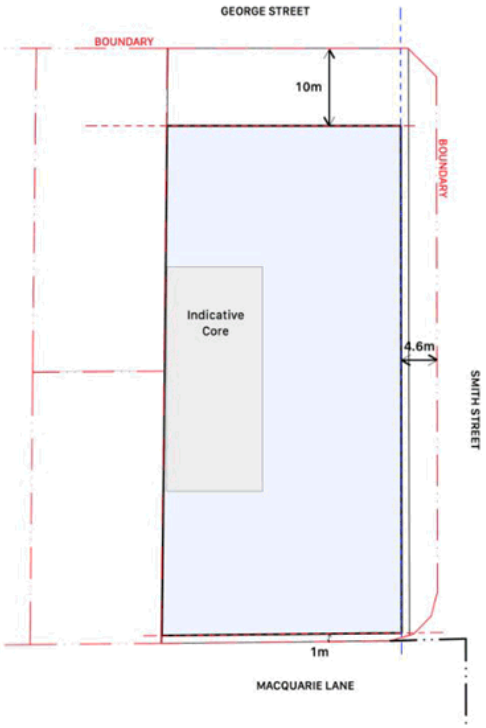

Figure 10 – Independent scenario (75 George Street only) – tower setbacks

Scenario 2 – Independent redevelopment of 73 George Street only

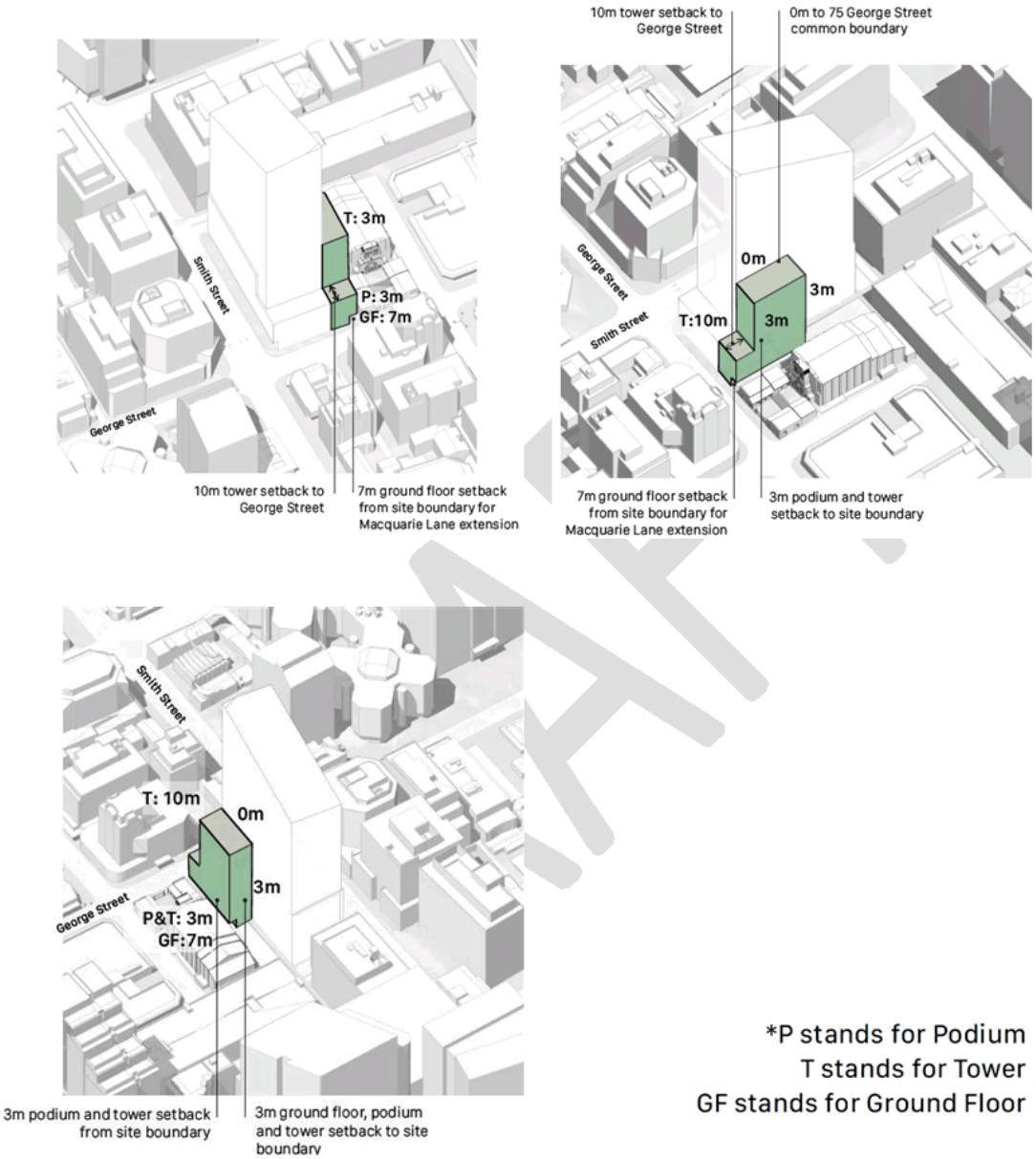

Figure 11 – 73 George Street (independent redevelopment scenario)

C.1 Street Wall and Building Height

(i) Figure 12 illustrates the maximum street wall height for the development.

a. Maximum street wall height of 22m / five storeys fronting George Street.
b. Above the podium, the maximum height of the tower up to the Lancer Barracks Sun Access Protection Clause within the LEP.

C.2 Minimum Building Street Frontage

(i) Notwithstanding control C.1 of Section 4.3.3.1 (Minimum Building street frontage) of the DCP, future development at 73 George Street may achieve a minimum building street frontage width of less than 20m to George Street to reflect the actual street frontage width of 73 George Street.

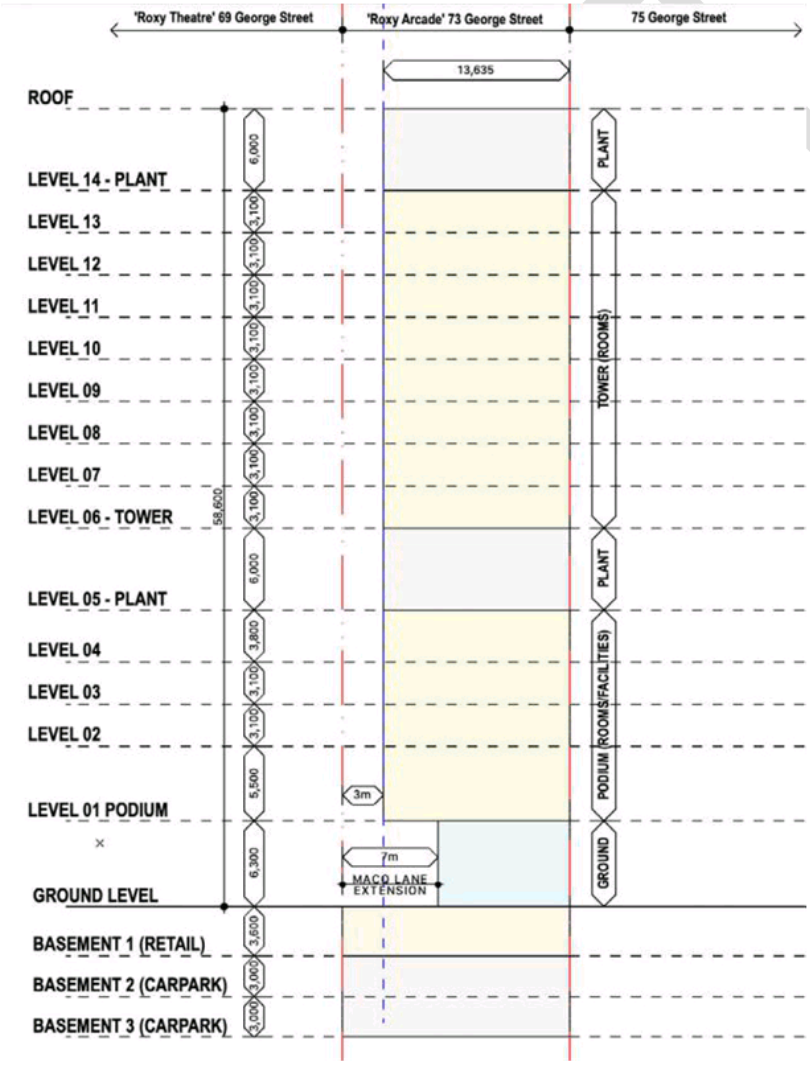

Figure 12 – Independent scenario (73 George Street only) – east west section

C.3 Building Setbacks and Envelope

(i) Setbacks and building envelope should be consistent with the setback controls shown in Figure 13 to Figure 15 and controls (ii) to (iii).

(ii) Ground floor setbacks:

a. 7m from the Roxy Theatre to the west at Ground Level to accommodate a pedestrian through site link from Macquarie Lane to George Street.
b. 3m from car park site to the south.
c. Nil setback from George Street and eastern boundary.

(ii) Podium Setbacks:

a. 3m from the Roxy Theatre boundary to the west.
b. 3m from car park site to the south.
c. Nil setback from George Street and eastern boundary.

(iii) Tower Setbacks:

a. 10m from George Street.
b. 3m from the Roxy Theatre boundary to the west.
c. 3m from car park site to the south.
d. Nil setback from eastern boundary.

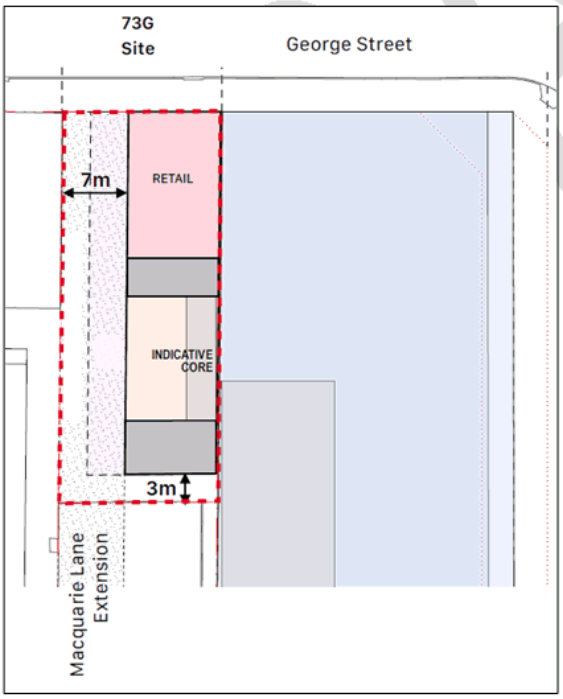

Figure 13 – Independent scenario (73 George Street only) – ground floor setbacks

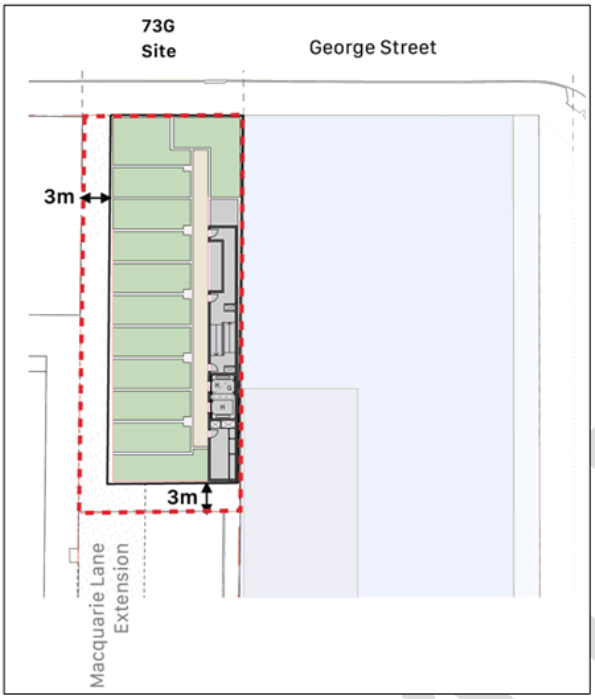

Figure 14 – Independent scenario (73 George Street only) – podium setbacks

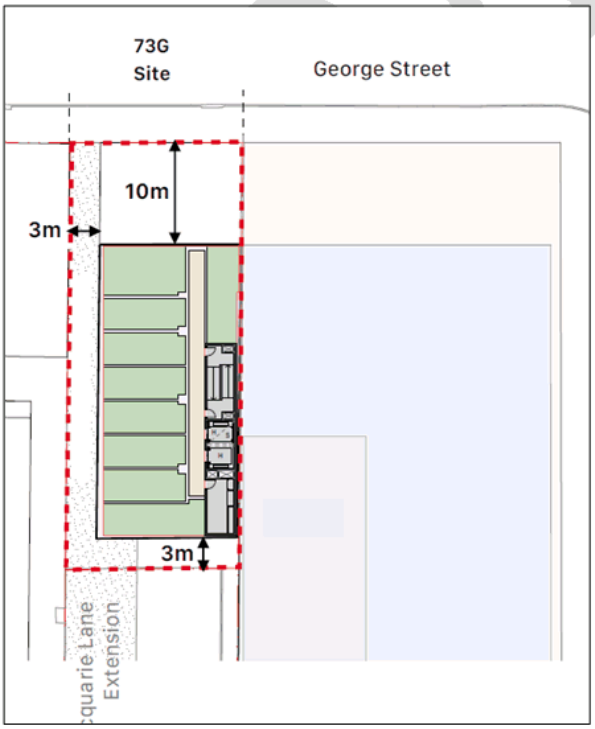

Figure 15 – Independent scenario (73 George Street only) – tower setbacks

Scenario 3 – Amalgamated redevelopment of part of 71 George Street, 73 George Street and 75 George Street

Figure 16 – Amalgamated scenario building envelope

C.1 Street Wall Height and Building Height

(i) Figure 17 and Figure 18 illustrates the maximum street wall and building height for the development.

a. Maximum street wall height of 22m / five storeys fronting George Street (lower podium).
b. Maximum street wall height of 38m / eight storeys fronting Smith Street (upper podium) to align with the adjoining development at 25 Smith Street.
c. Above the podium, the maximum height of the tower up to the Lancer Barracks Sun Access Protection Clause within the LEP.

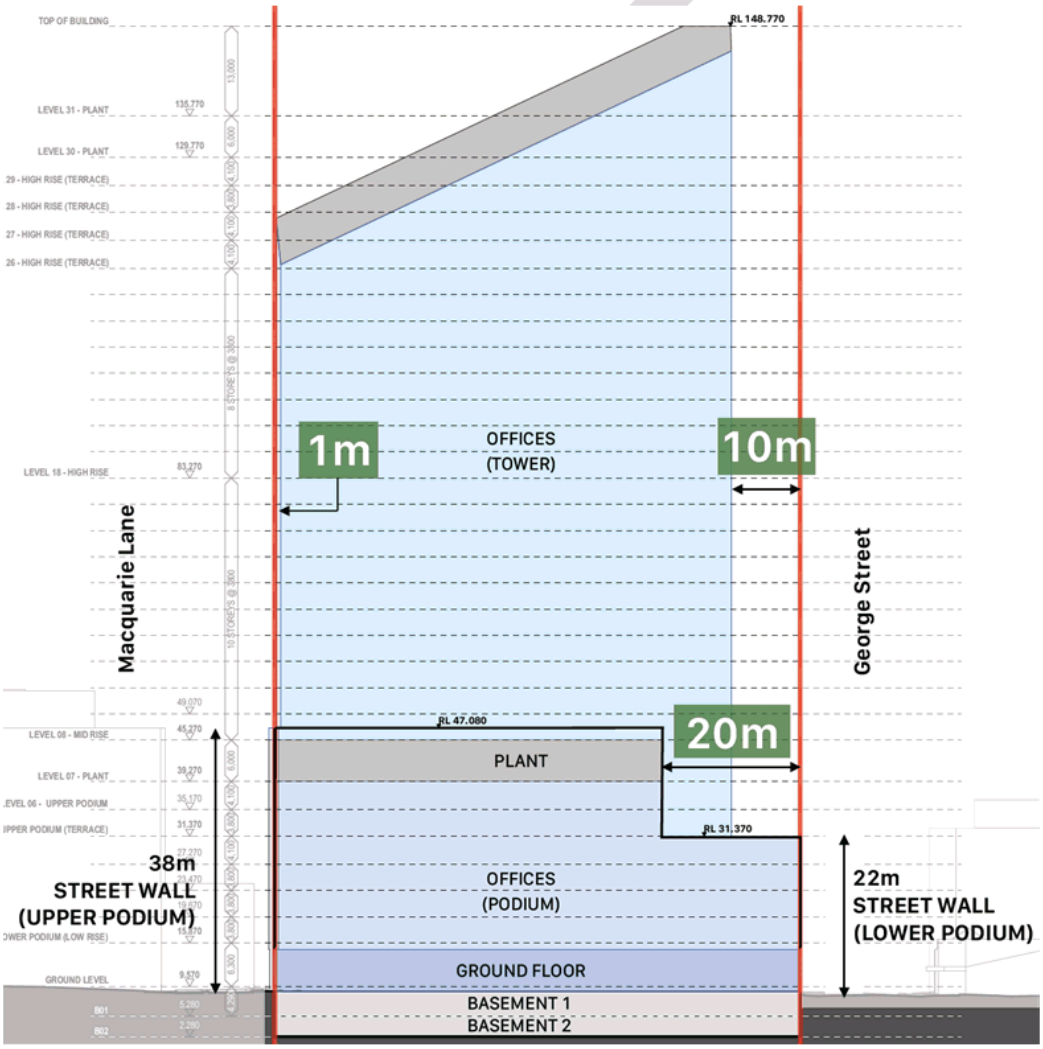

Figure 17 – Amalgamated scenario (north south section)

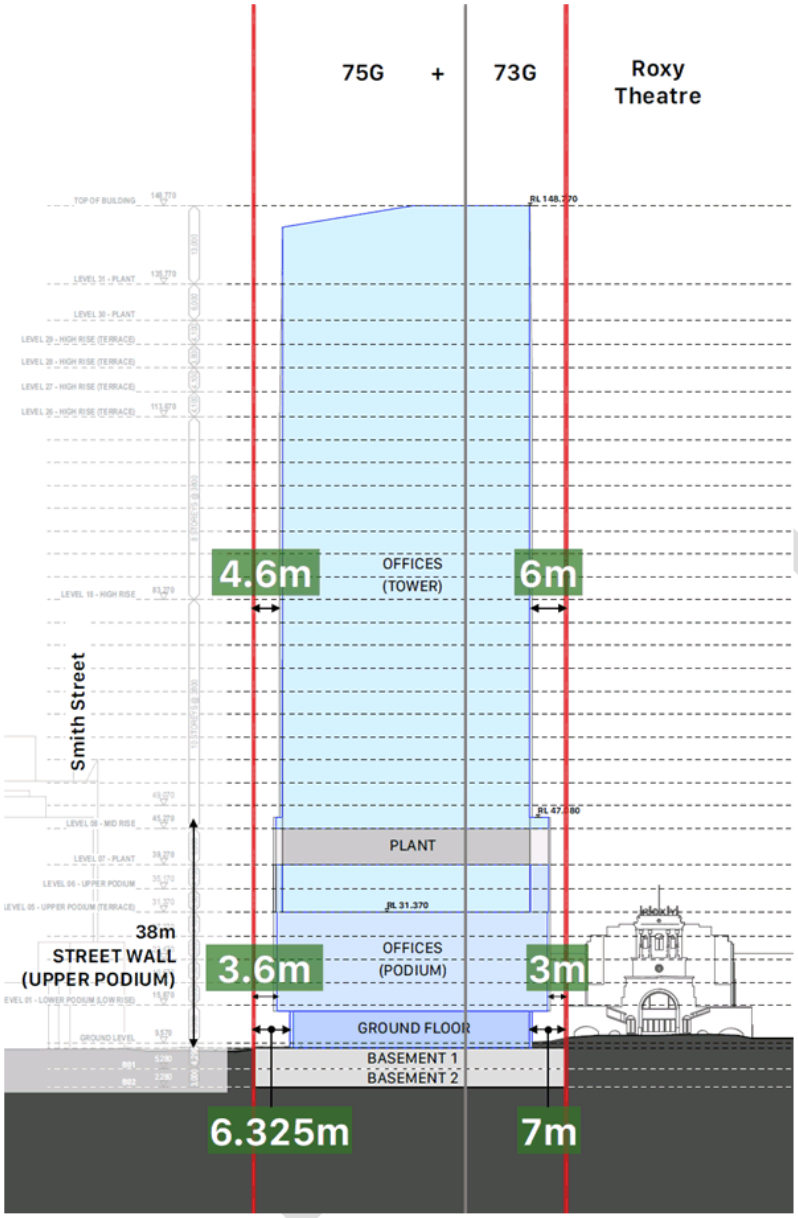

Figure 18 – Amalgamated scenario (east-west section)

C.2 Building Setbacks and Envelope

(i) Setbacks and building envelope should be consistent with the setback controls shown in Figure 19 to Figure 23 and controls (ii) to (vi).

(ii) Ground floor setbacks and undercrofts:

a. 7m from the Roxy Theatre boundary to the west at Ground Level to accommodate a pedestrian through site link from Macquarie Lane to George Street.
b. 6.325m from Smith Street at Ground Level to accommodate the Smith Street road widening.
c. Nil setback from George Street and Macquarie Lane.

(iii) Lower Podium Setbacks:

a. 3m from the Roxy Theatre boundary to the west.
b. 3.6m from the Smith Street boundary.
c. Nil setback from George Street and Macquarie Lane.

(iv) Upper Podium Setbacks:

a. 3m from the Roxy Theatre boundary to the west.
b. 3.6m from Smith Street.
c. 20m from George Street.
d. Nil setback from Macquarie Lane.

(v) Tower Setbacks:

a. 10m from George Street.
b. 4.6m from the Smith Street boundary.
c. 6m from the Roxy Theatre boundary to the west.
d. 1m from Macquarie Lane.

(vi) Undercroft for Through Site Link:

a. The building undercroft fronting the Macquarie Lane through site link will have an above ground height of 6.3m.

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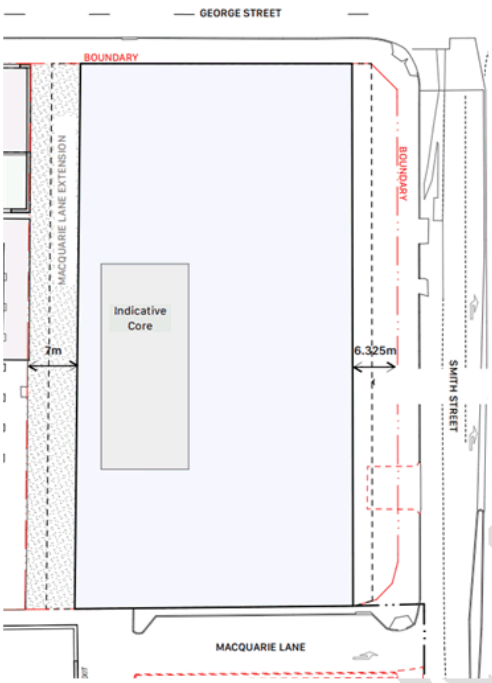

Figure 19 – Amalgamated scenario – ground floor setbacks

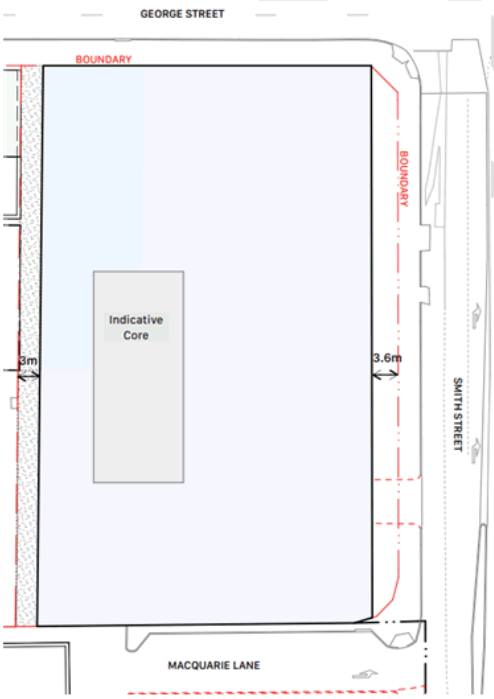

Figure 20 – Amalgamated scenario – lower podium setbacks

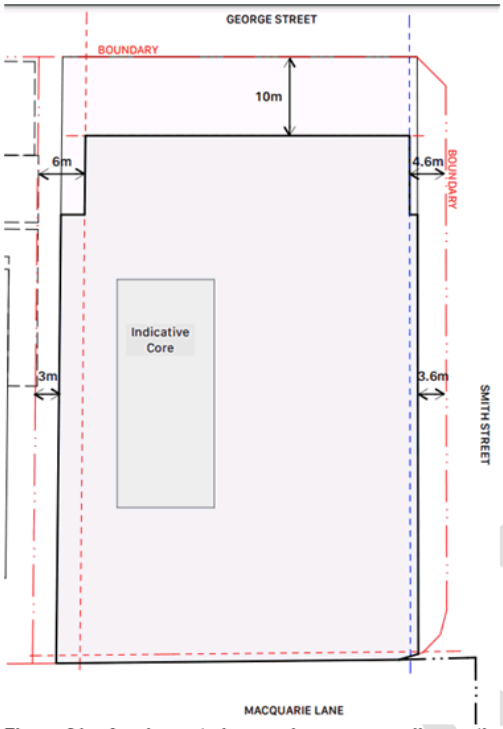

Figure 21 – Amalgamated scenario – upper podium setbacks

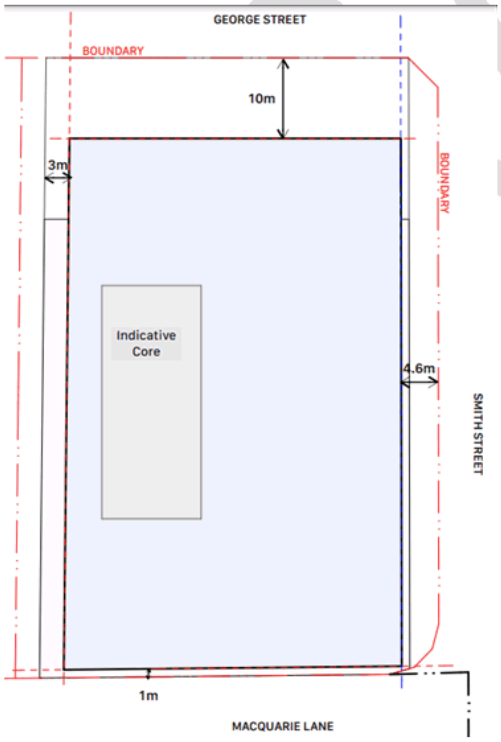

Figure 22 – Amalgamated scenario – tower setbacks

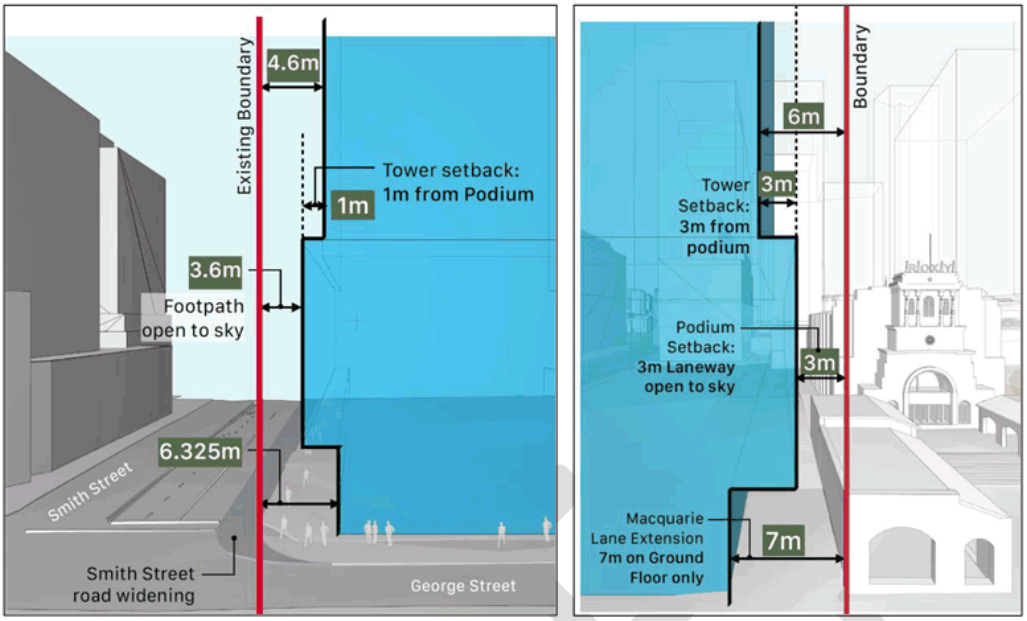

Figure 23 – Amalgamated scenario (view in section) – proposed setbacks fronting Smith Street (left) and Roxy Theatre (right)

Heritage

The heritage controls in this section apply to each built form scenario identified above.

Heritage Objectives

O1. Ensure new development is sympathetic to and does not adversely detract from the heritage context of the site including in particular the Roxy Theatre, and;

O1. That proposed external textures, materials and treatments (including lighting) adjacent to the Roxy Theatre built form are contextually appropriate to and will not detract from the State heritage listed item.

Heritage Controls

(i) New development adjacent to the Roxy Theatre must reinforce and not detract from the scale, proportions, form, materiality, street presence or any other elements which contributes to the heritage significance of the heritage item.

(ii) Consideration must be given to the impact of adjacent development on the setting, landmark values and ability to view and appreciate the Roxy Theatre from the public domain.

(iii) Façade treatment, exterior finishes and the paved ground surface of the western through site link should incorporate colour tones, textures and/or materials that complement the appearance and visual prominence of the Roxy Theatre.

Street Activation and Public Domain

The street activation and public domain controls in this section apply to each built form scenario.

Street Activation and Public Domain Objectives

O1. To create high levels of activation along the street front and promote permeability around the sites.

O2. To encourage pedestrian activity and enable the safe passage of pedestrians through the envisaged Macquarie Lane through site link.

Street Activation and Public Domain Controls

(i) Active frontages are to be provided along George Street, Smith Street and the future Macquarie Lane extension / western through site link.

(ii) The Macquarie Lane extension will run the length of the site along the western boundary under an amalgamated redevelopment scenario for the site, or in the independent redevelopment scenario of 73 George Street.

(iii) The design of any active frontage and public domain elements, including the Macquarie Lane extension and Smith Street frontage, is to incorporate the principles of Crime Prevention Through Environmental Design (CPTED).

Transport and Access

Transport and Access Objectives

O1. To provide suitable and equitable vehicle access to the site.

O2. To support appropriate levels of vehicle and bicycle spaces for the intended uses on the site.

Transport and Access Controls

C.1 Vehicle Access

(i) Vehicle and loading access is to be provided from Macquarie Lane.

(ii) In the case of 73 George Street being redeveloped individually, where practical, shared access is to be provided on the 75 George Street site upon its redevelopment.

C.2 Car and Bicycle Parking:

(i) Car parking is to be provided in accordance with the relevant maximum rates set out in the Parramatta LEP.

(ii) Bicycle parking is to be provided in accordance with Section 3.6.2 of this DCP.

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fjmtstudio

75 George Street, Parramatta / Architectural Design Report

Mirvac [MVGSP] — REV A —09/06/2021

1

fjmtstudio / architecture / interiors / urban / landscape / place

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ii. Combined 73 George Street and Council Car Park

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ii. Amalgamated Scenario

8 Architectural Reference Scheme

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i. Independent Scenario (Mirvac Preferred)

ii. Amalgamated Scenario

Introduction

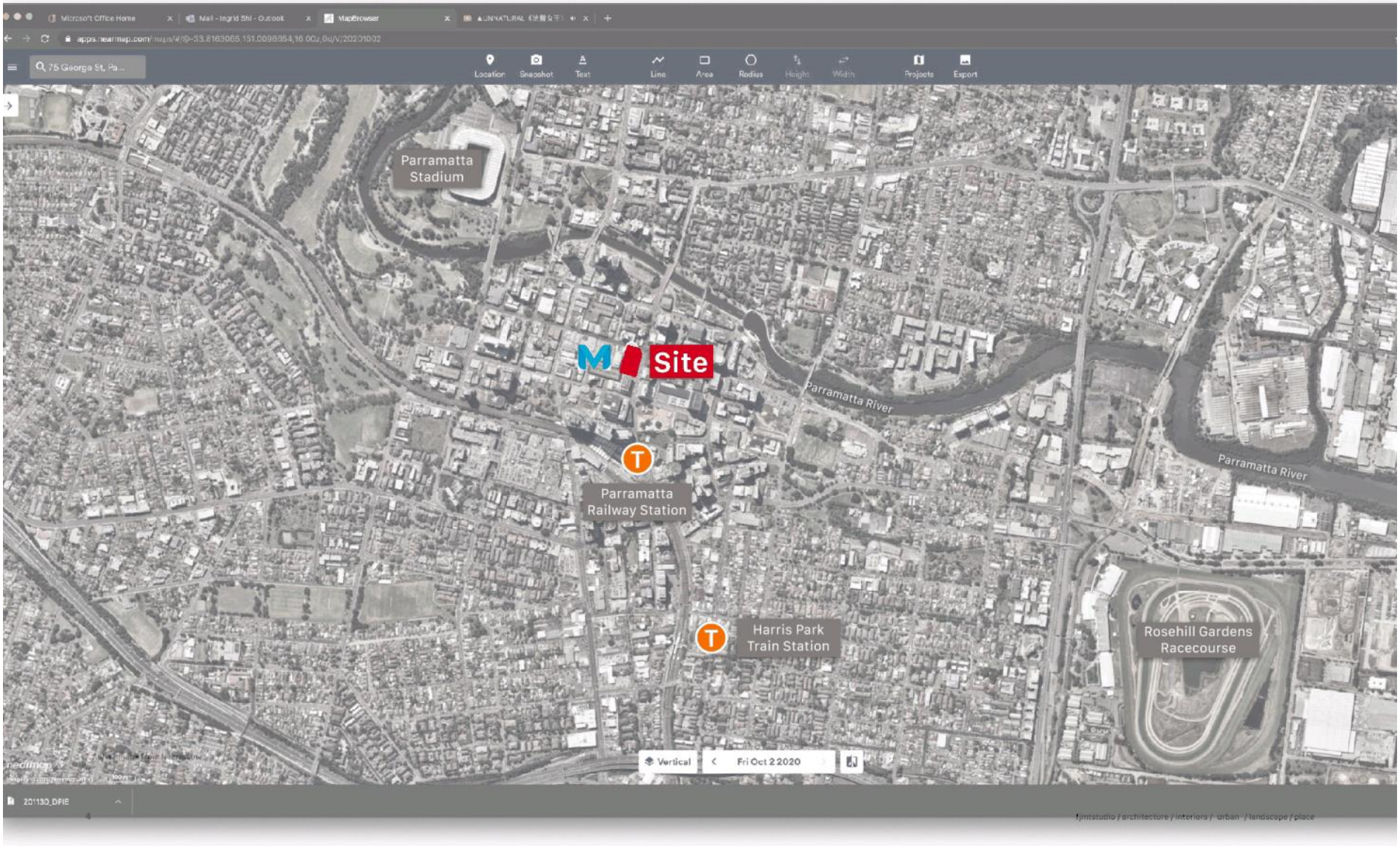
This Design Report has been prepared to provide urban and architectural analysis in support of the proposed site-specific DCP controls for 71 George Street (part of the existing Horwood Place Car park), 73 George Street and 75 George Street, Parramatta.

The purpose of this design report is to investigate the site's potential for a commercial development and the appropriate envelope controls that should inform a site-specific DCP and subsequent design work.

The report seeks to examine planning controls for three potential redevelopment scenarios which could occur across the sites nominated above, as a result of different land ownership circumstances.

/ illustrative proposal as viewed from west along George Street

1.0 Site Location



1.1 Site Context

Site Context

Photographs showing the current site context.

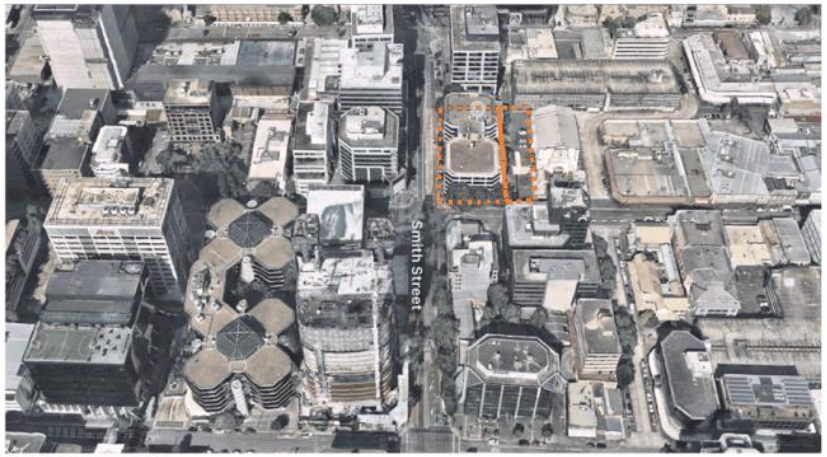
1. Aerial view looking north
2. Aerial view looking west
3. Aerial view looking south

The Site: 75 George Street

73 George Street and Council Carpark (71 George Street - part of existing Horwood Place Carpark)

/ 1. Aerial Image from Nearmaps

/ 2. Aerial Image from Nearmaps

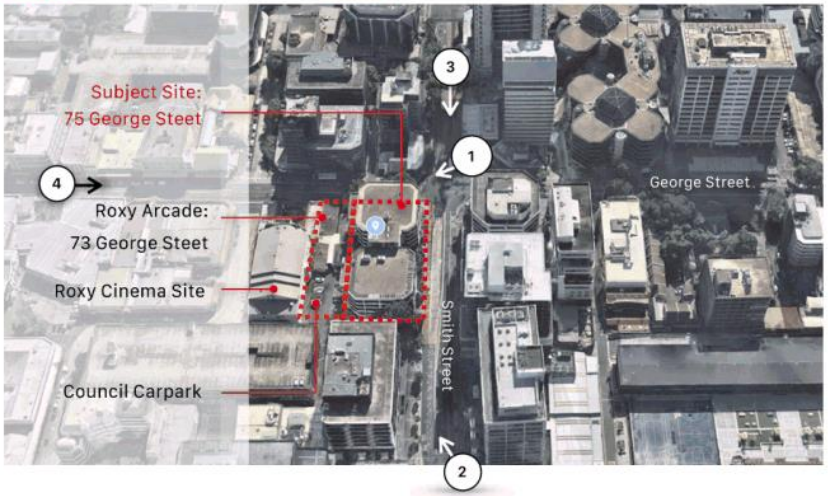


/ 3. Aerial Image from Nearmaps

1.2 Site Photographs

The Site: 75 George Street

73 George Street and Council Carpark (71 George Street - part of existing Horwood Place Carpark)



25 Smith Street has a podium interface to Macquarie Street, none to Smith Street

No dominant street wall on Smith Street

1.3 Existing Built Form along George Street

Existing Built Form along George Street

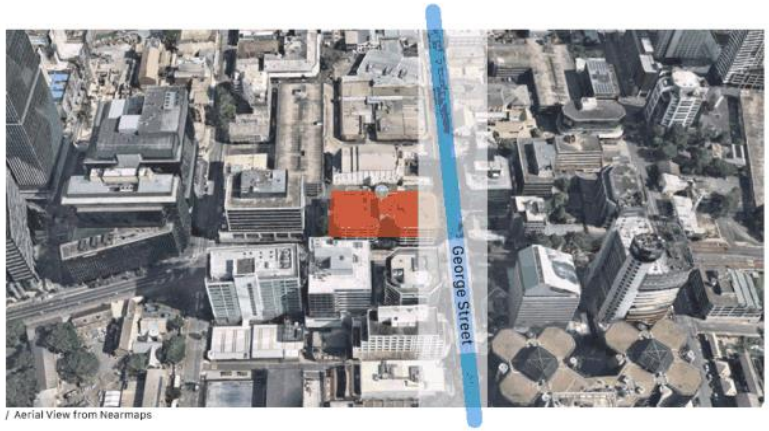
George Street consists mainly of low to mid-rise buildings varying from one storey to 15+ storeys. These buildings consist primarily of commercial offices, with ground floor retail.

The current George Street building fabric does not suggest a dominant street setback. The draft Parramatta Civic Link DCP controls aspires to reinstate the historical forecourt alignment on George Street by prescribing a tower setback of 12m for all developments along George Street all the way to Old Government House and Domain Gates.

Located to the west of the site is the State Heritage Item the Roxy Theatre, an Inter-War Spanish Mission style cinema building erected in 1930. The Roxy Theatre building includes a north facing entrance forecourt bordered to the east and west by retail space and colonnades leading to the main cinema building.

Given the relatively long distance between the subject site (75 George Street) and the Old Government House and Domain Gates, and that the 12m tower setbacks are interrupted by the heritage Roxy Theatre, the subject site should act as a gateway site for reduced setbacks to the eastern side of George Street.

75 George Street is a corner site, and will act as a "bookend" to the historical alignment that will dominate the western side of George Street.



/ Aerial View from Nearmaps

/ View of George Street to the west - 73 George Street "Roxy Arcade and Roxy Arcade

1.3 Existing Built Form along Smith Street

Existing Built Form along Smith Street

Smith Street extends from Parramatta Railway Station and Parramatta Square on the southern end to Parramatta River on the northern end. It runs parallel to the proposed future Civic Link, which is envisioned as the central green spine for pedestrian/cyclist use and acts as an activated public space that connects Parramatta Square to Parramatta River and the broader foreshore precinct.

Smith Street is lined with commercial buildings with varying podium and ground floor interfaces to the footpath. The built form along Smith Street is relatively dense and includes greater height as compared with the current built form along George Street.

Smith Street bends towards the south and there is no dominant street wall as illustrated in the photographs below.

25 Smith Street

Immediately to the south of the site is a 9 storey commercial building at 25 Smith Street. This building has a set back / podium interface to Macquarie Street. As illustrated to the right, there is no setback / podium along Smith Street. This building was completed in 2007 and it not anticipated that the site will be redeveloped in the near future.

/ 25 Smith Street at the corner of Smith and Macquarie Street

/ Aerial View from Nearmaps

/ View of Smith Street to the south - no dominant street wall on Smith Street

1.4 Strategic Context

Future Metro Plan Diagram

Future Connection to Sydney Metro

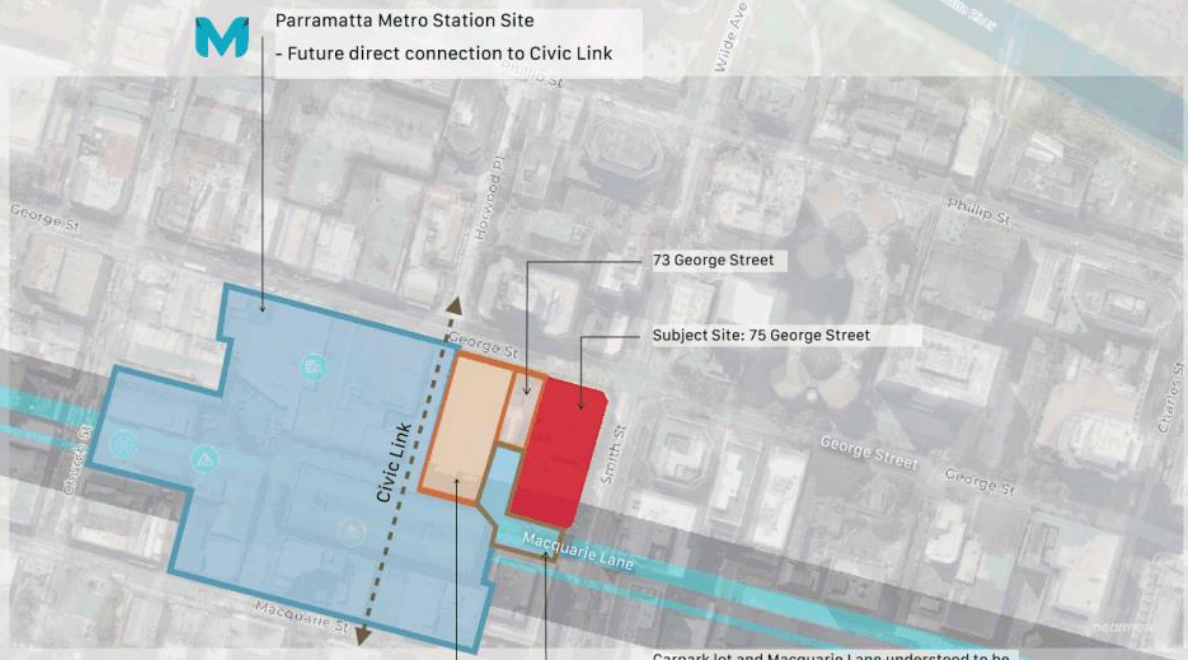
Sydney Metro West is a new 24-kilometre metro line, a new underground railway that will connect Greater Parramatta and the Sydney CBD.

Parramatta is one of the confirmed stations on this new metro line. The plan diagram to the right shows the extent of construction works for the new Parramatta Metro Station site. There will be a direct connection to the Civic Link from the Metro station.

In relation to the subject site, Block 2 (subject site sits within this block) and Block 3 are currently under renewed consideration by Council, particularly given the announcement of the Sydney Metro West Parramatta CBD Station's location within Block 2. This has an impact on the subject site in two ways:

1. The future controls set out by the Draft Civic Link DCP that considers 73 George Street, Council Carpark site and 75 George Street as an amalgamated site will require further assessment.

   The servicing strategy to the three sites mentioned in the above point will require further consideration and investigation.



/ Future Metro - sketch view
Source: Transport for NSW

/ Future Metro plan diagram

2.0 Planning Framework

Planning Framework

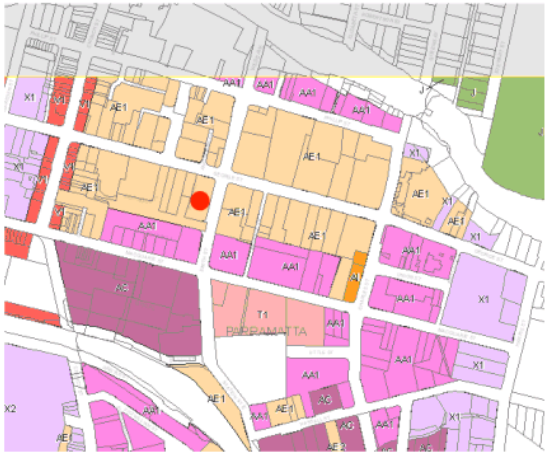
2.1 Existing LEP Controls

Existing LEP Controls

The existing LEP controls for the subject site at 75 George Street, is summarised below:

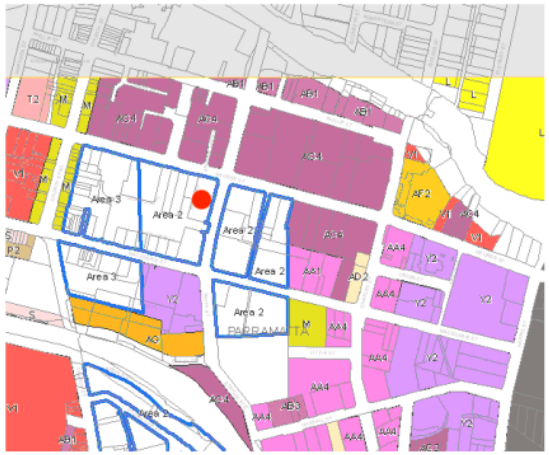
- **Zoning: B3 Commercial Core** - development permissible for commercial use
- **Floor Space Ratio:** 10:1
- **Land Reservation and Acquisitions Map: not applicable to subject site**
- **Height of Building:** No maximum height in metres control applies. The maximum permissible height is governed by sun access protection controls for the Lancer Barracks to the south. If development is likely to cause overshadowing of the Lancer Barracks, development is to consider the relevant sun access protections controls specified in section 4.3.3 of the PDCP 2011 (refer to Sun Access Plane controls under Part 4.3.3.1
- **Heritage Significance:** Roxy Theatre (in close proximity) is identified as a state heritage item, 75 George Street is not identified as a heritage item.

Zoning: B3 Commercial Core



Floor Space Ratio 10:1

Land Reservation and Acquisitions Map



Height of Building: Area 2

Clause 7.4 - Incentive height of buildings of development to protect current solar access to public open space in Parramatta Square, the Lancer Barracks and Jubilee Park i.e. no additional overshadowing permitted

Heritage Map: Subject Site is not listed as a heritage item

Planning Framework

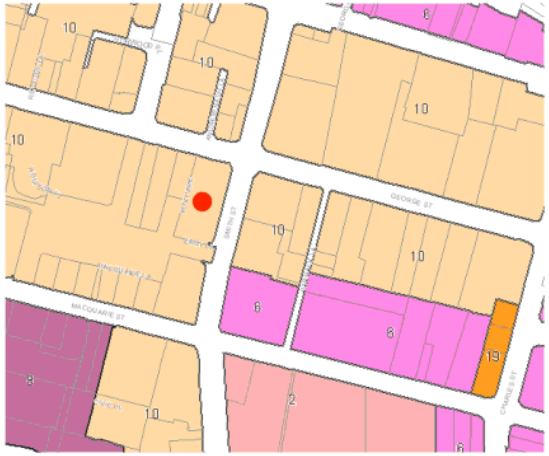
2.1 Parramatta CBD Planning Proposal - Draft LEP Provisions

Parramatta CBD Planning Proposal - Draft LEP Controls

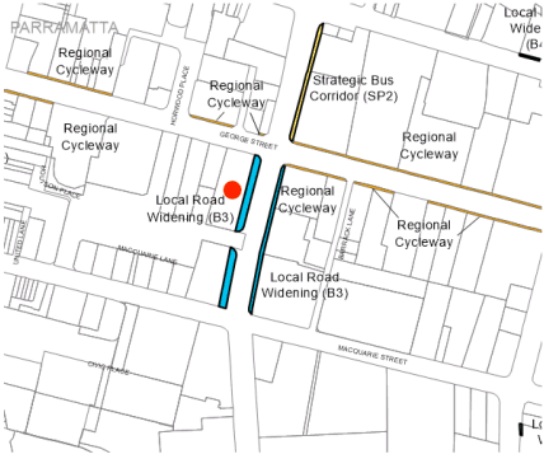
The draft LEP controls for the subject site at 75 George Street, is summarised below:

- **Zoning: B3 Commercial Core** - as per existing LEP controls
- **Floor Space Ratio:** 10:1 as per existing LEP controls
- **Land Reservation and Acquisitions Map:** new land reservation has been nominated along Smith Street along the entire eastern boundary of the subject site
- **Height of Building:** Capped by having no additional overshadowing to Lancer Barracks site between 12pm-2pm on June 21
- **Heritage Significance:** subject site is not listed as a heritage item
- **Clause 7.6D:** Incentivised commercial floor space for land in Zone B3 for office premise for sites over 1,800sqm.

Zoning: B3 Commercial Core

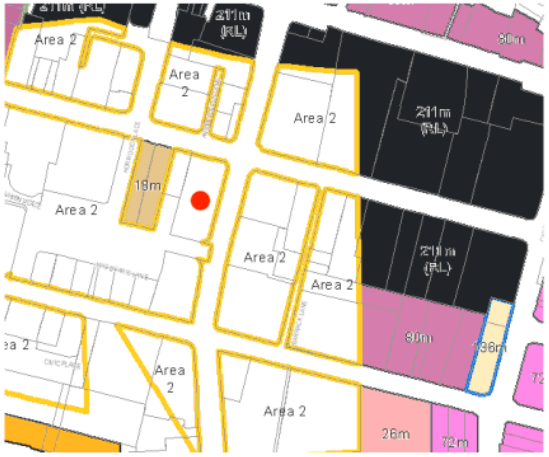


Floor Space Ratio 10:1



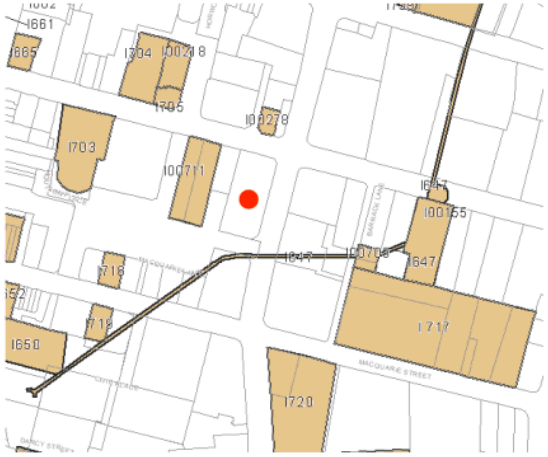
Land Reservation and Acquisitions Map

New Land reservation (local road widening) is identified on the subject site



Height of Building: Area 2

(c) Lancer Barracks site—between 12.00 and 14.00.



Heritage Map: Subject site is not listed as a heritage item

Planning Framework

2.1 Civic Link Framework Plan 2017

The Alignment Plan

City Of Parramatta's 2017 'Civic Link Framework Plan' notes that:

> *"The Civic Link will support liveability by connecting major CBD destinations to each other, to the Transport Interchange and to the River through a pedestrian and cycle-friendly avenue, fit for the growing population of Parramatta. The Civic Link will support sustainability by creating an open green corridor through the CBD for cooling, stormwater management, and infrastructure needs."*

The Civic Link envisages a vibrant and lively space through the heart of Parramatta, that connects Parramatta Square to River Square.

The Alignment Plan sets the spatial framework for the key urban and landscape components to be achieved by the Civic Link, including: key movement paths, green spine, building alignment and circulation/connections.

In particular, the Civic Link prescribes a 20m wide public space to the immediate west of the Roxy Theatre. The subject site, 75 George Street, takes cues from the Alignment Plan to achieve an appropriate urban design responses to the wider future context of the site.

Proposed Civic Link Green Spine:

20m wide

Subject Site:

75 George Street

Alignment Plan

The Alignment Plan

The Civic Link will be defined by a strong physical and visual green link through the heart of the city, that maximizes space for significant landscape and public space areas within the constraints of a narrow corridor, while still allowing flexibility for pedestrian movement, activity and outdoor dining on either side of the central spine.

The Alignment Plan (opposite) sets the spatial framework for the key urban and landscape components to be achieved by the Civic Link. It can be read as a summary of the key moves arising from the strategies section.

The critical aspects of the Alignment Plan are:

- Movement paths: Provide a minimum 5.5m pathway on either side of the Link to allow for estimated pedestrian and cycle volumes, as well as emergency vehicle access to the Link
- Green Spine: Create a permanent landscape element in the centre of the public domain corridor that maximises space for planting and flexible community and cultural uses
- Building Alignment: Achieve a consistent building alignment and a minimum width of 20m along the length of the Link. This alignment allows for continuous view corridors through the Link and improves legibility and wayfinding.
- Circulation and connections: Limit east-west service vehicle movement across the Link. Facilitate pedestrian movement at street intersections with signalisation and planted blisters. Allow for pedestrian movement across green spine at laneway intersection

Legend

- Green spine
- Potential for future change
- Under consideration for redevelopment. Footprints indicative only
- Heritage building
- Existing building line where future setback is proposed
- Building over
- Kerb line under
- Existing and proposed servicing zone
- Proposed shared zone
- Cadastal Boundary
- Possible removable bollards (indicative)

2.0 Planning Framework:
Impact of Applicable Controls Under Parramatta CBD Planning Proposal

Planning Framework

2.2 Draft Civic Link DCP Controls

Draft Civic Link DCP Controls

The diagrams on this page are extracted from the Draft Civic Link DCP.

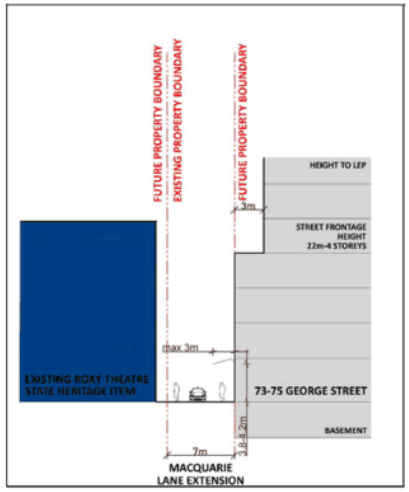
The Draft Civic Link DCP has considered 75 George Street, 73 George Street and the Council Carpark site as an amalgamated site and is silent on 75 George Street as an independent development site.

The diagram below shows a section through the proposed Macquarie Lane extension between the Roxy Theatre and 73 George Street, or the new amalgamated 73-75 George Street. The lane extension is indicated to be 7m wide and entirely open to sky, with the tower setback a further 3m from the podium.

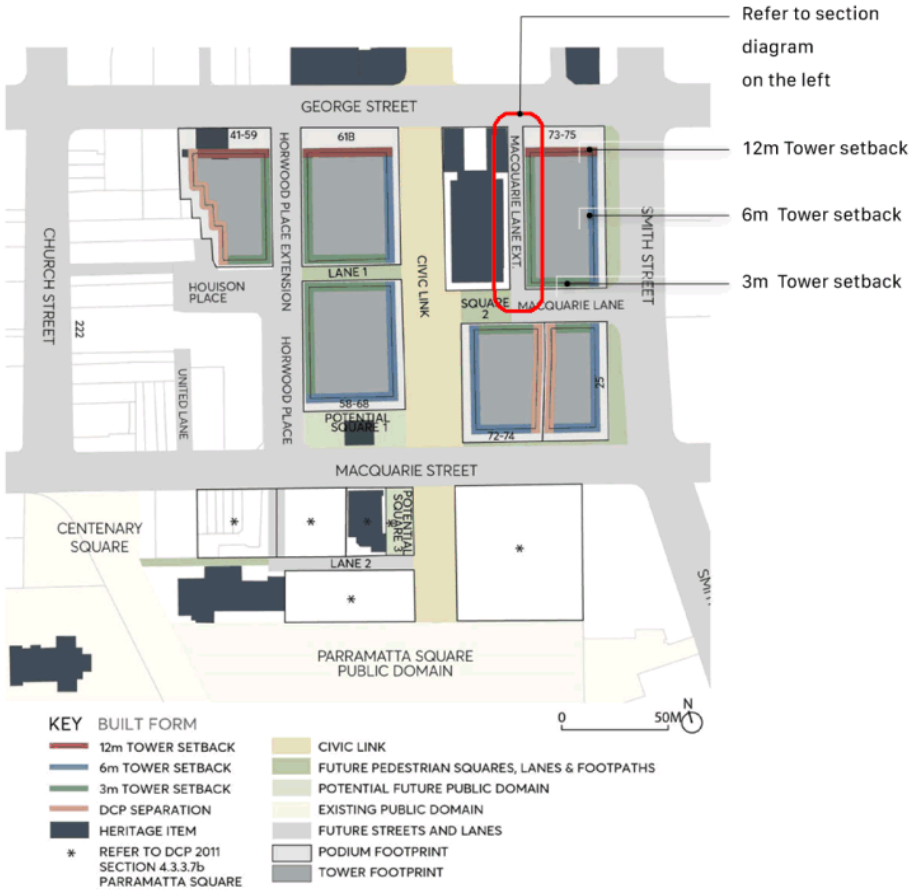
The draft DCP considers the "future property boundary" to exclude the Macquarie Lane extension, thereby removing a considerable portion of the developable site area.

The combined impact of the proposed Macquarie Lane extension to the west and the proposed Smith Street road widening to the east, whether we consider 75 George Street as an independent site, or 73-75 George Street as an amalgamated site, the developable site area for both of these scenarios will be reduced significantly.

The specifics of the resultant floor plate generated by the new site area and new setbacks is described in the next section of the report, under the heading: "Impact on Site Development Potential: Tower Floor-plate."



/ Section through Macquarie Lane Extension



/ Draft Civic Link DCP Setback Controls

2.2 Impact of Applicable Controls under Parramatta CBD Planning Proposal

i. Smith Street Widening on Ground Level

This sub-section examines the impact of the proposed Land Reservation on the subject site 75 George Street in regards to its future development potential.

1. Existing Condition

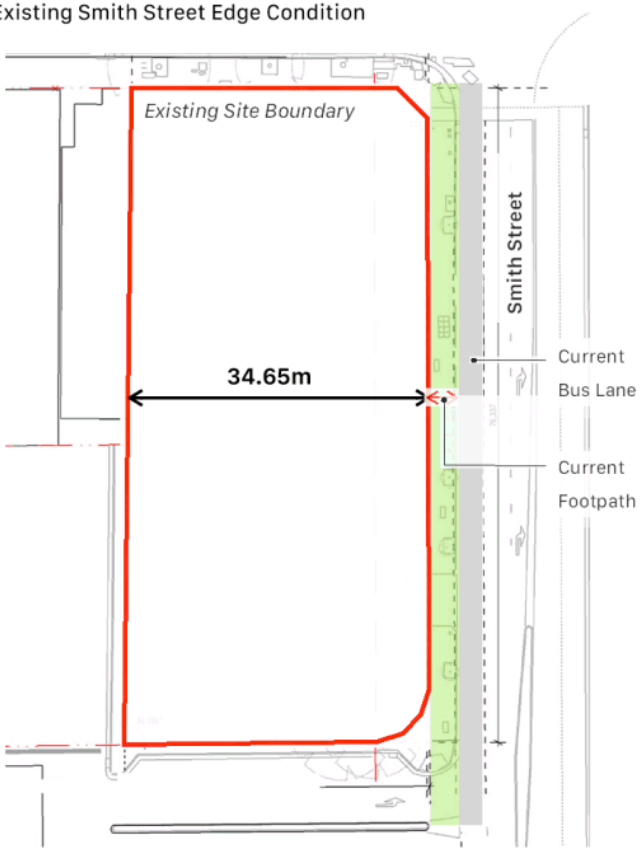
Smith Street (north bound) is currently a three lane road, with a single dedicated bus lane on the left, an all traffic lane in the centre which splits off to a right turn only lane to the right. There are existing traffic lights at the corner of Smith and George Street, heading north.

The existing site for 75 George Street measure 34.65m in width (east / west), and the current Smith Street footpath is approximately 3.16m wide.

2.New Bus Lane Location

The proposed road widening may be seen on the second plan diagram to the right. A new 3.5m wide bus lane is proposed to the west of the existing bus lane. This is wider than the exiting footpath and will encroach into the existing 75 George Street site by 325mm. There is no space remaining for a footpath and as such the building line would need to move west to accommodate this as illustrated on the following pages of this report.

1. Existing Smith Street Edge Condition



2. New Bus Lane Location

2.2 Impact of Applicable Controls under Parramatta CBD Planning Proposal

i. Smith Street Widening on Ground Level

3. New Bus Lane + New Footpath

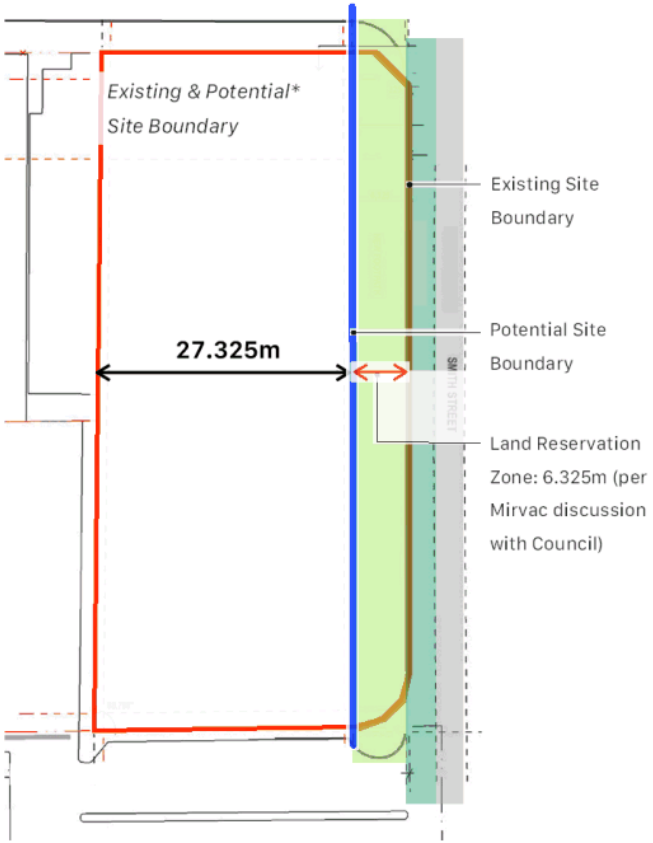
As noted in subsection 2 on the previous page, the new 3.5m bus lane encroaches into the 75 George Street site by 325mm.

Subsequently, the new footpath for Smith Street will encroach further into the site. The new footpath is anticipated to be 6m wide, per Mirvac discussions with Parramatta City Council.

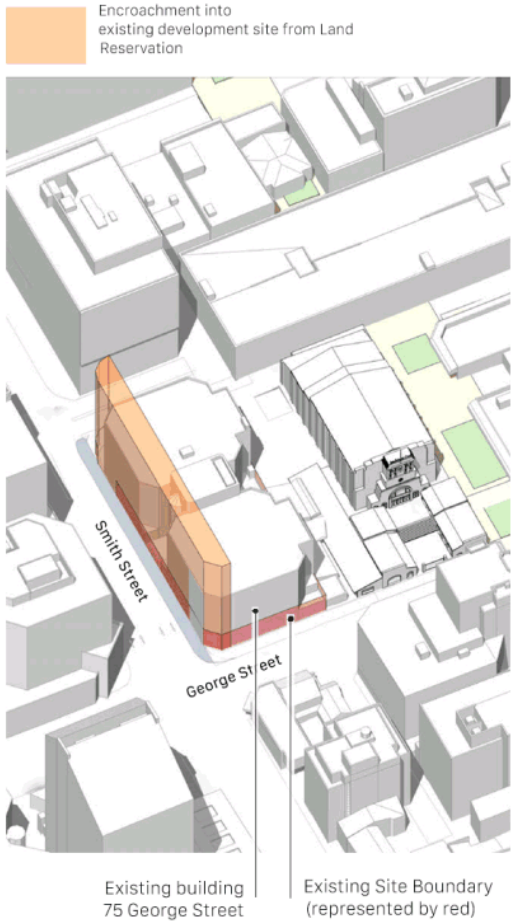
If adopted, the resultant width (east / west) of the site becomes 27.325m. This is a 6.325mm decrease in site width and removes approximately 466 sqm of site area.

The image further to the right of the page illustrates the impact of Smith Street widening on ground level in 3D. The orange highlighted area shows the portion of the site that will be lost to the Land Reservation.

3. New Bus Lane + New Footpath



** Potential site boundary if a uniform 6.325m land reservation zone is adopted for the full height of the site.*



2.2 Impact of Applicable Controls under Parramatta CBD Planning Proposal

i. Impact on Site Development Potential: Mirvac Public Benefit Offer

Impact on Site Development Potential

The diagrams to the right illustrate the impact of the Smith Street widening on the development potential of 75 George Street.

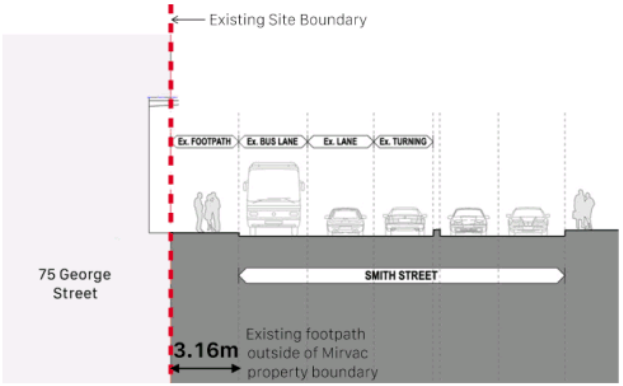
Mirvac are proposing an alternate solution to mitigate the loss of site area of 75 George Street, while maintaining a high quality ground plane that is the main objective of the proposed road widening and new bus interchange.

In the proposed, the new 6m footpath zone is preserved on ground level, while the podium overhangs the footpath from level 1 (above the awning), giving a 3.6m "open to sky" zone above the footpath.

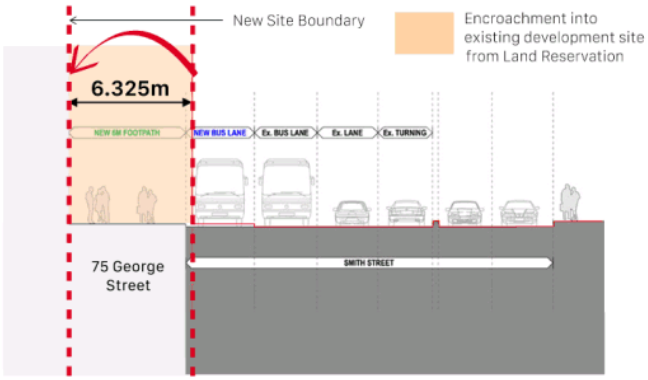
Mirvac propose to offer this new footpath zone on their site as a public benefit offer.

The diagram to the bottom right illustrates how the cumulative impact on the development potential of the site from the bus lane and footpath widening can be mitigated via a reduced tower / podium setback along Smith Street. This section adopts a 4.6m tower setback relative to the current boundary position.

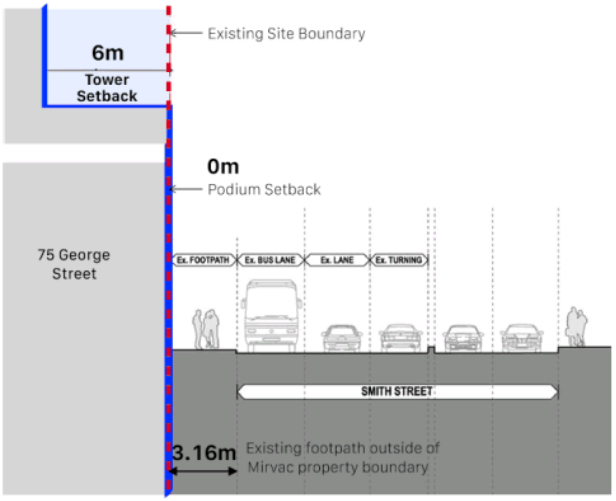
Existing Smith Street Bus Lane and Footpath



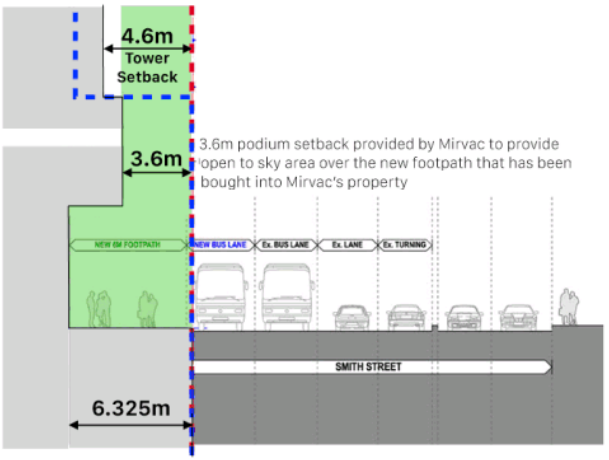
New Bus Lane + New Footpath



Existing Development Potential



Mirvac Public Benefit Offer
New Bus Lane + New Footpath



18

fjmtstudio / architecture / interiors / urban / landscape / place

2.2 Impact of Applicable Controls under Parramatta CBD Planning Proposal

i. Impact on Site Development Potential: Tower Floor-plate

Impact of Smith Street widening on Tower Floor-plate

The plan diagram to the right examines the cumulative impact on the floor plate if setbacks are applied to the reduced site area (as resulting from the bus and footpath widening).

Tower setbacks (except for the western tower setback) are adopted from the Draft Civic Link DCP (page 16 of this report).

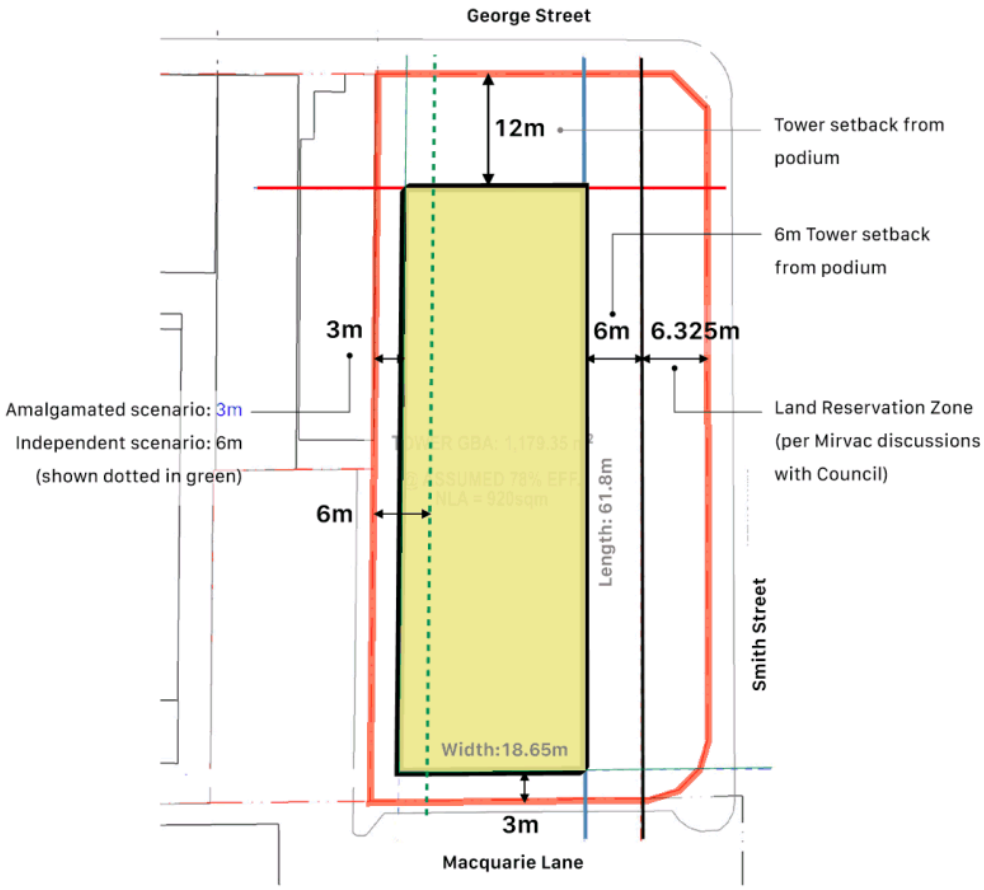
Given that the Draft Civic Link DCP does not envisage the independent redevelopment of 73 or 75 George Street, the setbacks adopted for the plan diagram, which shows an independent 75 George Street scenario, are a hybrid of today's controls and the Draft Civic Link DCP controls.

The effective floor-plate generated by adhering to the above setbacks, in particularly, taken from the "new" boundary (driven by the Smith Street widening) is shown in the plan diagram on the right.

The resultant floor-plate takes on a long and narrow shape which can accommodate an approximate NLA of 920sqm per floor. This does not meet the PCA A-Grade requirement of 1,300sqm NLA per floor for Parramatta. Furthermore, this shape is not conducive to an efficient floor-plate.

In the subsequent sections of the report, we demonstrate carefully considered, alternative envelope setbacks which will accommodate a more appropriate floorplate. This is provided for the subject site at 75 George Street, as an independent scenario, and as an amalgamated scenario.

The principles that govern these envelope setbacks is outlined in the next part of this report. The proposals target an appropriate urban design response that is balanced with an attractive and commercial viable workplace outcome.



/ Plan Diagram of Tower Floor-plate with "new" boundary and setbacks

2.2 Impact of Applicable Controls under Parramatta CBD Planning Proposal

ii. Development Height Control: Solar Access Plane to Lancer Barracks between 12pm - 2pm, June 21

Height Control for Development on 75 George Street

The solar access control is prescribed by the Parramatta CBD Planning Proposal Draft LEP Controls. It say that future development must not result in any of the building causing additional overshadowing to Lancer Barracks site, between 12.00 and 14.00, on 21 June in any year.

The height of any proposed development on the subject site 75 George Street is capped by the solar access planes to Lancer Barracks on June 21, between the hours of 12pm and 2pm inclusive.

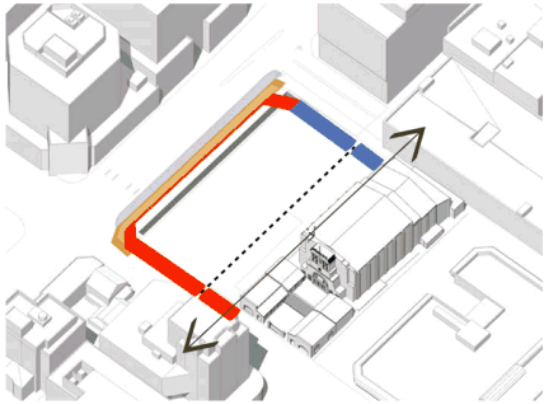
The diagram to the right shows solar access planes as generated at hourly intervals: 12pm, 1pm and 2pm. The 2pm plane is the one that determines the height of the any development on the site.

/ Solar Access Planes to Lancer Barracks and subject site 75 George Street

3.0 Urban Design Principles

Urban Design Principles

The following pages summarise a series of Urban Design Principles that have guided the preparation of the the illustrative scheme for the site. These seek to ensure that any future design proposal suitably responds to its immediate and broader urban context whilst also providing a high quality workplace building. Where applicable the outcomes from these Urban Design Principles have been embedded into the proposed envelope.



Principle 1

Positive Public Domain Outcome: Smith and George Street

Principle 2

Human-scaled and Active Edges

Principle 3

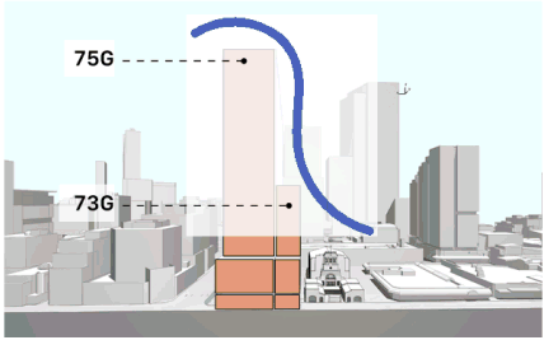
Heritage Response to Roxy Theatre

Principle 4

Respecting George Street Alignment

Principle 5

A-Grade Workplace



Principle 6

Tower Form and Urban Response

Urban Design Principle 1 & 2

Positive Public Domain Outcome: George and Smith Street & Human-scaled and Active Edges

Principle 1: Positive Public Domain Outcome: George and Smith Street

The subject site is situated on the corner of Smith and George Streets, with the address of the site on George Street.

Active street frontages are envisioned to be provided along George and Smith Street. George Street is anticipate to host the primary pedestrian entry to the workplace building, while Smith street would likely host the secondary entry. Between these entry point, there is ample opportunity for street edge activation. A positive and vibrant pedestrian experience via retail frontages is to be provided along Smith Street. This will integrate well with the proposed new bus interchange along Smith Street.

Mirvac is dedicating the resultant new footpath from the proposed Smith Street road widening, as a public benefit offering on the ground plane for the general public.

There is a corresponding lane extension running parallel to Smith Street, between 73 George Street and the Roxy Theatre, that serves as a pedestrian through-site link and steps back from the Roxy Theatre. This forms the basis of a positive public domain outcome that improves the connectivity through and around the site.

Any vehicular access and servicing of the site(s) may be accessed from the more quiet Macquarie Lane, away from the two active street frontages and primary pedestrian activities.

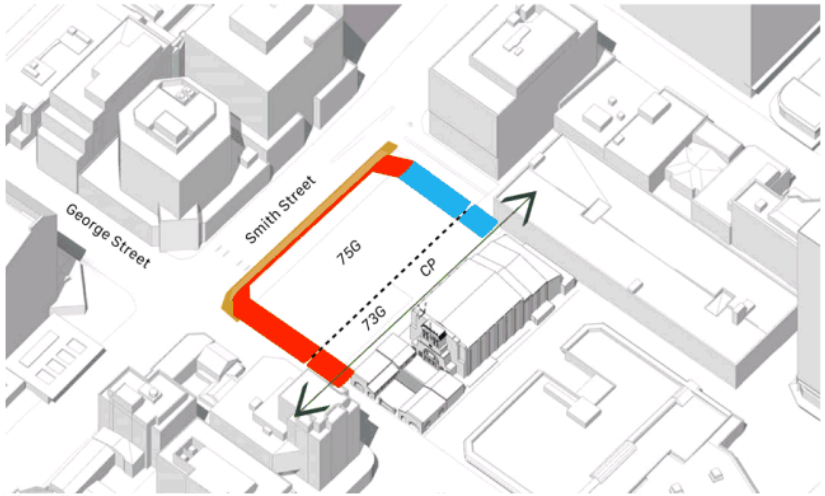
Principle 2: Human-scaled and Active Edges

Active building edges and interfaces on the ground plane make buildings become relatable to people. These street elevations should have well considered retail and lobby facades, with appropriate and robust material choices.

These key building edges may be enriched by an appropriately scaled and detailed awnings, integrated lighting and signage.

Smith Street footpath widening and new bus interchange adds another layer to the ground plane interface, providing further opportunities for a vibrant street edge experience.

Active Frontages
Servicing Zone
Through-site Link (on 73 George Street)
Footpath Widening on 75 George Street site



/ Diagram: Site Strategy

/ Precedent Images: street edge activation appropriate to human scale

Urban Design Principle 3 & 4

Heritage Response to Roxy Theatre & Respecting George Street Alignment

Principle 3: Heritage Response to Roxy Theatre

The built form on 75 George Street should respect and acknowledge the height datum set out by the Roxy Theatre. Any proposed development in close proximity of the Roxy Theatre should preserve the open air space around the heritage building such that it does not become crowded by new development. Adequate space should be provided to allow the Roxy Theatre to be viewed in the round and admired.

The Civic Link Framework Plan 2017 prescribes a 20m wide pedestrian link and green spine immediately to the west of the Roxy Theatre.

/ By Sam Hood From the collections of the State Library of New South Wales (Mitchell Library)

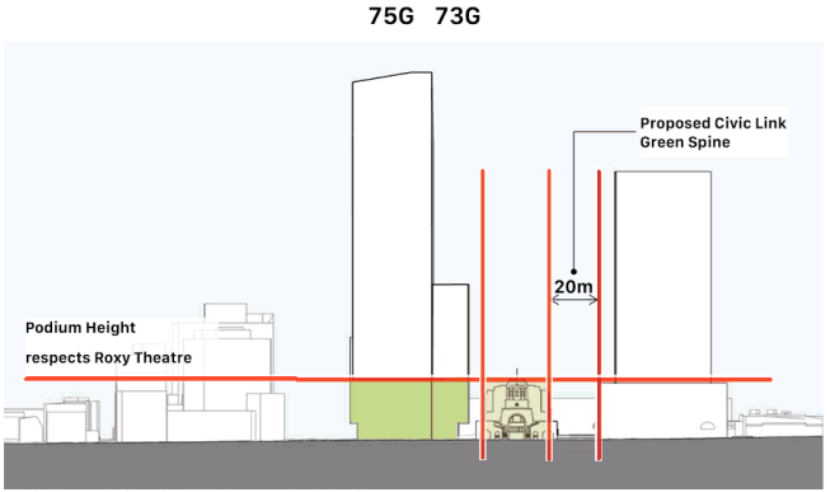
Principle 4: Respecting George Street Historical Alignment

The current DPC objective for development in Parramatta City Centre places importance on reinterpreting the historic alignment of George Street of the original Georgian town plan for Parramatta.

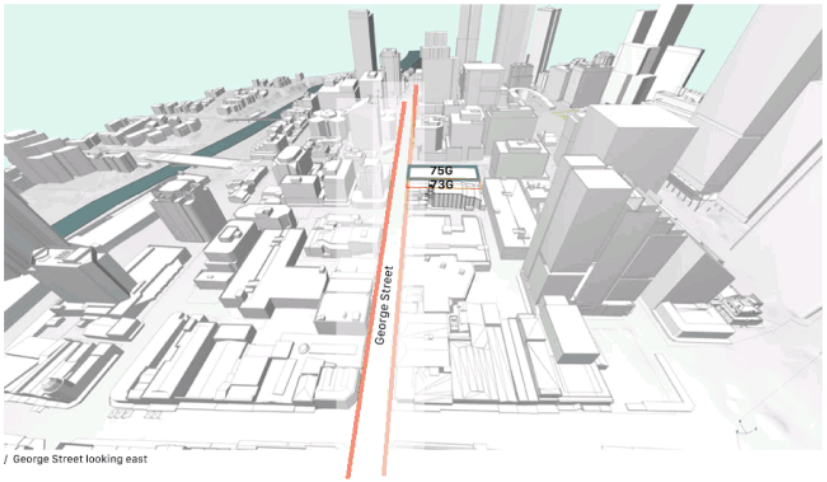
The historic alignment measures 200 feet (60m) wide.

The model image as below illustrate that the setback pattern is currently difficult to read along George Street. However future development should given consideration to the historic alignment. Whilst 20m is considered closer to the park, this typically reduces to 12m beyond Marsden Street. The portion of George Street to the east of the Roxy is considered a transition point. Beyond this 10m is deemed more appropriate.

/ South side of George Street, Parramatta in approx. 1875



/ Section Diagram showing podium height datum set out by the Roxy Theatre



/ George Street looking east

Urban Design Principle 5 & 6

A-Grade Workplace & Tower Form and Urban Response

Principle 5: A-Grade Workplace

The new commercial premises / workplace should achieve, as a minimum:

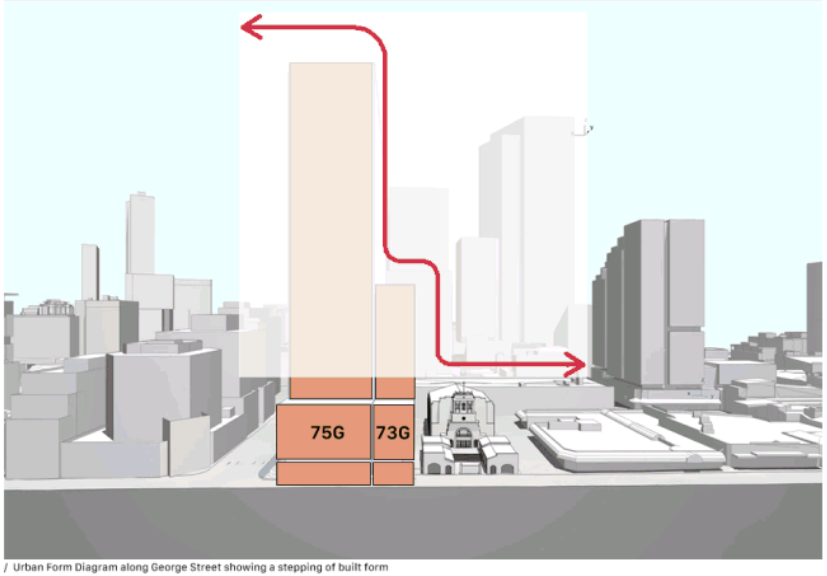
- Floor-plate NLA in accordance with PCA A-Grade Requirements (>1,300sqm)
- Amenity and flexibility for users, in multi-floor tenancy mode or sub-division mode.
- Good daylight access with daylight access opportunities from all facades where possible for more than half of the tower levels.

Principle 6: Tower Form and Urban Response

The height of any proposed development on the subject site 75 George Street will be capped by the sun access planes to Lancer Barracks on June 21, between the hours of 12pm and 2pm inclusive.

The overall height of any future development on 75 George Street is projected to be significantly taller than the adjacent Roxy Theatre. An appropriate urban design response is to step the built form down in height towards the Roxy Theatre, as shown in the diagram below. This will create a hierarchy in building scale, and prevent future developments be perceived as being imposing relative to the heritage item.

/ Precedent images: aspirations for high quality, high performance workplaces



/ Urban Form Diagram along George Street showing a stepping of built form

4.0 Amalgamated Scenario as per Draft DCP Setbacks

4.0 Draft DCP Setbacks

Amalgamated 73-75 George Street

Development on Amalgamated Site

This section of the reports illustrates the envelope of an amalgamated development scenario with setbacks per the draft Civic Link DCP controls.

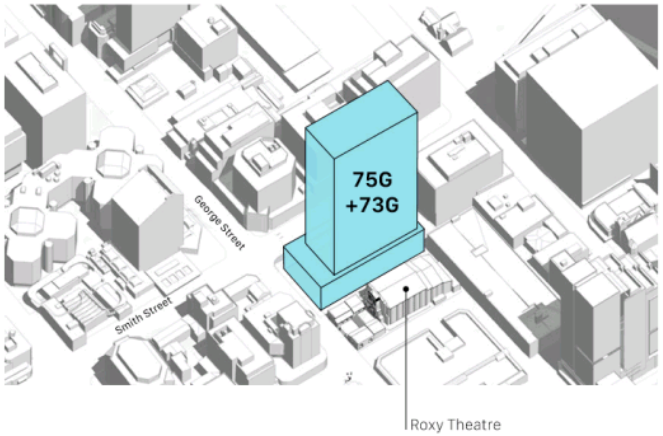
The resultant envelope is shown in the series of images to the right.

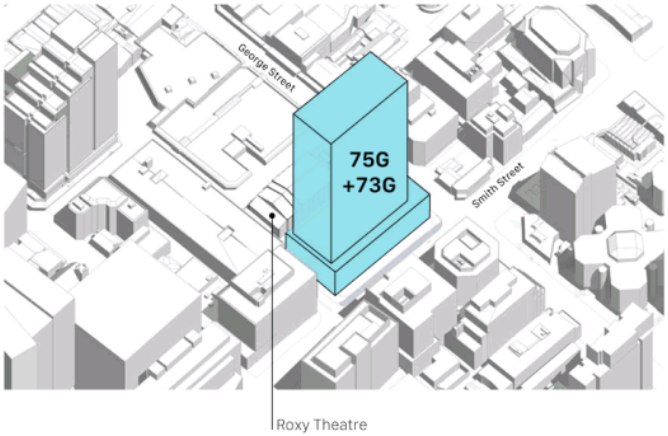
In this series of diagrams the top of the envelope has not yet been adjusted to the 2pm solar access plane to Lancer Barracks.

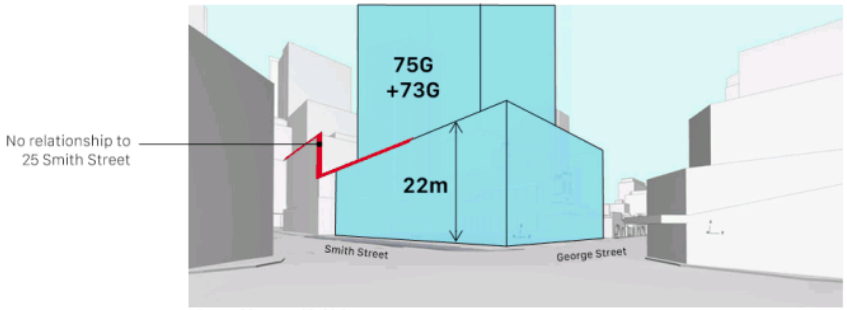
There is a significant difference between the height of the amalgamated development and the Roxy Theatre.

The 22m street wall responds to the existing built forms along George Street and establishes a datum that acknowledges the height of the Roxy Theatre.

The podium datum along Smith Street has no relationship to its immediate neighbour at 25 Smith Street.







/ Corner of George and Smith Street

/ View along George Street

5.0 Proposed Envelopes

i. Independent Scenario (Mirvac Preferred)

5.0 Proposed Envelopes

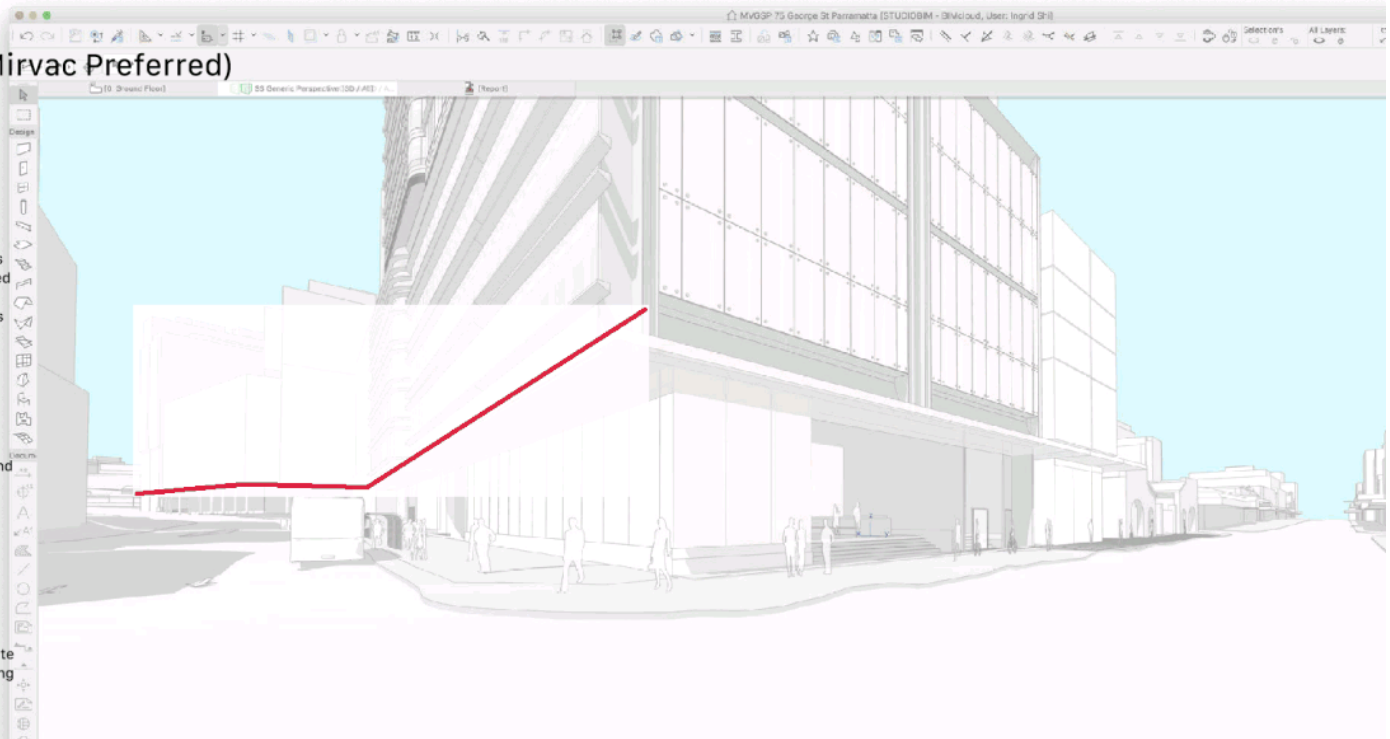
i. Independent Scenario (Mirvac Preferred)

Smith Street Ground Plane Interface

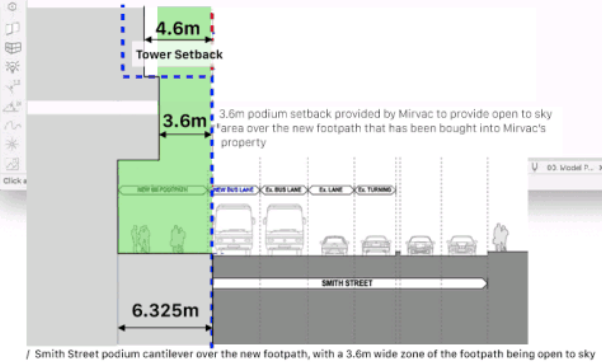
In earlier sections of this report, we touched on Mirvac's public benefit offering by providing the new and widened (6m) footpath wholly on the 75 George Street subject site. The podium cantilever is considered appropriate as there is an offering of 3.6m open to sky zone over the new footpath that has been bought into the Mirvac's property. Note that the existing footpath width is approximately 3.16m and open to sky.

The top right image is a street level view looking south along Smith Street. The red line highlights the fact that the podium cantilever resonates with 25 Smith Street and creates a datum along Smith Street. From an urban design perspective this has a unifying effect on the otherwise disparate collection of lines along this block.

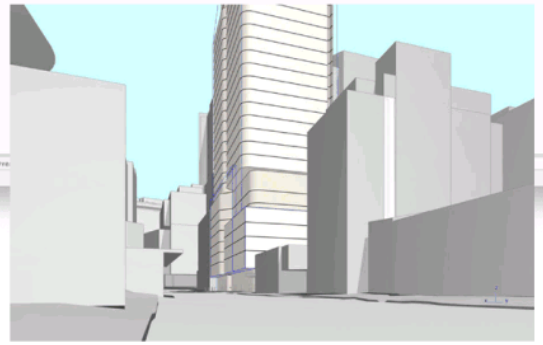
Further, the images illustrates that a high quality public domain and active building edge interface can be achieved through design excellence. The cantilevering podium over a tall (7m) ground floor helps to bring the Ground level to a human and relatable scale for pedestrians. An articulated awning will further contribute towards creating an activated and human-scaled building edge.



/ Smith Street podium cantilevering over the new footpath, the datum aligns with the podium of 25 Smith Street, creating a unified urban design outcome addressing the Smith Street context



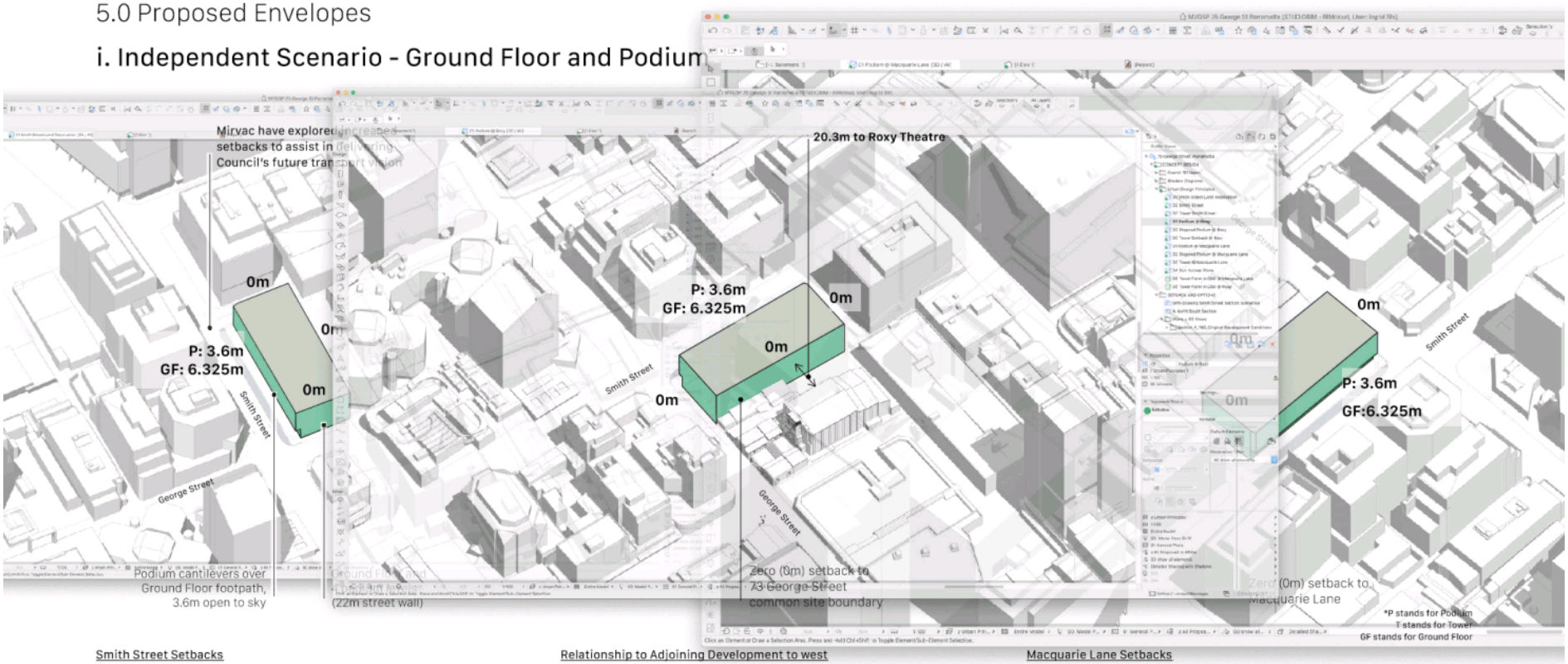
/ Smith Street podium cantilever over the new footpath, with a 3.6m wide zone of the footpath being open to sky



/ Smith Street podium cantilever over the new footpath, in massing form

5.0 Proposed Envelopes

i. Independent Scenario - Ground Floor and Podium



Smith Street Setbacks

Ground Floor: 6.325m (including new bus lane encroachment of 0.325m and new 6m footpath)

Podium Levels: 3.6m setback from the site boundary, this zone will be open to sky.

This is provided by Mirvac to preserve the open to sky area over the new footpath that has been brought into Mirvac's property.

Smith Street is considered to be a secondary street in relation to the development. George Street is the primary street and carries the address of the building.

Relationship to Adjoining Development to west

Ground Floor: 0m setback to the 73 George Street common site boundary

Podium Levels: 0m setback to the 73 George Street common site boundary

This is driven by placement of the commercial core for an independent development on 75 George Street. An independent 73 George Street development will also benefit from having its core adjacent to the common boundary with 75 George Street, therefore the 0m setback at the common boundary applies to both 73 and 75 George Street.

A more detailed feasibility study for 73 George Street is covered in the next section of this report, titled: "Relationship to Adjoining Development".

Setting aside any future development at 73 George Street, the envelope at the subject site will provide a **20.3m** separation to the Roxy Theatre, which is consistent with the proposed 20m Civic Link to the west of the Roxy Theatre.

Macquarie Lane Setbacks

Ground Floor: 0m to site boundary

Podium Levels: 0m to site boundary

According to the site strategy outlined in Urban Design Principle 1, Macquarie Lane is envisioned as the access route for servicing to 75 George Street, 73 George Street and Council carpark site.

Considering 25 Smith Street to the immediate south of the site, it seems appropriate to mirror the neighbour's interface to Macquarie Lane, which has nil setback presently.

5.0 Proposed Envelopes

i. Independent Scenario - Illustrative Ground Floor Plan

Illustrative Ground Floor Plan Diagram

The plan diagram summaries the strategies adopted from Urban Design Principles 1 and 2. This diagram also demonstrates the opportunities and characteristics for various building edges.

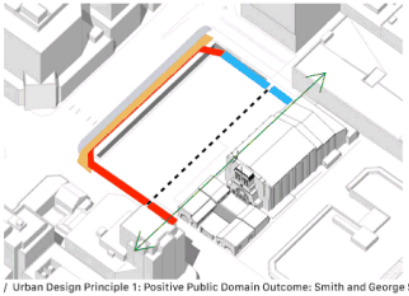
The building is anticipated to have its address on George Street, the primary building entry (commercial lobby) and the EOT entry and lobby activate this frontage.

A retail offering runs along the new footpath on Smith Street. It takes advantage of the exposure afforded by being located in the most prominent corner of Smith and George Streets. There is intention for a portion of this retail offering to be accessible from within the commercial lobby.

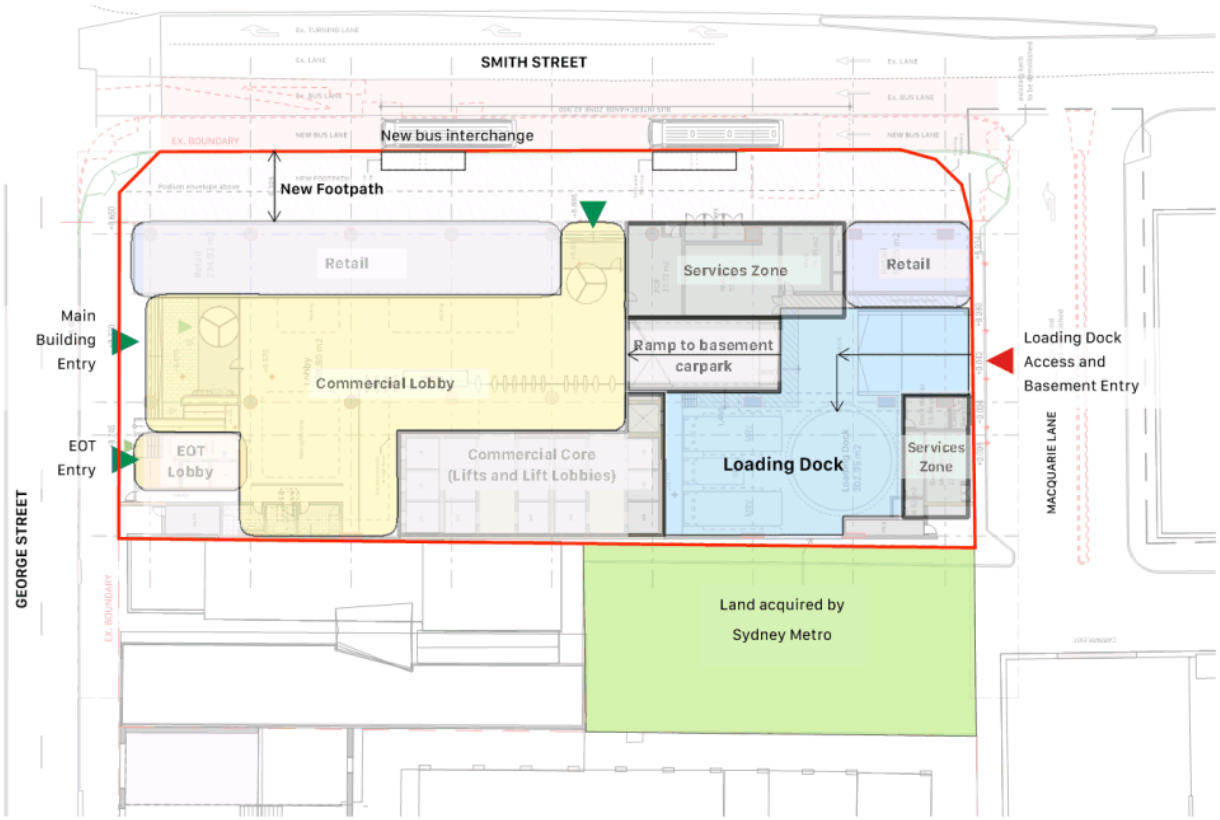
A secondary building entrance is indicated on Smith Street, conveniently located near the new bus interchange and will most likely be used for pedestrian traffic en-route to Parramatta Railway Station via Smith Street.

An additional retail opportunity is located on the southern street corner of the site: corner of Smith Street and Macquarie Lane. Retail activation and pedestrian activity will enable active building edges and draw people along the site, while maintaining a relatable human scale at the footpath interface.

Loading, servicing and vehicular access to the basement are all via a single entry on Macquarie Lane. The design is mindful of placing services on Smith Street where strictly necessary, maximising the active frontages in the building's street presentation.



/ Urban Design Principle 1: Positive Public Domain Outcome: Smith and George Street



5.0 Proposed Envelopes

i. Independent Scenario - Stepped Podium

Stepped Podium Rationale

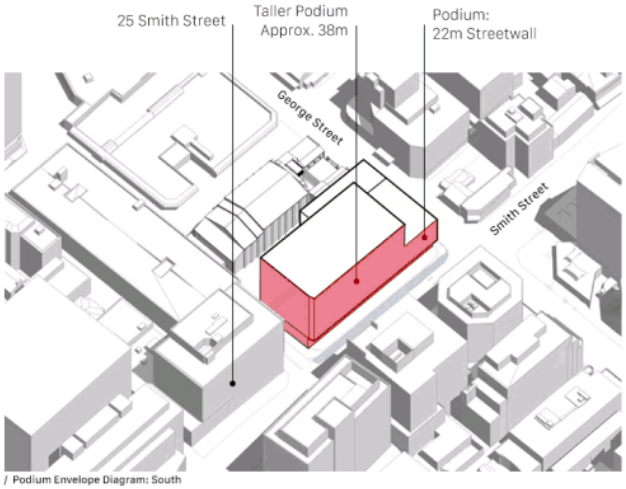
A stepped podium improves the urban design relationship between the site and its immediate neighbours to the north and south.

To the north, the podium is respectful of the George Street historical alignment with the Roxy Theatre forecourt at 22m hight or GF + 4 podium levels.

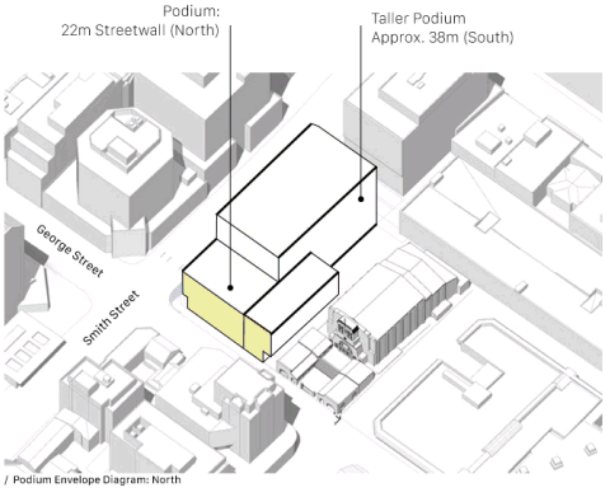
To the south, the podium steps up to align in height with its neighbour 25 Smith Street. Each building then has a consistent treatment of stepping down to the primary street that they each address.

The higher portion of the podium is approximately 38m high or GF + 8 podium levels.

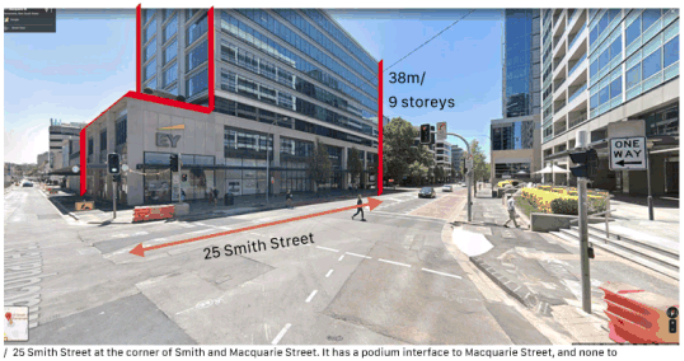
The stepped podium treatment acknowledges existing datums on both George and Smith Streets. Being an important corner site, any future building should have a unifying effect that ties in with the context to create an improved urban design outcome.



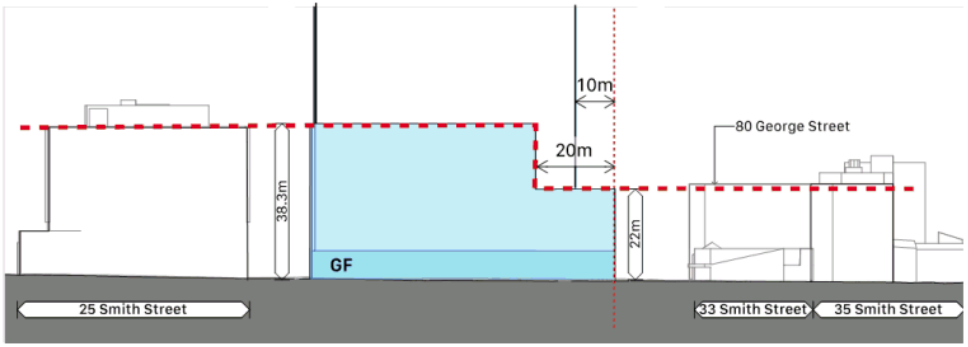
/ Podium Envelope Diagram: South



/ Podium Envelope Diagram: North



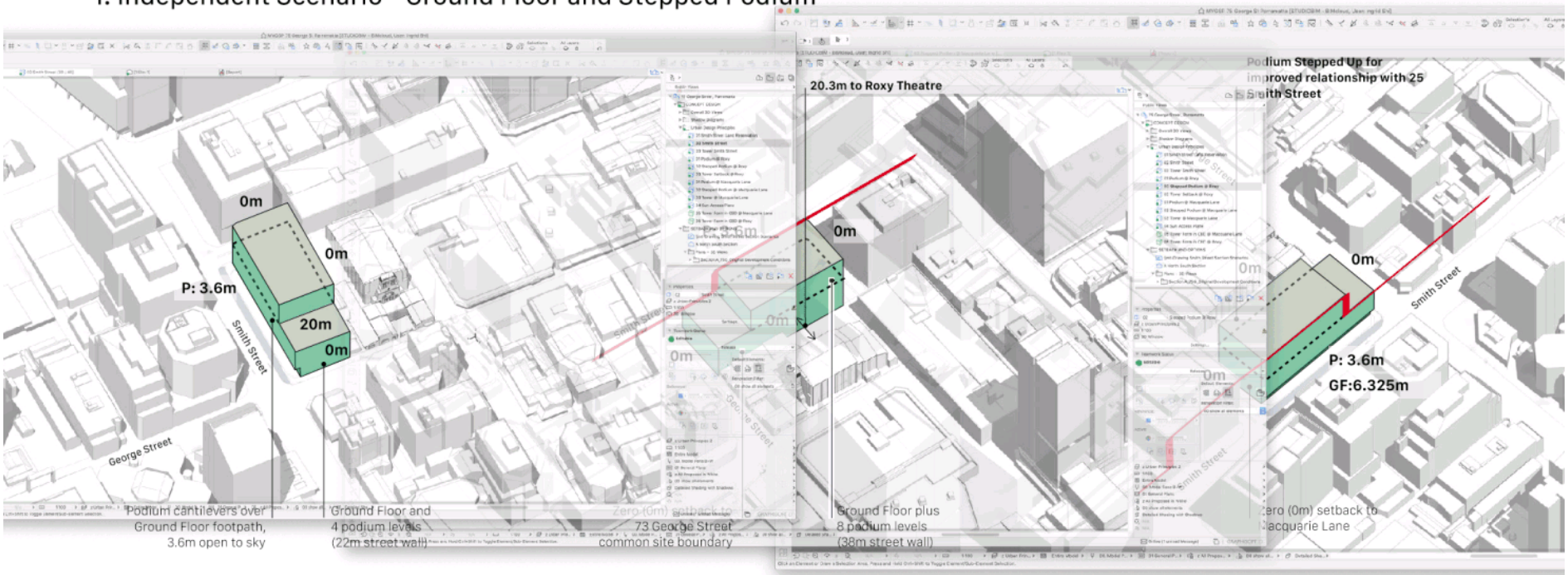
/ 25 Smith Street at the corner of Smith and Macquarie Street. It has a podium interface to Macquarie Street, and none to Smith Street



/ Smith Street Elevation with 75 George Street Envelope showing proposed stepped podium

5.0 Proposed Envelopes

i. Independent Scenario - Ground Floor and Stepped Podium



Smith Street Setbacks

Ground Floor: 6.325m (including new bus lane encroachment of 0.325m and new 6m footpath)

Podium Levels: 3.6m setback from the site boundary, this zone will be open to sky

Lower Podium addressing George Street runs for 20m along Smith Street before stepping up to the higher portion

Relationship to Adjoining Development

Ground Floor: 0m setback to the 73 George Street common site boundary

Podium Levels: 0m setback to the 73 George Street common site boundary

Setting aside any future development at 73 George Street, the envelope at the subject site will provide a **20.3m** separation to the Roxy Theatre, which is consistent with the proposed 20m Civic Link to the west of the Roxy Theatre

Macquarie Lane Setbacks

Ground Floor: 0m to site boundary

Podium Levels: 0m to site boundary

The red line illustrates how the stepped podium relates to 25 Smith Street, the envelope form serves to unify varying urban forms along George and Smith Streets.

*P stands for Podium
T stands for Tower
GF stands for Ground Floor

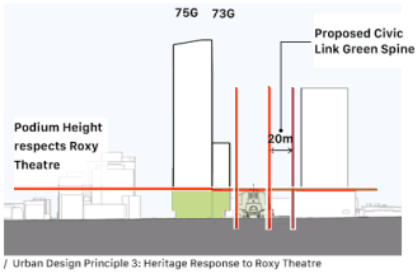
5.0 Proposed Envelopes

i. Independent Scenario - Ground Floor and Stepped Podium

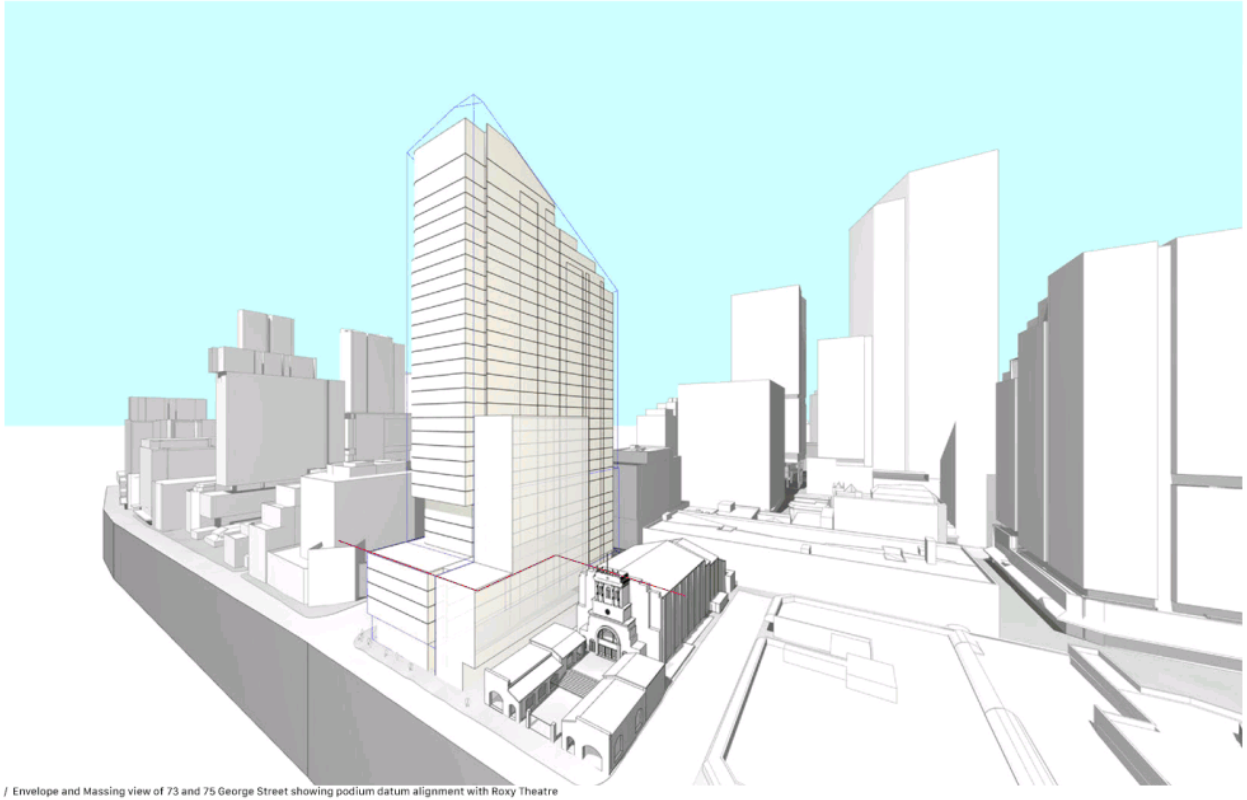
Podium Height Datum in Relation to Roxy Theatre

In Section 3.0 of this report, urban design principle number 3 stipulates that the built form on 75 George Street should respect and acknowledge the height datum set out by the Roxy Theatre.

The podium envelope height on both 73 and 75 George Street is intended to align with the height datum set out by the Roxy Theatre.



/ Urban Design Principle 3: Heritage Response to Roxy Theatre



/ Envelope and Massing view of 73 and 75 George Street showing podium datum alignment with Roxy Theatre

5.0 Proposed Envelopes

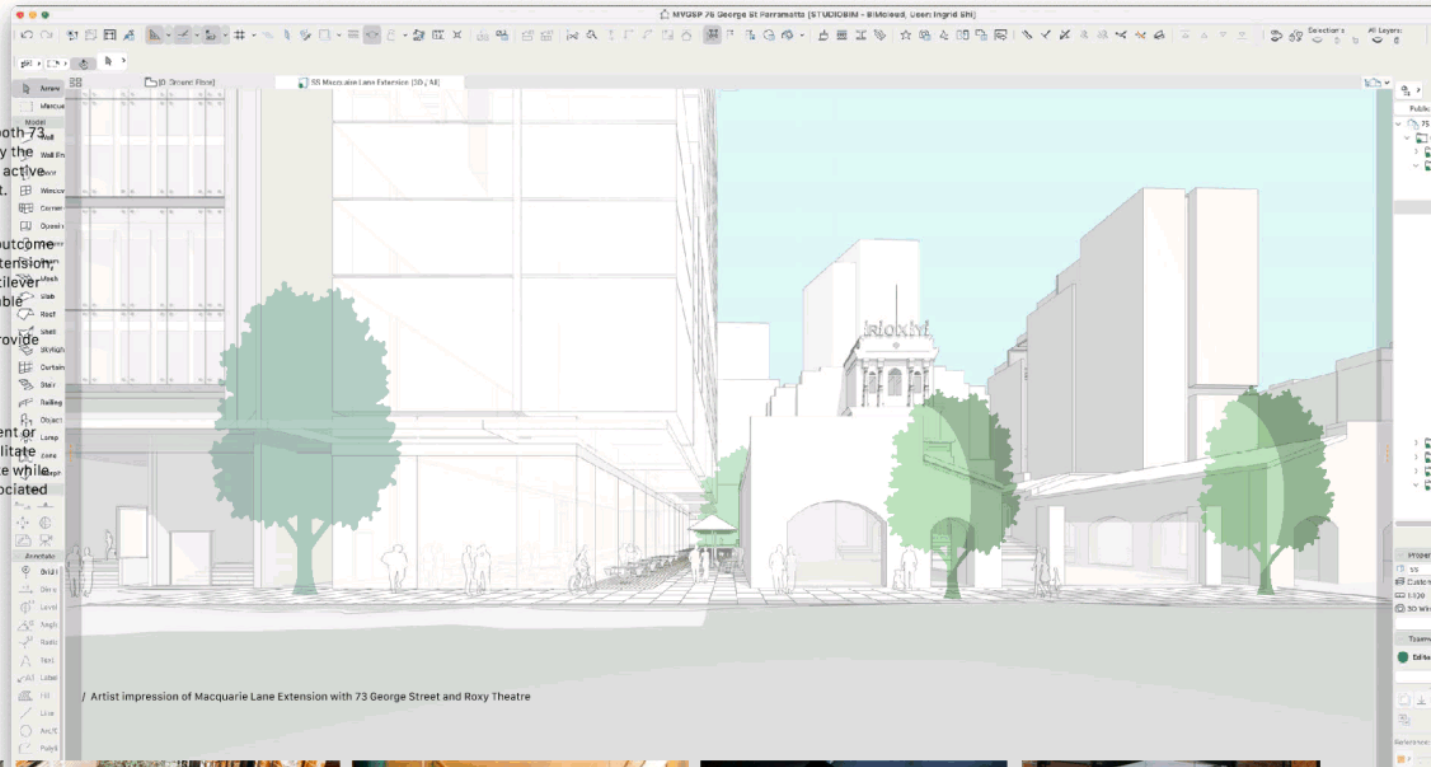
i. Independent Scenario - Ground Floor and Stepped Podium with 73 George Street

A Positive Public Domain Outcome

On the ground plane, the proposed envelope for both 73 George Street and 75 George Street seeks to apply the principle of creating an active and human-scaled active edge continuously along Smith and George Street.

The Macquarie Laneway extension is an excellent opportunity to achieve a positive public domain outcome by applying a cantilever over the 7m wide lane extension, while preserving a 3m open to sky zone. This cantilever assists with bringing the building edge to a relatable scale for pedestrians, while providing weather protection. Awnings, types retail tenancies will provide further opportunity for articulating the varying characteristics of pedestrian laneways/footpath environments

Whether the development occurs in an independent or amalgamated scenario, the ground plane will facilitate pedestrian movement through and around the site while opening up to the adjacent Roxy Theatre and associated ground plane activities.



/ Artist impression of Macquarie Lane Extension with 73 George Street and Roxy Theatre

/ Precedent images for potential active building edges and retail/ boutique hotel activities

5.0 Proposed Envelopes

i. Independent Scenario - George Street Tower Setback

Tower Setback Rationale - George Street

George Street is the primary street. The historic alignment of George Street is still achieved with a 10m tower setback.

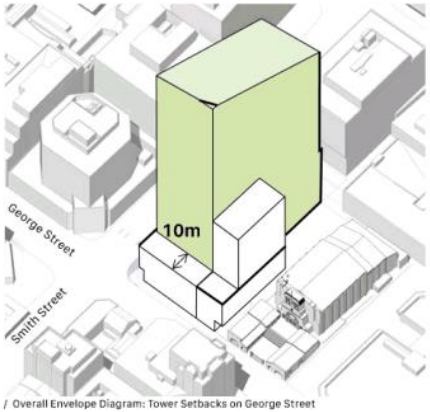
75 George Street forms a point of transition to reduced setbacks to the east, given its distance from Old Government House and the Domain Gates.

The Roxy Theatre interrupts the future tower setback line: 73 George Street and 75 George Street constitute a gateway corner (being 73-75 George Street).

To the east of the site, the recently approved DA on 89 George Street sets precedence for a reduced setback along George Street (being 10.5m) for smaller and constrained sites for development.

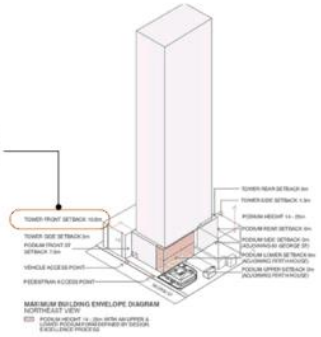
Therefore a gradual setback transition to the east with the Roxy Theatre being the dividing block between east and west setbacks along George Street is appropriate in this context.

The narrowness of the site is a constraint on the tower floor-plate: a more regulated floor-plate is achieved with alternate setbacks while still maintaining strong vista and achieving the objectives of the DCP along George Street.

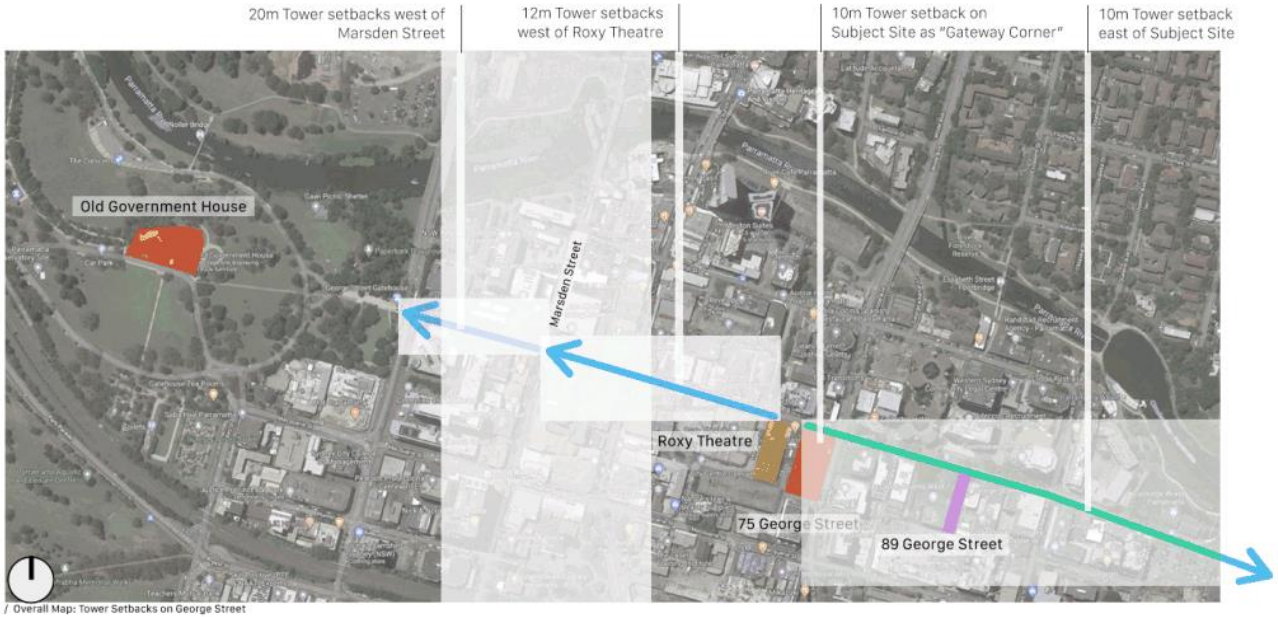


/ Overall Envelope Diagram: Tower Setbacks on George Street

*T stands for Tower



/ Right: 89 George Street Maximum Building Envelope Diagram
/ Far Right: 89 George Street approved DA scheme by Group GSA



/ Overall Map: Tower Setbacks on George Street

36

fjmtstudio / architecture / interiors / urban / landscape / place

5.0 Proposed Envelopes

i. Independent Scenario - Smith Street Tower Setback

Tower Setback Rationale - Smith Street

Smith Street is a secondary street (being a north-south street), therefore a reduced setback in this context is appropriate.

Visual datums are achieved despite reduced tower setbacks to Smith Street.

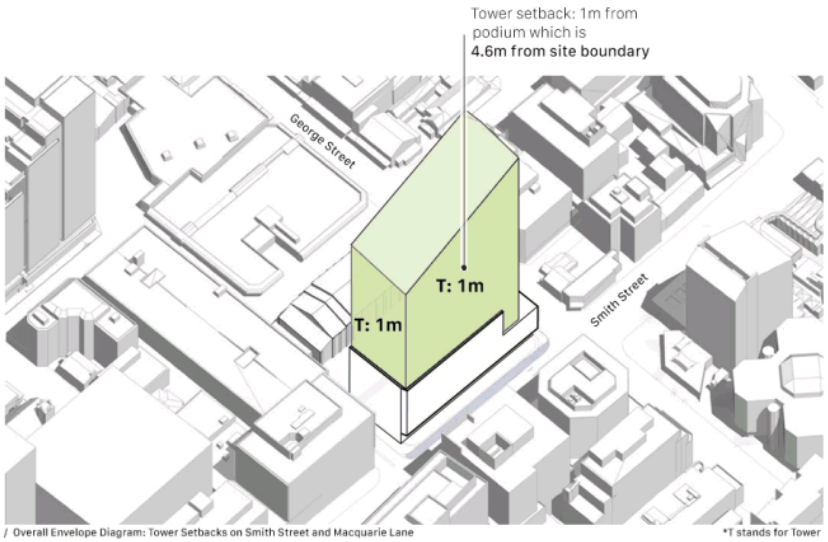
Macquarie Lane is envisaged as a service laneway.

Desktop wind studies have been conducted to test the appropriateness of the 1m tower setback in this location.

The proposed setbacks as illustrated below are **envelope setbacks.**

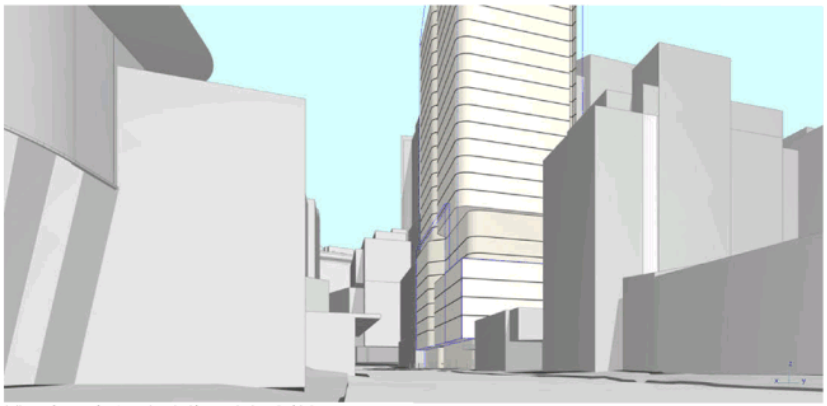
Future opportunities for articulation in massing and facade will allow greater setbacks to be delivered at key corners and junctions.

Refer to page 41 of this report for further detail.



/ Overall Envelope Diagram: Tower Setbacks on Smith Street and Macquarie Lane

*T stands for Tower

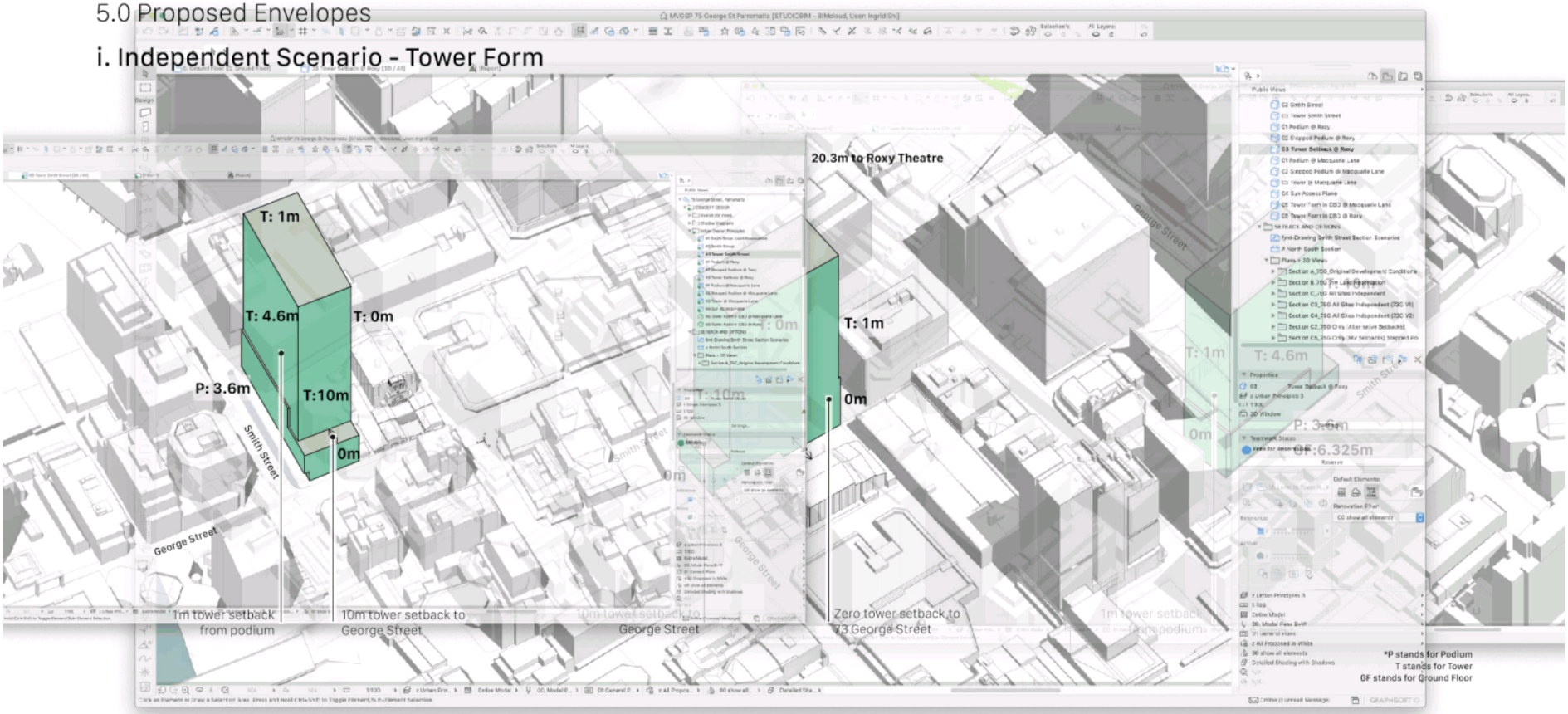


/ Illustrative massing & envelope looking south along Smith Street

/ Illustrative massing & envelope looking north along Smith Street

5.0 Proposed Envelopes

i. Independent Scenario - Tower Form



Smith Street Setbacks

Ground Floor: 6.325m (including new bus lane encroachment of 0.325m and new 6m footpath)

Podium Levels: 3.6m setback from the site boundary, this zone will be open to sky

Tower Setback: 1m from podium, which is 4.6m from the site boundary

Relationship to Adjoining Development

Ground Floor: 0m setback to the 73 George Street common site boundary

Podium Levels: 0m setback to the 73 George Street common site boundary

Tower Setback: 0m setback to the 73 George Street common site boundary

Macquarie Lane Setbacks

Ground Floor: 0m to site boundary

Podium Levels: 0m to site boundary

Tower Setback: 1m from podium, which is 1m from the site boundary

5.0 Proposed Envelopes

i. Independent Scenario - Envelope Height

Tower Height Controls

The envelope height is capped by the solar access plane to Lancer Barracks during the Winter Solstice at the critical times of 12pm, 1pm and 2pm.

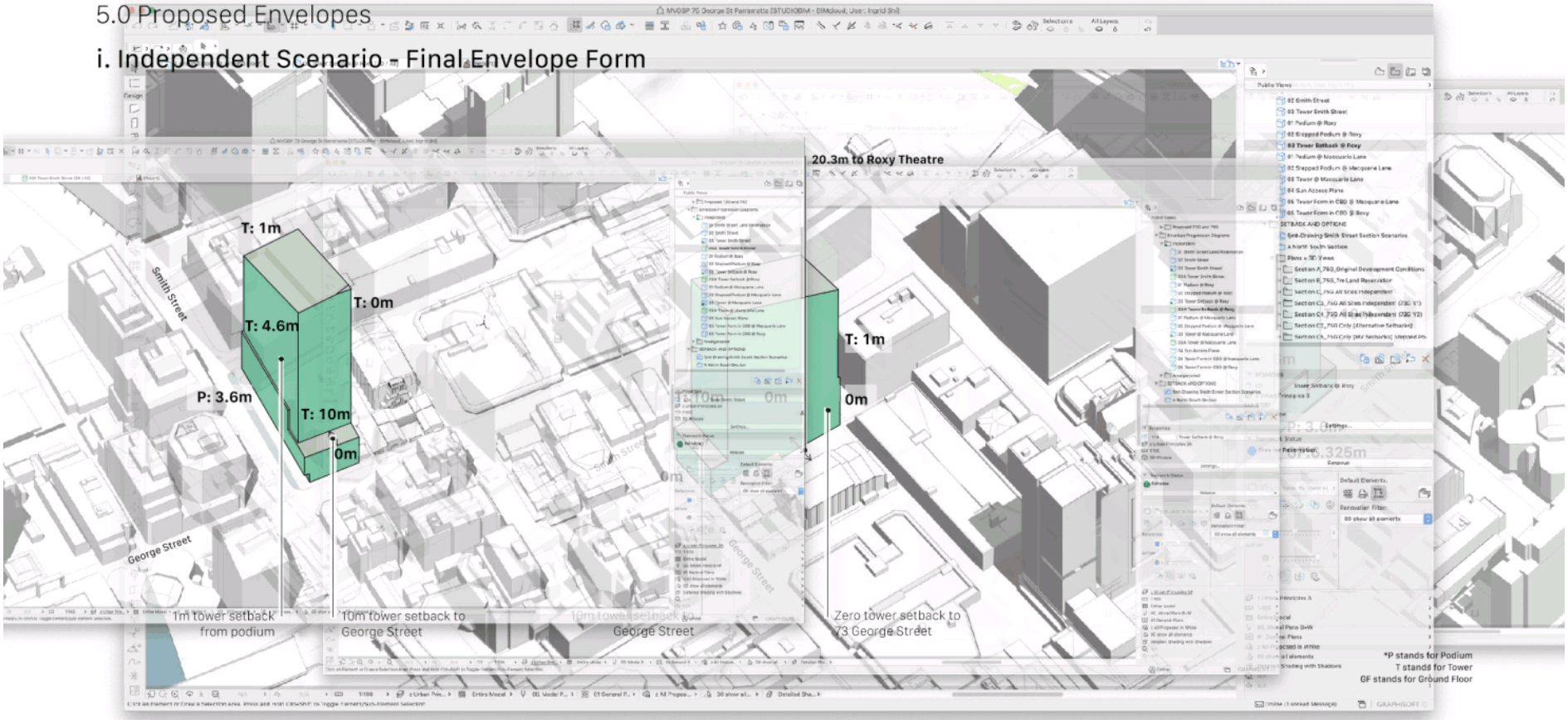
The illustration shows the 75 George Street envelope adjusted to comply with the sun access plane at 2pm on June 21.

This is the last parameter that sets out the proposed development envelope on 75 George Street as an independent site.

The next page will show the proposed envelope in its final form, at the concluding stage of its evolution.

5.0 Proposed Envelopes

i. Independent Scenario - Final Envelope Form



Smith Street Setbacks

Ground Floor: 6.325m (including new bus lane encroachment of 0.325m and new 6m footpath)

Podium Levels: 3.6m setback from the site boundary, this zone will be open to sky

Tower Setback: 1m from podium, which is 4.6m from the site boundary

Relationship to Adjoining Development

Ground Floor: 0m setback to the 73 George Street common site boundary

Podium Levels: 0m setback to the 73 George Street common site boundary

Tower Setback: 0m setback to the 73 George Street common site boundary

Macquarie Lane Setbacks

Ground Floor: 0m to site boundary

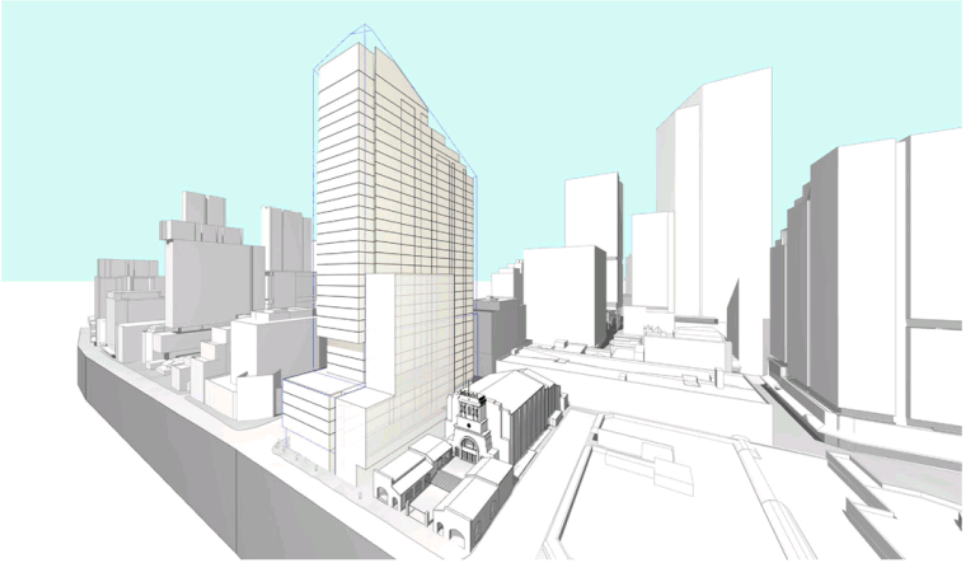
Podium Levels: 0m to site boundary

Tower Setback: 1m from podium, which is 1m from the site boundary

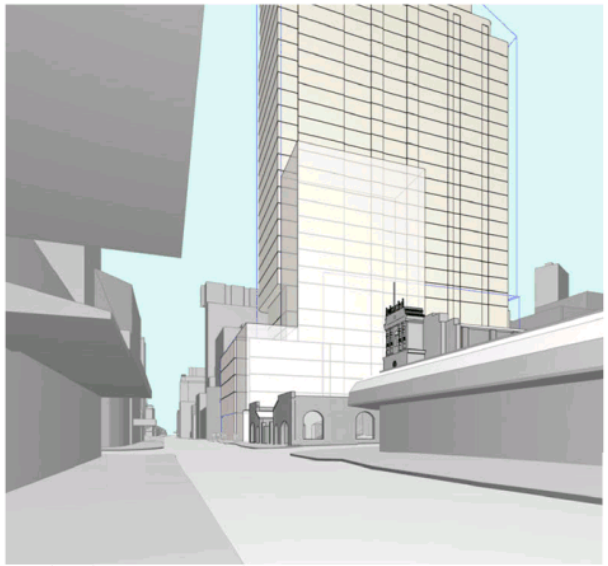
5.0 Proposed Envelopes

i. Independent Scenario - viewed in context along George Street

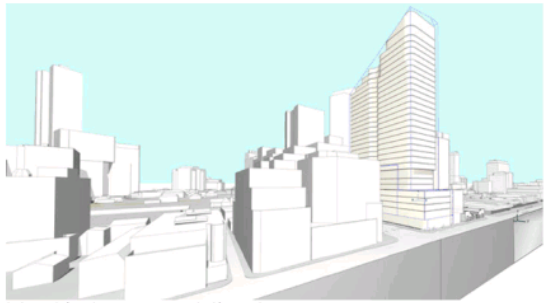
The views on this page examine how the proposed envelope and illustrative scheme will be viewed in context along George Street. The 10m setback along George Street is demonstrated to be appropriate given the tower is at a transition / gateway point along George street.



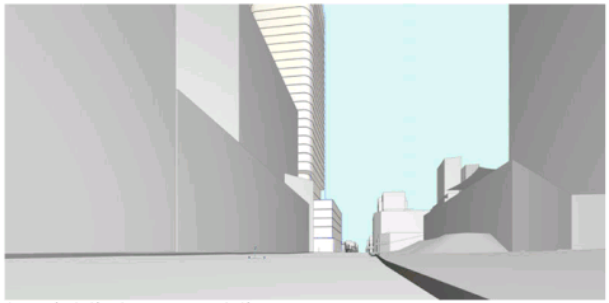
/ Elevated view along George Street - looking south



/ Street view looking along George Street - looking east
This view demonstrates how the 10m George Street tower setback will appear in context - note the reduced setback further along George Street



/ Elevated view along George Street - looking north

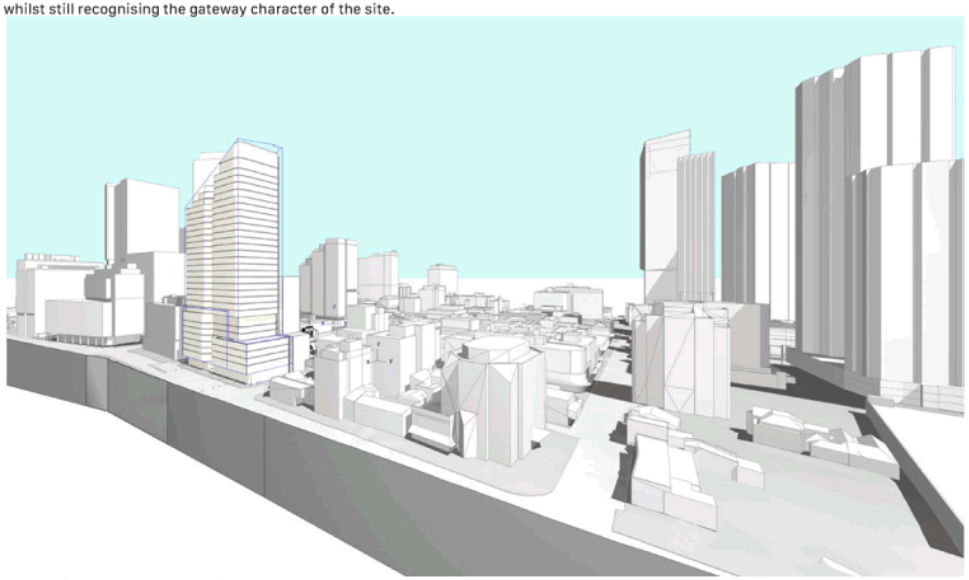


/ Street view looking along George Street - looking west
This view demonstrates how the lowered podium and 10m George Street tower set back will appear in context

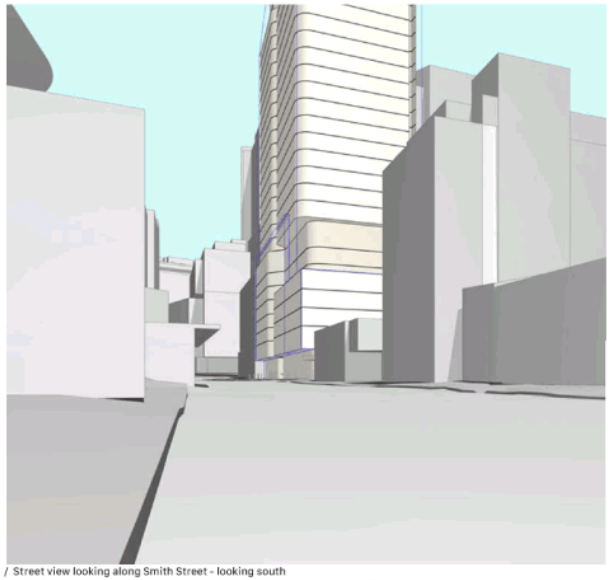
5.0 Proposed Envelopes

i. Independent Scenario - viewed in context along Smith Street

The views on this page examine how the proposed envelope and illustrative scheme will be viewed in context along Smith Street. The 1m tower / podium set back (4.6m from site boundary) along Smith Street is demonstrated to be appropriate given the bend in Smith St when viewed from the north. When viewed from the south the 10m George St setback visually releases the corner whilst still recognising the gateway character of the site.

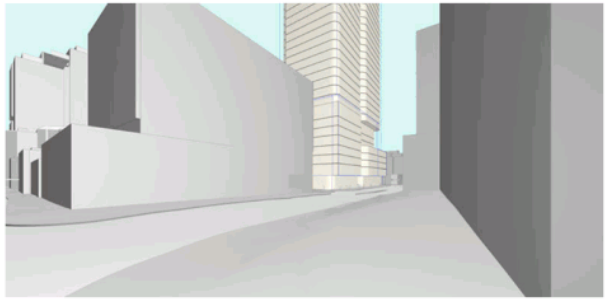


/ Elevated view along George Street - looking south



/ Street view looking along Smith Street - looking south
This view demonstrates how the stepped podium and tower setback will appear in context - note the reduced setback further along Smith Street

/ Elevated view along Smith Street - looking north



/ Street view looking along Smith Street - looking north
This view demonstrates how the stepped podium responds appropriately to its context, in particular to 25 Smith Street and creates a unified urban design outcome to this block

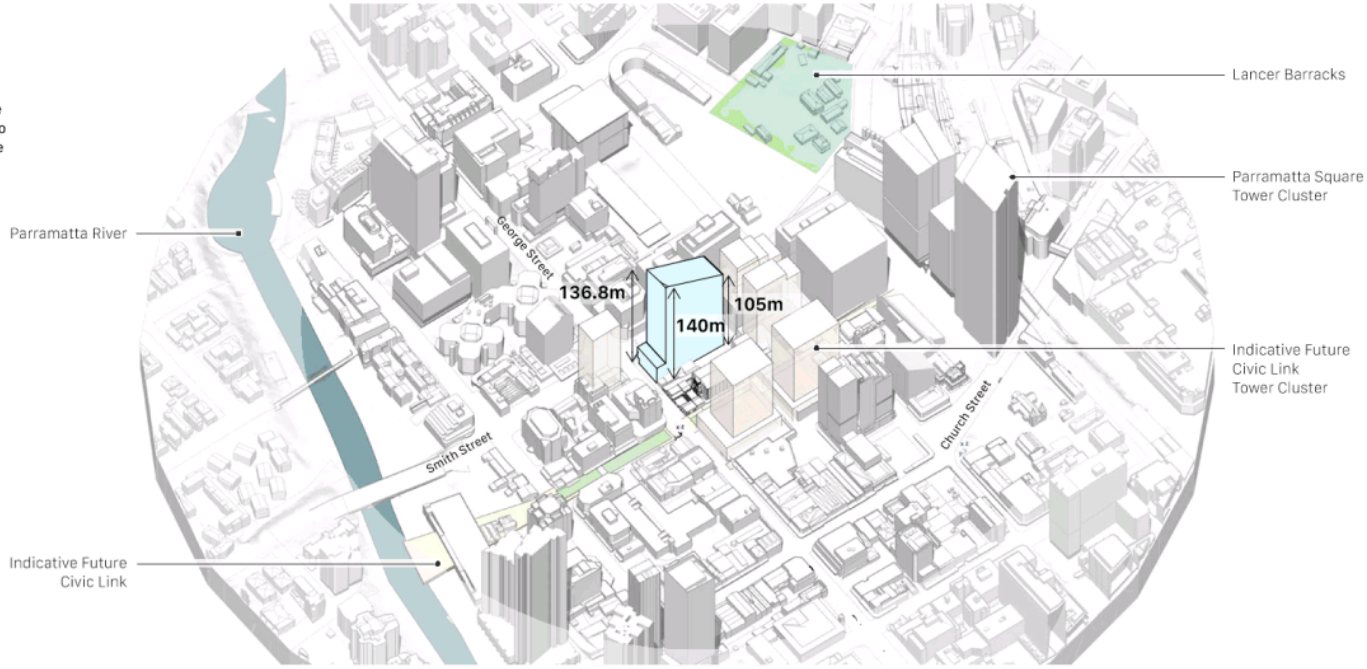
5.0 Proposed Envelopes

i. Independent Scenario - Final Envelope Form in Urban Context

Final Envelope Form in Urban Context

The tower envelope is shown amongst the context of indicative future developments along the Civic Link, Smith Street and George Street; the current Parramatta Square tower cluster is also visible in this model.

The tower envelope measures approximately 140m in height from natural ground level to its highest point. The top of the tower, being capped by the sun access plane to Lancer Barracks, slants away to a height of 136.8m at the corner of George and Smith Streets. Towards the southern end of the envelope, at Macquarie Lane, the tower measures approximately 105m in height.



5.0 Proposed Envelopes

i. Independent Scenario - Illustrative Massing

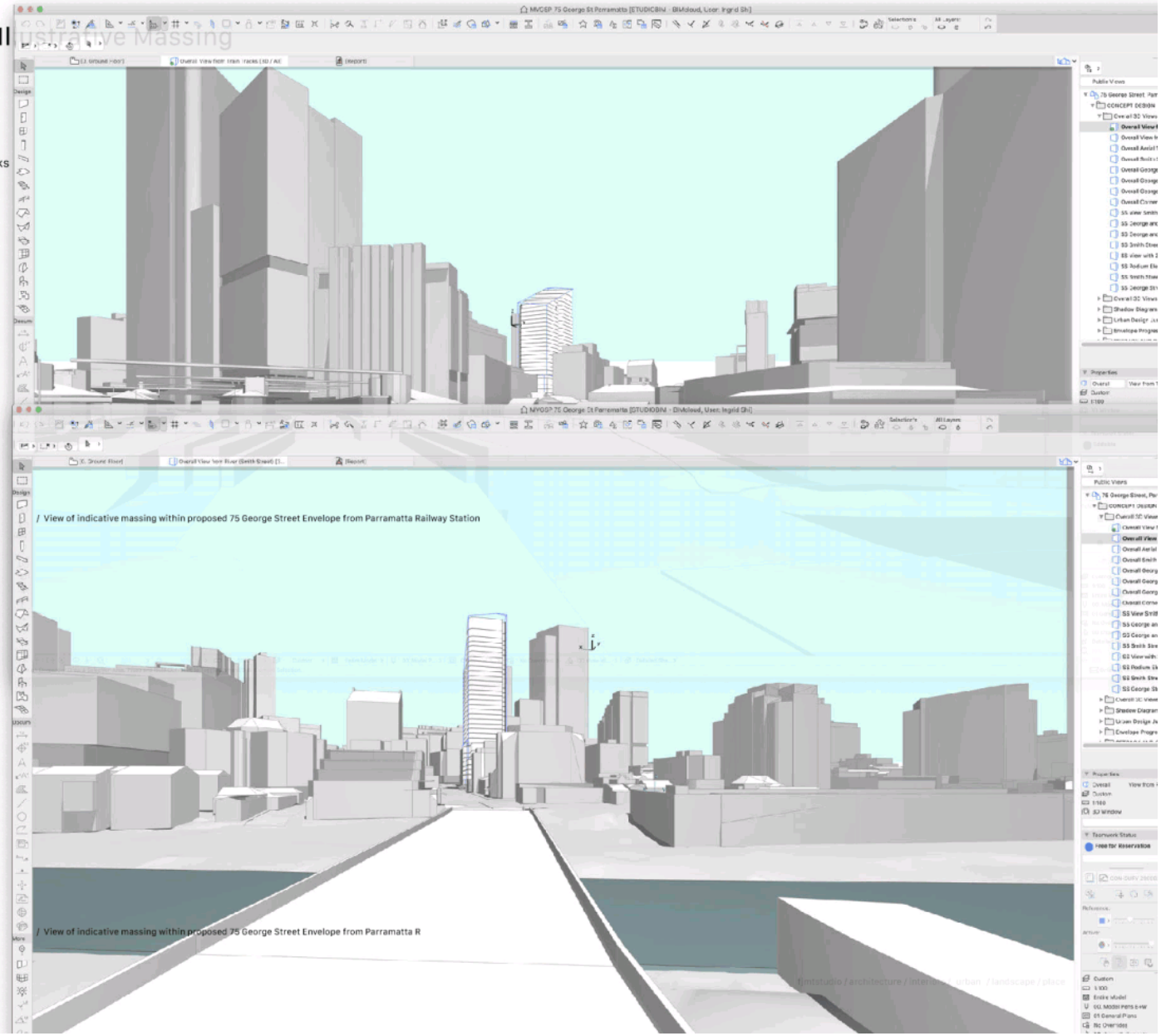
5.0 Proposed Envelopes

i. Independent Scenario - Illustrative Massing

Illustrative Massing and Articulation within Proposed Independent Envelope

Urban scale views demonstrating how the indicative massing fits into the context:

1. View from Parramatta Railway Station/ train tracks to the south;
2. View from Parramatta River to the north



5.0 Proposed Envelopes

i. Independent Scenario - Illustrative Massing

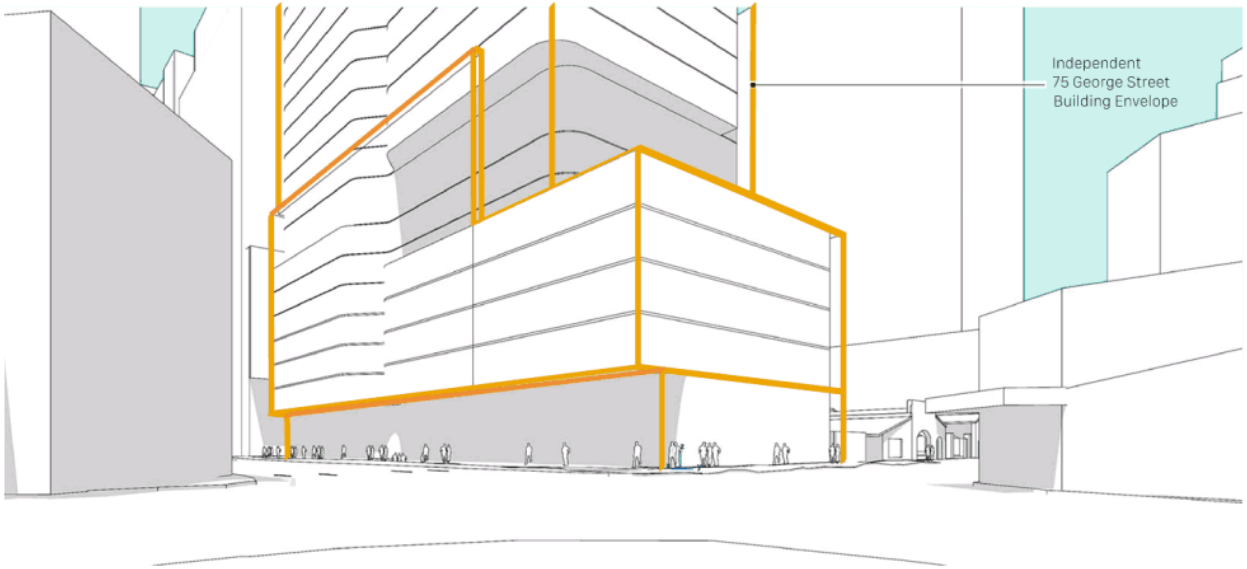
Illustrative Massing and Articulation within Proposed Independent Envelope

As noted in previous sections of the report, there are opportunities for massing articulation within the proposed envelope.

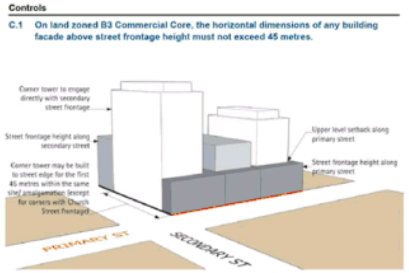
For example, the indent in the massing shown in the image on the right helps to break down the perceived facade length along Smith Street, which is approximately 76m. The indent and any further facade articulation will effectively divide the facade into two perceived facades into more palatable widths.

The above aligns with Council's current DCP control of having a maximum facade length of 45m along a street frontage.

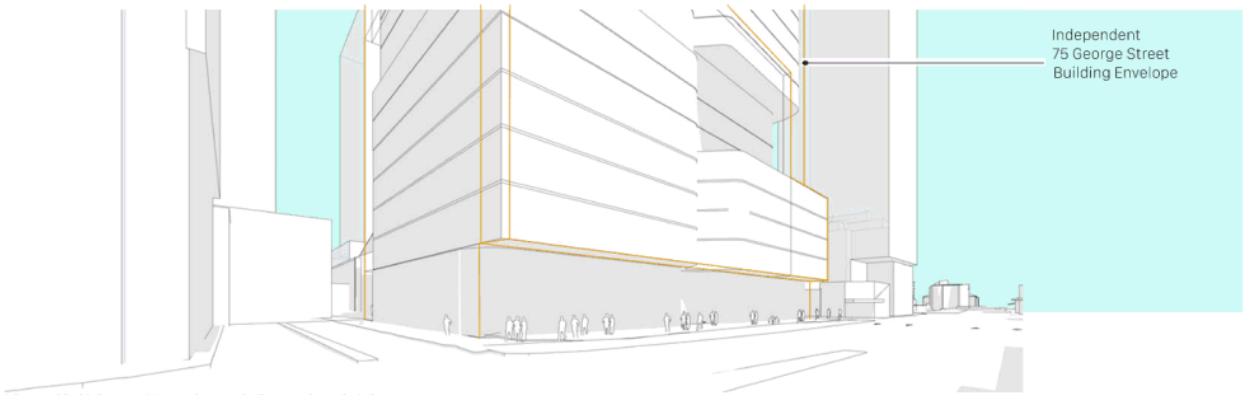
Furthermore, indented levels may be introduced to assist with transitioning between the podium and the tower massing form, as illustrated in the various views on this page.



/ View towards indicative massing within proposed 75 George Street Envelope on the corner of George and Smith Street



/ Diagram from Parramatta Council DCP 2011, Part 4, Figure 4.3.3.1.11



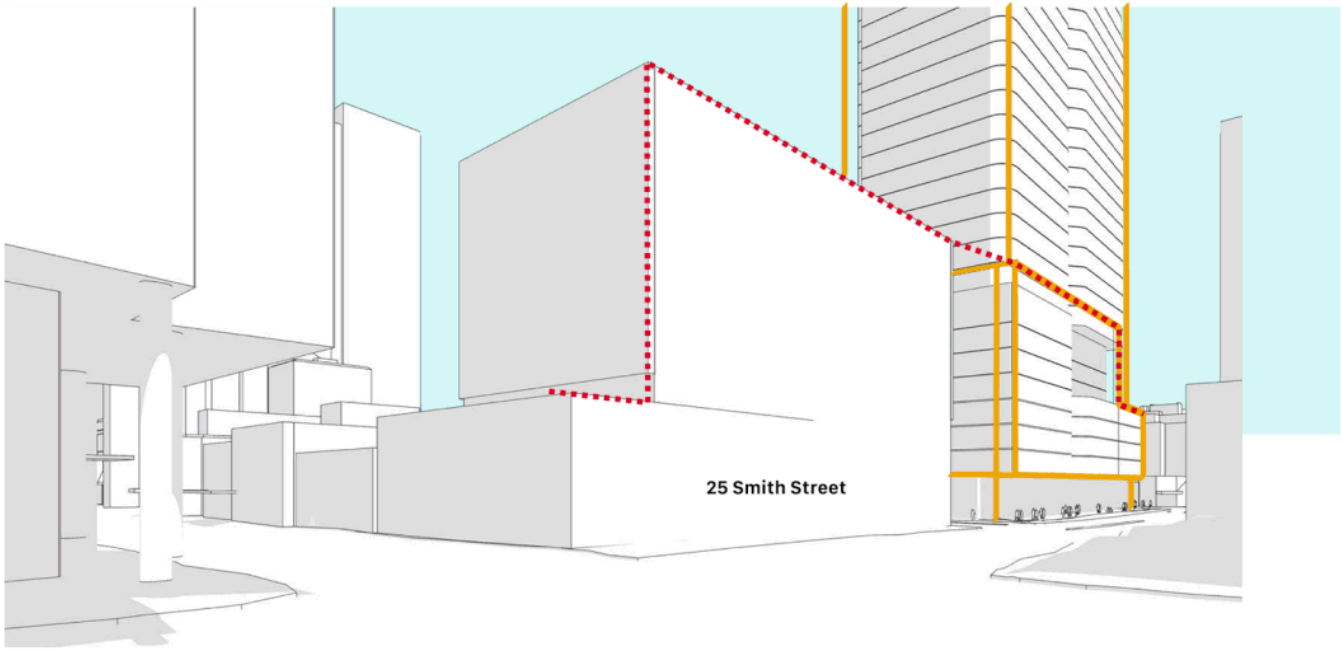
/ Corner of Smith Street and Macquarie Lane - Podium massing articulation

5.0 Proposed Envelopes

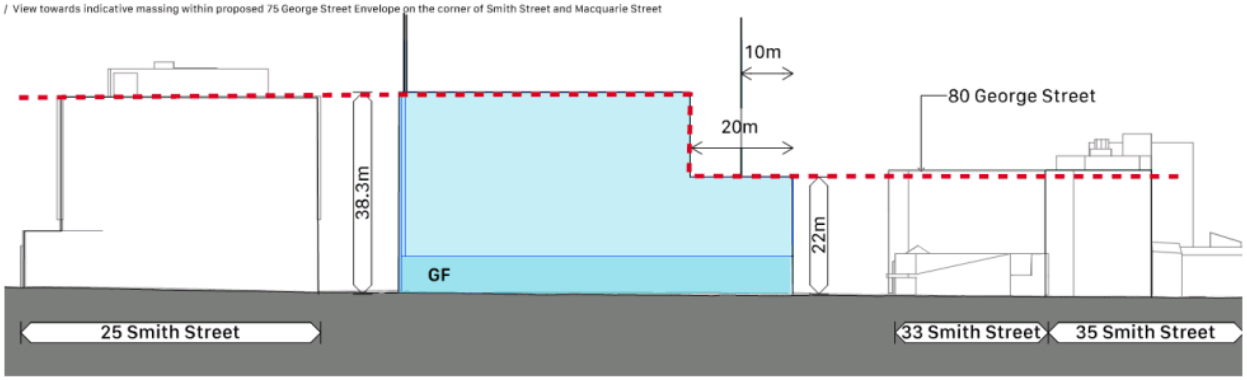
i. Independent Scenario - Illustrative Massing

Illustrative Massing and Articulation within Proposed Independent Envelope

The articulation in the indicative massing preserves the stepped podium relationship with 25 Smith Street.

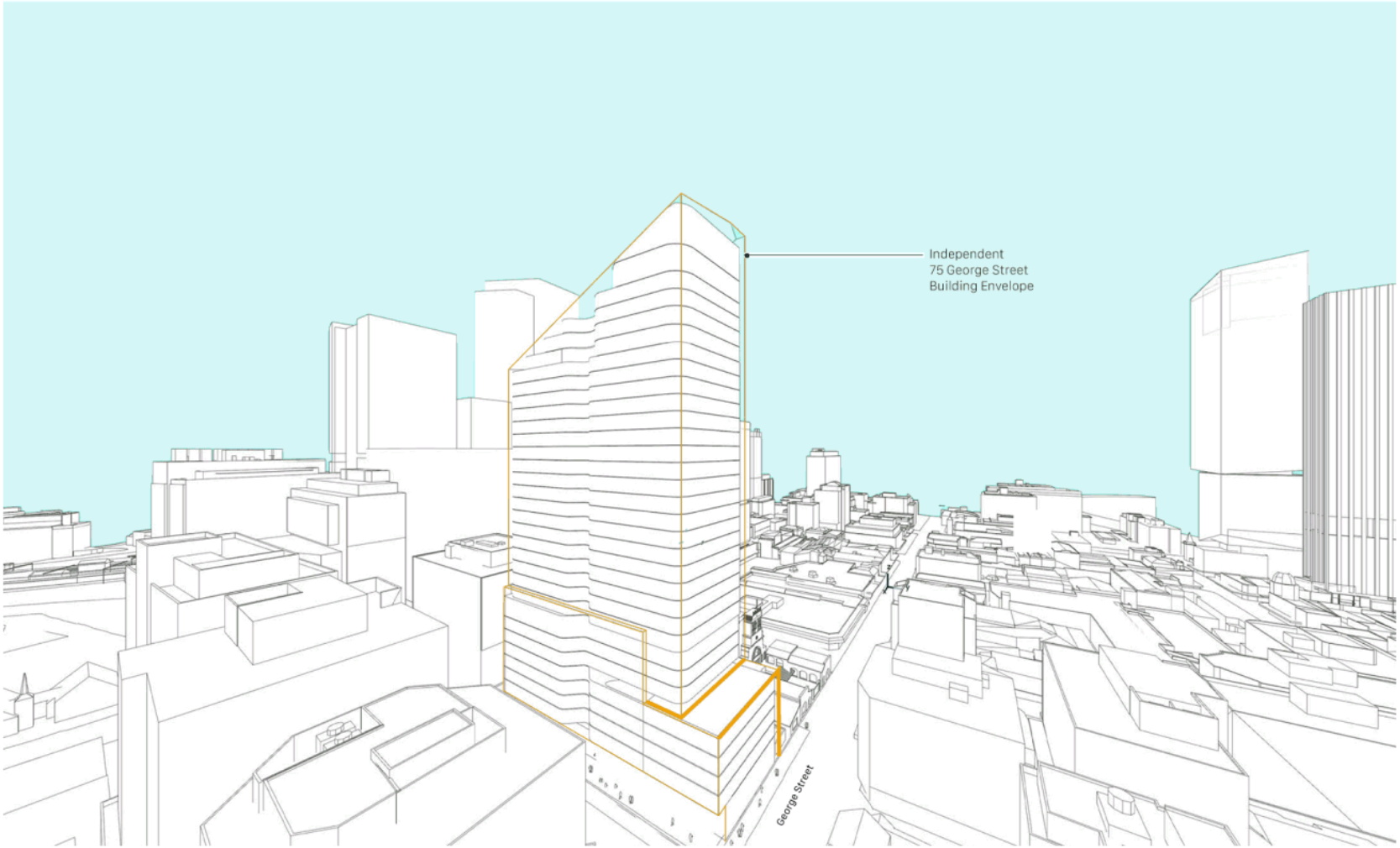


/ View towards indicative massing within proposed 75 George Street Envelope on the corner of Smith Street and Macquarie Street



5.0 Proposed Envelopes

i. Independent Scenario - Illustrative Massing



/ Overall view of indicative massing within proposed 75 George Street envelope

5.0 Proposed Envelopes

i. Independent Scenario - Illustrative Massing

Illustrative Massing and Articulation within Proposed Independent Envelope

The western elevation is important for any future development on 75 George Street.

It is important due to its height and visibility from the west of George Street.

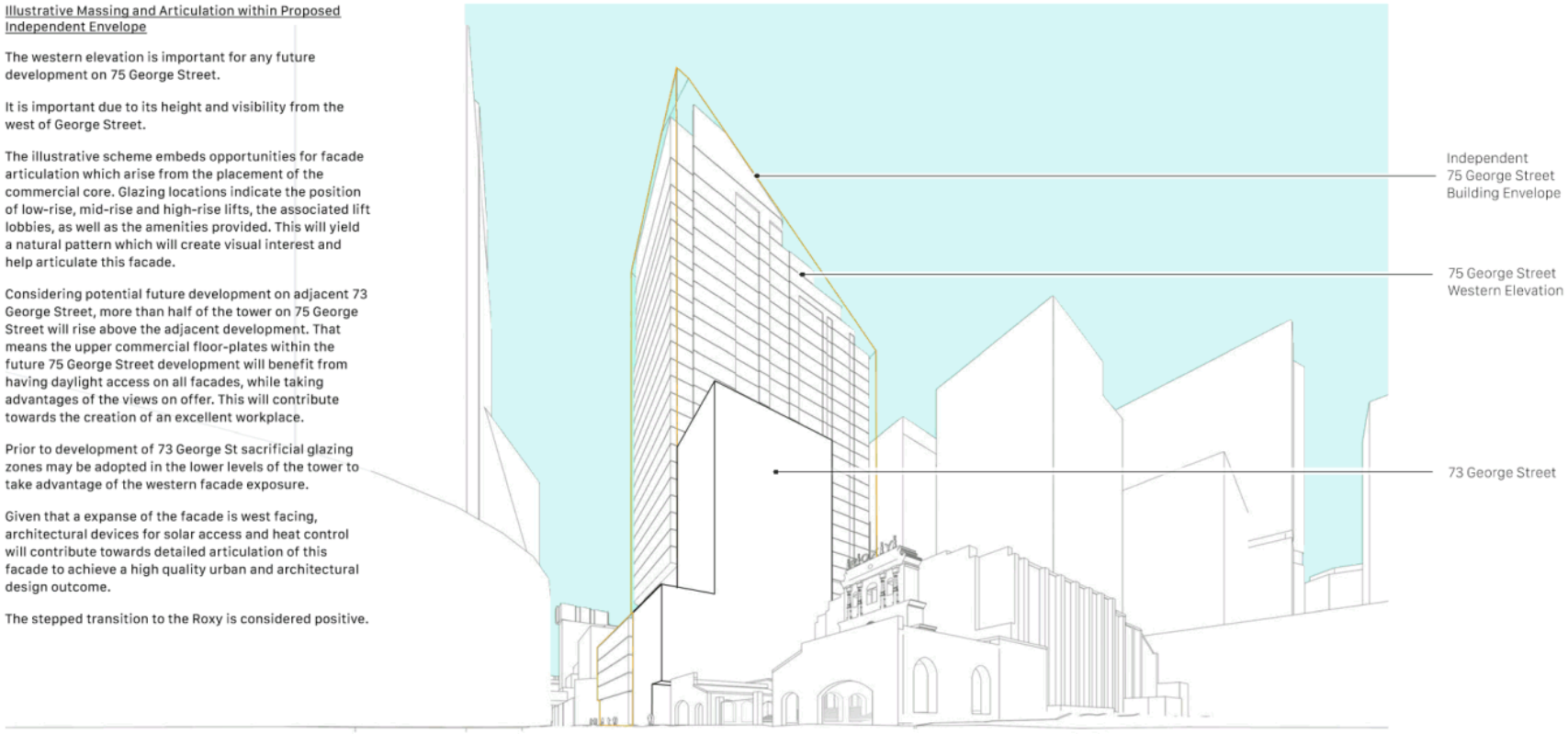
The illustrative scheme embeds opportunities for facade articulation which arise from the placement of the commercial core. Glazing locations indicate the position of low-rise, mid-rise and high-rise lifts, the associated lift lobbies, as well as the amenities provided. This will yield a natural pattern which will create visual interest and help articulate this facade.

Considering potential future development on adjacent 73 George Street, more than half of the tower on 75 George Street will rise above the adjacent development. That means the upper commercial floor-plates within the future 75 George Street development will benefit from having daylight access on all facades, while taking advantages of the views on offer. This will contribute towards the creation of an excellent workplace.

Prior to development of 73 George St sacrificial glazing zones may be adopted in the lower levels of the tower to take advantage of the western facade exposure.

Given that a expanse of the facade is west facing, architectural devices for solar access and heat control will contribute towards detailed articulation of this facade to achieve a high quality urban and architectural design outcome.

The stepped transition to the Roxy is considered positive.



/ Image: Western Elevation with Roxy Theatre in the Foreground

6.0 Relationship to Adjoining Developments

i. 73 George Street only

6.0 Relationship to Adjoining Developments

Independent Sites with Alternate Setbacks - 73 George Street only

Relationship to the adjoining development on 73 George Street

A positive relationship to the Roxy Theatre and a favourable urban design outcome:

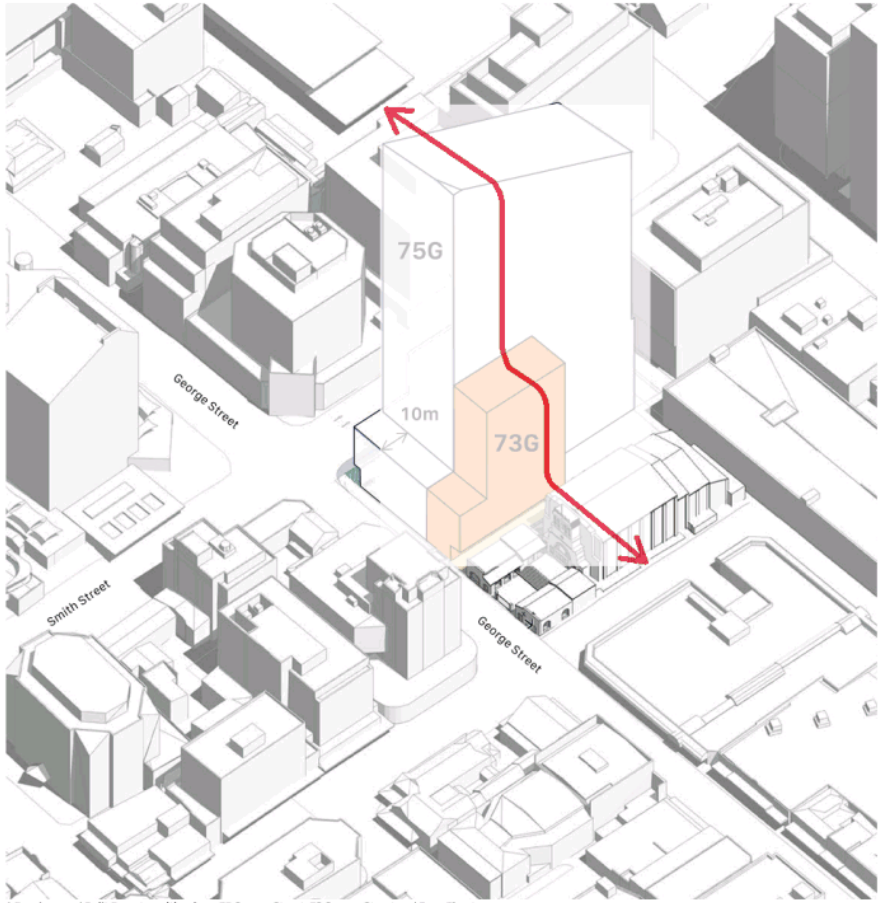
- Objective of viewing Roxy in the round is still achieved in an independent scenario
- Independent Envelope at 73 George Street is closer to the Roxy Theatre but it is substantially lower in height thus providing a favourable urban design transition from the corner site 75 George Street, to the Roxy Theatre
- assumes 6.9:1 FSR for 73 George Street
- assumes approximately 60m height for 73 George Street

The precedent images below provide examples of developments on narrow sites that have zero setbacks to the common boundary.

/ 173 Pacific Highway, North Sydney (33 storeys)

/ 426-430 Kent Street, Sydney (13 storeys, 55m)

/ 139 York Street, Sydney (18 storeys, Hotel)



/ Envelope and Built Form transition from 75 George Street, 73 George Street and Roxy Theatre

6.0 Relationship to Adjoining Developments

Independent Sites with Alternate Setbacks - 73 George Street only

Zero Setback to Common Boundary

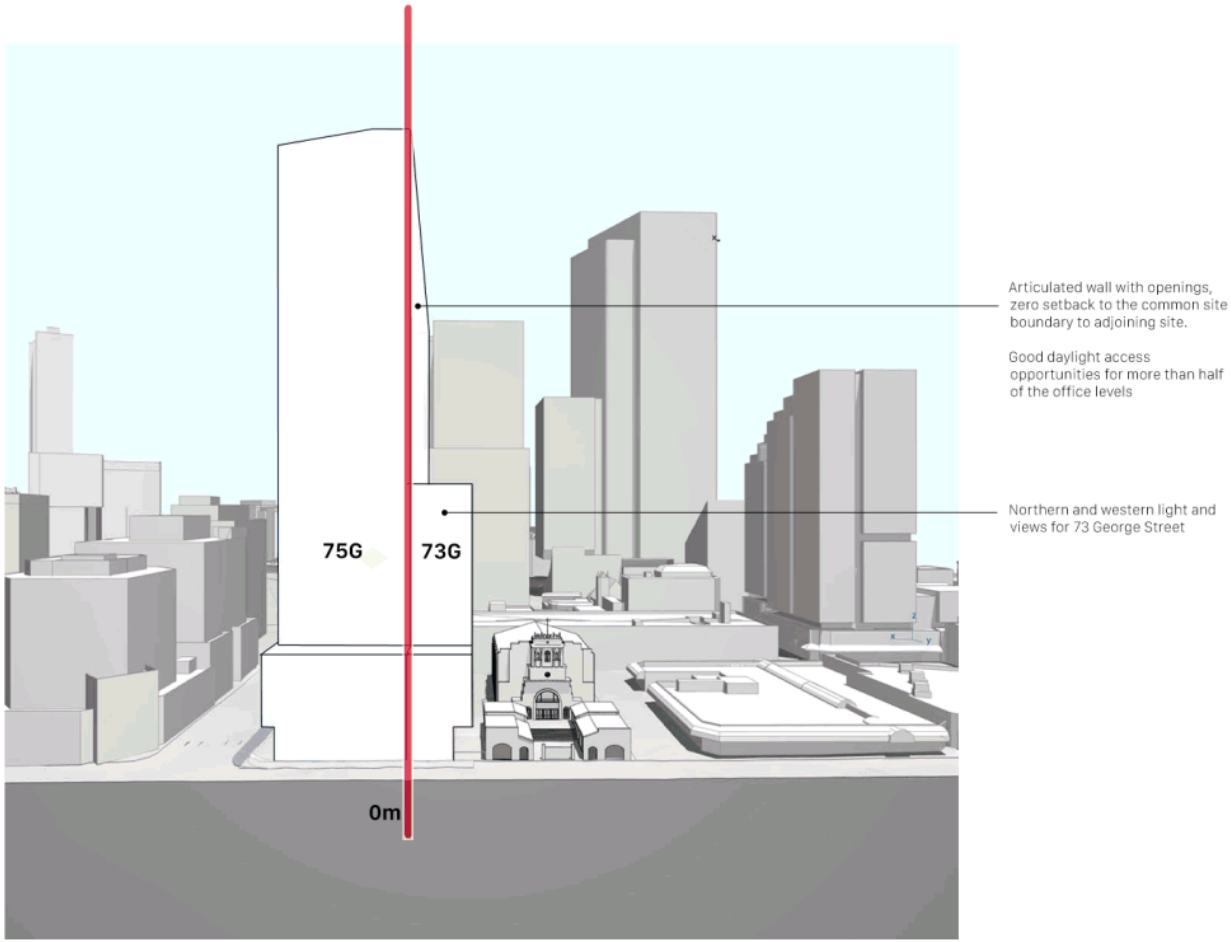
The preferred placement of the commercial core for an independent development on 75 George Street would be towards the western boundary, to liberate other facades be utilised for daylight access, and to achieve an efficient floor-plate.

It is anticipated that an independent 73 George Street development will benefit from having its core adjacent to the common boundary with 75 George Street, therefore the 0m setback at the common boundary applies to both 73 and 75 George Street.

The resultant built form along the overall George Street streetscape is appropriate when considered against the Roxy Theatre.

73 George Street is able to take advantage of northern and western light and views for the future development.

/ Precedent: Towers with zero setback to common boundary



/ Envelope forms at 75 and 73 George Street

6.0 Relationship to Adjoining Developments

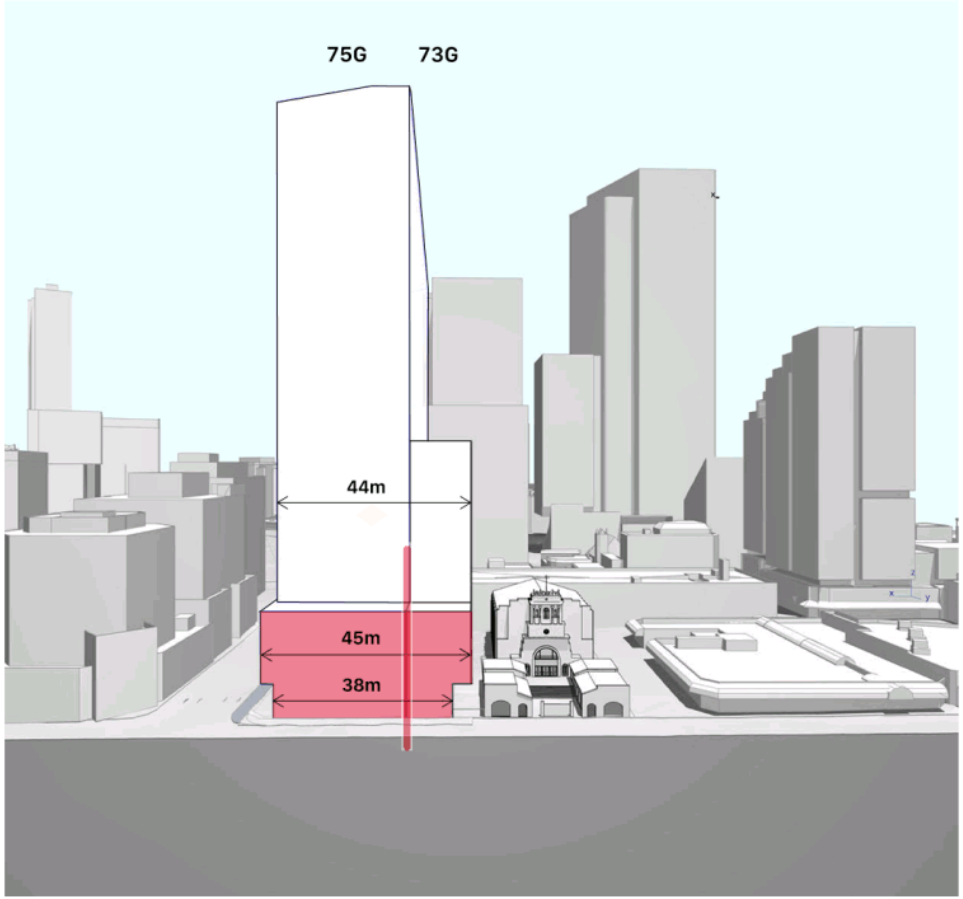
Independent Sites with Alternate Setbacks - 73 George Street only

Zero Setback to Common Boundary

The width of the combined envelopes on 73 and 75 George Street are as follows:

1. 38m at Ground Floor
2. 45m for Podium Levels (north, facing George Street)
3. 44m for Tower Levels (north, facing George Street)

These widths are comparable with the widths attained from an amalgamated site scenario. The scale is deemed appropriate relative to the existing Roxy and future anticipated massing.



/ Envelope forms at 75 and 73 George Street

6.0 Relationship to Adjoining Developments

i. 73 George Street only - Hotel Feasibility

Feasibility Study for 73 George Street

To ensure that the site remains suitable for future development, a feasibility study has been undertaken for 73 George Street as an independent site. The feasibility proposes a boutique hotel arrangement on the site.

The floor-plate features a side core that runs along the east of the site, at the common boundary between 73 George Street and 75 George Street. The floor-plate is orientated primarily towards the north and the west.

Each level will be populated with hotel room modules, These rooms are single aspect and have an internal width of 3.1m, with an internal area of 25sqm. Atypical rooms fill the corners of the floor-plate.

The following setbacks are adopted for 73 George Street:

George Street (north)

Ground Floor: 0m setback to boundary

Podium Levels: 0m setback to boundary

Tower Levels: 10m setback from boundary, aligning with adjacent 75 George Street envelope

Roxy Theatre (west)

Ground Floor: 7m Macquarie Lane extension

Podium Levels: 3m setback from boundary (open to sky)

Tower Levels: 3m setback from boundary (open to sky)

75 George Street (east)

Ground Floor: 0m setback from common boundary

Podium Levels: 0m setback from common boundary

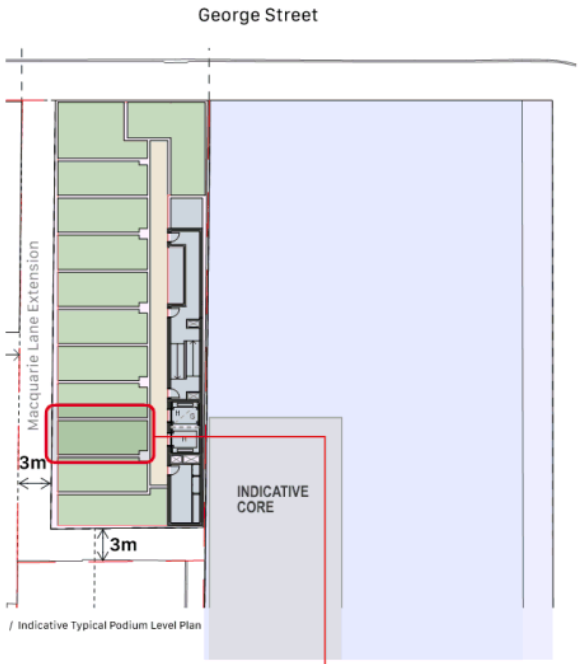
Tower Levels: 0m setback from common boundary

Council Carpark lot (south)

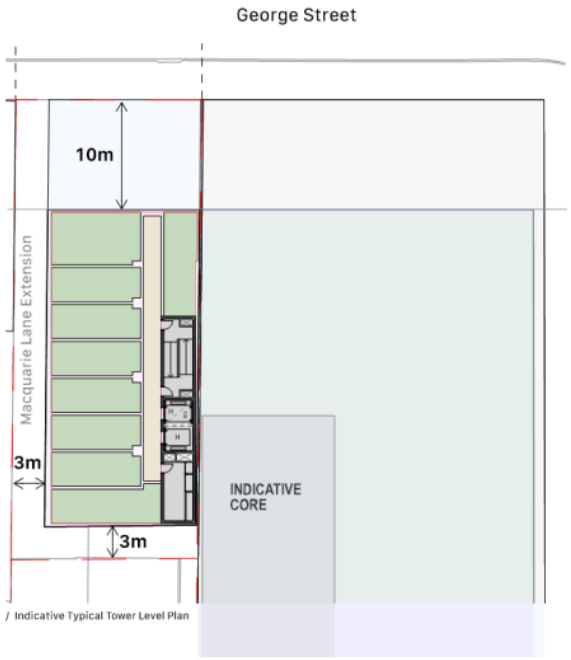
Ground Floor: 3m setback from common boundary

Podium Levels: 3m setback from common boundary

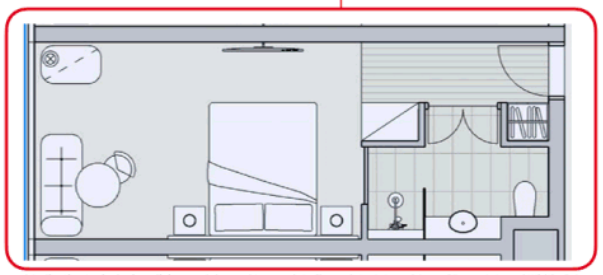
Tower Levels: 3m setback from common boundary



/ Indicative Typical Podium Level Plan



/ Indicative Typical Tower Level Plan



/ Indicative typical micro-living module used to populate floor-plate. Internal Area: 25sqm, Internal Width: 3.1m

6.0 Relationship to Adjoining Developments

i. 73 George Street only - Hotel Feasibility

Feasibility Study for 73 George Street

The boutique hotel on 73 George Street consists of the following elements:

1. Ground Floor - with an address on George Street. The hotel lobby will be access from the 7m Macquarie Lane extension to the west of the site. A continuous awning wrapping around from George to the laneway will bring a human scale to the ground plane interface, and contribute towards a cosy laneway atmosphere. The area is envisioned to have dappled light coming through trees, cafe seating and light pedestrian activity.
2. Level 1 - has a higher floor to floor to accommodate hotel facilities, including the option for a swimming pool.
3. Level 2-4 hosts the podium level hotel rooms
4. Mid level plant on Level 5
5. Level 6-13 hosts the tower hotel rooms
6. Level 14 rooftop plant to cap off the building at 15 stories.

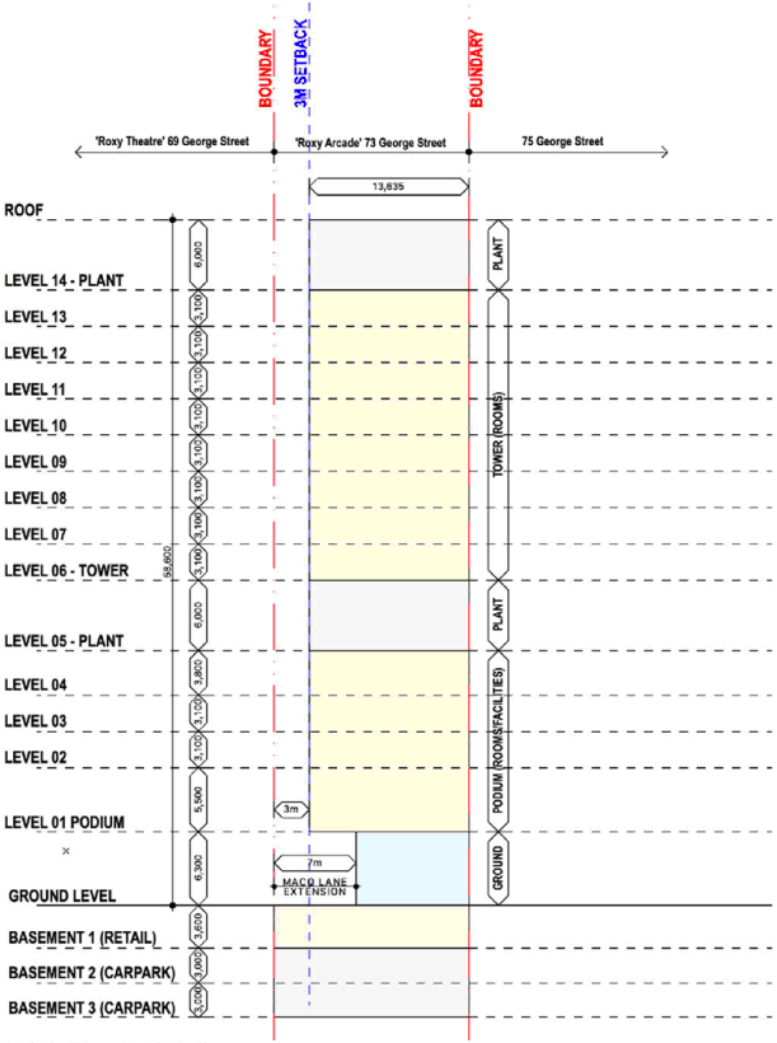
Images on the following page will demonstrate what the 73 George Street development may potentially look like, and show its relationship with the neighbouring developments in massing form.

The objective of viewing Roxy Theatre in the round is still achieved in this scenario.

75 George Street, Parramatta
fjmt
Scenario 2C - All Sites Independent, 73G Hotel Feasibility Study

Level	Use	RL	Floor to Floor Height (m)	GBA (73G Roxy Arcade with 7m Lane)	GFA (73G Roxy Arcade with 7m Lane)	NLA	GLAR	Efficiency GFA/GBA (%)	Efficiency NLA/GFA (%)
Roof		67.38							
Level 14 (Plant)	Plant	61.38	6.0	395	40			10.0%	
Level 13	Hotel Rooms (Tower)	58.28	3.1	395	311	247		78.8%	79.4%
Level 12	Hotel Rooms (Tower)	55.18	3.1	395	311	247		78.8%	79.4%
Level 11	Hotel Rooms (Tower)	52.08	3.1	395	311	247		78.8%	79.4%
Level 10	Hotel Rooms (Tower)	48.98	3.1	395	311	247		78.8%	79.4%
Level 9	Hotel Rooms (Tower)	45.88	3.1	395	311	247		78.8%	79.4%
Level 8	Hotel Rooms (Tower)	42.78	3.1	395	311	247		78.8%	79.4%
Level 7	Hotel Rooms (Tower)	39.68	3.1	395	311	247		78.8%	79.4%
Level 6 (Tower)	Hotel Rooms (Tower)	36.58	3.1	395	311	247		78.8%	79.4%
Level 5	Plant	30.58	6.0	533					
Level 4	Hotel Rooms (Podium)	26.78	3.8	533	409	325		76.7%	79.4%
Level 3	Hotel Rooms (Podium)	23.68	3.1	533	409	325		76.7%	79.4%
Level 2	Hotel Rooms (Podium)	20.58	3.1	533	409	325		76.7%	79.4%
Level 1	Hotel Facilities (Podium)	15.08	5.5	533	320			60.0%	
Ground	Retail/Entry Lobby	8.78	6.3	378	250		100	66.1%	
Basement 01	Retail-EOT	5.78	3.0	704	528			75.0%	
Basement 02	Parking/Loading/Plant	2.78	3.0	704					
Basement 03	Parking	-0.22	3.0	704					
				8,713	4,855	2,953	100	55.72%	60.82%

/ Indicative 73 George Street Feasibility Area Schedule

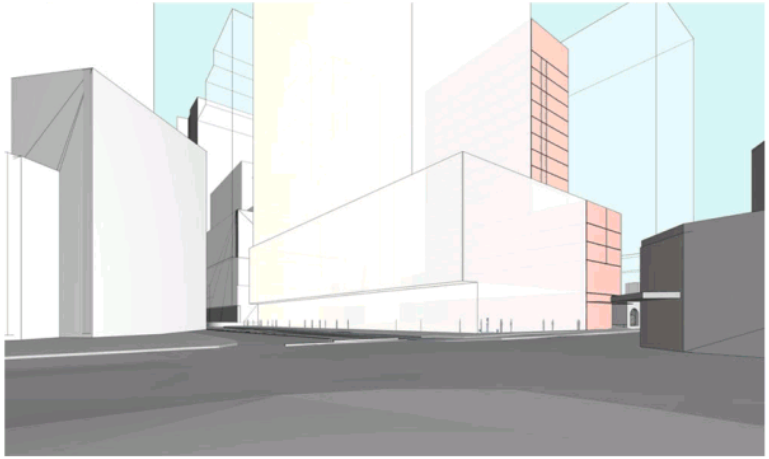


/ Indicative 73 George Street Section Diagram

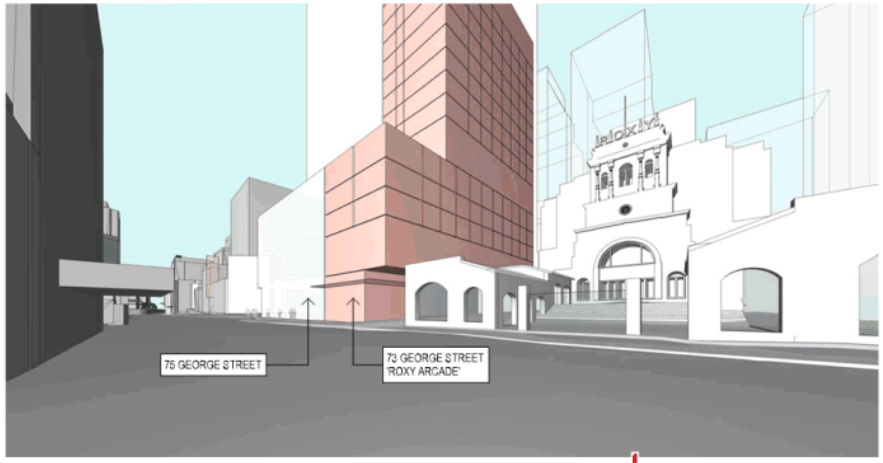
6.0 Relationship to Adjoining Developments

i. 73 George Street only - Hotel Feasibility

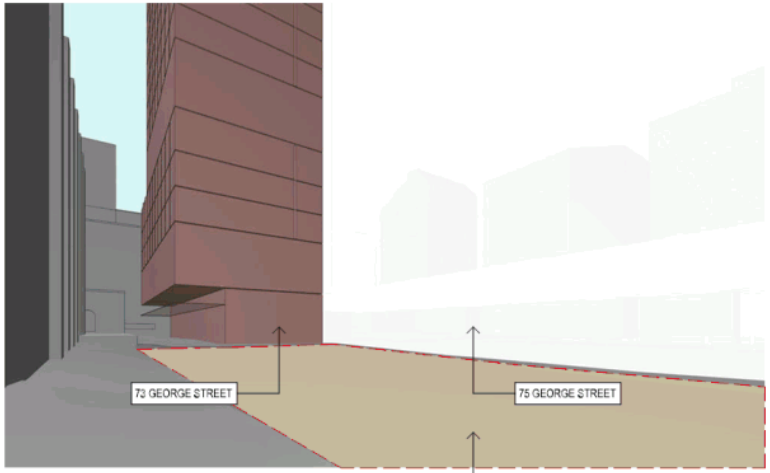
The objective of viewing the Roxy Theatre in the round is still achieved



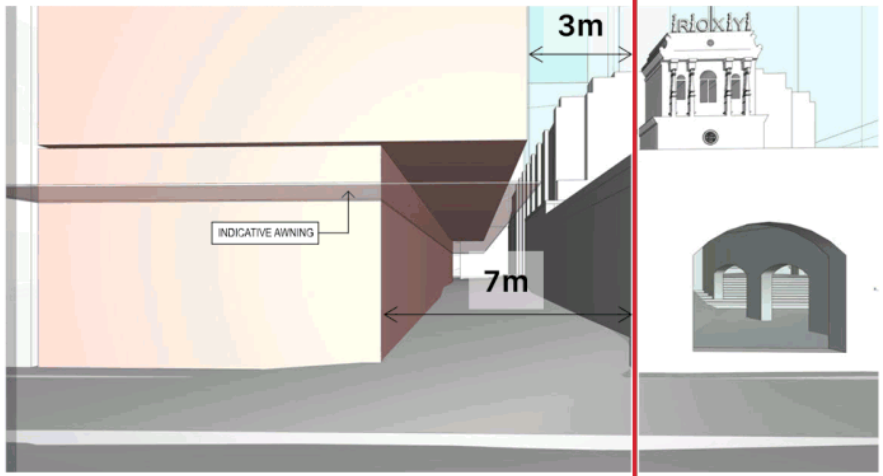
/ Corner of George and Smith Street



/ Roxy Theatre, 73 George Street and 75 George Street



/ Current Council Carpark Site



/ Roxy Arcade - Macquarie Lane Extension

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6.0 Relationship to Adjoining Developments
ii. Combined 73 George Street and Council Carpark Site

6.0 Relationship to Adjoining Developments

ii. Combined 73 George Street and Council Carpark Site

Combined 73 George Street and Council Carpark Site

The Council carpark lot is understood to be under Sydney Metro acquisition.

In the event that this lot is developed as an amalgamated lot with 73 George Street in the future, we have studied how a combined option for 73 George Street and the Council carpark lot would work.

The setbacks adopted are the same as the 73 George Street independent site feasibility, apart from the southern setback.

The southern setback is as follows:

Ground Floor: 0m setback to boundary

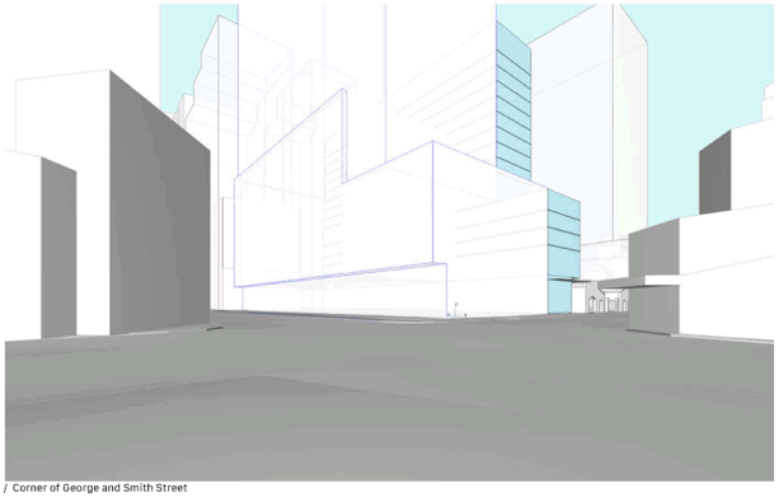
Podium Levels: 0m setback to boundary

Tower Levels: 1m setback from podium, which is 1m setback from the boundary. This aligns with adjacent 75 George Street envelope tower setback.

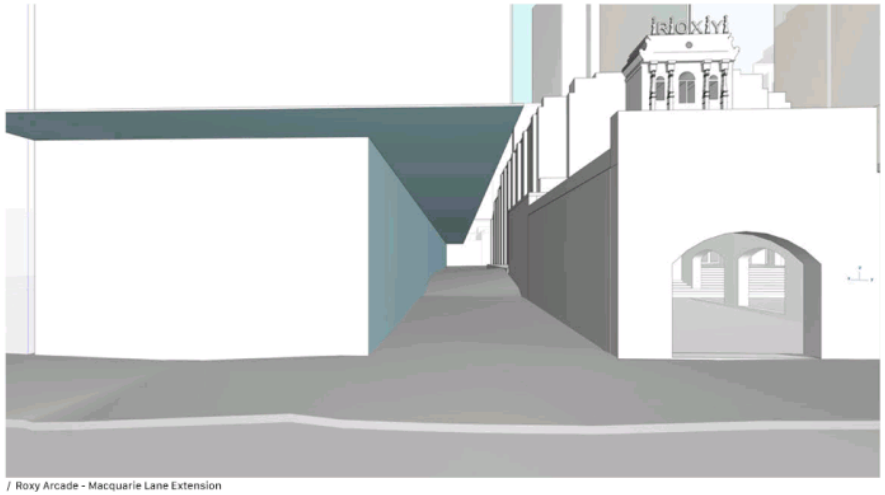
The massing also offers a stepping podium that follows the stepping podium of the 75 George Street envelope. This presents a consistent datum to Macquarie Lane, mirroring the existing built form condition of 25 Smith Street.

The objective of viewing the Roxy Theatre in the round is still achieved

/ Roxy Theatre, 73 George Street and 75 George Street



/ Corner of George and Smith Street



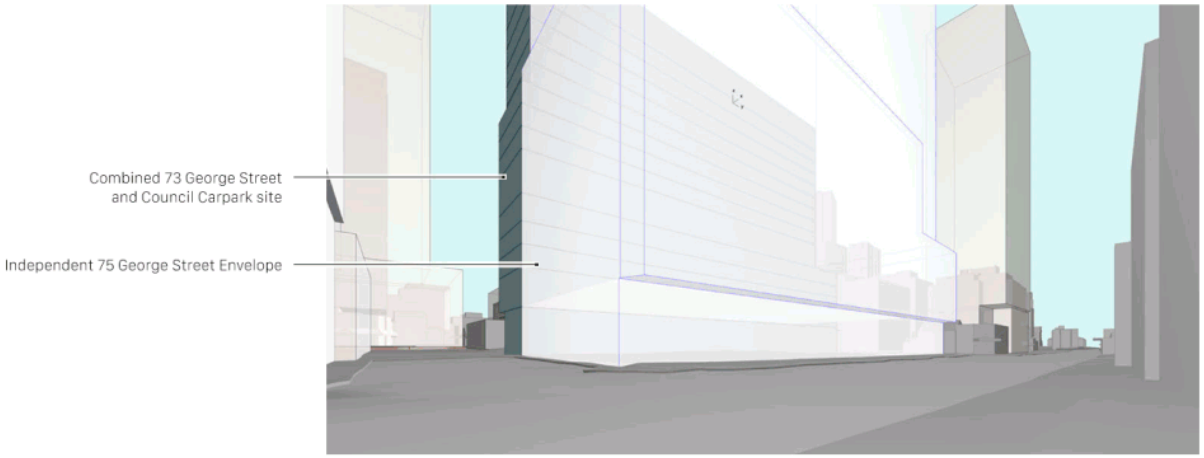
/ Roxy Arcade - Macquarie Lane Extension

6.0 Relationship to Adjoining Developments

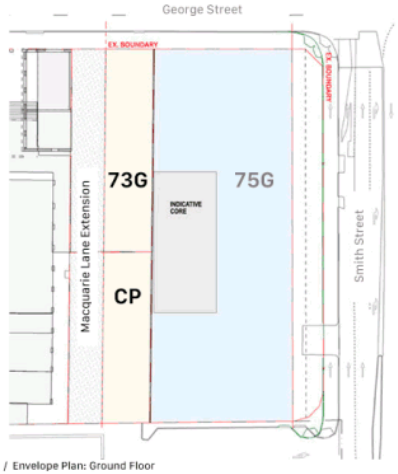
ii. Combined 73 George Street and Council Carpark Site

Combined 73 George Street and Council Carpark Site

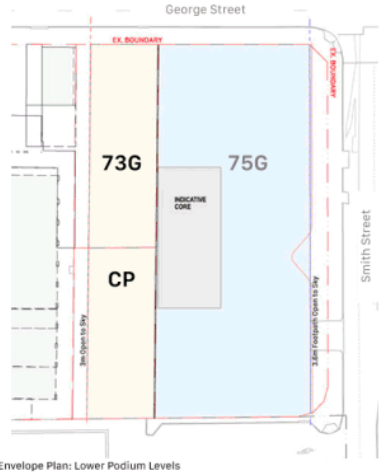
Envelope plans for various typical levels are provided for reference below.



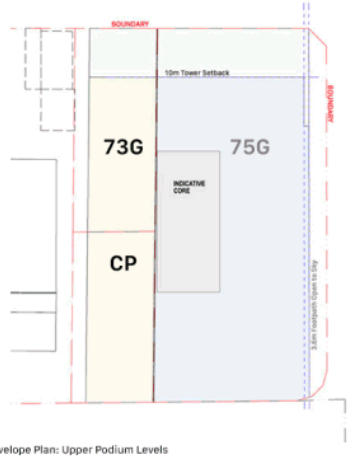
/ View from corner of Smith Street and Macquarie Lane



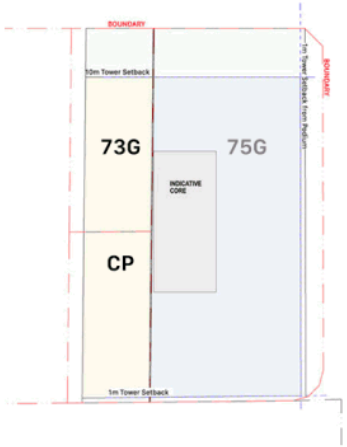
/ Envelope Plan: Ground Floor



/ Envelope Plan: Lower Podium Levels



/ Envelope Plan: Upper Podium Levels

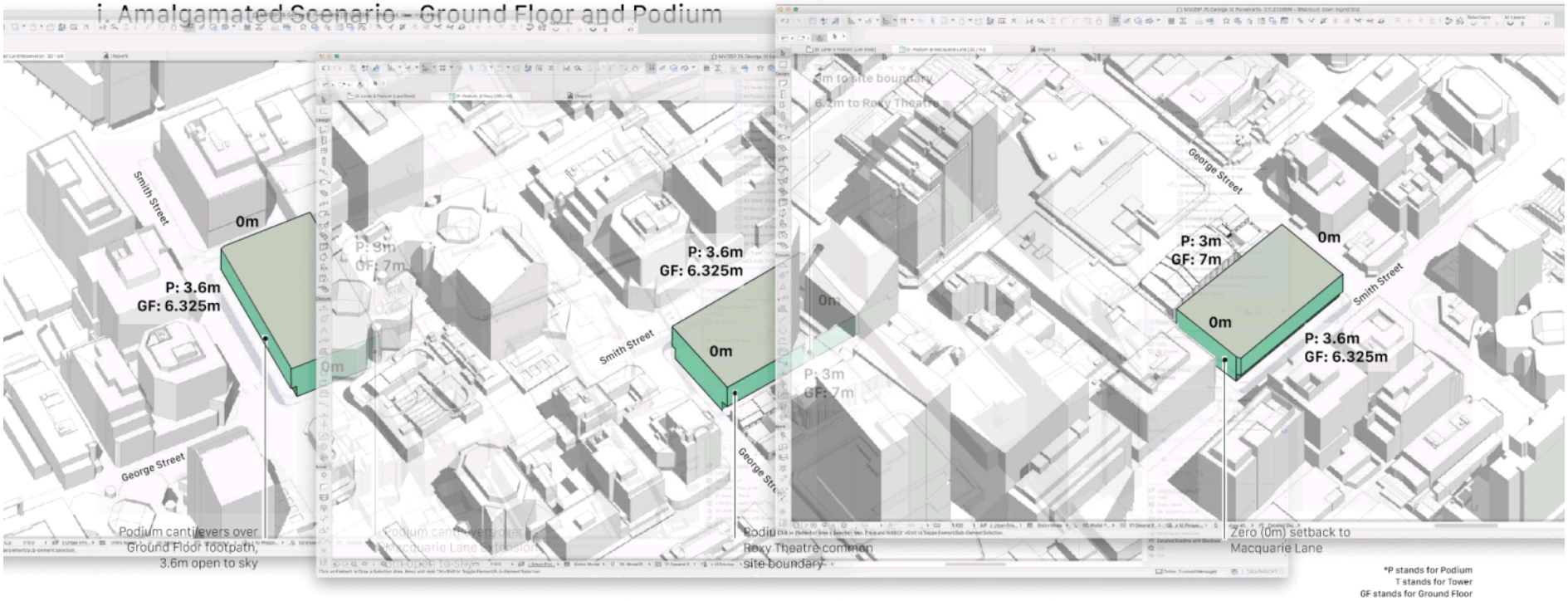


/ Envelope Plan:Tower Levels

7.0 Proposed Envelopes
i. Amalgamated Scenario

7.0 Proposed Envelopes

i. Amalgamated Scenario – Ground Floor and Podium



Smith Street Setbacks

Ground Floor: 6.325m (including new bus lane encroachment of 0.325m and new 6m footpath)

Podium Levels: 3.6m setback from the site boundary, this zone will be open to sky

Same as Independent Scenario.

Relationship to Adjoining Development

Ground Floor: 7m Macquarie Lane extension

Podium Levels: 3m setback to the site boundary (common with Roxy Theatre), which is a 6.2m separation from the Roxy Theatre itself.

Macquarie Lane Setbacks

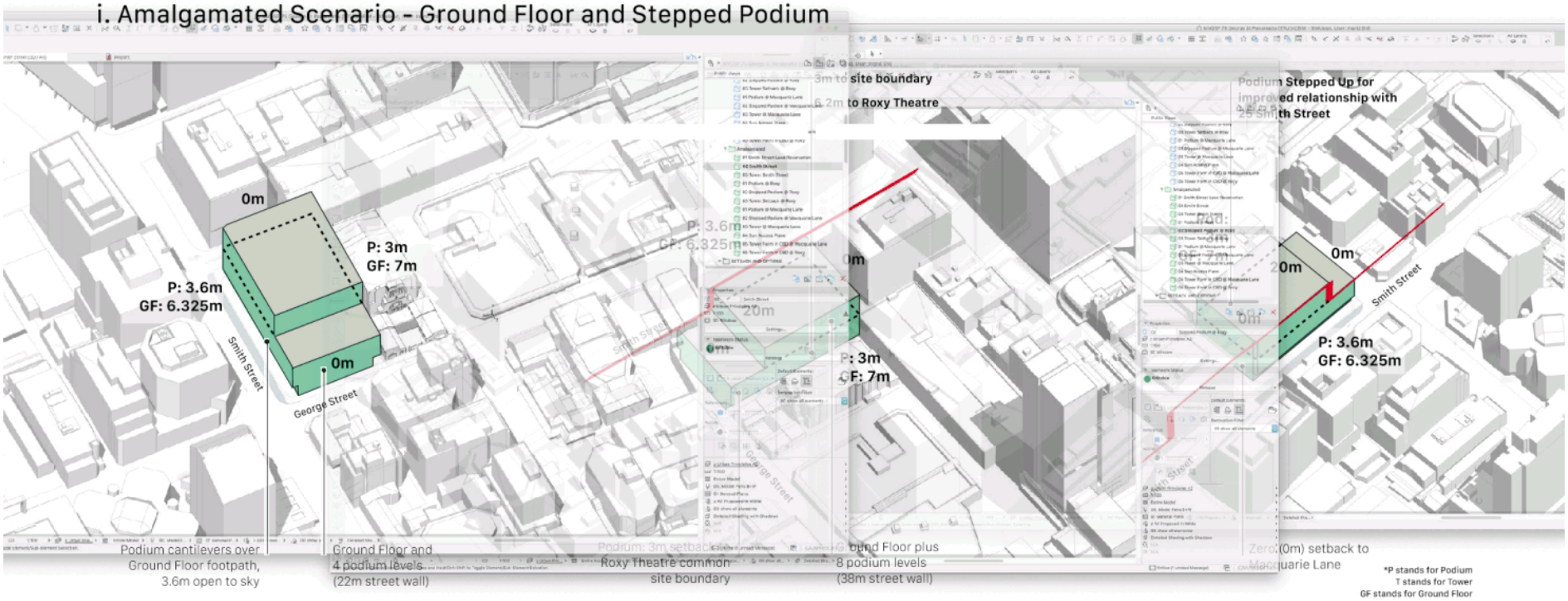
Ground Floor: 0m to site boundary

Podium Levels: 0m to site boundary

Same as Independent Scenario.

7.0 Proposed Envelopes

i. Amalgamated Scenario - Ground Floor and Stepped Podium



Smith Street Setbacks

Ground Floor: 6.325m (including new bus lane encroachment of 0.325m and new 6m footpath)

Podium Levels: 3.6m setback from the site boundary, this zone will be open to sky

Lower Podium addressing George Street runs for 20m along Smith Street before stepping up to the higher portion, this applies across the site for the amalgamated scenario.

Relationship to Adjoining Development

Ground Floor: 7m Macquarie Lane extension

Podium Levels: 3m setback to the site boundary (common with Roxy Theatre), which is a 6.2m separation from the Roxy Theatre itself.

Macquarie Lane Setbacks

Ground Floor: 0m to site boundary

Podium Levels: 0m to site boundary

Same as Independent Scenario.

The red line illustrates how the stepped podium relates to 25 Smith Street, the envelope form serves to unify varying urban forms along George and Smith Streets.

Smith Street Setbacks

Ground Floor: 6.325m (including new bus lane encroachment of 0.325m and new 6m footpath)

Podium Levels: 3.6m setback from the site boundary, this zone will be open to sky

Tower Setback: 1m from podium, which is 4.6m from the site boundary

Same as the Independent Scenario.

Relationship to Adjoining Development

Ground Floor: 7m Macquarie Lane extension

Podium Levels: 3m setback to the site boundary (common with Roxy Theatre), which is a 6.2m separation from the Roxy Theatre itself.

Tower Levels: 3m setback from podium, which is a 6m setback to the site boundary (common with Roxy Theatre), which is a 9.2m separation from the Roxy Theatre itself.

Macquarie Lane Setbacks

Ground Floor: 0m to site boundary

Podium Levels: 0m to site boundary

Tower Setback: 1m from podium, which is 1m from the site boundary

7.0 Proposed Envelopes

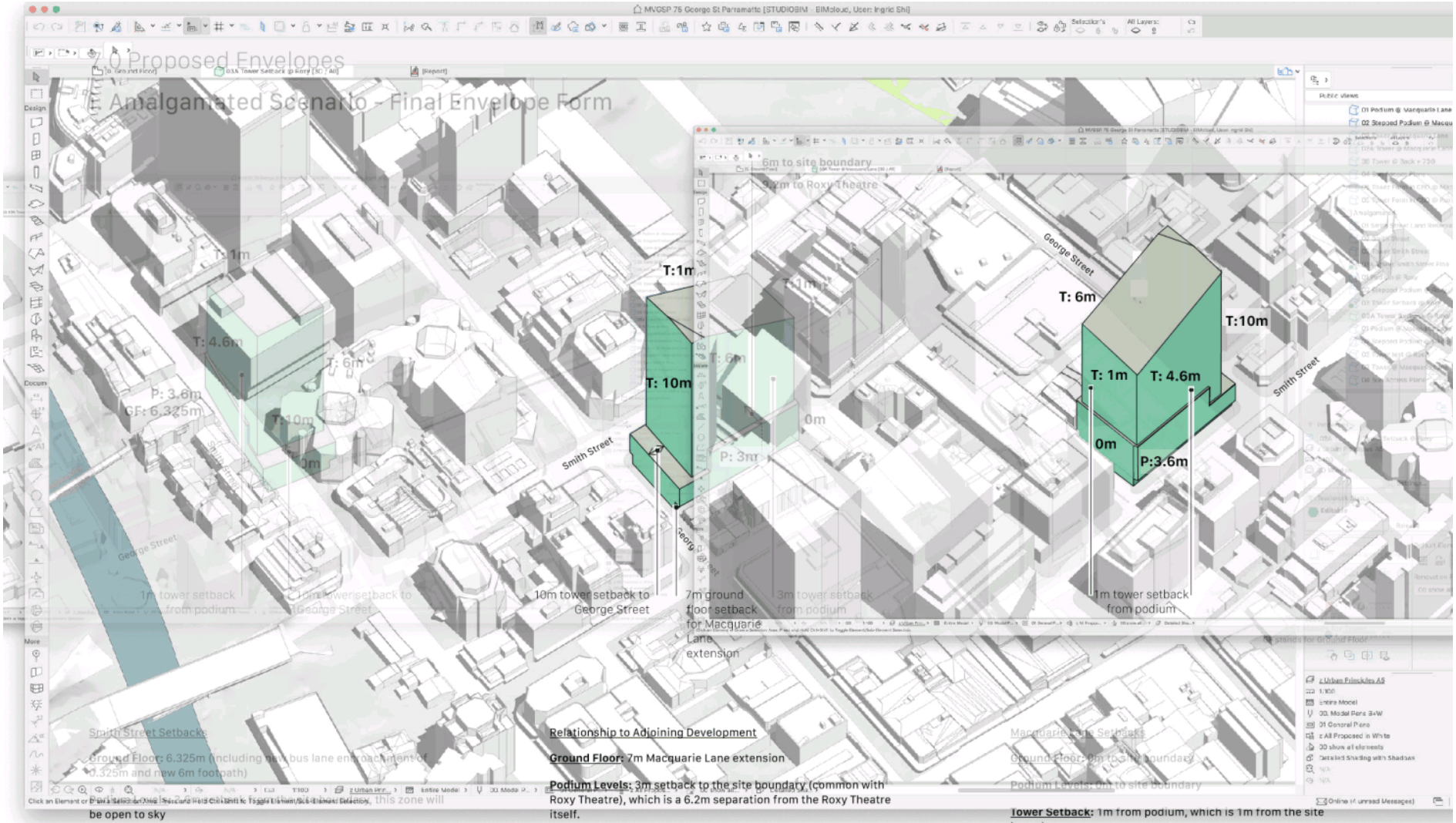
i. Amalgamated Scenario - Envelope Height

Tower Height Controls

The envelope height is capped by the solar access plane to Lancer Barracks during the Winter Solstice at the critical times of 12pm, 1pm and 2pm.

The illustration shows the amalgamated 73-75 George Street envelope adjusted to comply with the sun access plane at 2pm on June 21.

This is the last parameter that sets out the amalgamated development envelope on 73- 75 George Street.



Smith Street Setbacks:

Ground Floor: 6.325m (including new bus lane encroachment of 6.325m and new 6m footpath)

be open to sky

Tower Setback: 1m from podium, which is 4.6m from the site boundary

Same as the Independent Scenario.

Relationship to Adjoining Development

Ground Floor: 7m Macquarie Lane extension

Podium Levels: 3m setback to the site boundary (common with Roxy Theatre), which is a 6.2m separation from the Roxy Theatre itself.

Tower Levels: 3m setback from podium, which is a 6m setback to the site boundary (common with Roxy Theatre), which is a 9.2m separation from the Roxy Theatre itself.

Tower Setback: 1m from podium, which is 1m from the site boundary

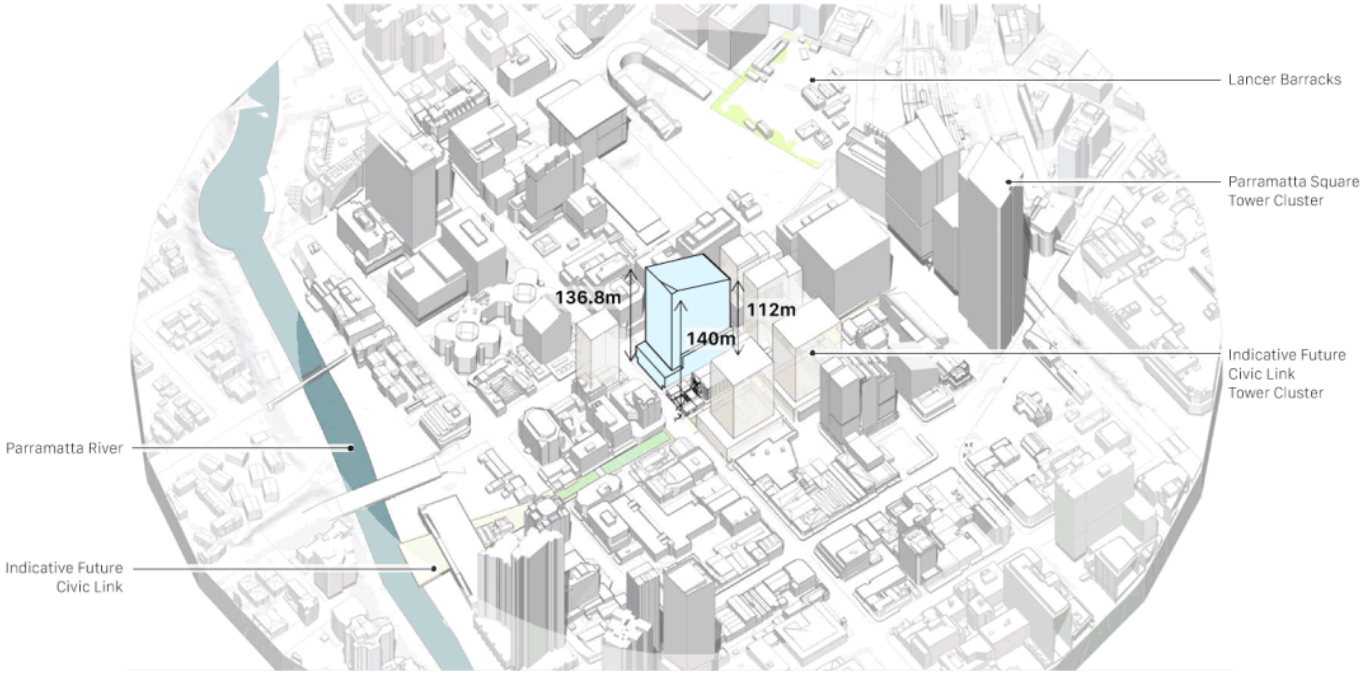
7.0 Proposed Envelopes

i. Amalgamated Scenario - Final Envelope Form in Urban Context

Final Envelope Form in Urban Context

The tower envelope is shown amongst the context of indicative future developments along the Civic Link, Smith Street and George Street; the current Parramatta Square tower cluster is also visible in this model.

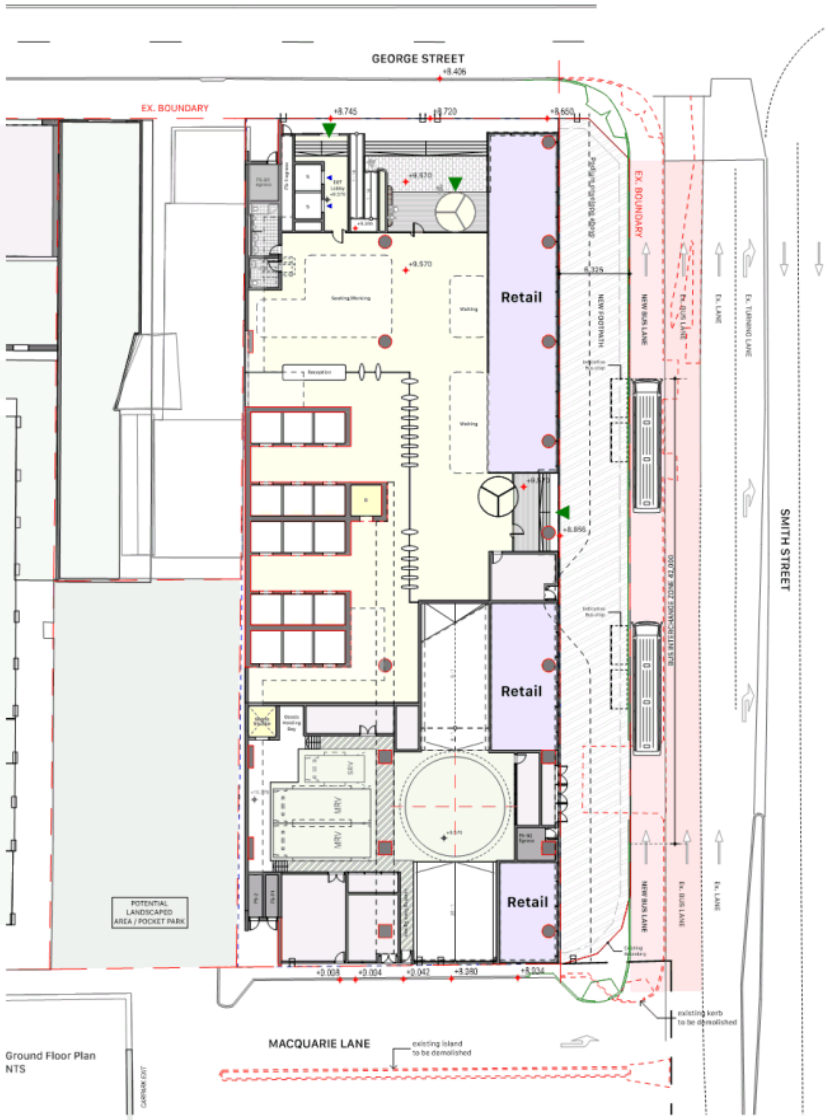
The amalgamated 73-75 George Street development envelope measures approximately 140m in height from natural ground level to its highest point. The top of the tower, being capped by the sun access plane to Lancer Barracks, slants away to a height of 136.8m at the corner of George and Smith Streets. Towards the southern end of the envelope, at Macquarie Lane, the tower measures approximately 112m in height.



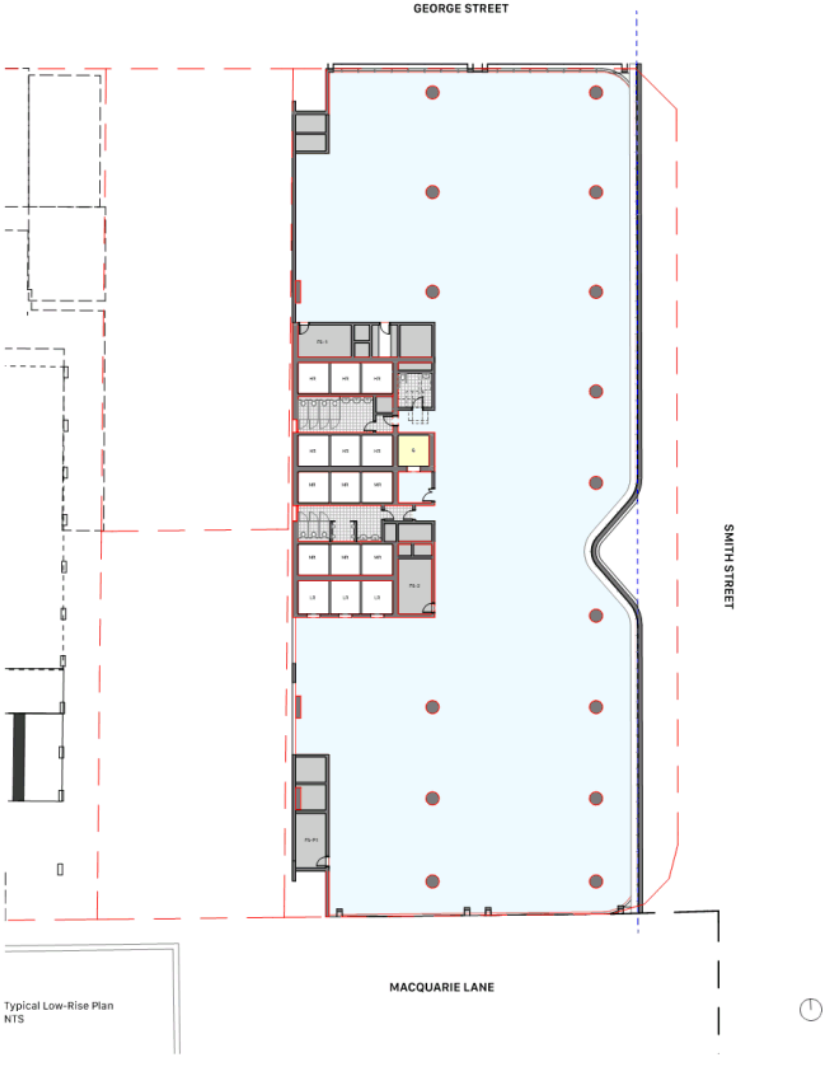
8.0 Architectural Reference Scheme

(Based on Mirvac Preferred Independent Scenario Envelopes)

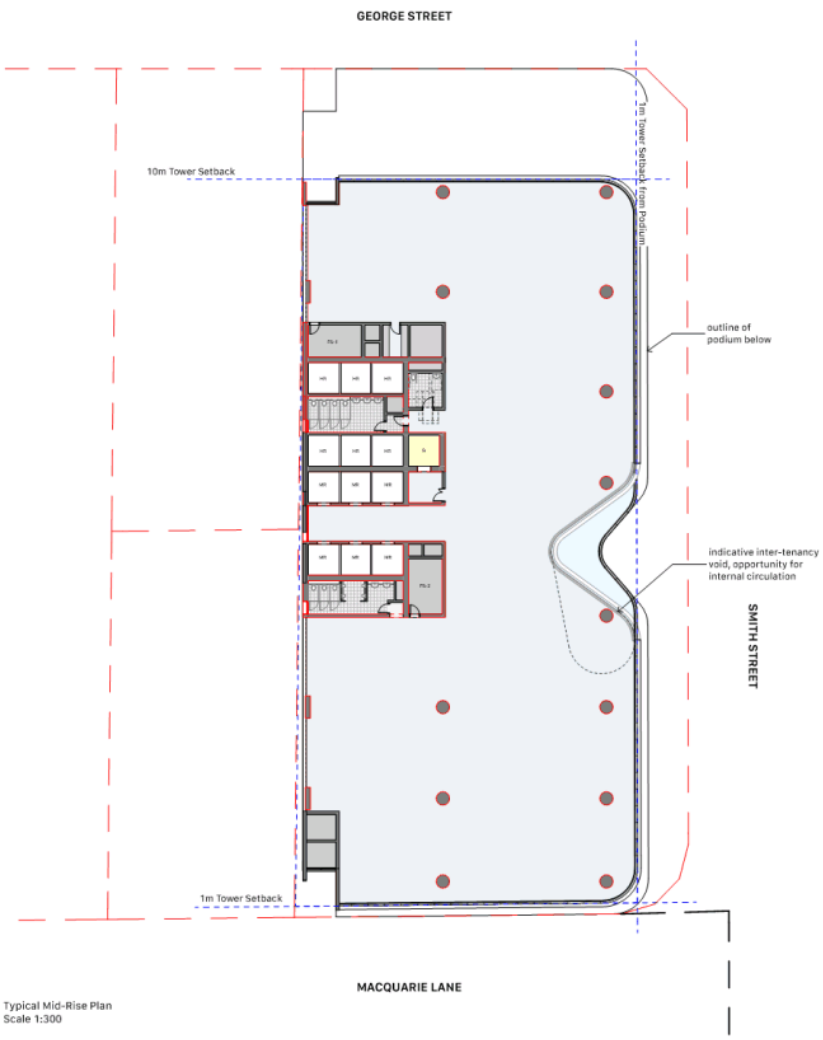
Ground Floor Plan



Typical Low-Rise Plan

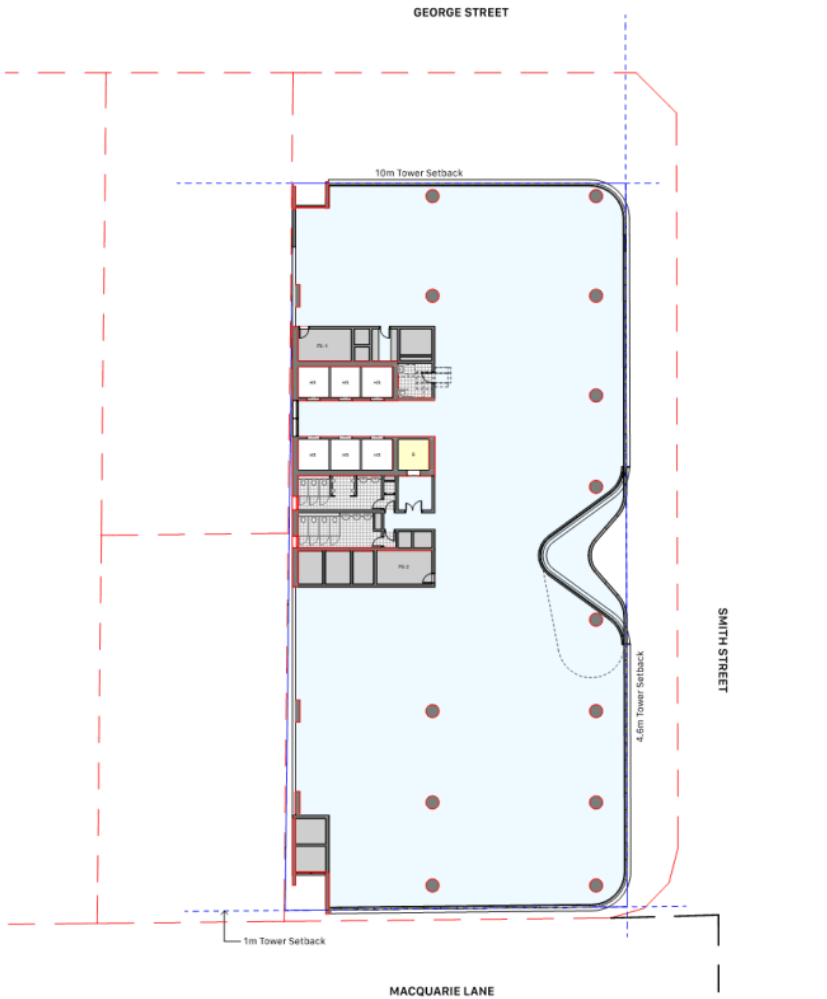


Typical Mid-Rise Plan



Typical Mid-Rise Plan
Scale 1:300

Typical High-Rise Plan



Typical High-Rise Plan
NTS

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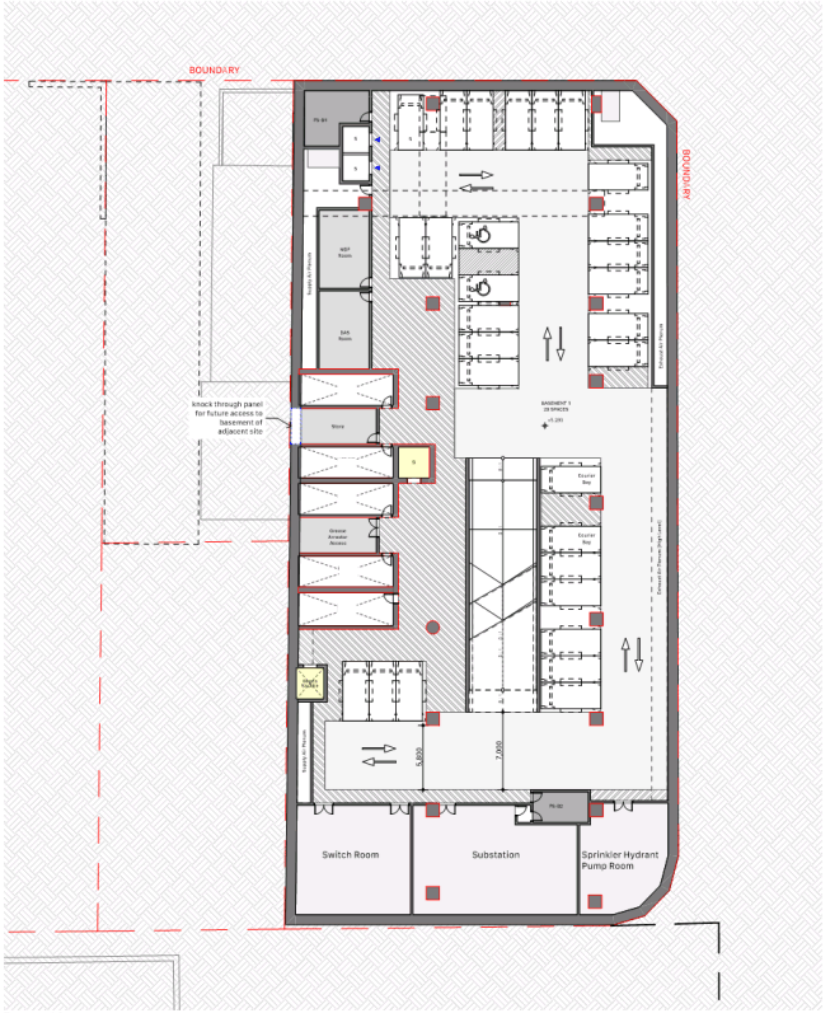
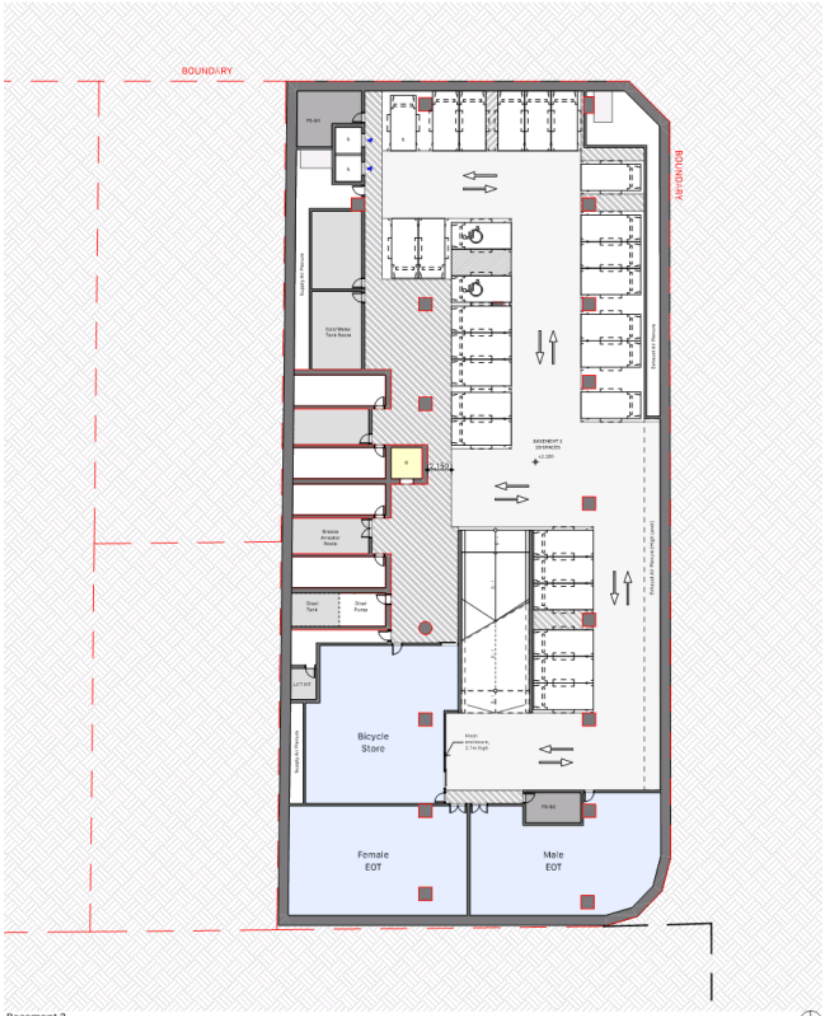
Basement Plans

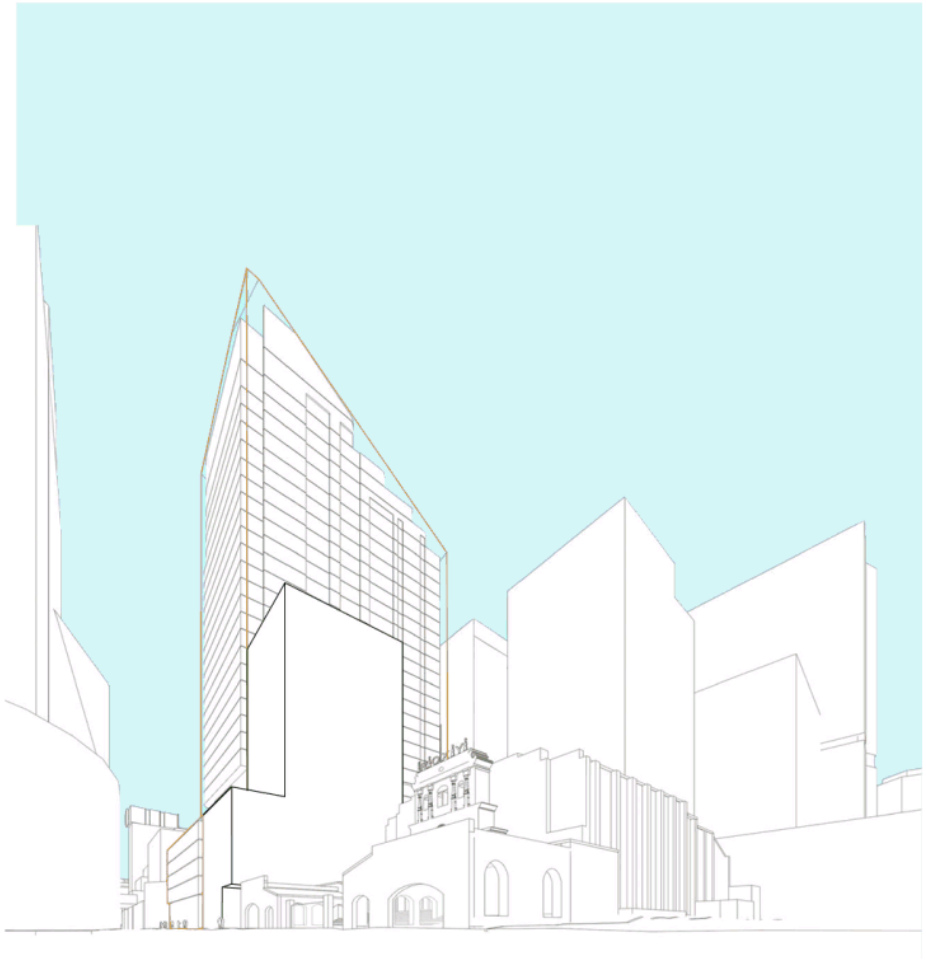


Basement 1



Basement 2

Reference Scheme Images



/ Massing View: Western Elevation with Roxy Theatre in the Foreground

/ Artist Impression: Western Elevation with Roxy Theatre in the Foreground

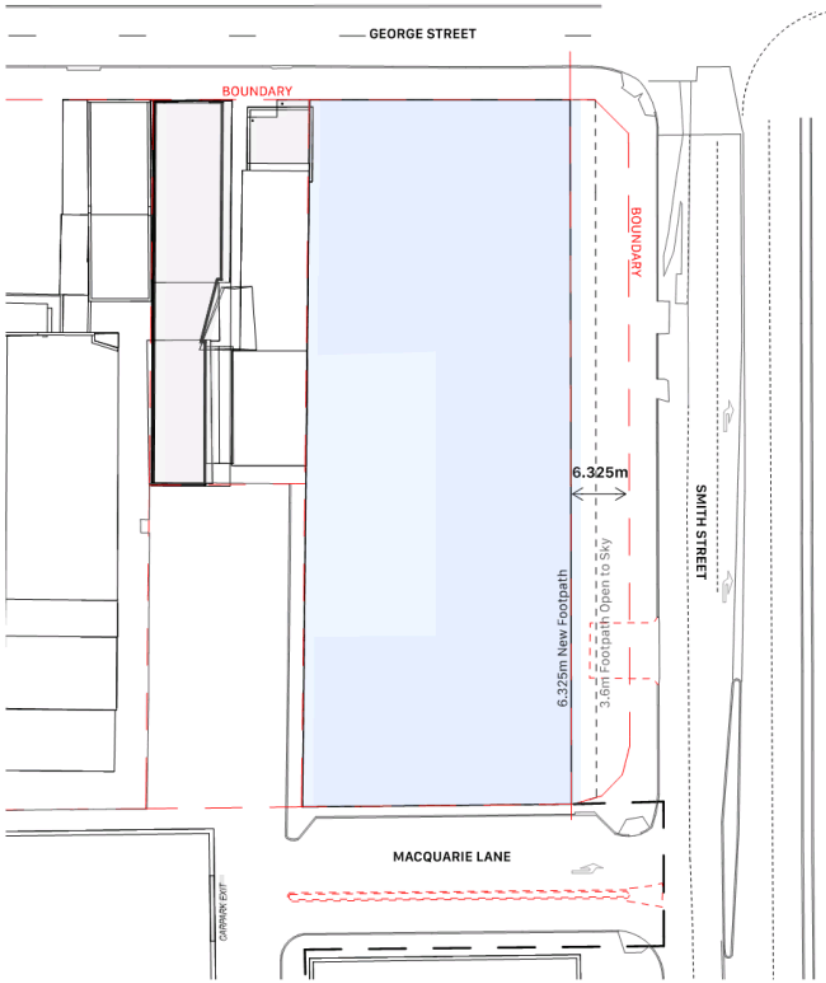
Reference Scheme Images

/ Artist Impression: Corner of George and Smith Street looking towards 75 George Street

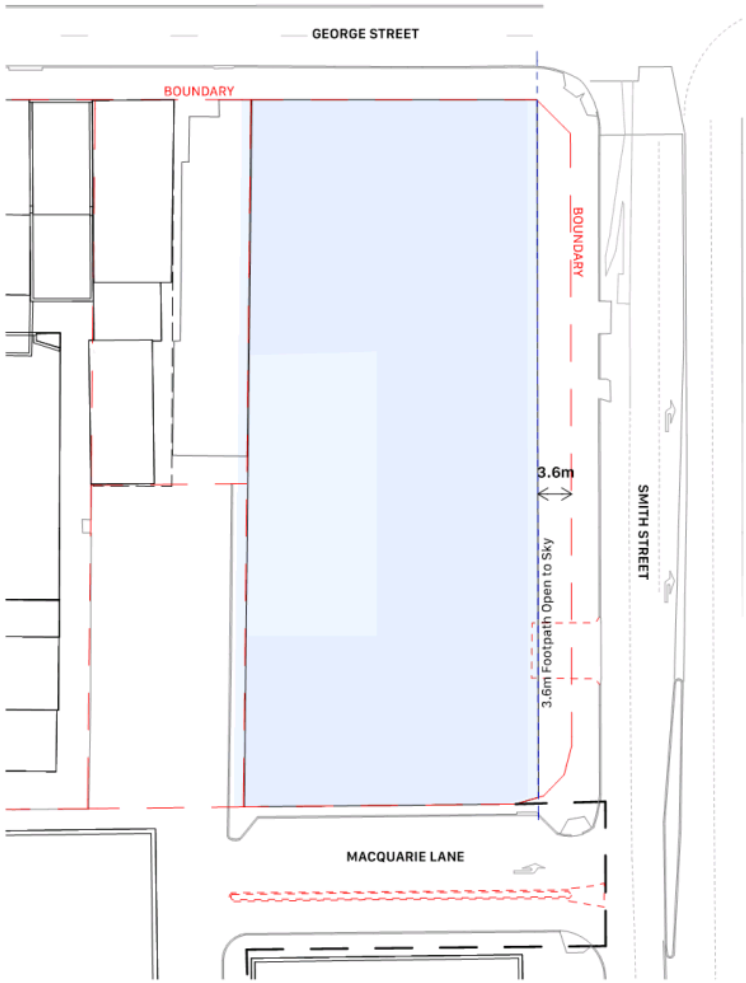
Appendix A: Envelope Drawings
i. Independent Scenario (Mirvac Preferred)

Envelope Drawings

i. Independent Scenario



Ground Floor Envelope Plan
NTS



Lower Podium Envelope Plan
NTS

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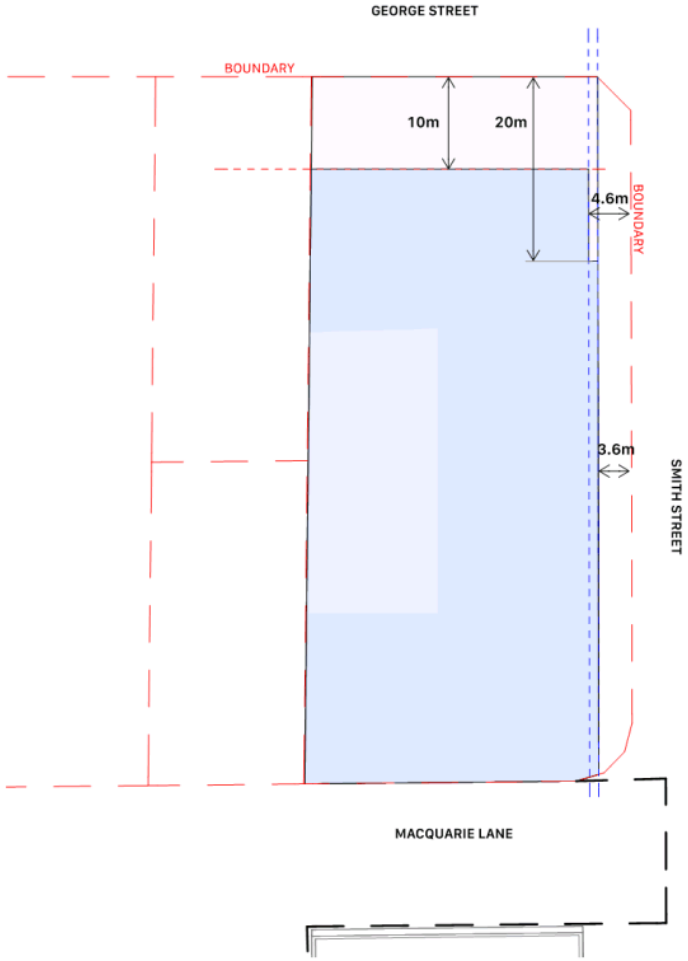
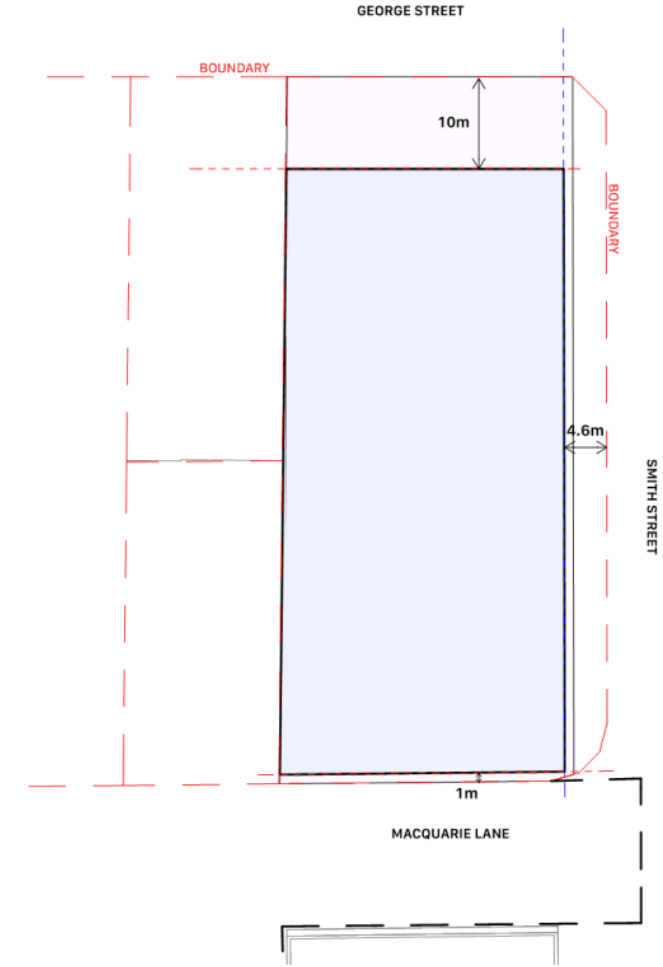
Envelope Drawings

i. Independent Scenario



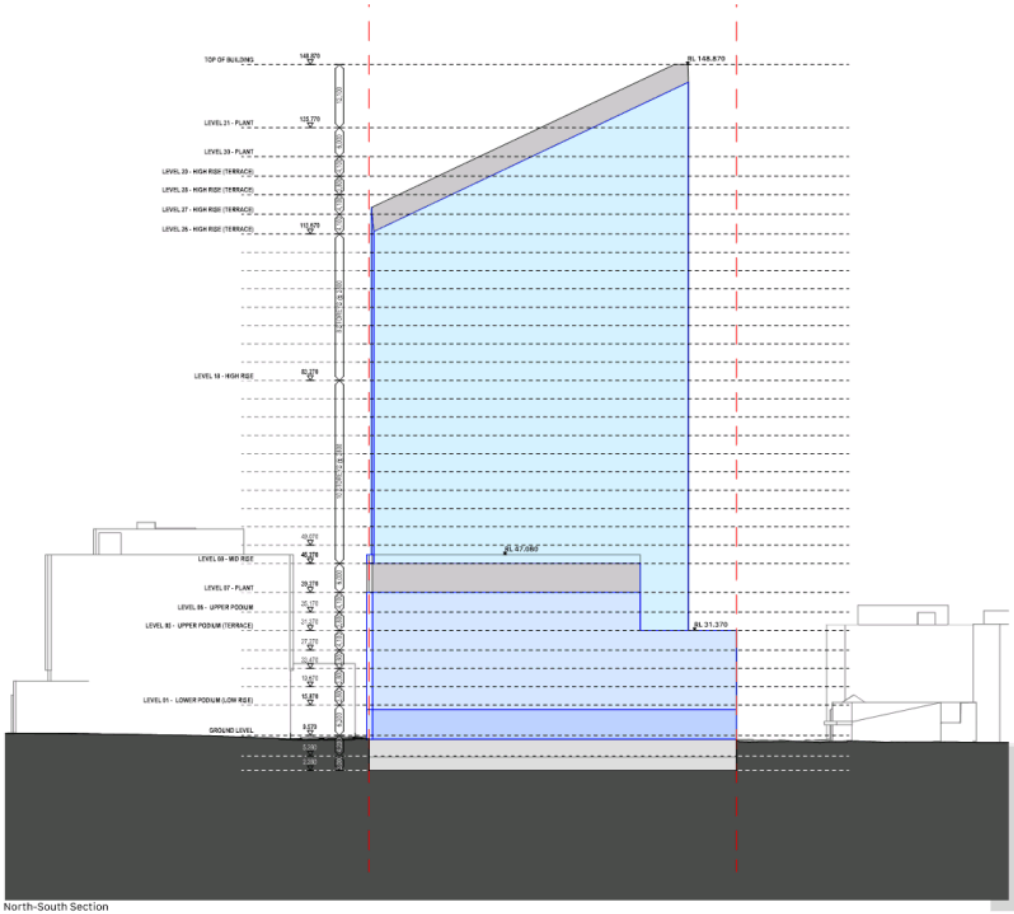
Upper Podium Envelope Plan
NTS



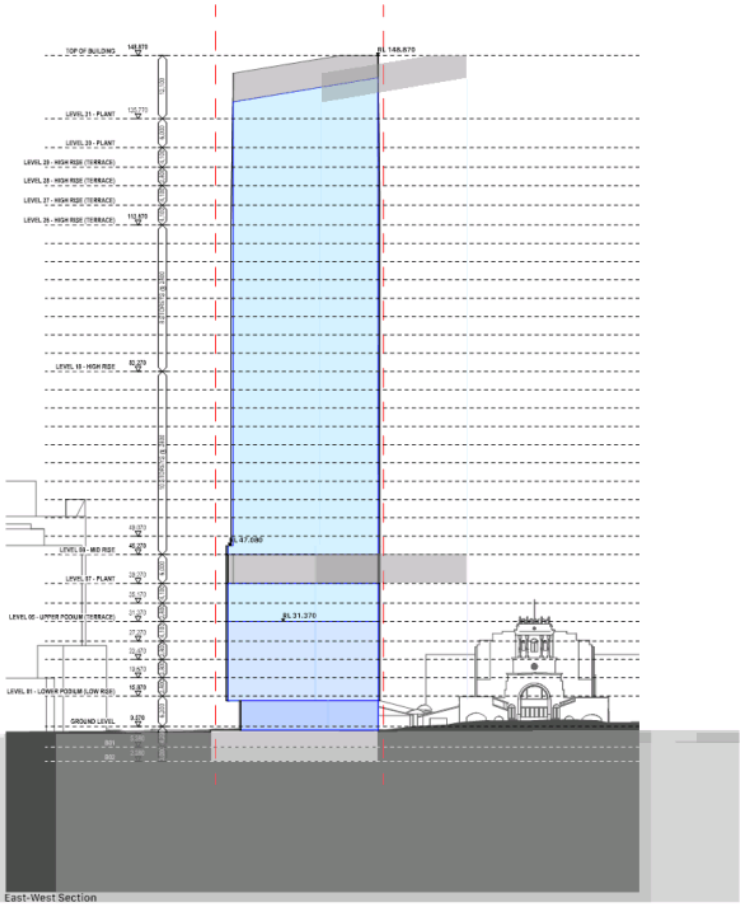
Tower Envelope Plan
NTS

Envelope Drawings

i. Independent Scenario - Indicative Envelope Elevations



North-South Section
Scale: NTS



East-West Section
Scale: NTS

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Indicative Area Schedule based on Indicative Envelope Drawings with Assumed Efficiencies

i. Independent Scenario (Mirvac Preferred)

Independent 75 George Street with Stepped Podium (Based on Efficiencies)				Envelope	GBA	GFA	Efficiencies (%)
Level	Use	RL	Floor to Floor Height (m)	Envelope Mirvac Site (75 George St)	GBA Mirvac Site (75 George St)	GFA Mirvac Site only (75 George St)	GBA/Envelope Area (%)
	Roof						
Level 31	Plant 2	135.77	6.0	728	656		90.0%
Level 30	Plant 1	129.77	6.0	1,136	1,090		96.0%
Level 29	Commercial Office (Tower)	[illegible]	4.1	1,136	1,090	971.7	96.0%
Level 28	Commercial Office (Terrace)	[illegible]	3.8	1,136	1,090	971.7	96.0%
Level 27	Commercial Office (Terrace)	[illegible]	4.1	1,717	1,649	1,469.4	96.0%
Level 26	Commercial Office (Terrace)	[illegible]	3.8	1,832	1,759	1,567.9	96.0%
Level 25	Commercial Office (Tower)	109.87	3.8	1,995	1,916	1,716.7	96.0%
Level 24	Commercial Office (Tower)	106.07	3.8	1,995	1,916	1,716.7	96.0%
Level 23	Commercial Office (Tower)	102.27	3.8	1,995	1,916	1,716.7	96.0%
Level 22	Commercial Office (Tower)	98.47	3.8	1,995	1,916	1,716.7	96.0%
Level 21	Commercial Office (Tower)	94.67	3.8	1,995	1,916	1,716.7	96.0%
Level 20	Commercial Office (Tower)	90.87	3.8	1,995	1,916	1,716.7	96.0%
Level 19	Commercial Office (Tower)	87.07	3.8	1,995	1,916	1,716.7	96.0%
Level 18 (High Rise)	Commercial Office (Tower)	83.27	3.8	1,995	1,916	1,716.7	96.0%
Level 17	Commercial Office (Tower)	79.47	3.8	1,995	1,896	1,646.6	95.0%
Level 16	Commercial Office (Tower)	75.67	3.8	1,995	1,896	1,646.6	95.0%
Level 15	Commercial Office (Tower)	71.87	3.8	1,995	1,896	1,646.6	95.0%
Level 14	Commercial Office (Tower)	68.07	3.8	1,995	1,896	1,646.6	95.0%
Level 13	Commercial Office (Tower)	64.27	3.8	1,995	1,896	1,646.6	95.0%
Level 12	Commercial Office (Tower)	60.47	3.8	1,995	1,896	1,646.6	95.0%
Level 11	Commercial Office (Tower)	56.67	3.8	1,995	1,896	1,646.6	95.0%
Level 10	Commercial Office (Tower)	52.87	3.8	1,995	1,896	1,646.6	95.0%
Level 9	Commercial Office (Tower)	49.07	3.8	1,995	1,896	1,646.6	95.0%
Level 8 (Mid Rise)	Commercial Office (Tower)	45.27	3.8	1,995	1,896	1,646.6	95.0%
Level 7	Commercial Office and Mid Level Plant (Terrace)	39.27	6.0	2,082	1,874		90.0%
Level 6	Commercial Office (Podium)	35.17	4.1	2,082	1,978	1,927.3	95.0%
Level 5	Commercial Office (Podium) Terrace	31.37	3.8	2,082	1,978	1,927.3	95.0%
Level 4	Commercial Office (Podium)	27.27	4.1	2,402	2,282	2,223.6	95.0%
Level 3	Commercial Office (Podium)	23.47	3.8	2,402	2,282	2,223.6	95.0%
Level 2	Commercial Office (Podium)	19.67	3.8	2,402	2,282	2,223.6	95.0%
Level 1 (Low Rise)	Commercial Office (Podium)	15.87	3.8	2,402	2,282	2,223.6	95.0%
Ground	Parking/Retail/Entry Lobby	9.57	6.3	2,195	1,975	1,010.3	90.0%
Basement 01	Parking-EOT-Plant	5.28	4.29		2,668		
Basement 02	Parking-EOT-Plant	2.28	3.0		2,668		
				BEA	GBA	GFA	
			TOTAL	61,650	58,547	48,939.7	95%

Independent 75 George Street Site Area: 2,668.76 sqm

Independent 75 George Street GFA: 48,939.7 sqm

Independent 75 George Street FSR - 18.3:1

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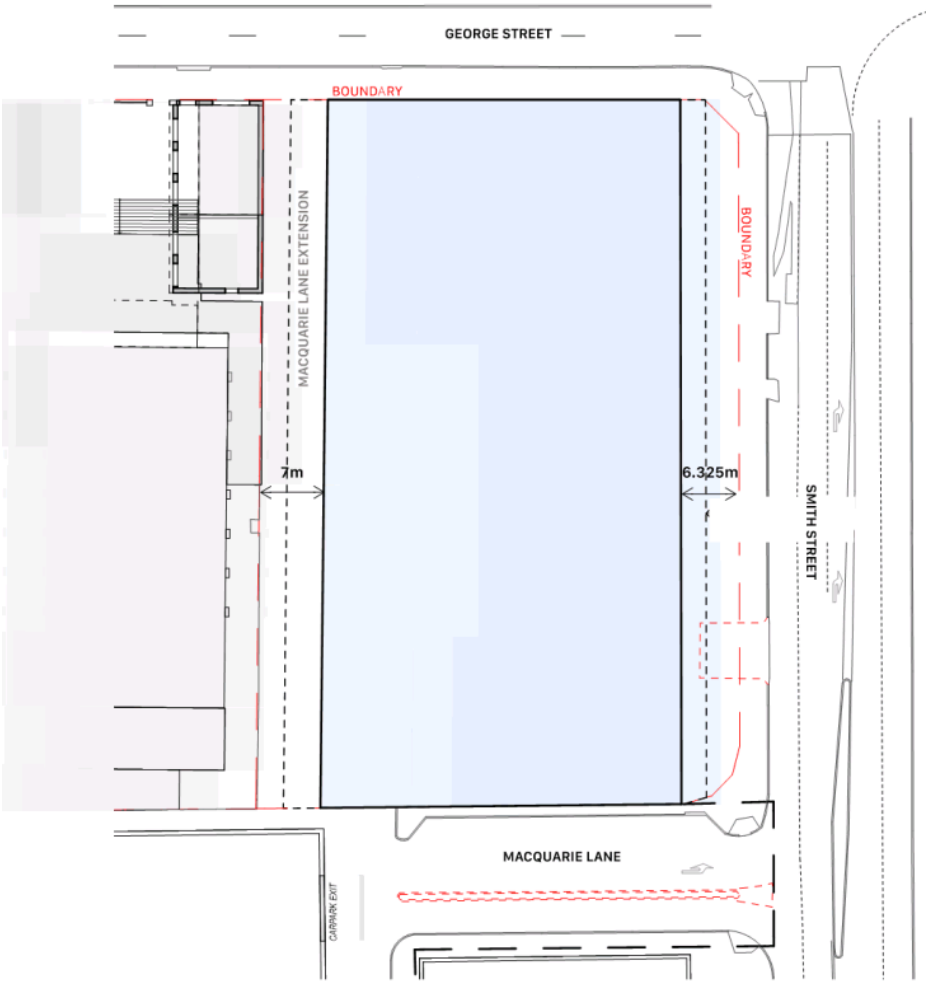
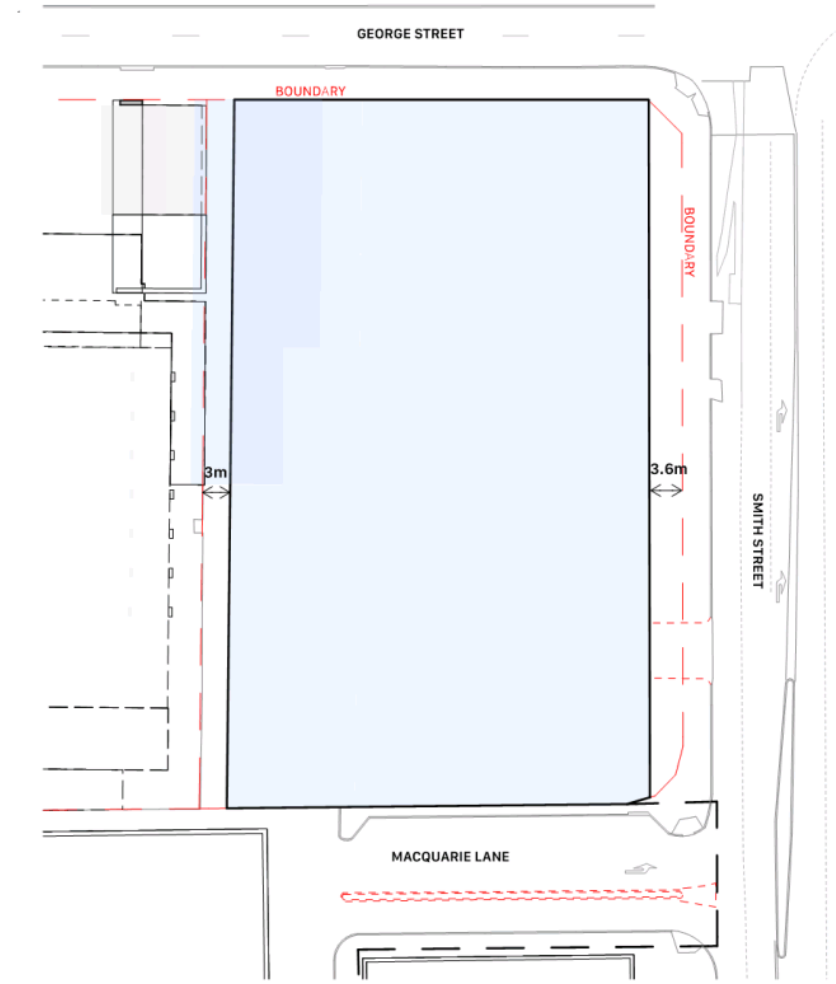
Appendix A: Envelope Drawings
ii. Amalgamated Scenario

Envelope Drawings

ii. Amalgamated Scenario



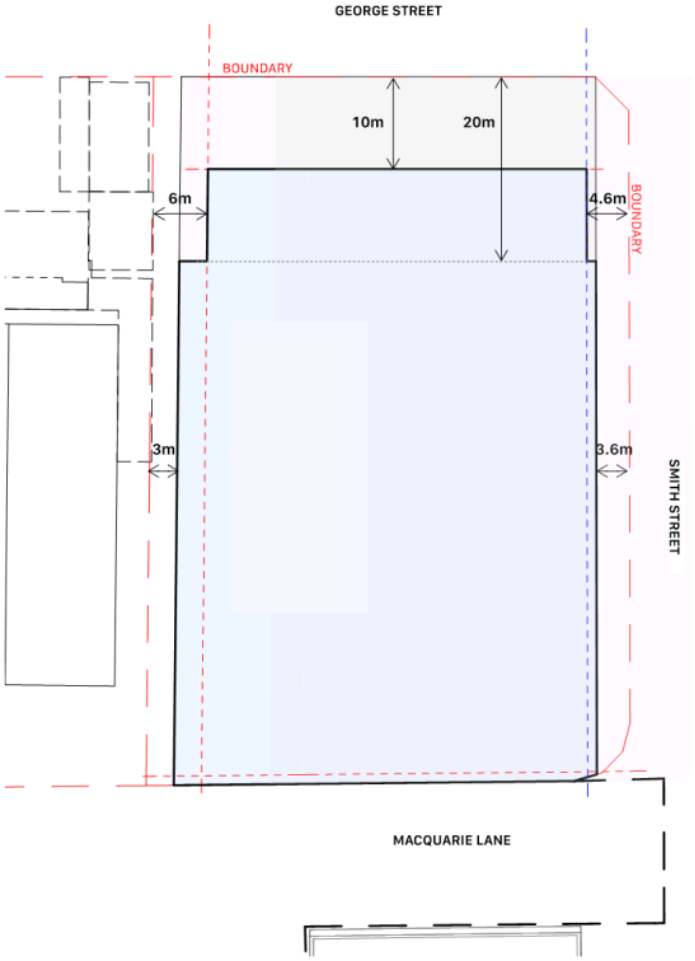
Ground Floor Envelope Plan
NTS



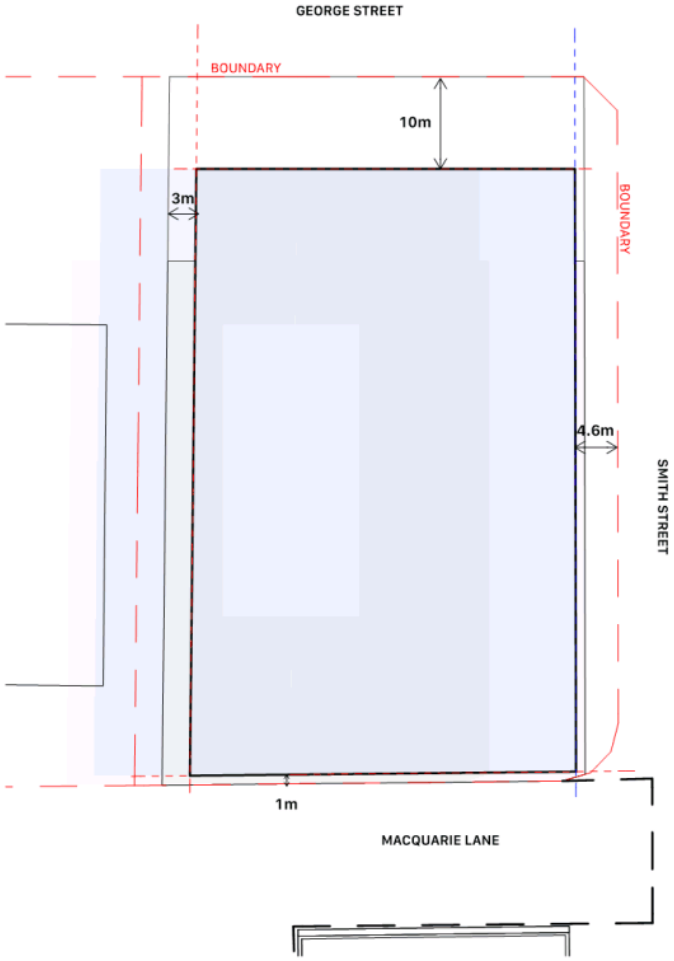
Lower Podium Envelope Plan
NTS

Envelope Drawings

ii. Amalgamated Scenario



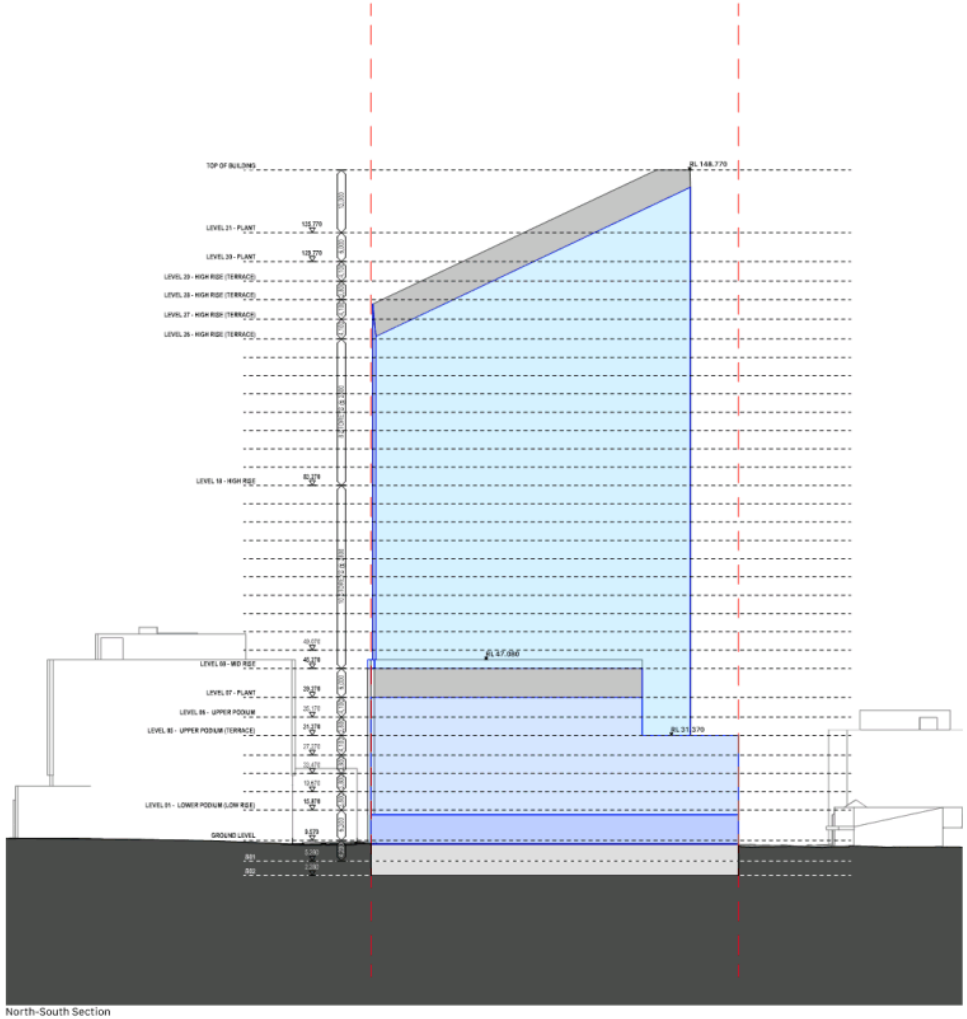
Upper Podium Envelope Plan
NTS



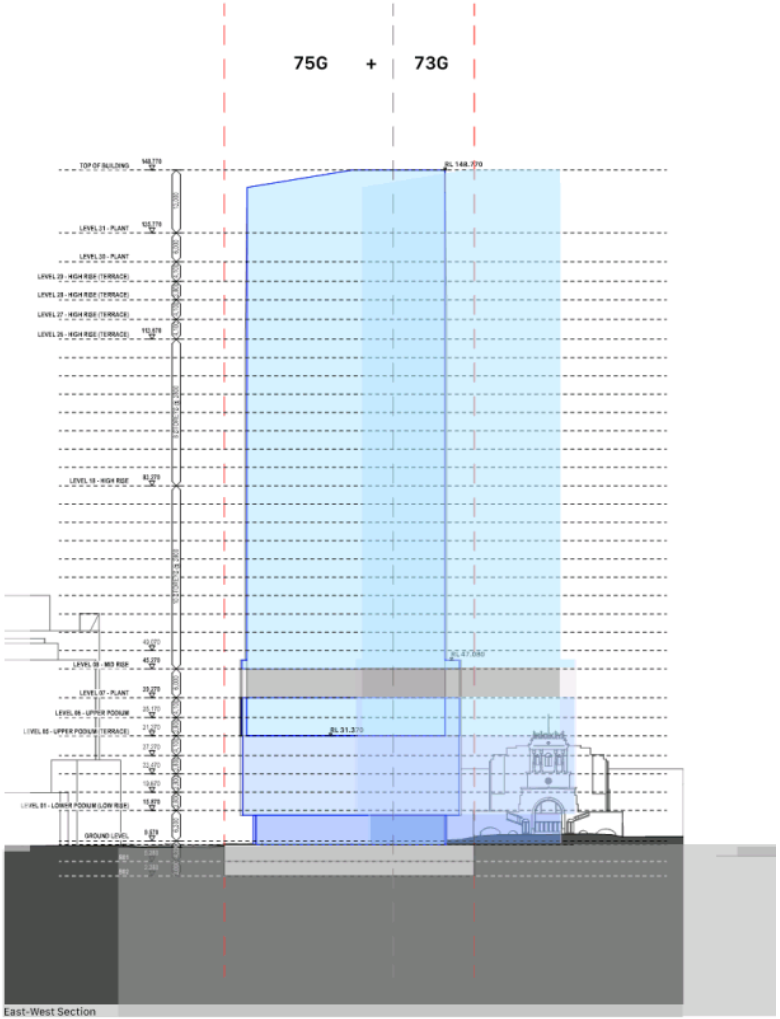
Tower Envelope Plan
NTS

Envelope Drawings

ii. Amalgamated Scenario - Indicative Envelope Elevations



North-South Section
Scale: NTS



East-West Section
Scale: NTS

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Indicative Area Schedule based on Indicative Envelope Drawings with Assumed Efficiencies

ii. Amalgamated Scenario

Amalgamated Site Area: 3,964.39 sqm

Amalgamated Site GFA: 70,888 sqm

Amalgamated FSR - 17.9:1

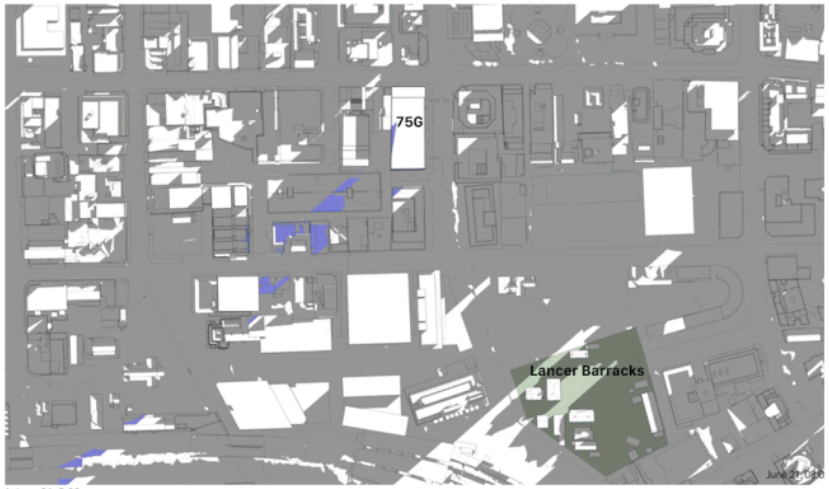
All Sites Amalgamated with Stepped Podium 75 George Street + Roxy Arcade + Car Park				Envelope (BEA)				GBA				GFA				Efficiencies (%)
Level	Use	RL	Floor to Floor Height (m)	Envelope Mirvac Site (75 George St)	Envelope - Uplift (Roxy Arcade)	Envelope - Uplift (Car Park)	Adjusted total Envelope Area (75G+73G+CP)	GBA Mirvac Site (75 George St)	GBA - Uplift (Roxy Arcade)	GBA - Uplift (Car Park)	GBA - Adjusted total (75G+73G+CP)	GFA Mirvac Site only (75 George St)	GFA - Uplift (Roxy Arcade)	GFA - Uplift (Car Park)	GFA - Adjusted total (75G+73G+CP)	GBA/Envelope Area (%)
	Roof	141.77														
Level 31	Plant 2	135.77	6.0	507	114	0	621	456	102	0	550	408.9	91.7	0.0	500.6	90.0%
Level 30	Plant 1	129.77	6.0	828	345	21	1,194	795	331	21	1,146	712.4	330.8	18.4	1,061.6	96.0%
Level 29	Commercial Office (Tower)	123.67	4.1	1,149	345	21	1,515	1,094	331	21	1,446	953.9	330.8	18.4	1,303.1	96.0%
Level 28	Commercial Office (Terrace)	121.57	3.8	1,329	345	21	1,695	1,324	331	21	1,676	1,186.4	330.8	18.4	1,535.6	96.0%
Level 27	Commercial Office (Terrace)	117.77	4.1	1,671	345	21	2,037	1,604	331	21	1,956	1,437.6	330.8	18.4	1,786.8	96.0%
Level 26	Commercial Office (Terrace)	113.67	4.1	1,856	345	21	2,222	1,782	331	21	2,134	1,597.2	330.8	18.4	1,946.4	96.0%
Level 25	Commercial Office (Tower)	109.87	3.8	2,002	345	371	2,717	1,922	331	356	2,608	1,722.4	330.8	318.8	2,372.0	96.0%
Level 24	Commercial Office (Tower)	106.07	3.8	2,002	345	371	2,717	1,922	331	356	2,608	1,722.4	330.8	318.8	2,372.0	96.0%
Level 23	Commercial Office (Tower)	102.27	3.8	2,002	345	371	2,717	1,922	331	356	2,608	1,722.4	330.8	318.8	2,372.0	96.0%
Level 22	Commercial Office (Tower)	98.47	3.8	2,002	345	371	2,717	1,922	331	356	2,608	1,722.4	330.8	318.8	2,372.0	96.0%
Level 21	Commercial Office (Tower)	94.67	3.8	2,002	345	371	2,717	1,922	331	356	2,608	1,722.4	330.8	318.8	2,372.0	96.0%
Level 20	Commercial Office (Tower)	90.87	3.8	2,002	345	371	2,717	1,922	331	356	2,608	1,722.4	330.8	318.8	2,372.0	96.0%
Level 19	Commercial Office (Tower)	87.07	3.8	2,002	345	371	2,717	1,922	331	356	2,608	1,722.4	330.8	318.8	2,372.0	96.0%
Level 18 (High Rise)	Commercial Office (Tower)	83.27	3.8	2,002	345	371	2,717	1,922	331	356	2,608	1,722.4	330.8	318.8	2,372.0	96.0%
Level 17	Commercial Office (Tower)	79.47	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 16	Commercial Office (Tower)	75.67	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 15	Commercial Office (Tower)	71.87	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 14	Commercial Office (Tower)	68.07	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 13	Commercial Office (Tower)	64.27	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 12	Commercial Office (Tower)	60.47	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 11	Commercial Office (Tower)	56.67	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 10	Commercial Office (Tower)	52.87	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 9	Commercial Office (Tower)	49.07	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 8 (Mid Rise)	Commercial Office (Tower)	45.27	3.8	2,002	345	371	2,717	1,902	327	352	2,581	1,652.0	327.4	305.7	2,285.1	95.0%
Level 7	Commercial Office and Mid Level Plant (Terrace)	39.27	6.0	2,088	410	487	2,985	1,880	369	438	2,686					90.0%
Level 6	Commercial Office (Podium)	35.17	4.1	2,088	410	487	2,985	1,984	389	462	2,836	1,933.5	389.3	450.4	2,773.2	95.0%
Level 5 (Terrace)	Commercial Office (Podium)	31.37	3.8	2,088	410	487	2,985	1,984	389	462	2,836	1,933.5	389.3	450.4	2,773.2	95.0%
Level 4	Commercial Office (Podium)	27.27	4.1	2,409	579	487	3,475	2,289	550	462	3,301	2,230.7	549.7	450.4	3,230.8	95.0%
Level 3	Commercial Office (Podium)	23.47	3.8	2,409	579	487	3,475	2,289	550	462	3,301	2,230.7	549.7	450.4	3,230.8	95.0%
Level 2	Commercial Office (Podium)	19.67	3.8	2,409	579	487	3,475	2,289	550	462	3,301	2,230.7	549.7	450.4	3,230.8	95.0%
Level 1 (Low Rise)	Commercial Office (Podium)	15.87	3.8	2,409	579	487	3,475	2,289	550	462	3,301	2,230.7	549.7	450.4	3,230.8	95.0%
Ground	Parking/Retail/Entry Lobby	9.57	6.3	2,202	412	346	2,960	1,982	371	312	2,664	1,013.8	370.6	159.4	1,543.9	90.0%
Basement 01	Parking-EOT-Plant	5.28	4.29					2,600	700	590	3,890					
Basement 02	Parking-EOT-Plant	2.28	3.0					2,600	700	590	3,890					
				75G BEA	73G BEA	CP BEA	TOTAL	75G GBA	73G GBA	CP GBA	TOTAL	75G GFA	73G GFA	CP GFA	TOTAL	
			TOTAL	61,565	11,995	11,517	85,077	58,476	11,393	10,940	80,810	50,461.7	11,013.9	9,412.4	70,888.0	95%

Note: *The adjusted total figures for Envelope, GBA, GFA and NLA are based on efficiencies in the schedule as shown, the efficiencies treats the amalgamated floor plate area as a total area figure.*
*The Envelope, GBA, GFA and NLA figures for individual sites are provided for information only and **does not** take into consideration the location of the indicative core relative to each site.*

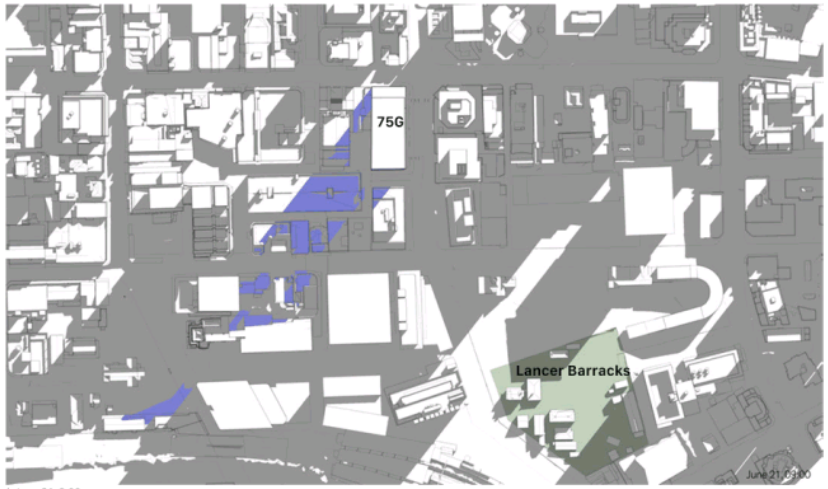
Appendix B: Shadow Diagrams

Shadow Diagrams

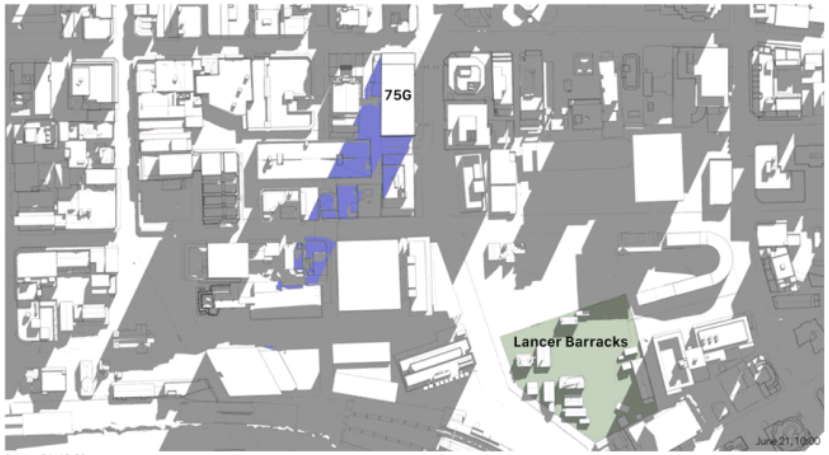
i. Independent Scenario (Mirvac Preferred)



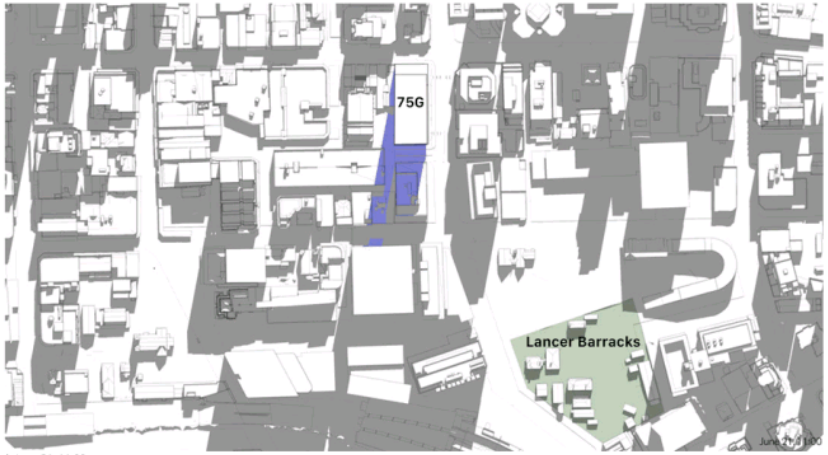
/ June 21, 8.00am



/ June 21, 9.00am



/ June 21, 10.00am



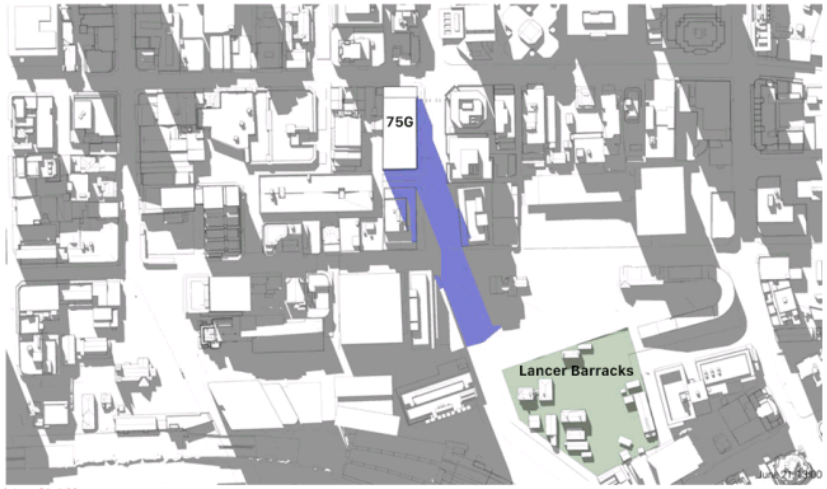
/ June 21, 11.00am

Shadow Diagrams

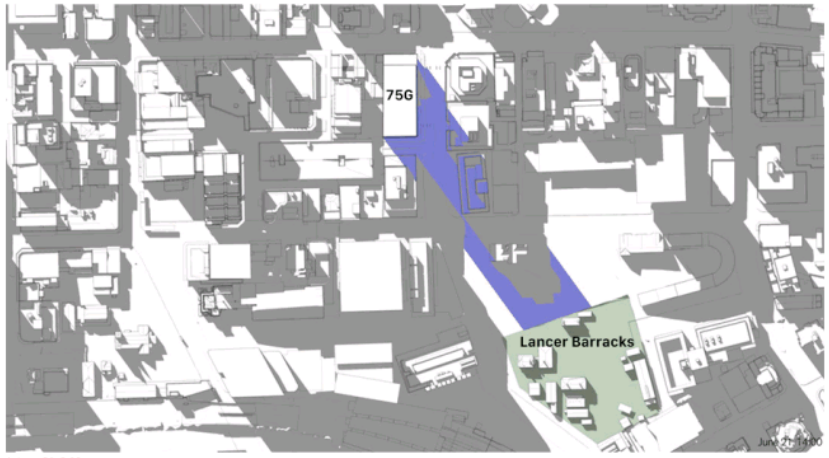
i. Independent Scenario (Mirvac Preferred)

Demonstrating compliance at critical times: 12.00pm, 1.00pm and 2.00pm - no additional overshadowing to Lancer Barracks

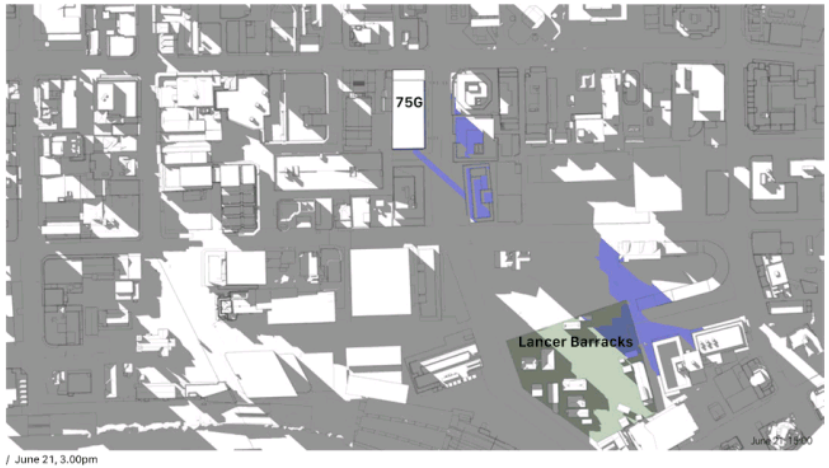
/ June 21, 12.00pm



/ June 21, 1.00pm



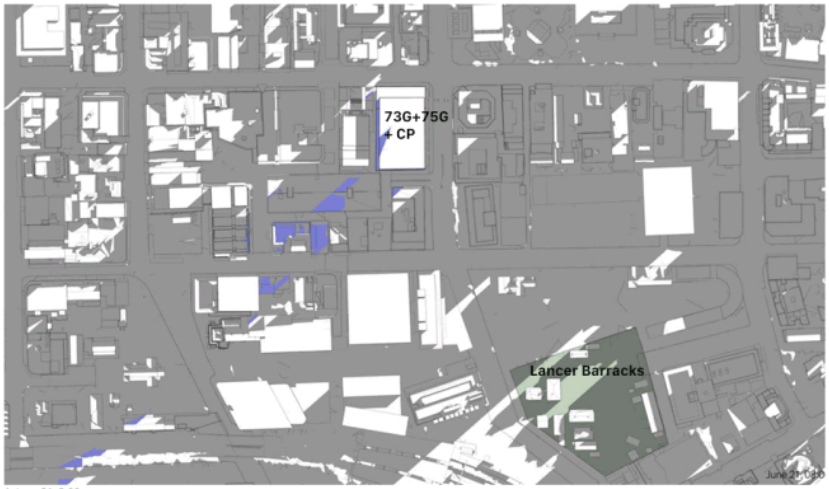
/ June 21, 2.00pm



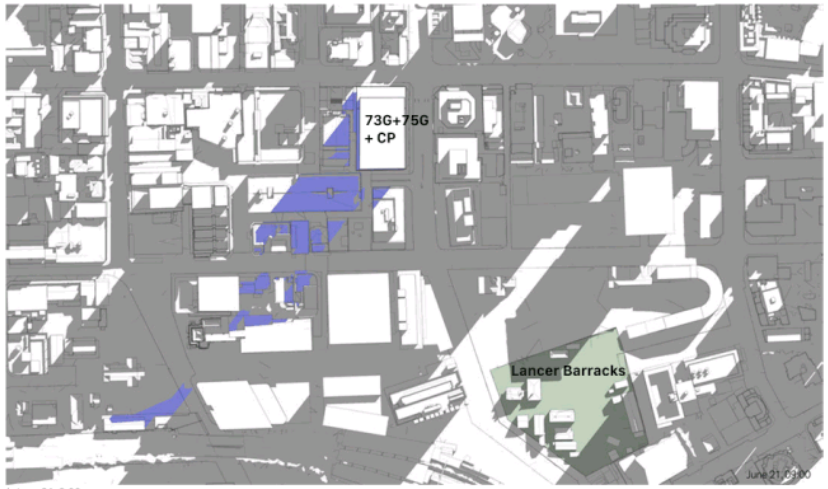
/ June 21, 3.00pm

Shadow Diagrams

ii. Amalgamated Scenario



/ June 21, 8.00am



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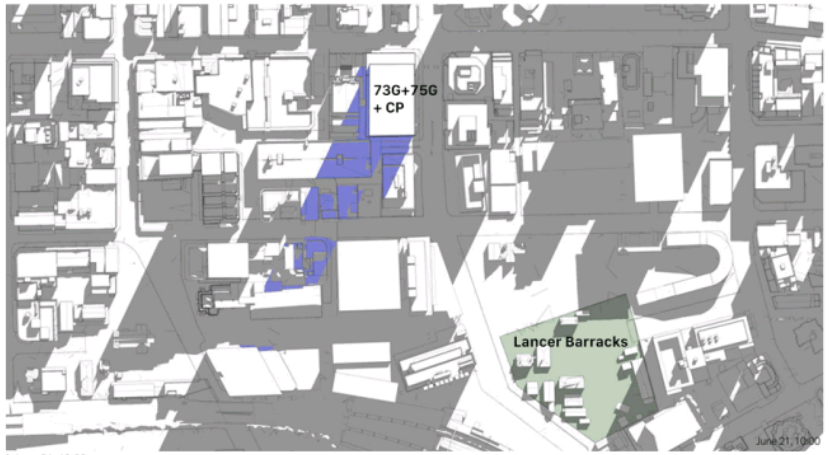

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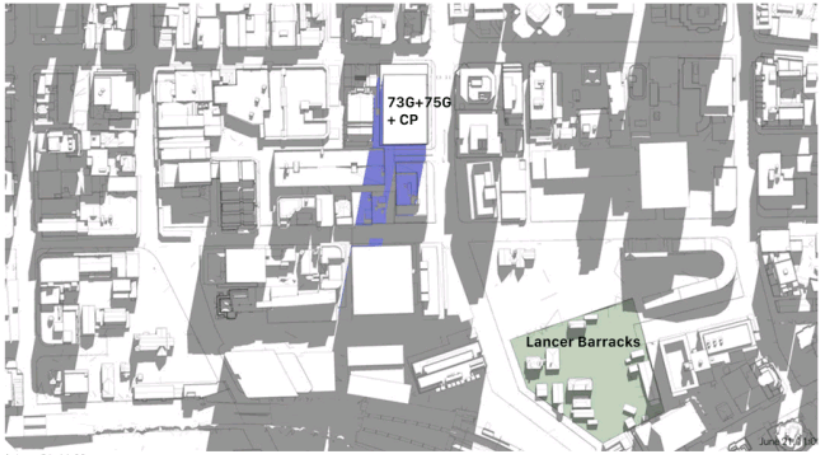


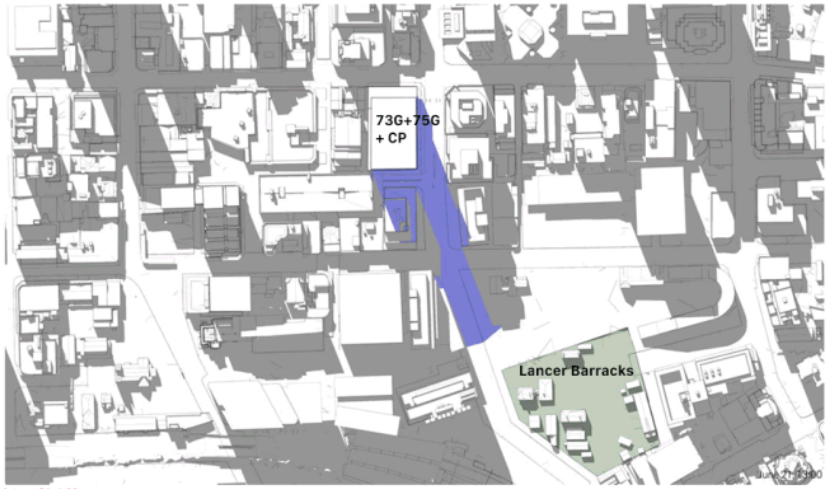
/ June 21, 11.00am

Shadow Diagrams

ii. Amalgamated Scenario

Demonstrating compliance at critical times: 12.00pm, 1.00pm and 2.00pm - no additional overshadowing to Lancer Barracks

/ June 21, 12.00pm



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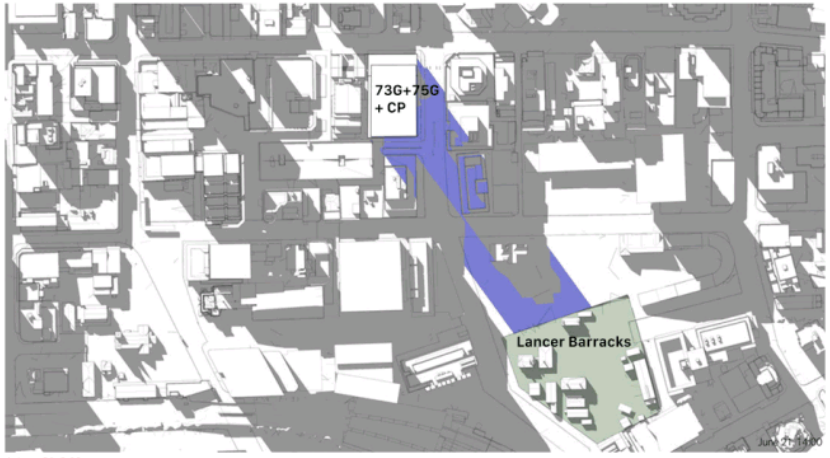

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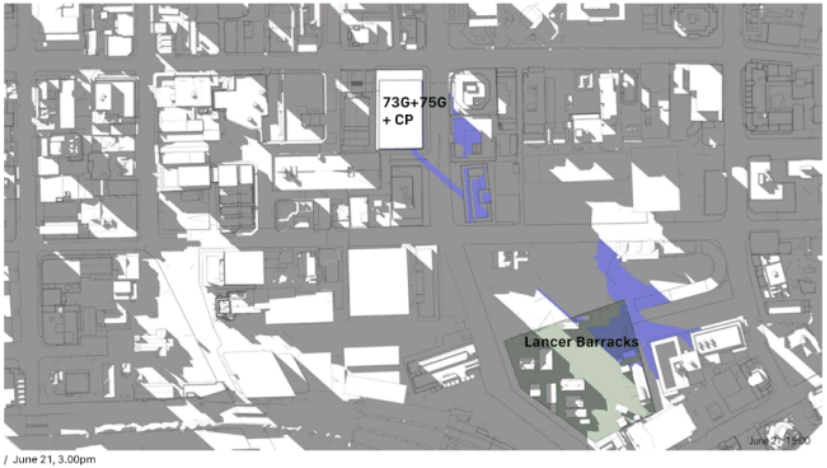

/ June 21, 3.00pm

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Nominated architect Richard Francis-Jones ARBNSW 5301
Registered architect Richard Francis-Jones
Francis-Jones Morehen Thorp Ltd Company no 7384142 RB 078103G

Appendix 3 - Applicant 2 (Think Planners / Niltil Holdings Pty Ltd) Site-specific DCP Documentation

(Includes Cover Letter and Draft Site Specific DCP)

30 July 2021

City of Parramatta Council
Attention: Ms Janelle Scully

Dear Janelle

DRAFT DEVELOPMENT CONTROL PLAN – 71-73 GEORGE STREET, 75 GEORGE STREET, AND AT GRADE COUNCIL CARPARK ON MACQUARIE LANE, PARRAMATTA

We refer to our previous correspondence and meetings in relation to our client's land at 71-73 George Street Parramatta. This letter sets out our client's position in relation to progressing a development control plan for the above lands; the context and background to the submission of the DCP; the planning analysis of Think Planners; and the intent and nature of the DCP.

CONTEXT AND BACKGROUND

Our client has for a number of years sought to achieve a positive outcome for this part of the CBD, liaising with both the Council and the adjoining property owner - Mirvac.

Successful Tender with City of Parramatta Council

Our client was the successful tender winner for the purchase of the Council owned at grade carpark to the rear of their site. This tender was not progressed due to the Council becoming aware that it was not a separate allotment and so could not be sold. However, the Council advised at the time that they may consider selling the land to our client once the design for Sydney Metro is known.

It is noted that our client remains engaged with the Property section of Council in regard to the potential subdivision and purchase of this land, which we understand has been confirmed to be excess to Sydney Metro requirements.

Early Discussions with Mirvac

Following the receipt of advice from Council that the at grade carpark tender would not proceed, our client initiated contact with Mirvac to discuss the amalgamation of the land parcels and a development consistent with the CBD Planning Proposal and the Civic Link Framework/Draft DCP.

In February 2020 Think Planners attended the offices of Mirvac, with our client, to discuss the relationship between 71-73 & 75 GeorgeStreet. At that meeting Mirvac indicated that it would be interested in discussing an acquisition of 71-73 George Street and it would undertake further analysis internally.

In the period March to August 2020 we sought a response from Mirvac, while they undertook their internal analysis.

Mirvac on 21 August 2020 provided and emailed to Think Planners (as the representative of 71-73 George Street) a "proposed structure" for the acquiring of our clients land. The "proposed structure" included a Call Option Agreement; condition precedent upon planning approval; a 2 year call option period post planning approval; the purchase price being calculated on the basis of the floor space attributable to the acquisition of 71-73 George and only located on 71-73 GeorgeStreet; a rate of $800 per square metre of GFA; and a base of $4million and cap of $20million (based on the outlined calculation).

As this offer was out of step with any transaction we have seen in the market, both in relation to form and $ figures, we sought to meet with Mirvac to discuss the proposed structure, understand the methodology, and seek a formal offer. At a further meeting held with Mirvac the rate per m2 was adjusted to $1000. We note that Mirvac has never provided an independent valuation to our client.

In December 2020 Think Planners, on behalf of our client, responded to Mirvac, attaching a registered valuation of the property that confirmed a valuation range of $30-35million (being a m2 rate of circa $2900); and confirming a willingness to accept a below valuation sale at $25million.

Progressing a DCP with Mirvac

In late 2020 Think Planners received advice from Council that it did not prefer the lodgement of a site specific Planning Proposal, but that a DCP be prepared for the potential outcomes of –

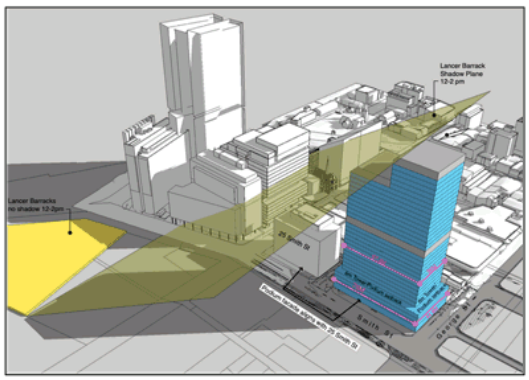
- Amalgamated 71-75
- Unamalgamated 71-73 + 75

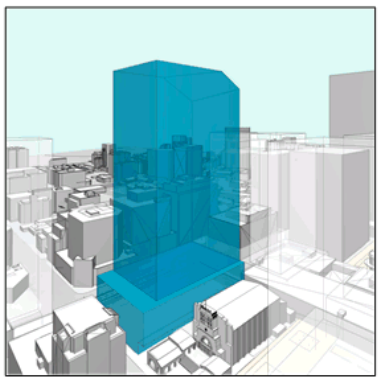
We engaged with Mirvac in this regard and our clients prepared (via Turner Studio) an "amalgamated concept".

At a meeting held 18 February Mirvac presented their "amalgamated" scheme.

Notwithstanding some minor inconsistencies, it was clear that there was general agreement in relation to an "amalgamated" outcome. The below two images confirm

the consistency between the 2 "amalgamated schemes". (Turner on left and Mirvac on right).





It is the understanding of Think Planners that Council encourages the amalgamation of the land parcels as the best outcome for Parramatta CBD. Accordingly, at the time we did not instruct the preparation of an "unamalgamated" outcome.

However, Mirvac at the meeting in February 2021 presented an "unamalgamated" scheme, as seen below.

Mirvac Proposed Unamalgamated Scheme

For numerous urban design reasons our clients have never accepted that the above "unamalgamated" proposal is appropriate for either site. The proposition that 75 George Street would enjoy the opportunity for a zero boundary along its western

boundary and result in being pressed against our clients building, impacting on solar access, cross ventilation, and leading to issues of an odd urban form, accessibility, construction timetabling etc, is completely at odds with numerous urban design principles. The City of Parramatta Council has a consistent stance of not permitting zero setback between towers that would rely upon coordinated timing of construction, the potential for blank walls to be erected and stay that way for many years, and the impacts on amenity that arises. The outcome proposed exhibits, in our view, a retrograde design that lacks architectural or urban design merit.

Having regard to Mirvac's proposal that results in an unacceptable urban design outcome in the "unamalgamated" scenario, we did not reach agreement on the lodgement of a single DCP for the land parcels.

Mirvac Lodges a DCP

Having regard to the above history, which we have communicated to Council in June 2021, we are disappointed that when Mirvac lodged a DCP for their land, that the Council has not provided us a copy to review. There is the potential for poor implications in terms of economic and orderly development and extremely poor urban design outcomes, which have direct commercial, practical and design impacts upon our clients land. Given the history to date, our clients efforts to work with Council and Mirvac we see no utility in denying our client the opportunity to review the DCP themselves.

We remain very concerned that –

- Any DCP developed for an "unamalgamated" scenario must take into account appropriate setbacks between the buildings,
- The DCP must require the Mirvac building to setback from its western boundary , and
- The DCP must include a detailed and careful understanding of the relationship between the buildings on adjoining sites, that seek to provide the very best urban form for the CBD.

71-73 George Street DCP – The Roxy Arcade

Our clients find themselves in an untenable position of knowing that there is a DCP lodged with Council that will have a direct impact on their property, and being unable to review or understand its implications.

Accordingly, to enable engagement, and to seek the best outcome for this part of the CBD, Think Planners are engaged to prepare and lodge the attached Development Control Plan.

We note that Think Planners are very keen to work with Council on a DCP that provides building envelope controls for both "amalgamated" and "unamalgamated" DCP outcomes. We look forward to working with Council.

DRAFT DEVELOPMENT CONTROL PLAN

Purpose and Approach

The attached Draft Development Control Plan has been prepared with the primary purpose of establishing Building Envelope Controls for two different scenarios for the relevant land parcels.

In this regard it adopts an approach like that taken in the Parramatta DCP, Part 4, Strategic Precincts – "L – 55 Aird Street Parramatta". In that section of the DCP two alternative design options are identified for a site based on whether a future application proposes a residential or a hotel development. The attached draft DCP identifies two alternative design options based on whether a future application is able to achieve land amalgamation or separate development applications for individual parcels.

We believe that this is the most appropriate way to deal with this scenario, as the controls encourage the better outcome of land amalgamation but are also responsive to the fall back outcome where amalgamation proves impossible to achieve.

Key Considerations

In arriving at the envelopes set out in the attached draft DCP we note the following key considerations –

Draft Civic Link DCP

The draft Civic Link DCP has not been adopted for the Precinct between Macquarie and George Streets. We note that the draft Civic Link DCP was prepared at a time when the implications of the Sydney Metro project were unknown. Furthermore, the Sydney Metro project has not resolved in a final design for this part of the CBD, and therefore the draft Civic Link cannot be relied upon. This is relevant as the draft Civic Link identified an extension of Macquarie Lane through 71-73 George Street. It is improper to repeat this laneway given the radical shift in circumstances and the unadopted status of the Draft Civic Link DCP.

Parramatta LEP Reservations

The only reservations applicable to the draft DCP land is along the eastern edge of the Mirvac land. The attached draft DCP respects this land reservation in the building envelopes.

Draft Integrated Transport Plan

The recently exhibited Integrated Transport Plan for Parramatta CBD does not identify any pedestrian movements through 71-73 or 75 George Street through to 2056 (see extract below), nor any cycle connections (see further extract below).

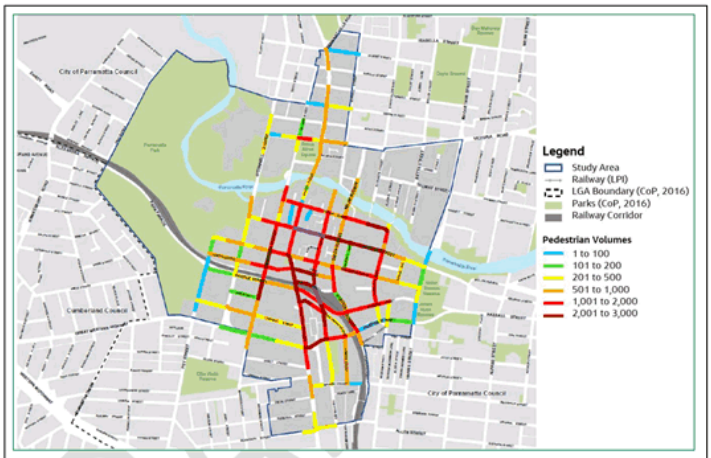
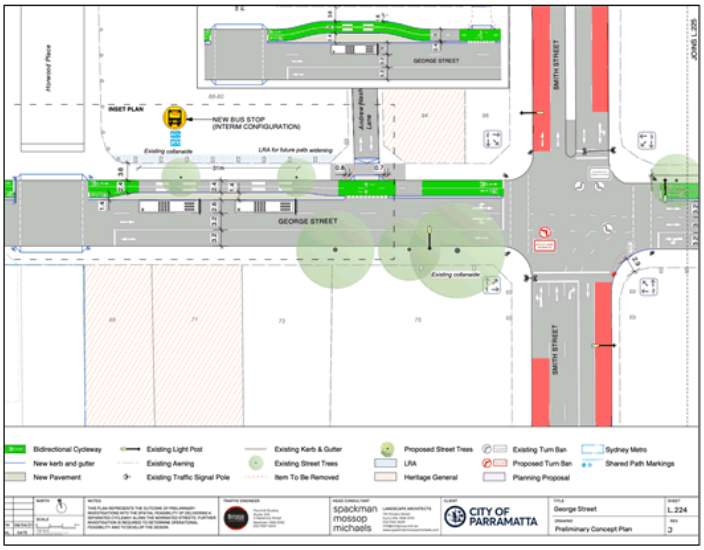


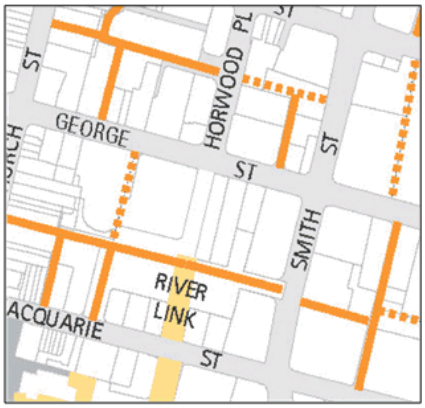
Figure 83: Future (2056) pedestrian peak hour volumes by street (Source: Cardno)



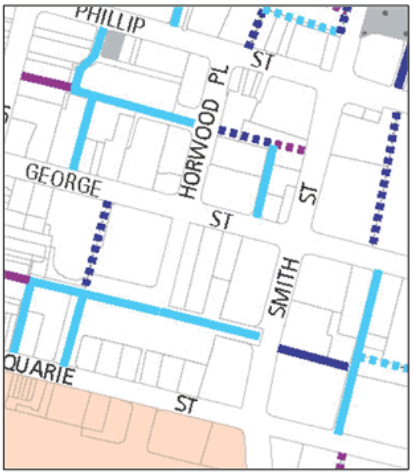
Parramatta DCP 2011

The current Parramatta DCP 2011 identifies a 20m setback for a tower from the George Street frontage. We note that a series of decisions have been made by the City of Parramatta that supports the retention of the 20m setback west of Church Street, but not east of Church Street. We have prepared the draft site specific DCP consistent with the more recent decisions in relation to not requiring the 20m setback in this part of the CBD.

The Parramatta DCP 2011 does not identify any public domain existing links, proposed links or proposed public domain on the land (see below extract).



The Parramatta DCP 2011 does not identify any existing pedestrian, shared or service lane, nor any proposed pedestrian, shared or service lane, nor arcade, on the land (see below extract).



The Roxy Theatre

71-73 George Street sits adjacent the Roxy Theatre State Significant Heritage Item. The Roxy Theatre has high cultural

The Roxy Theatre has high cultural significance as a good and relatively intact representative example of the 'Picture Palaces' of the interwar period. The overall form and surviving original fitout and fabric displays the major attributes of this building type. It is an excellent example of 'Interwar Spanish Mission' style, displaying features typical of this style but also with a notable individuality and quality of architectural design.

In determining the setback from the eastern boundary of the Roxy Theatre site we have carefully analysed the position of Council and the Heritage Council in the matter of *K Capital Pty Ltd v City of Parramatta Council NSWLEC 1292*.

The judgement notes that the Heritage Council raised *"The Roxy's celebrated external form and character, as viewed from the public domain, particularly from George Street, are important aspects of its aesthetic significance. …The aesthetic value of the Spanish Mission architectural features, including the iconic ornate tower and illuminated Roxy sign would be diminished by the overwhelming scale of a commercial tower located within close proximity to these elements."* (NB – this is in respect to a tower proposed above the Roxy). The celebrated features as seen from George Street is shown in the photo below (source: google streetview).

The judgement confirms the refusal of the application on the basis that the proposal for the Roxy Theatre site would result in extensive demolition that would have an unacceptable detrimental impact on the heritage significance of the item.

It is submitted that the key issues arising in that matter is the extensive demolition proposed to the State Heritage listed item. It is relevant to note that the key views and façade of the building was noted to be that fronting George Street. Confirmation of the bland eastern façade is provided in the image below (source: google streetview).

The above analysis has led to the draft site specific DCP adopting a 3m setback from the eastern boundary of the Roxy Theatre site. It is noted that the Roxy Theatre's eastern facade is blank, windowless and unadorned. Further, a significant proportion of the Roxy Theatre building is setback from the boundary and is not located on a zero lot line.

Exploring the Unamalgamated Options

Before arriving at the "unamalgamated" scheme as proposed in the attached site specific DCP, two other alternatives were considered.

A scheme that implemented setbacks of 18m between towers was analysed and is illustrated below.

This scheme results in an unworkable built form for the Mirvac site, that would also be a poor contribution to the built form within the CBD.

Consideration was also given to an arrangement of two parallel towers in an east-west direction, as illustrated below.

This option would lead to the northern building having an unacceptable impact on the southern building.

Neither option illustrated above warrants further analysis.

CONCLUSION

This letter provides the City of Parramatta Council key information in relation to the attached site specific draft DCP. The letter contains –

- Clarification of our clients endeavours to improve their land holding through amalgamation with other land;
- Clarification of our clients willingness to seek the better outcome of amalgamation with the Mirvac land holding, inclusive of full disclosure of commercial figures acceptable to our client and below market value;
- An explanation of key considerations and factors that have informed the attached draft site specific DCP; and
- An expressed desire to work with Council and the adjoining land owners to achieve optimal built form and urban design outcomes for this part of the Parramatta CBD.

We look forward to working with Council on the site specific draft DCP.

Regards

Adam Byrnes
Director
Think Planners Pty Ltd
PO BOX 121
WAHROONGA NSW 2076

PART 4.3 STRATEGIC PRECINCTS

4.3.3 Parramatta City Centre

4.3.3.7 City Centre Special Areas

Update Figure 4.3.3.7.1. City Centre Special Areas to include the subject site being:

71-75 George Street and Macquarie Lane Carpark, Parramatta refer to Section 4.3.3.7 as shown outlined and shaded in black in Figure 4.3.3.7.1 City Centre Special Areas.

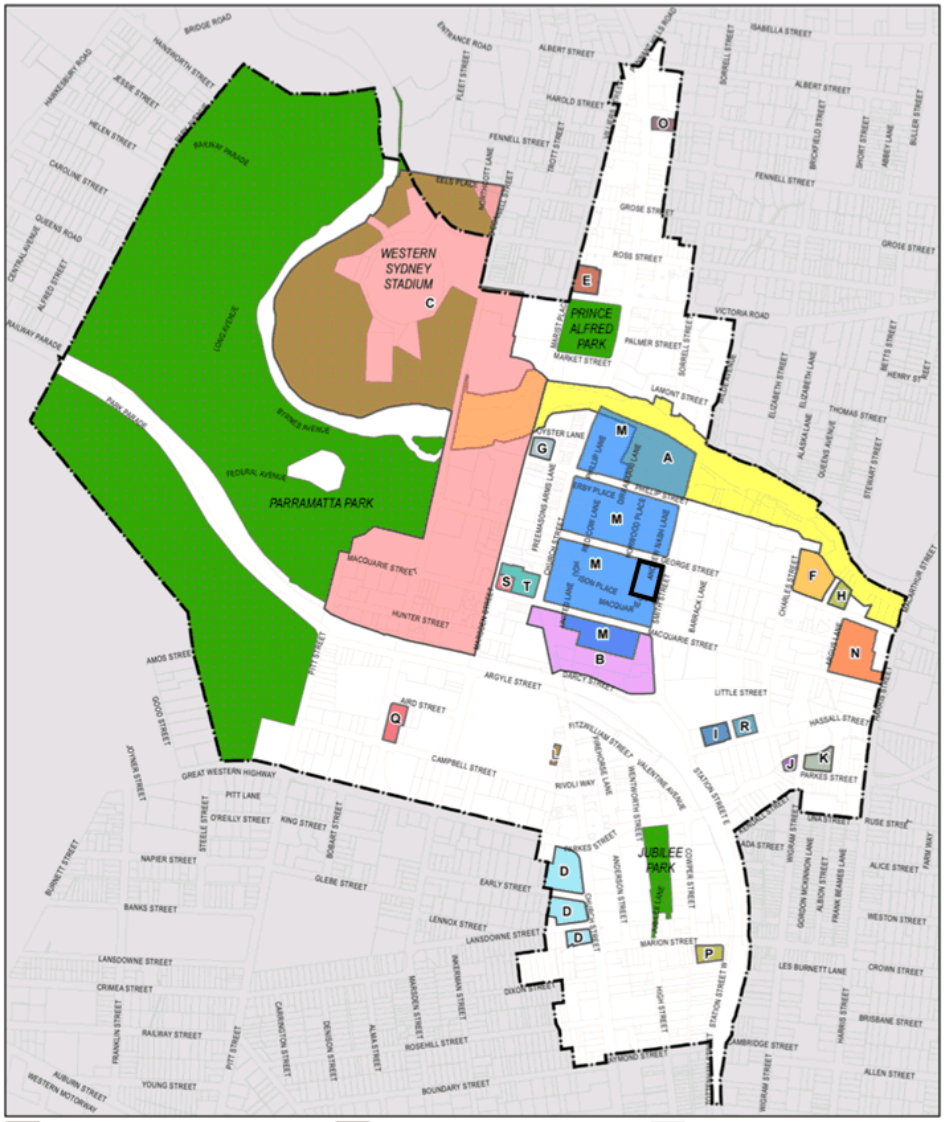


Figure 4.3.3.7.1
City Centre Special Areas

Insert new section 4.3.3.7 (U) being site specific controls relating to 71-75 George Street and Macquarie Lane Carpark, Parramatta.

(U) 71-75 George Street, Parramatta

Land to which this applies

This part of the Development Control Plan (DCP) applies to land at 71-75 George Street, Parramatta and the at grade carpark at the rear of 71-73 George Street within the Parramatta CBD as illustrated in the below Figure.

Relationship to other Planning Documents

This Part is to be read in conjunction with other parts of this DCP and the Parramatta Local Environment Plan (LEP) 2011. It has been prepared in accordance with the winning design from

Council's Design Excellence process (LA/353/2015), as per Clause 7.10 of Parramatta LEP 2011. It establishes principles, objectives and controls to be interpreted during preparation and assessment of development applications.

Whist this section contains site specific controls for the site, the other Parramatta City Centre DCP provisions will still apply. In particular, these controls are considered to be relevant to the development of this site.

- 4.3.3.1 (a) Built Form – Minimum Building Street Frontage
- 4.3.3.1 (d) Built Form – Building Depth and Bulk
- 4.3.3.1 (f) Built Form – Building Form and Wind Mitigation
- 4.3.3.1 (g) Built Form – Building Exteriors
- 4.3.3.2 Mixed Use Buildings
- 4.3.3.3 (e) Courtyards and Squares
- 4.3.3.5 (b) Pedestrian Access and Mobility
- 4.3.3.5 (c) Vehicular Driveways and Manoeuvring Areas
- 4.3.3.5 (d) On-site Parking
- 4.3.3.6 Environmental Management
- 4.3.3.8 Design Excellence

In addition to the Parramatta City Centre Controls (section 4.3.3, as per above), other parts of PDCP 2011 also apply.

This part of the DCP provides principles, objectives and controls on the following:

- Building Envelopes and Form
- Preferred Amalgamation Outcome
- Secondary unamalgamated outcome
- Public domain
- Streetwall Design
- Through Site Link

Guiding Design Principles

P.01 Facilitate redevelopment of the sites as a high quality retail and commercial development to support the role of the Parramatta CBD.

P.02 Contribute to the public domain at ground level through an activated edge to all frontages and identifies a future through site link requirement.

P.03 Design the street walls to create streets that are legible, comfortable, safe, functional and attractive.

P.04 Design the street wall to respond to existing built context.

P.05 Set back buildings above the street walls to allow daylight penetration, mitigate wind impacts and enable views to the sky in streets and public places.

P.06 Design the tower(s) to be elegantly proportioned and maximise slenderness of form.

P.07 Protect amenity, daylight penetration, views to the sky and privacy between adjoining developments and minimise the negative impacts of buildings on the amenity of the public domain.

P.08 Design and select the materials of buildings and the public domain to contribute to a high quality, durable and sustainable urban environment.

Building Envelopes

The DCP applies to land parcels currently held by three separate owners. The purpose of this DCP is to encourage amalgamation of the parcels to achieve the primary building envelope identified in this DCP. Failing the amalgamation of the land parcels, the DCP identifies built forms for individual site development.

Objectives

O.01 Reinforce the spatial definition of the streets.

O.02 Design the street walls with an appropriate human scale and sense of enclosure for the streets.

O.03 Protect daylight access at street level and permit views of sky from the streets by providing setbacks above street frontage height that promote separation between buildings.

O.04 Ensure that building form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale, and mitigation of wind effects of the tower building.

O.05 Ensure that the ground level interface provides shelter for pedestrians in the form of an awning.

O.06 Ensure that built form achieves contextual fit with adjacent buildings.

Controls for Preferred Option of Amalgamation

C.01 Building envelopes must be consistent with the minimum setbacks specified in Figure 1 for an amalgamated Scheme.

C.02 The street wall must be built to the street boundary along its full frontage on George Street and Macquarie Lane. The podium to Smith Street is to be recessed and designed to accommodate the bus laneway requirements along George Street, and to be aligned with 25 Smith Street.

C.03 Above the street wall the recessed tower element must be set back a minimum of 3m from the Roxy Theatre Site and Macquarie Lane; and a minimum of 6m from the podium edge fronting George Street and Smith Street.

C.04 Setbacks must be measured perpendicular to the boundary to the outer faces of the buildings.

C.05 Any blank walls are to be designed or treated to provide a high quality finish of visual interest.

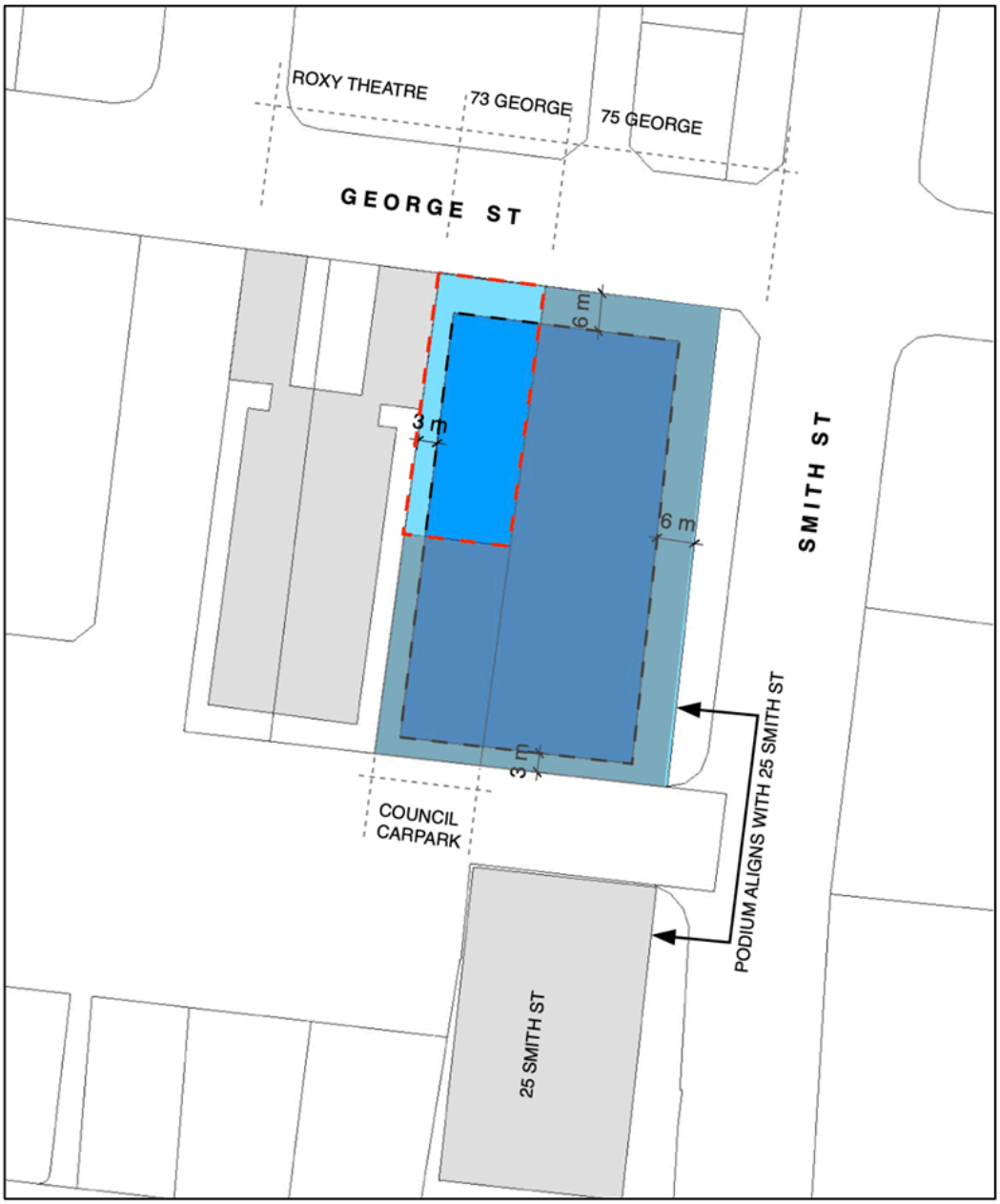


Figure 1 Amalgamated Scheme Building Envelope

Controls for Option Without Amalgamation

C.06 Building envelopes must be consistent with the minimum setbacks specified in Figure 2 for an unamalgamated Scheme.

C.07 The street wall must be built to the street boundary along its full frontage on George Street and Macquarie Lane. The podium to Smith Street is to be recessed and designed to accommodate the bus laneway requirements along George Street, and to be aligned with 25 Smith Street.

C.08 The tower on the corner of George and Smith Streets is to accommodate a separation from the towers to the east and be placed midblock in consideration of solar access and view lines to the towers to the west. street wall must be built to the street boundary along its full frontage on George Street and Macquarie Lane. The podium to Smith Street is to be recessed and designed to accommodate the bus laneway requirements along George Street, and to be aligned with 25 Smith Street.

C.09 Above the street wall the recessed tower element must be set back a minimum of 3m from the Roxy Theatre Site; a minimum of 6m from the podium edge fronting Smith Street; and varying illustrated setbacks from George Street and Macquarie Lane.

C.10 Setbacks must be measured perpendicular to the boundary to the outer faces of the buildings.

C.11 Any blank walls are to be designed or treated to provide a high quality finish of visual interest.

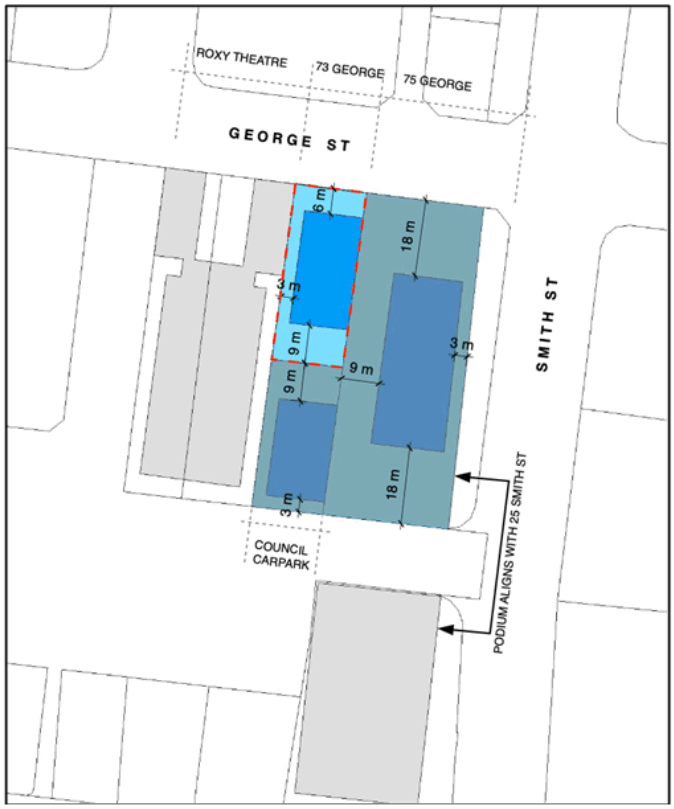


Figure 2 Non Amalgamated Building Envelopes

Street Wall Design

Objectives

O.07 Define the space of the streets and articulate their edges.

O.08 Design the street walls to provide appropriate scale and detail.

O.09 Design the street walls to achieve fine grain modulation in the street.

O.10 Provide comfort and shelter for pedestrians.

O.11 Minimise large expanses of inactive frontage.

Controls

C.01 The podium street wall must:

- be modulated in vertical increments that relate to a fine grain subdivision pattern.
- be of masonry character with no lightweight panel construction.
- be articulated with depth, relief and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.
- utilize legible architectural elements and types - doors, windows, loggias, reveals, pilasters, cills, plinths, frame and infill, etc. - not necessarily expressed in a literal traditional manner.
- include semi-recessed awnings for pedestrian shelter.
- include a ground floor façade design which intensifies the walking experience with particular richness in detail.

C.02 Undercrofts or disruptions of the street wall which expose the underside of the tower and amplify its presence on the street are not permitted.

The Ground Floor

Objectives

1. Provide for the amenity, interest and liveliness of the pedestrian street environment.
2. Ensure a positive experience for pedestrians with the necessary fine grain environment of the street.
3. Integrate an engaging street interface with the design of the public domain, taking account of the topography of the site.
4. Optimise the extent of active frontages in the public domain.
5. Ensure appropriate scale and proportion of foyers and lobbies in relation to site frontage.
6. Promote activity, connectivity and variety in the public domain.
7. Contribute to the economic vitality of the city.

8. Ensure security measures do not inhibit passive surveillance on the street.

Controls

C.01 The ground floor frontage should have active uses.

C.02 Semi-recessed awnings must be provided.

C.03 Columns should not be located within the awning zone outside of the glazed frontage.

C.04 Glass awnings are not permitted.

C.05 The ground floor frontage must be designed in detail and the following must be incorporated in its design:

- The ground floor levels and façade structure and rhythm must be designed to present a fine grain street frontage.
- A nominal 500mm interface zone at the frontage should be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.
- The frontage must have a high level of expressed detail and tactile material quality.
- Facades must be vertically articulated.
- The modulation and articulation of the facade should include a well resolved meeting with the ground plane that also takes account of the slope. A horizontal plinth, integrated in the design, must be incorporated at the base of glazing to the footpath.
- The frontage must take account of the need to provide a clear path of travel for disabled access.
- Legible entrances must be formed in the frontage.
- Fire escapes and services must be seamlessly incorporated into the frontage with quality materials.

C.07 Security doors or grilles must be designed to be:

- Fitted internally behind a shopfront;
- Fully retractable; and
- A minimum 50% transparent when closed.

C.08 The frontage must provide for safety of the public and building occupants and not comprise of any unsafe deep recesses, such as entry lobbies.

Through Site Link

Objectives

O.12 To locate a pedestrian through site link between Macquarie Laneway and The Roxy Theatre.

O.13 Incorporate public pedestrian movement into the design of the overall site and contribute to the network of pedestrian movement throughout the CBD.

Controls

C.01 The pedestrian through site link is to be activated and adjoin ground floor retail spaces.

C.02 The pedestrian through site link is to be a minimum width of no less than 6m.

C.03 The pedestrian through site link is to provide clear lines of sight between key places and be located and designed consistent with the principles of crime prevention through environmental design.

Appendix 4 - Applicant 1 (Ethos Urban / Mirvac) Submission on Draft DCP controls dated 17 September 2021

ETHOS
URBAN

17 September 2021

218091

Brett Newman
Chief Executive Officer
City of Parramatta Council
126 Church Street
Parramatta NSW 2150

Attention – Roy Laria (Land Use Planning Manager)

RE: MIRVAC'S RESPONSE TO COUNCIL'S DRAFT SITE-SPECIFIC DCP CONTROLS
75 GEORGE STREET, PARRAMATTA

Dear Roy,

We write of behalf of Mirvac in response to the draft site-specific Development Control Plan (DCP) controls put forward by Council officers during the meeting with Mirvac on 14 September 2021 and within Council's subsequent email dated 14 September 2021 for land at 71-75 George Street, Parramatta. Mirvac appreciates the opportunity to provide commentary on the draft controls put forward by Council officers for discussion prior to those controls being reported to full Council for endorsement.

Mirvac remains excited and committed to delivering their first commercial development together with Parramatta City Council in a timely manner that stimulates the local econonmy and brings a much needed boost to activity in the CBD. However, the draft DCP controls tabled by Council run the risk of delaying this project from commencing prior to 2030. This is a real risk considering the mandating of amalgamation including with Sydney Metro land that is subject to its own planning pathway and timeline. Mirvac remains optimistic that if Council and Mirvac can work together in a reasonable manner, a successful urban outcome together with a timely ecominic stimulus can be delivered for the Parramatta CBD.

In summary, Mirvac's comments are:

- It is imperative that the wording of the DCP recognises that the independent redevelopment of the sites can occur under Council's planning controls, as amalgamation between 73 and 75 George St may not occur. Whilst Mirvac appreciates and supports Council's preference for an amalgamated outcome, it is not reasonable to mandate this (or for the planning controls to prohibit an alternative outcome), given amalgamation is dependent on several factors outside of the control of Mirvac, and particularly given Mirvac's site is of sufficient size to be progressed independently.
- The DCP must indicate options for vehicular access directly to 75 George St in both an amalgamated and independent scenario without relying on access through land not in Mirvac's control. Access to a road from property is a basic right conferred under Section 6 of the *Roads Act 1993*. The DCP must therefore expressely nominate in both scenarios that vehicular access can be provided to 75 George St directly from George Street as a minimum, and may also nominate other locations as possible alternatives (such as Macquarie Lane).
- The DCP should exclude 71 George St, being the car park owned by Sydney Metro, and the amalgamated scenario should only encompass 73-75 George St. 71 George St forms part of a larger lot of some 9,500m², acquired by Sydney Metro for the purposes of constructing the future Parramatta Metro Station Critical State Significant Infrastructure project (CSSI 10038), which will be the subject of a separate State planning process which excludes the application of DCPs. It is therefore not considered reasonable to include planning controls for this Sydney Metro land and require the amalgamation with this land given the significant number of assumptions and unknowns with respect to its future. Further, given the design of the Metro is in its infancy and the completion of the Metro West project is anticipated to be post 2030, the likelihood of Mirvac transacting on this parcel of land is extremely unlikely. Therefore, it is not a reasonable development option for Mirvac to consider.

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- It is recommended that Council make minor changes to the setback controls contained within the draft DCP for the amalgamated scenario, and also include setback controls for an independent redevelopment of 75 George St, as set out in **Section 3.0** of this submission. As Council has recognised that towers are not achievable on 71 and 73 George St independently given the narrow dimensions of those lots and the application of the FSR sliding scale, a 6m tower side setback on 75 George St is not required. The DCP should therefore permit tower development on 75 George St within 2m of the boundary of those lots, which would allow its orderly and economic development whilst still achieving the DCP's side setback objectives.
- The CBD Planning Proposal requires a 4m wide land reservation acquistion along the full length of the site's Smith Street frontage, to facilitate a road widening and bus interchange. However, acquisition of this land would require compensation to be paid to Mirvac under the owner-initated provisions of Clause 5.1 of the LEP. In order to avoid that process, tower setback reductions in both amalgamated and independent scenarios should be included in the DCP in order to incentivise the land being dedicated voluntarily, and to ensure the road widening can occur at nil cost to Council.

These comments are expanded on further below.

1.0 Independent redevelopment of 75 George St and vehicular access

1.1 Acknowledgement of independent redevelopment

Whilst Mirvac is understanding and supportive of the DCP including planning controls which envisage the amalgamation of 73 and 75 George St, it is imperative that the wording of the DCP recognises that amalgamation may not occur, as amalgamation is not always possible. The DCP should therefore anticipate this scenario to provide some certainty in a scenario where amalgamation cannot occur. In recognition of the significant resources (time and cost) and risk in progressing a proposal for the independent redevelopment of the site through firstly a design competition and then secondly a detailed DA, it is critical that Council's DCP as a minimum provides certainty that an independent redevelopment scenario can be contemplated, including some guidance on the operation of planning controls in this scenario.

Council has verbally and its correspondence dated 14 September 2021 expressed that it would defer to the controls within the broader CBD DCP to guide the development of 71 and 75 George St where they were redeveloped independently. Whilst Mirvac recommends that more detailed site specific controls be included in this DCP to guide the independent redevelopment of 75 George St (as set out in **Section 3.0** of this letter), it is recommended that as a minumum the wording of the DCP includes the following:

> *"Where amalgamation does not occur, on sites large enough to accommodate a tower form, tower development will be subject to the side setback controls of Section 4.3.3.1 of the DCP. A reduced tower side setback of 2m minimum will be considered where development achieves the side setback objectives of the DCP. Vehicular access would be provided from George Street or Macquarie Lane, and where practicable, adjoining buildings are to share or amalgamate vehicle access points".*

The above control recognises the possibility of independent redevelopment and provides parameters for the location of a driveway entry to service the site, as discussed below.

1.2 Vehicular access to 75 George St

The current drafting of the DCP nominates site access to Mirvac's land through 73 George St, which is outside of Mirvac's ownership and control, and therefore cannot be relied upon for vehicular access. As Macquarie Lane is owned by Sydney Metro, it too cannot be relied upon for access. Furthermore, as Smith Street is earmarked in both the Draft LEP and DCP as a bus interchange, George Street remains the only certain location for a vehicular crossover to Mivac's site.

In accordance with Section 6 of the *Roads Act 1993*, the owner of land adjoining a public road is entitled, as of right, to access (whether on foot, in a vehicle or otherwise) across the boundary between the land and the public road.

Accordingly, the DCP must indicate options for vehicular access directly to 75 George St in both an amalgamated and independent scenario without relying on access through land not in Mirvac's control. The DCP must therefore expressely nominate in both scenarios that vehicular access can be provided to 75 George St either directly from George Street, or as an alternative, from Macquarie Lane, should an agreement be reached with Sydney Metro to gain access to the site, or should Macquarie Lane become publicly available in the future.

Mirvac has obtained traffic advice that a vehicular access point from George Street is viable on the basis that it is located at least 20m from the intersection of Smith Street, and operates as a left in and left out arrangement.

The DCP can encourage that any access from George Street or Macquarie Lane to 75 George St be future proofed to be shared with, or allow a connection to, 73 George St, in the event of its independent redevelopment, to promote a whole of block approach and minimise vehicular entry points.

2.0 Exclusion of 71 George Street (Sydney Metro land)

The draft site-specific DCP should exclude 71 George St, being the car park lot owned by Sydney Metro, with the amalgamated scenario only encompassing 75 George St and 73 George St.

71 George St forms part of a larger lot (Lot 100, DP 607789) of some 9,500m^2, acquired by Sydney Metro in its entirety for the purposes of constructing the future Parramatta Metro Station Critical State Significant Infrastructure project (CSSI 10038). It therefore should not be assumed by Council to be readily amalgamated, given the horizon for the Sydney Metro project is for a 2030 completion. The Sydney metro project will be the subject of its own State significant planning pathway over many years (with the exact timing unknown), which will exclude the application of DCPs. As the Sydney Metro project is in its early planning stages and given definitive guidance has not been provided by Sydney Metro as to their intentions for this land, it should not be included in this site specific DCP.

Any acquisition process of land from a government authority, particularly where it has only recently been compulsorily acquired for the purpose of a State infrastructure process, is extremely complex and uncertain, and as a minimum would be subject to a tender process. Furthermore, given this section of 71 George St does not constitute its own discrete lot, it is not realistically able to be sold off or acquired in any event.

It is therefore not considered reasonable to include planning controls which rely on the amalgamation of land owned by Sydney Metro given the significant number of assumptions and unknowns with respect to the future of that land. The inclusion of Metro land in the DCP will only serve to create uncertainty for the community and key stakeholders and set an unrealistic expectation for an amalgamation which is highly unlikely to eventuate, and may threaten the vision for the CBD by causing delays to development in this block until beyond 2030.

3.0 Setbacks – Amalgamated and independent scenarios

3.1 Amalgamated scenario (73-75 George St)

With the exclusion of 71 George St from an amalgamated scenario, Mirvac's position is that the setbacks for an amalgamated scenario between 73 and 75 George St should be as set out in **Table 1** and depicted in **Figure 1**. A justification for these setbacks is set out in **Section 3.3** of this letter.

Table 1 Recommended setbacks – amalgamated scenario (73-75 George St)

Setback	Podium	Tower	Consistency with Council's Draft DCP	Justification
North (to George St)	0m	12m	Podium = Consistent Tower = Consistent	Consistent.
East (to Smith St)	4m	5m	Podium = Consistent Tower = Reduction of 1m	To offset Mirvac's land contribution to the Smith St bus lane. Refer to **Section 3.4** .
South (to Macq Ln)	0m	1m	Podium = Consistent Tower = Reduction of 2m	To offset Mirvac's land contribution to the Smith St bus lane. Refer to **Section 3.4**.
South (to 71 George)	0m	2m	Podium = Consistent Tower = Reduction of 4m (from broader CBD side setback control)	In recognition of towers not being achievable on 71 and 73 George St and to offset Mirvac's land contribution to the Smith St bus lane. Refer to **Section 3.3** and **Section 3.4**.
West (to 71 George)	0m	2m	Podium = Consistent Tower = Reduction of 4m (from broader CBD side setback control)	In recognition of towers not being achievable on 71 and 73 George St and to offset Mirvac's land contribution to the Smith St bus lane. Refer to **Section 3.3** and **Section 3.4**.
West (to the Roxy)	6.5m	9.5m	Podium = Consistent Tower = Consistent	Consistent.

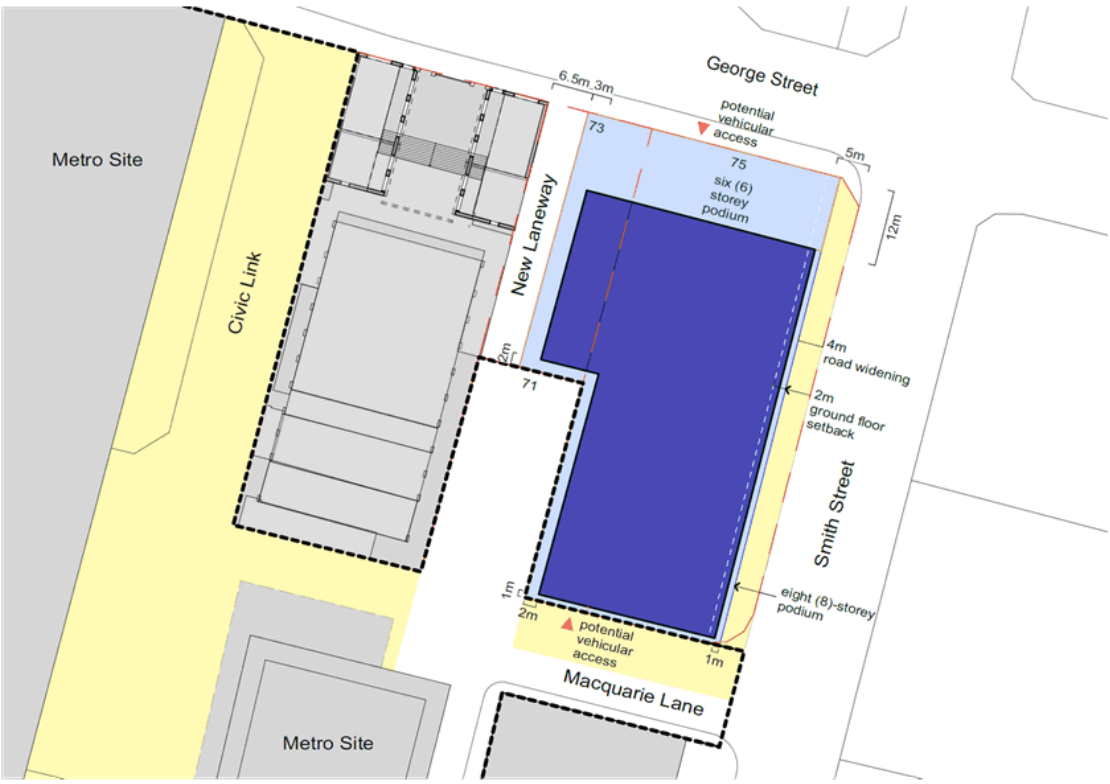

Figure 1 – Preferred setbacks – amalgamated scenario

Source: FJMT

3.2 Independent redevelopment scenario

Mirvac's position is that the setbacks for an independent redevelopment of 75 George St should be as set out in **Table 2** and depicted in **Figure 2**. A justification for these setbacks is provided in **Section 3.3** of this letter.

Table 2 Recommended setbacks – independent redevelopment of 75 George Street

Setback	Podium	Tower	Consistency with Council's Draft DCP	Justification
North (to George St)	0m	12m	Podium = Consistent Tower = Consistent	Consistent.
East (to Smith St)	4m	5m	Podium = Consistent Tower = Reduction of 1m	To offset Mirvac's land contribution to the Smith St bus lane. Refer to **Section 3.4**.
South (to Macq Ln)	0m	1m	Podium = Consistent Tower = Reduction of 2m	To offset Mirvac's land contribution to the Smith St bus lane. Refer to **Section 3.4**.
West (to 71 / 73 George St)	0m	2m	Podium = Consistent Tower = Reduction of 4m (from broader CBD side setback control)	In recognition of no tower achievable on 71 and 73 George St and to offset Mirvac's land contribution to the Smith St bus lane. Refer to **Section 3.3 and 3.4**.

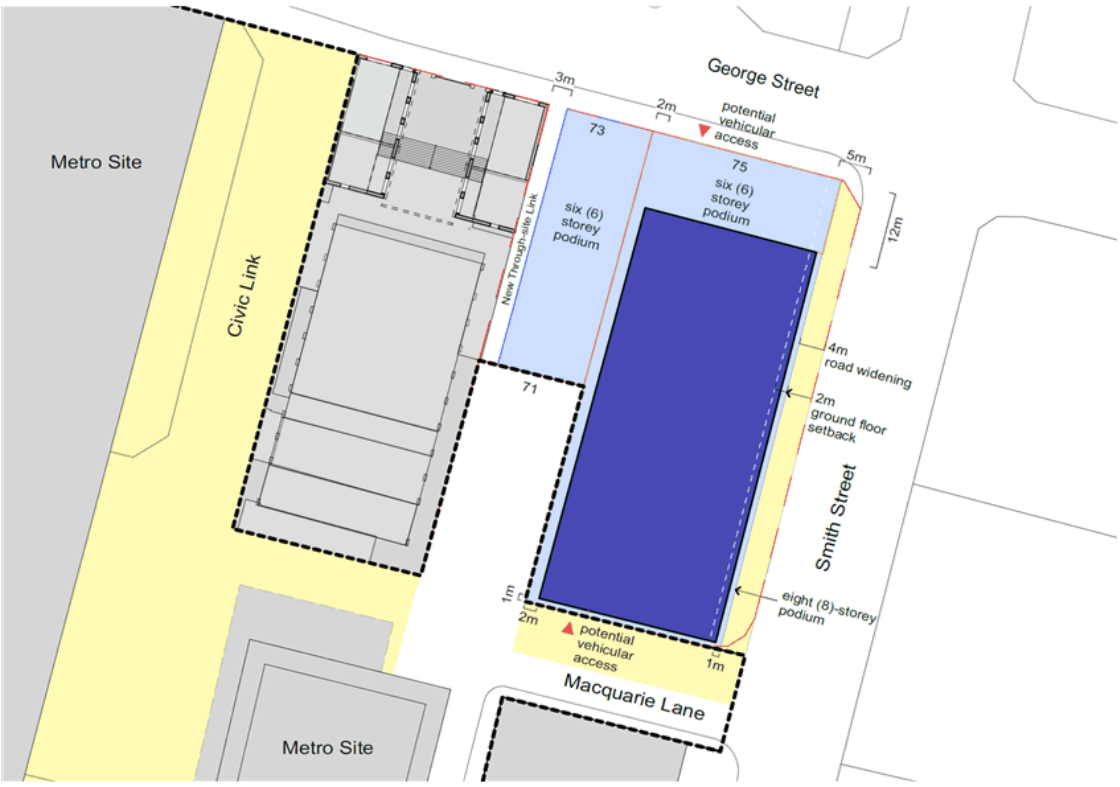

Figure 2 – Preferred setbacks – independent scenario

Source: FJMT

3.3 Setback discussion

Setbacks to the west

In its consultation with Mirvac, Council has recognised that towers are not achievable on 71 and 73 George St independently as a result of the narrow dimensions of those lots, and that the independent redevelopment of 73 George St would be limited to a podium building up to 6 storeys and a reduced FSR as a result of the LEP sliding scale clause. In this scenario, Council's key objective of viewing the Roxy Theatre in the round can be maintained by requiring a 3m through site link along the boundary of 73 George St and the Roxy Theatre, with vehicular access to 73 George St to be shared from a vehicular access point on 75 George St, minimising driveway crossovers within the block.

Therefore, the DCP should permit tower setbacks of 2m to the boundaries of those lots. A 2m tower setback to these smaller lots is supportable for the following reasons:

- On the basis that the sites to the west cannot achieve tower development having regard to the city's setback controls, setting back a tower on 75 George St 6m from these sites in an independent development scenario is not necessary. The purpose of Council's 6m tower setback control for commercial development is to promote 12m inter-tower separation between neighbouring sites by sharing this separation requirement. The objectives of the setback control are achieved with a 2m setback given development on 71 and 73 George St will not be able to accommodate towers, the objectives being:
  - *"O.1 To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy"*; and
  - *"O.2 To achieve usable and pleasant streets, lanes, parks and public spaces in terms of wind mitigation, daylight and solar access."*
- A 2m tower setback would result in a tower on 75 George St which is substantially distanced from the Roxy Theatre boundary (approximately 19m), ensuring this important heritage item is respected.
- A 2m tower setback provides enough space to service / maintain a tower on 75 George St within its boundaries through the provision of a BMU zone.
- A 2m tower setback is considered more appropriate as it results in a more regular tower floor plate for 75 George St, supporting its orderly and economic development and the objectives for jobs growth and A-grade commercial floor space in the Parramatta CBD.

Smith Street and Macquarie Lane

The proposed 5m tower setback along Smith Street (1m above podium) and 1m tower setback to Macquarie Lane are supportable because:

- These minor setback reductions assist to regulate the tower envelope's floor plates and provide some compensatory benefit for the lost floor space resulting from the significant land dedication along Smith Street (discussed further in **Section 3.4**).
- DCP control 4.3.3.1 (C.4) states that corner sites may be built with no upper level setback to the secondary street edge within the same site to help articulate corners, generate feasible floor plates as well as allow corners to engage directly with the street and footpath. Accordingly, were it not for the required dedication of land along Smith Street, the tower would be permitted much closer to Smith Street.
- Notwithstanding the above, a 5m setback to Smith Street is a generous tower setback from the Smith Street boundary, providing ample separation to other development by Smith Street itself and development in a commercial context.
- Smith Street is a secondary north-south CBD street with no established tower setback character (refer to **Figure 3** to **Figure 4**). Accordingly, visual datums along Smith Street continue to be achieved irrespective of a reduced tower setback.
- The tower will be subject to articulation in massing and facade design, which may mean greater setbacks are actually achieved through detailed design.

Given the minimal impacts of these reduced setbacks, they are considered on balance as acceptable.

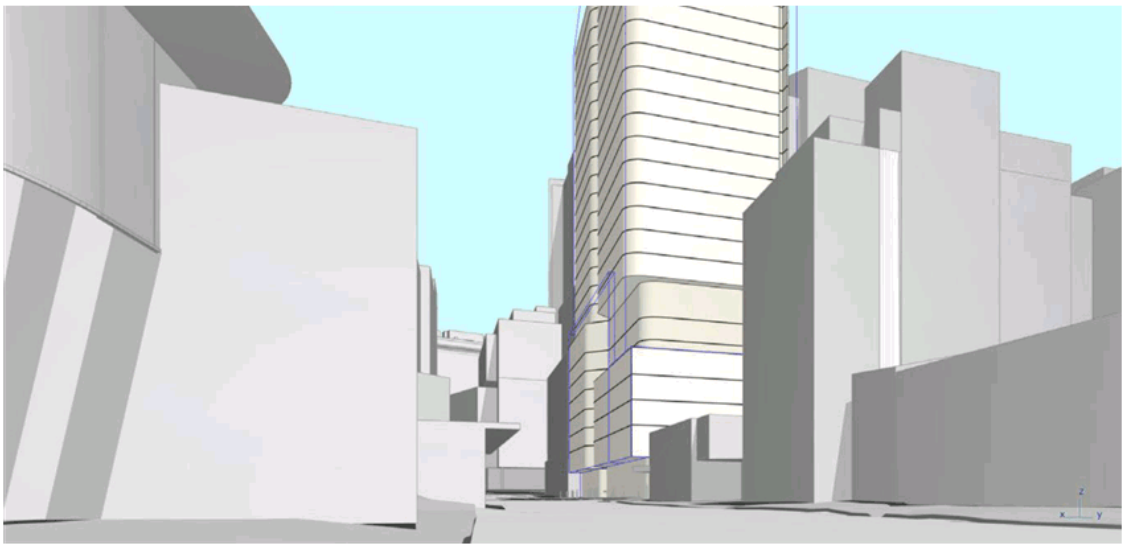

Figure 3 – View of 75 George St proposed setbacks, looking south along Smith Street

Source: FJMT

Figure 4 – View of 75 George St proposed setbacks, looking north along Smith Street

Source: FJMT

3.4 Mirvac's land contribution to Smith Street widening

As Council officers are aware, the CBD Planning Proposal ('Draft LEP') endorsed by Council on 15 June 2021 requires a 4m wide land reservation acquisition along the full length of the site's Smith Street frontage, for the purpose of facilitating a road widening and bus interchange. Once gazetted, Clause 5.1 of the Parramatta LEP 2011 nominates Council as the relevant authority to acquire this land.

Council would also be aware of the consultation undertaken with Mirvac to determine an appropriate ground level interface associated with the future Smith Street widening, where Mirvac has indicated its willingness to accommodate a further widening of the footpath at ground level within its site to deliver for Council a 6m wide footpath, providing significant benefit for the city over and above the required land dedication under the LEP's land acquisition requirements at ground level (refer to **Figure 5**).

It is noted however that land earmarked for acquisiton to facilitate the road widening would require compensation to be paid to Mirvac under the owner-initated provisions of the Clause 5.1 of the LEP. In order to avoid that process, reduced setbacks should be contemplated by Council. Reduced setbacks will incentivise the land being dedicated voluntarily, and ensure the road widening can occur at nil cost to Council. Mirvac in its lodged DCP documentation and as set out in **Section 3.3** above have provided robust justification for contextually minor reductions to the setbacks on urban design and planning grounds which Council are encouraged to consider and implement in the final drafting of the DCP for this block.

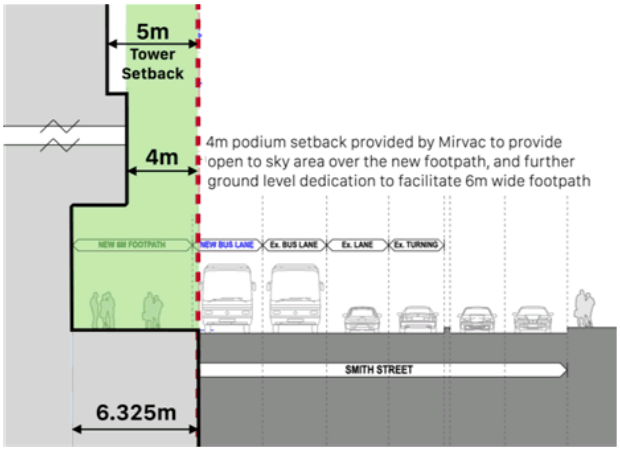

Figure 5 – Smith St widening and bus interchange (above), section showing dedication and tower setback (below)

Source: FJMT

4.0 Conclusion

We thank Council officers for the opportunity to provide commentary on the draft controls put forward by Council officers for discussion prior to those controls being reported to full Council for endorsement.

In summary, Mirvac requests:

- The wording of the DCP recognises the independent redevelopment of the sites may occur if amalgamation does not occur, with the inclusion of the below wording:
  - *"Where amalgamation does not occur, on sites large enough to accommodate a tower form, tower development will be subject to the side setback controls of Section 4.3.3.1 of the DCP. A reduced tower side setback of 2m minimum will be considered where development achieves the side setback objectives of the DCP. Vehicular access would be provided from George Street or Macquarie Lane, and where practicable, adjoining buildings are to share or amalgamate vehicle access points".*
- The DCP indicate options for vehicular access to directly to 75 George St in both an amalgamated and independent scenario directly from George Street and Macquarie Lane;
- The DCP exclude 71 George St, being the car park owned by Sydney Metro;
- The amalgamated scenario to be amended to only encompass 73-75 George St;
- Changes are made to the tower setbacks in the amalgamated scenario as follows:
  - Smith Street: **5m (1m from podium edge)**
  - Macquarie Lane: **1m**
  - to 71 George Street: **2m**
- Council include tower setback controls governing an independent redevelopment scenario on 75 George St, as follows:
  - George Street: **12m**
  - Smith Street: **5m (1m from podium edge)**
  - Macquarie Lane: **1m**
  - West (71 / 73 George): **2m**
- To incentivise the dedication of land along Smith Street to facilitate road widening and ensure the road widening can occur at nil cost to Council by avoiding an acquisition and compensation process, tower setback reductions in both amalgamated and independent scenarios should be included in the DCP.

Should you have any questions, please do not hesitate to contact the undersigned.

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Chris Ferreira
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Appendix 5 - Applicant 2 (Think Planners / Niltil Holdings Pty Ltd) Submission on Draft DCP controls dated 17 September 2021

17 September 2021

City of Parramatta Council
Attention: Mr Rafael Morrissey

Dear Raf

DRAFT DEVELOPMENT CONTROL PLAN – 71-73 GEORGE STREET, 75 GEORGE STREET, AND AT GRADE COUNCIL CARPARK ON MACQUARIE LANE, PARRAMATTA

Thank you to the planners and urban designers of Council for arranging the presentation of the Draft CBD DCP as it relates to the above sites on 14th September 2021. We thank Council for the engagement and the opportunity to respond.

For context and background in relation to our client and the site we refer to our letter submitted to Council dated 11 August 2021.

Amalgamated Site Outcome

The Council "Amalgamated Site Outcome" drawing is supported.

Our client accepts that the amalgamated outcome for the land is the better outcome with respect to Urban Design and allows for the inclusion of generous setbacks and the public benefit of through site pedestrian link.

We note that the amalgamated site outcome will allow our clients land to contribute significantly to the total GFA of an amalgamated outcome by locating c7250m2 of GFA on No.73 and in addition will allow the building on No.75 to achieve additional GFA as the building will not be required to setback 6-9m from the western lot boundary. The amalgamated outcome results in significant additional GFA across the two land parcels, than an unamalgamated outcome. This should be the case, to encourage amalgamation. Further, the DCP should clearly articulate the significant reduction in GFA that would arise in the unamalgamated scenario, which is discussed further below.

Concerns Arising

We do not support, and will strongly object to, the draft DCP not including provisions that address a non amalgamated outcome.

The Council is aware from correspondence with Mirvac and our client, that Mirvac is progressing based on a "non amalgamated" outcome. This expressed determination of Mirvac will have the effect of –

- Compromising the better urban design built form in the CBD;
- Making No.73 an isolated site that will benefit from the provisions of site isolation and our client will pursue maximum development potential on their site in this scenario;
- Compromise any potential to deliver a new pedestrian laneway over our clients land, unless Council moves to "reserve" this land and acquire it from our client;
- Force our client to insist upon driveway access off George Street; and
- Will result in our client not being able to setback their building from the Roxy Theatre site.

As it is the intention of Mirvac to proceed without amalgamation, it is imperative that the draft DCP include provisions that ensure that this is only possible where it has met both planning and urban design tests, only once Mirvac has made demonstrable and reasonable attempts to amalgamate, and where Mirvac accepts a significant reduction in GFA potential.

In this regard the draft DCP must include provisions requiring an applicant to demonstrate that it has attempted to achieve the better urban design outcome of amalgamation. We note that Part 3 of the Parramatta DCP contains provisions in relation to "Site Consolidation and Development on Isolated Sites". It is imperative that a similar requirement be introduced into the CBD part of the DCP. The below suggestion is slightly modified from 3.7.2 of the PDCP2011 -

Objectives

O.1 To encourage site consolidation of in order to achieve best urban design and city shaping outcomes; and to promote the efficient use of land; and to avoid the creation of isolated sites.

O.2 To encourage the development of existing isolated sites in a manner that responds to the site's context and characteristics and that maintains a satisfactory level of amenity.

0.3 To ensure that any site that becomes isolated by another development is able to be developed and contribute to good urban design outcomes.

Design Principles

P1 Development in Parramatta CBD is not to result in the creation of an isolated site that could not be developed in compliance with the relevant planning controls, including the Parramatta LEP and this DCP.

P2 Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value. At least one recent independent valuation is to be submitted as part of that evidence and is to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.

P3 Any development that creates an isolated site must demonstrate as part of the determination of that application that the isolated site can be developed in a way that is consistent with the planning controls and results in a positive urban design contribution to the CBD.

P4 Applicants will be required to demonstrate that an orderly and economic use and development of the isolated site can be achieved. Applicants will be required to detail an envelope for the isolated site, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the application and the isolated site. The likely impacts the developments will have on each other, such as solar access, visual and acoustic privacy and the impact of development of the isolated site on the streetscape must also be addressed.

Finally, it is imperative that the draft DCP clearly indicates via a separate drawing or words the way in which the two sites can be developed in isolation.

It is unreasonable for Mirvac to pursue a pathway of non amalgamation that could in any way result in the loss of development potential for our clients site. Therefore, either a diagram or wording must be introduced into the DCP for the unamalgamated outcome that clearly requires the Mirvac envelope to be set back 9m from its western boundary, so that our clients site retains the ability to be developed once it has been forced into becoming an "isolated site". Our clients site will need to be capable of developing with a zero setback to its eastern boundary, to ensure orderly and economic development of the site.

We reiterate that our client supports amalgamation; has independently obtained a market valuation and provided this to Mirvac to initiate a sale conversation; and our client is yet to receive in return a fair market offer, supported by a valuation, from Mirvac.

Conclusion

In conclusion we confirm -

- Support of the "Amalgamated Outcome" diagram;
- Insistence that the CBD PP include clear requirements in relation to demonstrating genuine attempts to amalgamate land and avoid site isolation, along with

requirements for ensuring that sites that are forced into being isolated remain capable of being developed consistent with the principles of economic and orderly development; and

- That it is imperative that the Draft DCP include provisions addressing the unamalgamated outcome that ensure our clients land is not sterilised and confirming that the future built form on the Mirvac site will need to setback 9m from their western boundary in order to ensure economic and orderly development.

Thank you for the engagement and we look forward to working with Council on the site specific controls for the draft CBD DCP.

Regards

Adam Byrnes
Director
Think Planners Pty Ltd
PO BOX 121
WAHROONGA NSW 2076

CONSEQUENTIAL AMENDMENTS REQUIRED TO SECTION PARRAMATTA DCP 2011

Section 4.4.3.3 Harris Park West

The following consequential amendments are required to Section 4.4.3.3 Harris Park West of PDCP 2011:

1. Amend Figure 4.4.3.3.1 Harris Street Park (below) in two ways:
    a. Shift the northern boundary so it matches that of the revised HCA boundary in the City Centre LEP amendment and un-colour the properties that are no longer contained within the HCA which are: part of 2A Kendall Street, 110-114 and 116 Wigram Street as shown notated below:

Figure 4.4.3.3.1
Harris Park West, Harris Park

    b. Include a notation (via a legend) that Part 7 – Parramatta City Centre controls apply to the properties fronting Ada Street, these being: Part of 2A, 2, 4, 5, 8 and 10 Ada Street as shown edged blue on the map below. This includes heritage items I246 (2 & 4 Ada Street) and I248 (6, 8, 10 & 12 Ada Street):

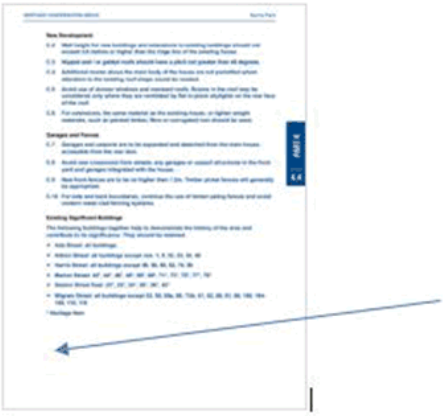
Figure 4.4.3.3.1
Harris Park West, Harris Park

c. Insert the following text at the end of the section on p. 4.4 – 35, after the section entitled "Existing Significant Buildings" (as shown below) that says:

Application of Part 7 – Parramatta City Centre controls

The land parcels at 2A, 2, 4, 5, 8 and 10 Ada Street within the Harris Park West HCA also fall within Part 7 – Parramatta City Centre. This is illustrated in Figure 4.4.3.3.1, above.

Insert the above text in the location shown below:



No amendments to the State of Significance, the objectives or the controls are considered necessary in this section.

SECTION 4.4.4.1 NORTH PARRAMATTA AND SORRELL STREET

The following consequential amendments are required to Section 4.4.4.1 of PDCP 2011 North Parramatta and Sorrell Street:

a. Amend Figure 4.4.4.1.1 to indicate (via a legend) that the Part 7 – Parramatta City Centre controls apply to blocks bounded by Ross, O'Connell, Gross Street and Villiers Streets (as show by blue notation below):

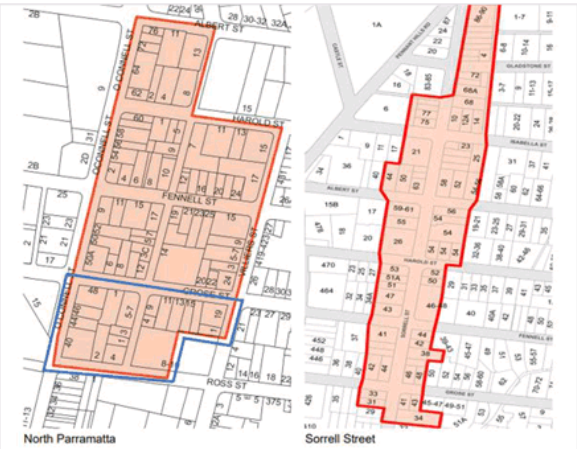


Figure 4.4.4.1.1
North Parramatta and Sorrell Street, Parramatta

b. Amend the following objectives O1, O2 and O5 on account of the introduction of the B4 zone into part of the HCA (changes in red font):

- O.1 Re-instatement of residential use in buildings originally constructed as dwellings in the R2 Residential – Low Density zone of the HCA.
- O.2 Residential and non-residential development is compatible with the small scale of its significant buildings.
- O.5 Continued use for residential purposes and the re-establishment of residential use within buildings originally constructed as dwellings in the R2 Residential - Low Density zone of the HCA.
- O.7 Non-residential uses are encouraged in the B4 Mixed Use zone of the HCA provided they are compatible in this commercial/residential interface area.

No further objectives are required to be amended.

c. Amend control C6 on account of the introduction of the B4 zone into part of the HCA:

- C.6 Consider re-instatement of residential use in buildings built as dwellings but now in commercial use in the R2 Residential – Low Density zone. and where possible, in the B4 Mixed Use zone.

No further controls are required to be amended.

d. Insert the following text at the end of the section on p. 4.4 – 47, after the section entitled "Existing Significant Buildings" (as shown below) that says:

Application of Part 7 – Parramatta City Centre controls

The land parcels at: 1 Villiers, 1, 5-7, 9, 11, 13, 15, 17 & 19 Grose Street; 1, 3 & 4 Trott Street; 40 & 44 O'Connell Street; and 2 & 4 Ross Street which are all identified in the North Parramatta HCA and are

zoned B4 Mixed Use also fall within Part 7 – Parramatta City Centre. This area is illustrated in Figure 4.4.4.1.1, above.

Insert the above text in the location shown below:

No amendments are considered necessary to the Statement of Significance.

>> <<

INNOVATIVE

ITEM NUMBER	17.5
SUBJECT	FOR APPROVAL: Post-exhibition - Amended Melrose Park North Planning Proposal, Draft Site-Specific Development Control Plan and Draft Planning Agreement
REFERENCE	F2021/00521 - D08203219
REPORT OF	Senior Project Officer Land Use Planning
PREVIOUS ITEMS	17.5 - FOR APPROVAL: Post Gateway - Amended Melrose Park North Planning Proposal and Draft Site-Specific Development Control Plan and Planning Agreement - Council - 22 Mar 2021 6.30pm
APPLICANTS	Payce MP DM Pty Ltd (38-42, 44 & 44a Wharf Road, Melrose Park, And 27-29 Hughes Avenue, Ermington) Ermington Gospel Trust (15-19 Hughes Avenue & 655 Victoria Road, Ermington) Jae My Holdings Pty Ltd (8 Wharf Road, Melrose Park)
LANDOWNERS	Payce MP DM Pty Ltd Ermington Gospel Trust Jae My Holdings Pty Ltd

DEVELOPMENT APPLICATIONS CONSIDERED BY CENTRAL CITY DISTRICT PANEL: NIL

WORKSHOP/BRIEFING DATE: Wednesday 6 October 2021.

PURPOSE:

To detail submissions received during the public exhibition of the amended Melrose Park North Planning Proposal, draft Site-Specific Development Control Plan (DCP) and draft Planning Agreement and respond to issues raised. The report recommends that Council approve the Planning Proposal to be forwarded to the Department of Planning, Industry and Environment (DPIE), and approve the site-specific DCP and Planning Agreement.

RECOMMENDATION

(a) **That** Council receives and notes the submissions (summarised in **Attachment 2**) made during the concurrent public exhibition of:
- the amended Melrose Park North Planning Proposal.
- the draft objectives and controls to be included the Parramatta Development Control Plan 2011, the Draft Planning Agreement.

(b) **That** Council approve the Melrose Park North Planning Proposal for finalisation (provided at **Attachment 4**) that seeks to amend *Parramatta Local Environmental Plan 2011* as follows*:*

1) Rezone 38-42, 44 & 44a Wharf Road, Melrose Park from IN1 General Industrial to part R4 High Density Residential, part B2 Local Centre, part

RE1 Public Recreation and part SP2 Infrastructure (Educational Establishment).

2) Rezone 27-29 Hughes Avenue, Ermington from R2 Low Density Residential to R4 High Density Residential.

3) Rezone 15-19 Hughes Avenue and 655 Victoria Road from part R2 Low Density Residential and part SP1 Special Activities (Place of Public Worship) to part R4 High Density Residential and part RE1 Public Recreation.

4) Rezone 8 Wharf Road, Melrose Park from IN1 General Industrial to part R4 High Density Residential and part RE1 Public Recreation.

5) Amend the height of buildings map to increase the maximum building heights from part 9m and part 12m to multiple heights ranging from 36m to 95m (approx. 6-8 storeys to approx. 26 storeys).

6) Amend the floor space ratio (FSR) from part 0.5:1 and part 1:1 to 1.85:1.

7) Amend the Land Reservation Acquisition Map to reflect areas of public open space to be dedicated to Council and land for the new school site to the State Government.

8) Amend Schedule 1- Additional Permitted Uses to permit 'Residential flat buildings' in the B2 Local Centre zone where the minimum 30,000m^2 of retail/commercial floorspace is achieved.

9) Amend the Additional Local Provisions map to include the site and insert a site-specific provision in Part 6 *Additional local provisions – generally* of PLEP 2011 to ensure:

   9.1) That Design Excellence Competition provisions be inserted applicable to development lots E, EA and G (identified in **Figure 8 of Attachment 1**) without the provision of floor space and height bonuses.

   9.2) That a Design Excellence Panel be appointed to provide design advice for all development applications within the Planning Proposal area of the northern precinct. Floor space and height bonuses are not to be awarded on any development lot.

   9.3) The total residential gross floor area within the planning proposal site does not exceed 481,340m^2.

   9.4) A minimum of 30,000m^2 of non-residential floor space is provided within the site to serve the retail and commercial needs of the incoming population.

10) Include a provision that prevents the planning proposal sites from utilising the amended planning controls until such time that a planning agreement has been executed and registered on the respective Title.

(c) **That** Council forward the Melrose Park North Planning Proposal to the Department of Planning, Industry and Environment for finalisation.

(d) **That** Council approve for finalisation the amendments to the Parramatta Development Control Plan 2011 that are included at **Attachment 5.**

(e) **That** Council endorse the Planning Agreement associated with the Payce landholding included at **Attachment 6**.

(f) **That** Council resolves to consider the Planning Agreements associated with The Ermington Gospel Trust site at 15-19 Hughes Avenue & 655 Victoria Road, Ermington and Jae My Holdings site at 8 Wharf Road, Melrose Park separately.

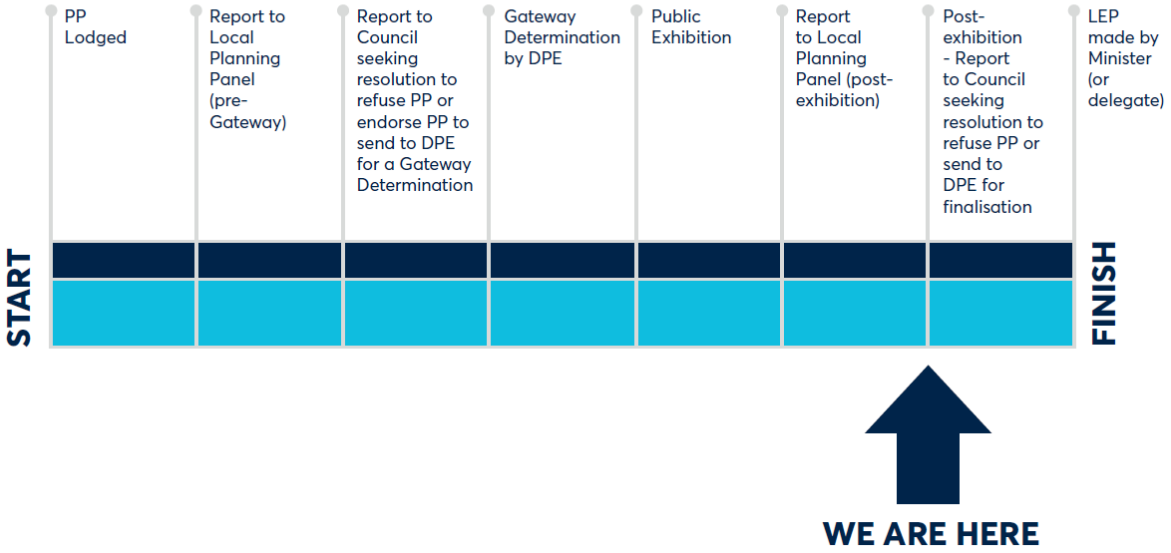
(g) **That** Council authorises the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during the plan amendment process relating to the Planning Proposal, Development Control Plan and Planning Agreement.

(h) **Further, that** Council note the Local Planning Panel considered the Planning Proposal and draft DCP at its meeting of 17 August 2021 and recommended that the following additional matters be considered by Council:

i. Appropriate provisions need to be drafted and incorporated into the draft DCP that reference the Master Plan and Public Domain Plan and clearly identify key requirements of these plans including where direct access to the frontage roads is restricted.
ii. Appropriate provisions need to be drafted and incorporated into the draft DCP to demonstrate the adequacy and purpose of public open space areas to provide both active and passive recreational opportunities within the precinct.
iii. The framework for the water management strategy needs to be incorporated into the draft DCP to provide adequate guidance for detailed design of the stormwater infrastructure to be provided within the precinct.
iv. *Appropriate provisions need to be drafted and incorporated into the draft DCP to provide clarity around setting podium heights and associated setbacks to ensure consistency across the precinct*.
v. Appropriate provisions need to be drafted and incorporated into the DCP to reflect the proposed staging of development as provided for within the relevant Voluntary Planning Agreements.

PLANNING PROPOSAL TIMELINE

Planning Proposal Timeline



BACKGROUND

1. The Planning Proposal was originally considered by Council at its meeting of 10 July 2017, where it was resolved to proceed for Gateway determination. The Gateway determination was issued on 27 September 2017 with a number of conditions that needed to be addressed.

2. A revised version of the original 2017 draft Melrose Park North Planning Proposal was considered by Council at its meeting of 12 August 2019, when it was resolved to forward the proposal to the Department of Planning, Industry and Environment (DPIE) seeking approval to exhibit. This was a requirement of the Gateway determination issued in September 2017.

3. At its meeting of 22 March 2021, Council resolved to exhibit the amended version of the 2019 draft Melrose Park North Planning Proposal, draft site-specific Development Control Plan (DCP) and draft Planning Agreement that are the subject of this report.

4. The draft documents were publicly exhibited from 25 April 2021 to 26 May 2021. A summary of the consultation is contained within this report, with full details provided in the Local Planning Panel (LPP) report of 17 August 2021 (**Attachment 1**).

5. The draft Planning Agreement for the Payce landholding was subject to a re-exhibition due to the adoption of the *Parramatta (Outside CBD) Contributions Plan.* The re-exhibition was undertaken from 9 August to 6 September 2021.

6. The remaining Planning Agreements relating to the other two sites within the Planning Proposal area, being 8 Wharf Road, Melrose Park and 15-17 Hughes Avenue and 655 Victoria Road, Ermington are subject to separate consultation

processes and will be reported to Council for consideration for exhibition in the New Year.

7. The Planning Proposal seeks to include a deferred commencement clause in the PLEP 2011 stipulating that no development applications can be lodged on sites included in the proposal that seek to utilise the proposed uplift on the respective sites until the respective Planning Agreements for those sites have been registered on the Title. This will ensure that redevelopment of these sites cannot occur without a commitment to deliver the required infrastructure.

LOCAL PLANNING PANEL OUTCOMES

8. The Planning Proposal and draft DCP were considered by the Local Planning Panel at its meeting of 17 August 2021, where it was decided to defer the making of a recommendation by the Panel pending consideration of further information from Council officers relating to stormwater management, urban design, design excellence and infrastructure provision. The Panel considered the additional information on 24 August 2021 and made recommendations regarding specific matters before Council's consideration of the Planning Proposal and draft DCP for finalisation.

9. The Panel did not raise new issues or recommend significant changes to the Planning Proposal or draft DCP, and a number of the Panel's recommendations were already proposed to be included in the legal drafting of the LEP amendment should Council endorse the Planning Proposal. The Panel did not consider the Planning Agreement document because at that time the Planning Agreement was subject to a re-exhibition which had not concluded in time to be considered by the Panel. The Panel's recommendations relate to:

Planning Proposal

- Requirement of Planning Agreements to be registered on the respective Titles prior to the lodgement of development applications.
- Inclusion of a provision stating the maximum residential gross floor area permitted on the Planning Proposal site.
- Adding a provision stating that residential flat buildings are only permissible in the B2 zone where the minimum 30,000m^2 of retail/ commercial floor space is achieved.
- Establishing a Design Excellence Panel to review all development applications within the northern precinct and that height and floor space bonuses not be awarded to any development lot.
- Limiting the amount of floor space that can be developed within the precinct prior to the construction of essential infrastructure such as a bridge over the Parramatta River to facilitate a public transport link to the future Metro stop at Sydney Olympic Park.

DCP

- Update of in-document references to the Master Plan and Public Domain Plan
- Clarification over the extent and purpose of the proposed new public open space.
- Updating the attached Water Management Strategy framework.
- Additional controls relating to podium heights and setbacks to better reflect the exhibited Master Plan.

- Further detail regarding the staging of development.

10. The full Local Planning Panel recommendation and detailed responses to the issues raised by the Panel are included in **Attachment 3** to this report. In general, Council officers agree with the recommendations as they were either already proposed to be incorporated into the relevant document or are considered reasonable to be inserted. Those recommendations proposed to be inserted that were not already identified include:
    - Requirement for the Planning Agreements to be registered on the respective Titles prior to the lodgment of development applications.
    - Expanding on the existing provision to enable residential flat buildings to only be permissible where the minimum retail/commercial floor space is achieved.
    - Clarification of the extent and purpose of new public open space in the precinct.
    - Updating the Water Management Strategy framework.
    - Additional controls relating to podium heights and setbacks.
    - Further detail regarding the staging of development.

11. It is noted that the maximum residential gross floor area permitted on the planning proposal site has since been recalculated to exclude the commercial floor space and account for updated cadastral information and is now identified as 481,340m^2. This change has been made to the draft DCP, Planning Proposal and Planning Agreement to provide clarification between the GFAs achievable on each site and to differentiate between the residential and non-residential GFA components.

KEY ISSUES

12. A total of seventy-five (75) submissions were received during the public exhibition period comprising sixty-five (65) from the community, with the remaining ten (10) from public agencies and other organisations. Overall, 11% of submissions supported the proposal in full, 68% objected to the proposal in full. A total of 8% stated partial support or objection and 13% neither stated objection nor support. Refer to the Local Planning Panel report at **Attachment 1** for full details of the consultation undertaken for this exhibition.

13. A number of submissions received during the public exhibition period raised concerns regarding the proposed amendments, with the key issues relating to density, building heights, amenity, the Transport Management and Accessibility Plan (TMAP), open space and the proposed residential floor area. Refer to the Local Planning Panel report at **Attachment 1** for further details on the key issues raised and Council officer responses and recommendations. A table of all concerns raised and Council officer responses is provided at **Attachment 2**.

14. As a result of the public exhibition and the Local Planning Panel recommendations, the Planning Proposal is recommended to proceed at the proposed heights and density. However, a number of changes have been made to the Planning Proposal (at **Attachment 3**). In addition to those which were suggested by the Panel and are identified in paragraph 10-11, two changes have been made by Council officers which relate to the shuttle bus service and maximum residential GFA permissible on the Planning Proposal site. These changes are detailed below and in **Attachment 3**. These changes do not alter

the overall dwelling yield under the exhibited Planning Proposal. They are not material changes and therefore do not trigger the need for a re-exhibition.

15. Changes are also proposed to the site-specific DCP as a result of the public exhibition, further internal review and the Local Planning Panel recommendations. These changes aim to provide further clarity as to how development should proceed on the site and reflect the exhibited Master Plan. They are highlighted above (see paragraph 8) and are also detailed in **Attachment 3**.

PLANNING AGREEMENT

16. The draft Planning Agreement for the Payce landholding was exhibited concurrently with the Planning Proposal and draft site-specific DCP and has a total value of $96,745,226. The Planning Agreement will deliver new open space, social and community and road infrastructure over the course of the redevelopment. Further details on the infrastructure items are included in **Attachment 3.**

17. As part of the initial exhibition, submissions were received raising concerns in relation to the staging of infrastructure delivery, lack of contributions towards infrastructure within the Ryde LGA and the inclusion of items in the Planning Agreement that are considered to not have a public benefit. All issues raised and Officer responses are included in **Attachment 2** to this report.

18. The Planning Agreement was subject to a re-exhibition due to the subsequent adoption of the *Parramatta (Outside CBD) Contributions Plan* which resulted in changes needing to be made to the applicable development contributions rate within the Planning Agreement.

19. The re-exhibition was undertaken from 9 August to 6 September 2021. Four (4) submissions were received, with three being from public agencies and one from a community member. No objections were raised by the three public agencies. The issues raised in the community member submission relate to transparency, accuracy and validity of the agreement, staging and procedural matters. All issues raised and Council Officer responses are provided at **Attachment 2** to this report.

20. The re-exhibited Planning Agreement is subject to changes as a result of the exhibition process. These changes are in response to the first submission made by Transport for NSW (TfNSW) relating to an extension of the shuttle bus service, which will now remain in operation until the delivery of PLR Stage 2 or bus equivalent instead of the original proposal of three years from the first occupation of the development or until direct public transport (light rail and/or public bus) to and from Melrose Park is available, whichever occurs first. Another adjustment relates to the maximum residential gross floor area permissible on the Payce site. The gross floor area currently includes the 30,000m^2 non-residential component. The residential and non-residential components have since been separated and are stated individually on the GFA map in the Planning Proposal and the DCP. Other minor changes are also proposed for clarification purposes. No changes have been made to the commercial terms of the agreement. Further detail in relation to all changes is included in **Attachment 3**. The agreement has been reviewed by the Executive

Director Property and Place who supports the terms, conditions and deliverables under the proposed agreement.

21. In order to secure the necessary infrastructure to support the precinct and to ensure that redevelopment does not occur in the precinct without the delivery of the necessary infrastructure at the right time, it is proposed to insert a provision in PLEP 2011 that will prevent the new planning controls coming into effect on a site until a planning agreement for the respective site has been executed and registered on title. This approach has the support of DPIE and is considered to be an appropriate solution to managing planning agreements that are not in sequence with the finalisation of the planning proposal.

CONSULTATION & TIMING

22. In addition to the community and agency consultation noted above, the following stakeholder and Councillor consultation has been undertaken in relation to this matter.

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
25 April 2021 to 26 May 2021	Multiple	Various comments in relation to finalising the draft PP, draft DCP and VPA	Refer to the LPP report at **Attachment 1** and Submissions Table at **Attachment 2** for full responses.	City Planning and Design
9 August 2021 to 6 September 2021	Multiple	Various comments relating to the draft changes to the VPA.	Refer to the Submissions Table at **Attachment 2** and detailed responses at **Attachment 3**	City Planning and Design

Councillor Consultation

24. Councillor consultation has been undertaken in relation to this matter since the original Planning Proposal was lodged in February 2016. The Planning Proposal, draft DCP and Planning Agreement were most recently endorsed by Council at its meeting of 22 March 2021 which was preceded by a Councillor briefing on 24 February 2021.

25. In relation to the post-exhibition period, Councillors were briefed on the report, key issues and recommendations prior to this meeting.

LEGAL IMPLICATIONS FOR COUNCIL

26. The legal implications associated with this report relate to the Planning Agreement that is proposed to be entered into between Council and the

developer, Payce. Council's legal team were assisted by an external expert in the drafting and finalisation of the Planning Agreement.

27. The proposed post-exhibition changes to the Planning Agreement have been reviewed by the Group Manager Legal Services and are considered to be minor or provide an improved outcome for the proposal.

FINANCIAL IMPLICATIONS FOR COUNCIL

28. Work to progress the finalisation of the Planning Proposal will be conducted by Council Officers and therefore is within the existing City Planning budget. Should this matter progress, a Planning Agreement delivering open space, social and community infrastructure and road infrastructure and improvements to the value of $96,745,226 will be entered into between Council and the applicant. Further, at development application stage, development contributions in keeping with the rates contained in the Parramatta Section 94A Development Contributions Plan (Amendment No. 5) 2017 will be applied to the development.

29. The table below summarises the financial impacts on the budget arising from approval of this report. As the timeframe for the delivery of each stage of the redevelopment is unknown, it is uncertain as to whether there will be any financial implications for Council within the next four (4) years.

30. However, the Planning Agreement includes a two-year maintenance period clause which means that Council will not be required to allocate funding for maintenance immediately. As a result, it is possible that Council will not need to fund the maintenance of infrastructure within the next 5-year period. Therefore, associated maintenance costs and depreciation will need to be addressed in future budgets.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Revenue	Nil	Nil	Nil	Nil
Internal Revenue	Nil	Nil	Nil	Nil
External Revenue	Nil	Nil	Nil	Nil
Total Revenue	Nil	Nil	Nil	Nil
Funding Source	Nil	Nil	Nil	Nil
Operating Result	Nil	Nil	Nil	Nil
External Costs	Nil	Nil	Nil	Nil
Internal Costs	Nil	Nil	Nil	Nil
Depreciation	Nil	Nil	Nil	Nil
Other	Nil	Nil	Nil	Nil
Total Operating Result	Nil	Nil	Nil	Nil
Funding Source	Nil	Nil	Nil	Nil
CAPEX	Nil	Nil	Nil	Nil
CAPEX	Nil	Nil	Nil	Nil
External	Nil	Nil	Nil	Nil
Internal	Nil	Nil	Nil	Nil
Other	Nil	Nil	Nil	Nil
Total CAPEX	Nil	Nil	Nil	Nil

CONCLUSION AND NEXT STEPS

31. It is recommended that Council endorse the Planning Proposal, DCP and Planning Agreement for Melrose Park North noting that Planning Agreements for each property subject to the Planning Proposal must be in place before development applications can be lodged that seek to utilise the new planning controls and uplift on the site.

32. Should Council endorse the Planning Proposal, it will be forwarded to DPIE for finalisation. If Council adopts the site-specific DCP, it will be inserted into the Parramatta DCP 2011. Should Council endorse the Planning Agreement for the Payce landholding, it will progress through the necessary legal process and be registered on Title accordingly.

Amberley Moore
Senior Project Officer Land Use Planning

Michael Rogers
Land Use Planning Manager

David Birds
Group Manager, City Planning

Richard Sheridan
Chief Financial Officer

Ian Woodward
Group Manager Legal Services

Jennifer Concato
Executive Director City Planning and Design

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1	Local Planning Panel Report - 17 August 2021	31 Pages
2	Submission Table	
3	Detailed DCP, Planning Proposal and Planning Agreement Changes.	
4	Planning Proposal	81 Pages
5	Melrose Park North Site-specific DCP	
6	Planning Agreement (Payce)	111 Pages

REFERENCE MATERIAL

INNOVATIVE

ITEM NUMBER	6.1
SUBJECT	Exhibition Outcomes - Amended Melrose Park North Planning Proposal and Draft Site-Specific Development Control Plan
REFERENCE	RZ/1/2016 -
APPLICANT/S	Payce MP DM Pty Ltd (38-42, 44 & 44A Wharf Road, Melrose Park and 27-29 Hughes Avenue, Ermington), Ermington Gospel Trust (15-19 Hughes Avenue & 655 Victoria Road, Ermington), Jae My Holdings Pty Ltd (8 Wharf Road, Melrose Park)
OWNERS	Payce MP DM Pty Ltd, Ermington Gospel Trust, Jae My Holdings Pty Ltd
REPORT OF	Senior Project Officer Land Use Planning

DEVELOPMENT APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL Nil

PURPOSE:

To detail submissions received during the public exhibition of the amended Melrose Park North Planning Proposal and draft Site-Specific Development Control Plan (DCP) and respond to issues raised. The report recommends that the amended Planning Proposal and draft Site Specific DCP be forwarded for Council's consideration. The Planning Agreement will be considered by Council at a later date.

RECOMMENDATION

The Local Planning Panel recommend to Council:

(a) **That** Council receives and notes the submissions (summarised in Attachment 1) made during the concurrent public exhibition of:
- the Melrose Park North Planning Proposal.
- the proposed draft objectives and controls to be included the Parramatta Development Control Plan 2011, noting that further refinements will be made to the controls prior to reporting to Council relating to the management of development applications following finalisation of the Planning Proposal and requirements for the lodgement of a concept or infrastructure development application.
- the Draft Planning Agreement associated with the Planning Proposal.

(b) **That** Council endorse the Melrose Park North Planning Proposal for finalisation (provided at **Attachment 2**) that seeks to amend *Parramatta Local Environmental Plan 2011* as follows:

1) Rezone 38-42, 44 & 44a Wharf Road, Melrose Park Avenue from IN1 General Industrial to part R4 High Density Residential, part B2 Local Centre, part RE1 Public Recreation and part SP2 Infrastructure (Educational Establishment).

2) Rezone 27-29 Hughes Avenue, Ermington from R2 Low Density Residential to R4 High Density Residential.

3) Rezone 15-19 Hughes Avenue and 655 Victoria Road from part R2 Low Density Residential and part SP1 Special activities (Place of Public Worship) to part R4 High Density Residential and part RE1 Public Recreation.

4) Amend the height of buildings map to increase the maximum building heights from part 9m and part 12m to multiple heights ranging from 36m to 95m (approx. 6-8 storeys to approx. 26 storeys).

5) Amend the floor space ratio (FSR) from part 0.5:1 and part 1:1 to 1.85:1.

6) Amend the Land Reservation Acquisition Map to reflect areas of public open space to be dedicated to Council and land for the new school site to the State Government.

7) Amend Schedule 1- Additional Permitted Uses to permit 'Residential flat buildings' in the B2 Local Centre zone.

8) Amend the Additional Local Provisions map to include the site and insert a site-specific provision in Part 6 *Additional local provisions – generally* of PLEP 2011 to ensure:

   8.1) That Design Excellence Competition provisions be inserted applicable to development lots E, EA and G (identified in **Figure 8**) without the provision of floor space and height bonuses

   8.2) Appoint a Design Excellence Panel to provide design advice for all development applications within the northern precinct. Floor space and height bonuses are not to be awarded on any development lot.

   8.3) A total residential gross floor area within the planning proposal site does not exceed 508,768m^2.

   8.4) A minimum of 30,000m^2 of non-residential floor space is to be provided within the site to serve the retail and commercial needs of the incoming population.

(c) **That** Council forward the Melrose Park North Planning Proposals to the Department of Planning, Industry and Environment for finalisation.

(d) **That** Council endorse for finalisation the exhibited amendments to the Parramatta Development Control Plan 2011 that are included at **Attachment 3.**

(e) **Further, that** Council authorises the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during the plan amendment process relating to the Planning Proposal and Development Control Plan.

PLANNING PROPOSAL TIMELINE

SUMMARY

1. This report seeks the Local Planning Panel's (LPP) endorsement for Council to consider the outcomes of the public exhibition of the amended Melrose Park North Planning Proposal and draft Site-Specific DCP. A draft Planning Agreement was also publicly exhibited in conjunction with the Planning Proposal and draft DCP. The Planning Agreement is subject to a re-exhibition, the outcomes of which will be reported separately to Council.

2. The Planning Proposal seeks to amend the Parramatta Local Environmental Plan (PLEP) 2011 to enable non-industrial development on the abovementioned sites in the form of high density residential, public open space, retail/commercial and education uses. This proposal is generally in accordance with the Northern Structure Plan adopted by Council in December 2016. Should the Planning Proposal and draft DCP be endorsed then approximately 5,500 new dwellings could be delivered on this site.

3. The Planning Proposal, draft DCP and Planning Agreement (the latter not subject to this report) were placed on public exhibition from 26 April 2021 to 25 May 2021during which time seventy-five (75) submissions were received comprising sixty-five (65) from the community, with the remaining ten(10) from public agencies and other organisations. A summary of the key issues raised in the submission is provided in this report, with further details and responses provided at **Attachment 1** to this report. Overall, 11% of submissions supported the proposal in full, 68% of all submissions objected to the proposal in full. A total of 8% stated partial support or objection and the remaining 13% neither stated objection or support.

4. A number of changes are proposed to the draft DCP in response to a comprehensive review of the controls following the public exhibition period. These changes are detailed in **Table 2** in this report. However, no changes to the exhibited Planning Proposal are proposed and it is recommended that it be forwarded to DPIE for finalisation.

5. The draft Planning Agreement also exhibited with the Planning Proposal and draft DCP is not subject to this report as it is required to be re-exhibited due to an amendment to the clauses in the Planning Agreement relating to the applicable development contributions. This is the result of a Council resolution related to the Parramatta (Outside CBD) Contributions Plan which was endorsed by Council in July 2021. As a result, the Planning Agreement will be considered by Council at a future Council meeting.

SITE DESCRIPTION

6. The Melrose Park North precinct identified by the yellow outline in **Figure 1** is loosely bound by Wharf Road, Hope Street, Hughes Avenue and Victoria Road and surrounded by low density residential development to the east and west with industrial development to the south and the Victoria Road Site to the north, which is in the final stages of redevelopment for high density residential and mixed-use development.

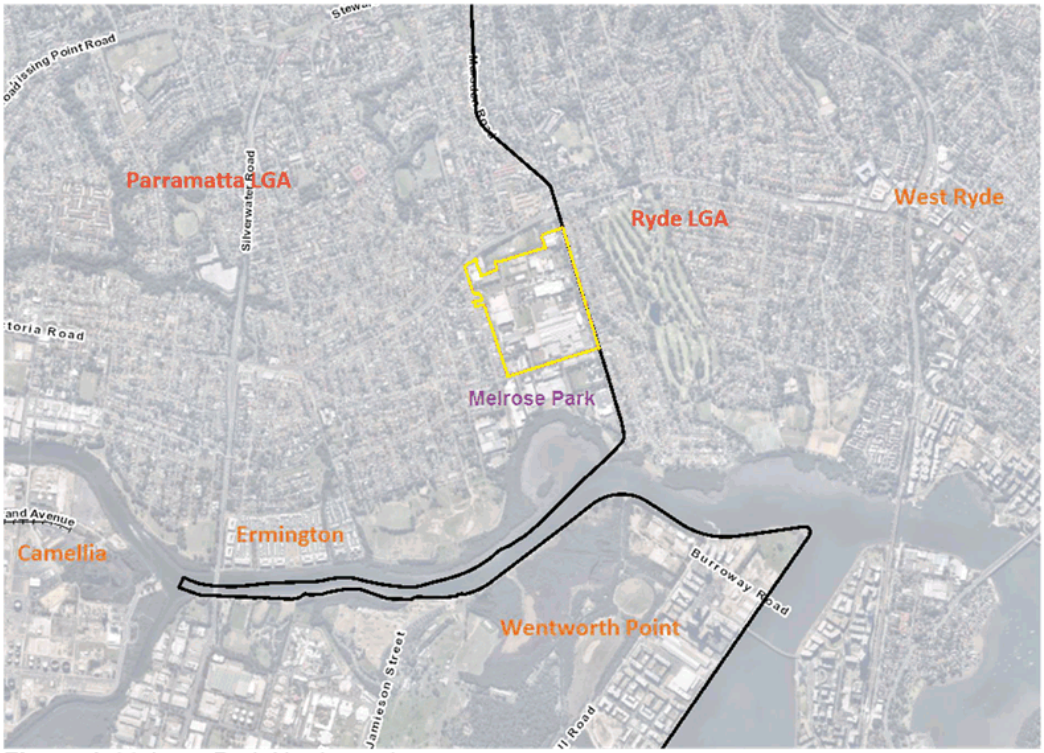


Figure 1. Melrose Park North precinct

7. The land subject to the Melrose Park North Planning Proposal and draft site-specific DCP is outlined in **Figure 2** and is approximately 28ha in size. It comprises three separately owned sites with Payce owning approximately 90% of the overall

area covered by the draft DCP. The majority of the land is occupied by industrial uses with the exception of the north-west corner which is occupied by a place of public worship.

8. The site is adjacent to the City of Ryde Local Government Area (LGA), with Wharf Road on the eastern edge of the precinct being the boundary between the City of Parramatta and the City of Ryde LGAs.

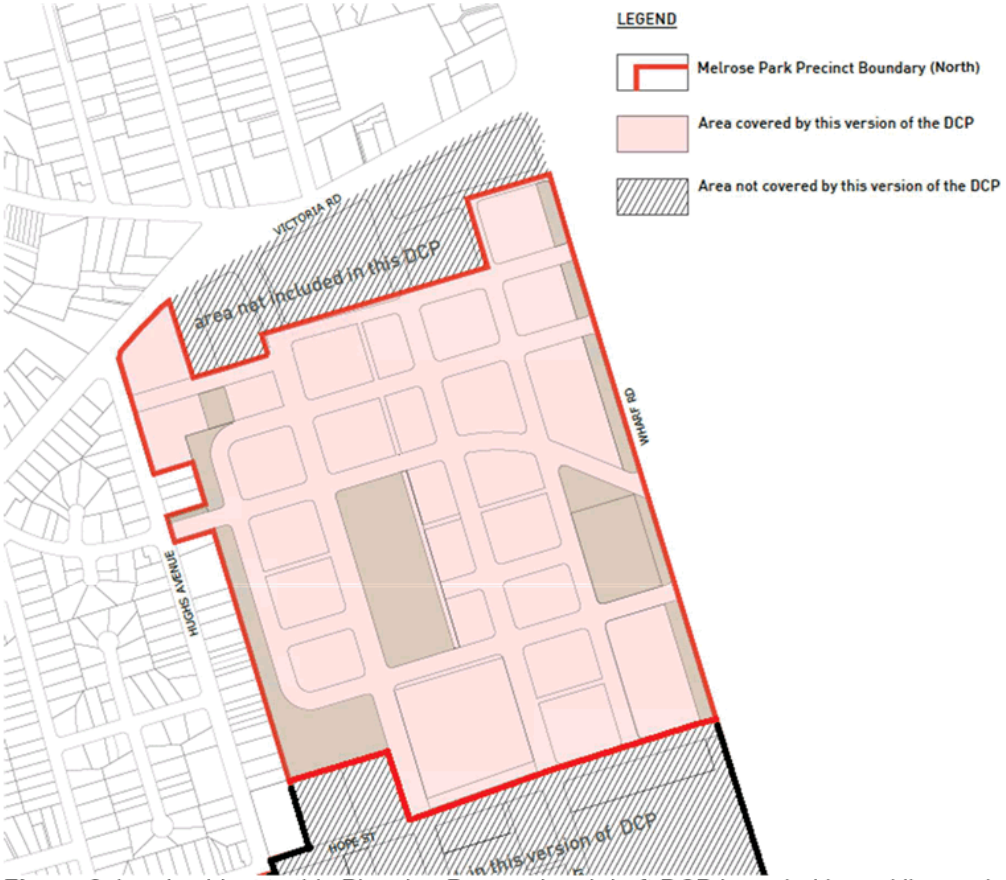


Figure 2. Land subject to this Planning Proposal and draft DCP bounded by red line and shaded pink

BACKGROUND

9. The Melrose Park Precinct is divided into northern and southern parts, with Hope Street the boundary between the two. To ensure compliance with the Parramatta Employment Lands Strategy, structure plans been prepared for both parts of the precinct, with the Northern Structure Plan adopted by Council December 2016 and the Southern Structure Plan adopted by Council in December 2019. The Northern Structure Plan provides a high-level guide for density, road network and open space, while the Southern Structure Plan provides floor space ratio (FSR) allocations and building heights for each development block in addition to identifying areas of new public open space and road network. The northern and southern parts are being progressed as part of separate planning processes. One Planning Proposal has been lodged with Council for two sites under single

ownership within the southern precinct and is currently with the State Government for Gateway determination. Refer to **Figure 3** for an image showing the two parts.

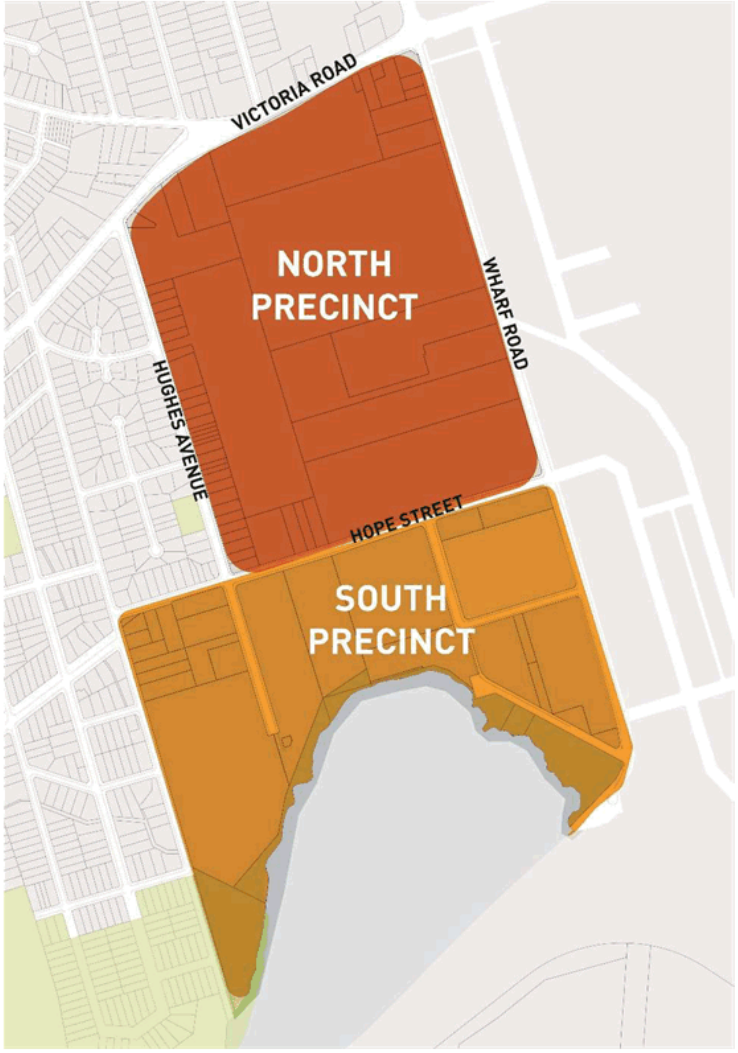


Figure 3. Map showing north and south parts of the precinct

10. The three separate planning proposals that were lodged for sites in the northern precinct were consolidated into one large planning proposal, the Melrose Park North Planning Proposal, in 2017 and is the subject of this report. This planning proposal was considered by the (then) Independent Hearing and Assessment Panel (IHAP) in June 2017, where the proposed zoning changes were endorsed to proceed to Council. Council considered this Planning Proposal in July 2017, where it was resolved to seek a Gateway determination. This Planning Proposal did not propose specific amendments to the building height and floor space ratio (FSR) provisions on the site.

11. A Gateway determination was issued by the (then) Department of Planning and Environment (DPE) on 27 September 2017, subject to a number of conditions including the preparation of a Transport Management and Accessibility Plan (TMAP) and further urban design testing, both of which would be used to inform the

appropriate density for the precinct. The TMAP was completed in early 2019 and urban design testing in mid-2019.

12. A revised Melrose Park North Planning Proposal including proposed building heights ranging from 34m (approx. 6 storeys) to 90m (approx. 26 storeys) and a gross FSR of 1.85:1 across the site was considered by Council at its meeting of 12 August 2019. Council resolved to proceed with the revised Melrose Park North Planning Proposal and for it to be forwarded to the Department of Planning, Industry and Environment (DPIE) for approval for public exhibition. The revised Planning Proposal was forwarded to DPIE in September 2019.

13. During the course of the remaining year and throughout 2020, Council and the applicants progressed with the drafting of the site-specific DCP for the northern precinct to deliver the envisaged density and ensure appropriate built form outcomes would be achieved. Refer to **Attachment 3** for the exhibited draft site-specific DCP.

14. In 2020, a Project Control Group (PCG) was formed by DPIE which included Council officers and representatives from multiple DPIE teams, Transport for NSW (TfNSW) and School Infrastructure NSW. The purpose of the PCG was to ensure that matters requiring State agency input such as infrastructure provision and the proposed new school could be addressed in an efficient manner.

15. During this time, an infrastructure needs list (INL) was prepared and identified the infrastructure requirements to support the proposed density of development within Melrose Park. This was used as a basis for the planning agreement negotiations between Council officers and the applicants. Conversations were also undertaken regarding the future State Planning Agreement to fund and deliver items identified as State infrastructure, such as the new school, Victoria Road upgrades and future bridge to Wentworth Point.

16. Given the size of the Melrose Park Precinct and the potential for it to deliver in the order of 11,000 dwellings (including both the north and south precinct), certain key infrastructure such as a new school site and bridge to Wentworth Point to link to the West Metro is required to be delivered as part of a State Planning Agreement. Negotiations with the applicant and State Government are continuing and any State Planning Agreement will be subject to a separate public consultation period. Notwithstanding, the maximum development potential of Melrose Park is contingent upon the provision of this key infrastructure.

17. The refinement of the built form controls as part of the development of the draft DCP led to the applicant requesting an amendment to the Design Excellence provisions contained in the Planning Proposal previously endorsed by Council for the purposes of public exhibition. In addition, the area subject to the Planning Proposal was amended to include an additional property on Hughes Avenue needed to facilitate a new road connection through the site, and the applicant also requested that residential flat buildings be included as an additional permitted use within the B2 Local Centre zone.

18. The Planning Proposal was amended to reflect these changes and, along with the draft Melrose Park DCP and Planning Agreement, and these documents were then

endorsed by Council for exhibition at its meeting of 22 March 2021. The exhibited Planning Proposal document is contained at **Attachment 2.**

19. The Gateway determination also required DPIE concurrence for the exhibition to commence and this was received on 22 March 2021 and included a direction for the Planning Proposal to commence exhibition prior to the end of April 2021.

PLANNING PROPOSAL

20. **Table 1** below summarises the existing controls under the PLEP 2011 that apply to the subject properties and the proposed provisions contained within the Melrose Park North Planning Proposal.

Table 1. Melrose Park North Planning Proposal – Summary of current planning controls and proposed amendments

Subject Sites	PLEP 2011 – Current Controls	Planning Proposal – Proposed Controls
38-42, 44 & 44A Wharf Road and 27-29 Hughes Avenue	• IN1 General Industrial and R2 Low Density Residential • 12m • 1:1 and 0.5:1	• R4 High Density Residential B2 Local Centre RE1 Public Recreation SP2 Infrastructure (Educational Establishment) • Height controls across the site vary from 36m to 95m (approx. 6-8 storeys to approx. 24-26 storeys) • 1.85:1 (gross) • Additional permitted use to permit 'Residential flat buildings' in the B2 Local Centre zone • Insert a local provision relating to Design Excellence for development lots E, EA and G (refer to **Figure 8**).
8 Wharf Road	• IN1 General Industrial • 12m • 1:1	• Part R4 High Density Residential & part RE1 Public Recreation • 36m (approx. 6-8 storeys • 1.85:1 (gross)
15-19 Hughes Avenue & 655 Victoria Road	• Part IN1 General Industrial, part R2 Low Density Residential, part SP1 Place of Public Worship • Part 12m & part 9m • Part 1:1, part 0.5:1	• Part R4 High Density Residential & part RE1 Public Recreation • 36m (approx. 6-8 storeys) • 1.85:1 (gross)

21. A Design Excellence Panel will be appointed to provide design advice for all development applications within the northern precinct. Floor space and height bonuses are not to be awarded on any development lot. There will be design competition processes required for the three key sites identified by a blue outline in **Figure 8**.

22. The maximum residential GFA on the site is not to exceed 508,768m^2. Each development lot has been assigned a maximum GFA which is represented in the GFA map within the draft DCP.

23. **Figures 1 to 7** below illustrate the proposed amendments to the zoning, height of buildings, floor space ratio and additional local provisions as part of the Melrose Park North Planning Proposal.

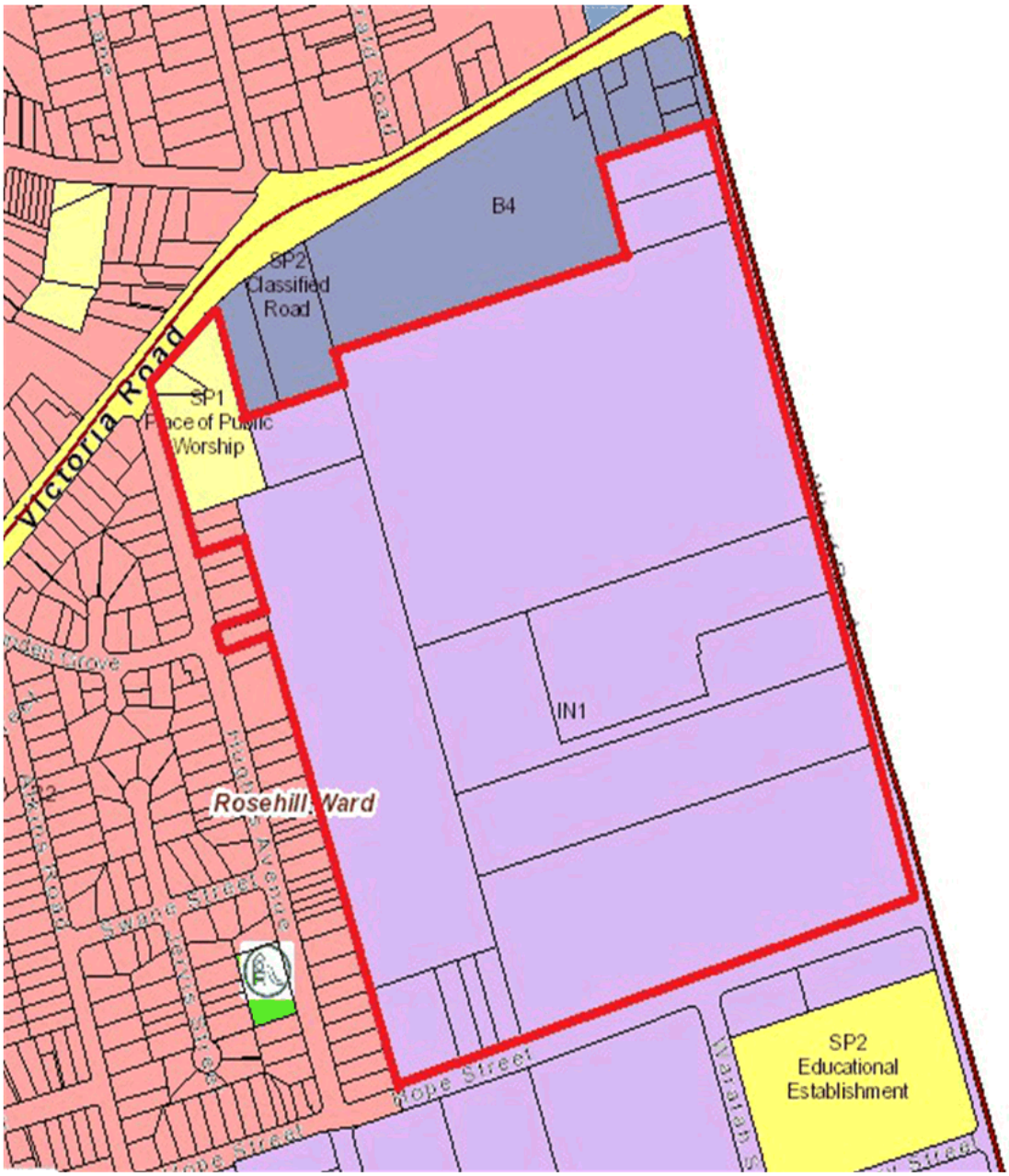


Figure 1. Current land use zoning

Figure 2. Proposed land use zoning

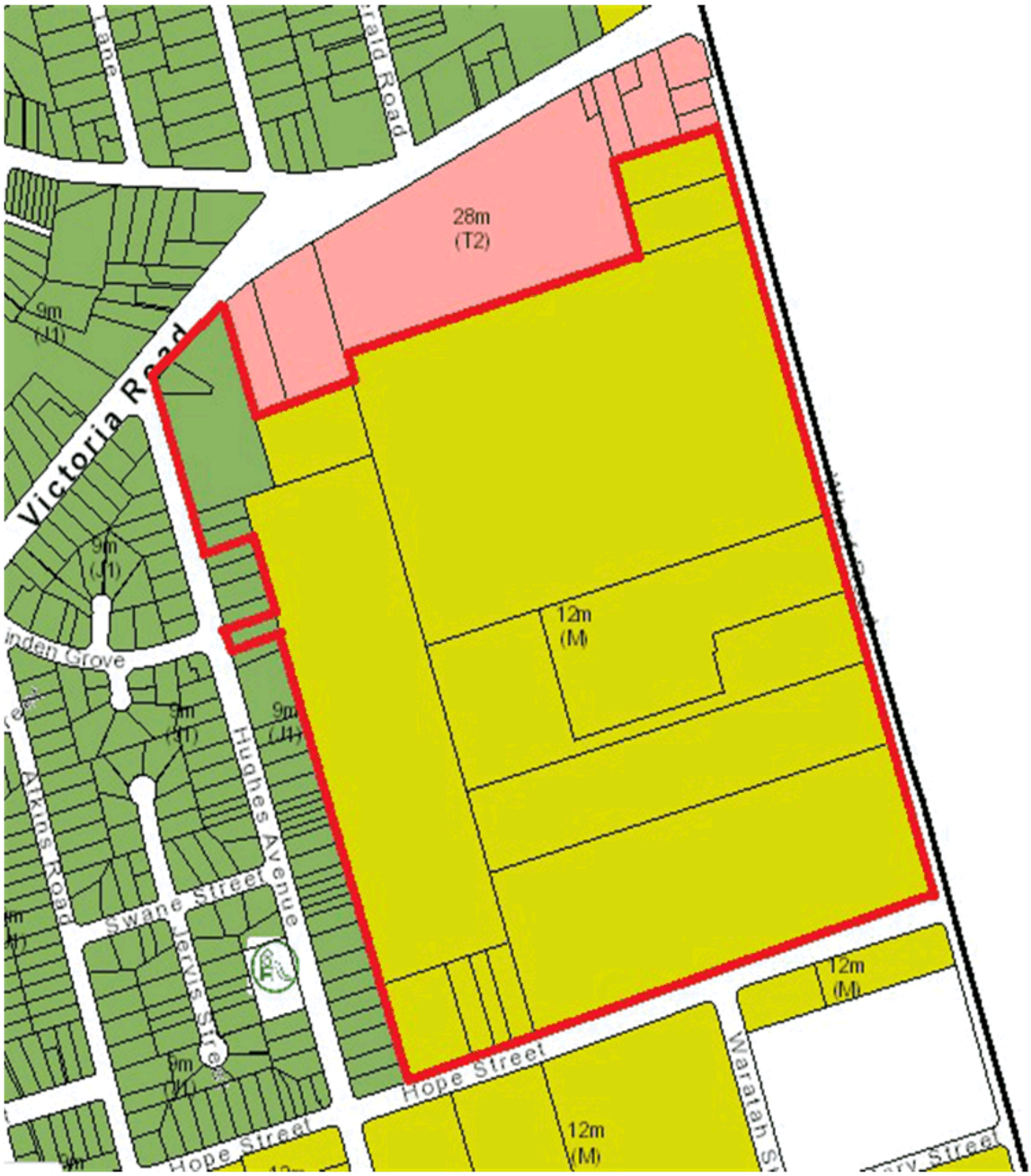


Figure 3. Current height of buildings

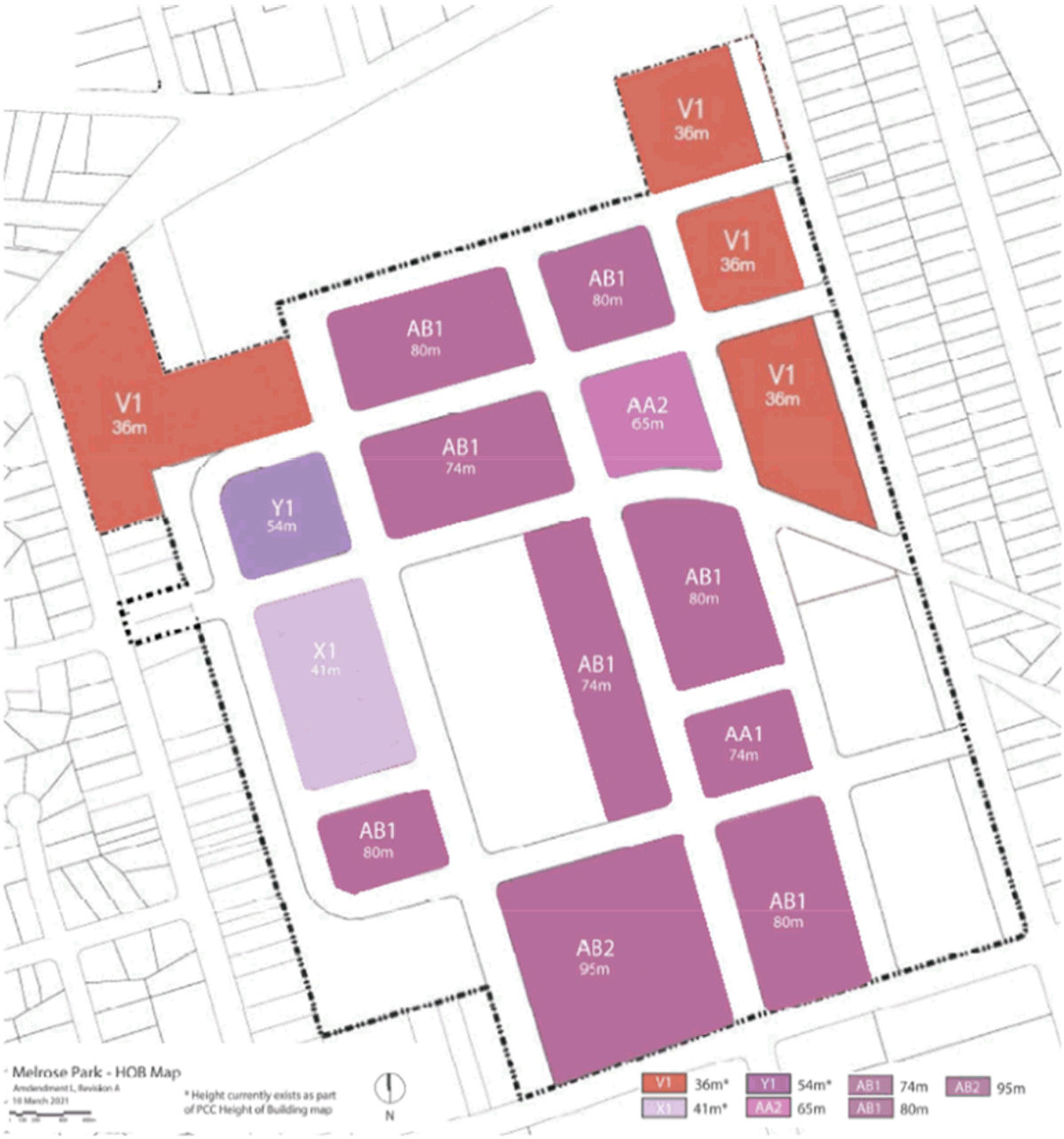


Figure 4. Proposed height of buildings

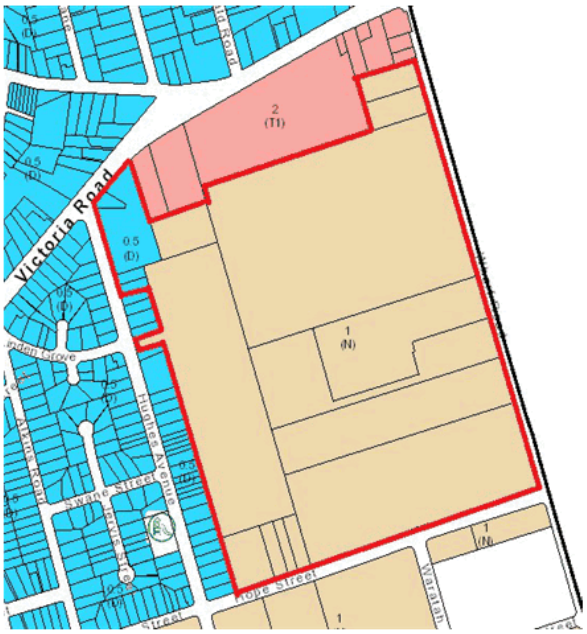


Figure 5. Current height of buildings

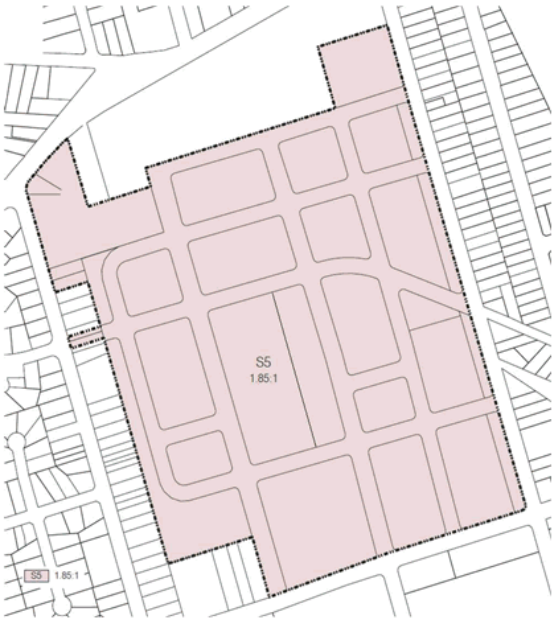


Figure 6. Proposed height of buildings

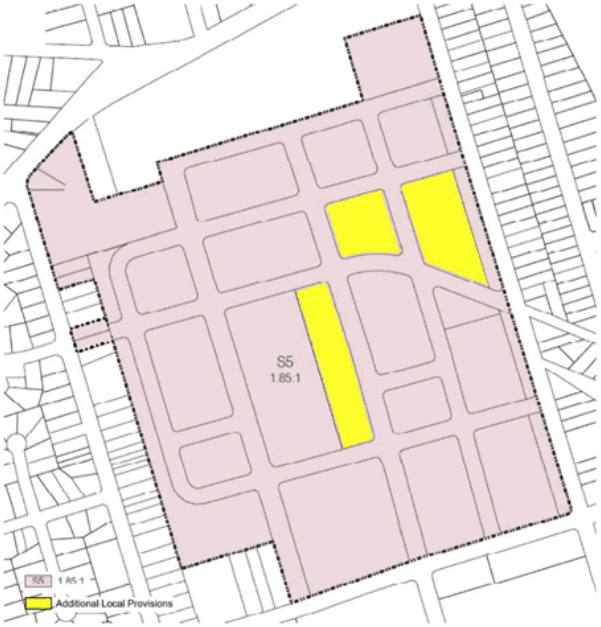


Figure 7. Proposed additional local provisions

Figure 8. Lots subject to Design Excellence Competition outlined in blue

DRAFT AMENDMENTS TO PARRAMATTA DEVELOPMENT CONTROL PLAN 2011

24. A draft site-specific Development Control Plan (DCP) for Melrose Park North (**Attachment 3**) has been prepared to accompany the Planning Proposal. The draft DCP intends to support the provisions in the Planning Proposal and includes

controls specifically written for the high-density context proposed for Melrose Park and includes section on:

- Built Form
- Public Domain
- Vehicular Access, Parking and Servicing
- Sustainability

25. A number of changes have been made to the draft DCP as a result of the public exhibition and a further review to ensure it can be applied in a manner that achieves the intended outcomes. These changes are detailed later in this report.

CONSULTATION

26. The amended Planning Proposal, draft DCP and Planning Agreement and supporting documents were publicly exhibited from 25 April to 26 May 2021. During this time, the community was invited to comment on the draft documents. Notification methods used in the exhibition included:
    - Letters to landowners within a 1km radius of the site, including those within the Ryde LGA (approximately 5,000 letters in total)
    - Dedicated exhibition page on Council's Participate Parramatta website
    - Advertisement on Council's website
    - Hard copies of the draft documents and supporting information available at Council's Customer Contact Centre, Parramatta Library and Ermington Branch Library
    - Geo-targeted social media campaigns on Council's Facebook and Instagram platforms
    - Advertisement in Council's ePULSE newsletter
    - Signage on perimeter fencing of the site

27. Public agencies were also notified in writing of the public exhibition, with the following agencies consulted:
    - Department of Planning, Industry and Environment (DPIE)
    - School Infrastructure NSW
    - Fire and Rescue NSW
    - Western Sydney Local Health District
    - NSW Ministry of Health
    - Office of Environment and Heritage/Environment, Energy and Science Group
    - Sydney Water
    - Transport for NSW
    - Viva Energy
    - City of Ryde Council

    In addition, the State members of Parliament, Dr Geoff Lee, Member for Parramatta and Victor Dominello, Member for Ryde were notified of the exhibition in writing.

28. A total of seventy-five (75) submissions were received comprising sixty-five (65) from the community, with the remaining ten (10) from public agencies and other organisations (breakdown provided in **Table 2**). Overall, 11% of submissions supported the proposal in full, 68% objected to the proposal in full. A total of 8%

stated partial support or objected and 13% remained neither stated objection nor support.

29. This total does not include multiple submissions made by the same person, which occurred in three instances through the use of the online submission form accessible through the Participate Parramatta website. Although no contact or other personal identification details were provided, the IP address of each submission was identical indicating they were made from the same computer and therefore only included as one submission. The content of these submissions was not considered to be providing constructive feedback on the proposal and inappropriate for listing in the report as they were defamatory in nature.

Table 2. Breakdown of submissions received

	Number	Breakdown
Community/landowners	65	Various landowners and other stakeholders
Public Agencies	6	• School Infrastructure NSW (2 submissions) • Western Sydney Local Health District • Environment, Energy and Science Group (part of DPIE) • Sydney Water • Transport for NSW
Other Organisation	4	• City of Ryde Council (2 submissions) - Council officer submission - Jerome Laxale, Mayor • Viva Energy • Northern Sydney District Council of Parents and Citizens Association
Total	**75**	

COUNCIL OFFICER RESPONSE TO KEY ISSUES RAISED IN SUBMISSIONS

30. Below are the key issues raised in the majority of the submissions. A response and recommendation is provided for each. Details of all the issues raised in submissions, and Officer responses are provided in **Attachment 1** to this report.

Density, Building Heights and Amenity

31. A number of submissions raised concern over the proposed density of the development, the proposed building heights and the resulting amenity impacts on the area generally should this proposal be finalised.

Council Officer Response

Density

32. The Proposal identifies a range of land uses on the site including high density residential, public open space, retail and commercial uses and education facilities. The proposed density was endorsed by Council at its meeting of 12 August 2019 and has also been acknowledged as having planning merit by the Department of

Planning, Industry and Environment through the Gateway determination. The densities proposed have been informed by both the Transport Management and Accessibility Plan (TMAP) and extensive urban design testing to ensure that an appropriate outcome could be achieved on the site which was an endorsed approach by Council and the State Government. Council officers acknowledge that concern has been raised by the community regarding the proposed density and that it is a significant change to the scale of development that is currently on the site. However, it is not considered that sufficient justification has been provided in the submissions to warrant a reduction in the proposed density on the site, especially as extensive urban design testing has been undertaken to demonstrate that the proposed density can be achieved without extensive and unmanageable impacts being experienced by future or surrounding residents.

33. The TMAP identifies that up to 11,000 dwellings can be accommodated across the precinct (both north and south) from a traffic and transport perspective on condition that Sydney Metro West, light rail (or bus equivalent) and a bridge to Wentworth Point be provided. Without these three infrastructure items, the TMAP concludes that the overall dwelling number across the precinct will need to be capped at 6,700 units which equates to a 40% reduction in the overall dwelling yield. Further analysis on the TMAP is included below.

34. Similarly, a number of other infrastructure upgrades are required by the TMAP to achieve the 6,700 dwelling yield including:
    - Widening of Wharf Road south of Victoria Road
    - Upgrade of the existing intersection with Victoria Road/Kissing Point Road with a new north-south road from within the precinct required to support the redevelopment,
    - Victoria Road/Wharf Road intersection upgrades- new lanes and realignment
    - Additional through-lane on Marsden Road
    - Additional turning lanes onto Kissing Point Road
    - Signalised pedestrian crossing on norther, western and southern intersection legs
    - Widening of Victoria Road between Kissing Point Road and Wharf Road
    - New shuttle bus service between Melrose Park and Meadowbank Station until PLR Stage2 or bus equivalent is operational
    - Staged improvements to bus services along Victoria Road
    - Staged delivery of new internal roads

35. It is noted that the State Government has made a commitment to deliver Sydney Metro West and recently announced the commitment of funding towards further planning and investigation work for Parramatta Light Rail (PLR) Stage 2. With this comes greater certainty that a bridge will be delivered connecting Melrose Park to Sydney Metro West at Sydney Olympic Park. Notwithstanding, funding for the bridge will be subject to the State Planning Agreements noted above and will require similar agreements with other property owners/applicants for the remaining development areas within Melrose Park.

36. From an urban design perspective, a master plan has been developed to ensure that the density can be accommodated on the site in an appropriate manner and responds to a number of principles that achieves the following outcomes:

- Locating tower buildings in the centre of the site along the major north-south spine roads and locating them so that the tunneling effect of tall buildings is minimised.
- Orientating buildings to achieve maximum solar access and views over open space
- Limiting buildings to a maximum of 6-8 storeys around the perimeter of the site where it interfaces existing low-density residential development.
- Consolidation of open space to ensure maximum use and access.
- Maintaining key view lines, especially along roads to outside the precinct to minimise the perception of density.

37. To support the intentions of the master plan, a site-specific development control plan (DCP) has been created that is proposed to be incorporated into Parramatta DCP 2011. The draft DCP includes objectives and controls relating to built form, which specifies requirements such as building setbacks, building separation, the distribution and allocation of floor space on a block-by-block basis, and tower design and slenderness. These controls are intended to ensure that the perception of density within the precinct is minimised by pedestrian at street level and from residents within the buildings.

Recommended Action

38. Retain provisions as exhibited

Building Heights and Amenity

39. Multiple submissions raised concern over the proposed building heights on the site, stating they are excessive and inappropriate given the existing character of the area, and that it would result in poor amenity of residents within and surrounding the development.

40. It is acknowledged that the proposed heights are not consistent with existing surrounding development, however the heights identified in the Planning Proposal and refined in the master plan and in the draft DCP are required in order to accommodate the residential gross floor area that has been endorsed by Council and the State Government. To minimise impacts on residents, extensive design testing has been undertaken in a collaborative approach between Council's urban design officers and the applicant's architects to achieve the best possible outcome. The master plan locates the tallest buildings away from the perimeter of the precinct to help reduce the perception of density and visual impact on surrounding residents.

41. Council officers acknowledge that concern has been raised by the community regarding the proposed buildings heights and potential impacts on amenity. However, it is not considered that sufficient justification has been provided in the submissions to warrant a reduction in the proposed building heights on the site, especially as extensive urban design testing has been undertaken to demonstrate that the proposed heights can be achieved without extensive and unmanageable impacts being experienced by future or surrounding residents.

42. The proposed buildings heights have been formulated based on the topography of the site, public open space locations, proximity to existing low density residential

development and the desire to concentrate the tallest buildings on the main north-south road corridors within the middle of the site and lower heights on the perimeter to provide a transition from the existing low density residential development adjacent to the site. In addition, a landscape strip has been located along the length of Wharf Road between 17m and 20m wide to increase the separation and proximity between residents on the eastern side of Wharf Road and the proposed development.

43. Concerns were raised that these heights would create a poor amenity and that it will potentially create privacy issues for residents adjacent to the site on the western boundary along Hughes Avenue. The issue of overlooking and privacy impacts on these residents was taken into consideration during the creation of the master plan, however, is not anticipated to be a significant issue due to the maximum height of buildings being 8 storeys along the majority of this boundary, with a buffer provided of approximately 40m between the development lots (lots C, F and K) and the existing houses. Refer to **Figure 9**. This buffer comprises the Western Edge Parklands which has a width of approximately 20m and NRS1 (refer to **Figure 9** for location), which has a proposed width of 20m. In addition, the buildings on these lots are required to have a setback of 3m from the property boundary. As a result, it is not anticipated that overlooking will be a significant impact.

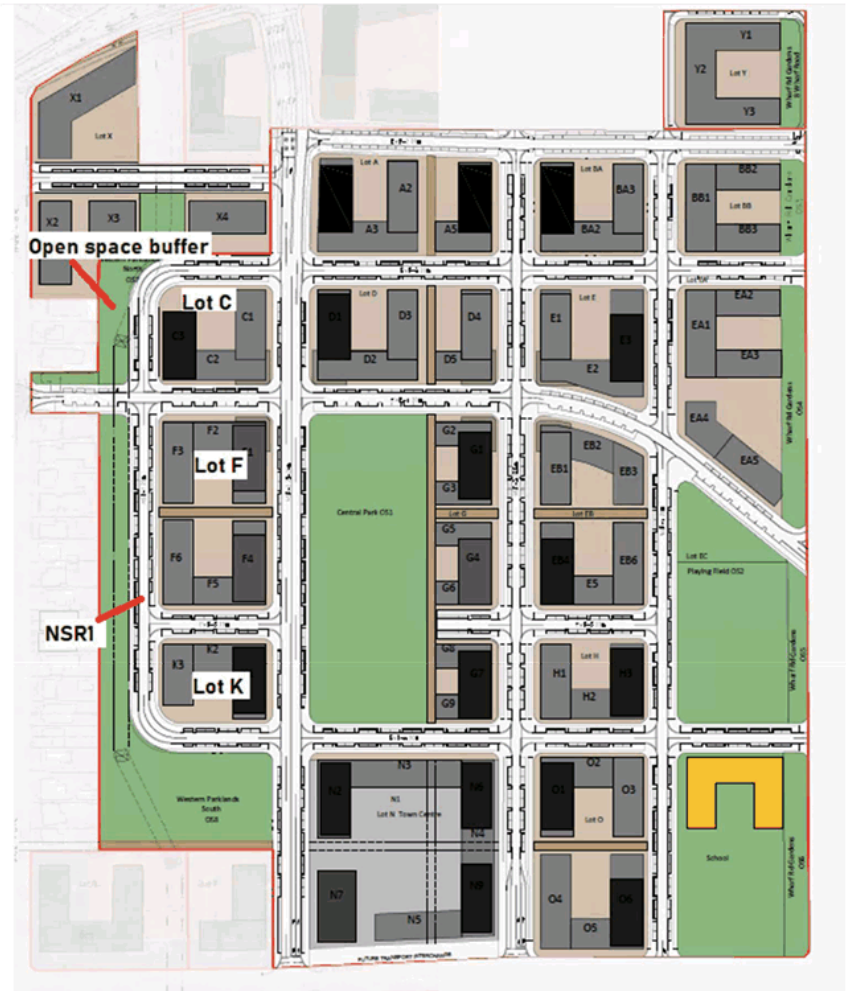


Figure 9. Lots C, F & K and NSR1 and open space buffer

44. It is acknowledged that Lot C at the northern end of the parklands has a proposed maximum building height of 16 storeys, however it is considered that the 40m separation between this lot and the Hughes Avenue residences will be sufficient in preventing any overlooking of properties from the new development. Controls within *Part 1. Built Form* of the draft DCP also address privacy and overlooking, which are in addition to the requirements of the State Government's Apartment Design Guide (ADG). These matters can be addressed in full detail at the development application stage.

Recommended Action

45. Retain provisions as exhibited.

Traffic Impacts and Transport Management and Accessibility Plan (TMAP)

46. Multiple submissions raised concern regarding the potential traffic impacts on the existing road network and questioned the TMAP's (**Attachment 4**) assumptions, methodology and its relevancy to current conditions.

Council Officer Response

47. It is acknowledged that any redevelopment within the Melrose Park precinct will have some impact on the local road network and to a lesser extent, the wider regional network. The TMAP was prepared in response to a Gateway Determination condition for this Planning Proposal and was subject to extensive review and consultation by the TMAP reference group which comprised stakeholders from Council and State Agencies, including Transport for NSW (TfNSW), DPIE, and applicants from the northern and southern precincts of Melrose Park. The TMAP was signed off and endorsed for exhibition by TfNSW.

48. The TMAP is an informing document to the Proposal and provides a comprehensive analysis of the potential traffic and parking impacts and includes required mitigation measures for future redevelopment to deliver to ensure the traffic and transport network can accommodate the proposed increase in density on the site. It also provides a Staging Plan for the delivery of required road upgrades and public transport infrastructure to service the precinct as well as recommended parking rates. Refer to **Table 3** for a summary of the staging plan and dwelling thresholds. As development progresses, the applicant will need to demonstrate that the required infrastructure will also be delivered as identifies in the TMAP's staging plan.

Table 3. TMAP infrastructure staging plan

Stage	Infrastructure Trigger Point (dwellings)	Yield supported (dwellings)	Key Infrastructure required
Existing network	NA	1,100	Nil
Stage 1A	1,100	1,800	Wharf Road widening south of Victoria Road Left in/left out access from Victoria Road to NSR2
Stage 1B	1,800	3,200	Upgrades of Victoria Road/Wharf Road intersection including additional turning lanes Additional through-lane on Marsden Road
Stage 1C	3,200	6,700	Further upgrades of Victoria Road/Wharf Road intersection - Full signalisation - Additional R turn lanes on Victoria Rd - 3 new lanes on southern Kissing Point Road approach - 4 new lanes on northern approach KP Road approach

			- New signalized pedestrian crossings Widening of Victoria Rd between KP Road and Wharf Road - Shuttle bus service to Meadowbank Station and increased frequency of public services throughout Stage 1
Stage 2	6,700	11,000	New bridge to Wentworth Point and PLR Stage 2 or bus equivalent Staged delivery of internal road network Increased public transport services

49. The methodology and the assumptions and inputs used in the TMAP were presented to and endorsed by the project reference group in the early stages of the project and were considered appropriate to ensure the results would be an accurate reflection of the potential changes to the use and density of the Precinct. The outcomes of the TMAP testing were also supported by the project reference group prior to finalisation of the TMAP report.

50. With regard to the relevancy and accuracy of the TMAP given it was prepared in 2017, advice from TfNSW considered that the relatively recent completion date of the TMAP is not likely to be an influencing factor to its relevancy and ability to provide direction for the precinct. Technical studies relating to large projects such as Melrose Park North are prepared at varying stages throughout the project's life and it is not uncommon for the studies to precede the project's exhibition date given that they are used to inform the content that is ultimately placed on exhibition. In this instance, any change in inputs used for the modelling and assumptions is likely to not be significant and would have a negligible impact in the TMAP's results.

51. In response to the concern that the TMAP's study areas was not sufficient, the study area was endorsed by the project working group, which comprised of representatives from Council, northern and southern landowners and Stage Agencies including TfNSW. The study area is identified in **Figure 10** below and is considered to be of a scale that is appropriate for a redevelopment of this extent.

52. Notwithstanding, TfNSW advised in their submission that should any changes to the proposed development be proposed from what was exhibited as a result of the exhibition of changes at development application stage, then the TMAP may need to be reviewed to ensure the outcomes and recommendations remain appropriate.

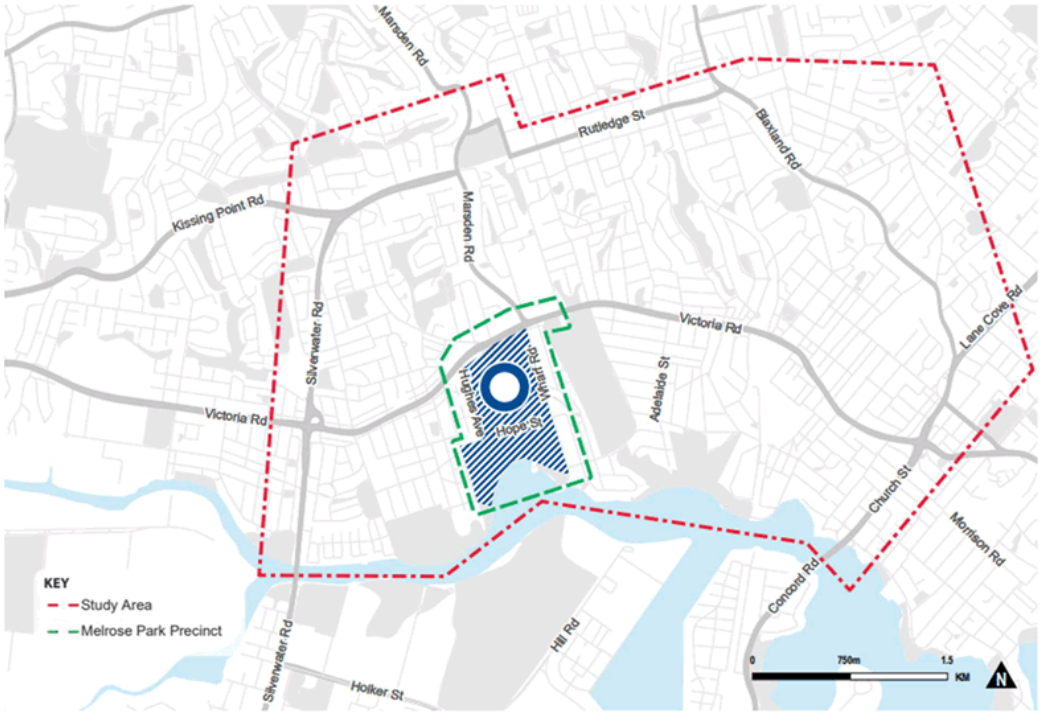


Figure 10. TMAP study area

Recommended Action

53. The assumptions and modelling used in the TMAP are considered to still be relevant and accurate. Therefore, the infrastructure upgrades required to meet the density thresholds in the TMAP are considered to be sufficient and therefore no change is required.

Open Space

54. A number of submissions commented on the provision of open space, stating the amount proposed to be provided is insufficient for the projected population as a result of the potential development in Melrose Park.

Council Officer Response

55. The total area identified as public open space within the subject site is just over 20% of the total site area which meets the minimum requirements of Council for high density residential redevelopment. This requirement is specified in Council's Community Infrastructure Strategy (CIS) adopted by Council in July 2020. This rate is also consistent with the United Nations' recommendation of 15%-20%. These spaces include a large central park, a playing field, a parkland area along the length of the western boundary of the site and a landscaped area along the Wharf Road frontage. These spaces are envisaged to meet the active and passive recreation needs of the incoming population. In addition, the existing George Kendall Riverside Park is within close proximity to the precinct which will support the active recreation needs of the community. These open space areas are in addition to the

required private open space areas that must be provided as part of each development on each lot.

Recommended Action

56. The proposed provision of public open space is considered sufficient, and no changes are proposed.

Additional Permitted Use

57. A submission was received from the landowner of 15-17 Hughes Avenue and 655 Victoria Road, Ermington which is part of the Planning Proposal area. The submissions requested that consideration be given to amending *Schedule 1 – Additional permitted uses* of PLEP 2011 to permit Place of Public Worship on the site. The site is currently occupied by the Ermington Gospel Church.

58. This site is proposed to be rezoned to part R4 High Density Residential and part RE1 Public Recreation. Although a place of public worship is a permitted land use in the R4 High Density Residential zone, it is a prohibited land use in the RE1 Public Recreation zone. Currently a car park ancillary to the church is located on the land proposed to be rezoned RE1 Public Recreation with the high voltage power lines running overhead. Should the site be rezoned, the current church operations will be able to utilise existing use rights, however the Ermington Gospel Trust is reluctant to rely solely on this provision in the short-medium term given the complications in land use permissibility.

Council Officer Response

59. This request has been considered by Council officers and acknowledge the concerns raised by the landowner. However, this site is included in the Planning Proposal area and therefore the long-term use of the site is not envisaged to remain as a Place of Public Worship, with the proposed zones of the site to R4 High Density Residential and RE1 Public Recreation intended to be the long-term land use. It is not considered necessary to permit a Place of Public Worship across the site for the following reasons:
    - Given the current operations on the site, it would be able to utilise existing use rights provisions, which would permit the current use to continue operating after the rezoning has occurred, providing it does not cease for a period of 12 months of more.
    - Permitting an additional permitted use on the site compromises the intended long-term use of the land. The proposed R4 High Density Zone permits Place of Public Worship and therefore it is not possible to place an additional permitted use on this portion of the site. The land proposed to be zoned RE1 Public Recreation is the location of the high voltage power lines and it would be unlikely that any built structures would be permitted in this area, even if it were subject to an additional permitted use.
    - By applying an additional permitted use on the site, or part of the site, it would require an amendment to *Schedule 1 – Additional permitted* uses within PLEP 2011. Such an amendment to the Planning Proposal would require a re-exhibition and therefore compromise the ability of the Planning Proposal to

meet the State Government's deadline of 31 December 2021 for finalisation of this proposal.

60. As a result, it is not considered necessary to apply an additional permitted use on this site.

Recommended Action

61. No amendment to *Schedule 1 – Additional permitted uses* to permit a Place of Public Worship on the site.

AGENCY SUBMISSIONS

62. A total of eight (8) Government or Public Agencies were notified on the public exhibition with submissions received from seven (7). A summary of the issues raised is provided below, with further detail provided in **Attachment 1.**

School Infrastructure NSW

63. Council has been liaising with School Infrastructure NSW (SINSW) throughout the planning process in relation to the projected education needs of the incoming population and the required supporting infrastructure. SINSW made two submissions on the draft proposal, first of which outlined four (4) matters relating to the Planning Proposal and one (1) to the draft Planning Agreement. The initial submissions by SINSW stated an objection to the Planning Proposal. They are as follows:

    a) Issue: Clarification was sought regarding the use of the road between the new school site located on the corner of Hope Street and Wharf Road and the playing field to the north of the site (refer to **Figure 9**).
    Response: This section of road referred to as EWR6 (east-west road number 6) is identified as a road on the masterplan, however during previous discussions between Council and SINSW, Council indicated that this land could instead be used as an extension of the school grounds providing no built structures were located on this land to ensure view lines were maintained, and that public pedestrian and cyclist connection is maintained outside school hours. Council confirmed that this portion of land was not required to be a road as its removal would have minimal impact on the operation of the overall road network and that it can be used as a pedestrianised link between the school and playing field. This matter is considered resolved.

    b) Issue: The matter of school capacity was raised, and that relevancy of population data used by SINSW to forecast future school demands. It was noted that the proposed dwellings in Melrose Park were not included in the Government's current dwelling projection data. SINSW advised that the demand generated by the proposed development in the precinct required the equivalent of a new primary school and a new high school. As a result of ongoing communication with SINSW, both Council and SINSW are aware of the projected demand on school facilities in the precinct, despite the dwelling numbers not being formally included in the State Government's projections.

Response: Working with SINSW, a new primary school will be provided in the precinct and conversations are continuing regarding the provision of secondary school facilities within the precinct. Potential site options are being discussed, however SINSW and Council are not in the position to release further details to the public at this stage. The status of this matter is not considered by SINSW to be justification for preventing the planning proposal from progressing and is therefore considered to be resolved for the purposes of this report.

c) Issue: Overshadowing of the school and playing fields from adjacent buildings was raised as a concern. The Department of Education (DoE) and SINSW guidelines aim to ensure that at least 70% of school spaces receive direct sunlight between 9am and 3pm in mid-winter.
Response: The shadow diagrams placed on exhibition were not based on the varying topography of the site and therefore did not depict an accurate reflection of the extent of overshadowing on the school site. As a result, the shadow diagrams have been revised to take into account the site's topography and it can be demonstrated that the site will receive the required amount of direct sunlight. This matter is considered to be resolved.

d) Issue: The master plan identifies building heights of up to 80m directly to the west of the site and 36m directly to the north which raised concern relating to privacy from overlooking from balconies onto the school.
Response: To ameliorate these concerns, a control has been added to section *1.15 Residential Apartment Design Quality* of the draft DCP which requires consideration of privacy onto other apartment and to special uses such as the school. It is considered that this can be addressed at the development application stage.

e) Issue: A further matter relating to the draft Planning Agreement and the provision of the playing field and associated fencing has been raised by. SINSW, who would like to have the open space fenced by their standard 2.1m palisade fence to secure the site during school hours. Council officers do not support this style of fencing as although it serves a purpose during school hours, this playing field is proposed to be a shared space and be available for the public to use outside of school hours. The palisade fence style is associated with schools and may convey the perception to the public that the grounds can't be used out of school hours. Council officers and SINSW are currently considering alternate fencing styles that will serve its purpose both for the school and Council.
Response: -At the time this report was being prepared this matter was in the process of being resolved and the outcome will be addressed in further detail in the report to Council.

64. Council officers and SINSW discussed the matters raised in the submission and were able to form an agreed position on all planning matters. As the matter of the fence is not a planning matter, it was agreed by SINSW and Council officers that this should not be considered an objection to the planning proposal and delay its progression to the LPP. As a result, SINSW provided a further letter stating that it no longer raised objection to the Planning Proposal and draft DCP.

Western Sydney Local Health District

65. The submission received from the Western Sydney Local Health District raised no objection to the proposal. It made mention of a number of matters for Council's consideration relating to the design of apartment buildings, provision of open space and parking, but raised no objections to the overall proposal. It is considered that these suggestions can be considered at development application stage.

Environment, Energy and Science (part of DPIE)

66. This submission from Environment, Energy and Science (EES) raised no objection to the proposal, with concerns mostly relating the consideration of planted tree species on the site and potential overshadowing which may inhibit their longevity, and the identification and protection of any possible Microbat colonies. It is considered that all these considerations can be addressed at the development application stage, including street tree species, overshadowing of existing trees and the presence of Microbats.

Sydney Water

67. This submission raised no objection to the proposal. The submission mentions a number of requests regarding the provision of water related services for the site. These related to water-related infrastructure requirements and integrated water cycle management. The majority of these matters are addressed at the development application stage, however, the draft DCP does include controls relating to dual piping and other sustainability measures such as water sensitive urban design (WSUD).

Transport for NSW

68. The submission from Transport for NSW (TfNSW) acknowledges the preparation of the TMAP and that it is based on a number of key assumptions including development yield and future travel behaviour. The submission states that should there be any changes to these assumptions then the suitability of the infrastructure and services proposed in the TMAP may need to be reassessed. This is noted by Council officers who will action this if required. The submission also sought clarification on whether the needs of active transport within the precinct have been adequately considered. Input from Council's Transport Planning section throughout the process has ensured that cyclist and pedestrian facilities have been incorporated into the design of the precinct. This includes multiple dedicated bike paths on identified streets and connections to existing cycleways in accordance with Council's Bike Plan.

69. Some concern was raised regarding the angles of two proposed intersections in the master plan and the safety outcomes. TfNSW recommends that a safety assessment be done of these intersections prior to adoption of the proposal. This is noted and will be addressed by the applicant through further analysis and testing prior to reporting to Council.

Mayor Jerome Laxale, City of Ryde

70. This submission raised objection to the proposal based on the proposed building heights and floor space ratios (FSR), increased traffic and increased burden on infrastructure within the City of Ryde LGA. Concerns relating to height and FSRs are noted and have been addressed in this report. In relation to the impact on infrastructure, including open space, in the Ryde LGA, this is not considered to be a significant issue. The draft Planning Agreement proposes to provide over $96 million worth of new infrastructure to meet the needs of the incoming population. This includes five (5) new areas of public open space design to meet the active and passive recreation needs new retail/commercial floor space, new roads, and a shuttle bus service to Meadowbank Station. It is acknowledged that there may be some increase in usage of facilities within Ryde LGA that are close to Melrose Park, but this is not expected to be so large that it will have impacts on the usability of the facilities by residents within the Ryde LGA. It is considered that the draft Planning Agreement will provide sufficient infrastructure for the incoming population and that new residents will not be reliant on infrastructure within the City of Ryde LGA

City of Ryde Council – Council Officer Submission

71. This submission raised concern relating to the number of new intersections proposed on Wharf Road and potential impact on traffic, flexibility and utilization of FSR across development lots, general traffic impacts and 'rat-running' and issues with the TMAP. It also raised concerns regarding infrastructure provision and the ability of the proposal to proceed without commitment to Parramatta Light Rail Stage 2.

    These matters have been addressed in full in **Attachment 1** and those related to infrastructure will be addressed as part of the future Council report. Nonetheless, the draft Planning Agreement has a value of over $96 million and will provide numerous community benefits to new residents and those living nearby. This includes items such five (5) new open space areas, new and improved roads and intersections, and a shuttle bus service to Meadowbank Station. In addition, as other sites within the precinct redevelopment, appropriate infrastructure contributions will also be made. Therefore, for it is considered that the identified infrastructure can support the proposed density.

PROPOSED CHANGES TO THE DRAFT DCP

72. In response to the exhibition process and further review of the draft DCP, several changes are proposed to be made to ensure the intended development outcomes can achieved on the site. The changes range from rewording of some controls to reflect their initial intent and to provide clarification, minor typographical corrections, removal of two sections to avoid repetition and inconsistency with the Parramatta DCP 2011 and insertion of a new section relating to ecology. Refer to **Table 4** for a comprehensive list of all proposed changes. These changes are not considered to be of nature that would require the draft DCP to be re-exhibited.

73. A version of the DCP is included at **Attachment 3** with the changes detailed in **Table 4.** However, it will be subject to further refinement prior to reporting it to Council. These changes relate to the management of development applications

following finalisation of the Planning Proposal and requirements for the lodgement of a concept or infrastructure development application. Again, these changes are not anticipated to require a re-exhibition of the DCP.

Table 4. List of Proposed DCP Changes

Section	Proposed Change
General Objectives	Corrected wording to clarify explanation and location of Wharf Road precinct. Reference to property owner removed.
Design Quality	Changed heading to Design Excellence and corrected the number of Design Competitions and the sites to which the competitions apply
Site Planning	Removed section as it is covered by Parramatta DCP 2011.
Demolition	Removed section as it is covered by Parramatta DCP 2011.
Built Form	Rewording of Guiding Principles section to improve clarity and interpretation.
1.2 Allocation of Gross Floor Space	Minor rewording of controls C.01 and C.02 to improve clarification of the ability to redistribute 'left over' GFA from one block to another. Any transfer of GFA between development lots must to still ensure that the overall development objectives are achieved.
2.3 Street, Block, Open Space and Building Layout	Minor rewording of all Objectives for this section.
	Minor rewording of control C.06 to make requirements clear.
1.4 Building Envelope	Addition of objectives and controls.
1.5 Street Setbacks	Removal of duplicate controls.
1.6 Building Separation	Minor rewording to improve clarity of controls
1.7 Tower Design and Slenderness	Incorporation of View Corridors controls.
	Deletion of duplicate controls
1.9 Floor to Floor Heights	Adjustment of ground floor, floor to floor height requirement from 3.6m to 3.3m.
1.10 Street Wall Podia and Perimeter Block Buildings	Minor rewording of controls to improve clarity
1.11 The Ground Floor	Revised overland flow management controls for ground floor dwellings
1.12 Active Ground Floor Frontage	Deletion of obsolete controls and clarification of required wall depth.
1.13 Town Centre Mall	Deletion of duplicate controls
1.14 Residential Ground Floor Frontage	Reworded Objectives and removal of redundant section on Fences.
1.19 Dwelling Mix and Flexible Housing	Reworded control on dual key apartments to improve functionality and flexibility by not restricting these to 3-bedroom

	apartments. This will help ensure that the number of required 3-bedroom apartments is still provided.
1.21 Retaining Walls	Deletion of references to fencing. These are now in a separate section.
2.6 Pedestrian Access and Mobility	Deletion of controls that don't reference an Australian Standard to avoid inconsistency.
2.8 Public Open Space	Dimensions of Central Park, Western Parkland and Wharf Road Gardens corrected.
3.4 Bicycle Parking	Controls updated/inserted to ensure consistency with Council's Bike Plan.
Public Domain Figures	Minor label adjustments on all figures for clarification purposes

74. All proposed changes were undertaken in consultation with the applicant and involved detailed input from Council technical officers. Some further refinements to the DCP provisions are still being considered and these will be addressed in detail in the report to Council seeking to progress this matter to finalisation. These further refinements if required will not have a material impact on the content of the Planning Proposal and recommendation of this report.

PLANNING AGREEMENT

75. A draft Planning Agreement between Payce and Council was exhibited concurrently with the Planning Proposal and Draft DCP. This planning Agreement was not subject to Council's Planning Agreements Policy adopted in November 2018 which required the value of a Planning Agreement offer to be benchmarked against the value up lift of the land. This was due to the extent of negotiations that had already been undertaken at the time the Policy was adopted by Council in November 2018, so this Agreement was therefore exempt from this requirement.

76. However, to assist with determining an appropriate offer, an external valuer was jointly appointed by Council and Payce to determine the value uplift of the land owned by Payce that was part of the planning proposal. As a result, a draft Planning Agreement with Payce was successfully negotiated and was concurrently exhibited with the Planning Proposal and draft DCP. The Planning Agreement has a total value of $96,745,226 and includes contributed items relating to open space, social and community benefits and road infrastructure. This amount is in addition to any application section 7.11/7.12 contributions payable at development application stage. Planning Agreements with the remaining two landowners have not yet been finalised.

77. However, during this time, the City of Parramatta (Outside CBD) Development Contributions Plan was also exhibited. Under this draft Plan, the applicable contributions rates are significantly higher than those prescribed under the now superseded contributions plan. As a result, Payce made a submission during the exhibition of the draft City of Parramatta (Outside CBD) Development Contributions Plan seeking an exemption from the increased rates in the draft Plan being applied to their proposed development in Melrose Park North. This request was considered

by Council at its meeting of 12 July 2021 and endorsed, as was the new City of Parramatta (Outside CBD) Development Contributions Plan.

78. As a result, Payce will, if the amended Planning Agreement is ultimately endorsed by Council, only be required to pay the 1% levy as prescribed under the former Parramatta section 94A Development Contributions Plan 2017 which was in place at the time the draft Planning Agreement was negotiated instead of the higher rates prescribed in the recently adopted Outside CBD Development Contributions Plan. This exemption, however, has impacts on the recently exhibited Planning Agreement and requires an amendment to the clauses relating to which development contributions are required to be paid by the developer at the development application stage. As a result of this change a re-exhibition of the amended Planning Agreement is required.

79. The majority of submissions raised concerns relating to infrastructure provisions generally, in addition to concerns about the Planning Proposal and draft DCP, however two (2) submissions were received during the exhibition of the relating only to the draft Planning Agreement. The concerns raised relate to the staging of infrastructure delivery, the inclusion of roads required to support development and queries relating to the certainty of the delivery of the school. These matters are not addressed in this report and will be detailed in the report to Council following the re-exhibition of the Planning Agreement. However, it is still considered that the Planning Agreement is providing infrastructure to meet the needs of the prosed increase in density. In addition, there will be further planning agreements relating to the remaining sites within the northern and southern parts of the precinct as these begin to be redeveloped, further supporting the infrastructure requirements of the precinct.

80. Planning Agreements with the remaining two landowners at 8 Wharf Road and 15-19 Hughes Avenue & 655 Victoria Road within the Planning Proposal area are in the process of being negotiated and have not been exhibited. The landowners of these two sites did not seek an exemption from the new City of Parramatta (Outside CBD) Development Contributions Plan. The outcomes of the re-exhibition of the Planning Agreement with Payce and the exhibition of the two remaining Planning Agreements will be considered by Council at a later date.

81. A separate Planning Agreement is currently being negotiated between Payce and other landowners and the State Government for the funding and delivery of State infrastructure and any agreement arising from those processes will be exhibited by the State Government at a later date.

FINANCIAL IMPLICATIONS FOR COUNCIL

82. Any work to progress the finalisation of the Planning Proposal would be prepared by Council Officers and therefore within the existing City Planning budget. Should this matter progress, a Planning Agreement delivering open space, social and community infrastructure and road infrastructure and improvements to the value of $96,745,226 will be entered into between and the applicant. Further, at development application stage, development contributions in keeping with the current rates contained in the Parramatta Section 94A Development Contributions Plan (Amendment No. 5) 2017 will be applied to the development.

CONCLUSION AND NEXT STEPS

83. It is recommended that the Local Planning Panel support the Council Officer recommendation that the Melrose Park North Planning Proposal (as exhibited) be referred to the Department of Planning, Industry and Environment for finalisation.

84. Council Officers recommend that the Local Planning Panel support the Council Officer recommendation to finalise the proposed DCP amendments which provide detailed design controls in support of the Planning Proposal and are intended to improve interpretation of controls and better reflect the intended outcomes detailed in the objectives.

85. Following Local Planning Panel consideration of the recommendations of this report, the outcomes of the exhibition period for the Planning Proposals and Draft DCP amendments as well as the re-exhibited Planning Agreement will be reported to an upcoming Council meeting along with the Panel's advice.

Amberley Moore
Senior Project Officer Land Use Planning

Michael Rogers
Land Use Planning Manager

David Birds
Group Manager, City Planning

Jennifer Concato
Executive Director City Planning and Design

ATTACHMENTS:

1	Table of Issues and Responses	
2	Exhibited Melrose Park North Planning Proposal	80 Pages
3	Draft Melrose Park North Site-Specific DCP	90 Pages
4	Transport Management and Accessibility Plan (TMAP)	117 Pages

REFERENCE MATERIAL

Attachment 2 – Submissions Table
Melrose Park North Planning Proposal, Draft Site-Specific Development Control Plan and Draft Planning Agreement (Payce)
Associated with D08203219

COMMUNITY SUBMISSIONS

ISSUE RAISED	COUNCIL OFFICER RESPONSE
1. DENSITY / DWELLING MIX / GFA / FSR	
Objection to more high-density residential development. The proposal represents an overdevelopment of the site. Redevelopment of the site should include a mix of housing options comprising houses, townhouses, and apartments. Urban renewal of the precinct is supported but concerns raised regarding the scale of proposed development and process by which the scale was determined. The local area is currently overdeveloped noting existing high-density precincts at Meadowbank, Rhodes, and Wentworth Point. The development of Melrose Park in addition will result in too many people in the area. Support the renewal of the Melrose Park precinct and benefits it will bring to the community but not to this extent. Suggest that the precinct be redeveloped for Low and medium density residential development with a cap on the number of people allowed It is acknowledged that these areas are already redeveloped for high density residential, however this does not prevent other sites from also redeveloping to a similar nature. The Melrose Park precinct is considered a sufficient distance from other high-density areas to not create any significant conflicts. In addition, local infrastructure to support the redevelopment has been considered as part of the planning proposal.	The density identified in the proposal has been endorsed by Council and is informed by the outcomes of the Transport Management and Accessibility Plan (TMAP) which indicates that the site can be redeveloped at the proposed scale and density providing the required road upgrades and infrastructure are delivered to support the growth. Extensive urban design testing has also been undertaken to help ensure the best outcome can be achieved in the precinct regarding liveability and amenity. Melrose Park is identified as a Growth Precinct in Council's Local Housing Strategy (LHS) and Local Strategic Planning Statement (LSPS). The LSPS also identifies the need for improved public transport. It is not possible to place a cap on the number of people allowed in an area, however a cap has been placed on the amount of residential floor space allowed to be developed, which is 481,340m^2 and is allocated across the precinct on a per lot basis. This is an indirect way of managing apartment numbers and therefore resident numbers.
Concern that new developments seek to meet minimum standards only and are constantly seeking to and increase density. No further growth should occur.	The proposed development will be constructed in accordance with Australian and State buildings requirements such as the Apartment Design Guide and all development lots will be subject to the review of a design excellence panel or a design excellence competition.

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Concern that additional density will be sought following rezoning resulting in more towers.	The Planning Proposal includes a cap of 481,340m^2 residential gross floor area that can be achieved across the site and the draft DCP allocates this floor area on a per lot basis. This has been done to prevent "density creep" by which floor space is attempted to be increased on each lot as the respective development applications are submitted. In addition, the master plan for the site has been carefully formulated and specifies maximum building heights for each development lot. These heights will not be able to be varied without significant justification by the developer at the development application stage. The proposed redevelopment aligns with Council's local strategic planning documents which identifies Melrose Park as an urban renewal precinct.
Concern that should Melrose Park North be approved; it could act a precedent for inappropriate development of the Holdmark site (south of Hope Street).	The site owned by Holdmark is not part of this proposal and is subject to a separate planning proposal process. However, a similar approach has been taken in terms of urban design testing including density controls, traffic and transport capacity assessment and social infrastructure needs analysis. Further information will be provided at the public exhibition stage of this proposal.
Council should seek to redistribute development density across a broader area outside of current Planning Proposal area.	This redevelopment proposal has been initiated by the landowners, and therefore the density is proposed to be redistributed to other areas. It is noted that Melrose Park is also identified as an urban renewal precinct within Council local strategic planning framework.
Should Parramatta Light Rail stage 2 not be constructed (as it is currently only in a planning stage and that no funding commitment has been made) how will the proposed densities be reduced?	Should the bridge to Wentworth Point and light rail or bus equivalent not be delivered then the dwelling yield in the entire precinct (north and south) is capped at 6,700 units.
The development will act as a precedent to justify high towers and poor FSR arrangements.	Each planning proposal is assessed on its merits to determine whether the land is suitable for the proposed development. The proposed redevelopment of Melrose Park North may encourage other landowners to seek a similar density on their sites, but it will not necessarily be approved by Council. The FSR allocations and

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Why is the proposed development higher than the existing development on the site?	tower locations have been carefully considered as part of the master plan and will require significant justification by the developer should they wish to be varied at development application stage. The site is currently zoned for industrial purposes and is occupied by buildings of a scale appropriate for this use. The landowners have submitted a proposal to Council for this land to be rezoned to accommodate a mix of high density residential, public open space, retail/commercial and education uses. This type of development is very different to the proposed development and as a result will be higher than what is currently on the site.
Considers that the maximum amount of residential floor space is excessive and is not consistent with the FSR identified for the site.	The GFA calculations for the site have subject to further review since the conclusion of the exhibition. The maximum residential GFA applicable to the planning proposal site (all three sites) is 481,340m^2. The proposed FSR of 1.85:1 has been tested by the technical experts at Council and is consistent with the GRA proposed.
Considers that an amendment to the Floor Space Ratio Maps, under Parramatta Local Environmental 2011, that specifies a FSR for all land within the precinct is inappropriate and has inherent problems for "*Implementation Plan B*" for the precinct.	Due to the uncertainties around PLR Stage 2 and the provision of the bridge during the preparation of the Planning Proposal, an element of assumption had to be made when determining the best way to manage the different density scenarios should the bridge eventuate or not eventuate. It was determined that should there be no certainty around the delivery of the bridge by the time the first DA is lodged for the northern precinct, then it would be assumed that the lower density would have to be applied (up to 6,700 dwellings). The applied FSR of 1.85:1 is based on the bridge being delivered and it is acknowledged by Council and the Department of Planning, Industry and Environment that this may be compromised should be bridge not be delivered. However, it was decided that a decision had

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	to be made which on which scenario was to be applied to this Planning Proposal in order for it to be progressed due to the unknown nature of PLR Stage 2. It was mutually agreed that the Proposal would progress based on the higher dwelling yield and the bridge being delivered, which is now considered appropriate given the recent announcement by the State Government to recommence the planning of PLR Stage 2. However, should this planning for Stage 2 PLR be changed, it is acknowledged that the master plan will need to be significantly amended to reflect the lower density.
Considers inappropriate to apply a blanket FSR to the entire precinct.	Noted. The 1.85:1 FSR identified on the proposed zoning map is the gross FSR for the precinct. This is the FSR that has been endorsed by Council and the State Government. The approximate net FSRs for the individual development lots are known and will be refined at development applications stage. Council has also considered a draft site-specific Development Control Plan (DCP) and contains specific requirements to ensure the gross floor area can be achieved across the site and the site-specific draft DCP allocates this floor area on a per lot basis.
Considered inappropriate to permit the transfer of GFA between development lots	The GFAs on each lot will be closely monitored throughout the redevelopment process and variations to the allocated GFA for each lot will require substantial justification at the development application stage. Variations will be assessed on a merits basis with each lot required to comply with applicable development controls and provisions in the DCP and PLEP 2011. It is not anticipated that
2. BUILDING HEIGHTS / DESIGN	
Apartment buildings should ideally provide shared common areas for social networks to emerge and a sense of community and for easier community services access.	Apartment buildings in NSW must be designed in accordance with State Environmental Planning Policy No 65 and associated Apartment Design Guide. The Apartment Design Guide requires that communal open space be provided for all apartment buildings. This will be a consideration at DA stage.

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24 storeys max height is a substantial increase over the initial development proposal and will result in change to the character of the area. The current proposal is ill considered given the local context and infrastructure constraints will change character of the area.	The increase in building heights from earlier iterations of the proposal was a result of further urban design testing. The increased height of some buildings is considered to produce a better deign outcome for the precinct overall as it enables larger street setbacks and shorter buildings in some locations in response to amenity concerns. It is acknowledged that the proposed redevelopment will change the exiting character of the precinct. However, there will be benefits to the broader community including more public open space, a new school and a new retail and commercial centre.
Major concerns regarding the 22 storey tower noted as 'K1' adjacent to approximately 55 Hughes Avenue (in the complex of 6, 8 and 22 story buildings), when other similar towers to the north also along Hughes avenue are in a complex of 6,8 and 10 stories. 22 storeys appears excessive in this location and should be reduced to match the other complexes of 6, 8 and 10, given the vicinity of existing communities and residences in Ermington.	The locations of the taller towers in the precinct have been determined based on urban design principles and the desire to situate them on the major north-south roads towards the middle of the site. Their locations were also informed by overshadowing testing and proximity to open space.
Proposed setback along Hughes Ave is less than existing dwellings. Concerned that the proposed 16 storey building on lot C and proposed 6 and 8 storeys on Lot BB do not provide adequate transitions to existing development. Considers the proposed setbacks will do little to reduce the perception of density. Concerned about 0m setback for buildings adjacent to Wharf Road Gardens. Contrary to proposed DCP objectives. Setbacks are inconsistent with other centres under PDCP 2011 such as Epping. Concerned about the interface between proposed 8 storey building on Hughes Avenue and adjacent existing single storey development.	Noted. The identified setbacks for new development within the precinct have been applied based on urban design testing and principles for high density development and are considered appropriate. These setbacks and the proposed street widths have been intentionally applied to reduce the perception of density within the precinct. The town centres of Epping and the future Melrose Park are not comparable in context and therefore the setbacks applicable to Epping have not been applied to Melrose Park. Any development adjacent to existing low density development will need to consider potential amenity impacts such as privacy and overshadowing. The site identifies building envelopes only and further refinement of the design will be undertaken at the development application stage. All development will need to comply with any ADG requirements regarding separation distances and solar access.

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The completed buildings on Victoria Road and the near finished next stage are crammed ugly buildings all looking into each other. Enclosed verandas have no aesthetic finish.	The buildings on Victoria Road were assessed under the Parramatta DCP 2011 and were subject to different development controls than those relating to this proposal. The draft Melrose Park North DCP includes controls to prevent the full enclosure of balconies. Further, all redevelopment proposals for each lot will be subject to review of a design panel to ensure design integrity is achieved.
Submission author proposes a max height of 8 storeys for the whole development. Lot A and Lot BA are too close to the housing on the north side of Victoria Rd to be this high. The current proposed height within the proposal creates privacy issues for existing dwellings on the north side of Victoria Road.	The increase in building heights from earlier iterations of the proposal was a result of further urban design testing. The increased height of some buildings is considered to produce a better design outcome for the precinct overall as it enables larger street setbacks and shorter buildings in some locations in response to amenity concerns. Lot A and AB are not located on Victoria Road and are a considerable distance from the existing houses on the northern side of Victoria Road to be considered a privacy concern.
Questions the quality and design of the precinct	Noted. The design of the precinct has been subject to extensive consultation and review by Council's urban design staff and external architects to produce the master plan.
Considers the information presented to Council is misleading. Questions how a *residential flat building* with a height of 34m is "*approximately 6 storeys*". Table 3.1.3.7 in Parramatta Development Control Plan 2011 specifies height controls for residential flat buildings. The subject table specifies a requirement that a 6 storey residential flat building is to correspond with a height control of 20m.	Due to the varying topography of the site, allowances have been made for instances where the slope of the site across one development lot results in different building heights being produced. Ultimately, regardless of the number of the storeys identified in the draft DCP for each building, the heights in metres within the LEP will prevail. This has been applied to help ensure an appropriate outcome is achieved in the precinct, as opposed to producing a negative outcome. The former putt putt site subject to redevelopment along Victoria Road cannot wholly compared to the remainder of the Melrose Park

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Notes that under PLEP 2011 a maximum HOB control of 28m applies to the land immediately to the north of the precinct which demonstrates that a maximum HOB control of 28m is adequate to accommodate an 8 storey residential flat building.	precinct to the south. The topography on this site is varies significantly to that of the land to the south and therefore the height controls that have been applied to each site are not comparable.
The Height of Building (HOB) controls proposed are excessive and totally inappropriate for a precinct immediately adjoined by low density residential development to the east and west. Considers that the proposed height controls are: • excessive • contrary to clause 4.3 Height of buildings in PLEP 2011 and the structure plan, and on some lots, SEPP 65 and the Apartment Design Guide (ADG) • in excess of the standards in Part 3.1 of PDCP 2011 for residential flat buildings • in excess of the height/storey relationship provisions in the ADG • considers the inconsistency between height/storey relationship will have implications on the development outcomes of the precinct • considers it inappropriate to set a single height control for a development lot when lower buildings are envisaged on other parts of the same lot. There is a mismatch between the proposed maximum building heights within the LEP and the height map in storeys within the DCP.	The proposed building heights was a result of extensive urban design testing. The variation in heights across the precinct is considered to produce a better design outcome for the precinct overall as it enables larger street setbacks and shorter buildings in some locations in response to amenity concerns. The proposed height of building controls are not considered to be inconsistent with clause 4.3 Height of buildings within PLEP 2011. The precinct has been designed to ensure that there is an appropriate transition in building heights from the surrounding low density residential development, locating lower building heights (6-8 storeys) on perimeter blocks. Further, on the eastern an additional 20m separation is provided with the provision of landscaped zone along the length of Wharf Road to ameliorate concerns over privacy and overshadowing. A similar approach has been applied to the western side of the precinct, where the proposed development is separated from existing low-density development on Hughes Avenue by a buffer of approximately 40m. This comprises the Western Edge Parklands and the 20m wide NSR-1 road. In relation to the proposed development on 15-17 Hughes Avenue, the maximum height proposed is 8 storeys, however the design of the building will need to consider its proximity to the adjacent low density residential development and ensure that it complies with the ADG and other controls regarding amenity. The proposed heights are not considered to be contrary to PLEP 2011 and the endorsed structure. PLEP 2011 does not prescribe a numerical standard for building heights and therefore each scenario is to be assessed on an individual merit basis. For the reasons

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	mentioned above, the built form transition arrangements are considered appropriate and sufficient. The Northern Structure Plan for Melrose Park is a guiding document. It does identify a height transition zone, which is consistent with the perimeter development blocks that are proposed on the site. The ADG is a guiding document and variations are permitted on some standards. Due to the varying topography of the site, allowances have been made for instances where the slope of the site across one development lot results in different building heights being produced. Ultimately, regardless of the number of the storeys identified in the draft DCP for each building, the heights in metres within the LEP will prevail. This has been applied to help ensure an appropriate outcome is achieved in the precinct, as opposed to producing a negative outcome. It was not considered practicable to identify individual building heights on each development lot on the LEP Height of Buildings map and therefore the maximum building height for each individual development lot has been applied. While it is acknowledged that on perimeter lots, where height transitions are required, the maximum building height in metres is higher than the proposed height in storeys for the buildings on the very edge. However, the draft DCP includes principles and objectives to ensure that this transition is provided, and the developer will have to provide strong justification as to why the building heights in storeys within the DCP should be varied, especially on permitter lots. The proposed heights are considered suitable and are not proposed to be amended.
3. TRAFFIC / ROAD NETWORK / TMAP	
Proposal will result increased traffic but no new roads. Existing streets cannot cope.	The proposed development identifies a number of new roads to be delivered in the precinct, including four new north-south roads and five new east-west rods. In addition, extensive upgrades are

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	proposed to be undertaken on Hope Street, Wharf Street and Victoria Road to enable the existing road network to support the increased vehicle traffic. These upgrades have been identified as a result of extensive traffic modelling that was undertaken during the preparation of the Transport Management and Accessibility Plan (TMAP) to support planning proposals in the Melrose Park precinct.
Concern that proposal is significantly increase congestion within a location that is already highly congested and will create amenity and health impacts on surrounding residents. Hughes Ave will experience a significant increase in traffic as a result of the proposal.	It is acknowledged that traffic congestion on Victoria Road is currently an issue. As part of the planning work for this proposal, a Transport Management and Accessibility Plan (TMAP) was prepared which is a high detailed traffic and transport investigation that considered current public transport services, existing function of the road network and provides requirements on the changes that need to occur to ensure public transport services and rad network are able to tolerate the additional demand. As a result, a number of intersections, including Victoria Road/Kissing Point Road and Victoria Road/Wharf Road are identified to be upgraded. The traffic modelling undertaken during the preparation of the TMAP indicates that the service level of Victoria Road will be acceptable with these upgrades. It is not anticipated that the local street network will be significantly impacted as a result of the proposed development providing the upgrades identified in the TMAP are undertaken, which will be funded and/or delivered through planning agreements. Proposed road works on Victoria Road include intersection upgrades at Wharf Road and a new 4-way intersection with Kissing Point Road and the new north-south road into the precinct. As Victoria Road is a classified road, the final design of these upgrades will be determined by the RMS in consultation with Council at the relevant stages.
Concern that all environment plans, traffic impact studies, rail capacity etc will not consider the holistic impact of this development combined with all other developments in the area (Meadowbank, Shepherds Bay, Melrose Park southern precinct).	Existing development is taken into consideration when assessing a proposed to significantly change the use of land and this was specifically done during the preparation of the TMAP. The TMAP was

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	prepared for the future redevelopment of the entire Melrose Park precinct, including the south, and had a large study area which factored in the road network well beyond the Melrose Park precinct. Despite the existence of high-density development at Meadowbank and Shepherds Bay, these combined with the anticipated traffic generation from Melrose Park are not considered to have significant impacts to the overall road network as development will be subject to future traffic and public transport infrastructure upgrades.
What traffic control/calming measures will be implemented on Trumper St given it is the main intersection with Victoria Rd other than Wharf Rd? The turn off is already a rat run and the slope of the road means cars regularly speed up and down over the limit. There's a park and community garden on Trumper St and kids are regularly out on this section of the road. There have been multiple crashes the Ferris/Trumper St intersection as it's a blind turn at the top of the hill.	No changes are proposed in Trumper Street in relation to the proposed development. Regarding the issues raised at the Trumper Street/Ferris Street intersection and the community garden, a This matter has been raised with Council's Traffic Services Team to be investigated separately.
Traffic management/infrastructure has not been appropriately considered. Road width of Hope and Wharf Streets will need to change.	The widths of both Hope Street and Wharf Road were investigated as part of the TMAP to determine what upgrades and work would need to be undertaken to ensure these roads could accommodate the additional traffic. Wharf Road will require some widening at the intersection with Victoria Road and the widening of Hope Street has been assessed in relation to the proposed future Parramatta Light Rail Stage 2 requirements.
There are no plans on how the traffic flow along Andrew street and Victoria Rd is going to be addressed. It is suggested that City of Parramatta work with Ryde Council to enable people from Cobham Avenue and Lancaster Ave enter onto Andrew street with the increased traffic flow due to the extra units.	The TMAP reviewed the streets surrounding the precinct and determined that the increased traffic generation from the proposed redevelopment would not have significant impact on these roads within the Ryde Council LGA.
Concern that the streets are not wide enough and will create both a traffic and pedestrian hazard.	Street widths in the proposed redevelopment have been carefully considered and are detailed in Appendix 6 of the draft DCP. All streets are a minimum of 20m wide, with the major north-south streets ranging between 22m and 26.5m. These are considered appropriate for the scale of the proposed redevelopment. The streets will also incorporate footpaths on both sides, active

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	transport links and pedestrian crossings to enhance pedestrian and cyclist safety.
Is Council or the developer proposing to also upgrade Marsden Road to support the increased traffic arising from the proposal? Will Council be limiting the number of off-street cars spaces within Melrose Park like they do in the CBD?	The Implementation Plan within the TMAP identifies an upgrade of Marsden Road in the form of an additional through-lane. This identified to be delivered at Stage 1B of the redevelopment when the dwelling yield reaches 1800 dwellings. Off-street parking rates per unit are specified in the draft DCP, which are maximum rates. It is acknowledged that restricting the number of car spaces can potentially reduce car ownership and private vehicle reliance however it is important to consider the precincts location adjacent lower density residential areas which could be adversely impacted by overflow parking if off-street car spaces was to be significantly restricted in Melrose Park.
The volume of people and traffic that will be facilitated by the proposal is unsafe. Major concern is that there is no road management plan.	The TMAP that has been prepared has comprehensively analysed the existing road network and traffic movements. A further traffic study will be required at the development application stage to address specifics relating to the redevelopment of the individual lots.
What is being done to mitigate traffic flow along Cobham Ave and Lancaster Ave. Proposed new road from Taylor Ave that feeds into Cobham Ave will increase traffic and likely make it a rat run towards constitution Rd. This will have negative traffic and amenity impacts.	Any turn restrictions in Taylor Avenue to reduce through traffic in this area would be a matter for City of Ryde Council.
TMAP's assumption that only 500 more cars on Wharf Rd as a result of the development is flawed. 10,000 new units with at least 1 car space per unit, at least 10% will drive to work so that means at least another 10,000 cars on the roads and a large proportion will be heading east and using Wharf Rd. Submission author is a local resident and can assure that the level of traffic on Wharf Rd is more than what the outdated TMAP states. Concerns that the traffic study methodology is based on weekday AM/PM peaks and does not account for weekend travel. Weekend travel can vary significantly from weekdays.	Noted. The assumptions used in the TMAP, and the TMAP itself have been endorsed by TfNSW and the RMS and the broader project group that was established to manage the progress of this project. This group included representatives from Council, applicants on the north and south precinct, and Government Agencies. and are considered appropriate.
Request for a new traffic study to be submitted before developers can commence construction	In addition to the TMAP, a traffic study will need to be submitted by the applicant with any development application lodged with Council

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	that addressed potential impacts related to the redevelopment of individual lots.
The TMAP has been conducted by an independent contractor but the key issues have not been addressed. There will be increased traffic from the new site travelling eastward. Many current residents prefer using Andrews Street & Constitution Road to avoid congestion on Victoria Rd at West Ryde. Meadowbank Train Station precinct has also become a major congestion area at peak times. The narrow bridge over the rail line, the number of disembarking passengers crossing roads on both the east and west sides of the train station and the development of Meadowbank & Shepherds Bay have all contributed to congestion.	A Transport Management and Accessibility Plan (TMAP) was prepared which is a high detailed traffic and transport investigation that considered current public transport services, existing function of the road network and provides requirements on the changes that need to occur to ensure public transport services and road network are able to tolerate the additional demand. As a result, a number of intersections, are identified to be upgraded. The TMAP's assumptions and methodology have been endorsed by TfNSW and the RMS and are considered appropriate.
The proposed left in and left out at Wharf Rd opposite Taylor Ave will mean that there will be no right hand turn out of Taylor Ave as currently exists. How do existing residents then access Wharf Rd to travel north?	There are no proposed changes to the existing access from Taylor Avenue onto Wharf Road. The proposed left in/left out is from the new east-west road within the Melrose Park precinct onto Wharf Road.
There is no mention of the Kissing Point Rd Victoria Rd intersection and/or its expected construction date relative to the construction works. all construction traffic should be made to use this not Melrose Park residential streets as is currently occurring.	This intersection upgrade will be undertaken in conjunction with the RMS as Victoria Road is a classified road and not within Council's area of responsibility. Further details on the proposed design and construction date will be made available at a future date and will be managed by the RMS.
How will Constitution Road cope with the traffic generated by this development?	As part of the planning work for this proposal, a Transport Management and Accessibility Plan (TMAP) was prepared which is a high detailed traffic and transport investigation that considered current public transport services, existing function of the road network and provides requirements on the changes that need to occur to ensure public transport services and road network are able to tolerate the additional demand. As a result, a number of intersections are identified to be upgraded. It is not anticipated that the local street network will be significantly impacted as a result of the proposed development providing the upgrades identified in the TMAP are undertaken. The TMAP's study area, assumptions and

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	methodology have been endorsed by TfNSW and the RMS and are considered appropriate.
The TMAP recommends a total off-street parking supply of 9,441. A total on-street parking supply of approximately 700 and 500 spaces is being proposed for the northern and southern precincts respectively. It is proposed to initially provide levels of parking in accordance with CoP DCP, and gradually decrease parking provision as the public transport initiatives are implemented. There are 11,000 dwellings proposed in the Northern and Southern precincts. The latest Census figures showed that most residential properties in Sydney have more than one vehicle (1.7 cars). This would mean that while you are only providing 9441 plus 700 spaces on-street totalling 10,141, the expected number of cars will be somewhere between 16,000 and 20,000 vehicles. The consequence of this will be that the residential streets such as Taylor Ave, Cobham Ave, Lancaster St, and the rest of the residential streets in Melrose Park will be a carpark every evening. TMAP is outdated, does not deal with what happens if there is no Light Rail, needs an independent review and close consultation with Ryde Council. The other documents placed on exhibition all show an intersection opposite Taylor Ave however has no mention of this or the effect it will have on the existing street network.	It is anticipated that the parking demand for this precinct will be less than the Sydney average. It is expected that generally residents that need a greater amount of parking would choose to live elsewhere. Initiatives such as car share and a public transport bridge over the Parramatta River should lead to reduced car ownership. Management of parking in Taylor Avenue and nearby streets are a matter for Ryde City Council.
Road access into the Melrose Park precinct off Victoria Rd is limited. At the moment, there is only Wharf Rd and Hughes Ave (where cars need to travel to Hope Street to access an entry point onto the Northern Site). This will result in additional 'rat running' within and around the precinct.	The traffic modelling undertaken during the preparation of the TMAP indicates that the service level of Victoria Road will be acceptable with these upgrades. It is not anticipated that the new streets proposed in the precinct or existing streets will experience a significant increase in 'rat-running' due to their design.
There needs to be a significant improvement to road access, including new additional turning lane from Wharf Road, that allows a driver to turn anytime into Victoria road as there is now significant congestion due to the Melrose Park North development. Larger turning bay to turn right into Wharf Road from Victoria Road. A new roundabout at the intersection of Wharf Road, Hope Street and Lancaster. There is a school close by and it is now dangerous and highly congested. More street parking is required to encourage more of a community feel.	The TMAP identifies upgrades to the Victoria Road/Wharf Road intersection, including additional turning lanes, and will be delivered at the required stage of redevelopment relative to the number of dwellings being delivered, as identified in the TMAP. Any upgrades to the Wharf Road/ Hope Street intersection will be undertaken in conjunction with the planning and design of PLR Stage 2 given the overall implication on Hope Street generally. All streets within the precinct will provide on-street parking.
Melrose Park should not be compared to other riverfront areas that have been redeveloped (Meadowbank, Rhodes, Wentworth Point). These areas have better public transport access,	Each redevelopment proposal is assessed on its merits. In the instance of Melrose Park, it is considered that the traffic and

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are not surrounded by existing low density residential or have an established high-density character. Melrose Park has limited existing public transport and is surrounded by low density residential development. The TMAP notes issues with travel times on the existing trunk bus routes and rail/ferry services that will require additional connection links. Despite this, the proposal intends to allow a population increase of approximately 25,000 people which will effectively double the existing population of the Ermington, Melrose Park and West Ryde district.	transport issues can be resolved through upgrades to public transport services and identified roads and intersections as detailed in the TMAP.
Concern that the TMAP was not made publicly available until this late stage in the process given it is a critical document. Further the TMAP has been prepared by a private consultant who is likely to be funded by the developer and therefore warrants an independent peer review. City of Ryde should have been represented in the TMAP project control group meetings given 2/3 of the study area is within the Ryde LGA.	Noted. It was also the intention to exhibit the TMAP in conjunction with the Melrose Park North Planning Proposal in order to provide context to the results of the TMAP. This position was supported by the project group that was formed to oversee the progress of this proposal. The trip generation rates used in the TMAP were agreed to by TfNSW and Council. It is this trip generation that is important in the traffic modelling. The trip generation was set at 0.25 trips per dwelling per hour in the AM and PM peaks. It is considered that over the life of the project and with proposed public transport upgrades that this is an appropriate value. Also, it is noted that many of the trips such as to shops or schools will be contained within the precinct. The shift away from eastern Sydney as a destination in the modelling over time is supported.
Peer review is important due to untested nature of many assumptions underlying the modelling and changes to the proposal since the TMAP was completed. Assumptions relating to projected changes in transport mode share are problematic. The anticipated target increases of 50% for non-car trips are more than double the current rate. This magnitude of change is unlikely to be achieved in the short term. Public transport usage in Sydney is increasing but this rate of change is far less than that envisaged by the TMAP. Between 2011 and 2016, PT usage in Greater Sydney increased by only 3%. Largest increases in GPOP region were Concord-North Strathfield (7%), Parramatta-Rosehill (6%) and Meadowbank (5%). Therefore, assumptions that non-car share in Melrose	Noted. The TMAP was prepared by specialist traffic consultants, with the assumptions, methodology ad outcomes all approved by the project group which comprised of representatives from Council, landowners, and State Agencies. It is not considered necessary to undertake a peer review as a result noting that there have been no further changes to proposed densities since the TMAP was completed.

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Park will increase by 27% and reach a level almost double that of Greater Sydney appears unrealistic. Other TMAP assumptions are also unproven such as a decrease in the proportion of eastern city destinations from 62% (2016) to 49% (2036). Even with these assumptions, traffic volumes along Andrew St are predicted to increase by several hundred v/hour. Failure to reach these projections would result in traffic levels substantially higher than those predicted by the TMAP.	
Since the TMAP was last revised in 2019, there have been changes to the proposal including street layout and addition of a school. These changes are not included in the TMAP. Change in alignment of EWR4 has significant implications for traffic volume and flow particularly into Taylor Ave. TMAP has no recognition or analysis of transport implications of the new school and potential upgrades to existing school. They are likely to generate considerable traffic movements.	Noted, however it is not considered that these changes will have a significant impact on the outcomes of the TMAP. Any potential traffic implications as a result of the school will be assessed at the time of seeking planning approval by the Department of Education from the Department of Planning, Industry and Environment. Further there is a demonstrated need to ensure that the education needs of the incoming community are met and provided for within the precinct. This will ensure local vehicle trips are minimised as the alternative should a school not be provided would result in additional trips to access schools outside of the precinct.
Parramatta Light Rail Stage 2 (PLR2) is described as a key assumption for the modelling. No commitment to funding or business case. Addition of an 'equivalent bus service' is an afterthought as there is no analysis in the TMAP as to what constitutes 'equivalent'. TMAP indicates that PLR2 will have capacity of 2500 passengers/hour and is predicted to carry about 2000 passengers/hour toward SOP in AM peak with 1670 outbound boardings from MP alone. Given the standard STA buses have a maximum capacity fewer than 100 passengers, at least 20 buses would be required to carry this number of passengers, equating to 1 bus/3 minutes. Few peak hour services in Sydney achieve this capacity of service. Even if the service was a pre shuttle between SOP and MP then it would require a fleet of at least 10 buses plus staff which would require significant funding. There is no evidence of a commitment to such funding.	The inclusion of an 'equivalent bus service' has been supported by TfNSW as a viable alternative to light rail and has therefore been factored into the assumptions.
The transport plan is 5 years out of date and does not reflect the current situation.	Technical studies relating to large projects such as Melrose Park North are prepared at varying stages throughout the project's life, and it is not uncommon for the studies to precede the project's

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	exhibition date given that they are used to inform the content that is ultimately placed on exhibition. In this instance, any change in inputs used for the modelling and assumptions is likely to not be significant and would have a negligible impact in the TMAP's results as residential densities set out in the Planning Proposal have been considered as part of the preparation of the TMAP.
Concern that the development may not align with the Future Transport Strategy 2056.	The planning proposal aligns with the Future Transport Strategy 2056 outcome of successful places as the site connects into existing and provides additional cycleway and pedestrian pathways. It aligns with the outcome of a strong economy as it is within 30-minute public transport access to the metropolitan cluster of Parramatta. The proposed development also aligns with outcome of accessible services as the site is within walking distance of the Victoria Road transport corridor and is able to be integrated with the Parramatta Light Rail Stage 2 Corridor.
What specific projects are proposed to mitigate the impact of additional traffic caused by the development. Victoria Rd during peak time is already at saturation levels. Based on current queue lengths there will be limited space for right turns into Wharf Rd. Of the surrounding road network to the east, only Andrews Street allows traffic to go east via the local street network. This is because of the physical barriers presented by the Ryde/Parramatta Golf Club to the north of Andrews St and Meadowbank Park and the Parramatta River to the south. How does the future do minimum scenario relevant, what are its impacts compared to the current state of traffic prior to the development? What is proposed by way of mitigation measures to encourage vehicles to access the main arterial network rather than the constrained local street network that exists to the east of the network?	There are major upgrades proposed on Victoria Road at Wharf Road and Kissing Point Road. These upgrades will encourage traffic to use the main road network. Improvements to public transport are also proposed including a bus service to railway stations to the east of the site. The impacts of the development and proposed upgrades are detailed in the TMAP. The new roads within the precinct will be speed limited and also contain traffic safety measures to encourage slow movement. It is expected that these will provide a deterrent for people intending to use these streets to avoid Victoria Road and other main roads.
Regarding transport infrastructure who will be funding solutions to the challenges and supporting impacts in the meantime?	The proposed road works will be funded through the Planning Agreements between Council and the developers and for upgrades to State infrastructure, Planning Agreements between the developers and the State Government. The infrastructure is required

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	to be delivered according to the number of dwellings delivered, which is detailed in the TMAP and Planning Agreement.
What metrics have been used to come to the conclusion that the additional traffic demands of a development of this magnitude are acceptable? Has council developed an overall traffic management plan for future developments to the west or are they to be on a needs basis?	The TMAP has been undertaken to consider the impacts of the proposed development. If there are future planning proposals for the area to the west of the site then these would require additional traffic studies to be undertaken at that time.
Given the additional travel distance to the Metro Station at Sydney Olympic Park what is the attraction of such a service given the fact that West Ryde Station and Meadowbank Station are far closer in both time and distance? What is the attraction at Sydney Olympic Park's transport infrastructure? Sydney Olympic Park has a lot of urban uplift of its own, going there for transport would mean competing with those residents for transport. If there is an increase in frequency of the T1 Northern Line is this not a disincentive to want to travel to Sydney Olympic Park Station?	The Sydney Metro West station at Sydney Olympic Park will support the existing heavy rail services at West Ryde and Meadowbank Station, providing an alternative transport option for future residents.
Has the poor alignment and already constricted alignment of the local street network that links Ryde Bridge to Wharf Rd been considered in the development of the "integrated package of measures" for the local street network as more local trips will also impact on Ryde's local street network.	The local street network between Melrose Park and Ryde Bridge was considered as part of the TMAP. It is not considered that there will be a significant increase in traffic given the relatively indirect rout that these local roads provide.
Why has the travel time of a car been provided (15 minutes) and not the others of, bus, bicycle, walking, ferry, train possibly Light Rail as these are forms of transport the development is also intending to promote.	For the purposes of the TMAP, the impacts of vehicular traffic and usage were the key focus. Pedestrian and active transport connectivity throughout the precinct such as key destination including the school, town centre, and open space have been considered as part of the development of the masterplan and site-specific DCP.
What is proposed by way of traffic management to address the 40% peak increase to the link between Cobham and Adelaide St?	Any upgrades to roads within the Ryde LGA will need to be assessed and undertaken by City of Ryde Council.
Concerned that the development scheme has changes since the TMAP was finalised and that this may have impacts on the traffic and road network.	The proposed development scheme has been subject to changes over the course. The PCG which includes representatives from TfNSW, and School Infrastructure NSW have been involved throughout the process and are aware of the changes and have not considered it necessary to amend the TMAP at this stage.
4. PARKING	

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What amount of vehicle parking spaces are provided for under plan A and plan B for both residential and commercial new residents?	The car parking rates are governed by the draft Site-Specific Development Control Plan (DCP) and are provided based on number of dwelling and dwelling mix i.e., the number of 1, 2 and 3+ bedroom apartments per development regardless of plan A or B. These will be calculated at the development application/assessment stage. Nonetheless, all new streets in the precinct will provide on-street car parking which will be in addition to the required off-street parking provided for each development.
Parking will become an issue on the street. The parking provision is insufficient and will result in parked vehicles in local and surrounding street, resulting in more restrictions for existing residents and potentially paid parking.	Noted. All streets within the precinct will provide -on-street parking in addition to the off-street parking required with each development. Off-street parking rates are included in the draft DCP and are consistent with those required in other high-density areas in the Parramatta LGA. It is anticipated that there will be a high percentage of people using public transport in the precinct and therefore reduce the strain on available parking. The implementation of parking schemes will be considered if required but at this stage, Council has no intention of implementing paid parking on Council-owned streets within the development or in surrounding streets.
What amount of vehicle parking spaces are provided for under plan A and plan B for both residential and commercial new residents?	The car parking rates are governed by the draft Site-Specific Development Control Plan (DCP) and are provided based on number of dwellings and dwelling mix i.e., the number of 1, 2 and 3+ bedroom apartments per development regardless of plan A or B. These will be calculated are the development application/assessment stage. Nonetheless, all new streets in the precinct will provide on-street car parking which will be in addition to the required off-street parking provided for each development.
There is a lack of detailed comment on the parking proposed by the development. There is no detail on the number of places provided, provision of on street parking and the effect overflow parking will have on the surrounding streets. There should be at least two car spaces per unit, as well as space for visitors' cars.	Noted. The parking rates will not be finalised until the dwelling mix is known, which will be at the development application stage. The required parking rates applicable to this proposal are as per the rates for Town Centres in the Parramatta DCP 2011. This is specified on page 62 of the draft DCP.

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Appendix 5 Public Open Space shows the playing field on Wharf Rd but no provision of parking to service the field when being used for active recreation purposes. The resultant visitors to the site will therefore park on Wharf Rd or surrounding streets such as Taylor Ave with added traffic, noise, and loss of amenity. No analysis has been provided to understand the increase in visitors to the site and associated parking impacts.	The playing field is intended before use by local residents within the precinct or within walking distance of the precinct. Therefore, additional designated parking for playing field users is not considered necessary. Notwithstanding, it is noted that new street will be provided as part of the development which will include additional on street car parking.
5. AMENITY / LIVING STANDARDS	
Concern that the precinct will become overcrowded and reduce peoples' living standards, and the proposed development will be an eyesore and towers cause shadow and view loss. Concern relating to increased noise, overcrowding and traffic. Impacting on the peaceful nature of Melrose Park and surrounding suburbs.	Any future development applications on the site will need to comply with the applicable planning controls prescribed in documents such as the site-specific Development Control Plan and Apartment Design Guide to ensure amenity impacts to neighbouring properties are minimised though adequate building design, separation, and landscaping. Extensive urban design modelling and planning has been undertaken to help ensure a liveable and desirable development can be delivered on the site for future residents and visitors. Considerable detail has gone into the design of streets, the location of the building heights and orientation, their setback from the street and ensuring that enough space is provided to allow large trees to be planted.
Does not provide any benefit or amenity to existing Melrose Park or Ryde residents.	The proposal includes the provision of 5 new open space areas, including a playing field, a new town centre with retail/commercial facilities, a shuttle bus service to Meadowbank and West Ryde train stations. These are considered to be benefits to the community. All streets will also contain large canopy trees to help reduce urban heat and create a pleasing atmosphere for pedestrians and residents.
6. SCHOOLS	
Concerned that there are no new schools in Melrose Park or Parramatta or sufficient school infrastructure.	As part of the planning preparation work for this proposal, consultation was undertaken with the NSW Department of

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	Education (DoE) and School Infrastructure NSW (SINSW) to identify the education facility needs of the incoming population. As a result, it has been identified that an additional primary school is required in the precinct and a secondary school. A new primary school and playing field is proposed in the northern precinct on the corner of Hope Street and Wharf Street and is identified on the Master Plan and site-specific DCP for the precinct. Consultation with SINSW is continuing regarding the provision of a high school.
Concerned that there is no detail in terms of the new school design and that the current school will be relocated. What will happen to the existing school site? What impact statement has been done on this change and how is this influencing the longer-term planning for the area? What about the heritage of Melrose school site given its history? Do we not value that? Why would the current site not be redeveloped for swimming pools and paying fields? Is the proposed school a relocation of Melrose Park Public or a new high school?	Design details of the new school are the responsibility of School Infrastructure NSW and are not yet finalised. The new school is being provided in addition to the existing Melrose Park Public School which will remain in its current location. Melrose Park Public School is not currently identified an item of local or State heritage significance. Any future upgrades or works to the existing school will be managed by the State Government are not within Council's area of control. Any future development application for a new school will be required to be lodged and placed on public exhibition.
Concerned that the proposed school won't provide sufficient space per student. The site would have provided an ideal service as a high school Winbourne St Marsden High School campus are being decommissioned as a school. The Meadowbank precinct will not be able to absorb the high school population from this site.	The design of the school is being facilitated by School Infrastructure NSW (SINSW), who are responsible for ensuring the new school facility meets the needs of students and staff. The school will be designed in accordance with the requirements of SINSW and the NSW Department of Education.
No consideration to providing more high schools for the area that aren't a 30-minute bus ride away in peak hour, yet more development seemingly using the dated idea that no has children in apartments.	As part of the planning preparation work for this proposal, consultation was undertaken with the NSW Department of Education (DoE) and School Infrastructure NSW (SINSW) to identify the education facility needs of the incoming population. As a result, it has been identified that an additional primary school is required in the precinct and a secondary school. A new primary school and playing field is proposed in the northern precinct on the corner of Hope Street and Wharf Street and is identified on the Master Plan for the precinct. Consultation with SINSW is continuing regarding the provision of a high school.

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The removal of Marsden High School to be relocated to Meadowbank, but then Melrose Park precinct now requires new High School and Primary Schools indicates to me a lack of planning and communication between governments. Surely this should have be realised during planning circa 2016.	Noted. Council has raised concern with the State Government regarding the Marsden High School site and implications this will have on secondary school facilities in the area. However, the future of this school and school site is ultimately beyond Council's control.
No future planning for high schools in the area. Will a 1000 place primary school be enough? Short sighted by government.	Consultation with SINSW is continuing regarding the provision of a high school.
What guarantee is there that the new school will be built, and the developer won't close before it's complete?	The delivery of the new school and land for the new school will be addressed in the Planning Agreement between the developer and State Government. The State Planning Agreement will be exhibited at a future date to be determined by the Department of Planning, Industry and Environment.
Questions why a new school is proposed when there are already 2 public schools with capacity to grow. Would like to see the history maintained at the current site with development of a pool and the prefab classrooms converted into multi story classrooms. Does not understand why a new primary school is being proposed, when there is already an existing primary school. The developer and State Government should be made to be transparent around their plans here	Consultation with School Infrastructure NSW and the NSW Department of Education identified the need for an additional primary school in the precinct and a secondary school. Council is unable to influence the future of Marsden High School although has raised concern regarding its status to the State Government on multiple occasions. Any future expansion or works to the existing Melrose Park Public School is at the discretion of the State Government.
Do not support the new school site	The location of the proposed school site is a result of testing done relating to accessibility, overland water flow management and relationship to the remainder of the precinct.
Council needs to not close Marsden High if this development goes ahead.	The status of Marsden High School is not within Council's control. Council is unable to influence the future of Marsden High School although has raised concern regarding its status to the State Government on multiple occasions.
With the existing population, within the marked area there are currently 1500 Primary School places and 1000 Secondary School places. With the proposed two new schools of only 1000 students each (I am assuming one Primary and the other Secondary) there is only a net increase of school places by 1800. Increasing the size of Melrose Park Primary to 1000 students from the current approximately 200 students on that tiny piece of land would require a multistorey school that would overshadow the residents on the other of Wharf Rd.	The provision or planning of Tertiary education facilities is not within the scope of Council to manage. Design details of the new school are the responsibility of School Infrastructure NSW and are not yet finalised. Any amenity impacts will be addressed at the time of development assessment by the State Government.

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However, this school is only included in the Melrose Park South redevelopment should it go ahead. If it does not go ahead, then there is only a net increase of 1000 school spaces for 6000 dwellings. There is no provision for Tertiary Students at all within this development.	
More information should be provided on the educational requirements for the development such as increase in student numbers and consideration given to tertiary or TAFE students.	Noted. This matter is the responsibility of the NSW Government.
The plans show a site of approximately 1 hectare that comprises a playing field of and a wetland. These are designated 'Public Open Space'. Neither can be included as part of "a new 2 hectares school site" as previously advised. A 1 hectare site will accommodate 1,000 students not the 2,000 that our forecasts predict. Allowing for school buildings, teacher's car parks, etc then the accommodation drops to just 500 students. Councillors were advised that it was 2 hectares subsequent plans showed that the school would be only one hectare and the other hectare would be provided to Parramatta Council for a playing field. The plans show that the playing field now includes an adjoining wetland will be only 7,888sqm. An examination of the plans shows that the school site is also only approximately 8,000sqm too; perhaps less. Will the school be 8000sqm or 10000sqm? Allowing for school buildings, teacher's car parks, etc then at only 8,000sqm the proposed site at Melrose Park is suitable for a school of only 300 students. The Department of Education has discovered that high rise schools do not work because students need to move over multiple storeys between periods. Department has set a minimum standard for unencumbered outdoor space of 10 square metres per student to ensure that students get enough exercise for physical and mental health. The provision of education facilities at Melrose Park will be inadequate. One solution is to scale back the development to match the available schools. In which case where will the extra homes be moved to and will there be adequate schools in those locations? Another solution will be to reverse the decision to turn the existing Marsden High School site into a netball centre. Simplified Demographics demonstrate the requirement for schools The consultants paid by the developers told Parramatta Council that they would need only 438 additional pre-school places, 680 additional primary school places and 499 high school places.	The proposed wetland is not included in the school site area. The design of the school is being facilitated by School Infrastructure NSW (SINSW), who are responsible for ensuring the new school facility meets the needs of students and staff. The school will be designed in accordance with the requirements of SINSW and the NSW Department of Education. Council is guided by the information provided by SINSW as to the requirements for the site to facilitate a school. Advice from SINSW is that a new school can be accommodated on the site. Council officers are continuing discussions with SINSW regarding the provision of secondary schooling facilities.

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Melrose Park is within the Parramatta local government area. We have worked the calculations for 11,000 new homes in Parramatta using data from the 2016 ABS Census for the Parramatta LGA16260. We have taken the number of people in Parramatta and divided by the number of dwellings. This tells us that 11,000 new homes will have 29,055 residents. We can calculate that there will be 2,465 primary school age kids. This means that the Department of Education needs to have permanent school facilities near Melrose Park for extra public primary school students as a result of housing development at Melrose Park. We can calculate that there will be 2,113 secondary school age students. This means that the Department of Education needs to have permanent school facilities near Melrose Park for extra public secondary school students as a result of housing development at Melrose Park. Understanding the Demographic Errors in the Precinct Plans Considers the numbers to be incorrect. They prepared their analysis in 2016 before the 2016 Census information was available and used 2011 Census data because it was the best available at that time. The analysis should have been updated with 2016 Census data. Parramatta Council could have insisted on this update. They also assumed suburb of Meadowbank was typical of the future suburb of Melrose Park. In our opinion it's not. A better comparison would be Wentworth Point or Rhodes, but these are new suburbs are still under construction. Using their chosen methodology, the consultants have told Parramatta Council that 11,000 new homes at Melrose Park requires facilities for 2,332 extra primary students and 1,503 extra secondary students to be accommodated in government schools and non-government schools. At the December 2019 meeting of Parramatta Council, Councillors proposed to ask the Minister of Education for a timeline and explanation of how schools would accommodate the growth as a result of the Melrose Park development. Unfortunately, the majority of Councillors felt that 'the plan was sound, and the council staff recommendations were sound' so this important correction was not obtained. Demographics Challenges for pre-schools	Notwithstanding the supporting education needs analysis provided with the proposal, Council officers have been working closely with SINSW regarding student numbers and school capacities, which is this information that has been relied upon to inform the proposal more recently. Council has been advised that they do not use 2011 Census data and current discussions regarding school capacities are based on 2016 Census data. The provision of childcare places will be subject to ongoing review as Melrose Park develops. It will be possible for further places to be accommodated within the proposed Town Centre if required.

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Concerns were expressed regarding sufficient provision for childcare/pre-schools in Melrose Park. It was noted as an important issue for parents and should be further investigated. There were concerns that the proposed 438 childcare places will not be sufficient to meet the demand.	Council has been advised that SINSW uses current 2016 Census data to model all school capacities and they will be used to ensure the educational needs of the incoming population to Melrose Park can be adequately met.
Melrose Park Public School Concerns were expressed regarding the modelling assumptions used for potential primary school student numbers noting discrepancies with those used in Rhodes based upon the 2016 Census. It was noted that the developer's model makes the lowest provision for primary students at 690 students whereas 2085 students should be accommodated based on the Rhodes model. It is undesirable to accommodate 2,085 extra students in addition to the existing 220 students at Melrose Park Public School. Melrose Park Public School should be increased to accommodate 1,000 students. There also needs to be plans to increase capacity of adjoining schools Ermington Public School, Rydalmere East Public School and Ermington West Public School. It was noted that new residential development results in a temporary boom in students that may need to be accommodated in portable buildings but there will be significant long-term increase that will require permanent construction.	Council officers are in regular communication with SINSW regarding the overall timing for school infrastructure in the precinct. It is anticipated that upgraded school facilities will be in place well before development within Melrose Park is completed, therefore there will be scope to accommodate increases in student numbers as the precinct develops further. Any future upgrades to the existing Melrose Park Public School are ultimately the responsibility of SINSW.
Timing of School Infrastructure Provision School infrastructure should be provided in anticipation of the incoming population, not after it has become established. It will be difficult for schools to cope with full capacities upon their opening. It was noted that a school in a well-established area such as Ermington, has predictable student numbers that vary little from year to year., however this is not the case for a suburb like Shepherd's Bay or Melrose Park where there are a large number of new homes being constructed. Separate modelling undertaken by the Northern Sydney District Council of P&Cs shows that there will be an increase in demand for primary school places in Ermington from 2026 with a	Council is guided by SINSW on the provision of education facilities and their capacities. They are aware of the potential student numbers and are planning for these capacities accordingly. These numbers are also subject to review and further steps can be taken to address student numbers if required. The provision of school infrastructure is the responsibility of SINSW, and they are satisfied that sufficient mechanisms are in place to address student demand.

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peak at 1,359 students in 2031. This exceeds the 950 students that the Department of Education may have forecast. The model shows that there will also be an increase in demand for secondary school places from 2031 with a peak at 1,251 students in 2037 and is more than the 750 students that the Department of Education may have forecast. Over time the school population falls to a very low level, but numbers will eventually recover to the average. These enrolments are subsequently lower than the long-term projection and is a difficulty that the NSW Department of Education has when forecasting new school expansions. Many existing schools were built in the early 1960s and by the mid-1980s enrolments were very low and many schools were closed. Only a few years later the same schools started to be crowded again and are now overcrowded. Suggested Steps to be undertaken by School Infrastructure NSW A submission proposed the following be provided by SINSW: i. Review the range of estimates of the likely requirement for school capacities required for 11,000 new residential dwellings at Melrose Park in particular and in context of the district plans of the Greater Sydney Commission. ii. Place a hold on plans to permanently transfer current school sites such as the existing site of Marsden High School and Meadowbank Public School to other departments, agencies and other organisations pending a full understanding of the district plans of the Greater Sydney Commission. iii. Identify a plan with an outline timeframe to upgrade the primary schools and secondary schools likely to be affected by 11,000 new residential dwellings at Melrose Park in particular. iv. Advise Ryde Council and other affected agencies of a potential requirement for school sites to be retained for education purposes and that any development or interim use should not preclude future use for education purposes. Detailed school infrastructure Requirements A submission also suggested the following re: school infrastructure a. Availability of Sites for Future Schools. The Department of Education has closed a number of schools and in some cases, those sites are now available for future schools, and in other cases the sites are no longer available.	SINSW are aware of these issues and are planning accordingly. Council officers have made repeated representations to SINSW regarding existing school assets in the area, but what is ultimately done with these assets is a matter for the State Government. SINSW have not raised a concern with Council that the educational requirements of the incoming population to Melrose Park cannot be met.

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b. Meadowbank Education Precinct (MEP). It is expected that the 1,620 secondary places at the new Marsden High School will be filled from 2023 or soon after. MEP will also be affected by significant residential development elsewhere within the school catchment such as at Melrose Park. c. Melrose Park Development - PAYCE. A hold needs to be placed on plans to permanently transfer the existing site of Marsden High School pending further demographic analysis of the projected residential development in the Gladesville to Parramatta areas. d. Education Site at Melrose Park. Concerns that the site is not large enough and may result in the need for a multi-level school with inadequate outdoor space for sport and recreation. Melrose Park Public School, Rydalmere East Public School, Ermington Public School and Ermington West Public School need upgrades to accommodate the additional primary age students. e. Rydalmere Education Precinct. Additional schools have been announced on the former site of Macquarie Boys High School. There is potential to relieve pressure caused by Melrose Park but in the absence of an integrated plan there are concerns that Rydalmere Education Precinct will be primarily filled by residential development in closer proximity.	
7. PUBLIC TRANSPORT / PARRAMATTA LIGHT RAIL STAGE 2	
It was suggested that development in Melrose Park should not proceed without commitment from State Government to deliver PLR Stage 2. There isn't currently sufficient transport infrastructure to support the development	Consideration has been given to the provision of public transport to the precinct and the relative number of dwellings that can be delivered according to the level of services provided. The Transport Management and Accessibility Plan (TMAP) that was prepared for the precinct identifies existing transport services and, the required increase to support the proposed population. As a result of the uncertainty around the delivery of Parramatta Light Rail (PLR) Stage 2, two development scenarios are included in the proposal. These scenarios identify the maximum number of dwellings that can be achieved relative to the level of public transport services and the delivery of the bridge over Parramatta River to Wentworth Point. Should no bridge and PLR Stage 2 or equivalent public transport

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	service be provided then the total dwelling number that can be achieved in the precinct is capped at 6,700 as opposed to approximately 11,000 dwellings. Nonetheless, the State Government has recently announced a funding commitment towards progressing the planning of PLR Stage 2.
There is no heavy rail line to provide mass public transport.	The provision of heavy rail services is the responsibility of the State Government and is not identified as a future infrastructure service for this area. The State Government has recently announced a funding commitment towards progressing the planning of PLR Stage 2. Council will continue to work with the State Government regarding the delivery of this important infrastructure. As noted above, the TMAP identifies the required transport infrastructure to support the proposed development. State infrastructure transport provisions will be provided as part of a future State VPA. The site is within walking distance of the Victoria Road transport corridor and will be supported by the proposed Parramatta Light Rail Stage 2 Corridor. There are a number of bus routes on Victoria Road which connect Melrose Park to West Ryde Station. In addition, there will be shuttle buses operating to transport residents to these railway stations until such time as light rail (or equivalent) is operational. This is being provided through the local planning agreement with Payce.
Concerns that the State Government is not proceeding with PLR Stage 2, therefore development should not proceed. Buses are not sufficient to deal with the transport demand.	The State Government has recently announced a funding commitment towards progressing the planning of PLR Stage 2. Council will continue to work with the State Government regarding the delivery of this important infrastructure.
Have train capacities been considered in this (and all other) developments?	Train capacities were assessed and included as part of the TMAP. The TMAP has been endorsed by DPIE and TfNSW.

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Concerns were expressed that the M52 service to the City has been replaced with a service that takes longer. Buses along Victoria Road do not cater for the current demand and there is no direct service to the City.	The provision of public transport services is a matter for TfNSW. They are aware of this issue and will make service adjustments based on operational demands.
It was noted that high density developments should only be allowed around existing transport hubs with rail connection and should not add extra burden onto residential streets.	Noted. This redevelopment is located along the announced Parramatta Light Rail Stage 2 corridor and is in proximity to Victoria Road. There will also be shuttle buses provided for to Meadowbank and West Ryde Stations until light rail or equivalent is delivered.
The development has noted close proximity to West Ryde and Meadowbank stations and Meadowbank wharf as selling points but according to a June 2019 report from Infrastructure Australia (Urban Transport Crowding and Congestion- the Australian Infrastructure Audit 2019 Supplementary Report), Victoria Rd is already one of the most congested roads in Sydney and public transport, including rail, from this area is already close to capacity.	Road and public transport capacities were assessed as part of the TMAP and are considered to have capacity providing the identified road and public transport upgrades are undertaken at the required stages.
It was noted that the change in the PLR Stage 2 alignment from Wharf Rd to Waratah St is not reflected in the proposal.	Noted, however this has no influence on the propose changes to the planning controls.
Melrose Park presents significant but manageable challenges for transport infrastructure and services for both the road and public transport network. A question was raised as to what management options are going to be put in place to cope with these challenges?	The TMAP identifies the road and intersection upgrades required to address the anticipated increase in traffic and provides an implementation plan to ensure the necessary infrastructure is delivered at the appropriate stages of redevelopment.
Questions why would people use the proposed light Rail stage 2 when the existing bus/train network would be quicker to get to the CBD?	The proposed PLR Stage 2 will connect with the new Sydney Metro West station at Sydney Olympic Park and therefore provide an alternative to existing services.
8. OPEN SPACE	
Concerns were raised that there is not sufficient green space provided as part of the proposal.	The proposal identifies five new public open space areas within the precinct, including a large central park and playing field providing for active and passive recreation. In total, over 20% of the site will be public open space which is consistent with Council's requirement for high density residential development.
A comment was made that a lack of green space limits recreational activities and will lead to significant heating in the area.	It is acknowledged that the urban heat effect is an issue in not just the Parramatta area but Western Sydney generally. As a result, the site has been designed to enable a high number of large canopy trees to be planted not only in the public open space areas but on

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	the development lots and along all streets which will help assist in mitigating this effect. This site-specific DCP contains controls relating to the sustainability requirements of the redevelopment, including urban heat.
It was noted that the map of the site does not show the existing development site fronting Victoria Road and exaggerates the perception of open space.	Noted. The redevelopment of the former Bartlett Park and putt putt sites (commonly known as the VRS) is not part of this proposal and has therefore not been included in the aerial perspectives provided. This was to help avoid confusion to the public as to whether this site was included in the proposal. All existing development surrounding the precinct and visible in the aerial imaging has been coloured green. However, all open space provided as part of the development is clearly articulated in the proposal.
Concern was expressed regarding shading due to heights on East and Northern faces of the site. Open public spaces on western corridor are directly under existing Transmission Line. This will not be appealing or attractive for public or families to spend time in, yet it is still conveyed as public open space. The real usage and occupancy of this space will be limited and should therefore be excluded from any 'open spaces' or park land areas.	A shadow analysis has been undertaken of the proposed development and complies with the solar access requirements in the State Environmental Planning Policy 65 - Apartment Design Guide. This will be further considered at the development assessment stage. The space underneath the high voltage power lines has limited capacity as open space but is considered to still provide valuable green space for the community. It has the ability to provide for active recreation uses at the southern end and is therefore considered usable open space.
Concern was expressed that the green space is not sufficient with one section in the middle of the precinct and a strip under the transmission lines.	Over 20% of the site is identified as public open space which is consistent with Council's requirements identified in the Community Infrastructure Strategy. The spaces will provide for both the active and passive recreation needs of the community and includes a playing field in addition to the central park and green areas along the east and west boundaries.
It should be compulsory to provide gardens, green open space, and activity centres such as play areas for kids, gyms, and a pool. I know of much smaller complexes that provide these amenities for their residents.	Apartment buildings in NSW must be designed in accordance with State Environmental Planning Policy No 65 and associated Apartment Design Guide. The Apartment Design Guide requires that

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	communal open space be provided for all apartment buildings. This will be a consideration at DA stage. Furthermore, public open space areas will be provided as part of the redevelopment of the site and will include a range of active and passive recreational opportunities for the public.
9. SUSTAINABILITY	
Due to the lack of ferry, train public transport and access to food retails at West Ryde and Ermington, to be viable, the development would need State and Federal transport commitment including electric vehicle EV charge points.	Currently the State Government does not mandate the provision of electric vehicle (EV) charge points, however the draft DCP for the precinct does include a number of controls relating to their incorporation into basement car parks of future developments. These controls are consistent with NSW Government incentives for greater EV take up in NSW (refer to NSW Electric Vehicle Strategy). It is further noted that EV readiness is recognised as a key action to achieving Net Zero Emissions by 2050, a commitment by the NSW Government.
10. PRIVACY	
Concerned about overlooking onto existing Hughes Avenue properties and why high rise apartments being so close to existing residential development.	it is considered that the 40m separation between this lot and the Hughes Avenue residences will be sufficient in preventing any overlooking of properties from the new development. Should privacy concerns remain, it is considered that these can be addressed at the development application and assessment phase. Notwithstanding, the draft DCP contains controls relating to minimising any potential overlooking privacy concerns and this can be addressed in full detail at the development application stage
11. OVERSHADOWING	
The shade/solar access diagrams provided in the site specific DCP are illegible as the scale on the paper is too small.	Noted. These will be amended before the proposal is finalised.
Concerned about overshadowing of Hughes Avenue residents and that solar panels will be useless. Heights proposed will have adverse overshadowing on the local housing.	The shadow diagrams indicate that at 10am some properties will be overshadowed at the northern and southern ends. However, this improves greatly from 11am onwards.

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Concerned that the tower building at the bottom of the site will block the sunrise and won't receive direct sunlight until several hours later.	Noted. Some overshadowing will be experienced but will not be an issue from 11am onwards.
Concerned about submitter's property in Cobham Avenue will lose afternoon sunlight at least an hour earlier. This is in addition to negative visual impact from the increased height.	Some overshadowing may be experienced but this has been reduced by locating lower building heights on the perimeter of the site. The properties are expected to still receive direct sunlight for the majority of the day.
12. GENERAL / OTHER	
The development is not in the best interests of the residents and there is no thought as to what residents think or want.	This area has been identified as a growth precinct in Council's Local Housing Strategy and Local Strategic Planning Statement, both of which have been subject to community consultation. This planning proposal has been subject to extensive review by the State Government and is considered to have planning merit. Consideration has been given towards reducing the impacts on existing residents adjacent to the precinct through careful urban design testing, extensive traffic modelling and the placement of increased separation between existing houses and the proposed development through the provision of landscape buffers and additional setbacks to reduce visual, privacy and overshadowing impacts.
The property owner requested an additional permitted use to be included in Schedule 1 of the LEP to make permissible 'place of public worship' on the site applicable to 15, 17 & 19 Hughes Avenue and 655 Victoria Rd. Request further amendment to ensure current operations on the site (place of public worship) are not affected by any zoning changes The Site is proposed to be rezoned to part R4 High Density Residential and part RE1 Public Recreation. Area proposed to be zoned RE1 is currently car paring associated with the church. A 'place of public worship' is a prohibited use in the RE1 zone. Acknowledge long term vision for the site but need to ensure current operations aren't affected. Don't want to rely on existing use rights.	The concerns are noted; however, it is considered that existing use rights will be sufficient in this instance.

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Concern that there is no mention of population increases in the application.	Based on estimated number of dwellings, unit mix (1, 2 3 bedroom etc) and occupancy rates is anticipated that the population could increase by approximately 20,000 new residents for the Melrose Park North area.
There is not enough public housing Twenty (20) units out of 5,000 is insufficient.	Noted. Under Council Planning Agreements Policy, this proposal is not required to provide Affordable Rental Housing as part of the redevelopment. The planning agreement negotiations were significantly progressed at the time the Policy was adopted in 2019. Nonetheless, there are twenty (20) affordable rental housing units proposed to be delivered as part of this redevelopment and dedicated to Council in perpetuity. Six (6) of these units will be provided in the town centre and fourteen (14) units will be provided outside the town centre. The distribution of the units is to ensure best practice is followed in regard to integrating the units amongst privately-owned units.
Concern that the proposal does not consider the southern precinct	The southern precinct is subject to a separate planning process; however, it was considered as part of the TMAP.
Concern that the small parcel of industrial is needed to support local business and that rezoning it would push businesses further away causing a loss of businesses and employment in the area. What job opportunities and improved social outcomes are proposed by Council to support the development? The Planning Proposal does not provide the full quantum of jobs required by the ELS. The proposed 30,000m2 of non-residential floor space is not sufficient to provide for he proposed number of jobs.	This precinct is identified in Council's Employment Lands Strategy (2016) as being suitable for redevelopment for non-industrial uses. This is due to the decline in pharmaceutical manufacturing on the site and subsequent redundancy of the purpose-built buildings. This proposal is not required to provide the full quantum of jobs identified in the ELS. As part of this proposal, it is expected that between 1,538 – 1,932 new jobs could be provided in the northern precinct which is up to 75% of the overall job target for the entire precinct through the town centre and other small non-residential uses within the precinct.
Considers that it would be wiser to build infrastructure and then rezone land.	For precincts that are undergoing a master plan process at this scale, it is not uncommon for infrastructure and dwellings to be delivered concurrently.
Considers this a backward process given the buildings have already been erected. Why is Council only now processing the development controls?	No new development has occurred on the site subject to this proposal. The development along Victoria Road on the former putt

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	putt site is part of a separate planning process not related to this one.
High Voltage PL and Stanchions Considers it unfortunate that the high voltage power lines (HVPL) are not going to be undergrounded as part of the redevelopment. This was done in Homebush as part of the Olympics site redevelopment to improve usability of the site. It has been stated that the power lines would be undergrounded, and the land used as open space as part of the developer's sales presentations. Bridge crossing should provide an opportunity and reason to underground the lines. Are the 330KV power transmission lines being relocated underground?	At this stage, the high voltage powerlines on the western boundary of the precinct will not be relocated underground. Numerous discussions have taken place with infrastructure owner to resolve this issue, however it is logistically complex and would require an extensive section of the system to be relocated. There may be an opportunity to use the proposed future bridge however this is outside the scope of the planning proposal. The open space within this corridor will remain beneficial to the community.
Page 16 of the UD study should a cycleway in Lancaster Ave. This is incorrect and misleading.	Noted. This will be amended.
Unhappy with exhibition process.	The exhibition process exceeded the statutory requirements for planning proposals.
Factors such as distance from major arterial transport corridors and the close proximity to residential areas means that the precinct is no longer considered suitable for industrial uses and therefore presents a good opportunity for urban renewal." These very reasons for NOT putting industrial back into that area, are in fact the MAJOR reasons these developments should not go ahead.	This is noted. This precinct was first identified as being suitable for non-industrial development in Council's Employment Lands Strategy (2016). The proposed development is considered to have strategic merit due to the infrastructure and community benefits it will deliver. This area has been identified as a growth precinct in Council's Local Housing Strategy and Local Strategic Planning Statement, both of which have been subject to community consultation.
Questions why 21 Hughes Avenue isn't included in the rezoning. This property will now be surrounded by units. Submitter and neighbouring landowners at 23 & 25 Hughes Avenue consider that the zoning of their properties should be changed to R4.	The planning proposal boundary did not include these properties. Property owners are able to contact Council's City Planning team to discuss the future of the properties.
P.18 of The Planning Proposal it states that 'Infrastructure delivery' will be provided through Council and State government requirements, 'to be funded via a variety of mechanisms such as developer contributions. However, in the Alteration of Gateway Determination Planning proposal (Department Ref: PP_2017_COPAR_009_00) the Minister for Planning and Public Spaces states that Council must, 'Delete the requirement for a satisfactory arrangements	State infrastructure provision and delivery will be enabled through a State Planning Agreement between the landowner and State Government. This is a separate process to this exhibition and will be facilitated by the State Government.

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provision for contributions toward designated state public infrastructure.' Considers that if there is such uncertainty regarding major transport and funding decisions and there is no provision for the vast population growth that will occur, then Council must not proceed with these plans until they are adjusted appropriately.	
Questions the mechanisms will be used to secure 'State and local infrastructure to support the intended growth required,'	State infrastructure provision and delivery will be enabled through a State Planning Agreement between the landowner and State Government. This is a separate process to this exhibition and will be facilitated by the State Government.
There needs to be consideration for more native habitats to encourage endangered local species into the area.	An Ecological report accompanied the proposal which didn't identify any significant fauna on the site. There will be significant native trees species planted throughout the site which will support any nearby species.
There is no timeline for construction in the attached documents.	A construction timeline has not been finalised and this is not typically included in a Planning Proposal. A staging plan is provided in the Planning Agreement and delivery of the precinct in full is expected to 10-15 years.
Considers the lack of consultation with Ryde Council as disrespectful to residents and Council.	Council officers have communicated with Ryde Council staff throughout the planning process to ensure they were made aware of the proposed changes.
Considers the planning proposal documents to be difficult to understand for the general public.	The planning proposal and supporting documents include a number of technical studies which are needed to make an informed assessment. Council staff are available to discuss any issues which are difficult to understand.
Concerned that Parramatta Councillors may not have been properly informed on a number of matters related to the proposal.	Council representatives were comprehensively briefed on the proposal throughout the years this proposal has been prepared. Councillors were briefed prior to it being considered by Council at its meeting of 22 March 2021 and the exhibition period.
A detailed analysis of the proposed bridge connecting the area with Wentworth Point needs to be undertaken. Detail of the bridge should have been included in the exhibition.	The proposed bridge connecting to Wentworth Point will be State infrastructure and any required technical analysis will be undertaken by the State Government. It is outside the scope of a Planning Proposal to include detailed information of the proposed bridge and was not considered necessary.

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Concerned about over development without the supporting infrastructure.	There are a number of new infrastructure items proposed to be delivered as part of the redevelopment which are identified in the draft Planning Agreement. These include new public open space, community space, retail and commercial space, a new school, and numerous upgrades to the road network. In addition, the State Government has recently announced a funding commitment towards progressing the planning of PLR Stage 2. Council will continue to work with the State Government regarding the delivery of this important infrastructure. Full responses to Planning Agreement matters will be included in the future Council report.
Considers that some of the changes to the planning proposal, from the version endorsed by Council on 12 August 2019, are significant and could not be regarded as being "*minor*", and that parts of the draft DCP do not reflect the intended outcomes of the precinct from a built form or reflect the key development standards within the planning proposal.	Noted. Council officers consider that the changes are acceptable and were discussed internally prior to reporting to reporting to Council and exhibition. These changes were placed on exhibition and the community provided with the opportunity to comment.
Considers that the Revised Planning Proposal contains other changes to the version previously endorsed by Council at its meeting on 12 August 2019 such as the rezoning of land proposed as a "*Wetland, a* reduction in the width of the proposed *RE1 Public Recreation* zone fronting Wharf Road, from 20 metres to 17 metres, and an increase in some perimeter buildings from 6 to 8 storeys.	Noted. The proposal was subject to changes throughout the process, and these are reflected in the Planning Proposal document. Councillors were briefed on all changes prior to the Council meeting of 22 March 2021.
Considers that the Council report did not clearly identify changes in the building heights from the previously endorsed proposal.	It is considered that the proposed building heights were sufficiently indicated.
The March 2021 Council reports states that there are no changes to building heights, but the heights increased from 90m to 95m on the Payce site. There are variations in all but 1 development lot in the precinct. Considers that these changes are not anomalies and are outside the delegation of the CEO.	The proposed changes to the building heights are identified in the Planning Proposal. Variations in the building heights within the site have been factored into the overall height due to the changing topography of the site and the ability for the height controls to enable a degree of flexibility here the level of a development lot may change from one boundary to another. At most it is 5m which is approximately 1 storey. The changes are considered minor and will not have a significant impact on the built form outcome or have

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	implications for the projected dwelling yield. These changes are not considered to be outside of the CEO's delegations.
Considers a height comparison table should have been included.	Noted.
Considers that the planning proposal does not comply with a number of requirements specified in the Department of Planning and Environment's "*Guide to preparing planning proposals*". Considers that the Planning Proposal has not identified all State Environmental Planning Policies relevant to the planning proposal and discussed the relationship of the planning proposal with those SEPPs.	The Planning Proposal has been prepared using DPIE's Guide. The Planning Proposal has considered the relevant SEPPs and has been subject to the appropriate DPIE assessment and is considered appropriate.
Considers the proposed amendments to the PLEP 2011 FSR map to be inappropriate. No inclusion of a Land Acquisition map.	The FSR maps are for exhibition purposes and are not required to be presented using DPIE's mapping format at this stage. All maps to be sent for finalisation will be prepared in the required format. The Land Acquisition map will be included in the package sent to DPIE for finalisation.
Objects to permitting 'Residential flat building' in the B2 Local Centre zone.	The term 'shop top housing' requires all residential components of development to be associated with a non-residential development. This form of development is envisaged for the majority of the town centre. The introduction of the 'residential flat building' use into the B2 Local Centre zone is to ensure that in the event that some of the residential development is not associated with a non-residential development, it is still a permissible use. It is intended to enable some flexibility in the design.
Questions the land use zone applied to 27 Hughes Avenue.	**27 Hughes Avenue** The proposed zoning of 27 Hughes Avenue is R4 High Density Residential. In order to transfer the FSR from this site into the main development precinct, the R4 zone was required. This approach has been used consistently within the precinct for all non-developable land. As no height has been applied to this land and is therefore not developable, it is not considered that it will become problematic in the future.

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Questions the extent of land proposed to be rezoned RE1 Public Recreation along Wharf Road.	**Wharf Road Gardens** The variation in the width of this open space strip is due to Wharf Road itself not having a consistent alignment along its length. When this is related to the straight property boundary that has been applied in the master plan, it creates a variation in width of the proposed open space area. This therefore does not enable a consistent width of the proposed Wharf Road Gardens. The stand of lemon-scented gums which have a local heritage significance are within this open space area and integration of this vegetation with the proposed buildings will be addressed in detail at the DA stage.
The land along Hope Street identified as the 'proposed light rail corridor' should be zoned SP2 Infrastructure.	**Land Fronting Hope Street – Lot N Town Centre** Due to uncertainties around PLR Stage 2 at the time of preparing this Planning Proposal and neither Council nor the State Government wanting to be identified as the acquisition authority at the time, the land identified along Hope Street as a" Potential Light Rail Corridor" has not been applied the SP2 Infrastructure (Rail Infrastructure) zoning, nor was the Land Reservation Acquisition map amended.
The road link through 15-19 Hughes Avenue needs to be identified on the zoning map.	**Road link through 15-19 Hughes Ave (EGT)** Testing of possible road connections through this site to connect to the proposed NSR2 road has been undertaken, however, due to the topography of the site at this location, no final road layout has been determined at this stage. Any future road in this location will likely be for resident access only and may not provide a vehicular link to NSR2. This will be refined as part of the DA process for this site.
13. NON-PLANNING MATTERS	
Concerned that the proposed density will devalue property and potentially reduce rental returns.	The proposal may have some implications on property prices and rental returns to some neighbouring residential properties however the proposed development is in line with both state and local

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	planning strategies. The site will be subject to a local infrastructure provision as part of a VPA with Council which will provide public open space and embellishment of community familites which will also be accessible to residents outside the development which could have positive impacts.
Politicians do not care about the negative impact it will have on the people who live in Melrose Park.	Councillors have considered the proposal in light of the strategic framework of City of Parramatta Council. The assessment and information contained in proposal has been assessed thoroughly by Council Officers and is in line with Local and State planning strategies.
Concerned about the provision of internet services in the area and how this will be managed.	Internet infrastructure and provision is not within the scope of Council to manage.
Object to the use of the Melrose Park name. Boundary creep has used the original Melrose Park name to benefit the development. Concerned there is a lack of benefits from the developer or Parramatta Council towards contributions to negate the impact on the Melrose Park residents within the Ryde LGA. There appears to be an effort to erase the existence of the "authoritative" address. Page 170 - NSW Address Policy and User Manual (October 2019).	The boundary creep issue is not a planning matter or within the scope of this planning proposal. Suburb naming and boundary control are managed by the Geographical Names Board of NSW.
14. PLANNING AGREEMENT MATTERS	
Suggests delivering the town centre in an earlier stage so early residents have the convenience of the new facilities and to attract people to move to the precinct. Suggests Stage 3.	The VPA staging was developed to ensure that adequate infrastructure and amenity would be in place prior to the Town Centre being developed. The staging enables two of the north-south roads to be constructed prior to the town centre, allowing for road connectivity to alleviate any traffic impacts from Victoria Rd and surrounding local roads. The town centre will require sufficient demand to attract commercial and retail tenants, and at Stage 5, there will be approx. 2,000 new dwellings in the Melrose Park North site. The staging allows for open space amenity (Central Park) to be delivered prior to the operation of the town centre commencing which is important in ensuring an attractive environment for shoppers and residents.

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Considers that the majority of the VPA consists of fundamental infrastructure to support the development itself rather than an additional community benefit. Approximately 1/3 of value is for internal roadways and a further 1/3 for parks (excluding the playing field) which form part of the necessary open space for the development. Voluntary Planning Agreement, much of amount goes to infrastructure required for the development itself, not for the area's infrastructure for existing residents to benefit. Considers it disappointing that the only contribution for public transport is a shuttle bus for 3 years. Should PLR2 not proceed then there will be no additional public transport to service the development.	Noted. It is not unusual for open space to be included in a Planning Agreement, and although it is acknowledged that the internal roads are required to facilitate the development and are not typically included in Planning Agreements, in this instance it was considered suitable to include two roads (EWR4 and NSR2) due to the broader contribution these roads will have one the wider road network, being the only through-roads in the precinct. The development will also be required to be development contributions in accordance with the Parramatta Section 94A Contributions Plan (Amendment No. 5). The provision of the shuttle bus has since been amended at the request of TfNSW and will now continue until PLR Stage 2 (or equivalent) is operational.
The residents, infrastructure and recreational areas within the City of Ryde will be adversely impacted but there are not contributions towards the City of Ryde. Parramatta Council gets the benefit of contributions to spend in other parts of Parramatta City such as Ermington and Rydalmere while Melrose Park and the surrounding suburbs such as West Ryde are negatively affected. Questions what percentage of items will be used to offset the demands and supply of additional facilities in the City of Ryde as compared to Parramatta? As the developments will put increased pressure on parks and other infrastructure in Ryde, what negotiations have been carried out with City of Ryde Council to offset these? Schedule 1 Contributions Table show a figure of $96,545,227 and Appendix 20 – Infrastructure Needs List in The Planning Agreement show the figure $191M? Which one is correct?	New Melrose Park residents and residents from surrounding suburbs will have access to new retail and commercial facilities, public open space that will serve the passive and active recreation needs, including the use of George Kendall Reserve in addition to the new playing field, and it is not expected that the incoming population will result in a significant increase in the use of facilities within the Ryde LGA as a result of the proposed redevelopment. Schedule 1 is the value of the infrastructure items proposed to be delivered from the redevelopment of the Payce-owned site. The Infrastructure Needs List is a list of all the identified infrastructure items required to be delivered in the precinct and broader corridor to support the redevelopment of the entire precinct, not just the Payce owned land. This list was developed by Council officers and was informed by the Community Infrastructure Strategy and the development contributions works list. These items will gradually be delivered through future Planning Agreements and future

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	development contributions as the remaining sites within the northern and southern precincts are redeveloped.
Considers that the impact of redevelopment will mostly be experienced by the Ryde LGA. City of Parramatta's approach fails to recognise the infrastructure needs across the LG boundary and the burden the increased population will place on Ryde infrastructure. Funds should be allocated via VPA or other means that requires upgrade of infrastructure within Ryde LGA in consultation with Ryde Council. A contributions plan specific to the precinct should be considered to ensure the contributions are tied to the needs of both LGAs.	New Melrose Park residents and residents from surrounding suburbs will have access to new retail and commercial facilities, public open space, including the use of George Kendall Reserve in addition to the new playing field. -It is not expected that the incoming population will result in a significant increase in the use of facilities within the Ryde LGA as a result of the proposed redevelopment. A separate contributions plan for the precinct was initially considered as a mechanism for delivering the required infrastructure to support the precinct, however it was ultimately decided that the use of planning agreements was more appropriate and feasible.
Suggest a number of infrastructure commitments be brought forward as it seems that significant density can be allowed without committed infrastructure provision. Proposed densities should be predicated on the available infrastructure and only those infrastructure improvements guaranteed by appropriate planning/legal mechanisms.	The proposed densities are only achievable if the required infrastructure is provided as outlined in the TMAP and the Planning Proposal. The staging of infrastructure delivery has been extensively negotiated between Council and the developer and is considered an appropriate approach.
Planning Agreement offer is below 50% of the land value uplift if essential infrastructure currently included in the agreement is excluded.	Council's Planning Agreements Policy in relation to requiring Planning Agreement offers to be 50% of the land value uplift does not apply to this Planning Proposal. As a result, this Planning Agreement was negotiated on a merits basis. The items included in the draft planning agreement are biased on identified needs of the precinct as a result of the projected incoming population and as a result are considered appropriate for inclusion.
Concern that the material on exhibition relating to the proposed changes to the Planning Agreement lacks transparency and accountability and is grossly misleading. No information on the purpose of the exhibition or financial implications was provided. Appears Council changed its mind from what was previously endorsed.	The Planning Agreement was placed on exhibition twice, firstly from 26 April to 25 May 2021 and then the revised version from 9 August to 6 September 2021. Furthermore, details on the justification for Council's decision and potential financial implications are provided in the report on the Draft City of Parramatta (Outside CBD)

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	Development Contributions Plan that was considered by Council on 12 July 2021 and is available to view on Council's website.
The proposed changes significantly devalue the Planning Agreement from the Draft Planning Agreement endorsed by the Council at its meeting on 22 March 2021, and significantly reduce the community's share of the increased value of the land resulting from the zoning uplift.	The draft planning agreement was negotiated between the parties and Council for some time and parties were negotiating on the basis that future development on this site would pay development contributions under the existing development contributions plan applicable at the time of negotiation. The planning agreement currently includes items that are in the works programs of the Plan and it is considered reasonable that they should not also be required to pay contributions towards the cost of these works, that is Council should not 'double dip' for contribution or delivery of these works. There was a considered risk that the applicant could withdraw from their current Draft Planning Agreement as it has not yet been executed. The applicant is still able to seek to renegotiate the agreement or refuse to enter into the agreement at all. If the Planning Agreement did not proceed then Council would need to rely solely on contributions generated from application of the Plan. In this case the net contribution received from the developer would be less than that proposed to be contributed under the Planning Agreement.
Issues raised relating to the negotiations carried out between Payce and Council officers concerning the draft Planning Agreement endorsed by the Council at its meeting on 22 March 2021. Questions why the negotiations did not consider Council's review of the development contributions work being undertaken.	The planning agreement negotiations did consider the (then) draft contributions plan with regard to aligning the work program, however due to timing, the planning agreement was not able to rely on the (then) draft Plan to secure these infrastructure items as it had not yet been adopted by Council.
Questions the validity of the case presented, in response to Payce's submission, under the heading "*Contributions and Planning agreements*" in the report (*Item 17.2 Post Exhibition – Draft City of Parramatta (Outside CBD) Development Contributions Plan 2021),* considered by Council on 12 July 2021, to exclude the Planning Agreement from that Contributions Plan. There is a risk that Payce may still withdraw from the Planning Agreement prior to the Planning Proposal being finalised.	Noted, however, Council officers and Councillors considered the justification for the exemption from the new contributions rates to be reasonable and valid. The Planning Proposal includes a provision that any redevelopment of the sites subject to the proposal that are seeking to utilise the proposed changes to the planning provisions cannot commence unless the relevant planning agreement is registered on the Title.

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The application of s 7.11 and s 7.12 of the Act to the development.	The Planning Agreement does not intend to exclude the application of development contributions. Instead, it applies the rates applicable at the time of negotiation, being those within the Parramatta Section 94A Development Contribution Plan (Amendment No 5).
Issues relating to Section 8 of the draft Amended Planning Agreement and the exclusion of section 7.11 and 7.12 to the development	The development will not be given an exclusion from paying the applicable development contributions. The redevelopment will be required to pay the relevant contributions under Parramatta Section 94A Development Contribution Plan (Amendment No 5) in accordance with the approved floorspace.
The exhibited *Melrose Park North Draft Amended Voluntary Planning Agreement* (30 July 2021) includes changes outside the authority the Council granted to its Chief Executive Officer on 12 July 2021	The re-exhibited Planning Proposal only contained changes relating to Section 8, as resolved by Council in July 2021. The exhibition process provides an opportunity to correct any inconsistencies and anomalies that may arise, and these have been noted and corrected in the final documents.
The *Explanatory Note*, exhibited with the *Amended Planning Agreement*, contains a number of matters inconsistent with the Planning Proposal endorsed by the Council at its meeting on 22 March 2021. Considers that is doesn't comply with clause 25E (1) of the EP&A Act.	The Explanatory Note is intended to summarise the content and effect of the draft Amended Planning Agreement, as well as the merits of the proposed agreement. The Explanatory Note adequately summarises the terms of the draft Amended Planning Agreement in plain English as required by clause 25E of the *Environmental Planning and Assessment Regulation 2000*.
Issues relating to Schedule 1 Contributions Table of the *Draft Amended Planning Agreement.* - Playing field should be separated from the wetland - Shuttle bus service operational length	The wetland is required to be combined with the playing field due to the proposed arrangement with School Infrastructure NSW. The length of the shuttle bus service has since been extended and will be operate until PLR Stage 2 or bus equivalent is delivered in response to a request from TfNSW.
Raises issues relating to *Schedule 6 Staging Plan* of the *Draft Amended Planning Agreement.* The Staging Plan should contain two separate staging plans based on the infrastructure Implementation Plans A and B detailed in the August 2019 Council report. Building heights are inconsistent with the draft DCP Building identified on the wetland site	Noted. It is not considered necessary to include two implementation plans. Noted. The master plan shown in Schedule 6 is to demonstrate the staging of the development and not the built form. The staging Plan imagery will be reviewed prior to finalisation.

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Town centre lot identifies a strip of land across the Hope Street frontage for a 'future transport interchange'	It is difficult to determine the staging of the delivery of this land due to the unknown time fame of PLR Stage 2.
Overhead high voltage transmission lines. Dedication of this land requires it to be free from easements. For this to happen then the power lines will need to be undergrounded.	Clause 7.3 (c) within the draft planning agreement enables land which subject to easements to be dedicated to Council providing Council has provided its prior written consent. As such, it is not required for the high voltage power lines to be undergrounded and free of easements for this land to be dedicated to Council.
The implications of the Council resolution of 12 July 2021 to exempt *Parramatta (Outside CBD) Development Contributions Plan 2021* from the Planning Agreement, on the other planning agreements for development on land within the Melrose Park North Planning Precinct Questions the status of negotiations with the landowners of 8 Wharf Road and 15-19 Hughes Avenue and 655 Victoria Road. Exempting the Payce from the new contributions rate will set an undesirable precedent.	Negations for the Planning Agreements with 15-19 Hughes Avenue & 655 Victoria Road and 8 Wharf Road are subject to different timeframes and will be exhibited separately, as has been communicated by Council previously. However, the Planning Proposal includes a provision that any redevelopment of the sites subject to the proposal that are seeking to utilise the proposed changes to the planning provisions cannot commence unless the relevant planning agreement is executed and registered on the Title. It is not expected that an undesirable precedent will be established as it was made clear in the Council report 12 July 2021 that this would apply to VPAs (Sekisui and PAYCE) that had already been negotiated and exhibited and no other VPAs would be considered. Furthermore, the new Contributions Plan comes into effect on 20 September 2021.

The exhibited *Melrose Park North Draft Amended Planning Agreement* (30 July 2021) is not in the public interest	Noted. This is not the considered to be the case given the extensive infrastructure items proposed to be delivered as part of the Payce Planning Agreement. Additional Planning Agreements will also

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	contribute towards the delivery of the required infrastructure within the precinct as the remaining sites in the northern and southern precinct redevelop.

PUBLIC AGENCIES		
AGENCY	**ISSUES RAISED**	**RESPONSE**
School Infrastructure NSW (First submission)	Shared road (EWR6) between new school site and playing field- SINSW requests that this road be removed, and this area be identified as a view corridor that is not accessible to vehicles, as was originally indicated by Council. School capacity- proposed dwellings in Melrose Park are not included in the State Government's current dwelling projection data and consequently are not included in SINSW's student projections for this area. As a result of this proposal, a new primary school and additional secondary school are required to meet the projected demand. Overshadowing: DoE and SINSW aim to ensure that at least 70% of school spaces receive direct sunlight between 9am and 3pm mid-winter. Overshadowing diagrams in the DDCP appear to show that the playing fields will be significantly overshadowed at 3pm but the extent is unclear. Request that overshadowing diagrams identify how DoE standards will be achieved for the playing fields.	Council agrees to retaining this area of land as a view corridor that will not be accessible by vehicles. A new primary school is proposed in the precinct and discussions continue with SINSW regarding the provision of a secondary school. Updated shadow diagrams have been provided to SINSW demonstrating that the DoE standards have been achieved. A new control has been incorporated into the draft DCP to address this concern. This control has received provisional agreement from SINSW.

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	Privacy: Proposed building heights of 74m-80m (24/20 storeys) directly to the west and 36m (8 storeys) to the north of the new school site and playing fields. This is likely to result in overlooking of the new school site and playing fields. Request DCP be amended to ensure that future development provides additional screening (architectural, frosted glazing/planting) for each of the windows that directly overlook the school and orientate balconies, so they don't overlook the school. VPA: SINSW requires a perimeter palisade fence around the playing field standard for schools. Playing field is required to accommodate a soccer field that is of official size (72mx106m) with adequate clearance on either side. SINSW requires a view corridor to be established between the playing field and new school site.	This is a Planning Agreement matter that will be addressed as part of the Council report.
School Infrastructure NSW (Second submission)	Letter received noting that SINSW no longer has any objections to the proposal providing the changes are made as agreed as per SINSW's first submission.	Noted.
Western Sydney Local Health District	• Consideration of additional and dedicated parking for use be visiting social and health care providers' use. These services are increasingly being provided in homes. • Strongly recommend that the plans ensure access to adequate open space for children and for families to congregate given high density conditions • Supports allocation of ARH units • Encourage community gardens. They have social, psychological and health benefits.	Noted. Some of these matters can be addressed at development application stage, including detail design of open space and provision of community gardens.

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	• WSLHD provided a submission during the re-exhibition of the Planning Agreement stating they do not intend to comment.	
Environment, Energy and Science Group (part of DPIE)	Recommends the supporting studies provide consistency with one another. Concern over potential for microbats to be inhabiting the vacant industrial buildings and that a nocturnal fauna survey be completed as part of future development applications. Unclear what area of the Wharf Rd gardens will be for the protection of existing trees and planting of vegetation. Details are required on the total area/% of the open space that is proposed to protect and enhance native vegetation. EES recommends a scaled map is provided that overlays the existing tree species that are proposed to be retained and removed with the proposed masterplan and open space areas. Unclear if proposed building height increase from 12-36m will impact the long-term health/survival of existing trees along the eastern boundary in terms of shadowing. Unclear if 17m setback on eastern boundary is the RE1 zoned park and what the setback distance is between the existing trees and proposed development. Further information is	Noted. Threatened species are required to be considered at the development assessment phase under section 1.7 of the EP&A Act 1979. Nonetheless, a control has been included in section 4.11 of the DCP to ensure this is considered at the development application stage. In addition, an ecological consultant confirming that no potential habitat or evidence of presence of Microbats was identified and is considered no further assessment is required. Noted. Noted. Noted. The impact on existing trees will be assessed at development application stage.

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	required on the potential impact of future development on existing vegetation.	Noted. The impact on existing trees will be assessed at development application stage.
	DCP Recommended amendments: Fig. 1- unclear is the area covered by the DCP applies to the proposed RE1 land. Recommend amending the legend so it is clear.	Noted. The DCP does apply to the proposed RE1 zoned land.
	Recommend the DCP includes objectives and controls which outline that planting on the site should use a mix of local native provenance plant species that once occurred in this locality (rather than non-local natives or exotic species as depicted in images). Includes suggested wording for Objectives.	Noted. The tree species list is currently being finalised but will require the use of species appropriate for the location and be consistent with Council's specifications.
	Site Planning- Recommends the site planning section of the DCP refers to the potential for microbats to be using the existing buildings for habitat. Includes suggested wording for DCP. Demolition- Suggested amendments relating to microbat habitats in existing buildings.	Not considered necessary due to requirement to consider threatened species as part of the development application process and confirmation from an ecologist that no Microbat populations exist on the site. The Demolition section of the DCP has been removed, however a Section 4.11 Ecology has been included to address this issue. In addition, an ecological consultant confirming that no potential habitat or evidence of presence of Microbats was identified and is considered no further assessment is required.
	Built Form 1.1 Guiding Principles- Recommended amendment relating to overshadowing of existing trees.	

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	1.3 Street, Block, OS, and Building Layout- amendments to O2 and O9 to allow space for canopy trees to grow to grow to maturity 1.11 Ground Floor- amendment for mitigating urban heat island effect and improving biodiversity / habitat and enabling tree canopies to grow to maturity. 2.1 Street Network and Footpaths- amend C.04 to reference local native tree species. 2.3 Street Trees- supports inclusion of O.02 and recommends DCP be amended to require mix of local native tree species. 2.4 Overhead Power Lines- supports undergrounding of power lines. 2.7 - suggested rewording for O.02 and C.01. For C.02, it is unclear what is proposed for the other 50%. 2.8 POS- Unclear if the playing field is to provide a dry detention basin which also functions as active rec space or if detention basin will be mixed dry and wetland. Section '(v) Wetlands' unclear where wetlands and detention basins located in masterplan. Suggested wording for Objectives 02, 04, 05, 06 and C.02 Central Parklands- suggested wording change relating to species mix. Questions 50% requirement of sunlight and if it's adequate for tree health. Western Parklands and Wharf Rd Gardens- minor wording change - plant species 2.9 Landscape Design- suggested wording for O.01 d) and C.01, C.04-06. EES provided a submission during the re-exhibition of the Planning Agreement stating they do not intend to comment.	All noted.
	EES provided a submission during the re-exhibition of the Planning Agreement stating they do not intend to comment.	Noted.

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Sydney Water	Request that the following Secretary's Environmental Assessment requirements be applied: Water-related Infrastructure 1. The proponent of development should determine service demands following servicing investigations and demonstrate that satisfactory arrangements for drinking water, wastewater, and recycled water services have been made.	Noted. This can be addressed at the development application stage.
	2. The proponent must obtain endorsement and/or approval from Sydney Water to ensure that the proposed development does not adversely impact on any existing water, wastewater, or stormwater main, or other Sydney Water asset, including any easement or property. When determining landscaping options, the proponent should consider that certain tree species can cause cracking or blockage of Sydney Water pipes and therefore should be avoided.	Noted. This will be addressed at DA stage
	3. Strict requirements for Sydney Water's stormwater assets (for certain types of development) may apply to this site. The proponent should ensure that satisfactory steps/measures been taken to protect existing stormwater assets, such as avoiding building over and/or adjacent to stormwater assets and building bridges over stormwater assets. The proponent should consider taking measures to minimise or eliminate potential flooding, degradation of water quality, and avoid adverse impacts on any heritage items, and create pipeline easements where required. Integrated Water Cycle Management	Noted. This will be addressed at DA stage.

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	The proponent should outline any sustainability initiatives that will minimise/reduce the demand for drinking water, including any alternative water supply and end uses of drinking and non-drinking water that may be proposed, and demonstrate water sensitive urban design (principles are used), and any water conservation measures that are likely to be proposed. This will allow Sydney Water to determine the impact of the proposed development on our existing services and required system capacity to service the development.	Noted. A number of sustainability controls are included in the draft DCP relating to water management and recycling including the requirement for dual piping.
	Request that an anticipated annual growth projection and staging for the redevelopment is provided to enable effective planning for water infrastructure planning.	Noted.
Transport for NSW	Require clarification that active transport road users have been adequately considered particularly in areas adjacent to the proposed town centre	The new roads within the precinct have considered pedestrian and cyclists with input provided by Council's Transport Planning section. The pedestrian and cycleway network has been incorporated into the planning of the road reserves in accordance with Council's adopted Bike Plan.
	It is not clear from the plans included in the DCP that adequate areas have been allocated for public transport and pedestrian facilities to cater for future public transport services and pedestrian movements along Hope Street.	The Hope Street corridor has been design ed in consultation with TfNSW to ensure it can accommodate any required future public transport corridors such as light rail or bus.
	The proposed intersections of EWR4/NSR4 and Wharf Road/EWR4/Taylor Avenue are at acute angles which is likely to result in a sub-optimal outcome. It is recommended that a safety assessment be undertaken of the layout.	Noted. Advice will be sought from Council's Traffic Section on the functionality and safety of intersections (EWR4/NSR4 and Wharf Road/EWR4/Taylor Avenue). It is anticipated that this matter can be resolved and will be further addressed at the development application stage.

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	The proposed direct connection of Wharf Road / EWR3 / Taylor Avenue may encourage road users who would otherwise use the Victoria Road / Wharf Road intersection and therefore increasing traffic volumes in the local streets.	It is acknowledged that some road users will be inclined to use the Wharf Road / EWR3 / Taylor Avenue section to avoid Victoria Road, particularly in the early stages of the redevelopment. However, it is considered that the internal street design and traffic calming measures proposed to be implemented on EWR4, such as vegetation, varying road surfaces and roundabouts, will deter drivers from utilising this route as an alternative to Wharf Rd / Victoria Road in the long term. Further, the modelling undertaken as part of the TMAP does not expect that use of the local street network will increase significantly as a result of this new connection.
	Notes that the TMAP has been prepared based on a number of key assumptions including dwelling yield and future travel behaviour. Should any of these assumptions change the suitability of the infrastructure and services proposed in the TMAP. TfNSW provided a submission during the re-exhibition of the Planning Agreement reiterating their previous comments on the Planning Proposal.	Noted. All DAs for this precinct will be required to submit a traffic report and any changes can be addressed at the assessment stage.
OTHER		
	Issues	**Response**
Viva Energy	Objects to proposal under clause 66C of the SEPP. Raises concerns regarding the location of sensitive land uses near the high-pressure oil pipeline. If the proposal is approved, it be subject to the following conditions:	Noted. The requirements of HIPAP 10 have been considered and a Hazard Analysis Report has been prepared for the site and identified potential risks. A Safety Management Study will be completed at the development assessment stage.

Attachment 2 – Submissions Table
Melrose Park North Planning Proposal, Draft Site-Specific Development Control Plan and Draft Planning Agreement (Payce)
Associated with D08203219

	A safety Management Study be completed A Viva Energy Recoverable Works Agreement covering all Viva Energy costs must be signed by the Property owner. The landowner must at no cost to Viva Energy Australia Pty Ltd, carry out the works (whether or not within the pipeline easement) for the development to meet the requirements of: (a) Australian Standard AS2885 Pipelines – Gas and Liquid Petroleum. (b) Pipelines Act 1967; and (c) Pipeline Regulations 2013	
Jerome Laxale, City of Ryde Mayor	The proposed development height is out of character with surrounding built form and will worsen traffic flows. The proposed public open space is not adequate for the additional patronage proposed.	Refer to response provided in Sections 1, 2 and 8 of the above table.
	If Melrose Park is approved, it could act a precedent for inappropriate development of the Holdmark site.	Noted. The Melrose Park precinct is considered unique and other future redevelopment sites proposing to utilise the planning controls applied to this precinct will need to provide justification as to why they are appropriate and undertake the required suitability assessment. The site owned by Holdmark is not part of this proposal and is subject to a separate planning proposal process and has undergone its own urban design testing and strategic assessment to determine the suitability of the proposed controls.
	There is limited public infrastructure in this location including limited public transport. The TMAP relies heavily on several hypothetical infrastructure developments by the State Government.	Noted. The TMAP assumptions and methodology have been endorsed by TfNSW.

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	Concerns regarding the identified number of car spaces- 500 and 700. Concerned there has been a significant underestimation of the traffic impacts. The TMAP states that there is already significant traffic congestion in the area. The project was first proposed under the assumption that stage Two Greater Parramatta light rail would proceed. A development of this scale will significantly increase the volume of traffic and increase pressure on Ryde LGA infrastructure without any contribution from the State or Parramatta Council. Considerable investment in public transport and local roads is required. Object to residential towers of 24 storeys unless there is already public transport infrastructure in place and a plan to invest significant amounts of money into improving infrastructure to be impacted by this proposal in the Ryde LGA.	Parramatta Light Rail Stage 2 has recently been allocated funding to progress the planning work for this project. This provides a level of certainty that this infrastructure will be delivered. With the provision of improved public transport such as bus services along Victoria Road and PLR Stage 2 services plus the operation of the shuttle bus service, it is not anticipated that there will be significant increase the volume of traffic experienced within the Ryde LGA as a result of this redevelopment. Refer to the responses provided in section 1 of the above table.
City of Ryde Council (Council officer submission)	Traffic Multiple access points on Wharf Rd. Proposed 5 new access points on Wharf Rd will result in additional load onto this street. Ryde residents west of Archer Creek are heavily reliant on Wharf Rd and the introduction of new access points combined with significant increase in traffic volumes will increase congestion within local roads under Ryde Council. Result in increased journey times and poor outcomes from a movement and place context.	Noted. Only four (4) new access points are proposed along Wharf Road as there is a no through-road between the proposed school and playing field. The TMAP doesn't anticipate that significant impacts will be experienced by residents within the Ryde LGA.

Attachment 2 – Submissions Table
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	The VPA should make provision for contributions to be made to Ryde Council for road improvements, renewal of existing traffic facilities and other infrastructure upgrades given the impacts on local roads in Ryde.	Noted. This draft Planning Agreement is between the City of Parramatta and the developer. Any contributions towards the City of Ryde would need to be part of a separate arrangement between Ryde Council and developers. Nonetheless, the proposed redevelopment will provide a significant increase in community infrastructure such as open space and will provide additional retail/commercial services to complement those located in nearby centres. It is therefore not considered that there will be a significant increase in the use of community infrastructure within the Ryde LGA as a result of the new development.
	Any modifications to Wharf Rd will require input and approval from Ryde Council.	Noted. The relevant approvals will be obtained by the developer at the appropriate time.
	Concerned that there are no proposed infrastructure upgrades to local roads or intersections west of Wharf Rd despite Andrew St and Constitution Rd West expected to carry a significant increase in traffic volume. Considered that at a minimum, traffic calming, and pedestrian crossing facilities will be needed. Others include upgrade/reconfiguration of Wharf Rd intersections with Taylor Ave, Lancaster Ave and Andrew St, and Andrew St/Cobham Ave; signalisation of Constitution Rd West/Bank St/Meadow Cres; roundabout at Adelaide St/Constitution Rd West; and pedestrian crossings along Andrew St.	Noted. Any infrastructure upgrades within the Ryde LGA would need to be undertaken as a part of a separate agreement between Ryde Council and the developer.

Attachment 2 – Submissions Table
Melrose Park North Planning Proposal, Draft Site-Specific Development Control Plan and Draft Planning Agreement (Payce)
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	Concerned about infrastructure & monetary contributions Ryde LGA and the likely impacts. CoP approach fails to recognise the infrastructure needs across the LG boundary and the burden the increased population will place on Ryde infrastructure. Funds should be allocated via VPA or other means that requires upgrade of infrastructure within Ryde LGA in consultation with Ryde Council. A contributions plan specific to the precinct should be considered to ensure the contributions are tied to the needs of both LGAs.	Noted. This draft Planning Agreement is between the City of Parramatta and the developer. Any contributions towards the City of Ryde would need to be part of a separate arrangement between Ryde Council and developers. Nonetheless, the proposed redevelopment will provide a significant increase in community infrastructure such as open space and will provide additional retail/commercial services to complement those located in nearby centres. It is therefore not considered that there will be a significant increase in the use of community infrastructure within the Ryde LGA as a result of the new development. A contributions plan specific to the Melrose Pak precinct was initially proposed as an option for managing infrastructure funding and delivery, however it was ultimately decided that it can be managed through existing development contribution plans and planning agreements.
	Unreasonable Flexibility in Utilisation of FSR Concern raised over the ability of FSR to be transferred between lots as this will allow the developer to change the development composition at the expense of locating additional GFA along Wharf Rd or other areas where the DCP/LEP doesn't recommend such as perimeter blocks.	Noted. Each redevelopment lot will need to be redeveloped in accordance with the GFA allocated to each lot in the DCP and not be able to exceed the respective FSR and height provisions. Although some flexibility has been incorporated into the FSR allocations to enable minor variations at the development application stage, any transfer of FSR/GFA will also need to consider the urban design principles established for the precinct and detailed in the master plan and site-specific DCP regarding distribution of height and appropriate height transitions from existing development.

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	Taylor Ave - Rat Run Proposed connection to Taylor and Cobham Aves will potentially have serious adverse effects on the amount of traffic flowing into the low-density area. Has been raised previously and remains a major concern.	Noted. While it is acknowledged that some increase in use of the roads will be experienced, it is not anticipated that these roads will become 'rat runs' due to their design and relatively low speed limit. This is supported by the findings of the TMAP.
	The TMAP indicates that increased bus services along Victoria Rd are required to support the development and achieve mode share targets. It also states that the road network analysis has identified that the remainder of existing surrounding road network is able to cater for traffic generated by proposed development with no significant impacts when compared to a future 'do minimum' scenario. Ryde Council seeks a careful review of the report as this assertion cannot be correct.	Noted. It is not considered that a review is necessary at this stage.
	Development Connection to Victoria Rd on Western Side Multiple entry points will be detrimental to traffic capacity of Wharf Rd. Alternatively, the layout should be changed to allow entry/exit towards the western side of the development and connection to Victoria Road via Hughes Ave and Atkins Rd. This will enable only limited existing road connections to remain on Wharf Rd. This option must be explored.	Noted. Opportunities for additional entry/exit points along Hughes Avenue are extremely limited due to the majority of properties on this street being under private ownership. Various arrangements were explored for the EWR4/Wharf Road intersection, however due to the angle that EWR4 meets Wharf Road and high volume of traffic along Wharf Road, for safety reasons, only a left in/left out arrangement is considered suitable
	Uncommitted Infrastructure Suggest a number of infrastructure commitments be brought forward as it seems that significant density can be allowed without committed infrastructure provision. Proposed densities should be predicated on the available infrastructure	Noted. Infrastructure will be delivered via both local and State planning agreements in accordance with Council's requirements and those stipulated by the TMAP's Implementation Plan and State Government requirements. A provision is included in the planning agreement and proposal that redevelopment of a

Attachment 2 – Submissions Table
Melrose Park North Planning Proposal, Draft Site-Specific Development Control Plan and Draft Planning Agreement (Payce)
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	and only those infrastructure improvements guaranteed by appropriate planning/legal mechanisms.	site seeking to utilise the proposed changes to the planning controls cannot proceed until a planning agreement has been executed and registered on Title. This will prevent redevelopment occurring without commitment to funding / delivering the required infrastructure be secured.
Submission from the Northern Sydney District Council of Parents and Citizens Association has been responded to in the main submissions section.		

1. CHANGES TO THE DRAFT DCP

Multiple changes have been made to the draft DCP following the public exhibition process and further internal review. These minor changes seek to clarify the intent of the written controls, for the purpose of reducing potential misinterpretation at the development application and assessment phases.

1.1 Infrastructure Development Application

Provisions have been included in the DCP to require an infrastructure development application (DA) to be lodged for the entire precinct upfront prior to individual DAs lodged on a site-by-site basis. This Infrastructure DA is proposed to set out key elements of the masterplan and is critical in establishing the framework for the future development of the precinct. This is due to the size of the redevelopment site, numerous development lots and proposed staging plan which will span 10-15 years. The Infrastructure DA will be required to set out the following key elements:

- The proposed lot boundaries
- Site levels including cut and fill and retaining wall locations
- The design of the roads including drainage
- Public open space provision
- Demonstrate how the obligation under the Planning Agreement will be addressed.

Additional provisions have been inserted into the *Introduction* section of the draft DCP contained at **Attachment 5**.

1.2 Podium Setbacks

In response to feedback from Council's City Significant Development team and the recommendation of the Local Planning Panel, it was considered necessary to expand on the controls in the draft DCP relating to the requirement for podium level setback distances and references to the Public Domain Plan. These requirements have been included in an additional appendix to the draft DCP and are intended to support the existing controls in *Section 1 Built Form* and the map contained within *Appendix 4 - Building Setbacks*. No changes have been made to the required setbacks as exhibited, however an appendix is now included which articulates the requirements of the Building Setbacks map into written objectives and controls.

1.3 GFA

During the exhibition period, it became evident that the maximum residential gross floor area that could be achieved on the site was incorrectly referenced in the draft DCP, Planning Proposal and Planning Agreement documents. The maximum residential GFA represented in the Planning Proposal, draft DCP and Planning Agreement of 508,768m^2 inadvertently included the non-residential floor space component of 30,000m^2. Following the public exhibition, the GFAs for each development lot were recalculated based on updated cadastral information (PP site area is 276,400m^2) and it is confirmed that the correct residential GFA that can be achieved across the Planning Proposal site is 481,340m^2. This total residential GFA comprises the following:

- Site 1- Ermington Gospel Trust site (15-19 Hughes Avenue & 655 Victoria Road) = 32,880m^2

- Site 2- Payce site (38-42, 44 & 44A Wharf Road and 27-29 Hughes Avenue) = 434,023m^2
- Site 3- Jae My holdings (8 Wharf Road) = 14,437m^2

The revised GFA does not affect the proposed dwelling yield or the ability to achieve the 1.851 FSR that has been applied to the sites.

As a result, a revised gross floor area (GFA) map has been inserted into the draft DCP to replace the exhibited version. The revised map identifies a maximum residential GFA for each development lot in the precinct, GFA totals for each of the three sites, in addition to identifying the commercial/retail GFA.

1.4 Other Changes

Other minor changes to the draft DCP include:

- General explanation and simplification of controls to assist in the development assessment process.
- Updated section references
- Renaming of section 1.11 Retail Ground Floor Frontages and expansion to include the intersections
- Renaming of section 1.13 from 'Town Centre Mall Design' to 'Town Centre Interface'
- Expanded explanation on Building Envelopes and how the controls are to be applied
- Rewording/simplification of section 1.1 Principles
- Clarification of controls for section 1.2 Allocation of Gross Floor Area
- Further clarification of section 1.4 Explanation of Building Envelopes
- Clarification of section 1.5 Street Setbacks
- Removal of references to the Apartment Design Guide (ADG)

1.5. Local Planning Panel Recommendations

1.5.1 *Appropriate provisions need to be drafted and incorporated into the draft DCP that reference the Master Plan and Public Domain Plan and clearly identify key requirements of these plans including where direct access to the frontage roads is restricted.*

Response

Provisions have been inserted into the draft DCP within sections *1. Built Form* and *2. Public Domain* that reference the Master Plan and Public Domain Plan. In addition, an additional appendix has been created - *Appendix 5 Application of Building Envelopes* to provide further detail on the requirements of the Master Plan. A new map has been inserted into section *3. Vehicular Access, Parking and Servicing* to clearly identify where vehicular access to buildings is not permitted.

1.5.2 *Appropriate provisions need to be drafted and incorporated into the draft DCP to demonstrate the adequacy and purpose of public open space areas to provide both active and passive recreational opportunities within the precinct.*

Response

Table 1 within section *2.8 Public Open Space* identifies the intended and most suitable use for the various areas of public open space proposed to be provided within the precinct. The public

open space provides for active and passive recreational uses for the general community and the school community through the provision of grassed and landscaped areas, including a playing field.

1.5.3 *The framework for the water management strategy needs to be incorporated into the draft DCP to provide adequate guidance for detailed design of the stormwater infrastructure to be provided within the precinct.*

Response

Stormwater management within the precinct is critical in ensuring that the redevelopment is sustainable and does not have any adverse implications on the current flood levels of surrounding properties adjacent to the precinct. Extensive flood modelling of the precinct has been undertaken to determine overland flow paths and appropriate locations for stormwater detention system, water sensitive urban design (WSUD) measures and how the roads and other impermeable surfaces will contribute to managing stormwater runoff to prevent flood damage to properties within and outside the precinct.

The exhibited draft DCP included sections on stormwater management throughout the document, including a Stormwater Management Strategy in Appendix 8. These controls and the Strategy have been refined post-exhibition to provide better clarity on the requirements, to reduce duplication with other sections of the draft DCP and provide a clear framework in the body of the document. A new Water Management Control Plan has been written to replace the previous Strategy, which clearly identifies the objectives and controls for water management within the precinct and is contained within Appendix 10 of the draft DCP.

1.5.4 *Appropriate provisions need to be drafted and incorporated into the draft DCP to provide clarity around setting podium heights and associated setbacks to ensure consistency across the precinct*.

Response

Refer to Podium Setback response provided in 1.2.

1.5.5 *Appropriate provisions need to be drafted and incorporated into the DCP to reflect the proposed staging of development as provided for within the relevant Voluntary Planning Agreements.*

Response

The redevelopment of this precinct is likely to occur over 10-15 years and as such a staging plan has been included in the Planning Agreement to ensure that the appropriate infrastructure is delivered as the dwelling yield increases. It is difficult to anticipate the exact timing that the various stages will be completed. Nonetheless, in order to ensure that the staging of the redevelopment is considered in the draft DCP, an objective has been added to the *Introduction* section stating that development must occur in accordance with the staging plan and that the required infrastructure is to be delivered as specified in the Planning Agreement and TMAP.

2. CHANGES TO THE PLANNING PROPOSAL

2.1 GFA

Refer to response provided in 1.3.

2.2 Local Planning Panel Recommendations

2.2.1 *Appropriate provisions need to be drafted and incorporated into the PP that make it clear that development applications (DA) cannot be lodged in relation to land within the precinct unless a Planning Agreement is registered on title of the land the subject of the DA, that commits to the provision of funding for the infrastructure required within the precinct*.

Response

It is reasonable and justified to include this provision in the Planning Proposal due to the varying stages in which the three separate planning agreements related to this planning proposal are currently situated. As there are three different sites that comprise this planning proposal, separate planning agreements are required for each. Currently, only one planning proposal has been exhibited and can be completed to coincide with the finalisation of the planning proposal. The remaining two (2) planning agreements for 8 Wharf Road and 15-19 Hughes Avenue & 655 Victoria Road are still at the negotiation stage. Although there is no legal mechanism for preventing a development application from being lodged on a site in relation to a planning agreement, to ensure that no development site can redevelop their respective site prior to securing an infrastructure delivery mechanism such as a planning agreement, an alternative mechanism is proposed. It is proposed that a clause will be inserted into Parramatta LEP 2011 that will effectively defer the commencement of the amended planning controls on a site until the associated planning agreement has been executed and registered on Title. This approach is supported by DPIE and is still subject to legal drafting, however it is considered that it will provide security for infrastructure delivery should the planning proposal be finalised before the planning agreement has been executed, such as for 8 Wharf Road and 15-19 Hughes Avenue & 655 Victoria Road.

2.2.2 *The maximum residential gross floor space that cannot be exceeded should be 478,764 sqm.*

Response

In addition to the response provide above in 1.3, the site areas and achievable GFA for each development lot have been recalculated following the public exhibition. As a result, the maximum residential gross floor area (or space) for the planning proposal area is now confirmed as 481,340m^2. This is the figure that has been inserted into the Planning Proposal document.

2.2.3 *Appropriate provisions need to be drafted and incorporated into the PP that guarantee that residential flat buildings are only permissible in the B2 zone where the minimum 30,000 sqm of retail/ commercial floor space is achieved.*

Response

A provision was already included in the exhibited version of the Planning Proposal regarding the permissibility of 'residential flat buildings' in the B2 Local Centre zone. This provision has been amended to accommodate the Panel's recommendation.

2.2.4 *Appropriate provisions need to be drafted and incorporated into the PP that require that a Design Excellence Panel provide design advice for all DAs within the precinct. Floor space and height bonuses should not be awarded to any development lot.*

Response

This provision is already included in the Planning Proposal. It is intended to be enforced via an amendment to Part 6 – *Additional local provisions - generally* of Parramatta LEP 2011.

2.2.5 *Appropriate provisions need to be drafted and incorporated into the PP that place a limit on the amount of floor space that can be developed within the precinct prior to the construction of essential infrastructure such as a bridge over the Parramatta River.*

Response

A provision to this effect has been inserted into the Planning Proposal. This provision aligns with the Council-endorsed approach of applying two implementation plans for infrastructure delivery within the precinct, being Implementation Plan A and Implementation Plan B.

Implementation Plan A is the Implementation Plan detailed in the Transport Management and Accessibility Plan (TMAP) which was publicly exhibited along with the Planning Proposal, draft DCP and Planning Agreement. It has also received provisional endorsement by TfNSW and the Department of Planning, Industry and Environment (DPIE). The TMAP's Implementation Plan states that up to 11,000 dwellings can be delivered in the precinct providing the bridge to Wentworth Point with light rail or bus equivalent is provided in addition to other identified road infrastructure. The bridge and other State infrastructure will be formally secured via the Planning Proposal and State VPA.

Implementation Plan B was first presented to Council as an alternative to Implementation Plan A at its meeting of 19 August 2019, where it was subsequently endorsed. Implementation Plan B would be activated should no commitment be made by the State Government to the bridge, light rail / bus and Sydney Metro West and places a dwelling cap on the entire precinct of 6,700 dwellings. This is the upper limit that can be accommodated across the entire precinct without the bridge and connection to Sydney Metro West at Olympic Park. Accordingly, a 40% reduction in yield will be applied to all development in Melrose Park. This will ensure that the dwelling number does not exceed the capacity of the available public transport services and road infrastructure.

3. CHANGES TO PLANNING AGREEMENT

3.1 Shuttle Bus service extension

Included in the exhibited and re-exhibited Planning Agreement documents is the provision of a shuttle bus service to connect new Melrose Park residents to Meadowbank railway station and ferry wharf. At present, the service is due to be provided for 3 years after the first occupation of the development or until direct public transport (light rail and / or public bus) to and from Melrose Park is available, whichever occurs first.

As a result of submissions received by the community and Transport for NSW raising concern that should the shuttle bus service cease after the first occupation and the light rail (or bus) service is not yet operational, then there will be limited transport opportunities for residents. This would then result in higher usage of private vehicles which could have a negative long-term effect on travel

behaviour and traffic levels. Therefore, it has been negotiated that the shuttle bus service will now continue until the delivery of light rail (or bus), regardless of when the development is first occupied.

3.2 GFA

Refer to response provided in 1.3.

3.4 Building Height

It is acknowledged that there was an inconsistency between the Planning Proposal and Planning Agreement relating to the referenced maximum building height proposed in the precinct. At its meeting of 22 March 2021, Council endorsed a maximum building height of 95m within the precinct. This change was reflected in the Planning Proposal document and LEP map but was not reflected in the Planning Agreement, which included the previously endorsed height limit of 90m. The increase in height was required in order to accommodate the additional site area and to enable greater flexibility in building design to accommodate the varying topography of the site as a result of obtaining further detail on the proposed levels. This inconsistency is acknowledged; however, it is considered inconsequential given that the correct building height is reflected in the Planning Proposal and associated height map, and that it has no impact on the value of the Planning Agreement or ability of the agreement to deliver the required infrastructure in the precinct. A Planning Agreement does not give effect to the planning controls on a development site and therefore it is not considered that this inconsistency will impact on the overall built form outcome of the precinct.

CITY OF PARRAMATTA

PLANNING PROPOSAL

Melrose Park North
8, 38-42, 44 & 44A Wharf Road, Melros
15-19 & 27-29 Hughes Avenue &
655 Victoria Road, Ermington

cityofparramatta.nsw.gov.au

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Michael Woodland Consulting	February 2016
2.	Michael Woodland Consulting	March 2017 (Revised Planning Proposal)
3.	JBA Urban Planning Consultant (relating to 8 Wharf Road, Melrose Park)	March 2017
4.	JBA Urban Planning Consultant (relating to 15-19 Hughes Avenue & 655 Victoria Road, Ermington)	March 2017
5.	Keylan Consulting (formerly Michael Woodland Consulting	May 2019 (further revised Planning Proposal)

Council versions:

No.	Author	Version
1.	City of Parramatta Council	Report to Local Planning Panel and Council on the assessment of planning proposal – June 2017
2.	City of Parramatta Council	Submission to Department of Planning, Industry & Environment for endorsement – September 2019
3.	City of Parramatta Council	Public consultation version – April 2021
4.	City of Parramatta Council	Report to Council for adoption and submission to DPIE for finalisation – October 2021

INTRODUCTION

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and Context

Precinct

In December 2016, the City of Parramatta Council adopted the Northern Structure Plan for Melrose Park. The Structure plan intends to act as a guide for future development in the precinct and is based on the recommendations of Council's Employment Land Strategy (adopted by Council in July 2016), which identifies the Melrose Park precinct as being suitable for redevelopment for non-industrial uses.

In July 2016, Council also endorsed the Melrose Park Structure Plan Principles document, which was developed by Council Officers in response to the complexity of the Melrose Park Precinct. The diagram establishes principles for the precinct, which must be taken into consideration by all future planning proposals in the precinct.

The Melrose Park North precinct comprises of land bound by Victoria Road to the north, Wharf Road to the east, Hope Street to the south and Hughes Avenue to the west (refer to **Figure 1**). The eastern boundary is shared with the City of Ryde Council (refer to **Figure 2**).

The Site

The Subject Site consists of twenty (20) allotments (refer to **Table 1**) with a total area of approximately 28ha. It is surrounded by low density residential development to the north, west and east. Industrial uses occupy land to the south of the site down to Parramatta River, with the exception of Melrose Park Public School, which is zoned SP2 Infrastructure (Educational Establishment).

The site is located close to Victoria Road, which is identified as a key strategic corridor and is within approximately 2.5km of Meadowbank and West Ryde Train Stations. West Ryde Town Centre is approximately 2km east of the site and Ermington Centre is approximately 2km west of the Site. Sydney Olympic Park is within close proximity to the site and provides a range of sporting, open space and recreation facilities. The subject site is shown in **Figure 1**, below.

Figure 1. Land subject to Melrose Park North Planning Proposal

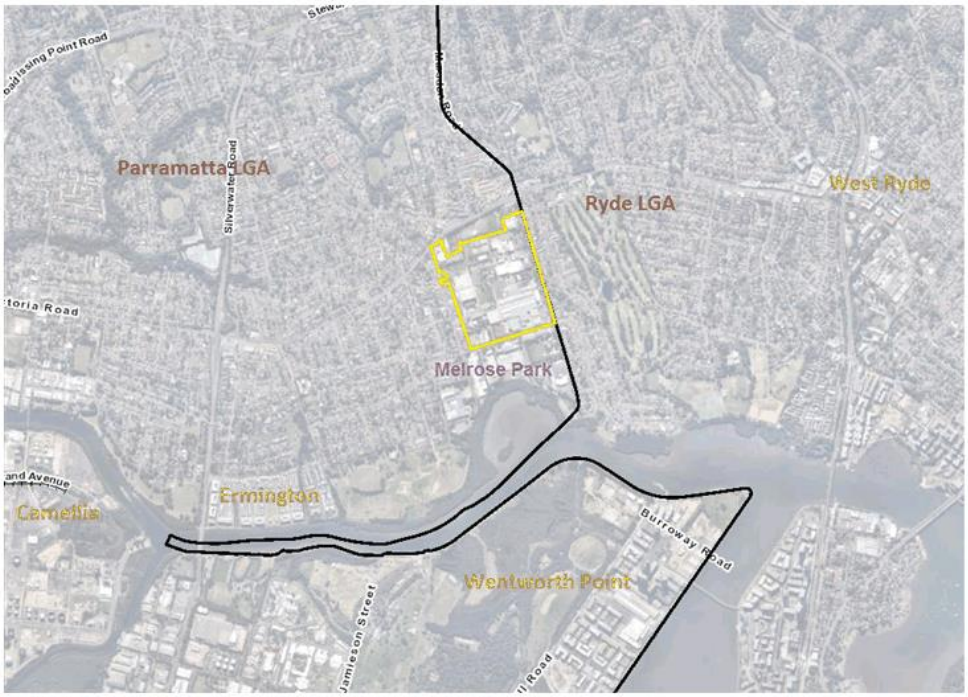

Figure 2. Context of subject site on a regional scale

Background

Prior to the adoption of the Northern Structure Plan, a draft Planning Proposal was submitted to Council on behalf of PAYCE MP DM Pty Ltd (Payce), the landowner of 27-29 Hughes Avenue, Ermington and 38-42, 44 & 44A Wharf Road, Melrose Park, in February 2016 to rezone the land for non-industrial uses, however, the assessment of this Planning Proposal was placed on hold until the finalisation of the Northern Structure Plan had occurred. During 2016, a number of other landowners in the northern part of Melrose Park also expressed an interest in redeveloping their properties, including land at 8 Wharf Road and 15-19 Hughes Avenue and 655 Victoria Road, who submitted a preliminary Planning Proposal.

As a result of the Northern Structure Plan being adopted by Council, in March 2017, City of Parramatta Council received a revised draft Planning Proposal from Michael Woodland Consulting on behalf of PAYCE MP DM Pty Ltd (Payce) (the proponent) to rezone land and amend development standards at 38-42, 44 & 44A Wharf Road, Melrose Park (Site 1). Also in March, JBA Urban Planning Consultants lodged a draft Planning Proposal for land at 8 Wharf Road, Melrose Park on behalf of the landowner, Jae My Holding Pty Ltd (the proponent) to amend PLEP 2011 (Site 3).

In May 2017, a draft Planning Proposal for land at 15-19 Hughes Avenue & 655 Victoria Road, Ermington was lodged by JBA Urban Planning Consultants on behalf of the landowner, the Ermington Gospel Trust. A summary of the changes to the planning controls proposed by the proponents is contained in **Table 2.**

To enable a consistent approach to be taken in the assessment of planning proposals in the Melrose Park precinct, Council Officers have incorporated the three planning proposals into one Planning Proposal, referred to as the Melrose Park North Planning Proposal (The Site).

The properties at 19, 27, 29 and 31 Hope Street (Site 4), were included in the previous planning proposal and referred to as a deferred matter to demonstrate that a strategic approach was being taken for the precinct and allow time for the owners to engage with Council regarding the future intentions of these site. However, these landowners have not expressed an interest having the planning controls amended on their respective properties as part of this planning proposal and have therefore been removed. The removal is consistent with condition (d) of the Gateway Determination.

A Gateway Determination was issued on 27 September 2017 with a number of conditions. Further detail on these conditions and how the revised planning proposal addresses these conditions is provided later in this planning proposal. During this time, a Transport Management and Accessibility Plan (TMAP) was commissioned to test the traffic and transport capacity of the precinct.

An Alteration of Gateway Determination was issued on 27 March 2019, granting a 12 month extension of time for completion of the planning proposal.

A revised Melrose Park North Planning Proposal was submitted to Council for consideration in May 2019 and reported to Council at its meeting of 12 august 2019, where it was resolved to forward it to the Department of Planning, Industry and Environment (DPEI) for endorsement to proceed to exhibition.

The planning proposal subject to the Gateway determination did not include proposed amendments to the building height and FSR provisions on the site. The revised planning proposal has been informed by the outcomes of the TMAP and further urban design testing, which has resulted in the proposed density included in this proposal.

The planning proposal has subsequently been amended further to accommodate the following changes:

- Updates to reflect refinements made to the master plan
- Revised proposed Design Excellence provisions
- Amended site are which has been increased to include an additional property at 27 Hughes Avenue
- Increase to the proposed overall residential gross floor area permitted within the planning proposal area from 7,245m^2 to 508,768m^2 as a result of the increase in site area.

Under *Parramatta Local Environmental Plan 2011* the site currently has the following applicable planning controls:

Site		Zone	FSR	HOB	Heritage
1.	38-42, 44 and 44A Wharf Road and 27-29 Hughes Avenue	IN1 General Industrial and R2 Low Density	1:1	9m & 12m	I311. Stand of lemon-scented gums & two moveable items.
2.	15-19 Hughes Avenue & 655 Victoria Road	SP1 Special Uses & R2 Low Density Residential	0.5:1, 1:1 & 2:1	9m, 12m & 28m	Nil
3.	8 Wharf Road	IN1 General Industrial	1:1	12m	I311. Stand of lemon-scented gums & two moveable items

Table 2. Current planning controls on the site

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

A further Gateway Alteration was issued for the Planning Proposal in March 2021, stipulating that the deadline for finalisation is 31 December 2021.

Following the public exhibition period, multiple changes have been made to the Planning Proposal. These changes relate to the following:

- Inclusion of a deferred commencement provision to ensure that redevelopment of the sites subject to this Planning Proposal that are seeking to utilise the amended planning controls cannot occur until the relevant planning agreement is executed and registered on Title.

- Inclusion of a provision that enable residential flat buildings to only be permissible in the B2 Local Centre zone where the minimum 30,000m^2 of retail/commercial is achieved.

- Inclusion of a provision that places a limit of the amount of floor space that can be achieved within the Planning Proposal area prior to the construction of the bridge over Parramatta River and other essential infrastructure.

- Amendment to the maximum residential gross floor area (GFA) that can be achieved across the planning proposal area from 508,768m^2 to 481,340m^2.

Figure 3. Existing industrial building

Figure 4. Existing industrial building

Figure 5. Existing industrial building

Figure 6. View east across Payce site

Figure 7. Existing building at 8 Wharf Road

Figure 8. Church building on Hughes Ave

Figure 9. Church carpark

Figure 10. Industrial buildings on Hope Street

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to amend the *Parramatta Local Environmental Plan 2011* (PLEP 2011) to enable the redevelopment of the subject site for residential and mixed-use development in an area identified for urban renewal by Council's Employment Lands Strategy.

The objectives of the Planning Proposal are to:

- Support a Greater Parramatta (and metropolitan area) through the urban renewal of the Site to create a vibrant mixed-use development and increase public amenity to and along Parramatta River;
- Encourage and support future employment generation on the Site to increase the number of employees and provide for higher employment densities to respond to market trends in the pharmaceutical industry;
- Provide improve public transport connection to and from the Site;
- Provide high quality urban renewal including quality residential housing development, incorporating a range of housing types, including affordable housing for Melrose Park and surrounding locality;
- To provide an innovative Town Centre with a range of commercial and retail employment activities which are more compatible with the residential uses in the area than industrial uses;
- Provide improved parklands, public recreational areas of open space and community facilities for the residents and workers of Melrose Park and surrounding area; and
- Integrate into the surrounding community through sound planning and environmental considerations.

The intended outcomes of the Planning Proposal are to:

- Address the lack of housing diversity and availability within the locality by potentially accommodating approximately 5,500 new dwellings on the site (including 20 affordable rental housing units to be dedicated to Council in perpetuity);
- Provide appropriate services and employment opportunities to arrest the decline in employment at the Site, ensure higher contemporary employment densities that suit the resident profile in the area and changing employment characteristics. Approximately 30,000m^2 of non-residential floor space is proposed to be provided for retail and employment uses;
- Allow for development that will complement and support other centres including West Ryde, Meadowbank and Ermington;
- Dedicate approximately 20% of the site for new areas of public open space including a playing field to provide for active and passive recreational needs with logical connections to the surrounding area and river and contributions towards the provision of community facilities; and
- Allow for public domain upgrades.

PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta LEP 2011* (*PLEP 2011*) in relation to the zoning, height and floor space ratio controls and insert a site-specific provision relating to the maximum residential gross floor area and minimum non-residential floor space requirement

In order to achieve the desired objectives, the following amendments to the *PLEP 2011* would need to be made:

1. Insert a site-specific provision in Part 6 *Additional local provisions – generally* to ensure:

   a) That design excellence provisions apply to Lots E, EA and G as identified in **Figure 11** without the provision of floor space and height bonuses.

   b) The total residential gross floor area within the planning proposal site does not exceed 481,340m^2.

   c) A minimum of 30,000m^2 of non-residential floor space is to be provided within the site to serve the retail and commercial needs of the incoming population.

   d) Inclusion of a deferred commencement provision to ensure that redevelopment of the sites subject to this Planning Proposal that are seeking to utilise the amended planning controls cannot occur until the planning agreement associated with that site is executed and registered on Title.

   e) residential flat buildings to only be permissible in the B2 Local Centre zone where the minimum 30,000m^2 of retail/commercial is achieved.

   f) A limit is placed on the amount of floor space that can be achieved within the Planning Proposal area prior to the construction of the bridge over Parramatta River and other essential infrastructure.

   g) A Design Excellence Panel is appointed to provide design advice for all development applications within the northern precinct. Floor space and height bonuses are not to be awarded on any development lot.

2. Amend the zone in the **Land Zoning Maps** (Sheets LZN_017 and LZN_018 from part IN1 General Industrial, part R2 Low Density Residential and part SP1 Special Activities (Place of Public Worship) to part R4 High Density Residential, part B2 Local Centre, part RE1 Public Recreation and part SP2 Infrastructure (Educational Establishment). Refer **Figure 20** in Part 4 of this planning proposal.

3. Amend the maximum building height in the **Height of Buildings Maps** (Sheets HOB_017 and HOB_018) from part 9m and part 12m to multiple heights ranging from 28m to 95m which equates to approximately 26 storeys. Refer **Figure 21** in Part 4 of this planning proposal.

4. Amend the maximum FSR in the **Floor Space Ratio Maps** (Sheets FSR_017 and FSR_018)) from part 0.5:1 and part 1:1 to 1.85:1. Refer **Figure 22** in Part 4 of this planning proposal.

5. Amend the **Land Reservation Acquisition Maps** (Sheets LRA_017 and LRA_018) to reflect areas of open space to be dedicated to Council and land for the new school site to the State Government.

6. Amend Schedule 1 – *Additional permitted uses* within PLEP 2011 to permit 'Residential Flat Buildings' in the B2 Local Centre zone.

Council resolved to stage the delivery of dwellings subject to traffic and transport infrastructure being in place to serve the incoming population as identified in the TMAP. In particular, Council endorsed the following implementation plans that should be incorporated into the LEP amendment for the purposes of achieving the following outcome:

(a) *Implementation Plan A – Provides up to 11,000 dwellings over the north and south precincts subject to identified road and traffic works, the bridge to Wentworth Point with light rail or equivalent bus service and Sydney West Metro being delivered. Implementation Plan A will facilitate an FSR 1.85:1 for the northern part of the precinct with and an appropriate development potential in the southern precinct.*

(b) *Implementation Plan B – Should there be no State Government commitment towards Sydney West Metro, the bridge to Wentworth Point and associated light rail or bus service then only 6,700 dwellings can be accommodated within the precinct. Accordingly, a 40% reduction in yield will be applied to the development in Melrose Park to ensure both north and south precincts are treated equitably.*

Figure 11. Lots subject to design excellence provisions outlined in blue

1.1. Other relevant matters

State and Local Infrastructure Delivery

1.1.1. Voluntary Planning Agreement

Contributions from all landowners proposing to redevelop their respective properties towards the provision of required local infrastructure is required. All Planning Agreements are required to consider the Infrastructure Needs List (INL) (**Appendix 20**) that has been prepared by Council which identifies the required infrastructure within and outside the precinct to support the proposed density within and growth of the precinct. The INL includes items relating to open space, road network improvements and community facilities that would be required within and external to the precinct at the proposed density and an indicative cost/contribution to be made per dwelling.

Council has successfully negotiated a Planning Agreement for the delivery of local infrastructure with Payce which has a total value of $96.74 million.

In addition to a contribution towards the delivery of local infrastructure items, landowners seeking to redevelop their respective properties will also be required to contribute towards the cost of delivering identified State infrastructure. The delivery of this infrastructure will be facilitated via separate Planning Agreements between each landowner and the State government.

1.1.2. Draft DCP

Council has endorsed a draft site-specific Development Control Plan (DCP) for the northern part of the precinct. This DCP contains specific requirements, including, but not limited to:

- GFA allocation
- Site levels
- Street ad block layout
- Relationship of buildings to the street and block pattern
- Building typologies
- Desired character
- Public domain, open space and landscaping
- Site access, circulation and connectivity
- Transport and parking
- Environmental sustainability
- Stormwater management
- Solar access
- Transition areas to surrounding development
- Development within the town centre

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 outcome and objectives. The set questions address the strategic origins of the proposal and whether amending the LEP is the best mechanism to achieve the aims on the proposal.

3.1.1. Is the Planning Proposal a result of any study or report?

Parramatta Employment Lands Strategy

The Parramatta Employment Lands Strategy (ELS) was adopted by Council in July 2016 and provides recommendations for the future direction of all "employment lands" within the Parramatta LGA. Employment lands include those with a land use zone of either IN1 – General Industrial, IN2 – Light Industrial, IN3 – Heavy Industrial, B5 Business Development and B6 – Enterprise Corridor.

The ELS separates employment lands into precincts, each with their own set of recommendations. Melrose Park is Precinct 11 within the ELS and has previously accommodated a large concentration of large-scale pharmaceutical manufacturing companies and warehousing / distribution centres. However, this precinct is undergoing change and the restructuring of this industry has affected the viability of the precinct to continue operating for the purposes of industrial uses.

In addition to providing recommendation for each precinct, the ELS identifies a number of key actions that are aimed at ensuring employment generating uses are retained within the precinct and incorporated into future redevelopments. The two actions in relation to the planning proposal are:

- A3 – Rezoning to zones that facilitate higher employment densities
- A11 – Proposed rezoning must be supported by an Economic Impact Study

Over the past 10-15 years, the following remnant industrial lands have transformed into waterside communities:

- Former AGL Gasworks at Breakfast Point
- Former Union Carbide Site and Allied Feeds Site at Rhodes
- Former industrial and reclaimed lands at Wentworth Point
- Former industrial and employment lands at Shepherds Bay, Meadowbank
- Ermington Naval Stores
- The City of Parramatta Council Depot Site, Parramatta

In addition, the following current industrial / employment Sites have been identified for future urban renewal by the State Government:

- Former industrial lands at Camellia
- Cumberland Hospital, North Parramatta

It is acknowledged that the current employment and industrial lands at Camellia, Rydalmere and Silverwater are strategically important employment precincts due to their size and

location to key transport corridors. The Camellia Precinct has been targeted for urban renewal and is currently under investigation by the State Government in collaboration with The City of Parramatta Council and major landowners. This precinct is expected to retain significant employment land and likely to retain large areas for general industrial uses to meet demand in the subregion.

A requirement of the ELS is that any new development in the precinct must provide the equivalent number of jobs that could be achieved under the current zoning (2,456). Under the revised Proposal, it is estimated that the new land uses will provide between 1,538 – 1,932 jobs in the northern part of the site, which equates to approximately 65% to 75% of the overall job number target for the precinct. The above figures relate only to the northern precinct, with the southern precinct also required to provide for employment generating land uses. Given the northern precinct is a significant portion of the overall precinct, it is expected that more jobs would need to be provide as part of the northern redevelopment than the southern redevelopment. There is potentially a shortfall in the number of jobs proposed to be provided within the northern precinct; however, it is acknowledged that it may not be practicable for the total 2,546 job number requirement identified in the ELS to be matched. Instead it is considered that the key requirement is for the precinct to be able to adequately service the needs of the incoming population and reduce the requirement for residents to travel outside the precinct for retail/commercial purposes and therefore a lower job number provision is considered acceptable.

Local Strategic Planning Statement (LSPS)

Council's adopted Local Strategic Planning Statement (LSPS) provides strategic direction on how the City of Parramatta is planning for the next 20 years and draws together the needs and aspirations of the community and identifies priorities for jobs, home and infrastructure. The LSPS contains actions and priorities to help Parramatta achieve the vision of the State Government's Greater Sydney Region Plan and Central City District Plan and highlights its important role as the Central River City. In addition to being identified as a Growth Precinct in the Local Housing Strategy (LHS), the LSPS identifies it as a proposed Local Centre and one which could provide for over 2,000 jobs once fully redeveloped. The LSPS also identifies the need for improved public transport and demonstrates its important through Planning Priority 3 which relates Council's policy directions on improving connectivity to the Parramatta CBD and surrounding district through staging of development in alignment with delivery of PLR Stage 2 (or equivalent) and Sydney Metro West. As Melrose Park is identified as a Growth Precinct and the Proposal will help delivery the housing and infrastructure needed, it aligns with the vision of the LSPS. This consistency is highlighted in **Table 2**

Priority/Direction/Action	Response
Planning Priority 2 Policy Direction P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure. Action A4 Continue to work with the State government to bring forward the Parramatta Light Rail Stage 2 delivery to service the Carter Street, Camellia, Melrose Park and Parramatta East precincts.	Consistent. This Planning Proposal applies to approximately 85% of the northern precinct and is consistent with the Northern Structure Plan adopted by Council in December 2016. Infrastructure delivery will be provided in accordance with the requirements of Council and the State government to be funded via a variety of mechanisms such as developer contributions and planning agreements with Council and the State.
Planning Priority 3 Policy Direction	Consistent. This Planning Proposal will enable the planning controls on the planning proposal

P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure. A5 Continue to implement the first stages of rezoning and potential Planning Proposals within the Growth Precincts at Parramatta East (excluding WSU site) and Melrose Park (up to 6,700 dwellings).	site within the northern precinct to be amended to facilitate non-industrial redevelopment. The precinct is identified in Council's LSPS as a 'Growth Precinct'. As part of the planning of the northern precinct, implementation options to release density equitably throughout the entire Melrose Park precinct are proposed which are based on the delivery of identified transport infrastructure.
Planning Priority 5 Policy Direction P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure.	Consistent. The Planning Proposal enables a staged approach to the rezoning of the northern precinct. As outlined above, density will be equitably distributed across the entire precinct as the transport and other infrastructure is delivered.

Local Housing Strategy (LHS)

The Planning Proposal is consistent with the City of Parramatta Local Housing Strategy (LHS), which provides direction at the local level about when are where future housing growth will occur and how it aligns with the broader NSW-government strategic planning framework. The LHS identifies Melrose Park as a Growth Precinct and forecasts that approximately 6,330 new dwellings will occupy the precinct by 2036. The LHS also highlights the importance of ensuring that infrastructure delivery is aligned with housing growth and that growth precincts need to be aligned and effectively sequenced with State-driven transport delivery and to ensure targeted local infrastructure programs. The Proposal is consistent with this approach in that it is located within the announced Parramatta Light Rail (PLR) Stage 2 corridor and the TMAP for the precinct includes a staging plan for the delivery of the necessary road upgrades and public transport to support the future population of the precinct.

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

The Planning Proposal is the best and most appropriate means of achieving the desired future redevelopment on the site. Council's ELS identifies the site as being suitable for redevelopment for non-industrial uses given the changing nature of the pharmaceutical manufacturing industry, location and accessibility. However, the planning controls currently applicable on the site do not permit redevelopment for non-industrial uses and therefore a planning proposal is required in order to facilitate the desired outcome on the site. This includes residential development, a new town centre including employment generating uses, open space and public benefits to support the community. Accordingly, an amendment to *PLEP 2011* is considered the most appropriate method to deliver the desired outcomes.

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

3.2.1. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

A Metropolis of Three Cities

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

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

Infrastructure and Collaboration

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

Table 3a – Consistency of planning proposal with relevant GSRP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	**O1:** Infrastructure supports the three cities	The Planning Proposal aligns with this Direction by providing: • State infrastructure provision ranging from traffic, transport and land for educational infrastructure that will provided as part of a future State VPA, and • Local infrastructure provision not limited to affordable housing units, provision of open space and embellishment and community facilities to be provided as part of a VPA with Council The applicant has been working collaboratively with Council, TfNSW, RMS and DoE to identify relevant infrastructure needs arising from the Planning Proposal. Further discussion will continue to be carried out between the applicant and relevant State Agencies to confirm provision of this infrastructure through State and Local Infrastructure VPAs.
	O2: Infrastructure aligns with forecast growth – growth infrastructure compact	
	O3: Infrastructure adapts to meet future need	
	O4: Infrastructure use is optimised	

Liveability

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

Table 3b – Consistency of planning proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
A city for people	**O6:** Services and infrastructure meet communities' changing needs	The Planning Proposal aligns with this Direction by providing: • A new Town Centre • Community facilities • Open space/parks • Active transport provision • Dedication of land for a public school. The proposal aims to address not only the infrastructure demands arising from the proposal but also provide a vibrant place for a diverse range of people to live, work, and play.
	O7: Communities are healthy, resilient and socially connected	
	O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods	
	O9: Greater Sydney celebrates the arts and supports creative industries and innovation	
Housing the city	**O10**: Greater housing supply	The Planning Proposal aligns with this Direction as follows: • Provides mix of high density housing (1/2/3 bedders) • Provides affordable rental housing • Satisfies the criteria for 'urban renewal' given the strategic direction set out in Council's Employment Lands Strategy, its location along a regional transport link with connections to walking and cycling routes.
	O11: Housing is more diverse and affordable	
A city of great places	**O12:** Great places that bring people together	The Planning Proposal aligns with this Direction by: • increasing provision of open space • providing a new Town Centre and contribution towards community facilities • providing a mix of land uses and activities that provide opportunities for social connection within the public domain and open space.
	O13: Environmental heritage is identified, conserved and enhanced	

Productivity

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

Table 3c – Consistency of planning proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well connected city	**O14:** The plan integrates land use and transport creates walkable and 30 minute cities	The Planning Proposal aligns with this Direction as follows: • the site is within walking distance of the Victoria Road transport corridor and can be integrated with the Parramatta Light Rail Stage 2 Corridor (if it proceeds) • the site connects into existing and provides additional cycleway and pedestrian pathways • contributes to the outcome of population within 30minute public transport access to the metropolitan cluster of Parramatta
	O15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	
Jobs and skills for the city	**O19**: Greater Parramatta is stronger and better connected	The Planning Proposal aligns with this Direction as follows: • it provides for an appropriate renewal of existing industrial and urban services land that are currently undergoing transition by providing significant commercial and retail employment opportunities in the Town Centre • it provides for a new centre for people to live and work • it supports the continued economic development and diversity of Greater Parramatta
	O21: Internationally competitive health, education, research and innovation precincts	
	O22: Investment and business activity in centres	
	O23: Industrial and urban services land is planned, retained and managed	
	O24: Economic sectors are targeted for success	

Sustainability

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

Table 3d – Consistency of planning proposal with relevant GSRP Actions – Sustainability

Sustainability Direction	Relevant Objective	Comment
A city in its landscape	**O25**: The coast and waterways are protected and healthier	The Planning Proposal aligns with this Direction as it provides for significant areas of new open space, landscaping and provision of urban vegetation including street tree planting.
	O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	
	O28: Scenic and cultural landscapes are protected	

	O29: Environmental, social and economic values in rural areas are protected and enhanced	
	O30: Urban tree canopy cover is increased	
	O31: Public open space is accessible, protected and enhanced	
	O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths	
An efficient city	**O33**: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The Planning Proposal aligns with this Direction as follows: • the site is in close proximity to major transport corridors (Victoria Road and proposed Gateway Bridge and is supported by a TMAP which includes measures to reduce high dependence on private vehicle travel • ESD to reduce waste and energy usage will be incorporated at detailed design at later stages.
	O34: Energy and water flows are captured, used and re-used	
	O35: More waste is re-used and recycled to support the development of a circular economy	
A resilient city	**O36**: People and places adapt to climate change and future shocks and stresses	The Planning Proposal aligns with this Direction as redevelopment of the site can be designed to adapt to the impacts of urban and natural hazards. Appropriate deep soil provision is provided within the proposed parks and as part of the footway which are also to be planted seeks to address urban heat issues. This will be set out and provided for as part of a future Site Specific DCP.
	O37: Exposure to natural and urban hazards is reduced	
	O38: Heatwaves and extreme heat are managed	

Implementation

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

Table 3d – Consistency of planning proposal with relevant GSRP Actions – Implementation

Implementation Direction	Relevant Objective	Comment
Implementation	**O39**: A collaborative approach to city planning	The applicant has been working collaboratively with Council, TfNSW, RMS and DoE to identify relevant infrastructure needs arising from the Planning Proposal. Further collaboration will continue to be carried out between the applicant and relevant State Agencies to confirm provision of this infrastructure through State and

		Local Infrastructure VPAs to ensure that Masterplan for the site can be realised and more importantly creates a vibrant place for future residents to live/ work and play.

Central City District Plan

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

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

Infrastructure and Collaboration

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

Table 4a – Consistency of planning proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
A city supported by infrastructure **O1:** Infrastructure supports the three cities **O2:** Infrastructure aligns with forecast growth – growth infrastructure compact **O3:** Infrastructure adapts to meet future need **O4:** Infrastructure use is optimised	**PP C1: Planning for a city supported by infrastructure** • **A1:** Prioritise infrastructure investments to support the vision of *A metropolis* • **A2:** Sequence growth across the three cities to promote north-south and east-west connections • **A3**: Align forecast growth with infrastructure • **A4:** Sequence infrastructure provision using a place based approach • **A5**: Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans • **A6**: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities	The Planning Proposal provides the following contributions towards infrastructure: • Contributions to significant enabling infrastructure to support the urban renewal of the precinct • Road intersection/upgrades, and • Public open space. • Affordable Housing • Land for a future school and playing field (creating opportunities for shared use) This will be formalised via a VPA with State Government to formalise State Infrastructure contributions by the developer. Further, a VPA to formalise the applicant's contributions towards local

		infrastructure will be entered into between Council and the developer.
O5: Benefits of growth realized by collaboration of governments, community and business	**PP C**2: Working through collaboration • **A7:** Identify prioritise and delivery collaboration areas	The Planning Proposal is a result of many years work in collaboration with Council and State Agencies, resulting in the Gateway Determination for the Melrose Park North Planning Proposal and more recently the TMAP for the broader Melrose Park Precinct. The applicant is continuing to work collaboratively with Council, TfNSW, RMS and other State agencies, community and other stakeholders.

Liveability

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

Table 4b – Consistency of planning proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
A city for people **O6**: Services and infrastructure meet communities' changing needs	**PP C3: Provide services and social infrastructure to meet people's changing needs** • **A8:** Deliver social infrastructure that reflects the need of the community now and in the future • **A9:** Optimise the use of available public land for social infrastructure	The Planning Proposal proposes to provide the following social infrastructure to meet the changing needs of future residents: • Provision and embellishment of new public open space • Land for a new School • Provision of affordable housing • Provision and contribution towards community facilities These items will be formalised as part of future VPA negotiations with the development.

O7: Communities are healthy, resilient and socially connected **O8**: Greater Sydney's communities are culturally rich with diverse neighbourhoods **O9**: Greater Sydney celebrates the arts and supports creative industries and innovation	**PP C4: Working through collaboration** • **A10:** Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d). • **A11:** Incorporate cultural and linguistic diversity in strategic planning and engagement. • **A12:** Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations. • **A13:** Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Council's. • **A14:** Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden including (a-c). • **A15:** Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places	The applicant has been working collaboratively with Council, TfNSW, RMS and DoE to identify relevant infrastructure needs arising from the Planning Proposal. Further discussion will continue to be carried out between the applicant and relevant State Agencies to confirm provision of this infrastructure through State and Local Infrastructure VPAs.
Housing the city **O10**: Greater housing supply **O11:** Housing is more diverse and affordable	**PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport** • **A16**: Prepare local or district housing strategies that address housing targets [abridged version] • **A17**: Prepare Affordable Rental housing Target Schemes	The Planning Proposal will deliver approximately 5,500 dwellings to be delivered with a dwelling mix as specified in the current Parramatta DCP 2011 to facilitate an appropriate mix of 1/2/3 bedroom units. The applicant is also proposing allocate 145 units for the purposes of affordable rental housing (20 units to be dedicated to Council in perpetuity and 125 units for management by a community housing provider for up to 15 years). This will be formalised as part of a VPA with Council.
A city of great places **O12:** Great places that bring people together **O13:** Environmental heritage is identified, conserved and enhanced	**PP C6: Creating and renewing great places and local centres, and respecting the District's heritage** • **A18**: Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e) • **A19**: Identify, conserve and enhance environmental heritage by (a-c) • **A20**: Use place-based planning to support the role of centres as a	The Planning Proposal aligns with this Direction by: • increasing provision of open space • providing a new Town Centre and contribution towards community facilities • providing a mix of land uses and activities that provide opportunities for social connection within the public domain and open space. The Planning Proposal is just one part of the planning mechanism to

	focus for connected neighbourhoods • **A21**: In Collaboration Areas, Planned Precincts and planning for centres (a-d) • **A22**: Use flexible and innovative approaches to revitalise high streets in decline.	facilitate the above outcomes, further detail will need to be developed as part of the SSDCP supplement the LEP amendment to ensure the draft Masterplan is realised.

Productivity

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

Table 4c – Consistency of planning proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
A well-connected city **O19**: Greater Parramatta is stronger and better connected	**PP C7: Growing a stronger and more competitive Greater Parramatta** • **A23:** Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged] • **A24:** Revitalise Hawkesbury Road so that it becomes the civic, transport, commercial and community heart of Westmead • **A25:** Support the emergency services transport, including helicopter access • **A26:** Prioritise infrastructure investment [abridged] • **A27:** Manage car parking and identify smart traffic management strategies • **A28:** Investigate opportunities for renewal of Westmead East as a mixed use precinct	The Planning Proposal is considered to be representative of the District Plans' goal of transitioning from industrial to a mixed use urban renewal precinct. The redevelopment of the site will provide housing opportunities for a residential population within 30 minutes of the Parramatta CBD.
Jobs and skills for the city **O15:** The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	**PP C8: Delivering a more connected and competitive GPOP Economic Corridor** • **A28**: Investigate opportunities for renewal of Westmead East as a mixed use precinct PPC8 • **A29**: Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GPOP Economic Corridor • **A30**: Prioritise transport investments that enhance access to the GPOP between centres within GPOP	The site is close to the GPOP Economic Corridor. The proposal is considered to improve connections to and the competitiveness of the corridor. A new transport bridge to Sydney Olympic Park is also proposed to ensure well connected places.
O14: The plan integrates land use and transport creates walkable and 30 minute cities	**PP C9: Delivering integrated land use and transport planning and a 30-minute city**	The Planning Proposal: • Supports the 30 minute city as detailed in the TMAP

	• **A32**: Integrate land use and transport plans to deliver a 30-muinute city • **A33**: Investigate, plan and protect future transport and infrastructure corridors • **A34**: Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network • **A35**: Optimise the efficiency and effectiveness of the freight handling and logistics network by (a-d) • **A36**: Protect transport corridors as appropriate, including the Western Sydney Freight Line, North South train link from Schofields to WS Airport as well as Outer Sydney Orbital and Bells Line of Road-Castlereagh connections	• Improves access to local jobs • Provides numerous walking and cycling connections.
O23: Industrial and urban services land is planned, retained and managed	**PP C10: Growing investment, business opportunities and jobs in strategic centres** • **A37:** Provide access to jobs, goods and services in centres [abridged] • **A38:** Create new centres in accordance with the principles for Greater Sydney's centres • **A39:** Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace	Not applicable – A Gateway Determination has been issued following Council and the Departments detailed assessment of the proposal given the strategic direction set out in Council's Employment Lands Strategy 2016 which identifies the Melrose Park employment precinct as a Structure Plan/urban renewal precinct.
O23: Industrial and urban services land is planned, retained and managed	**PP C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land** • **A49**: Review and manage industrial and urban service land, in line with the principles for managing industrial and urban services land, in the identified local government area • **A51**: Facilitate the contemporary adaption of industrial and warehouse buildings through increased floor to ceiling heights • **A52**: Manage the interfaces of industrial areas, trade gateways and intermodal facilities by land use activities (a-e) and transport operations (f-g) [abridged]	
O24: Economic sectors are targeted for success	**PP C12: Supporting growth of targeted industry sectors**	Not applicable.

	• **A53**: Facilitate health and education precincts by (a-d) [abridged] • **A54**: Provide a regulatory environment that enables economic opportunities created by changing technologies • **A55**: Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers • **A56**: Protect and support agricultural production and mineral resources by preventing inappropriate dispersed urban activities • **A57**: Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experience and ensure connections to transport at key tourist attractions • **A58**: Consider opportunities to enhance the tourist and visitor economy in the district, including a coordinated approach to tourism activities, events and accommodation • **A59**: When preparing plans for tourism and visitation consider (a-g) [abridged]	

Sustainability

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

Table 4d – Consistency of planning proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
A city in its landscape **O25**: The coast and waterways are protected and healthier	**PP C13: Protecting and improving the health and enjoyment of the District's Waterways** • **A60**: Protect environmentally sensitive areas of waterways • **A61**: Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water based transport • **A62**: Improve the health of catchments and waterways through a risk based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes	Not applicable.

	• **A63**: Work towards reinstating more natural conditions in highly modified urban waterways	
O26: The coast and waterways are protected and healthier	**PP C14: Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element** • **A64**: Implement South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City	Not applicable.
O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced **O28**: Scenic and cultural landscapes are protected	**PP C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes** • **A65:** Protect and enhance biodiversity by (a-c) [abridged] • **A66:** Identify and protect scenic and cultural landscapes • **A67:** Enhance and protect views of scenic and cultural landscapes from the public realm	The site is has been used extensively for employment purposes historically, is largely developed and does not contain areas of biodiversity that would warrant protection. However, the subject site contains Heritage Item I311 listed in Schedule 5 of the Parramatta LEP 2011. Item 311 is stand of lemon-scented gums (including two moveable items) located at the former Reckitt Benckiser site. A heritage assessment has been undertaken for the site which concludes that the item should be retained. It is proposed that the Item be incorporated into the landscaping on the sit and that redevelopment will have minimal impact on the integrity of this Item. This is supported by Council officers.

O30: Urban tree canopy cover is increased **O32**: The Green grid links Parks, open spaces, bushland and walking and cycling paths	**PP C16: PP C16: Increasing urban tree canopy cover and delivering Green grid connections** • **A68**: Expand urban tree canopy in the public realm • **A69**: progressively refine the detailed design and delivery of (a-c) [abridged] • **A70**: Create Greater Sydney green Grid connections to the Western Sydney Parklands	The Planning Proposal incorporates substantial tree planting across the site, improved public domain, increased setbacks and increased areas for street trees and more efficient use of open space.
O31: Public open space is accessible, protected and enhanced	**PP C17: Delivering high quality open space** • **A71**: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged]	New public open space areas are proposed as part of the planning proposal and will be zoned accordingly.
An efficient city **O33**: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change **O34**: Energy and water flows are captured, used and re-used **O35**: More waste is re-used and recycled to support the development of a circular economy	**PP C19: Reducing carbon emissions and managing energy, water and waste efficiently** • **A75**: Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050 • **A76**: Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency • **A77**: Protect existing and identify new locations for waste recycling and management • **A78**: Support innovative solutions to reduce the volume of waste and reduce waste transport requirements • **A79**: Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimising car parking provisions where an increase in total floor in 100,000sqm	It is considered that future development will be able to incorporate appropriate responses to these issues. ESD principles will be considered as part of a future site specific DCP as well as being important requirement for any design excellence competition scheme to be addressed. Further, future ground levels will be developed also as part of the SSDCP stage which will ensure appropriate conveyance of flood waters (including overland flooding) to identified detention or storage areas within the precinct.
O36: People and places adapt to climate change and future shocks and stresses **O37**: Exposure to natural and urban hazards is reduced **O38**: Heatwaves and extreme heat are managed	**PP C20: Adapting to the impacts of urban and natural hazards and climate change** • **A81**: Support initiatives that respond to the impacts of climate change • **A82**: Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in	

	existing areas most exposed to hazards • **A83**: Mitigate the urban heat island effect and reduce the vulnerability to extreme heat • **A84**: Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley • **A85**: Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD	

3.2.2. Is the planning proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

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

Parramatta 2038 Community Strategic Plan

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

The planning proposal is considered to meet the strategies and key objectives identified in the plan including the creation of a new commercial and retail centre, improved public transport connections and services, new open space and infrastructure upgrades to support the incoming population.

Parramatta Employment Lands Strategy 2016

Refer to Section 3.1 above.

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

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

Table 5 – Consistency of planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP 33 – Hazardous and Offensive Development	✓	The subject site is within proximity of a high pressure oil pipeline. Any relevant requirements regarding redevelopment close to the pipeline will be addressed at the development application stage.
SEPP 19 – Bushland in Urban Areas	✓	The Site is not zoned open space and is not identified as having biodiversity significance. As outlined in the *Flora and Fauna Report* by UBM the vegetation is relatively recent. Where trees exist on the

		Site they are generally in the landscaped setback area to the east of the Site, which is respected in the Northern Structure Plan by a linear Park. The Planning Proposal, in-principle, is consistent with the SEPP.
SEPP No 55 Remediation of Land	✓	A Phase 1 preliminary contamination investigation report for the subject site has been prepared. Council is satisfied the site can be made suitable for residential purposes with a Phase 2 to be prepared at the DA stage.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	✓	Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of SEPP 65 and the Residential Flat Design Code was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP.
SEPP (Affordable Rental Housing) 2009	N/A	The Planning Proposal is not subject to Council's *Planning Agreements Policy* 2018, which requires 10% of the value uplift to be provided as affordable rental housing. This is due to the Policy being adopted subsequent to the Proposal receiving Gateway determination and therefore the Policy does not apply. Nonetheless, it is proposed that 145 rental housing units will be provided within the development, comprising 120 units to be managed by a Community Housing Provider (CHP) for a period of 15 years and 20 units to be dedicated to Council in perpetuity. These units will be secured via VPA between Council and the developer.
SEPP (BASIX) 2004	N/A	Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.

SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future development of the site.
SEPP (Infrastructure) 2007	✓	*SEPP (Infrastructure) 2007* aims to facilitate the effective delivery of infrastructure across the State. This includes by identifying matters to be considered in the assessment of development adjacent to types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing. Many of the provisions relate to development by the Crown and exempt development of certain development by on behalf of the Crown, which is not relevant to the Proposal. Clause 104 of Division 17 identifies the capacity or size of developments that should be referred to Roads and Maritime Services (RMS). Consultation has been undertaken with the RMS and Transport for NSW as part of the preparation of the Transport Management and Accessibility Plan (TMAP) and this will continue throughout the remainder of the Planning Proposal process, given the potential impacts (and opportunities) of the development up on Victoria Road, and wider commitments for public transport enhancement associated with the Planning Proposal. In terms of noise considerations, the Site is located within close proximity to Victoria Road and is not subject to aircraft noise limitations. Noise considerations to and from the proposed development can be addressed through the detailed design stage and would not be a determinative factor in rezoning the Site.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	N/A	The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered

		and addressed appropriately at DA stage.
SEPP (Vegetation in Non-Rural Areas) 2017	✓	The Flora and Fauna report prepared for this Planning Proposal indicates that the site does not retain any native vegetation. There are no mapped area of remnant vegetation on the site within maps published the NSW Office of Environment, Heritage and Science. Where trees exist on the site, they are generally part of an established landscaped area. It is unlikely that there are significant fauna habitats due to the disturbed nature of the site.

3.2.4. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)

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

- Employment and resources
- Environment and heritage
- Housing, infrastructure and urban development
- Hazard and risk
- Housing, Infrastructure and Urban Development
- Local plan making

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

Table 6 – Consistency of planning proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	The Proposal complies with this objective. The proposed development seeks to provide for new employment growth through the creation of a new Town Centre and the provision of over 30,000m² of non-residential floor space through a B2 Local Centre zone. The Employment Lands Strategy stipulates that any new development in the precinct must provide the equivalent number of jobs that could be achieved under the current IN1 General Industrial zone, which is 2,546. The Proposal indicates that redevelopment will assist in the provision of between 1538 and 1,932 jobs within the northern precinct. Although not providing the full quantum of jobs to equal the target identified in the ELS, it could provide approximately 60%-75% of the overall jobs in the precinct. It is acknowledged that the provision of the full job number may not be practicable and Council considers instead that the key requirement is for the precinct to be able to adequately service the needs of the incoming population and reduce the requirement for the residents to travel outside the precinct for retail/commercial purposes. It is also noted that future	Yes

	redevelopment within the southern precinct will be required to contribute towards the provision of employment generating uses, in addition.	
2. Environment and Heritage		
Direction 2.3 - Heritage Conservation	The subject site contains Heritage Item I311 listed in Schedule 5 of the Parramatta LEP 2011. Item 311 is stand of lemon-scented gums (including two moveable items) located at the former Reckitt Benckiser site. A heritage assessment has been undertaken for the site which concludes that the item should be retained. It is proposed that the Item be incorporated into the landscaping on the sit and that redevelopment will have minimal impact on the integrity of this Item. This is supported by Council officers.	Yes
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	The Planning Proposal is consistent with this direction, in that it: • Does not reduce the permissible residential density of land. • Intends to provide for a range of apartment types in proximity to existing public transport. The Proposal also identifies infrastructure upgrades that will be undertaken to support the incoming population, including new open space, road upgrades and a site for a new school. • The Proposal intends to only provide for high density residential housing. Council officers encourage the provision of other forms of residential housing including medium density to ensure that housing choice and variety is achieved on the site.	Yes
Direction 3.4 - Integrating Land Use and Transport	The Planning Proposal is consistent with this direction, in that it: • will provide new dwellings in close proximity to existing public transport links • will enable residents to walk or cycle to work if employed in the Parramatta City Centre or utilise the shuttle bus connecting the precinct to nearby heavy rail stations. • makes more efficient use of space and infrastructure by increasing densities on an underutilised site.	Yes
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	The site is identified as Class 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2011. Acid sulfate soils are generally not found in Class 5 areas however this will be addressed further at the development application stage.	Yes
Direction 4.3 - Flood Prone Land	The site is not flood prone and is above the 1:100 year flood level. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls within the Parramatta DCP 2011.	Yes

5. Local Plan Making		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 6.2 – Reserving Land for Public Purposes	The Planning Proposal seeks to rezone existing private land to RE1 Public Recreation and SP2 Infrastructure (Educational Establishment). These sites are proposed to be identified on the relevant Land Reservation Acquisition maps.	Yes
Direction 6.3 - Site Specific Provisions	The Planning Proposal intends to introduce the following site specific provisions by amending Part 6 – *Additional local provisions – generally:* • Insert Design Excellence provisions applicable to Lots E, EA and G without the provision of bonuses. • Apply a maximum residential gross floor area for the site of 508,768m² • Apply a minimum non-residential floor area requirement of 30,000m² to serve the retail and commercial needs of the community.	Yes
6. Metropolitan Planning		
Direction 7.1 - Implementation of A Plan for Growing Sydney	The Proposal is consistent with the relevant Goals and direction in the Strategy as detailed previously in Section 3.2	Yes

3.3. Section C – Environmental, social and economic impact

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

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

There is no known critical habitat or threatened species, populations or ecological communities, or their habitats likely to be adversely affected as a result of the Proposal. As detailed in the Flora and Fauna report by UBM Ecological Consultants (**Appendix 11**), the development and clearing of the Site has resulted in little remaining remnant vegetation.

There are no mapped areas of remnant vegetation on the Site within maps published by the NSW Office of Environment and Heritage.

The Site is not identified on the Natural Resources – Biodiversity map, nor the Natural Resources – Riparian Land and Resources Map in Parramatta LEP 2011. The report by UBM states:

(The Site) was landscaped in the early 1950 with a mixture of non-local native trees and shrubs with an exotic understorey of horticultural species. This quasi-native landscaping style was popular in the mid-20th Century when the trend for using 'broadly Australian plants' was at its height. The landscaping on the Pfizer property is well maintained by garden staff, while the other properties appear to have been neglected for some time.

As can be seen from the aerial photos (in the UBM report), the majority of existing tree

cover occurs along the eastern end of the Site (part of the landscaped setback identified as having heritage significance). This has been respected by the Northern Structure Plan underpinning the Masterplan, which provides a landscaped setback and buffer zone to the east of the Site.

There is the possibility of some habitat for fauna within the Site; however, overall, this is likely to be very low due to the high level of disturbance to the site due to the current industrial use.

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

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

Contamination. A Detailed Site Investigation report will need to be prepared and accompany all future development applications.

Hazard assessment in relation to the high-pressure oil pipeline. A Hazard Analysis Report has been undertaken to determine the appropriateness of the proposed land uses in the vicinity of the pipeline. It recommends further analysis be undertaken at the development application stage to determine the level of risk at the construction and occupation stages.

Built Form

Figure 12 – The proposed design concept

Heritage

A detailed assessment of heritage impacts has been undertaken for the Site by Geoffrey Britton (**Appendix 2**) and Paul Davies Pty Ltd. Key findings and observations are detailed below. The Site is classified as low sensitivity with limited potential to contain items of Aboriginal heritage. There are no known Aboriginal cultural heritage resources relevant to the Melrose Park Site and given the history of significance disturbance of the Site it is considered unlikely to contain any items of Aboriginal heritage. Based on the Heritage Study undertaken for the Site, no further assessment of aboriginal heritage has been undertaken for the purpose of this report.

- Part of the Site includes a local heritage item listed as Item 311 on the *Parramatta Local Environmental Plan 2011*. The heritage item is described as *landscaping (including millstones at Reckitt)* under Item 311 on Schedule 5 of the PLEP 2011 and as having cultural value at a Local level. The assessment observed that the heritage item 311 is shown to be a number of remnant mature trees from the 1960s and 1970s that represent a relatively early use of Australian native plant species in the site planning and design of large-scale industrial sites within the Parramatta LGA.

- The assessment concluded that subject to several recommendations there is likely to be minimal heritage impact on the LEP listed Item 311 or the two moveable heritage items located nearby at the Reckitt Benckiser site resulting from the proposed redevelopment of the area. A summary of the proposed 5 recommendations follows:

Recommendation 1: *Revise the existing heritage listing to more accurately cover the remnant mature trees and the two moveable heritage items.*

Recommendation 2: *The proposed redevelopment of the Site should incorporate the larger mature trees as outlined in the Heritage Report in its detailed Site planning and design.*

Recommendation 3: *The vintage mobile fire pump should be properly conserved and housed under cover with consideration given to donating the unit to the Powerhouse Museum*

Recommendation 4: *The existing millstones should be considered for incorporation within an appropriate public precinct or consideration given to donating the millstones to either the National Museum of Australia or Powerhouse Museum.*

Recommendation 5: *There is an opportunity to engage future communities through appropriate and informative interpretive material about both the natural and cultural history of the overall Site. Ideally interpretation would be part of a broader, integrated program of cultural and natural heritage interpretation for the Parramatta LGA*

Comment

These recommendations are largely supported, however, it is also suggested that further research into the significance of the moveable items to potentially relocate them to another part of the site. It is considered that this can be addressed at the development application stage.

Figures 13 & 14 - Moveable heritage items on the Site

Traffic and Transport

A Transport Management and Accessibility Plan (TMAP) has been prepared for the precinct (**Appendix 3** and **Appendix 4**).

Land Contamination

Phase 1 investigations have completed by Senversa, GHD, Geotechnique, and DLA Environmental Services for the site (**Appendix 10**). The investigations revealed that due to the existing industrial uses on the site there is the potential for some contamination to be present. It is also acknowledged that while there are no obvious indicators of contamination at surface level, a number of areas will require further investigation and remediation to enable redevelopment for the intended uses. A Phase 2 investigation will be required to be undertaken as part of the development assessment process to establish appropriate management and remediation actions.

Comment

Given the current land uses on the site it is acknowledged that some contamination may be present. However, for the purposes of this Planning Proposal it is not considered significant to prevent the proposal proceeding. Further investigations on the Site will be required as part of the development assessment process, where the full extent of contamination will be determined.

Stormwater and Flooding

The Site is not below the 1 in 100-year flood level and the Site is not known to be flood liable.

There are stormwater assets across and surrounding the Site. The redevelopment of the Site provides a significant opportunity to improve water absorption within the Site (and reduce the estimated 60-70% of water leaving the Site) and also improve water quality leaving the Site, through appropriate treatment, detention and management of water within the Site.

Measures to reduce the ecological footprint of the proposed development including energy efficiency and carbon footprint reductions, efficiency of building design and waste avoidance, reduced embodied energy in materials and sustainable procurement will be implemented.

In terms of wastewater, the *Sustainability Masterplan* prepared by Northrop (**Appendix 9**)

outlines the proposed initiatives to be investigated for the Site including a project-wide wastewater strategy to optimise the amount of non-potable water available for landscape irrigation and toilet flushing, and will comprise of active wastewater treatment technologies and landscape filtration.

Specific measures include:

- Clean stormwater runoff before it enters waterways
- Harvest rainwater for reuse on-Site
- Active treatment of Site-generated wastewater, for re-use in toilet flushing and irrigation
- Water polishing embedded in landscape design and features
- Low flush and low flow bathroom fixtures in dwellings
- Water sensitive landscape planting and irrigation systems

The Proposal outlines potential water sensitive urban design practices that seeks to reduce the reliance of stormwater infrastructure while supporting the biodiversity of the Site. This includes identification of internal roads within the Site for stormwater runoff treatment and consideration of options including rain garden, tree gardens/pits and bio swales.

Comment

Technical studies prepared by Northrop and Geotechnique do not identify this site as being flood affected. The site is located approximately 300m north of a tidal reach of Parramatta River but is not affected by mainstream flooding from the main river channel (1% AEP (100ARI) or PMF floods).

The site is within Archer Creek catchment, which drains towards the south east and discharges into the Parramatta River. Approximately 6.2ha of residential land drains to the site from the north. In minor events, stormwater discharges to northern and western boundaries of the site. In rare events, overland flow from this area is conveyed east by Victoria Road and then flows around the site through Wharf Road. From here, floodwater enters Jennifer Park floodway and the Ryde-Parramatta Golf Club. Existing residential areas downstream from the site are flood prone.

Additional stormwater modelling has been undertaken for the site which takes into consideration the development occurring on the land to the north on Victoria Road directly adjacent to this site and over land flow impacts from further north in the catchment. This modelling has identified that a large land area is required for the purposes of on-site detention (OSD) to manage the run-off and consultation with the applicant has been undertaken to determine the most appropriate method of management which doesn't compromise usability of proposed open space or impact on the location of the utilities required to service the precinct. It is proposed that the new playing field and a portion of the Western Parklands South near the high voltage power line corridor will be used for the purposes of OSD and water sensitive urban design (WSUD) due to their respective size and location. Integration of these systems into the development will be addressed as part of the site specific DCP for the precinct.

Servicing

A report regarding services on and to the Site has been provided by Northrop (**Appendix 12**). This report describes the services available on and to the Site, outlines easement constraints and assesses the capacity of the services.

There are numerous easements protecting existing services and public assets across the Site. There are stormwater assets within and surrounding the Site, including a stormwater easement across the middle of the Site.

The Site is largely covered by buildings and concrete/paving with approximately 70-80% of the Site being impervious. In terms of stormwater, there are two overland paths traversing the Site. It is estimated that 60-70% of stormwater leaves the Site. The proposed redevelopment, by provision of open space, leading public domain design and OSD has the potential to significantly reduce runoff and improve water quality. As mentioned above, that the new playing field and a portion of the Western Parklands South near the high voltage power line corridor will be used for the purposes of OSD and water sensitive urban design (WSUD) due to their respective size and location. Integration of these systems into the development will be addressed as part of the site specific DCP for the precinct.

There is an existing 900mm sewer main located through the middle of the Site, which is protected by easement and is a significant piece of Sydney Water infrastructure. This may be diverted around the Site, or concrete-encased, to make areas of the Site available for development. This will be subject to discussion and agreement from Sydney Water.

In terms of potable water, there are no known water easements of bore licenses affecting the Site. Water mains ranging from 110mm - 1.2 metre exist in Hope Street and Wharf Road. There is an existing 200mm water main in Wharf Road, which may need to be upgraded to service the proposed development.

Such requirements are normal for such a redevelopment and the cost and implementation would need to be fully met by the developer and to Sydney Water's requirements.

The provision of water and sewer services (and the management of new development considering existing easements) can be managed through the Planning Proposal and direct engagement with Sydney Water.

There are gas services available to the Site (to the south and west) and telecommunication services would be enabled for the proposed redevelopment. The Site is serviced by telecommunications infrastructure (Telstra, Optus and Vodafone) A telecommunications mobile tower is in the south west corner of the Site. There is an easement associated with the tower and conduits.

The Site is well serviced by Electric Hybridity, with 9 sub-stations (owned by Endeavour Energy) currently across the Site. There are high voltage overhead transmission wires (132kV), owned by Ausgrid, along the western portion of the Site. This area is being protected from development with a minimum 15 metre setback from the easement edge as required. The area beneath the wires can be used for public open space, recreation and access purposes.

3.3.3. How has the planning proposal adequately addressed any social and economic effects?

Economic Impact Assessment

An Economic Impact Assessment (EIA) has been prepared by the AEC Group (**Appendix 5**) to analyse the economic impacts likely to result from the proposed planning controls amendments and subsequent redevelopment of the Site. The economic impacts have been analysed in the context of the proposed Masterplan as detailed in Section 8 of this report.

This work was informed by background research undertaken by AEC in 2014, 2015 & 2016 that examined the role and function of Melrose Park in the context of other industrial lands in the Parramatta LGA and an Alternative Use Options Study to examine other viable uses for the Site. These studies have been provided as part of this Planning

Proposal to support the case for change for the Site.

The Melrose Park Industrial Precinct has undergone significant change. In 2011, the Precinct employed 2,690 people with more than 70% in manufacturing and 12% in wholesale trade.
Since that time the precinct has lost a number of large long term occupiers including Pfizer, Reckitt Benckiser (health and hygiene products) and Big Sister Foods (bakery products) from the Site the subject of this Planning Proposal. These changes represent a 29% loss of jobs since 2011 from the Precinct. Pfizer and Reckitt Benckiser are considering remaining in Melrose Park subject to their new accommodation requirements being met by the proposed Masterplan (and the timely delivery of the development).

AEC advise that based on discussions with select businesses, it is understood that this job number further dropped to a loss of 40% or 414 jobs by the end of 2016. It is understood that this figure is likely to further reduce, particularly for the Site should it remain in its current state.
This significant shift in the industrial uses for the Site aligns with the changing profile of Parramatta's projected growth.

The EIA notes that this growth is driven by the following number of key industries:

- Health care and social assistance (10,099 additional jobs or 49% increase)
- Education and training (4,826 additional jobs or 83% increase)
- Public administration and safety (3,953 additional jobs or 26% increase)
- Professional, scientific and technical services (5,400 additional jobs or 75% increase).
- Retail trade (4,727 additional jobs or 59% increase)
- Accommodation and food services (4,312 additional jobs or 87% increase)

The EIA notes that the Melrose Park Industrial precinct is expected to continue to experience a decline in employment towards 2036. This follows a detailed investigation considering other nominated employment areas (namely Camellia, Rydalmere and North Parramatta) and key challenges identified for the Site, including its location, current buildings, structural changes in the industry, size and proximity to existing markets and freight transport corridors.

Business	Employees (2014)	Employees Expected (2016)	Change (2014-2016)	Comments
Pfizer	767	617	-150	The loss of 150 manufacturing jobs has been announced as the site will no longer carry out manufacturing. The remaining 617 jobs will be in office/administration.
ETP Electron Multipliers	25	0	-25	ETP expects to relocate their business to Granville.
Nuss Removals Justice Health ETP Electron King & Wilson	39	0	-39	The property at 4 Hope Street is currently on the market for sale. Discussions with the owner suggests consolidation into one location with tenants expected to vacate the premises.
Ermington Industrial Centre	43	0	-43	The property is currently on the market for sale. The businesses within the estate could conceivably relocate following sale.
Reckitt Benckiser	207	0	-207	The remaining employees at the Reckitt site will depart following facility closure.
Eli Lilly	200	250	+50	Through the acquisition of Novartis, Eli Lilly expects to accommodate additional 50 jobs on-site.
Others (unknown)*	628	628	-	Information unavailable
Total	**1,909**	**1,495**	**-414**	**Reduction of 40% jobs since 2014.**

*Refers to employees of businesses that have not been interviewed
Source: AEC & Colliers

Known and Projected Employment in Melrose Park 2014-2016 (AEC 2016)

Following a detailed investigation on the relevant planning polices, historical and future growth of Parramatta, alterative land uses and analysis of the future projections for the Site, the EIA concludes that the Proposal will make a significant contribution to the Parramatta LGA economy through its construction phase and the ongoing activities.
As part of the assessment, the EIA estimates a low and high range for future employment for the Site as detailed below:

> *…In developing the estimates of activity for the redeveloped Site, a 'steady state' of operations (whereby all facilities have been developed and long-term average utilisation rates prevail) has been assumed across High and Low occupancy scenario outcomes (predicated on different intensity of occupancy ratios see Table 6.4…*

Once the redevelopment is completed and fully operational, the redeveloped Site (low and high scenarios) is estimated to *directly and indirectly* support:

- $870.5 million - $ 1.1 billion in output
- $476.4 million - $617.3 million contribution to Gross Regional Product (GRP)
- $249.5 million - $322.6 million in incomes and salaries paid to local workers
- 2,945 – 3,777 Full time equivalent (FTE) jobs.

The Proposal will provide 1,478 - 1,873 (1,676 average jobs) jobs on Site which represents a net increase of 504 - 899 jobs and a far greater increase if nothing is done and jobs continue to decline at the Site.

AEC have undertaken a revised economic impact assessment to support the revised Planning Proposal. This revised economic assessment finds that the number of direct jobs has increased and the 30,000m^2 of non residential uses will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site

The Proposal facilitates the transition of the Precinct to meet floorspace requirements of key growth industries of employment in Parramatta, as well as meet the evolving nature of floorspace requirements of pharmaceutical companies who would otherwise completely transition off the Site.

As part of the EIA, AEC undertook an assessment against the *Industrial Lands Checklist* in accordance with *A Plan for Growing Sydney*. This confirms that the Proposal is consistent with this policy and supports the rezoning of industrial land to a mixed use development providing contemporary employment opportunities to respond to the constraints of the Site, changing nature of the area's economic and demographic profile and shift in the manufacturing industry for the Site.

Checklist	Consistency
Consistency with State or Council Strategies	The Proposal is consistent with this requirement. The Proposal consolidates new homes, jobs and investment in Parramatta in accordance with *A Plan for Growing Sydney* which states that Greater Parramatta should: *...provide capacity for additional mixed-use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, health services in Westmead, an education hub around the new University of Western Sydney Campus, a technology and education precinct in Rydalmere, arts and culture in Parramatta, a sports precinct around Parramatta Stadium and housing in all precinct...* The Proposal is consistent with the adopted Parramatta Employment Lands Strategy (2016) which acknowledges that major restructuring is occurring and will affect the land use needs of this precinct's future and recommends that a Structure Plan is prepared for Melrose Park, which considers future uses in the precinct and opportunities for renewal. The Proposal is also consistent with the Greater Sydney Region Plan and Central City District Plan, as it provides dwellings and jobs within 30 minutes by public transport of a metropolitan centre.
Location of the Precinct • close to key economic infrastructure • contributing to a significant industry cluster	While the Melrose Park Precinct is centrally located, the Precinct is challenged by the following factors: • Location directly off major arterial corridors facilitating unrestricted access. • Ability to operate in a conflict-free environment with sufficient buffer from residential. • Critical mass of lands to enable clustering activity of businesses. • Diversity of occupiers (by industry) to mitigate against vacancy risk following structural changes in a particular industry. • Generic buildings that can be easily re-purposed following relocation of occupiers. These weaknesses have become apparent in recent years following the departure of several large businesses and the cessation of manufacturing activities for pharmaceutical occupiers.

	In its current form, the Precinct is not competitive due to its small scale and unsuitability of the existing precinct buildings for re-purpose. By virtue of its comparatively isolated location, limited public transport options and lack of worker amenity, the market appeal as a business park and office precinct is conceivably limited. Furthermore, the lack of direct access from major highways and location abutting residential uses makes it unattractive to industrial users. This is already apparent from the lack of and muted interest in industrial space currently available in the Precinct.
Impacts to industrial land stock in the Subregion / Region and ability to meet future demand for industrial lands?	The Proposal results in a reduction to industrial stock in the Subregion, however, the employment projections and employment land use projections demonstrate that precincts such as Melrose Park and Chester Hill/South Granville are projected to record negative demand for floorspace over the projection period. Whereas, the precincts of Rosehill/Camellia and Rydalmere are projected to record the highest increase in GFA demand. Furthermore, it is important to note that the other employment precincts investigated (i.e. Parramatta CBD, Granville, North Parramatta, Westmead and UWS) are projected to absorb a greater amount of growth in comparison to the areas zoned for industrial uses (Precincts 1-21). Combined these precincts are projected to account for around 69% (or 1,026,189sqm) of total additional GFA demand between 2011 and 2031. As such, the LGA and Subregion will be able to cater to employment land demand in the future.
Impact to Subregional / Regional employment targets and objectives?	The Proposal will be more favourable with regard to meeting employment targets by resulting in 1,478 - 1,873 direct jobs, representing a net increase of 504 - 899 jobs. The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the revised Planning Proposal. The Proposal will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.
Compelling argument that the industrial land cannot be used for industrial purposes now or in the foreseeable future? Are there opportunities to redevelop the land for high tech or creative industries?	The EIA demonstrates why the industrial land cannot be used for industrial purposes now or in the foreseeable future. In its current form, the Precinct is not competitive due to its small scale and unsuitability of the existing precinct buildings for re-purpose. By its comparatively isolated location and lack of worker amenity, market appeal as a business park and office precinct is conceivably limited. Furthermore, the lack of direct access from major highways and location abutting residential uses makes it unattractive to industrial users. This is already apparent from the lack of and muted interest in industrial space currently available in the Precinct. The main challenge with Melrose Park is that the base locational characteristics required for each of the alternative use options (i.e. business park, office buildings, new industrial) are not present. These include a lack of public transport options and worker amenity.

	Furthermore, its small size and scale severely limits the employment uses the Precinct can be put to. It is apparent from the analysis that employment uses that are 'population driven' have the best potential for success in the Precinct, leveraging its location close to existing residential uses. The Masterplan will assist in meeting the changing employment needs of the Parramatta LGA by providing a range of uses including: retail, commercial, community uses and residential.
Is the Precinct critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed Council Strategies?	Rezoning the Site will be critical to ensuring that the industries which are forecast to grow the most overtime are adequately catered for into the future.

In 2009, the then Department of Planning released the *Draft Centres Policy – Planning for Retail and Commercial Development* as a *Consultation Draft* only. The Draft Policy introduces the concept of a *Net Community Benefit Test (NCBT)*, noting that net community benefit arises when the sum of the benefits of a rezoning are greater than the sum of all costs from a community welfare perspective.

The EIA has undertaken an assessment of the Proposal against the NCBT in support of the Proposal as detailed in the Table below.

Consideration	Explanation
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	The Proposal will be more favorable about meeting employment targets by will resulting in 1,478 - 1,873 direct jobs representing a net increase of 504 - 899 jobs. The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the revised Planning Proposal. The Proposal will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	The Greater Sydney Region Plan (Region Plan) sets out State government objectives for the Central City over a period of 5 and 20 years (by 2021 and 2036). The Region Plan sets a housing target of 53,500 additional dwellings by 2021 and 207,500 additional dwellings by 2036. The Central City District Plan sets a housing target of 21,650 additional dwellings in the Parramatta LGA by 2021. The provision of approx 5,000 residential dwellings on the Site constitutes a strong positive economic impact.
Will the LEP be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community?	Providing homes close to jobs, public transport, civic functions, retail and entertainment options is a community benefit. Doing so lowers the needs for residents to travel to access employment and the other services they require and promotes public transport use. As a result, negative externalities of travel in terms of lost time commuting, monetary expenses of travel, pollution, congestion, traffic, noise and so on are minimised.

Will the public domain improve?	For this reason, the Greater Sydney Region Plan aims to provide homes closer to jobs (Direction A well-connected city) and focus new housing in centres which have public transport that runs frequently and can carry large numbers of passengers. Furthermore, the Central City District Plan highlights having a greater number of jobs and centres within 30 minutes of where residents live. Parramatta LGA is an ideal place to concentrate new housing development. Amendments to the planning controls of the Site and subsequent development of approximately 5,000 apartments in this location in addition to new employment opportunities on Site constitutes a strong positive economic impact.
Will the Proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	The Proposal envisages provision of 15,000m² of new retail floorspace. This will undoubtedly increase consumer choice and promote competition, all of which are associated with positive economic impacts. Notwithstanding, the issue of acceptable impact to existing centres is a relevant planning consideration. According to a Retail Impact Assessment (Leyshon Consulting, 2017), it is considered that the proposed rezoning of land at Melrose Park to provide for a new retail centre of some 15,000m² GFA; is justified based on the existing demand for retail services in the area and substantial growth in demand which will occur if the residential components of the proposed development are approved. The Assessment states that the impact of the proposed development in 2021 will not give rise to adverse economic impacts on existing centres. The substantial growth in available resident spending associated with the residential component of PAYCE's Melrose Park project will generate an estimated $133 million of additional available retail spending ($2018) after 2026. This will directly benefit not only the proposed centre but other existing centres at nearby Ermington, West Ryde and Top Ryde in particular.

Retail Assessment

The key principle of the proposed re-development of the Site is the introduction of a new Town Centre which will support existing and new communities and new employment areas on the Site. The proposed Structure Plan and Masterplan both nominate a new Town Centre in this location.

The Melrose Park Town Centre proposes up to 10,500m2 of new retail space as part of the new Town Centre for Melrose Park consisting of:

- a full line supermarket
- supporting retail shops and services

To determine the potential impacts associated with the proposed retail uses, a Revised Retail Impact Assessment of the proposed retail uses has been prepared by Leyshon Consulting (**Appendix 6**).

The Retail Assessment examines the local retail facilities, noting the closest retail/commercial centres of significance are West Ryde, Ermington and Meadowbank. Other major centres reviewed include Top Ryde, Carlingford, Rhodes and Eastwood. Leyshon's inspection of these centres indicate there is currently a very low level of vacant

floorspace, which suggests prima facie that existing centres are currently trading at acceptable levels.

A trade analysis was undertaken to establish primary and secondary trade areas for the Site, as shown in the Figure below, including identification based on generally accepted criteria of:

- competitive retail centres in the surrounding region;
- the arterial and sub-arterial road system; and
- barriers to movement

Outcomes of the trade area analysis indicate that the primary trade area were broadly similar to the broader Sydney Region, with key differences in the eastern Secondary trade areas attributes to increased residential development that suggest:

- higher proportion of persons between 20-29
- higher incomes
- higher proportions of persons employed as professionals
- lower unemployment rates

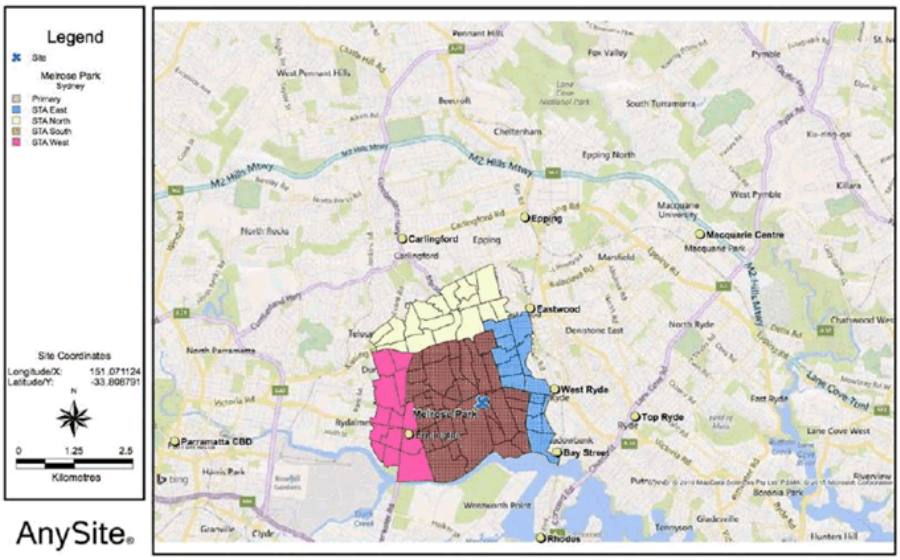

Figure 15 - Melrose Park Trade Area (Source: Leyshon Consulting 2019)

Leyshon notes that differing demography of the STA East compared with the trade area provides some insight into what may eventuate if Melrose Park is redeveloped primarily to residential development.

Leyshon also observes that it is likely that under such a scenario the incoming population would have a higher socio-economic status than does the existing resident population in the area surrounding the subject Sites.
Accordingly, it could be expected any such new population will have a potentially higher average demand for retail goods and services.

A demand analysis based on the trade areas and population demographic indicate that the total available annual supermarket spending in the Melrose Park trade area is estimated to increase by +$97.4 million ($2016) between 2014-21.

Importantly, following an analysis of the supportable retail floorspace considering demand and supply, Leyshon concludes:

- there is considerable potential demand for retail floorspace to be provided within the Melrose Park trade area
- there will be a need for an additional 14,970m2 Net Leasable Area (NLA) of retail floorspace due to population growth alone in the Melrose Park trade area between 2014-21 based on an increase in annual available spending during this period
- the estimated demand for additional retail floorspace does not rely on the redevelopment of land in the Melrose Park Industrial Area for residential uses other than the former Bartlett Park site
- The increase in demand for retail floorspace between 2014-21 (14,970m2) justifies the proposed PAYCE development (8,450m2 NLA).

Similarly, the Retail Assessment concludes that a full line supermarket would be supported on the Site based on current and projected demand.

The Retail Assessment undertakes an analysis on the existing centres as detailed above. The report notes that the impact on existing centres in 2021 fall into either the very low or the low/medium category of impact.

The Assessment concludes the impacts of the Proposal are not of a scale which would warrant refusal of the proposed development on economic impact grounds and existing centres which do experience an impact (Ermington and West Ryde) will substantially benefit beyond 2021 from the proposed residential development at Melrose Park.

The report also undertakes an assessment against the Draft Centre Policy NCBT, noting that the Proposal will exhibit a positive *net community benefit* when assessed against the criteria based on the following:

- the residential component of the proposal is of a scale to justify the provision of the proposed retail centre;
- the substantial increase in the residential population which will result from the project proceeding means additional retail floorspace needs to be provided to service both these new residents as well as the existing residential community in Melrose Park and adjacent areas;
- the proposed development will address an existing significant shortfall in retail floorspace in general and supermarket floorspace in particular within the MTA;
- the proposed retail floorspace and the associated community and commercial facilities will provide a new focus for the existing and future community at Melrose Park;
- the proposed development will create substantial on-Site employment both during its construction phase and, more importantly, once the centre is completed. This is estimated to be in the order of 324-368 jobs; and
- the Proposal's impacts on existing centres are not of a scale which would give rise to concerns about any adverse economic impact which possibly could undermine the viability of existing centres.

The Assessment concludes the impact of the proposed development in 2021 will not give rise to adverse economic impacts on existing centres. In contrast, the Assessment finds that substantial growth in available resident spending associated with the residential component of the Melrose Park project will in itself generate an estimated $117.0 million of additional available retail spending ($2016) after 2021.

Finally, the Assessment finds that this additional spending from the resultant population will directly benefit not only the proposed centre but other existing centres at nearby Ermington, West Ryde and Top Ryde in particular and will negate any impact of the proposed centre on other existing centres.

AEC have undertaken a revised economic impact assessment to support the revised Planning Proposal. This revised economic assessment finds that the number of direct jobs has increased in response to the 30,000m2 of non residential uses to 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.

Leyshon has also reviewed an updated retail analysis which concludes that the impact of the proposed development in 2026 will not give rise to unacceptable adverse economic impacts on existing centres.

The Assessment finds that the revised approximate 12,750m2 NLA is justified based on the existing

In contrast, the Assessment finds that substantial growth in available resident spending associated with the residential component of the Melrose Park project will in itself generate an estimated $133 million of additional available retail spending ($2018) after 2026.

Social Impact Assessment

A Social Impact Assessment (SIA) for the Site was undertaken by Urbis (**Appendix 8**). The SIA is high level and preliminary, yet comprehensive for a Planning Proposal (when also combined with the Community Facilities Study undertaken by Elton Consulting). The SIA outlines the potential benefits and impacts from the Proposal. Based on information available and ongoing mitigation and management measures, the SIA concludes:

> *…This development has the capacity to deliver far reaching benefits to the community…*

The SIA can be further developed upon progress of the Planning Proposal at the community engagement phase and upon meeting any Council requirements.

In terms of social impact, the Revised Proposal has the potential for overall positive social impacts and wider public benefits, with social impact assessment being an ongoing aspect to guide development of the Site.

Community, Sport and Recreation Facilities, Open Space and Educational Analysis

A Community, Sport and Recreation Facilities and Open Space Analysis was undertaken by Elton Consulting (**Appendix 7**). Elton has a strong understanding of social and facilities planning from prior work done in the Parramatta LGA. The Site has a wide range of surrounding services, ranging from community facilities, childcare, primary and secondary schools and recreational assets within the Parramatta and Ryde Council areas.

The new community will bring increased demand for community facilities, although a principle underpinning the Proposal is to provide, augment and complement existing facilities and infrastructure, to benefit the wider community. To this end, leading benchmarks or guidelines have been used in the formulation of facilities on the Site, with the provision of public benefits as outlined in this Planning Proposal.

The Analysis identified the future community (approximately 10,600 people) will generate demand for the following community infrastructure:

- Library services (partial)
- Multipurpose community centre space
- Childcare centre places
- Local parks, higher order passive open space and active/sporting open space (including sports fields and courts)
- Indoor sport and recreation facilities

The applicant's specific contribution towards local infrastructure will be refined as part of future VPA between Council and the applicant and will be subject of a future report to Council prior to proceeding to public exhibition.

3.4. Section D – State and Commonwealth Interests

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

Local Infrastructure

The redevelopment of the Melrose Park precinct will require significant infrastructure to be delivered to meet the needs of new residents and the community. As part of the assessment process and preparation of this Planning Proposal it was identified that this precinct would need to be self-sufficient in the provision of local infrastructure due to the significant increase in density and potential new residents. At its meeting of 10 July 2017, Council resolved the following:

> *"(f) That Council officers proceed with the preparation of an Infrastructure Needs List and subsequent negotiations for a Voluntary Planning Agreement (VPA) with the proponents in relation to the Planning Proposal on the basis that any VPA entered in to is in addition to Section 94A developer contributions payable."*

As a result, in discussion with the applicant, a draft Infrastructure Needs List (INL) was developed which identified the types of infrastructure that would be needed to support a community of this size and the approximate costs of providing these benefits.

The INL includes items relating to open space, road network improvements and community facilities that would be required within and external to the precinct at the density proposed and an indicative cost per dwelling. It has been used to inform the Planning Agreement with Payce and will be used as a negotiation platform for all future planning agreements within the overall precinct.

The Payce Planning Agreement has a value of $96,745,226 and includes the delivery of infrastructure relating to road works, public open space, affordable rental housing, smart cities and contributions towards community facilities. The Planning Agreement for the remaining two sites within the planning proposal area are not yet finalised. It is intended to insert a deferred commencement clause into PLEP 2011 to ensure that redevelopment of any site within the precinct cannot occur until the associated planning agreement has been executed and registered on Title. This will ensure that the required infrastructure is delivered as the precinct redevelops.

State Infrastructure

Due to the size and nature of this urban renewal precinct and the anticipated demand it will place on not only local infrastructure but also State infrastructure, preliminary discussions have been undertaken with various state agencies including Transport for NSW (TfNSW) and the Department of Education (DoE). As a result, it is proposed that a State VPA will be entered into between the developer/s and State agencies to contribute towards the funding and provision of required State infrastructure.

It has also been identified that the anticipated population increase will also place additional demand on existing education facilities beyond their current capacity to accommodate the population growth. Both new primary and high school facilities are required to service the incoming population and as a result of consultation with the DoE, land for a new primary school is proposed to be provided within the northern precinct with

an adjacent playing field that will be shared with the school and community. All landowners within the precinct who proposed to redevelop their sites will be required to contribute towards the cost of delivering the identified State infrastructure as part of a State VPA. The DoE are currently investigating locations that could potentially accommodate a secondary school to service the needs of the Melrose Park community, noting that nearby Marsden Road High School has been recently closed and relocated to Meadowbank as part of a new education precinct. Council officers have raised concern about the closure of this school given the projected population increase in the area and the Department of Education's justification for requiring a new high school site within this area when an existing school was already located within close proximity to the precinct. The DoE advised that there are many aspects that are considered in relation to the provision of schools and Council is not privy to full details regarding the decision to close Marsden Road High School, however have been advised that location and accessibility are taken into consideration.

It is important when determining infrastructure needs that there be sufficient scope to ensure that the required infrastructure can be delivered at both the local and regional level. When negotiating any VPA associated with the planning proposal Council officers will liaise with all State agencies to ensure that any State VPA does not compromise the ability of any local VPA to provide sufficient funding / works to meet the needs of the local community.

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

Formal consultation with the State and Commonwealth (where relevant) public authorities will be undertaken once the Planning Proposal is placed on public exhibition. As discussed previously, non-statutory consultation has already occurred between the TfNSW and RMS as part of the preparation of the TMAP and DoE to understand the demand for new educational facilities within the precinct.

The relevant Stage Agencies were consulted as required by the Gateway determination. All agencies raised no objection to the proposal.

PART 4 – MAPPING

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

This section illustrates the current *PLEP 2011* controls which apply to the site.

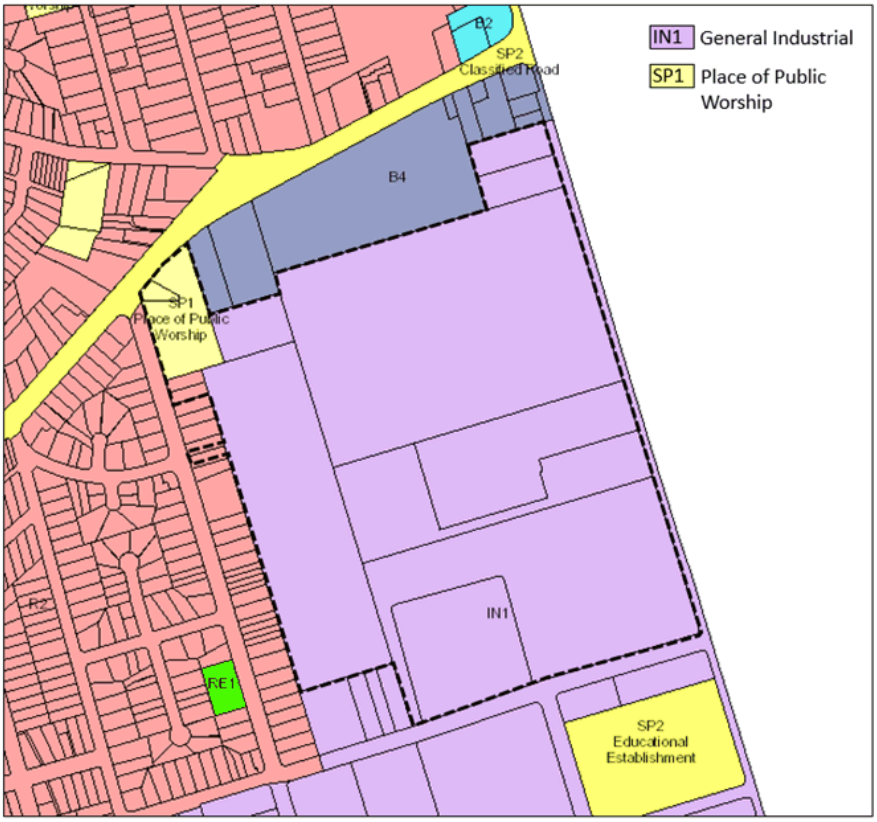

Figure 16 – Existing zoning extracted from *Parramatta LEP 2011* Land Zoning Map

Figure 16 illustrates the existing part IN1 General Industrial and part SP1 Special Activities (Place of Public Worship).

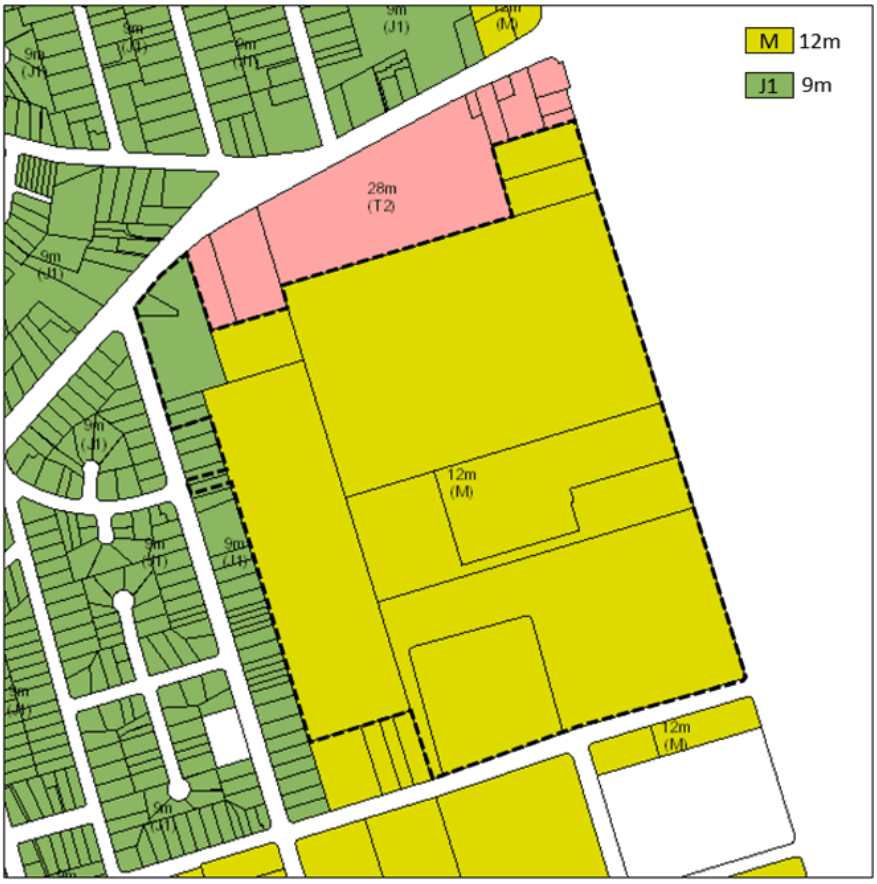

Figure 17 – Existing building heights extracted from the *Parramatta LEP 2011* Height of Buildings Map

Figure 17 illustrates the existing part 9m and part 12m.

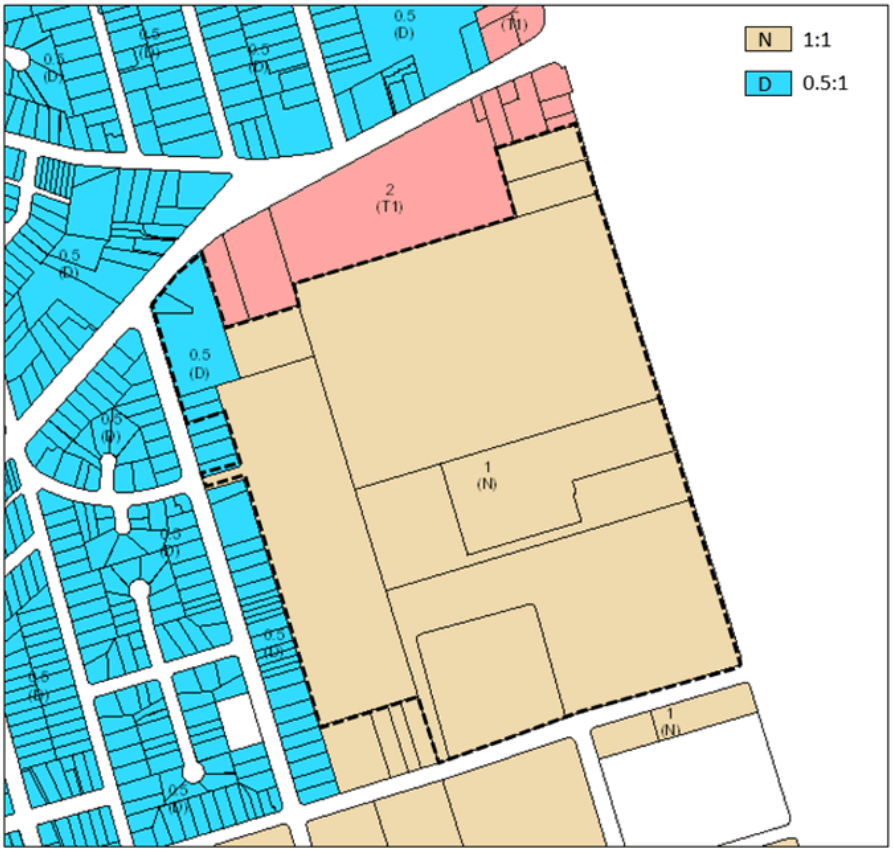

Figure 18 – Existing floor space ratio extracted from the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 18 illustrates the existing part 0.5:1 and part 1:1.

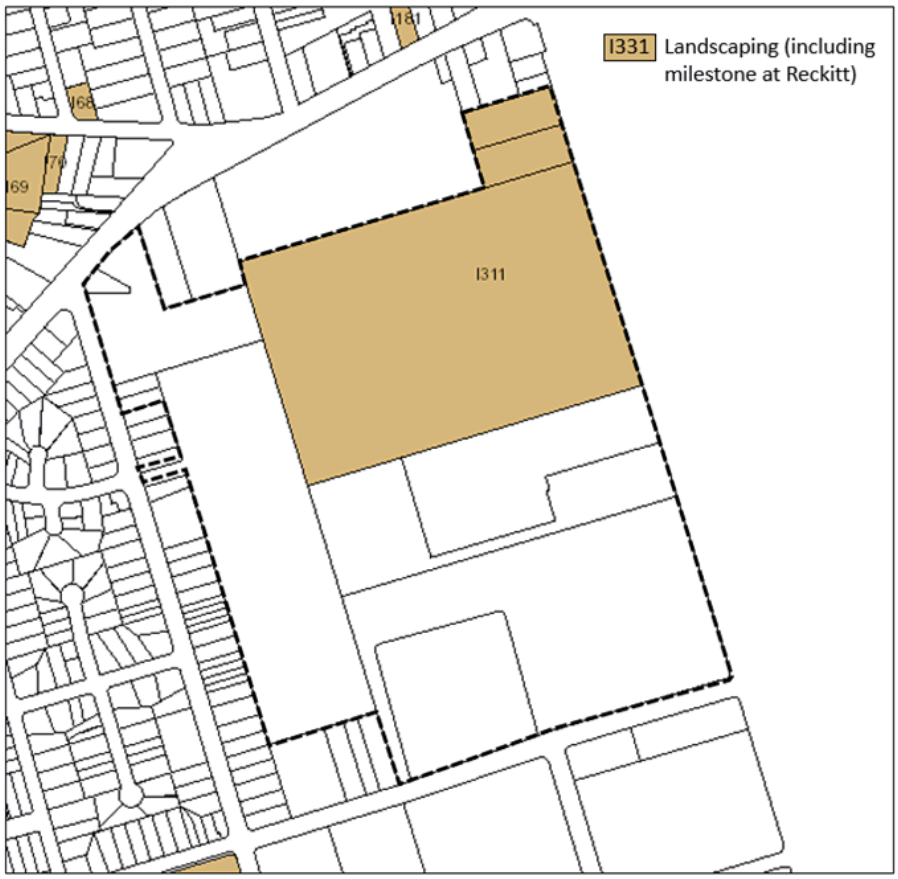

Figure 19 – Existing heritage items extracted from the *Parramatta LEP 2011* Heritage Map

Figure 19 above illustrates the Heritage Item 311 - Landscaping (including milestone at Reckitt).

4.2 Proposed controls

The figures in this section illustrate the propose

Figure 20 – Proposed amendment to the *Parramatta LEP 2011* Zoning Map

Figure 20 above illustrates proposed part R4 High Density Residential, part B2 Local Centre, part RE1 Public Recreation and part SP2 Infrastructure (Educational Establishment) zonings over the site.

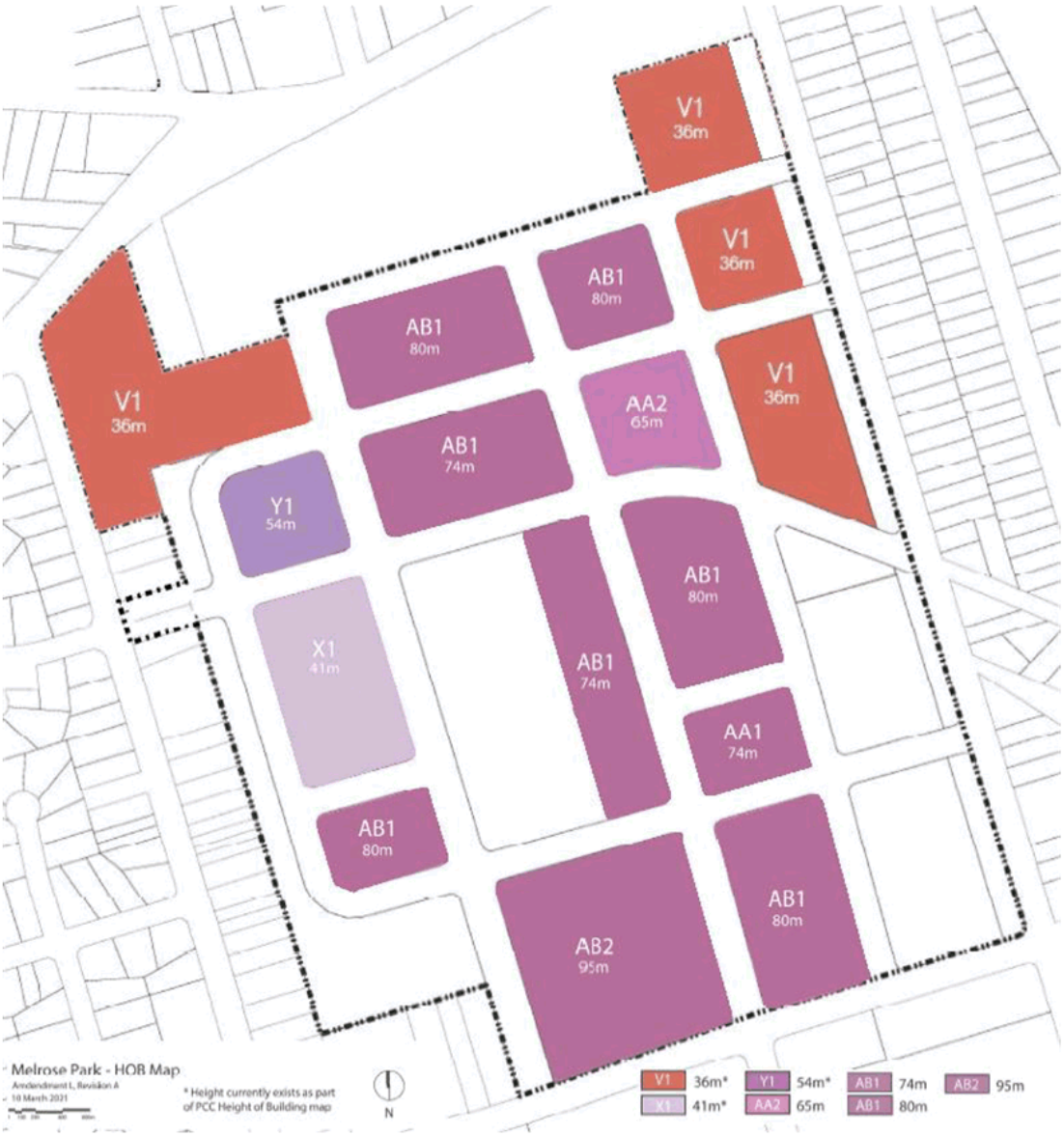

Figure 21 – Proposed amendment to the *Parramatta LEP 2011* Height of Building Map

Figure 21 above illustrates the proposed multiple heights ranging from 28m (6 storeys) to 95m (approximately) 26 storeys building heights.

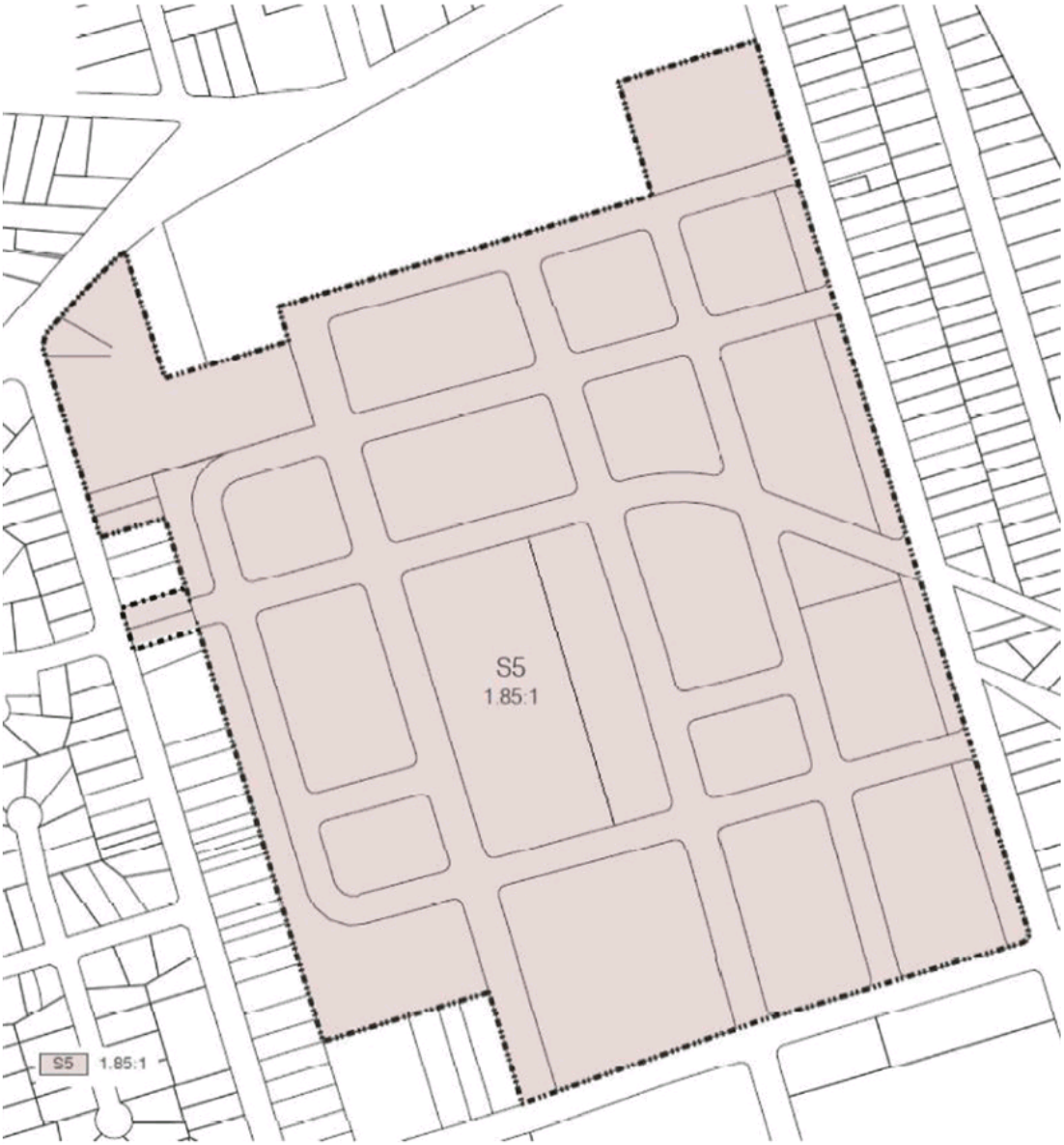

Figure 22 – Proposed amendment to the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 22 above illustrates the proposed 1.85:1 over the site.

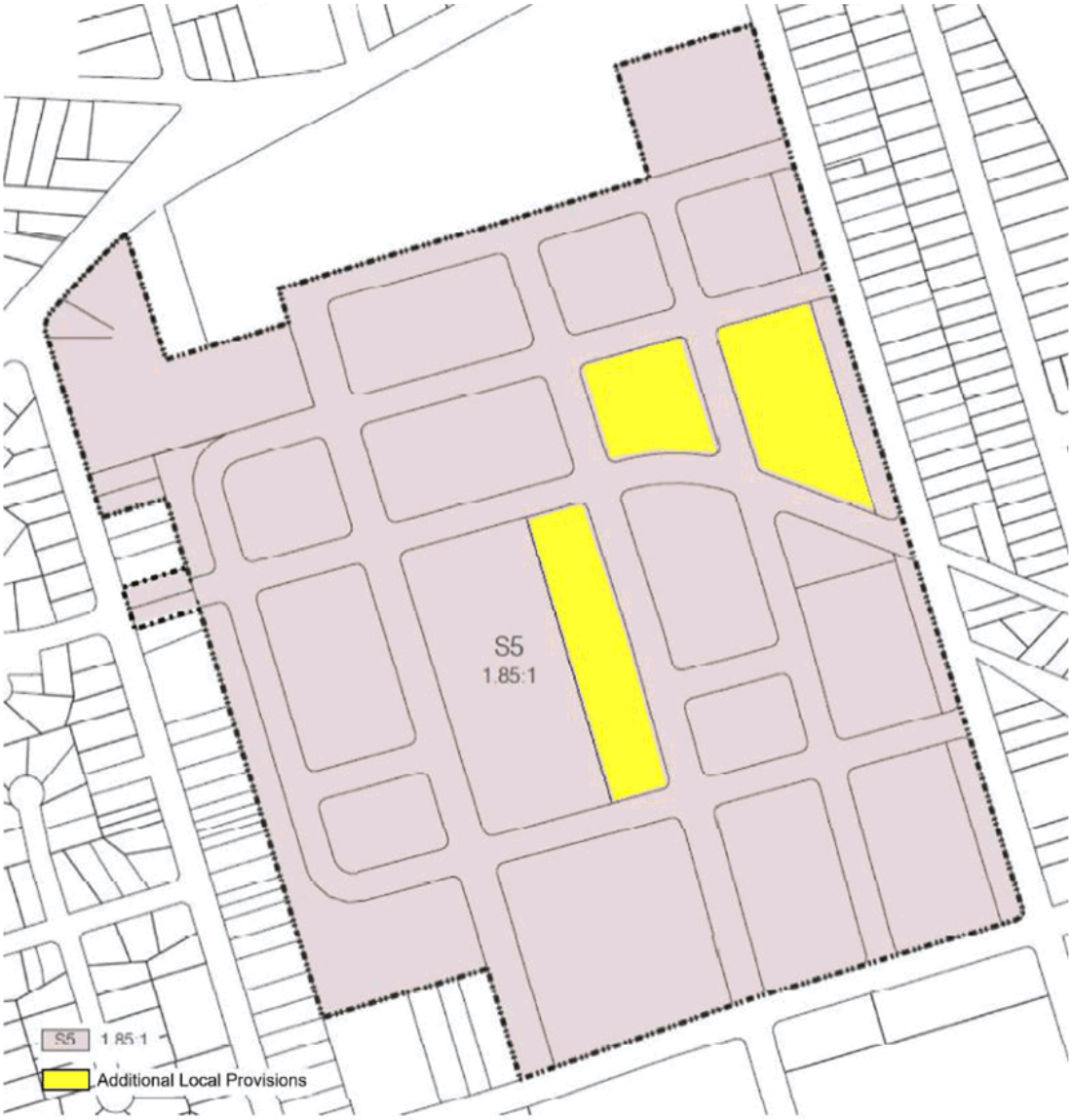

Figure 23 – Proposed amendment to the *Parramatta LEP 2011* Additional Local Provisions Map

Figure 23 above illustrates the proposed location of the additional local provisions relating to Design Excellence over the site.

PART 5 – COMMUNITY CONSULTATION

The planning proposal (as revised to comply with the Gateway determination) was publicly exhibited from 26 April 2021 to 25 May 2021.

Public exhibition included:

- advertisements on Council's social media platforms;
- display on the Council's community participation website and general Council webiste; and
- written notification to landowners within a 1km radius of the precinct
- signage on the perimeter fencing of the site.

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

PART 6 – PROJECT TIMELINE

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

Table 7 below outlines the anticipated timeframe for the completion of the planning proposal.

Table 7 – Anticipated timeframe to planning proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	June 2017
Report to Council on the assessment of the PP	July 2017
Referral to Minister for review of Gateway determination	July 2017
Date of issue of the Gateway determination	September 2017
Date of issue of Alteration Gateway Determination	March 2019 (granting 12-month extension for completion).
Report to Council on updated Planning Proposal and TMAP	August 2019
Referral of updated Planning Proposal and TMAP to DPIE	September 2019
Report to Council on amended Planning Proposal, site-specific DCP and VPA	March 2021
Alteration of Gateway Determination received	March 2021
Commencement and completion dates for public exhibition period (exhibition dates subject preparation of a draft VPA and SSDCP as the PP will be exhibited concurrently)	April / May 2021
Commencement and completion dates for government agency notification	April 2021
Consideration of submissions	May / June 2021
Consideration of planning proposal post exhibition and associated report to LPP	August 2021
Consideration of planning proposal post exhibition and associated report to Council	October 2021
Submission to the Department to finalise the LEP	October 2021
Notification of instrument	December 2021

Appendix 1 – Urban Design and Landscape Architecture Report

Appendix 2 – Assessment of Heritage Impact

Appendix 3 – Transport Management and Accessibility Plan

Appendix 4 – TMAP Executive Summary

Appendix 5 – Economic Impact Updated Letter

Appendix 6 – Retail Impact Assessment

Appendix 7 – Community, Sport and Recreation Facilities and Open Space Study

Appendix 8 – Social Impact Assessment

Appendix 9 – Concept Stormwater Strategy

Appendix 10 – Site Contamination Report

Appendix 11 – Flora and Fauna Report

Appendix 12 – Services Investigation Report

Appendix 13 – Education Needs Analysis

Appendix 14 – Council Report -12 August 2019

Appendix 15 – Minutes of Council - 12 August 2019

Appendix 16 – Council Report of 22 March 2021

Appendix 17 – Minutes of Council Meeting 22 March 2021

Appendix 18 – Hazard Analysis Report

Appendix 19 – Melrose Park Infrastructure Needs List

CITY OF PARRAMATTA COUNCIL

Draft Melrose Park North Site-Specific Development Control Plan

Date Adopted: October 2021

CITY OF PARRAMATTA

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INTRODUCTION

APPLICATION

The provisions of this section of the DCP apply to development in Melrose Park North as shown in Figure 1 and will prevail where there is any inconsistency with other sections of this DCP.

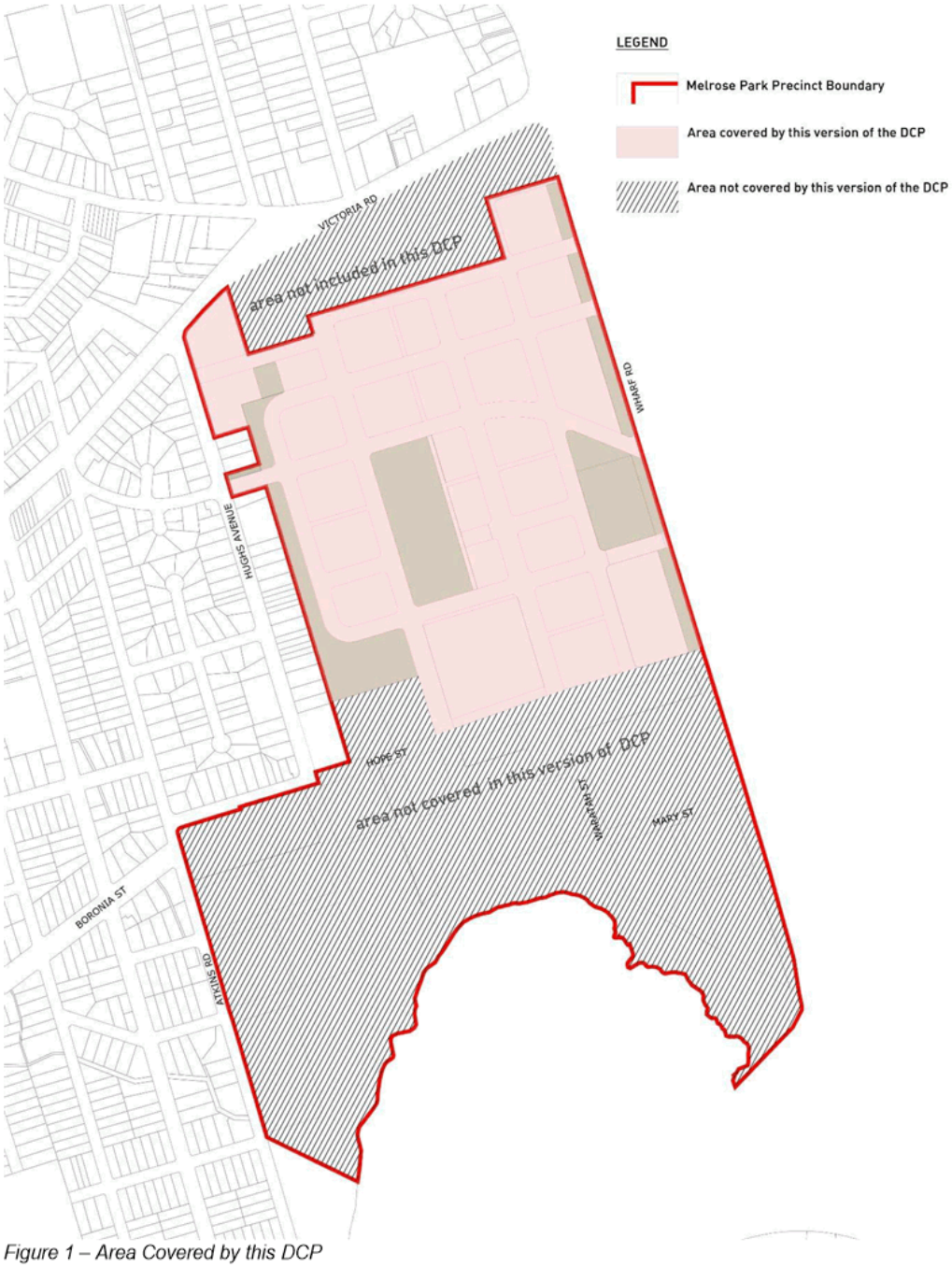


Figure 1 – Area Covered by this DCP

THE DCP

The written document and the Melrose Park North Masterplan.
The Melrose Park Precinct Public Domain Plan
Water Management Control Plan.

MASTERPLAN

The Masterplan describes the intended physical outcome for Melrose Park North and includes:

- Street, Block, Open Space and Building Layout identifies the street layout including the pedestrian connections; the open space; development lot locations and the building footprints. Refer to Appendix 1.
- Setbacks from the Public Domain identifies the setbacks to the buildings from the street and public domain. Refer to Appendix 4.
- GFA by Lot identifies the gross floor area (GFA) generally permitted for each lot and across the site. Refer to Figure 2.
- Heights by Lot identifies the number of storeys generally permitted on each building. Refer to Appendices 2 and 5.

PUBLIC DOMAIN PLAN

Public Domain Plan includes:

- Public domain plan with concept design and layout for all streets, footways, car parking, street trees verge treatments, pedestrian connections and crossings, street lighting and WSUD opportunities
- Street Hierarchy Plan identifies the location and width of all streets
- Street Schedule identifies street arrangement in section in spreadsheet format

WATER MANAGEMENT

The Water Management Control Plan governs development in the precinct and includes:

- Overland flow and flood management;
- Road and public drainage and detention; and
- Environmental management of low flows with OSD and Water Sensitive Urban Design (WSUD).

OTHER DOCUMENTS

Council documents also used for reference:

- Parramatta LEP 2011
- City of Parramatta DCP 2011
- Council's Standard Construction details
- Parramatta Public Domain Guideline

GENERAL OBJECTIVES

The City of Parramatta Council aims to foster the development of a lively, diverse, and healthy LGA, one which celebrates a sense of place and local character in both the public and private realms. To the east of the Parramatta CBD Melrose Park is being developed on ex-industrial land located between Victoria Road and the Parramatta River. There are three precincts the Wharf Road Precinct located on Victoria Road is the most northerly precinct. Melrose Park North extends from the Wharf Road Precinct to Hope Street. MelrosePark South extends from Hope Street to the Parramatta River. The Wharf Road Precinct has been rezoned and is not the subject of this DCP. This DCP applies to the Melrose Park North Precinct. This DCP will be amended to includeMelrose Park South Precinct and its related masterplan. The overall precinct slopes south to the river and is surrounded by low density detached housing on the east and the west. On completion, Melrose Park North and South will be home to approximately 25,000 people, provide retail and entertainment facilities, two schools and parks.

The amenity and quality of Melrose Park for its residents and their neighbours is the underlying consideration for all the objectives and controls in the DCP. The DCP is underpinned by and relates to the Masterplan. The Masterplan has been prepared by City of Parramatta in conjunction with the proponent. The Masterplan responds to the topography and the streetcontext of the precinct. The streets are organized to optimize connectivity for people and vehicles, minimize perceived densities, address water management, enable canopy planting and support the proposed built form. Buildings are organised to define the streets and open spaces, provide deep soil and create a legible public domain with amenity and spatial complexity. The building envelopes provide the opportunity for high quality architectural resolution.

The clarity and quality of public spaces are essential to this conception of a place centered on people. The public spaces – streets, and parks – will be the basic and enduring structuring spaces of Melrose Park, of which streets are the most prevalent. The interaction of buildings and public spaces is critical in shaping the way the place is experienced particularly at the lower levels where detail design plays an important part in the creation of a stimulating pedestrian environment.

General Objectives

O.01 Create a legible, coherent, and attractive suburb characterised by generous diverse streets and public spaces reinforced by the built form and vegetation.

O.02 Organise the buildings so that they form a coherent outcome, address, and define the streets, pedestrian connections, courtyards, and special places.

O.03 Ensure that the spaces of the public domain - streets, squares and parks are of high quality and amenity.

O.04 Facilitate sustainable resilient buildings that address climate, topography, energy consumption, urban heat, pedestrian scale, and internal amenity.

O.05 Protect and improve the natural environment and biodiversity.

O.06 Provide sufficient detail of Council requirements and expectations to enable Development Applications to be easily assessed

O.07 Safely manage overland flow and storm water through the site and broader precinct and design buildingsand landscape in response.

O.08 Ensure that infrastructure is delivered in accordance with the staging plan and TMAP Implementation Plan.

C.01 An Infrastructure development application is required to be lodged for the entire precinct upfront prior to individual DAs being lodged on a site-by-site basis, detailing the following:

- The proposed lot boundaries
- Site levels including cut and fill and retaining wall locations
- The design of the roads including drainage

- Public open space provision
- Demonstrate how the obligation under the Planning Agreement will be addressed.

DESIGN EXCELLENCE

The promotion of good design in the built environment is an objective in the Environmental Planning and Assessment Act, and good design is a central aim for all development in the LGA.

Design is a complex synthesis of multiple factors - technical, social, environmental, historic, aesthetic, and economic. It responds to the context, physical as well as cultural, and generates sustainable living and working environments. It is concerned not only with how buildings look but includes fundamental considerations of amenity for occupants and how buildings contribute to the development of quality urban places.

Good design generates spaces with a sense of appropriateness in which people naturally feel comfortable. It has detail and material quality, is long lasting, and it creates financial return through the making of places that people value.

Good design also incorporates an understanding that individual buildings should relate to each other as well as contribute to a larger whole. This conception of the importance of collective urban form is an underlying principle of the DCP and informs design quality processes in the LGA.

Design quality procedures in the City of Parramatta include the Design Excellence process in the City Centre led and coordinated by the City Architect, and the LGA-wide Design Excellence Review Panel (DEAP).

In Melrose Park, under the Design Excellence process, design competitions are required for three lots as agreed. These lots are Lot E, Lot EA and Lot G. Bonuses in floor space and height are not applicable.

In addition, the Urban Design Unit within Council provides guidance and advice on design in all relevant matters within the LGA.

These procedures aim to embed design quality as an integral part of development in the City of Parramatta. An important aspect of this is to ensure that design intent is documented in detail and carried through all stages of projects to completion.

Melrose Park North is a high density environment and design quality is therefore paramount. Quality is not just of the individual buildings but how the buildings relate one to another. Careful definition of the spaces between the buildingsin plan and section; preservation of all views to the sky and discrete modulation of the buildings are required to ensure variety and interest in the public domain and amenity in the apartments.

Objectives

O.01 Ensure that development individually and collectively contributes to the architectural and overall urban design quality of Melrose Park

O.02 Incorporate design quality in public and private development as a central consideration through all stages of the process from design to completion.

O.03 Ensure that the integrity of design quality is carried through to the construction and completion of developments.

O.04 Incorporate overall coherence of the architecture within the whole precinct with variety in the detail architectural resolution

Controls

C.01 Design Excellence Competitions are to be undertaken for development on lots E, EA and G.

C.02 Competition briefs should reference to the objectives and controls contained within this DCP.

C.03 Architectural Reference Designs developed as part of a Design Competition brief should use this DCP as the basis for building envelopes.

C.04 This DCP should form the primary basis of assessment of all Design Excellence winning schemes.

C.05 For all Development Applications in Melrose Park that are not subject to a Design Competition, the Architect should provide sufficient detailed documentation for the building facades and external areas to form part of the consent documents. These should include fully annotated 1:20 scale cross sections and partial plans of facades, details of typical and important junctions, and details and materials specification of all external works.

C.06 The Landscape Architect and Civil Engineer for all Development Applications require fully coordinated Public Domain Alignment Drawings. (Chapter 2 Parramatta Public Domain Guidelines.)

C.07 Allocation of sites to different architects based on the lots being dispersed along the street network or relate to particular intersections is encouraged to provide variety in the detail design.

WATER MANAGEMENT PLAN

Due to development, the overland flow paths have been considerably altered from their natural state. Water management aims to reverse any negative environmental impacts that have arisen because of these changes so that a sustainable water environment can be recreated.

Despite the precinct being located within close proximity to Parramatta River, it is not affected by riverine flooding, however still considered to be at high risk of potentially polluting the river. The precinct is subject to overland flow flooding reflecting the two historical watercourses that once traversed the precinct from north to south-eat (Wharf Road) and from north-west to south (Hope Street).

The proximity of the Melrose Park North Precinct to the Parramatta River means that this development is likely to cause pollution and other degradation of the river unless effective water quality management is implemented and maintained.

Principles

P1. The pre-development (natural) overland flow paths and flow regimes are to be acknowledged in water management planning, while recognizing this is a substantially changed urban environment requiring complex water management systems.

P2. Post-development run-off must not result in a harmful impact on surrounding properties or the environment.

P3. Water management practices must be sustainable.

P4. The Water Management Control Plan governs water aspects of development and infrastructure, landscape and environment in the precinct and includes:

- Flooding and overland flow management;
- Road and public domain piped drainage;
- Flood reduction using public and private water detention systems;
- WSUD - Environmental management of private and public low flows with Water Sensitive Urban Design to reduce pollutant loads and create habitats
- Rainwater harvesting and use

Objectives

O.01 Ensure that overland water flows are to be managed and conveyed safely across the precinct within the roads, reserves and identified public open spaceareas

O.02 Ensure that post-development run-off does not result in a net negative impact on surrounding properties or the environment resulting in damage to public and private assets.

O.03 Ensure that sustainable water management practices are applied, where practicable.

Controls

C.01 A piped drainage reticulation system capable of carrying the 5% AEP stormwater flows is to be provided

throughout the precinct for all roads, public domain areas and private lots. This system must be designed and constructed to Council standards and specifications and reasonable satisfaction. This drainage infrastructure is to be dedicated to Council at appropriate stages in the development process for ongoing operation by Council

C.02 Excess peak flows are to be detained in both on-site and collective detention systems.

C.03 Excess peak flows from private lots, public roads and public domain are to be detained in both on-site and collective detention systems. Detention systems are to be integrated into a sustainable overall water management plan for the site which may include WSUD and rainwater harvesting.

C.04 Peak flows are to be limited throughout the catchment in a 1% AEP storm event to estimated peak flows under 1999 conditions, regardless of whether future redevelopment within the catchment occurs which improves the quantity of overland flow entering the precinct.

C.05 Lower flows are to be managed within the landscape and directed through landscape water quality biotreatment systems (Water Sensitive Urban Design) including deep soil.

C.06 On-site detention (OSD) systems are to be integrated into a sustainable overall water management plan for the site, where possible.

C.07 Subject to maintaining environmental flows and irrigation of the public domain landscapes, rainwater must be captured and used on site wherever feasible.

C.08 Each proposal for private development and for public infrastructure and public domain development must be supported by a water management plan that addresses the water aspects of the proposal, and the affected landscape and environment. It must address:

- Flooding and overland flow management
- Road and public domain drainage
- Flood reduction using public and private water detention systems
- WSUD – environmental management of private and public low flows with Water Sensitive Urban Design to reduce the pollutant loads and create habitats
- Rainwater harvesting and use

C.09 The Water Management Plan submitted to support a proposal shall be in accordance with the Principles, Objectives and Controls set out in this Water Management Control Plan to Council's reasonable satisfaction

1. BUILT FORM

1.1 GUIDING PRINCIPLES

The following principles apply to all development in Melrose Park

P.01 The floor space is generally consistent with the Gross Floor Area (GFA) as derived from the Floor Space Ratio (FSR).

P.02 The street network, building locations, height and setbacks are generally consistent with the Masterplan to enable deep soil planting, reinforce the human scale of the streets, and enable views to the sky in streets and public places.

P.03 Building depth, bulk and separation protects amenity, daylight penetration, privacy between adjoining developments and minimises the negative impacts of buildings on the amenity of the public domain.

P.04 Buildings should align with the streets so that positive spaces are formed within the streets and the lots

P.05 Towers are to be appropriately proportioned and maximise their slender form.

P.06 The design and materials selection of buildings and the public domain are to contribute to a high quality, durable and sustainable urban environment.

P.07 Buildings are organised to create spatially defined streets and courtyards that are well proportioned, comfortable, safe, functional, and attractive.

P.08 Towers in the town centre are to be set back above street walls to re-enforce the human scale of the streets, mitigate wind impacts, and enable views to the sky in streets and public places.

P.10 The collective built form reinforces the variety evidenced in the topography and the spatial organisation of the streets and open spaces

P.11 The variety within the precinct is derived from the detail resolution of the buildings and not from excessive differences in the form of the buildings and / or the selection of materials.

1.2 ALLOCATION OF GROSS FLOOR AREA

Objectives

O.01 Regulate the density of development identifying a maximum GFA for lots, resulting from the maximum floor space ratio in the PLEP 2011.

O.02 Ensure development floor plate sizes and building footprints are not excessive.

Controls

C.01. The maximum GFA for any development lot is to approximate the GFA detailed in Figure 2 (site area x FSR).

C.02. The GFA attributed to each lot results from the FSR controls in the PLEP 2011 or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

C.03. The allocation of the total floor space relates to the Masterplan and is based on the capacity of the building envelope on each lot. The GFA is calculated at 75% of the building envelopes and the Gross Building Area (GBA) for residential.

C.04. The maximum GFA is approximate for each lot and includes all buildings accommodated on a development lot.

C.05. The floor space is to be generally distributed as shown in the Building Envelopes. The 4-6 storey perimeter block is to be retained and floor space is not to be redistributed into towers where heights would enable greater height.

C.06. Development applications must submit supporting plans that demonstrate the GFA outcome on the development lot is consistent with PLEP 2011 or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.

C.07. Should a maximum GFA not be able to be achieved for a development lot, or has minor variations that amount of GFA canbe transferred to any other development lot subject to consideration against the relevant provisionsin this DCP and maintaining the gross FSR of 1.85:1 across the Precinct

C.08. For purposes of these controls, serviced apartments should be treated as a residential use.

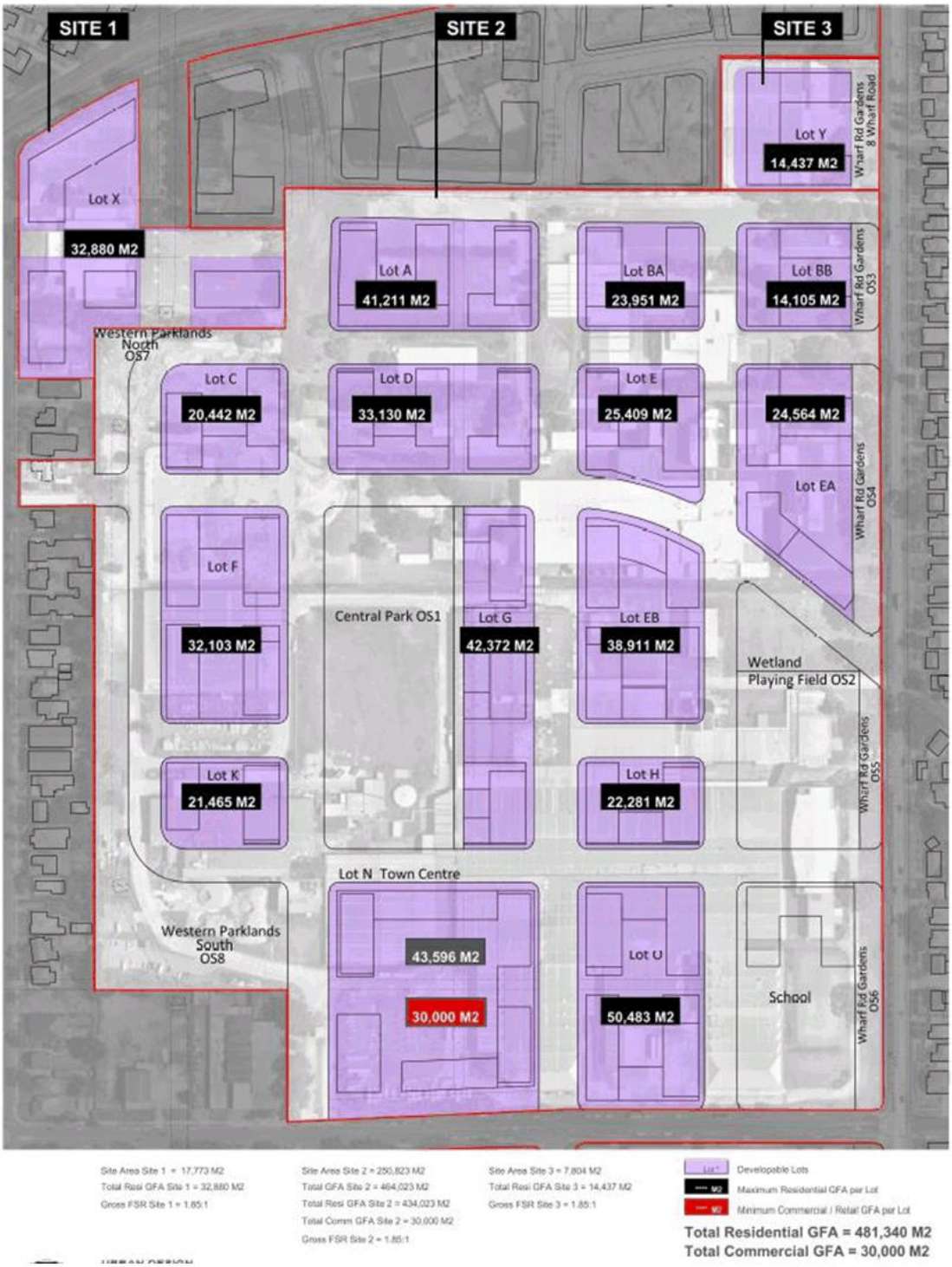


Figure 2 - GFA Plan per Lot

1.3 STREET, BLOCK, OPEN SPACE and BUILDING LAYOUT

Objectives

O.01	Optimise the internal and external connectivity
O.02	Provide views to sky and views that are not blocked by buildings at the ends of streets
O.03	'Reveal' the topography '
O.04	Minimise 'perceived' density
O.05	Define a street hierarchy considering the landform, street widths and built form.
O.06	Enable generous canopy tree planting
O.07	Enable all road users to move safely
O.08	Provide access to parking basements
O.09	Enable streets to be dedicated to Council
O.10	Accommodate passive and active recreational needs of the residents and workers
O.11	Manage overland floodwater as well as local stormwater drainage, water sensitive urban design (WSUD) and ground water
O.12	Minimise hard surfaces
O.13	Enable buildings to achieve setbacks, solar access, and separation requirements, optimise the amenity of the apartments, define the public domain and minimise perceived density

Controls

C.01. The street network, pedestrian connections and blocks should generally be consistent with layout, dimensionsand sections in the Masterplan and Public Domain Plan

C.02. All streets are to be at ground and public streets be dedicated to Council

C.03. The pedestrian connections that are above basements and privately owned should be publicly accessible 24/7 (except the Mall).

C.04. All subdivision plans should comply with the Masterplan

C.05. The locations of all buildings, tower and perimeter block should comply with the Masterplan

1.4 . THE BUILDING ENVELOPE

The building envelopes resulting from the setbacks, floorplate and height outlined in the Masterplan constitute a three-dimensional volume within which, together with all other applicable controls, should result in a coherent built form being designed. The envelope heights in the masterplan are generous and designed to enable a well-considered architectural response rather than 'filling' the envelope.

The building envelopes have been located to reinforce view corridors, create a layered spatial network and minimise perceived density. The taller towers are located strategically with generous separation. The building envelopes are designed to enhance the topography and have been tested for separation distances and overshadowing of public parks.

Objectives

O.01 Provide a coherent spatial and built form structure for the precinct

O.02 Create meaningful variety related to street character and topography

O.03 Define the streets, intersections and open spaces in plan and in section

O.04 Enable the resolution of quality architecture within the building envelopes

O.05 Optimise the number of units with outlook to open spaces, courtyards and views

O.06 Minimise overshadowing on open spaces and adjacent residential development

O.07 Minimise perceived density

O.08 Provide view corridors within the site and to the surrounding context.

O.09 Enable satisfactory resolution of the slope and the water management of the precinct

Controls

C 01 The building envelopes as defined in the masterplan are to form the basis of the architectural resolution

C.02 All view corridoes as defined by the streets and pedestrian connections in the masterplan are to be retained.

C.03 The floor space is to be distributed as shown in the Masterplan and in the Application of the Building Envelopes Appendix 5.

1.5 STREET SETBACKS

The purpose of establishing street setbacks relates to interface with the street, ground floor usage and building separation.

There are two principal categories for the ground floor:

a) The buildings that have a residential ground floor frontage

b) The buildings that have an active ground floor frontage.

On lots with residential ground floors, the buildings should be set back from the street alignment allowing an arrangement which balances the need for resident privacy as well as engagement with the street. The setback provides the necessary space for deep soil; landscaping and amenity, both for residents and the street.

Due to the sloping topography of the precinct, issues of resident amenity may also be addressed by raising the building ground floor levels relative to the site topography where residential uses are located adjacent to a pedestrian connection or public boundary.

On lots that have active frontages and no set back, the ground floor design of the buildings is the part of the development that has most impact on the street and public domain experience as it defines and articulates the street with appropriate scale and detail.

Above the 4-6 storey height and the Town Centre podium buildings are to be set back as shown in the Masterplan and Appendix 5. some retail uses, setbacks and public domain design should be considered together.

In the town centre the street wall is the part of the development that has most impact on the street and public domain experience as it defines and articulates the street with appropriate scale and detail.

Objectives

O.01 Reinforce the appropriate spatial definition of streets and public spaces.

O.02 Emphasise the importance of the street as a distinct spatial entity and design the street interface and street wall with an appropriate human scale and sense of enclosure for the street.

O.03 Ensure consistent street frontages with buildings having common setbacks and alignments.

O.04 Provide building forms that achieve comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale and adequate mitigation of wind effects of tower buildings.

O.05 Create a clear delineation between public and private space.

O.06 Provide a landscape interface for residential buildings with the streets and room for street trees

O.07 Emphasise the courtyard spaces as a distinct spatial entity and design with an appropriate human scale and sense of enclosure and landscaping.

O.08 Reinforce important elements of the local context including public spaces, key intersections, public and heritage buildings, and landscape elements.

O.09 Provide space on residential sites for ground level residents to engage appropriately with the street and for landscape that contributes to the public domain

Controls

C.01 Building setbacks from the streets should generally comply with the Masterplan Appendix 4

C.02 Above the 4-6 storey component and the Town Centre podium, buildings are to be set back as shown in the Masterplan and Appendix 5.

C.03 The perimeter block residential buildings up to 6 storeys can extend for the full frontage of lots within the nominated street setbacks and except where there are courtyards or pedestrian connections. There are no setbacks at the ends.

C.04 The 8 storey residential buildings can have an upper setback of one or two storeys

C.06 All residential buildings 10 storeys and above are based on a maximum length of 50 metres

C.07 The Town Centre is to have nil setback for the podium. Residential and Commercial towers are to have a minimum of 2m, 5m or 6m from the street boundary/ podium edge, to suit final design refer to Figure 3.

C.08 Where additional active uses are proposed at ground, preference is placed on the NSR 2 and EWR 4 intersection and the NSR 3 and EWR 4 intersection.

C.09 The ground floor, first and second floors of the NSR 2 and EWR 4 intersection and the NSR 3 and EWR 4 intersection may extend into the setback zone for a distance of 3 metres maximum from the building line towards the property boundary, refer Figure 4. In plan the decreased street setback can extend for a distance of up to 25 metres along each street, refer Figure 5

C.10 All buildings with the decreased setback at these intersections are to relate to each other and define the space of the intersection up to a height of 3 levels. The corner design is to incorporate a building form such as a splayed setback, orthogonal recess to address the intersection. The levels above the ground floor are to relate to the ground floor resolution

C.11 A streetscape analysis is to determine the most appropriate relationships along, across the street and at these intersections.

C.12. A 400mm articulation zone is permitted forward of the setback, in which building elements such as bay windows, balconies, shading devices may occupy a maximum of approximately one third of the area of the façade. Services or lift shafts are not permitted in the articulation zone.

C.13 Setbacks should be measured perpendicular to the boundary to the outer faces of the building, refer Figure 3. Elements in the articulation zone are excluded.

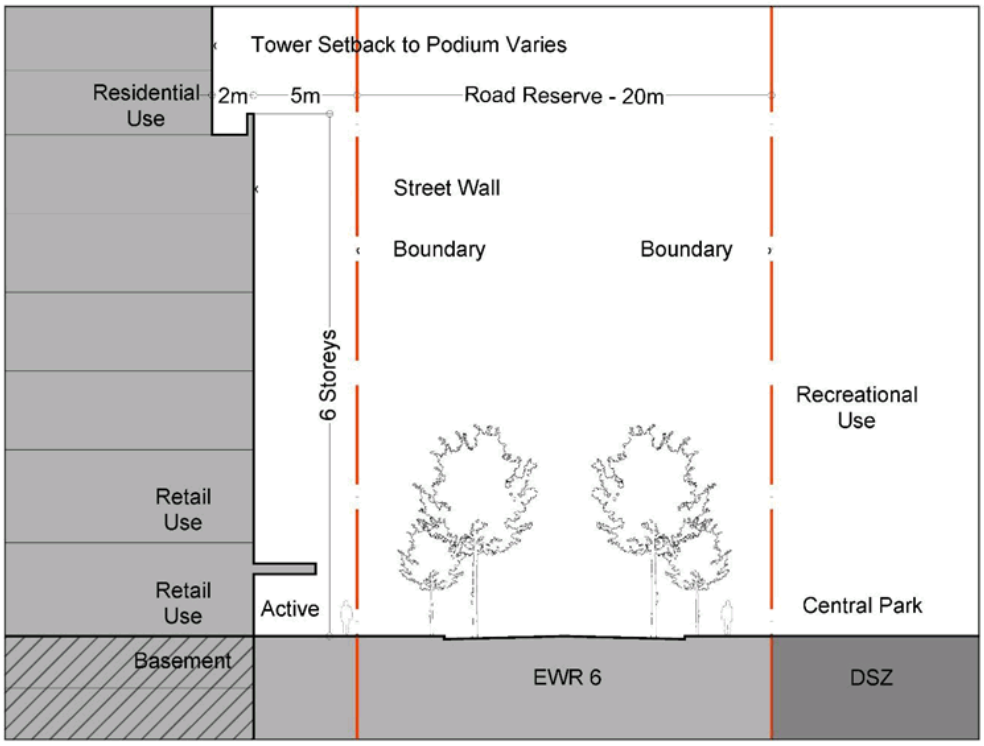


Figure 3 – Street Wall Height in Town Centre

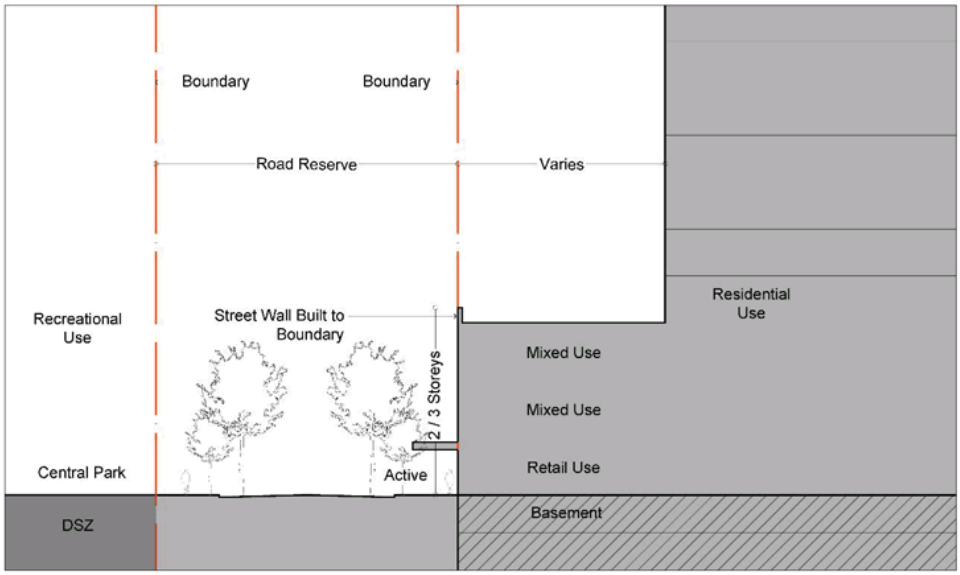


Figure 4 - Street Wall Height at Key Intersection

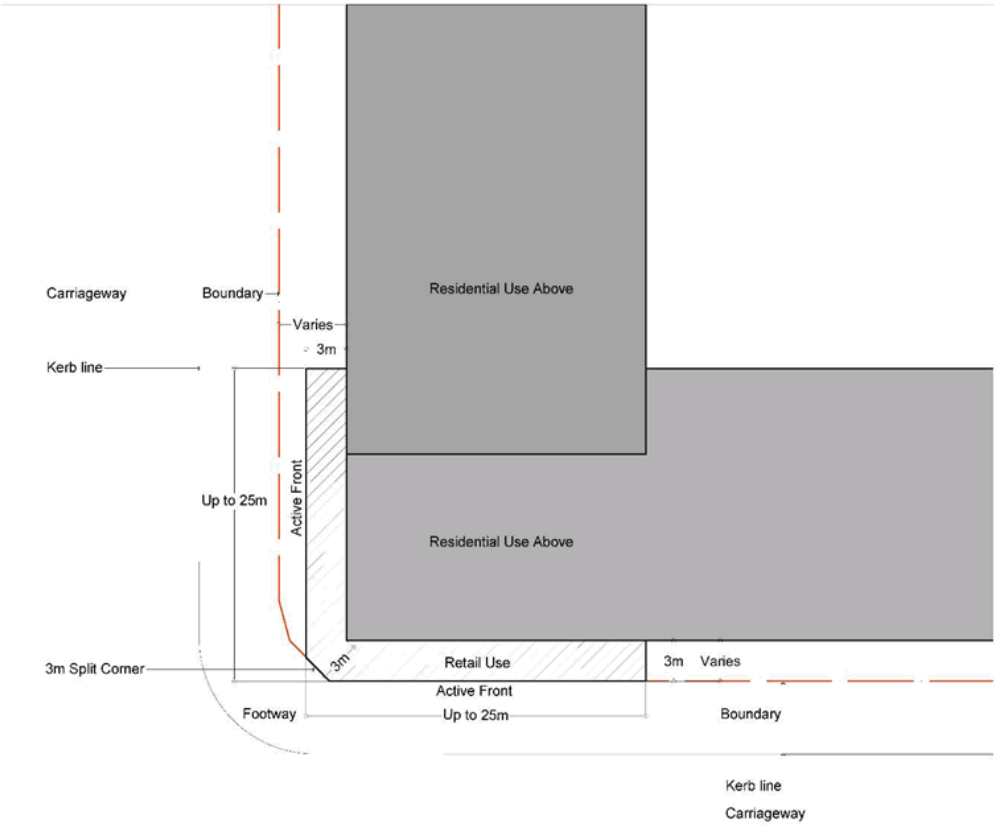


Figure 5 –Indicative Corner Activation at Key Intersections, Plan (NSR 2 and EWR 4 Highest Priority and NSR 3 and EWR 4 Second Highest Priority) NTS

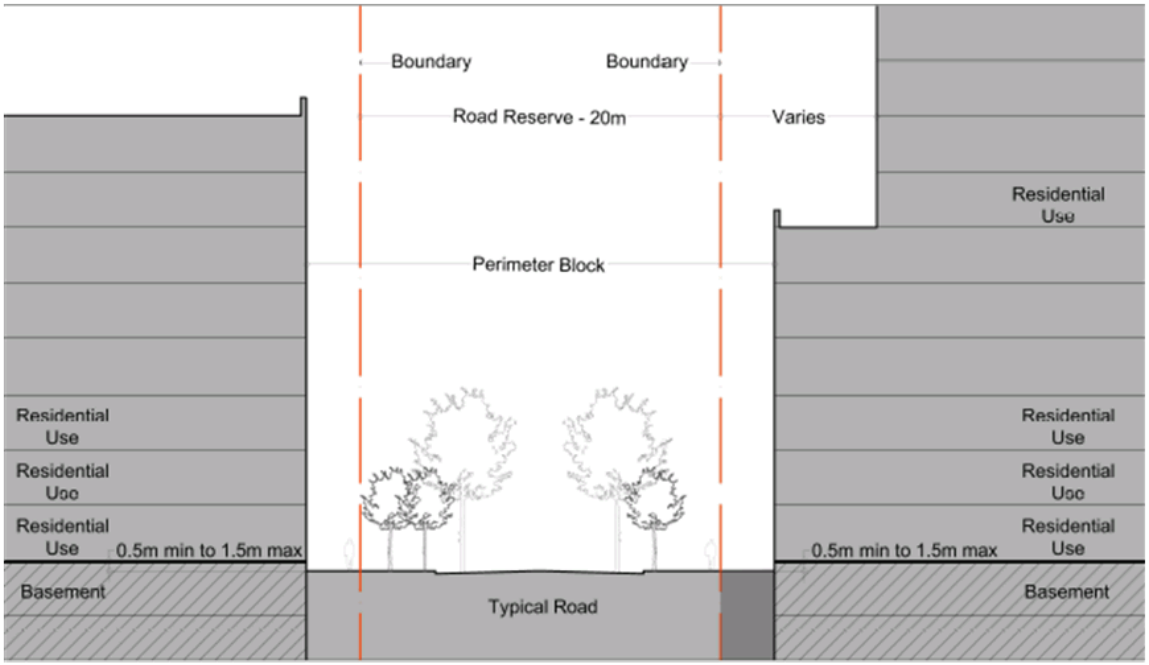


Figure 6 - –Street Wall Height at Typical East West Street, NTS

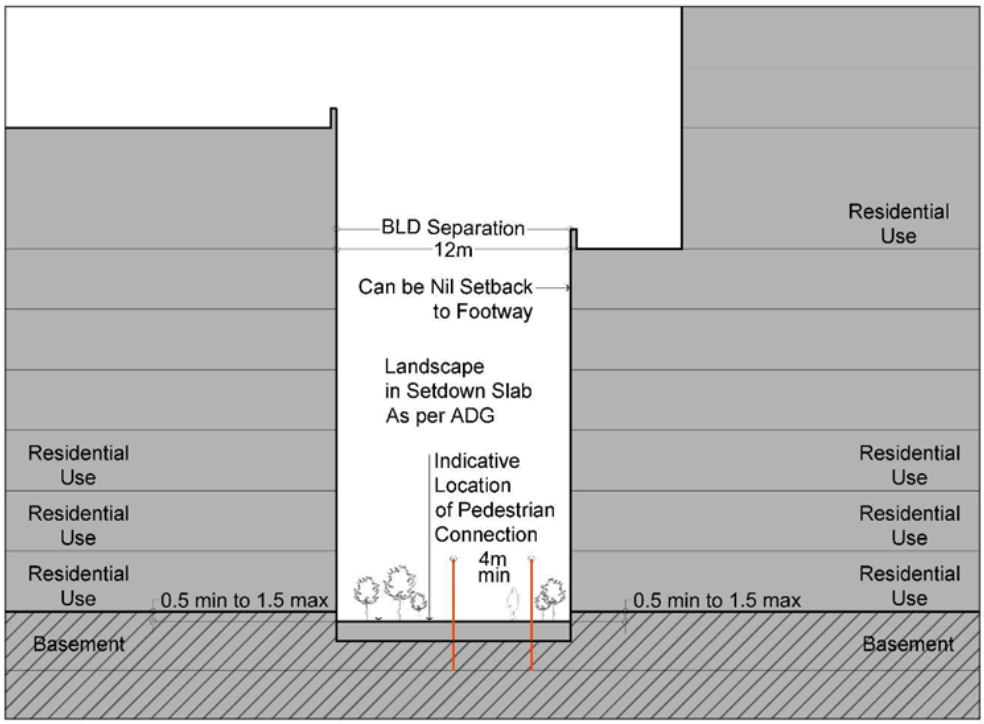


Figure 7 – Street Wall Height at Pedestrian Connection, NTS

1.6 BUILDING SEPARATION

Building separation for residential buildings is based on, the proportions of the pedestrian connections, courtyards and streets and overshadowing. Issues of privacy and surveillance are to be resolved in the architectural resolution.

Objectives

O.01 Protect and manage the impact of development on the public domain and neighbouring sites.

O.02 Protect the amenity of streets and public places by providing a healthy environment for street trees and allowing adequate daylight and views to the sky.

O.03 Ensure a pattern of built form and spatial definition that contributes to the character of the suburb.

O.04 Provide access to light, air, and outlook for the occupants of buildings, neighbouring properties and future buildings.

Controls

C.01 The separation distances of buildings should be generally consistent with the Masterplan.

C.02 The separation distances of buildings across courtyards are generally 24 metres building to building except for Site G7 where the courtyard is slightly less

C.03 The separation distances of buildings across the pedestrian connections are 12 metres building to building. Within this space a straight pedestrian path minimum 4 metres wide is to be located. Private gardens and entrances to apartments are permitted from these pedestrian paths .Refer to Figure 7.

C.04 Issues of visual and noise privacy are to be addressed in the design of the buildings.

C.05 Separation distances should be measured perpendicular to the boundary to the outer faces of the building. Elements in the articulation zone are excluded.

1.7 TOWER DESIGN AND SLENDERNESS

The slenderness of towers is important both to achieve elegance of form as well as to minimise the perceived density, maximise amenity and environmental performance. Plan area, plan proportion, alignmentand height are contributing factors in the perception of slenderness. . Their design needs to respond to context, climate, and views and to provide a continuity of built form but with subtle differences.

The silhouettes of many buildings are significant and contribute to the identity of the place and its skyline. The massing and arrangement of the skyline and building silhouettes should be carefully considered and proposed development should be designed so that its appearance complements the broader skyline.

Melrose Park North has 17 buildings 10 storeys and above. The residential towers have nil set back to the lower levels on their long frontages. For this reason, towers need to make a positive spatial relationship with the lower levels of the buildings, neighbouring towers, and the public domain.

Objectives

O.01 Towers have slender proportions.

O.02 Towers are well-proportioned, reflect their orientation and address the public domain.

O.03 Minimise the potential adverse effects that buildings may have on the public domain

O.04 Achieve living and working environments with good internal amenity.

O.05 Minimise the need for artificial heating, cooling, and lighting.

Controls

C.01 The maximum floorplate for a residential tower over 8 storeys should be 1000m² (the GFA is 750m²)

C.02 The maximum floorplate for a commercial tower should be1,500m² (the GFA is 1,200m²)

C.03 The maximum length of the part of a building above 10 storeys should be 50m.

C.04 Tower forms should not extend around corners so that they are 'L' shaped in plan.

C.05 Upper levels of towers should not extend over the lower levels and create unsightly under-croft spaces except where there is minor articulation or where a tower meets a perimeter base building.

C.06 The higher building forms are to be integrated with the lower levels and should define positive spaces for streets, open spaces,and courtyards

C.07 Towers should meet sustainability measures

C.08 Tower design should respond to context, climate, and views

1.8 BUILDING HEIGHTS

Objectives

O.01 Recognise the variation in perimeter block buildings and the podium heights throughout the site driven by topographical features and allow flexibility to respond to the slope without the need for stepping the buildings.

O.02 Minimise solar impacts on Melrose Park South, and the existing residential areas

O.03 Minimise adverse wind, reflectivity, glare, and urban heat impacts

O.04 Provide adequate solar access to streets, open spaces, and neighbouring buildings.

O.05 Form a balanced composition when viewed from within the street, neighbouring areas and the River

Controls

C.01. Heights should be generally consistent with the maximum heights as shown in the number of storeys in the Masterplan and Appendix 2

1.9 FLOOR TO FLOOR HEIGHTS

Objectives

O.01 Provie adequate amenity for buildings

O.02 Ensure that floor heights support a range of uses and enable a change of use over time.

C.01 The differences in the ground levels are to be taken up within the lower levels of the buildings and not by stepping the upper levels of the buildings. Depending on the slope of the site there may be minor increases in height above that nominated heights on the lower levels in the masterplan, Appendix 2 and Appendix 5.

C.02 Minimum floor t floor heights are to be as follows:

USE	MINIMUM FLOOR TO FLOOR HEIGHT
Commercial	3.6m
Residential floor to floor heights from level 2 and above. Floor to ceiling heights greater than the minimum 2.7metres are encouraged.	3.1m
Ground floor active street frontage	4.5m
Residential floor to floor heights for ground and first floor	7.6m

1.10 THE PERIMETER BLOCK BUILDINGS AND PODIUM

Together with the public domain, the perimeter block residential building frontages and the retail podium are the built elements that shape the way most of Melrose Park North is experienced. As the primary means of providing definition and spatial enclosure to the streets and other public spaces, they are the principal architectural component of collective civic intent. That is, they should operate in concert with other buildings to form a satisfyingly rich experience for the public spaces of the town, and its modulation, articulation and character should be guided by this understanding of its role. The design of the lower parts of the building should be derived from the attributes tagenerate successful streets – human scale, expressed detail, and tactile material quality.

The lower levels of all buildings should complement each other. The lower-level buildings act as a mitigating element for the tower building, able to define the street at the appropriate height and protect the street from the wind effects of the tower. The perimeter buildings and podiums are set to address the street setbacks, building separation, and the proportions of the street and overshadowing.

Erosions of the, lower levels of towers and the podium in the form of undercrofts are not appropriate.

Where U shaped buildings where the courtyards are located with the ends of the U to the street, the landscaping in the courtyard is to relate to the street interface but to allow for a reading of the built formand open space from the street.

Objectives

O.01 Define the space of the street, pedestrian connections, parks and courtyards by articulating their edges with perimeter block buildings and the podium.

O.02 Create visual interest and variety in the streetscape within an overall framework of consistency in the definition of the street and its character

O.03 Reveal the topography and provide rhythm.

O.04 Optimise active frontages in the Town Centre and at key intersections

O.05 Provide a facade design which intensifies the walking experience

Controls

C.01 The perimeter block buildings and the podium should:

a) be built to align with the street along their full frontage as shown on the Masterplan. Minor recesses in the profile for modulation and articulation, entrances are permissible.

b) be modulated in vertical increments to provide rhythm to the street.

c) be articulated horizontally to reveal the topography

d) be articulated horizontally to address any negative impacts of wind from the taller buildings

e) be of predominantly masonry character with no lightweight panel construction or curtain walling.

f) be articulated with depth, relief, and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face should be achieved.

g) utilise legible architectural elements and spatial types - doors, windows, loggias, reveals, pilasters, sills, plinths, frame, and infill, etc. - not necessarily expressed in a literal traditional manner. Horizontal plinths are particularly encouraged in Melrose Park so that the topography is emphasised

C.02 Under-crofts or other interruptions of the street wall that expose the underside of towers and amplify their presence on the street are not encouraged.

C.03 Above ground car parking is only permitted for 3 levels in the Town Centre. It is to be sleeved by other uses on the East / West frontages EWR 6 and Hope Street. On the North / South frontages it is to be screened.

C.04 All development applications should include a streetscape analysis and provide details of the street wall and perimeter block. Submissions should include:

a) the street wall elevation at 1:200 scale in context showing existing buildings on the block.

b) a detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.

c) sections through the street wall and awning at 1:50 scale including the public domain.

d) detail facade plans/sections at 1:20 scale including ground floor active frontage and awning details.

1.11 RETAIL GROUND FLOOR FRONTAGE

Objectives

O.01 Enable retail uses along the streets in the Town Centre and at key intersections

O.02 Ensure retail streets have comfort and shelter for pedestrians

O.03 Provide visual interest

O.04 Address water management

Controls

C.01 Active ground floor uses should occupy the ground floor frontage in the Town Centre and at key intersections

C.02 Service frontages should be minimised.

C.02 The internal tenancy widths, foyers and lobbies to the towers in the Town Centre should create a fine grain frontage.

C.03 Active ground floor frontages should include:

a) a nominal 500mm interface zone at the frontage should be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation;

b) a masonry façade that allows for fine grain tenancy widths.

c) a high level of expressed detail and tactile material quality.

d) a well resolved meeting with the ground that takes account of any slope.

e) a horizontal plinth, at the base of glazing to the footpath.

f) a clear path of travel for disabled access.

g) legible entrances.

h) awnings in accordance with Section AWNINGS

C.05 An appropriate freeboard at ground floor level within the Town Centre is to be provided, where required.

C.06 Fire escapes and service doors should be seamlessly incorporated into the facade with qualitymaterials.

C.07 Colonnades are not encouraged

C.08 All required major services should be incorporated in the design of the ground floor frontage at DAstage, refer Section SERVICING AND UTILITIES.

C.09 Security doors or grilles should be designed to be fitted internally behind the shopfront, fullyretractable and a minimum 50% transparent when closed.

1.12 TOWN CENTRE MALL INTERFACE

Objectives

O.01 Link the external spatial network with the internal spatial network in the Town Centre
O.02 Improve connectivity
O.03 Encourage walkability
O.04 Maintain the number and variety of safe routes of travel throughout Melrose Park North as shown in the Masterplan

Controls

C.01 Provide direct access and sight lines from the 6 metre north / south pedestrian path from the E/W Rd 2 to the Parramatta River through the Town Centre

C.02 Define the access internally to reflect the external space

C.03 Allow for pedestrian access to Hope Street during the hours of operation of the Light Rail through the Town Centre

C.04 Provide an east / west connection through the Detention Basin open space to the Mall. This is to be located to relate to any proposed entrances on the western side of the Mall or if entrances are not proposed to connect to the corner of EWR 5 and NSR2.This connection is to ultimately connect to Hughes Avenue

1.13 RESIDENTIAL GROUND FLOOR FRONTAGE

Residential buildings should be set back from the street boundary or set at a different level to the street / pedestrian connections to provide amenity for ground floor residents. Setbacks are to enable a landscaped setting for buildings.

The area between the façade and the street boundary should receive attention both in design and in its material quality. The subtleties involved in the design of ground level entries, private terraces or balconies, fences, walls, level changes and planting play an important part in the articulation of the street. A detailed resolution of these elements is essential in contributing to an unambiguous definition of public space, good street form, pedestrian scale, clarity of access and address, and a balance of privacy and passive surveillance. These details should all be designed with the same level of care given to the building

Objectives

O.01 Deliver a ground floor that achieves amenity and privacy for residents as well as engagement with and passive surveillance of the street.

O.02 Enable a landscape setting where buildings are set back from the public domain.

O.03 Provide appropriate amenity for:

- apartments that are located below street level
- apartments that have no set back to the public domain

O.04 Locate the disability access so that it relates seamlessly to the building design.

O.05 Minimise the impact of basements

O.06 Acknowledge and safely accommodate with design, the overland flow flooding and stormwater conveyance inresidential and ground floor frontage treatments

Controls

C.01 Basements are to be located under the footprints of the buildings. They can extend under courtyards but not into the street setbacks, refer Figure 9.

C.02 Generally, ground floor apartment levels should be a minimum of 500mm and maximum of 1500mm abovefootpath level except where the buildings front the pedestrian connections or additional height above the ground is required for privacy and / or to address the slope, refer to Figure 9.

C.03 Where individual apartment entries from the street serve as a primary address, separation between the entry and private open space, and a front door with a distinct entry space within the apartment, should be provided. If the entries are only for the use of residents they should be understated, with post boxes and street numbers located at the common entry. Individual entries are permitted from the Pedestrian Connections

C.04 Unless easy ramp access can be provided without compromising the entrance to the building or the ground floor apartments, disability access should be provided within the building.

C.05 Apartments cannot be located below the street level except in the following situations at Council's discretion:

a) Where the adjacent public road or public land is not an overland flow flood path as shown in approved flood maps included in the Water Management Strategy, or in any other flood study approved by Council.

b) Where the proposed apartment will not be subject to flooding in a 1%AEP flood plus 500mm freeboard as identified by Council.

c) Where the orientation is not south

d) The distance of the apartment front wall is a minimum of 5 metres from the street boundary

e) Where the finished floor level of the lowest apartment is not more than 1500mm below the level of the street

C.06 The head height of the windows is not lessthan 300mm from the underside of the slab above.

C.07 For a building that is adjacent to a road, or public domain, or other land adjacent, that is part of an overland flow path or flood storage area:

- Where Council is satisfied that the roadway, or public domain, or other land adjacent to a building, is an overland flow path or flood storage area in the 1% AEP event with 100% blockage, Council will require minimum finished floor levels of habitable rooms to be 500mm freeboard above the adjacent 1% AEP water surface level as mapped in the 2 Dimension (Tuflow) overland flow model accepted by Council. This level may vary along the site /building boundary with changing water levels.

C.08 For a building that is adjacent to a road, or public domain, or other land adjacent, that is not part of an overland flow path or flood storage area:

- Finished floor levels at the boundary adjacent to a road that is accepted by Council as not being an overland flow path, or flood storage area, in a 1% event, including 100% blockage, must be a minimum of the adjacent top of kerb levels plus 2% rising grade to the boundary.

- Where there is no road, such as paving or landscape, and Council accepts the area is not part of an overland flow path, or flood storage area, in a 1% event including a 100% blockage, surface levels must fall away from the building entrances and openings to the adjacent drainage/WSUD system at a minimum of 2% or greater if necessary, to ensure adequate surface drainage.

C.09 The ground floor design including variations to floor levels are to (refer to Figure 8):

a) address privacy and articulation where the buildings have no set back from the public domain boundary

b) be articulated to provide a sense of address and passive surveillance along the edge of the development

C.10 The setback area should be designed to relate to the footpath and as common property for landscaping. Canopy trees should be planted in this area, a minimum 3.5 metres from any structure.Trees are to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage.

C.11 Enable canopy trees in the setbacks that are 5 metres or greater and in the setbacks that have 2 metres adjacent to the street that contribute to the landscape character of the street and residential amenity.

C.12 Establish lower scale planting including hedges at street boundary for a minimum of 1 metre in street set

back zone

C.13 Establish canopy planting in courtyards to achieve amenity and privacy for residents as well ascontributing to the street.

C.14 Co-locate the deep soil planting with the courtyard planting where the courtyards face the streetsetback

C.15 Minimise impervious surfaces at ground level in the setback areas

C.16 All required major services should be incorporated in the design of the ground floor frontageat DA stage, refer Section SERVICING AND UTILITIES

C.17 A fully illustrated and coordinated ground floor design, showing all the necessary levels and detail, should accompany applications. Drawings should include the following:

a) a detail ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.

b) any required services should be discreetly integrated into the frontage design.

c) the architectural drawings should be fully coordinated with the landscape and hydraulic drawings.

d) elevations and sections at minimum 1:50 scale of all built elements in the setback area should be provided and should illustrate Floor to Floor heights of 3.6 m and Floor to Ceiling heights of 2.9m.

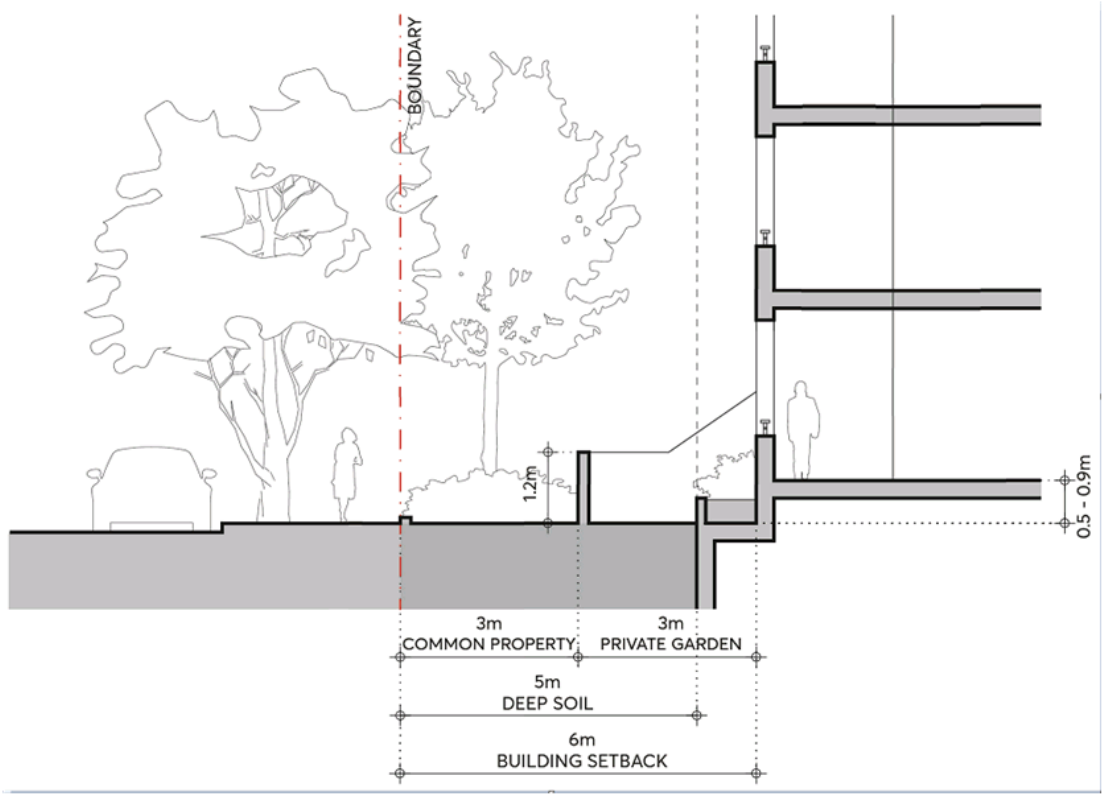


Figure 8. Residential ground floor

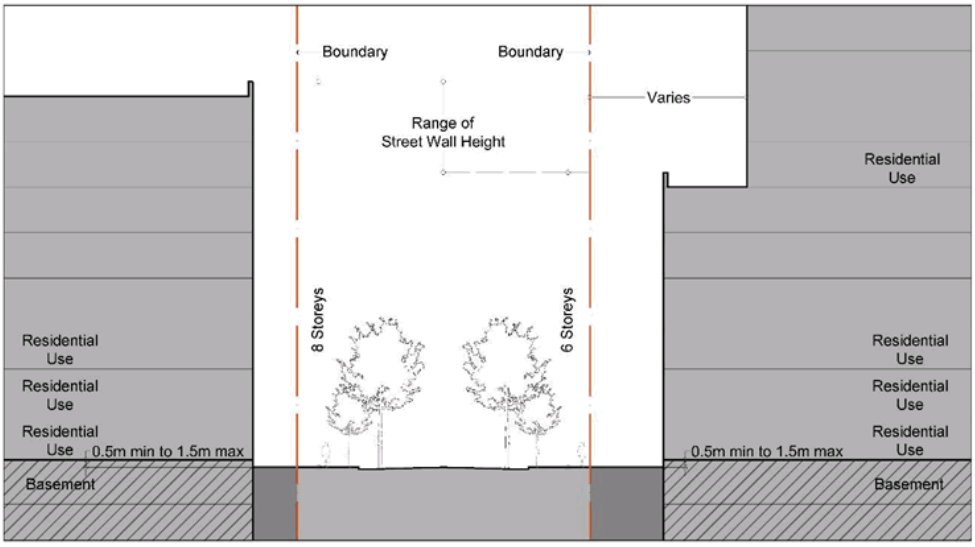


Figure 9 –Podium / Street Wall Height with Setback, NTS

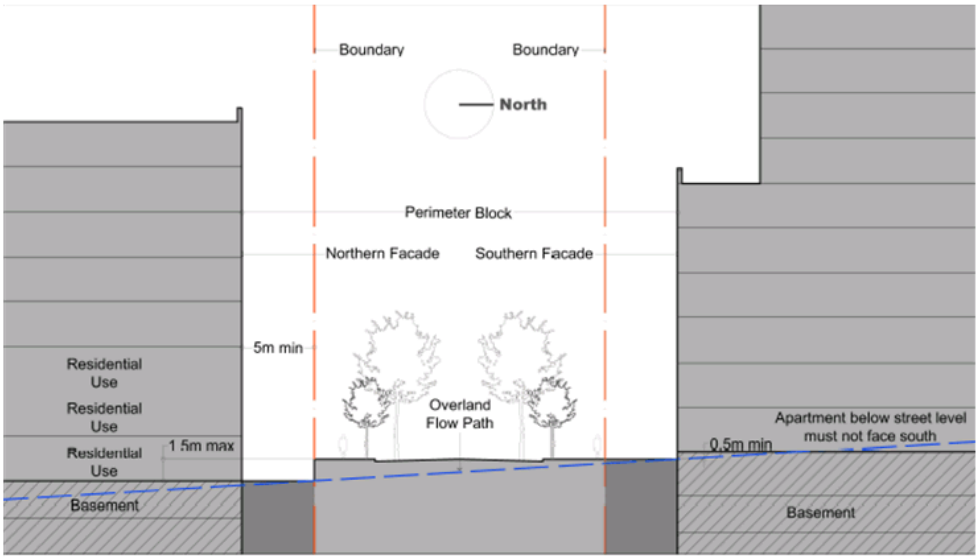


Figure 10 – Apartment below Street Level, NTS

1.14 RESIDENTIAL APARTMENT DESIGN QUALITY

Objectives

O.01 Ensure development achieves good amenity standards for residents.

Controls

C.01 Upper levels of buildings should not extend over the lower levels

C.02 Building floorplates and sections should define positive spaces for streets, open spaces, and courtyards

C.03 Building indentations providing light and ventilation to apartments should have a minimum width to depth ratio of 2:1.

C.04 High-level windows should not be used as the primary source of light and ventilation for habitable rooms.

C.05 Daylight and natural ventilation should be provided to all common circulation spaces and windows should be visible from lift cores as well as the ends of corridors.

C.06 Where practicable, balconies should be orientated with the longer side facing outwards.

C.07 Divisions between apartment balconies should be of solid construction and extend from floor to ceiling.

C.08 Common open space should include a unisex WC, seating, solid sun shading, and a BBQ and food preparation area with a sink.

C.09 Balustrades should take account of sightlines to balance the need for privacy within apartments and views out of apartments. A proportion of solid or translucent material should be used, which will vary according to outlook and height relationships.

C.10 The following details should be resolved in principle and shown on drawings at DA stage so as not to compromise amenity, built form and aesthetics at a later stage:

a) HVAC equipment should be grouped within designated plant areas either on typical floors or on roof tops. If HVAC equipment is located on roof tops of lower buildings, it is to be screened as necessary to minimise impacts of heat buildup and noise to neighbouring units.

b) wall mounted equipment (e.g. instantaneous gas hot water heaters) and associated pipe work should be concealed into wall cabinets and ducts.

c) the above items should be positioned so that they are not visible from common areas or the public domain adjacent to the development.

d) if equipment is located on private balconies, additional area above ADG minimums should be provided.

e) rainwater downpipes should be integrated into the building fabric and coordinated with stormwater drawings

1.15 SOLAR ACCESS (RESIDENTIAL)

Objectives

O.01 Ensure that development does not unreasonably dimmish sunlight to private open space and habitable rooms of neighbouring properties within the development site.

Controls

C.01 Where residential development cannot strictly comply with the design criteria of the ADG, it should demonstrate how site constraints and orientation preclude meeting the design criteria andhow the development meets the Objectives and Design Guidance 4A-1 of the Apartment Design Guide

1.16 WINTERGARDENS

Objectives

O.01 Improve amenity of balconies in high rise apartments above 8 storeys and apartments fronting noisyenvironments.

O.02 Provide acoustic attenuation for internal living areas.

O.03 Improve thermal environment

O.04 Balance ventilation and wind impacts in high rise apartment balconies

O.05 Maximise daylight access, views, and comfort of balconies.

Controls

C.01 Wintergardens are only permitted above 8 storeys or where there are negative external impacts such as high levels of noise

C.02 Wintergardens should:

a) be designed and constructed as a private external balcony with drainage, natural ventilation and finishes acceptable to an outdoor space and should not be treated as a conditioned space or weatherproof space.

b) have 75% of the external wall (excluding balustrade) fully operable louvres or sliding glass panels. Casement or awning windows are not permitted.

C.03 All wintergardens are to have a balustrade less than 1.4m above finished floor level and a contiguous and permanently openable area between the balustrade and the ceiling level of not less than 25% of this area. This restriction shall apply to both elevations if the wintergarden has multiple elevations

C.04 A generous opening should be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.

C.05 Acoustic control for living areas and bedrooms should be provided on the internal façade line between the wintergarden and the living area or bedroom

C.06 Glazing in the external façade of a wintergarden should have a solar absorption of less than 10% glass to have solar heat absorption not greater than a clear float glass of the same composition.

C.07 The flooring of the wintergarden should be an impervious finish and provide exposed thermal mass.

C.08 Air conditioning units should not be located on wintergarden balconies.

C.09 Wintergarden areas able to be excluded from Gross Floor Area should be limited to depth of 3 metres.

1.17 CLIMATE CONTROL AND PRIVACY

The precinct of Melrose Park experiences high temperatures and will be subject to urban heat impacts resulting from the density of buildings. Most towers and many of the perimeter block buildings have east and west facing facades so it is essential that climate control measures are included on the facades where those facades will not be overshadowed by neighbouring buildings.

Climate control devices should also be used to assist in protecting both visual and noise privacy.

Objectives

Climate control devices are to:

O.01 Enhance the:

a) amenity of the balcony and interior spaces

b) design of the building facades

O.02 Provide:

a) individual apartment owners with the ability to moderate external impacts from climate, noise and overlooking

b) commercial tenants with the ability to moderate external impacts from climate, noise and overlooking

O.03 Ensure that the design of climate control devices can:

a) provide optimum control

b) be easily cleaned

c) assist in providing both visual and noise privacy

Controls

C.01 Climate control devices such as louvers or blinds should be:

a) used on balconies

b) used where apartment facades are subject to solar loads and there are no other mechanisms that assist in climate moderation such as green walls

c) designed as an integral part of the building facade

d) have the capacity to be adjusted to suit sun access angles andallow the passage of air

e) should be able to be positioned to the direction of sun, wind, ornoise

f) constructed in materials that meet the sustainability objectives

g) able to be cleaned from the apartment.

C.02 Climate control devices should:

a) have the ability to act as visual and noise privacy screens

1.18 DWELLING MIX AND FLEXIBLE HOUSING

Objectives

O.01 Ensure a range of dwelling types and size.

O.02 Promote the design of buildings that are adaptable and incorporate flexible apartments to suit the changing lifecycle housing needs of residents over time

Controls

C.01 The following dwelling mix is to be used as a guide for the apartments in Melrose Park:

Dwelling Type	Dwelling Mix
1 Bedroom	10 – 20% of total dwellings
2 Bedroom	60 - 75% of total dwellings
3 Bedrooms	10 - 20% of total dwellings

C.02 A maximum 25% of the total apartments can be split into a pair of dual key apartments providing they overall dwelling mix is still achieved in the development. In all combinations the size and amenity should beconsistent with the ADG.

C.03 Dual key apartments are to be under one strata title.

C.04 Consider apartment designs in sole occupancy units that are fully serviced but that have internal moveable walls

1.19 MATERIALS

Melrose Park proposes very high densities with towers and perimeter block buildings in close proximity but unlike a CBD condition they do not have a continuous street wall except for the Town Centre. To achieve bothvariety and continuity the perimeter block buildings and towers, require consistency in both form and the selection of materials so there is an overall continuity of built form throughout the precinct.

Objectives

O.01 Ensure that materials contribute to the coherence of the precinct so that one building does not stand out from another. Variety within the precinct is derived from the detail resolution of the buildings and not from excessivedifferences in the selection of materials.

O.02 Use materials that meet sustainability objectives and requirements

O.03 Select a palette of materials for the buildings that enable a complementary response with the finishes in public domain

O.04 Employ materials that are durable, of an appropriate scale and easily maintained

Controls

C.01 A selected palette of materials for buildings, fencing and retaining walls are to be agreed in consultation with Council.

C.02 Materials should:

a) Ensure buildings do not stand out from another

b) meet sustainability requirements of embodied energy

c) be durable, of an appropriate scale and easily maintained

d) complement the materials in the public domain

1.20 RETAINING WALLS

Melrose Park is located on sloping terrain. Many of the development lots and the open space and school sites will require retaining walls. The retaining walls may occur adjacent to the street boundary of a lot or within the lot depending on the topographical conditions and / or the specific lot design. Because of their highly visible location adjacent to streets and pedestrian connections the design of retaining walls should provide continuity across the precinct and a sensitive interface with the public domain.

Objectives

The retaining walls are to:

O.01 Provide continuity across the precinct

O.02 Be an integral element in the design character of the precinct

O.03 Employ construction details and materials that are durable and appropriate for the public domain interface.

O.04 Provide opportunities for casual seating

Controls

C.01 Retaining walls should:

a) be located within the lot boundaries on all development lots

b) use a design and profile to meet PDG in consultation with Council.

c) select a limited palette of durable materials in consultation with Council

d) enable casual seating where appropriate

e) have horizontal tops and minimal stepping

1.21 FENCING

Objectives

O.01 Relate to the scale and materiality of the buildings

O.02 Define the public/ private edge

O.03 Provide privacy and visibility

O.04 Be durable

O.05 Relate to and reveal the slope of the land

Controls

C.01 Fencing is to:

a) be located at the street boundary or to private terraces on ground floor units.

b) provide a combination of solid and porosity

c) reveal the slope by introducing a horizontal element such as a masonry or similar plinth

d) be a height and detailing that reflects the scale buildings

e) define the public edge to the property and reinforce the edge to the public domain.

f) provide continuity with subtle differences across the precinct

g) use construction details and materials that are durable and appropriate for the public domain interface

C.02 Fencing to private terraces where ground floor units extend into the street setback are to be designed to relate to any fencing on the property boundary.

C.03 Where there are 5m and 6m street setbacks, the 3m om the street can be common property.

C.04 The height of fences can vary up to approximately 2000mm.

1.22 COURTYARDS

Courtyards provide communal open space for residents at ground level associated with deep soil supporting large crown canopy trees. Courtyards provide alternative, secondary entry points to the building linked to the pedestrian connections and public domain. Courtyards provide visual extension to the public domain. Courtyards provide relief to the overall physical and visual bulk of the built form and perceived density.

Objectives

O.01 Reinforce the built form and open space structure of the precinct.

O.02 Expand and enhance the public domain

O.03 Provide outlook from the apartments Provide a communal space for relaxation and communal activities

O.04 Provide passive surveillance opportunities public areas

O.05 Have generous planting

O.06 Assist with reducing urban heat

O.07 Assist with flood management

Controls

C.01 Courtyards are to be located as shown on the masterplan

C.02 Courtyards should:

- be visually and physically linked with streets, open spaces and pedestrian connections
- be delightful outdoor rooms and should be considered with regard to aspect andheight to width, and depth to width proportions.
- include vegetation and canopy planting
- generally, be the same level as the street to facilitate access and integration with thepublic domain. Where they are not level access stairs and ramps are to be located on the private lot.

C.03 Courtyard levels are to address flood management

C.04 Where courtyards are located over basements, canopy planting is to be set down in the slab

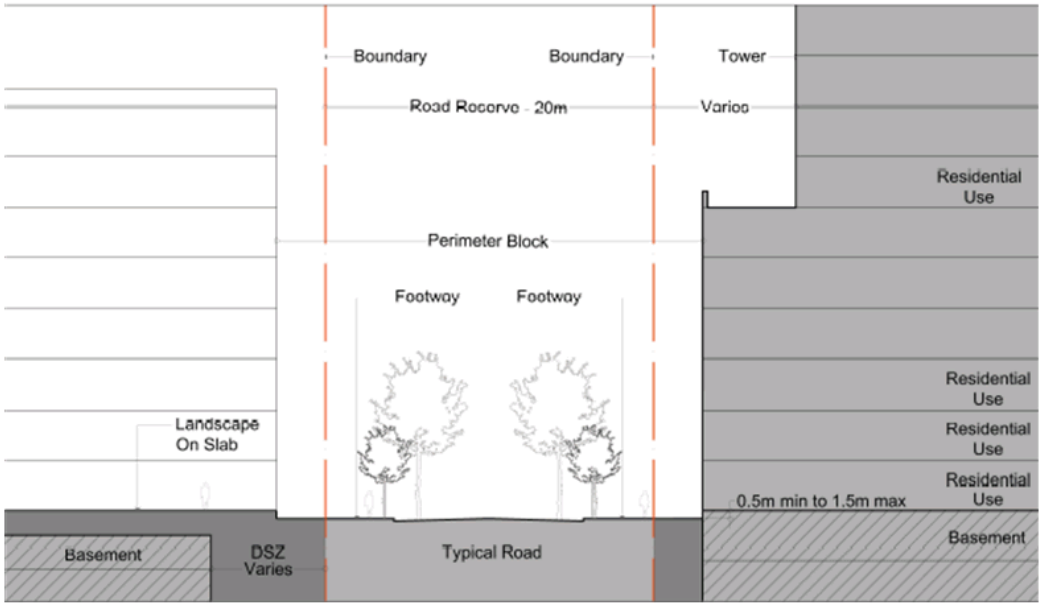


Figure 11 - Courtyard Basement – Interface with Street

1.23 SERVICING AND UTILITIES

The location of utilities and services can adversely affect the ground floor street frontage if not properly taken account of in the initial design stage. It is also essential that building services are located and designed to be free from flooding impacts.

Objectives

O.01 Minimise the extent of space and blank walls occupied by services, including electricity substations, fire boosters, fire doors, plant, and equipment hatches.

O.02 Locate building services so that they are free from flooding impacts.

O.03 Encourage design and location solutions for services and utilities that minimise adverse visual, environmental and access impacts.

O.04 Organise garbage collection and recycling facilities to have minimum impact on the development and public domain

Controls

C.01 Wherever possible, services and utilities should be located on secondary street frontages, or non- active street frontages.

C.02 Substations are to be designed within the building.

C.04 Services and utilities should be designed and located to minimise the length of ground floor frontage occupied.

2. PUBLIC DOMAIN

The Masterplan, and the Public Domain Plan and the Public Domain Guidelines, indicate intended public domain for Melrose Park North.

Public spaces – streets, squares, and parks – are the most enduring spaces of the city, the shared social and cultural domain that make up the organising framework of the city. Their clarity, quality and amenity contribute in a fundamental way to the experience and identity of Melrose Park North.

This section details aspects of the design of the public domain and should be read in conjunction with the Masterplan, the Public Domain Plan, and the latest publicly available version of Public Domain Guidelines with particular reference to Melrose Park. These set out the process, design guidelines and submission requirements for all new public domain assets in the City of Parramatta LGA.

Street tree form shown in the public domain cross sections, Figures 12 to 21 are indicative. For final street tree arrangements refer to the Public Domain Plan and the Public Domain Design Guidelines.

2.1 STREET NETWORK AND FOOTPATHS

The streets and footways in Melrose Park North are generally accessible to the public. The elements in the street such as footpaths and paving widths, parking lanes, tree planting and cycle ways should be designed to suite the street network.

Objectives

O.01 Provide a safe, efficient, and generous network of pedestrian, bicycle, and vehicular movements for a precinct of this density.

Controls

C.01 The streets network, hierarchies and widths are to be laid out as per the Masterplan.

C.02 Streets, footways and footpath layout and widths vary for each street type and should be laid out as per the Masterplan and the Public Domain Plan.

C.03 Materials for the footpath shall be as per the Public Domain Plan and Public Domain Guidelines - Melrose Park.

C.04 Street Trees are to be planted as per latest version of Public Domain Plan and Public Domain Guidelines. -Melrose Park

C.05 Street trees are to be planted in the parking lanes and the footway as per the Public Domain Plan. The spacing of trees in the parking lanes should aim to achieve a closed tree canopy at tree maturity – selected tree species as per latest version of Parramatta Public Domain Guidelines - Melrose Park North.

C.06 Street tree planting to use best practice water sensitive urban design (WSUD) measures that provide best long-term sustainability to support that tree. The planter pit length should be no less than the min car parking bay width, preferably larger, and the soil profile will be as per the Soil Profile Strategy and should be detailed prior to DA approvals to the satisfaction of Council.

C.07 All cycleways and bike paths are to be provided and designed in accordance with Council's Bike Plan.

Melrose Park Street Type Cross-Sections

LEGEND FOR ALL STREET CROSS SECTIONS:

F	FOOTPATH	BRTP	BIORETENTION TREE PIT
SHP	SHARED PATH	SW/RG	SWALE / RAIN GARDEN
B	BIKE PATH	B/V	LANE ABLE TO PLY BUSUS
P	PARKING	V	VEHICULAR LANE

Note:

a. Level changes to be managed within the building footprint

b. Light poles are indicative and for locations only. Lighting is subject to specialist design. Light pole and type to be confirmed.

Type 1 – Major Road (typical to NSR 2)

- 25 m wide road corridor as typical
- 3.5m wide footpaths both sides
- Trees in parking Lanes

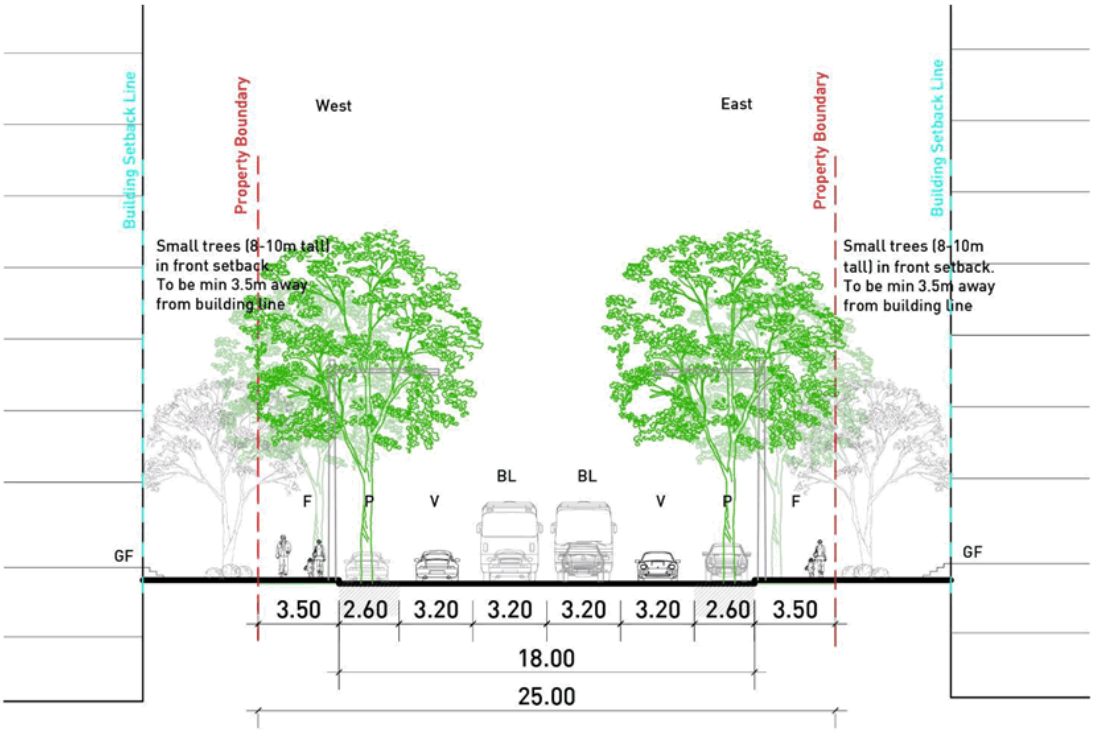


Figure 12 – Type 1a Major Road Building to Building (NSR 2)

Type 1b – Major Road (typical to NSR 2) between EWR 4 and EWR 6

- 22 m wide road corridor
- Minimum 3.4m wide footpaths both sides
- Trees in footpath and/or verge
- WSUD details to be applied.
- Trees in deep soil in the 5m front setbacks

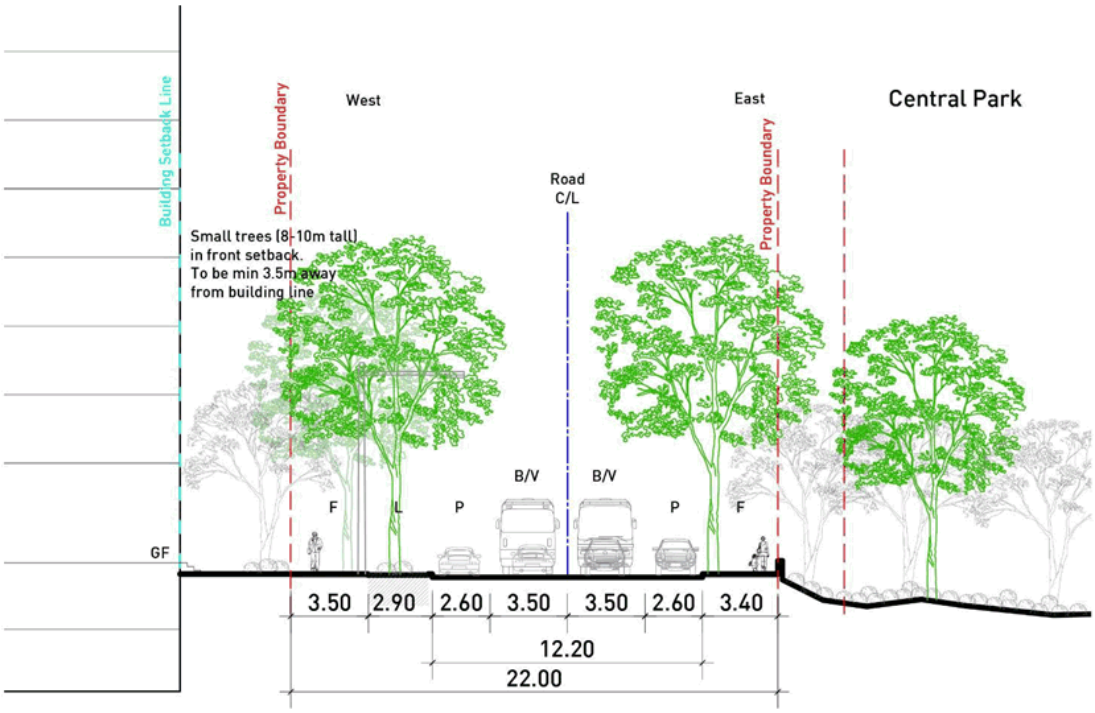


Figure 13- Type 1b Major Road Central Park Interface (NSR 2 between EWR 4 and EWR 6)

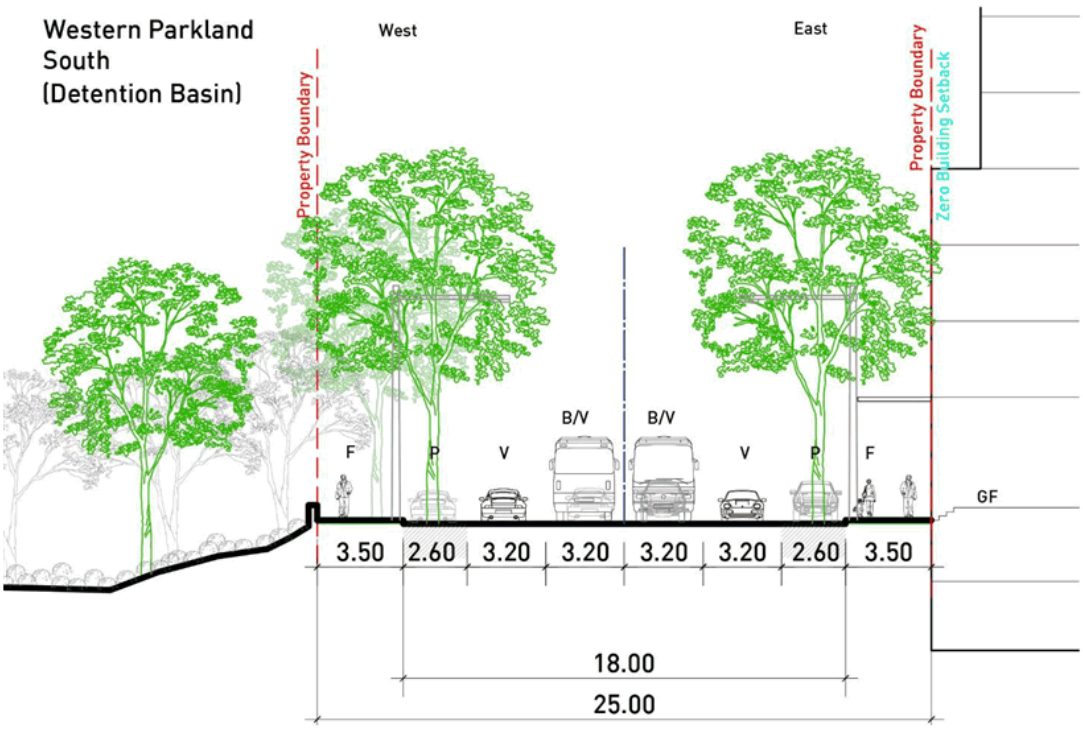


Figure 14 - Type 1c Major Road Town Centre and Western Park Interface (NSR 2)

Type 2 – Main Road with Cycle Tracks (typical to NSR 3)

- 23.5 m wide road corridor
- 1.8 m wide footpaths both sides
- One-way Paired, separated bicycle paths: 1.5m wide with an additional 1m buffer with parking lane, on both sides (2.5m corridor each side)
- Trees in parking Lanes.
- WSUD details to be applied.
- Trees in open planted beds between the footpath and cycle track.
- Trees in 5m front setback

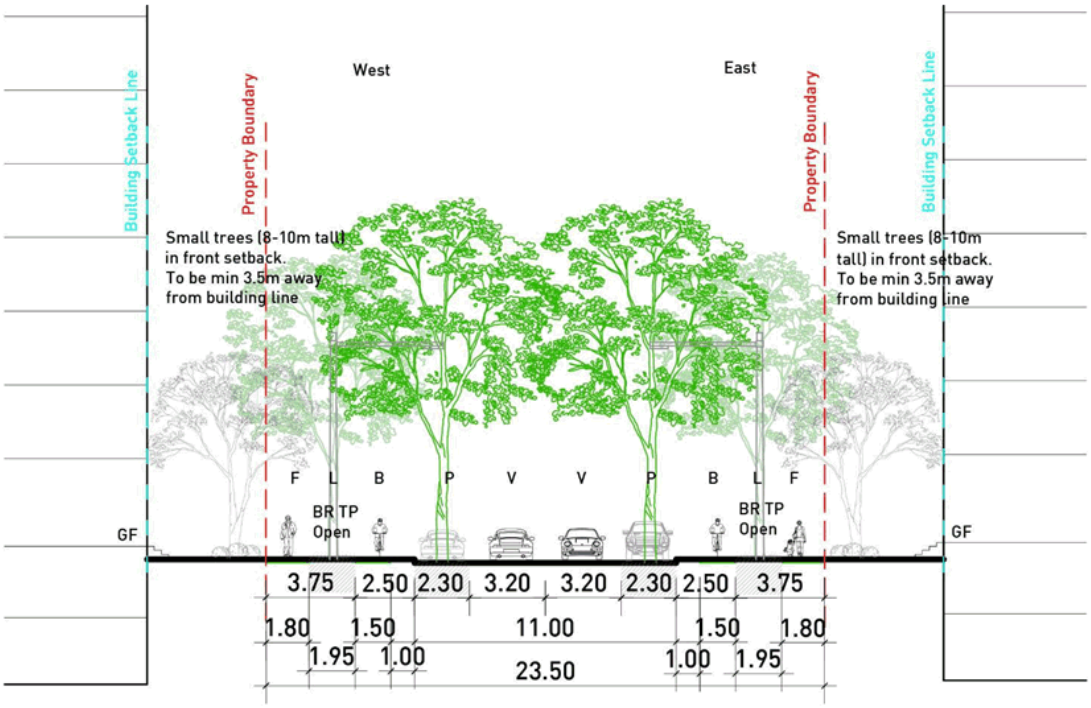


Figure 15 – Type 2b Main Road with Cycle Tracks (NSR 3)

Type 2d – Main Road with Cycle Tracks (typical to NSR 3) between EWR 4 and EWR 6

- 26.5 m wide road corridor
- 2m wide footpath on western side and 1.8 m wide on eastern side
- One-way Paired, separated bicycle paths: 1.5m wide with an additional 1m buffer with parking lane, on both sides (2.5m corridor each side)
- Trees in parking Lanes.
- WSUD details to be applied.
- Trees in open planted beds between the footpath and cycle track.
- Vegetated area in the wider public domain on western side
- Trees in 5m front setback

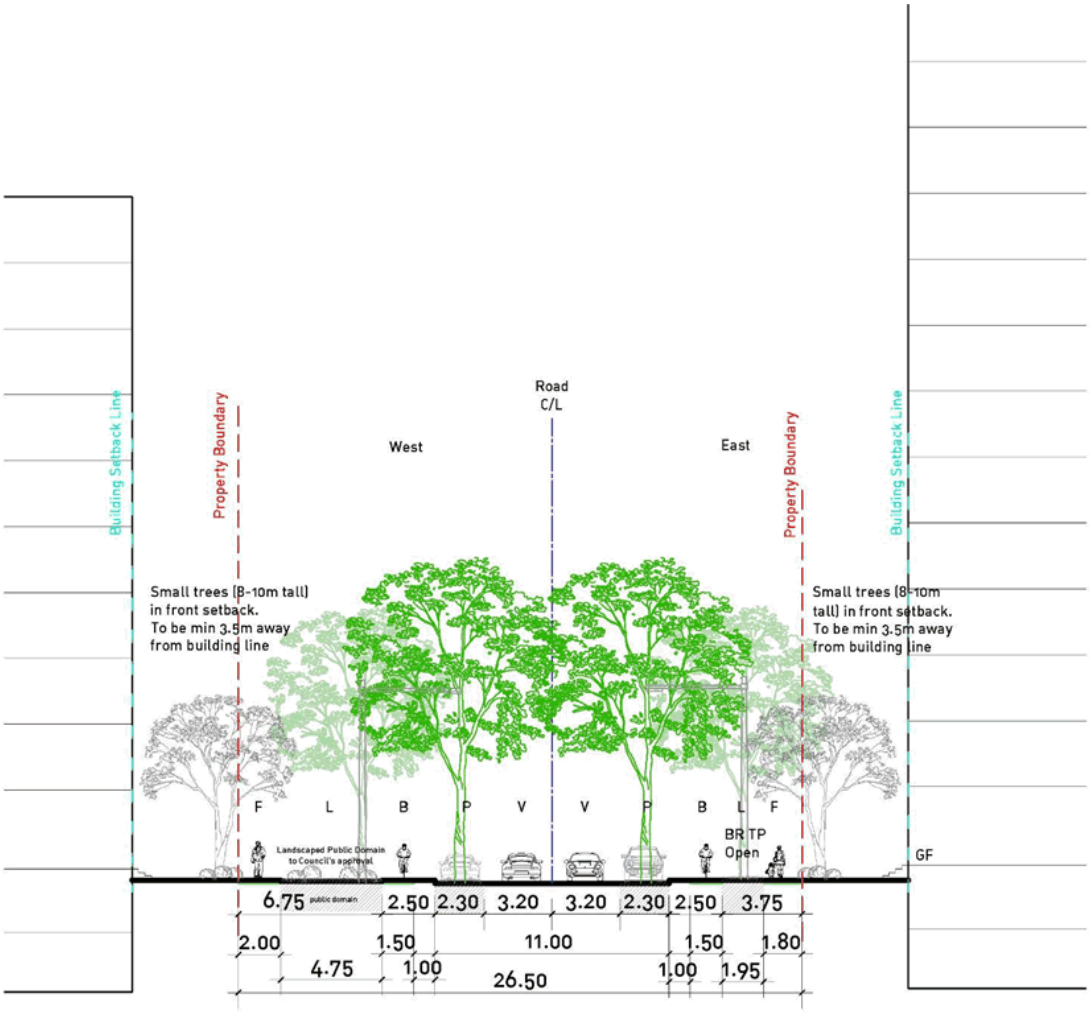


Figure 16 – Type 2d Main Road with Cycle Tracks between EWR 4 and EWR 6 (NSR 3)

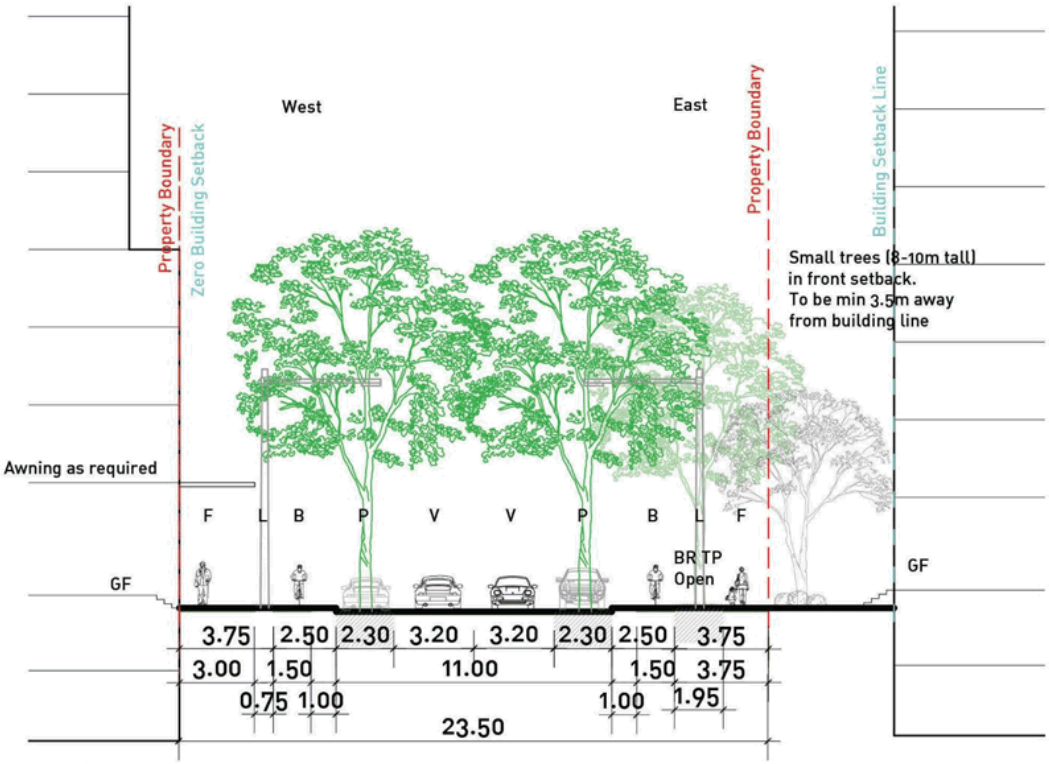


Figure 17 – Type 2c Main Road with Cycle Tracks Town Centre Interface (NSR 3)

Type 3 – Main East West Connector road (typical to EWR 4)

- 20 m wide road corridor
- 3 m wide shared path on northern side of the road
- 2m wide footpath on south side next to swale / rain garden
- WSUD treatment via the continuous Swale / Rain garden
- Trees in parking lanes.
- WSUD details to be applied.
- Trees in deep soil, in the 5m front setback on southern side of the road

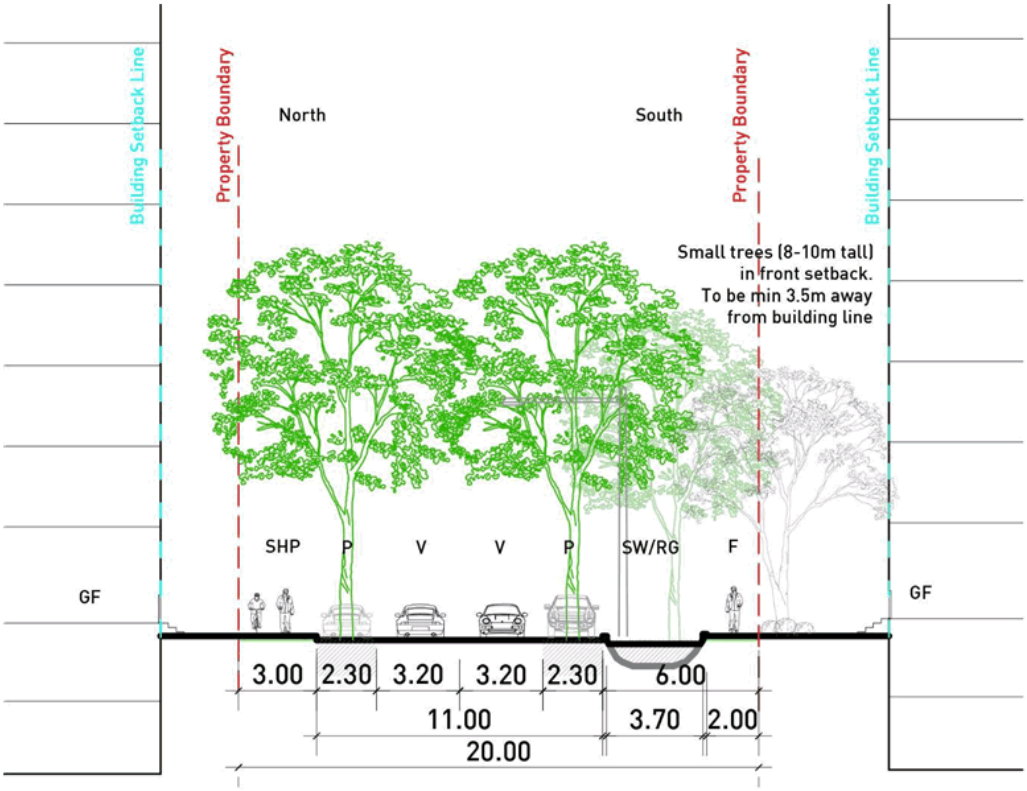


Figure 18 – Type 3 Main East West Connector road (EWR 4)

Type 4 – Local Street (typical to EWR 3, 5, 6 and NSR 1 and 4)

- 20 m wide road corridor
- 2 m wide footpaths both sides
- Trees in parking lanes
- WSUD details to be applied.
- Trees in open planted beds in the verge.

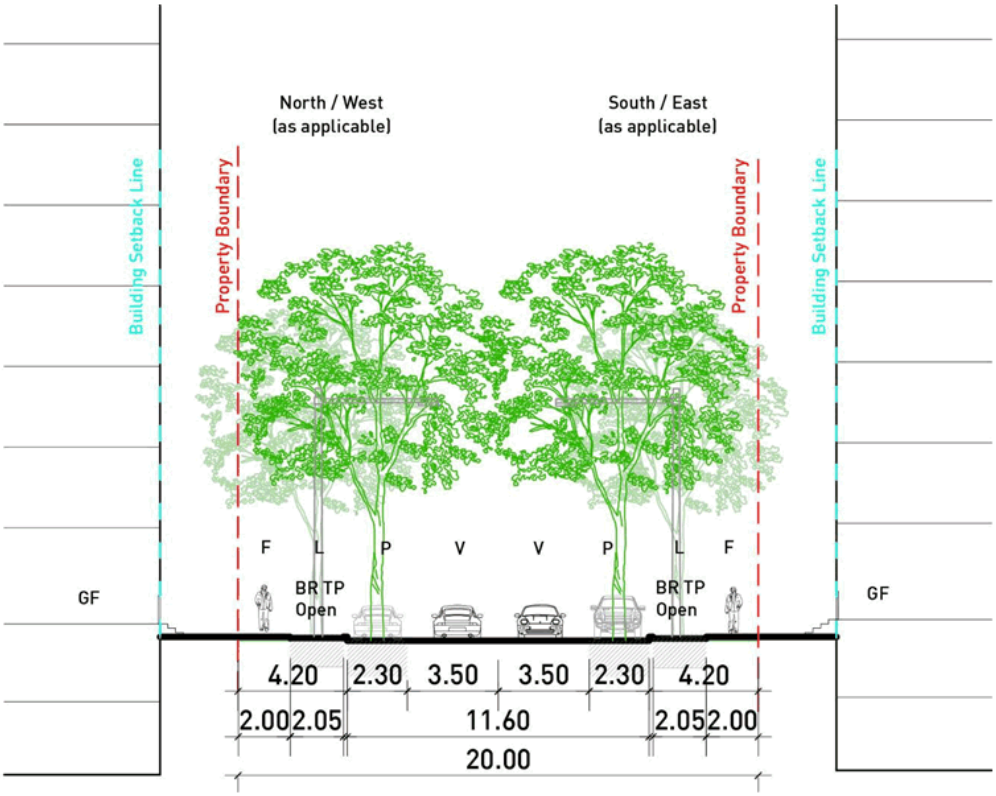


Figure 19 – Type 4 Local Street (EWR 3, 5, 6 and NSR 1 and 4)

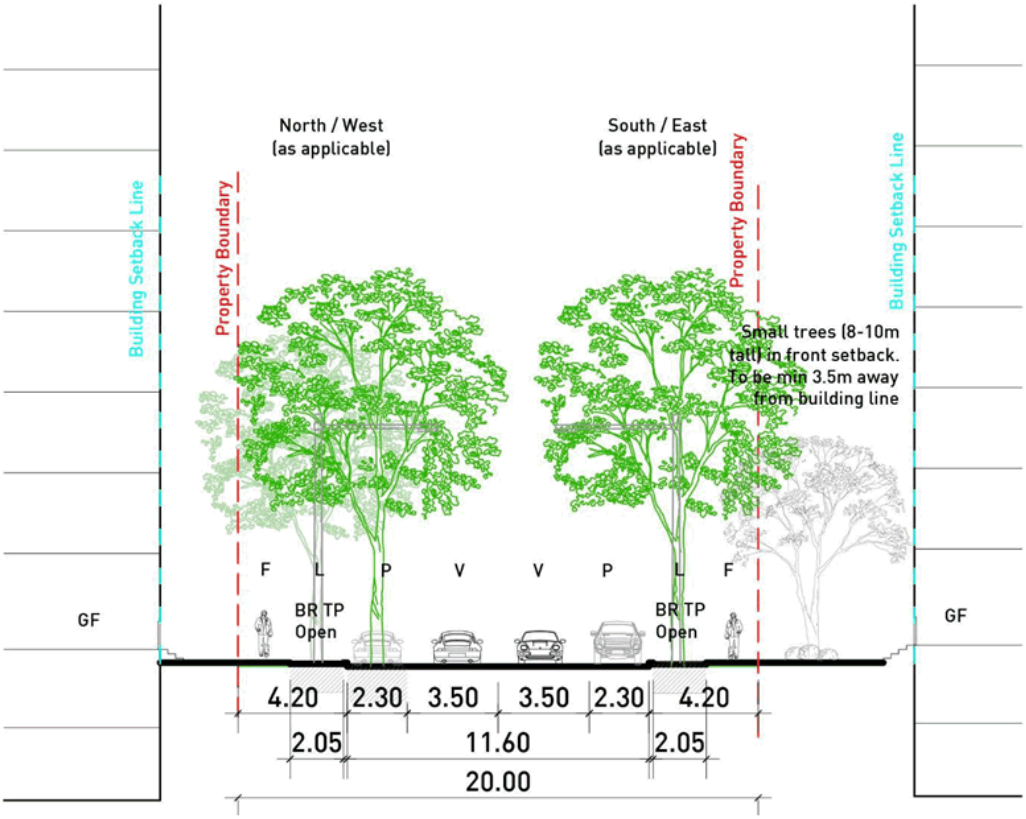


Figure 20 – Type 4a Local Street (EWR 2A and NSR 4)

2.2 PEDESTRIAN CONNECTIONS

The benefits of a finer network of connections are numerous: greater connectivity, increased frontage for entries and business opportunities, and a spatial intimacy and variety in the public domain.

Pedestrian connections in Melrose Park North enable access for service vehicles but are narrower in width than streets.

Refer Council's Public Domain Guidelines sub-section Melrose Park North for site specific guidance for the materials, finishes and treatment of the pedestrian connections.

Objectives

O.01 Pedestrian connections are to increase connectivity and spatial variety in the street network.
break up built form

O.02 Provide a direct path of access to the Town Centre, Public Amenities, Parks, and modes of Transport.

O.03 Enable alternative access points to apartments. .

O.04 Link the Central Park to the overall precinct

O.05 Have a fully public nature equivalent to the public domain

Controls

C.01 The pedestrian connections should be -

a) consistent with the Masterplan

b) 24/7 publicly accessible (except at the mall)

c) extend from street to street or street to park

d) open to sky (except at the mall)

e) available for controlled access for light weight maintenance/service vehicles

f) fully accessible using, in order of preference:

- graded walkways (no steeper than 1:20);
- limited use of ramp system as per DDA;
- 24/7 clearly visible publicly accessible lift service within the building structure; or
- alternative options for approval.

C.02 The pedestrian connections should have:

a) view lines along that align across all blocks

b) building to building separation generally as shown on the masterplan

c) a public path with a minimum width of 4 metres within the separation between buildings

d) trees in deep soil (preferably) or in set down slabs and planters to encourage and sustain large canopy trees generally consistent with the ADG requirements including soil volumes, soil

depth, irrigation, and sub-soil drainage

e) pedestrian lighting to provide safe 24/7 access using without reflecting into residential properties

C.03 Materials as per the PDG

C.04 The pedestrian connections can provide secondary entry to the buildings and courtyards

C.05 Central Park north/south connection, refer Fig 17, is to have:

a) A minimum 6 m wide path

b) A low wall located on the park edge, within the 6m boundary.

c) The wall is to be masonry or similar durable material a minimum of 300mm high and up to 1000mm high and suitable for sitting.

d) Canopy trees within the path corridor.

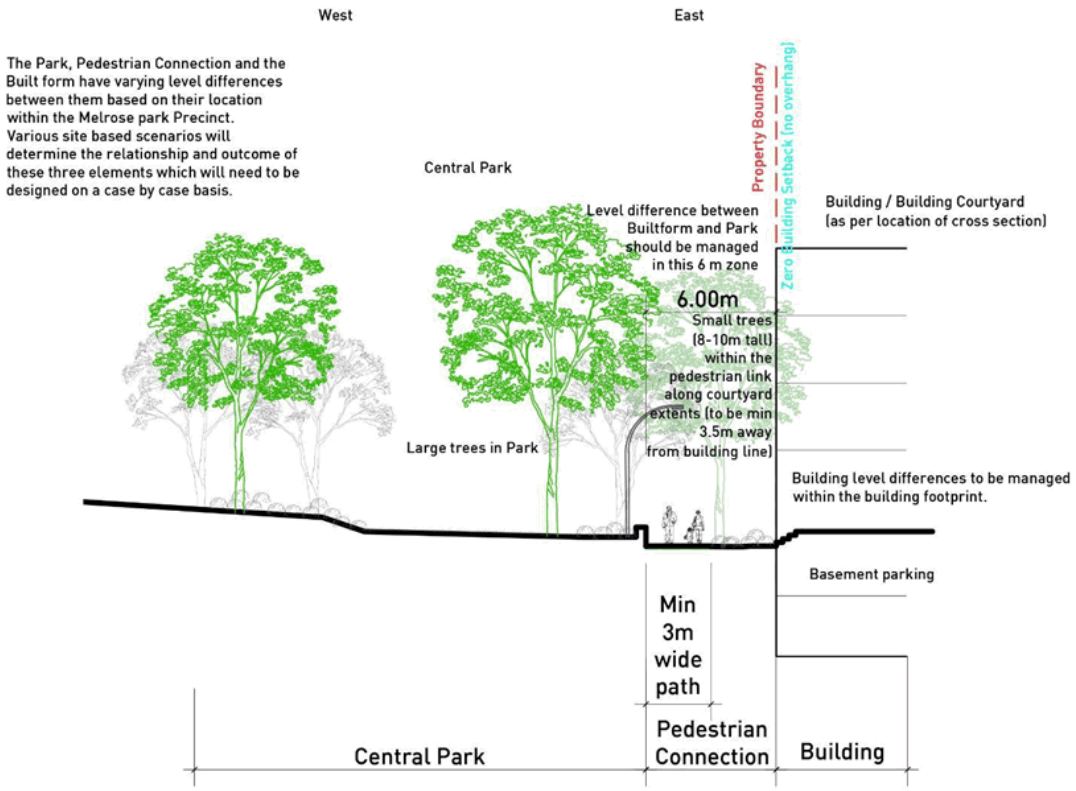


Figure 21 - Pedestrian connection – interface with Central Park

C.06 The north/ south connection is to align with shopping mall entrance and provide direct access to Hope Street through the mall as per the Master Plan.

C.07 Landscaping, lighting, and street furniture elements such as seating (formal and incidental) is to be developed as an overall design, and be strategically located, with recognition of the grades and sight lines across the site.

2.3 STREET TREES

Street trees help improve the quality of environment for the residents by reducing temperatures, providing shade, attracting fauna, and providing outlook. Street trees will be the elements in public domain which will define the spaces and relate to the scale of buildings in Melrose Park North.

Objectives

O.01 Maintain existing and plant additional street trees within the public domain.

O.02 Improve and enhance environmental biodiversity and mitigate temperature at ground level.

O.03 Select tree species and planting regime to maximise connected street tree crown

O.04 Improve visual amenity of the public domain and from the buildings.

Controls

C.01 Street trees should be provided along those streets as per the ParramattaPublic Domain Guidelines - Melrose Park.

C.02 The location of trees in public domain should be as per the Public Domain Plan and Public Domain Guidelines.

C.03 Street trees in the footway should be 10-12 m high mature height, at 8-10m centres and planted generally in accordance with the Public Domain Guidelines and Council Design Standards.

C.04 Street trees in the street parking lanes should have a mature height of more than 15m are to be installed as per the Public Domain Plan and street cross sections above and latest version of Parramatta Public Domain Guidelines, - Melrose Park. Spacing of the trees to ensure tree crown touching at maturity.

C.05 Development applications should be consistent with the Public Domain Plan.

C.06 Public domain documentation indicating the street tree locations as detailed in the Public Domain Plan should be submitted prior to Development Applications and Construction Certificate Applications approval.

2.4 OVERHEAD POWER LINES

Objectives

O.01 Ensure the appropriate location of all power lines within the precinct to provide an aesthetic appeal and necessary function.

Controls

C.01 All new power lines are to be undergrounded for all new streets where possible (excluding the high voltage power lines) of Melrose Park North for full lengths of the development site street frontages and should be in accordance with the Public Domain Guidelines.

2.5 AWNINGS & DESIGN OF AWNINGS

Awnings assist in encouraging pedestrian activity along streets by providing comfortable conditions at footpath level and, in conjunction with active ground floor frontages, contribute to the vitality of the streets.

On public footpaths with active frontages, awnings are preferred to provide shelter and weather protection for pedestrians.

Well-designed awnings provide a sheltered, humanly scaled space on the footpath that creates an accommodating pedestrian environment for shopping, dining, walking and lingering. They also provide weather protection for the doorways, openings, and display areas of the active ground floor frontage of the building.

As an architectural element that is both part of the building as well as the public space of the street, the awning should integrate both with the characteristics of the building as well as existing and possible future adjacent awnings. In Melrose Park awnings are encouraged only at the town centre / mall and activated street frontages.

Objectives

O.01 Increase amenity in areas of high pedestrian volume by providing continuous protection from rain, sun, and wind down draft.

O.02 Design awnings to provide protection from rain, sun, and wind down draft.

O.03 Maintain complementary architectural detail between awnings

C.01 Awnings in Melrose Park North should be used at the Town Centre and on activated retail frontages.

C.02 New awnings should align with adjacent existing awnings and complement building facades

C.03 Where a proposed building is located on a street corner and an awning is not required on one frontage, the awning should extend around the corner by a minimum of approximately 6m.

C.04 Awning dimensions should generally be:

a) Minimum soffit height of 3.3 metres.

b) Low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height)

c) Setback a minimum of 600mm from the face of the kerb

d) Minimum of 2.0 metres deep unless street trees are required.

e) Where street trees are required the entire length of the awning should be set back from the kerb by a minimum of 1.2 metres. Cut outs for trees and light poles in awnings are not permitted.

C.05 Dimensions of awnings should be in accordance with Typical Awning with Street Trees, Figure 22.

C.06 Double height awnings are not permitted except where emphasis is required for entries and the like.

C.07 All awnings are to have non-reflective surfaces

C.08 Glass in awnings should be used where climatically appropriate .and should comply with the controls outlined in SectionSUSTAINABILITY

C.09 The awning roof should be designed so that all gutters are concealed, and downpipes incorporated in the building fabric.

C.10 Lighting and other fixtures should be recessed and integrated into the design of the soffit.

Figure 22 - Typical Awning Condition with Street Trees

2.6 PEDESTRIAN ACCESS AND MOBILITY

Objectives

O.01 Enable access and use of all spaces, services, and facilities through the creation of a barrier free environment in all public spaces, premises, and associated spaces.

O.02 Provide a safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.

Controls

C.01 Disability access and provisions must be in compliance with the relevant Building Codes, Australian Standards and Disability Discrimination Act 1992.

2.7 SOLAR ACCESS & OVERSHADOWING TO SIGNIFICANT PUBLIC SPACES

The provision of solar access throughout the year is critical to the success of public open space. In a densely occupied precinct, public open spaces with good solar access provide a respite and resource for residents, workers, and visitors. In addition, sunlight is important to ensure the necessary conditions for the health of trees and vegetation, another essential ingredient for public open space.

Public spaces have been identified in the Master Plan these provide valuable opportunities to maintain and to maximise use of solar access at ground level.

Objectives

O.01 Maximise solar access to the significant public parks and public spaces and streets during periods in the day when they are most used throughout the year.

O.02 Support the successful growth and survival of trees and vegetation within the streets, parks, and open spaces.

Controls

C.01 Development should demonstrate how built form massing, orientation and distribution of height will provide adequate sunlight to parks and public spaces identified in the Masterplan in accordance with the requirements set out in Table 1.

2.8 PUBLIC OPEN SPACE

Objectives

O.01 Create a strong definition of the public domain and maintain the range of public open spaces as shown in the Masterplan to support the new residential community to meet, walk and recreate. These are:

a) Central Park

b) Playing Field

c) Western Parklands

d) Wharf Road Gardens and

e) The Wetlands

O.02 Ensure that the public open spaces are capable of:

a) accommodating a range of uses and events, experiences, and activities.

b) encouraging social interaction and use by people of different ages and abilities.

c) including key user groups needs including children, young people, the elderly, low-income earners and people with a disability.

O.03 Provide public open spaces that are attractive and memorable with high levels of amenity that consider safety, climate, activity, circulation, seating, lighting, and enclosure.

O.04 Contribute to the management of stormwater and enhancement of ecological values.

Controls

C.01 Public open space is to be provided as identified in the Masterplan and, Appendix 6 - Public Open Space Plan and Public Open Space Key Characteristics, Table 1.

C.02 The designs for the public open spaces and the wetlands are to be developed in consultation with Council. They are to be designed to:

a) incorporate a palette of high quality and durable materials, robust and drought tolerant landscaping species,

b) include clear, accessible, safe, and convenient linkages to each other and to the surrounding public open space network

c) integrate stormwater management and urban tree canopy

d) include design elements, furniture, and infrastructure to facilitate active and passive recreation, community gatherings

e) maximise the safety and security of users consistent with 'Safety by Design' principles

f) provide deep soil throughout (no car parking or infrastructure underneath unless agreed to by Council)

g) encourage pedestrian use through the design of open space pathways and entrances

h) clearly delineate private and publicly accessible open space

i) provide access to both sunlight and shade

j) incorporate appropriate levels of lighting to maximise hours of use

k) accommodate high levels of use

l) be accessible 24/7

m) be capable of being well maintained within reasonable costs

C.03 All public open space is to be dedicated and then maintained by Council.

C.04 Landscaping and materials palette should respond to the character and environmental conditions of each space and should unite and relate to the other public open spaces throughout the precinct.

C.05 Vehicular movement through public open space should be restricted except for emergency vehicles, servicing, and special events.

C.06 Landscaping, plant species and structures such as retaining walls should be compatible with flood risk and not located on a flow path. Also see Retaining Walls in section Built Form.

C.07 Soil profile to be consistent with the Soil Profile Strategy – fill within the public domain and open spaces should not occur prior to undertaking a Soil Profile Strategy which has been agreed by Council.

C.08 Where open space performs dual recreation and stormwater detention functions, the design of the detention basin should:

a) provide an appropriate balance between stormwater management and recreation functions

b) include appropriate measures to restrict gross pollutants from entering the basin

c) allow the release of detained water within 24 hours of a significant rainfall event to protect landscaping within the basin

d) have one or more embankment batters of a maximum 1 in 3 gradient to provide for the safe exit of persons from the basin following a significant rainfall event

e) accommodate plant species and structures that can tolerate temporary flood inundation

Table 1 - Public Open Space Key Characteristics

Site	Purpose/s	Use/s
Central Park	District Park	Play, Passive Recreation, Community Events and Gatherings
Playing Field	Sport, WSUD	Active Recreation, Wetland
Western Parklands	Green Link, WSUD	Pedestrian / Cycle Connections, Dog Off-leash, Multi-use courts, Stormwater Detention
Wharf Road Gardens	Landscape Buffer	Passive Recreation
The Wetlands	Stormwater Management	Passive recreation

I. Central Parklands

A district park with a minimum size of approximately 84.89 metres by 207 metres and an approximate area of 17,600m² is to be provided in the location identified in the Masterplan and should:

- function as the key open space and principal gathering space for the Melrose Park precinct
- accommodate a range of experiences and activities, including space for outdoor performances and temporary events
- be edged by a 6m north / south pedestrian walkway on the eastern edge between the park and the development
- have a diverse mix of hard and soft landscaping and deep soil planting utilizing indigenous, native and exotic species to suit park environmental conditions
- should provide:
  - a variety of outdoor spaces including, sheltered, sunny, shaded, intimate, expansive
  - informal seating areas, public amenities, BBQ, and shade structures, drinking fountains
  - a district level playground for children that is to:
    - physically and visually integrate into the surrounding park
    - maximise play value, accessibility, and inclusiveness for children of all ages and abilities
    - incorporate nature play to provide opportunities for exploration, imagination, and creativity
- utilise durable materials to resist vandalism and graffiti
- include gathering spaces and play elements integrated into the landscape design
- provide opportunities and infrastructure to support small scale events
- facilitate cross-site and internal pedestrian connections that are sympathetically integrated to maintain the overall landscape character

- provide new street trees to define the boundary of the park
- achieve direct sunlight to the minimum standards.

II. Playing Field

An active recreation park with a minimum size of approximately 75 metres by 108 metres and an approximate area of 8000m² is to be provided in the location identified in the Masterplan and should:

- achieve an appropriate balance between active recreation and stormwater detention functions
- provide a multi-use field
- incorporate appropriate
  - floodlighting to maximise capacity and
  - perimeter fencing to minimise potential conflict with pedestrians and vehicles Flood Lighting
- achieve direct sunlight to a minimum of 50% of the playing field between 10am and 2pm on 21 June
- integrated stormwater and floodwater management

III. Western Parklands

A linear park with a minimum size of approximately 20 metres and an approximate area of 15,180 m² should be provided along the western boundary of the precinct in the location identified in the Masterplan and should:

- provide for passive and active recreation including multi-use courts, outdoor fitness equipment and skateable elements,
- incorporate a north-south shared pedestrian / cycle connection
- include soft landscaping and deep soil planting utilising indigenous, native and exotic species
- incorporate shade and some formal and informal seating
- provide fenced dog off-leash exercise area
- dual recreation and stormwater detention function
- achieve direct sunlight to a minimum of 50% of the park between 11am and 3pm on 21 June

IV. Wharf Road Gardens

A linear park with a minimum width of approximately 17 metres; 13 metres adjacent to the playing field and an approximate area of 7,500m²should be provided along the eastern boundary of the precinct as identified in the Masterplan and should:

- explore opportunities to integrate references to the agricultural / pharmaceutical heritage
- provide a green buffer of soft landscaping to protect significant trees
- include deep soil planting utilising indigenous, native and exotic species
- incorporate shade and some formal and informal seating
- achieve direct sunlight to a minimum of 40% of the park between 10am and 2pm on 21 June
-

V. Wetlands

A triangular park with an approximate area of 2,260m² should be provided along the eastern boundary of the precinct as identified in the Masterplan and should:

- assist in the management of stormwater
- increase the provision of deep soil
- be accessible to the public 24/7 through a formalised path separated from the stormwater management function
- designed to safe guarded against in appropriate use
- not have underground structures, such as car parking, unless approved by Council

2.9 LANDSCAPE DESIGN

Objectives

O.01 Ensure that the landscape is fully integrated into the design of development.

O.02 Optimise landscaping to ameliorate urban heat effects

O.03 Provide tree canopies to enhance the street character.

Controls

C.01 A landscape concept plan should be provided for all landscaped areas. The plan should outline how landscaped areas are to be maintained for the life of the development.

C.02 Canopy trees should be provided in the street frontage setback deep soil to complement tree canopy species in accordance with the Public Domain Plan and the Public Domain Design Guidelines.

C.03 Ensure that A grade soil profile is appropriate for the planting in the deep soil zones

C.04 Landscape requirements should be as per Section 3.3.1 Landscaping, and 3.3.2 Private and Communal Open Space of the Parramatta DCP 2011 and where there is a conflict, this DCP shall prevail.

2.10 PLANTING ON STRUCTURES

Constraints on the location of car parking structures may mean that landscaping within the site and not in the setbacks might need to be provided over parking structures on roof tops or on walls.

Objectives

O.01 Contribute to the landscape quality and amenity of buildings.

O.02 Encourage the establishment and healthy growth of landscaping in urban areas on structure.

O.03 Ensure that A grade soil profile appropriate for the proposed planting in the deep soil zones and for the landscaping on slab is provided.

Control

C.01 Design for optimum growing conditions and sustained plant growth and health by providing minimum soil depth and, soil volume as per Table 2, and soil area appropriate to the size of the plants to be established,

C.02 Provide appropriate soil conditions including irrigation (where possible using recycled water) and suitable drainage.

C.03 Provide square or rectangular planting areas rather than narrow linear areas.

C.04 Provide a soil profile report that specifies A grade soil that meets the specific requirementsfor the proposed planting for 1metre above drainage in landscape planting on slab.

C.05 Tree planting and landscaping located on a slab is to be set down into the slab a minimum 1 metre plus drainage for trees and a lessor amount appropriate for other planting.

C.06 The minimum number of trees to be provided in landscaped areas is 1 tree per 80m^2 or as agreed by Landscape Management Officer.

Table 2 - Minimum soil depth for plant establishment (in addition to drainage layer)

Plant type	Min soil depth	Min soil volume
Large trees (over 12m high, to 16m crown spread at maturity or to connect with other tree crowns)	1.3m	150 cu m
Medium trees (8-12m high, up to 8m crown spread at maturity)	1.0m	35 cu m
Small trees (6-8m high, up 4m crown spread at maturity)	800 mm	9 cu m
Shrubs and ground cover	500 m	n/a

3. VEHICULAR ACCESS, PARKING, SERVICING

3.1 ACCESS AND PARKING

Objectives

O.01 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity,pedestrian safety, and the quality of the public domain

O.02 Minimise the size and number of vehicle and service crossings to retain streetscape continuity and reinforce a high-quality public domain.

Controls

C.05 Where practicable, provide one entry point to each lot for service vehicles and residential vehicles

C.06 Where practicable, vehicle access is to be from less busy streets; streets on the low side of lots where possible, rather than busy streets or streets with major pedestrian activity.

C.07 Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment should be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.

C.08 Vehicle access ramps parallel to the street frontage will not be permitted.

C.09 Doors to vehicle access points should be fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

C.10 Vehicle entries should have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.

3.2 VEHICULAR DRIVEWAYS AND MANOEUVRING AREAS

Objectives

O.01 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety, and the quality of the public domain by:

a) designing vehicle access to required safety and traffic management standards,

b) integrating vehicle access with site planning, streetscape requirements, traffic patterns

c) minimising potential conflict with pedestrians.

d) limiting street crossings.

O.02 Minimise the size and quantity of vehicle and service crossings to retain streetscape continuity and reinforce a high-quality public domain. Where possible limit vehicle entries to basement to one for each lot.

Controls

C.01 Driveways should be:

a) provided from less busy streets rather than the primary street, wherever practical

b) located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing or proposed street trees.

c) located a minimum of 10 metres from the perpendicular of any intersection of any two roads.

d) located on the less busy streets

C.02 Vehicular access is not permitted to cross the swale on the southern side of EWR4.
C.03 The number of street crossings and entrances to basement car parking should be minimised.
C.04 Where possible, limit basement vehicle entries to one per development lot.
C.05 Vehicle access should be designed to:

a) minimise the visual impact on the street, site layout and the building design,

b) integrated into the building design.

C.06 All vehicles should be able to enter and leave the site in a forward direction without the need to make more than a three-point turn.

C.07 Pedestrian and vehicle access should be separate and be clearly differentiated.

C.08 Vehicle access should be a minimum of 3 metres from pedestrian entrances.

C.09 Vehicular access should not ramp along boundary alignments edging the public domain, streets, lanes parks, water frontages and the like.

C.10 Driveway crossings should be designed in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval.

C.11 Driveway entries and vehicle crossings should be in accordance with AS2890.1

C.12 Vehicle entries visible from the street when doors are open should have a high-quality finish to walls and ceilings as well as a high standard of detailing. No service ducts or pipes are to be visible from the street.

C.10 Loading docks and waste collection should be incorporated within the basement with one entry where possible

C.11 Car space dimensions should comply with the relevant Australian Standards.

C.12 Driveway grades, vehicular ramp width/ grades and passing bays and sight distance for driveways should be in accordance with the relevant Australian Standard, (AS 2890.1).

C.13 Vehicular ramps less than 20 metres long within developments and parking stations should be in accordance with AS 2890.

C.14 Access ways to underground parking should not be located adjacent to doors of the habitable rooms of any residential development.

C.15 Semi-pervious materials should be used for all uncovered parts of driveways/spaces to provide for some stormwater infiltration.

C.16 Entrances to basement facilities should not terminate the view at the ends of any streets or pedestrian connections

C.17 Entrance doors to basements should be:

a) located behind the façade of the building by a minimum of 500mm: or

b) designed to be recessive

c) be of materials that integrate with the design of the building and that contribute positively to the public domain.

C.18 Vehicle slip lanes in public streets for private use are not permitted.
C.19 Vehicular access, egress and manoeuvring should be provided in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.

3.3 ON-SITE PARKING

Car parking should be provided on-site in discreetly located basements for all development. On-street car parking is to be optimised for casual car parking.

Objectives

O.01 To facilitate an appropriate level of on-site parking provision in Melrose Park

O.02 To minimise the visual impact of on-site parking.

O.03 To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).

O.04 To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking.

Controls

C.01 Car parking rates for Melrose Park are as per the rates for Town Centres as detailed in Paramatta DCP 2011. These rates are maximum rates and should not be exceeded.

C.02 Car parking should be generally provided in basements and semi-basements.

C.03 Car parking should be consolidated in basement areas under building footprints and courtyards to maximise the available for deep soil planting in setbacks.

C.04 Maximise the efficiency of car park design with predominantly orthogonal geometry and related to circulation and car space sizes.

C.05 Accessible parking spaces designed and appropriately signed for use by people with disabilities are to be provided to meet Australian Standards.

C.06 Separate motorcycles parking is to be provided at 1 car parking space, as a minimum, for every 50 car parking spaces provided, or part thereof. Motorcycle parking does not contribute to the number of parking spaces for the purpose of complying with the maximum number of parking spaces permitted.

C.07 On-site parking should meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended).

C.08 Pedestrian pathways to car parking areas are to be provided with clear lines of sight and safe lighting especially at night.

C.09 If excavation is required management procedures as set out in the Parramatta Historical Archaeological Landscape Management Study is to be undertaken

C.10 Provide greater flexibility in the use of car parking by separating the title of car parking from the title of the apartments for sale.

C.10 Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures:

a) integrated into the overall façade and landscape design of the development,

b) not located on the primary street façade, oriented away from windows of habitable rooms and private open spaces areas.

3.4 BICYCLE PARKING

Objectives

O.01 Ensure safe, accessible, and adequate bicycle parking is provided for residents and visitors of the precinct.

O.02 Ensure end of trip facilities are provided within developments in the precinct.

Controls

C.01 Ensure Secure bicycle parking should be provided in residential and town centre buildings

C.01 Secure bicycle parking facilities are to be provided in accordance with Council's Bike Plan.

C.02 Where possible, bicycle parking for residents and or employees should be provided at-grade. Where bicycle parking is provided within the basement or above ground levels, it is to be located on the first level of basement or first level above ground and in proximity to entry / exit points.

C.03 Bicycle parking access and facilities are to be provided in accordance with Australian Standard AS2890.3.

C.04 Visitor bicycle parking shall be located at grade near entry point to the building, be undercover and be accessible at all times.

C.05 Where visitor bicycle parking cannot be provided at grade it is provided on the first level of basement or first level above ground adjacent to the visitor car parking and be accessible at all times.

C.06 The area required for bicycle parking is to be calculated in addition to storage areas required as per the ADG.

C.07 End of trip facilities for non-residential development (excluding the town centre) are to be provided at the following rates:

- 1 personal locker per bicycle parking space
- 1 shower and change cubicle for up to 10 bicycle parking spaces
- shower and change cubicles for 11 to 20 or more bicycle parking spaces are provided
- additional shower and cubicles for each additional 20 bicycle parking spaces or part thereof

C.08 Shower and change room facilities may be provided in the form of shower and change cubicles in a unisex area and are to be designed to accommodate separate wet and dry areas, including areas to hang towels and clothes.

C.09 End of tip facilities are to:

- Be located within the basement or above ground levels, it is to be located on the first level of basement or first level above ground and in proximity to entry / exit points
- Provide for a clear and safe path of travel to minimise conflict between vehicles and pedestrians
- Be in close proximity to bicycle parking facilities and the entry and exit points
- Be within an area of security camera surveillance, where there are such building security systems available

C.10 Development proposing multiple commercial tenancies must demonstrate how all tenancies will have access to the end of trip facilities and employee bicycle parking

3.5 VEHICLE FOOTPATH CROSSINGS

The design and location of vehicle access to developments should give priority to pedestrian movement to minimise conflicts between pedestrians and vehicles on footpaths, particularly along primarily pedestrian streets. Vehicle access should also be designed to minimise visual intrusion and disruption of the public domain.

Porte-cocheres are not encouraged as they disrupt pedestrian movement, do not contribute to active street frontage, and provide no public benefit.

Objectives

O.01 Enable pedestrian movement has priority when vehicles crossing the public domain.

O.02 Minimise the width of any vehicular crossing at the footpath.

Controls

C.01 Vehicle access ramps should be perpendicular to the street frontage to minimise the width of vehicle entry openings. Where driveway width exceeds the maximum dimension (typically) the driveway should be separated and coordinated with the street tree layout as per the Masterplan and Public Domain Plan.

C.02 Vehicle landings should comply with the relevant Australian Standards to maximise visual contact with oncoming pedestrians.

C.03 Vehicle crossings shall use Councils current standard vehicle crossing detail, as agreed by Council.

4. SUSTAINABILITY

4.1 ENERGY AND WATER EFFICIENCY

Objectives

O.01 Promote sustainable development which uses energy efficiently and minimises non-renewable energy usage in the construction and use of buildings.

O.02 Ensure that the Melrose Park development contributes positively to an overall reduction in energy consumption and greenhouse gas emissions.

O.03 Reduce energy bills and the whole of life cost of energy services.

O.04 Reduce consumption of drinking water.

O.05 Harvest rainwater and urban stormwater runoff for use.

O.06 Reduce wastewater discharge.

Controls

C.01. The development should:

a) Seek to achieve a BASIX Energy score of

- BASIX 50 (+25) for buildings with 2-15 storeys
- BASIX 45 (+20) for buildings with 16-30 storeys

b) Seek to achieve a BASIX Water score of at least 55

Provide photovoltaics to each of the buildings if sufficient roof space is available

4.2 RECYCLED WATER

New developments must be connected to a source of recycled or reuse water.
Recycled/reuse water means treating and using water, such as sewage, stormwater, industrial wastewater, or greywater, for non-drinking purposes such as for industry, toilets, cooling towers and irrigation of gardens, lawns, and parks.

Objectives

O.01 Increase resilience and water security by providing an alternative water supply to buildings.

O.02 Reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.

O.03 Support the growth infrastructure requirements for the Greater Parramatta Olympic Peninsula.

Control

C.01. All development must install a dual reticulation system to support the immediate or future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption, or cost.

C.02. The dual reticulation system should have:

a) one reticulation system servicing drinking water uses, connected to the drinking water supply, and

b) one reticulation system servicing all non-drinking water uses, such as toilet flushing, irrigation and washing machines. The non-drinking water system is to be connected to the rainwater tank with drinking water supply backup, until an alternative water supply connection is available.

c) Metering of water services is to be in accordance with the current version of Sydney Water's *Multi-level individual metering guide. Individual metering of the non-drinking water is optional.*

4.3 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Terminology

The following Electric Vehicle (EV) technical terms are used:

EV Ready Connection is the provision of a cable tray and a dedicated spare 32A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.

Private EV Connection is the provision of a minimum 15A circuit and power point to enable easy future an EV in the garage connected to the main switchboard.

Shared EV Connection is the provision of a minimum Level 2 40A fast charger and Power Supply to a car parking space connected to an EV Distribution Board.

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods, to ensure impacts of maximum demand are minimised. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard. The distribution board must provide adequate space for the future installation (post-construction) of compact meters in or adjacent to the distribution board, to enable the body corporate to measure individual EV usage in the future.

Objectives

O.01 Recognise the positive benefits of increased electric vehicle adoption on urban amenity including air quality and urban heat.

O.02 Ensure that Melrose Park provides the necessary infrastructure to support the charging of electric vehicles.

O.03 Minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

C.01 EV Load Management System is to be capable of:

- a) reading real time current and energy from the electric vehicle chargers under management
- b) determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.
- c) being scaled to include additional chargers as they are added to the site over time.

C.02 All apartment residential car parking must:

a) provide an EV Ready Connection to at least one car space per dwelling.

b) provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.

c) Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50m from the parking bay to connect.

d) Identify on the plans submitted with the DA the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a future EV connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cable trays and EV Distribution Board(s) when designing in other services.

C.03 All car share spaces and spaces allocated to visitors must have a Shared EV connection.

C.04 All commercial building car parking must:

a) Provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the car park to provide equitable access across floors and floor plates.

C.05 The bicycle storage facility is to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20m away from a charging outlet. Chargers are to be provided by the owner. (chargers excluded).

4.4 URBAN HEAT

Urban heat or the Urban Heat Island effect refers to the higher temperatures experienced in urban areas compared to rural or natural areas. Urban heat impacts our communities, businesses, and natural environment in many ways, including increase demand for electricity and water, a less comfortable public domain for pedestrians and associated health impacts. On average, Melrose Park experiences more frequent hotter days than Sydney average (Australian Bureau of Meteorology).

As more development occurs in the Parramatta Local Government Area, the build-up of heat in the environment occurs through increased hard surfaces, reduced vegetation, and heat rejection from buildings surfaces and air conditioning units. The build-up of heat is compounded as more dense urban environments reduce the amount of heat able to be removed by wind and re-radiation to the night sky, extending the period of discomfort.

This section of the DCP provides controls which aim to reduce and remove heat from the urban environment at the city and local scale. These are innovative controls based on Australian and international evidence on cites and the urban heat island effect. The controls address the:

- reflectivity of building roofs, podiums, and facades; and
- reduce the impacts of heat rejection sources of heating and cooling systems.

The following complementary controls contained in the DCP assist with the reduction of urban heat:

- encouraging laminar wind flows and reducing turbulence through the setbacks above street wall and podia height controls as shown in the Masterplan
- vegetation and retention of soil moisture through Water Sensitive Urban Design
- street trees and vegetation in the public domain (PDG)
- well-designed landscaping and Green Roofs and Walls

Solar heat reflectivity should not be confused with solar light reflectivity, as these are distinctly different issues. Solar heat contributes to urban warming and solar light reflectivity can be the cause of glare, which is covered in 4.3.3.1.

These controls do not consider energy efficiency or thermal comfort within buildings. These important issues are dealt with in other controls, State Environmental Planning Policies and the National Construction Code.

Terminology

Solar heat reflectance is the measure of a material's ability to reflect solar radiation. A 0% solar heat reflectance means no solar heat radiation is reflected and 100% solar heat reflectance means that all the incident solar heat radiation is reflected. In general, lighter coloured surfaces and reflective surfaces such as metals will have typically higher solar heat reflectance, with dark-coloured surfaces or dull surfaces will typically have lower solar heat reflectance. External solar heat reflectance measured at the surface normal (90 degrees) is used in these controls.

Solar transmittance is the percentage of solar radiation which can pass through a material. Opaque surfaces such as concrete will have 0% solar transmittance, dark or reflective glass may have less than 10%, whilst transparent surfaces such as clear glass may allow 80 to 90% solar transmittance.

Solar Reflectance Index (SRI) is a composite measure of a materials ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, standard black paint has an SRI value of 5 and a standard white paint has an SRI value of 100.

Reflective Surface Ratio (RSR) is the ratio of reflective to non-reflective external surface on any given façade.

Reflective surfaces are those surfaces that directly reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of greater than 5% and includes glazing, glass faced spandrel panel, some metal finishes and high gloss finishes.

Non-reflective surfaces are those surfaces that diffusely reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of less than 5%.

Maximum External Solar Reflectance is the maximum allowable percentage of solar reflectance for the external face of a Reflective Surface. The percentage of solar reflectance is to be measure at a normal angle of incidence

PRINCIPLES

Reduce the contribution of development in Melrose Park to urban heat in the Parramatta Local Government Area.

Improve user comfort in Melrose Park (private open space and the public domain).

ROOF SURFACES

Objectives

O.01 Reflect and radiate heat from roofs and podium top areas.

O.02 Improve user comfort of roof and podium top areas.

Controls

C.01 Where surfaces on roof tops or podiums are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:

a) be shaded by a shade structure;

b) be covered by vegetation consistent with the controls on Green Roofs or Walls in Section 2.9 Landscaping;

c) provide shading through canopy tree planting, to be measured on extent of canopy cover 2 years after planting.

C.02 Where surfaces on roof tops or podiums are not used for the purposes of private or public open space, for solar panels or for heat rejection plant, the development must demonstrate the following:

a) Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or

b) 75% of the total roof or podium surface be covered by vegetation; or

c) A combination of (a) and (b) for the total roof surface.

4.5 VERTICAL FACADES

Objectives

O.01 Minimise the reflection of solar heat downward from the building façade into private open space or the public domain.

Controls

C.01 The extent of the vertical façade of street walls , podia , perimeter block development (or if no street wall, as measured from the first 12 metres from the ground plane) that comprise Reflective Surfaces should demonstrate a minimum percentage of shading as defined in Table 4 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm (as shown in Figure 1.2).

Table 4 - Minimum Percentage Shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	1.5*RSR-45	75

Shadow diagrams must be submitted with the development application quantifying the extent of shading at 10am, 11.30am, 1pm, 2.30pm and 4pm on 21 December for each relevant façade. Shadows from existing buildings, structures and vegetation are not considered in the calculations. Refer to Table 5 for sun angles corresponding to shading reference times.

Calculation of RSR for each relevant façade must also be submitted with the development application.

Table 5 - Shading Sun Angles

Façade Orientation	Sun Angles
East ± 22.5°	Reference Time: 10am AEDT (UTC/GMT+11)
	Sun Elevation: 51°
	Sun Azimuth: 86°
Northeast/Southeast ± 22.5°	Reference Time: 11.30am AEDT (UTC/GMT+11)
	Sun Elevation: 69°
	Sun Azimuth: 66°
North ± 22.5°	Reference Time: 1pm AEDT (UTC/GMT+11)
	Sun Elevation: 80°
	Sun Azimuth: 352°
Northwest/Southwest ± 22.5°	Reference Time: 2.30pm AEDT (UTC/GMT+11)
	Sun Elevation: 67°
	Sun Azimuth: 290°
West ± 22.5°	Reference Time: 4pm AEDT (UTC/GMT+11)
	Sun Elevation: 48°
	Sun Azimuth: 272°

C.02 The extent of the vertical façade of the tower (above the street wall or if no street wall, as measured above the first 12 metres from the ground plane) that comprise Reflective Surfaces should demonstrate a minimum percentage of shading as defined in Table 6 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm (as shown in Figure 1.4).

Table 6 - Minimum tower percentage shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	0.8*RSR-24	40

Calculation of RSR for each relevant façade must also be submitted with the development application.

C.03 Shading may be provided by:

a) external feature shading with non-reflective surfaces;

b) intrinsic features of the building form such as reveals and returns; and

c) shading from vegetation such as green walls that is consistent with the controls on Green Roofs or Walls in Section 2.9 Landscaping.

C.04 Non-reflective surfaces of vertical facades do not require shading and these areas can be excluded from the calculations.

C.05 Where it is demonstrated that shading cannot be achieved in accordance with the above controls, a maximum external solar reflectance as defined in Table 7 and as indicated in Figure 1.1 is generally acceptable.

Table 7 - Maximum solar reflectance of Reflective Surfaces

Reflective Surface Ratio (RSR)	**<30%**	**30%-70%**	>=70%
Maximum External Solar Reflectance (%)	**No Max.**	**62.5-0.75*RSR**	10

C.02 Where multiple reflective surfaces or convex geometry of reflective surface introduce the risk of focusing of solar reflections into the public spaces:

a) solar heat reflections from any part of a building must not exceed 1,000W/m2 in the public domain at any time;

b) a reflectivity modelling report may be required to qualify extent of reflected solar heat radiation.

4.6 HEATING AND COOLING SYSTEMS – HEAT REJECTION

Objectives

O.01 Reduce the impact of heat rejection from heating, ventilation and cooling systems in Melrose Park from contributing to the urban heat island effect in the Parramatta Local Government Area; and

O.02 Avoid or minimise the impact of heat rejection from heating, ventilation, and cooling systems on user comfort in private open space and the public domain.

Controls

C.01 Residential apartments within a mixed-use development or residential flat building should incorporate efficient heating, ventilation and cooling systems which reject heat from a centralised source on the upper most roof.

C.02 Where the heat rejection source is located on the upper most roof, these should be designed in conjunction with controls in this Section of the DCP relating to Roof Surfaces and the controls on Green Roofs or Walls.

C.03 No heat rejection units should be located on the street wall frontage on the primary street.

C.04 Heat rejection units are strongly discouraged from being located on building facades or on private open space, such as balconies and courtyards. However, where it is demonstrated that heat rejection cannot be achieved in accordance with the above controls C1 and C2 above and these units are installed, the HVAC system must demonstrate:

a) heating, ventilation, and cooling systems exceeds current Minimum Energy Performance Standard requirements; and

b) the heat rejection units are situated with unimpeded ventilation, avoiding screens and impermeable balcony walls; and

c) the area required by the heat rejection units is additional to minimum requirements for private open space.

4.7 GREEN ROOFS AND WALLS

Objectives

O.01 Ensure that green roofs or walls are considered for integration into the design of new development.

O.02 Design green walls or roofs to maximise their cooling effects.

O.03 Ensure green walls and roofs are designed and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

C.01 Green roofs and wall structures are be assessed as a part of the structural certification for the building. Structures designed to accommodate green walls should be integrated into the building façade.

C.02 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.

C.03 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan should be submitted which demonstrates:

a) adequate irrigation and drainage are provided to ensure sustained plant growth and health and safe use of the space;

b) appropriate plant selection to suit site conditions, including wind impacts and solar access; and

c) adherence to the objectives, design guidelines and standards contained in the NSW Department of Planning and Environment's Apartment Design Guide for 'Planting on Structures'.

C.04 Green roofs or walls, where achievable, should use rainwater, stormwater, or recycled water for irrigation.

C.05 Container gardens, where plants are maintained in pots, are not considered to be green roofs, however they are acknowledged as contributing to the reduction of urban heat.

C.06 Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.

C.07 Green roof planting, structures and WC facilities are permitted to exceed the height plane

4.8 SOLAR LIGHT REFLECTIVITY (GLARE)

Objectives

O.04 To ensure that buildings in Melrose Park restrict solar light reflected from buildings to surrounding areas and other buildings.

O.05 To minimise the risk of bird collision due to high transparency, through treatment of external windows and other glazed building surfaces.

Controls

C.08 New buildings and facades must not produce solar light reflectivity that results in glare that is hazardous, undesirable or causes discomfort for pedestrians, drivers, and occupants of other buildings or users of public spaces.

C.09 Solar light reflectivity from building materials used on facades must not exceed 20%.

C.10 Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar light reflectivity from the proposed development on pedestrians, motorists, or surrounding areas may be required.

C.11 Buildings greater that 40m in height require a Reflectivity Report that includes the visualisation and photometric assessment of solar light reflected from the building on the surrounding environment. Analysis is to include:

d) the extent of solar light reflections resulting from the development for each day in 15-minute intervals;

e) a visual and optometric assessment of view aspects where solar light reflections may impact pedestrians, or drivers, occupants of other buildings or users of public spaces including assessment of visual discomfort and hazard.

C.12 Demonstrate that development will not significantly affect migratory or threatened bird species because of illumination or obstruction of flight pathways into Melrose Park. Consideration is to be given to the *National Light Pollution Guidelines for Wildlife* (Migratory Shorebirds) and the *Industry Guidelines for Avoiding, Assessing and Mitigating Impacts on EPBC Act Listed Migratory Shorebird Species*.

C.13 A report is to be prepared by a suitably qualified consultant at DA stage to determine appropriate treatments of building surfaces for buildings within close proximity to open space and water bodies.

4.10 BUILDING FORM AND WIND MITIGATION

Objectives

O.01 Ensure that building form enables the achievement of nominated wind standards to maintain safe and comfortable conditions in the precinct.

O.02 Ensure wind mitigation methods do not to enable full development of street tree canopy.

Controls

C.01 Wind Effects Report is to be submitted with the DA for all buildings greater than 32m in height. Report recommendations cannot rely on or include street trees to assist to mitigate wind down draft effects on the public domain. For buildings over 50m in height, results of a wind tunnel testare to be included in the report.

C.02 Site design for tall buildings (towers) should:

a) Set tower buildings back from lower structures built at the street frontage.

b) Protect pedestrians from strong wind downdrafts at the base of the tower.

c) Ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre.

d) Consider the shape, location, and height of buildings to satisfy wind criteria for public safety and comfort at ground level.

e) Ensure usability of open terraces and balconies.

C.03. Buildings and public and private open spaces are to be designed in response to wind testing outcomes.

C.04 Historical data of wind speed and direction collected over a minimum of 10 years should be used as the basis of a pedestrian level Wind Effects Report. Data from the Bankstown Airport Bureau of Meteorology anemometer starting earliest in 1993 is to be used and adequately corrected for the effects of differences in roughness of the surrounding natural and built environment. The use of wind data for daytime hours between 6am and 9pm is generally recommended and may be specifically requested by the City of Parramatta, however, wind data for all hours may be used as well, where appropriate. Climate data are to be presented in the Wind Effects report.

C.05 The criteria for pedestrian level wind comfort and safety are based on published research, particularly on the criteria developed by Lawson (1990). Pedestrian safety and comfort are affected by both the mean and the gust wind speed. As such, the criteria defined above are to be applied to both the mean wind speed and the Gust Equivalent Mean (GEM), i.e. the 3 s gust wind speed in an hour divided by 1.85.

4.11 ECOLOGY

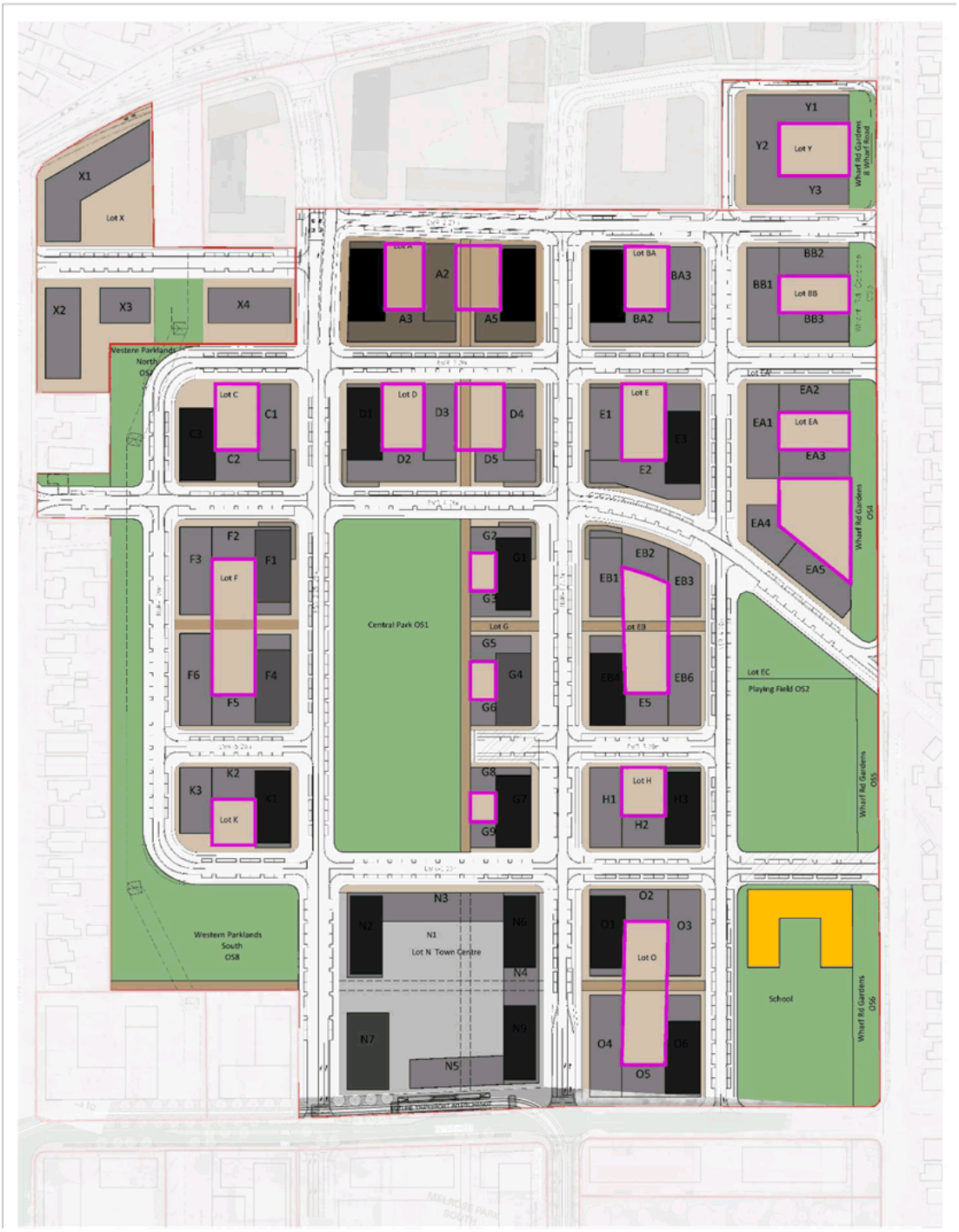
Objective

O.01 Ensure that potential flora and fauna species located on the site are identified and managed appropriately

Control

C.01. A survey of all buildings is to be undertaken to identify any species occupying vacant buildings.

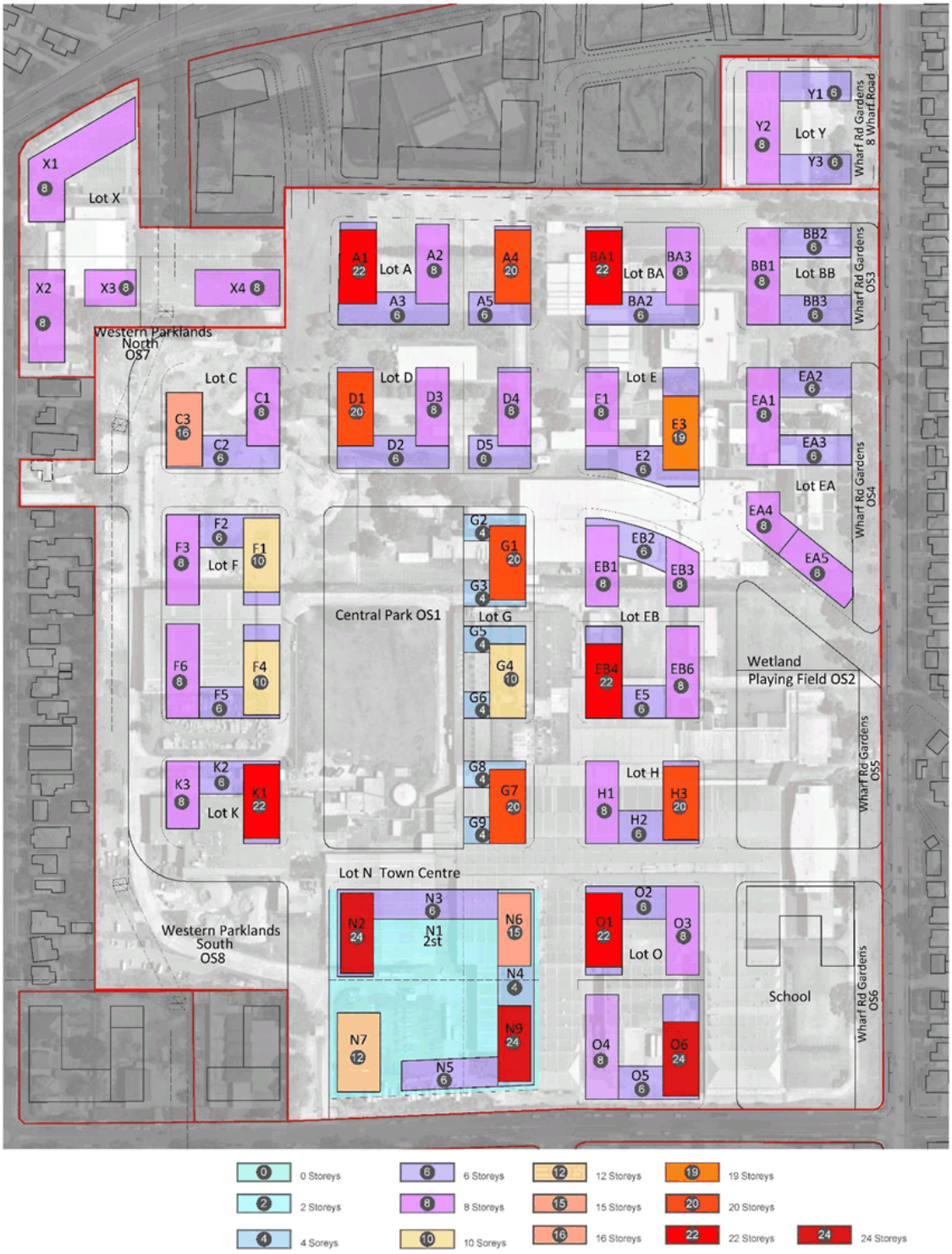
Appendix 1 – Melrose Park North Master Plan



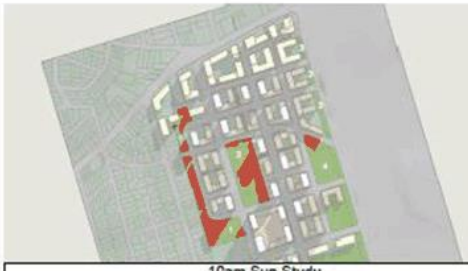
Pubblic accessible private street

Internal Courtyard

Appendix 2 – Building Heights



Appendix 3 – Solar Access Plan



10am Sun Study			
Area	Area in Sun (sqm)	Total Area (sqm)	Percentage in Sun (%)
1	6100	16013	38
2	8990	16341	55
3	5016	5016	100
4	8600	11684	74

11am Sun Study			
Area	Area in Sun (sqm)	Total Area (sqm)	Percentage in Sun (%)
1	9480	16031	59
2	12912	16341	79
3	5016	5016	100
4	8830	11684	76

12pm Sun Study			
Area	Area in Sun (sqm)	Total Area (sqm)	Percentage in Sun (%)
1	12398	16013	77
2	14855	16341	91
3	5016	5016	100
4	10676	11684	91

1pm Sun Study			
Area	Area in Sun (sqm)	Total Area (sqm)	Percentage in Sun (%)
1	13173	16031	82
2	13651	16341	84
3	4866	5016	97
4	9059	11684	78

2pm Sun Study			
Area	Area in Sun (sqm)	Total Area (sqm)	Percentage in Sun (%)
1	13204	16031	82
2	11815	16341	72
3	2365	5016	47
4	6799	11684	58

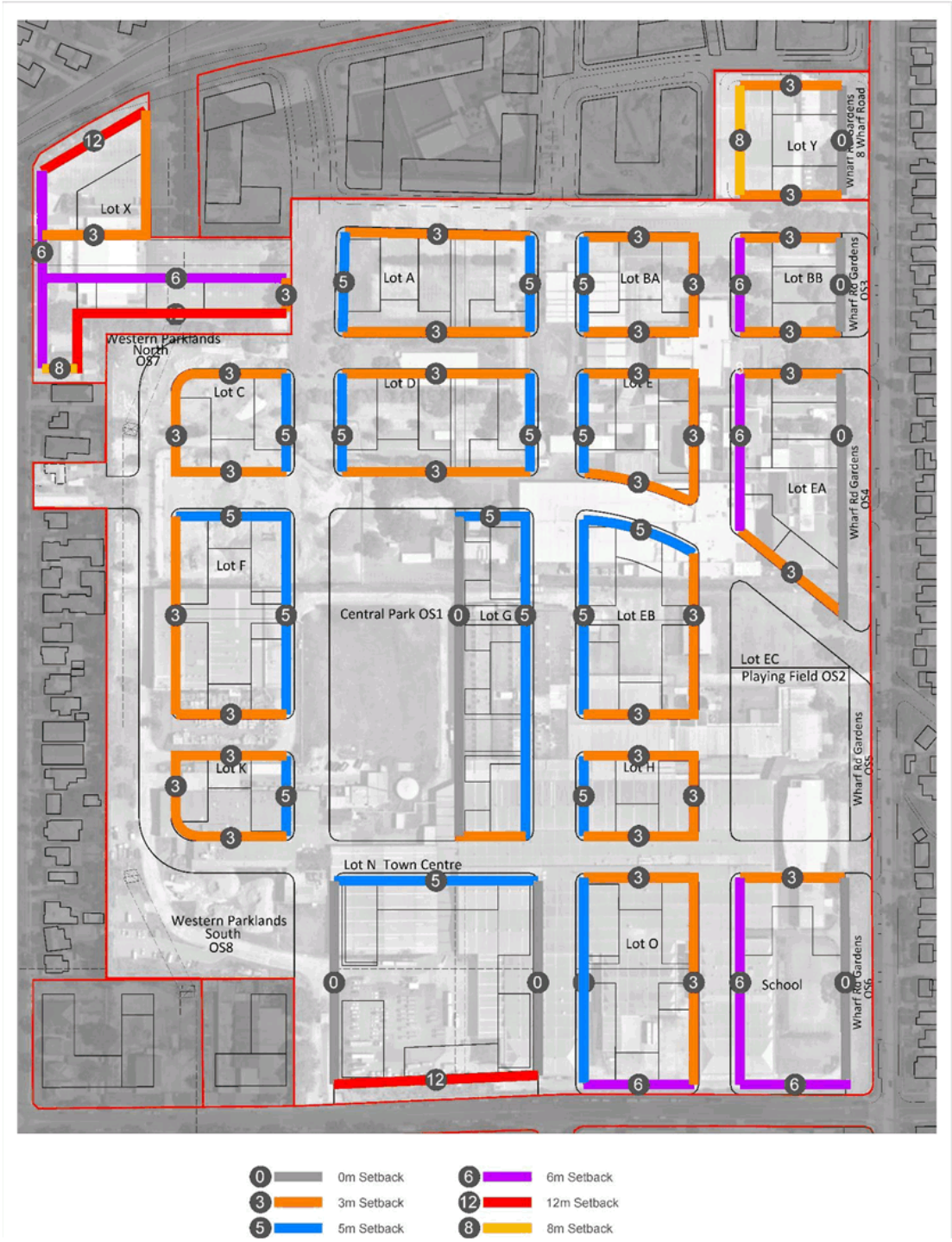
3pm Sun Study			
Area	Area in Sun (sqm)	Total Area (sqm)	Percentage in Sun (%)
1	10436	16013	65
2	9662	16341	59
3	551	5016	11
4	1818	11684	16

Cumulative Sun Access to Open Space

Cumulative Shadow Cast from Development to Open Space

Cumulative Sun Access to Public Open Spaces					
Area	Total Area	Max Sun Access Times	Total Area in Sun	Percentage in Sun	Total Area in Shadow
1	16013	12pm - 2pm	9921	62	6092
2	16341	11am - 1pm	10354	63	5987
3	5016	10am - 12pm	5016	100	0
4	11684	11am - 1pm	10266	88	1418

Appendix 4 – Building Setbacks



Appendix 5 – Indicative Application of Building Envelopes

Overview

Appendix 5 comprises two parts. The purpose of this information is to clarify for the architects and assessment officers how the masterplan and the setback controls are to be interpreted.

Part 1 Setbacks provides information and a table of how the upper-level setbacks to all buildings above are determined on each block.

Part 2, Illustrated Examples provides drawings of how the heights and setbacks are to be applied. The lots selected are D, G and EA because they show different building types and different topography.

PART 1 | SETBACKS

Assumptions

Base Building Element

- The perimeter block height is generally 6 storeys.
- Block G is 4 storeys
- The Town Centre is 2 retail + 3 car parking levels sleeved with residential.
- The 6 storey and 4 storey elements of all buildings must extend to the required street setbacks and align with the streets
- The podium of the Town Centre must extend to the street setbacks

Length and Width of Buildings

- The length of buildings that are 10 storeys and above are drawn at 50 metres.
- The width of buildings aligned East-West are drawn at 20 metres.
- The width of buildings aligned North - South without tower are drawn at 20 metres
- The width of buildings aligned North -South with tower are drawn at 22 metres

Changes to the length and width in the detail design of buildings may alter some of the setbacks and heights but these differences will only be minor.

Alignments

The Masterplan has organised the building envelopes at ground and above to define a series of spaces .For example

a) Buildings C1, D1, D3, D4, E1 align on the southern side
b) Buildings A1, A2, A4, BA1, BA3 align on the southern side
c) Buildings C3, F3 and EA1 align on the southern side
d) Buildings C3, F3 align on the northern side
e) Buildings F3, G1, EB1, EB3 align on the southern side
f) Buildings F6, F4,G4, EB4, EB6 align on the southern side
g) Buildings K1, G7, H1, H3 align on the southern side
h) Buildings O4, O6 align on the southern side
i) Buildings O1, O3 align on the northern side

Minor discrepancies in the Masterplan drawings are evident because of scale of the drawing and where streets are slightly non orthogonal.

BUILDING SETBACKS ABOVE PERIMETER BLOCK AND PODIUM					
			NORTH	EAST + WEST	SOUTH
LOT	BUILDING NUMBER	NUMBER of STOREYS	SETBACK ABOVE PERIMETER BLOCK HEIGHT	SET BACK ABOVE PERIMETER BLOCK HEIGHT	SET BACK ABOVE PERIMETER BLOCK HEIGHT

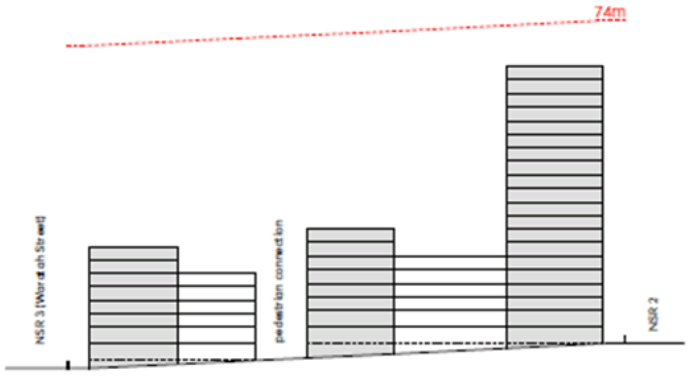
X	X1	8	Optional 1 or 2 Storeys	Optional 1or 2 Storeys	Optional 1or 2 Storeys
	X2	8	Optional 1 or 2 Storeys	Optional 1or 2 Storeys	Optional 1or 2 Storeys
	X3	8	Optional 1 or 2 Storeys	Optional 1or 2 Storeys	Optional 1or 2 Storeys
	X4	8	Optional 1 or 2 Storeys	Optional 1or 2 Storeys	Optional 1or 2 Storeys
A	A1	22	Optional	Nil	Mandatory Approximately 13-14 metres
	A2	8	Optional	Nil	Mandatory Approximately 13-14 metres
	A4	20	Optional	Nil	Mandatory Approximately 13-14 metres
BA	BA1	22	Optional	Nil	Mandatory Approximately 13-14 metres
	BA3	8	Optional	Nil	Mandatory Approximately 13-14 metres
Y	Y2	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
BB	BB1	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
C	C3	16	Nil	Nil	Nil
	C1	8	Nil	Nil	Mandatory Approximately 13-14 metres
D	D1	20	Optional	Nil	Mandatory Approximately 13-14 metres
	D3	8	Optional1 or 2 Storeys	Nil	Mandatory Approximately 13-14 metres
	D4	8	Optional1 or 2 Storeys	Nil	Mandatory Approximately 13-14 metres
E	E1	8	Optional1 or 2 Storeys	Nil	Mandatory Approximately 13-14 metres
	E3	19	Remainder	Nil	Mandatory to align with EA1and C3
EA	EA1	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	EA4	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	EA5	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
F	F3	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	F1	10	Nil	Nil	Remainder
	F6	8	Optional 1 or 2 Storeys		
	F4	10	Remainder	Nil	Nil
G Base Perimeter Block of 4 storeys					
G	G1	20	Block Dimension minus length of	Nil on West Block Dimension	Nil

			tower	minus width of tower on East	
	G4	10	Block Dimension minus length of tower	Nil on West Block Dimension minus width of tower on East	Nil
	G7	20	Block Dimension minus length of tower	Nil on West Block Dimension minus width of tower on East	Nil
EB	EB1	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	EB3	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	EB4	22	Block Dimension minus length of tower	Nil	Nil
	EB6	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
K	K3	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	K1	22	Nil	Nil	Nil
H	H1	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	H3	20	Block Dimension minus length of tower to align with G7	Nil	Nil
O	O1	22	Block Dimension minus length of tower	Nil	Nil
	O3	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	O4	8	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys	Optional 1 or 2 Storeys
	O6	24	Block Dimension minus length of tower	Nil	Nil
TOWN CENTRE Setbacks to the podium are flexible but buildings are to align with the streets 12 metres between N6 + N9; 12 metres between N2 + N7					
N	N2	24	N2 to align with N6 North Side		
	N6	15	N6 to align with N9 East Side and West Side		
	N7	12	N7 to align with N2 West Side		
	N9	24			

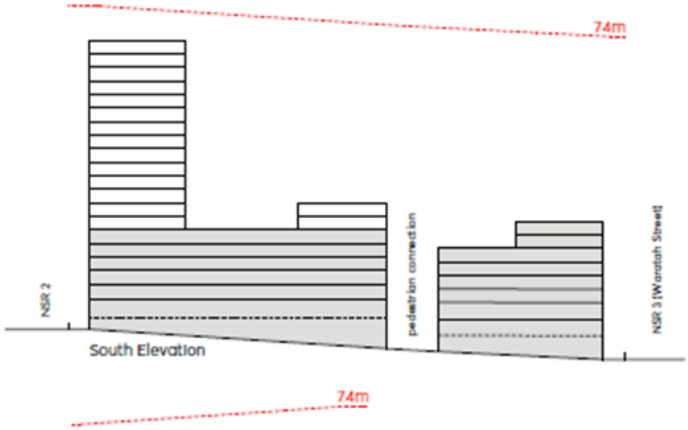
PART 2 | ILLUSTRATED EXAMPLES

Examples of Blocks D, G and EA have been prepared to illustrate how the height and setbacks controls are interpreted. These illustrate that:

- The different topographical levels are to be taken up in the lower levels so the upper levels of buildings are not stepped
- The height nominated on the Building Height Drawing Appendix 2 for the base building (4 and 6 storeys) is to be located on the high side of the lot and the additional height on the lower side of the lot.

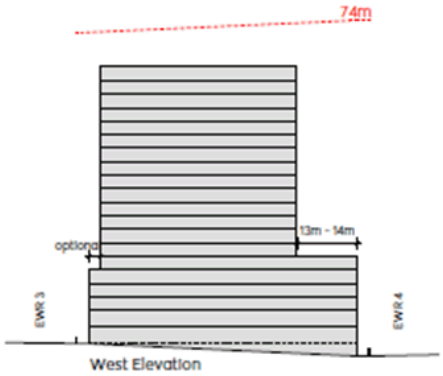


North Elevation



South Elevation

East Elevation



West Elevation

0 5 10 20 Block D

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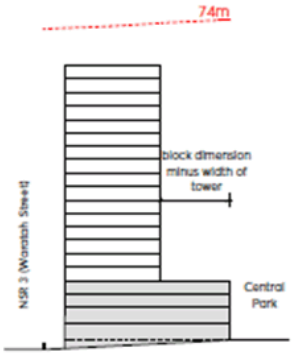
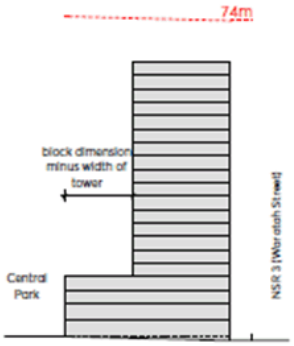
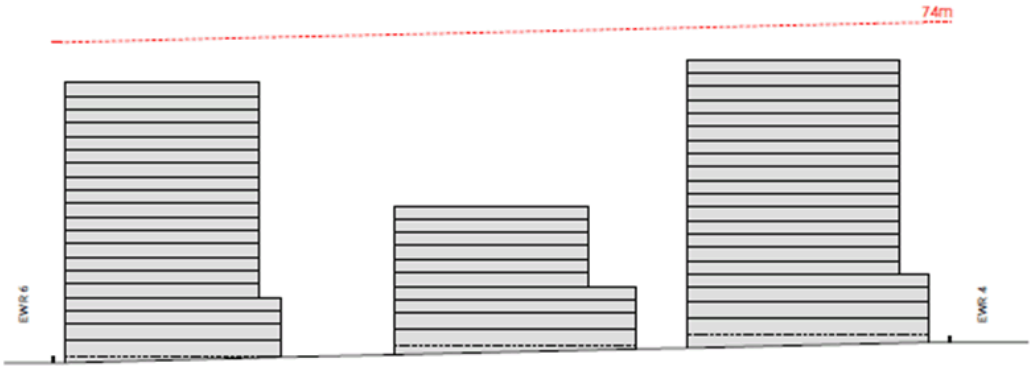


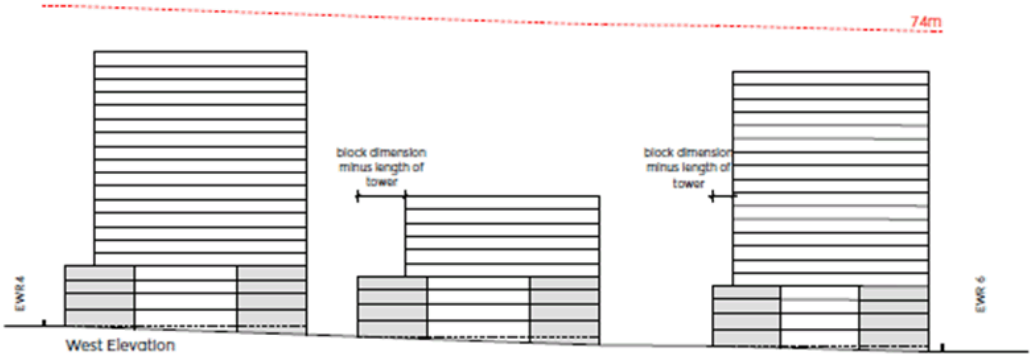
North Elevation



South Elevation



East Elevation



West Elevation

0 5 10 20

Block G

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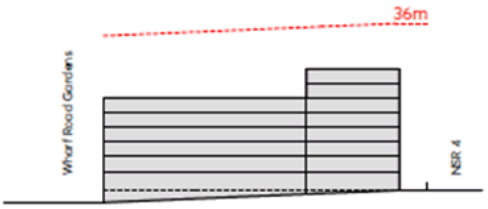
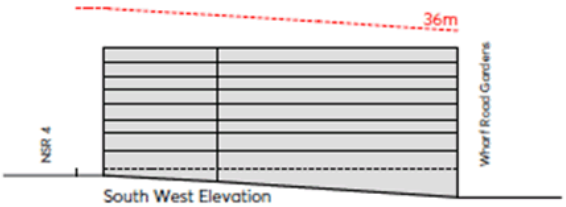
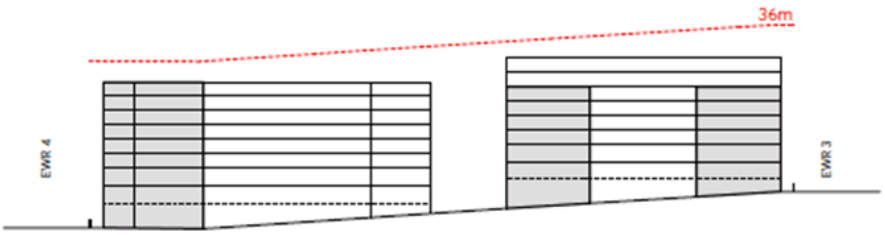


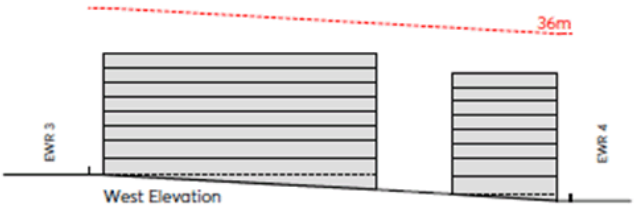
North Elevation



South West Elevation



East Elevation



West Elevation

Optional setbacks of 1 or 2 storeys on 8 storey component

0 5 10 20 Block EA

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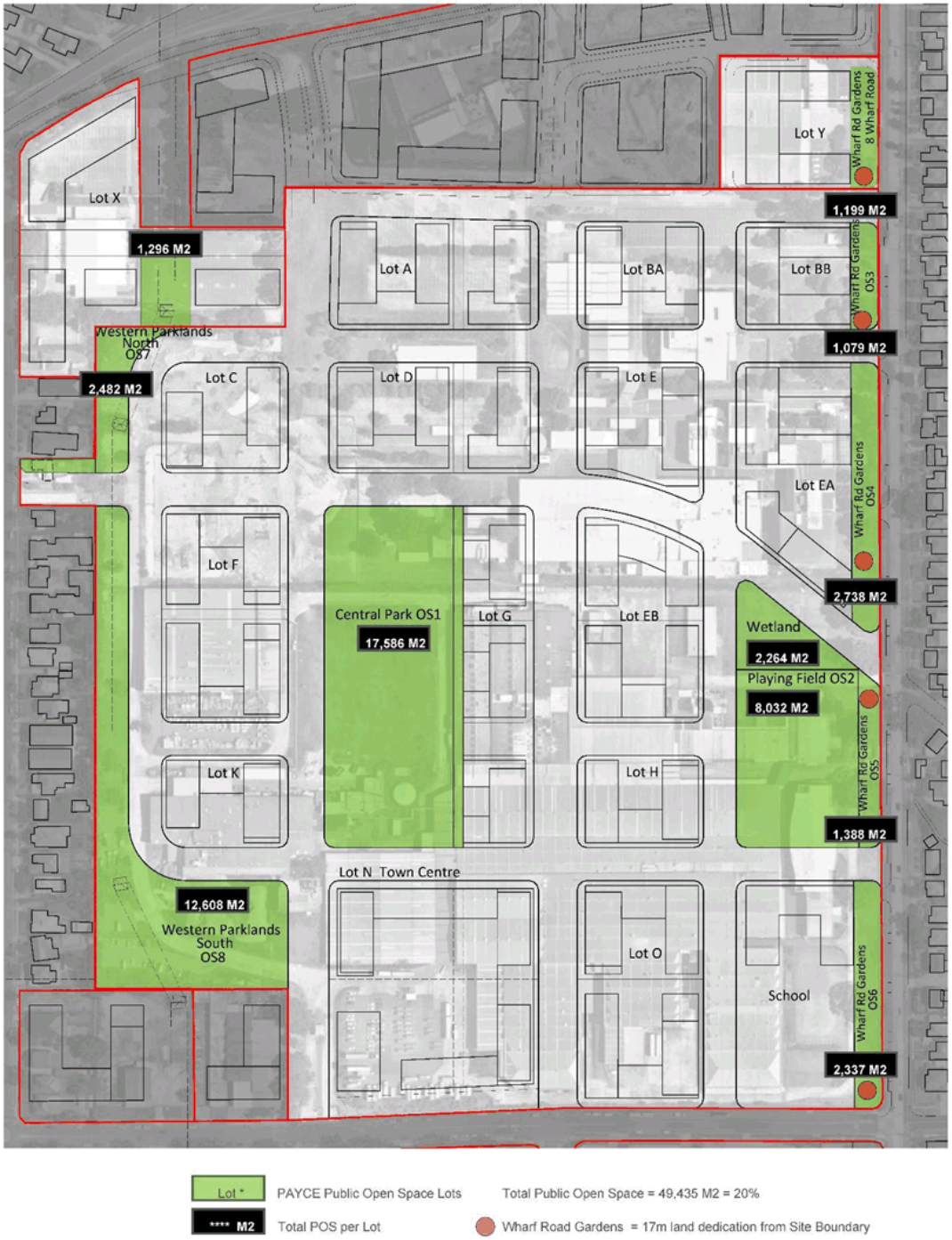
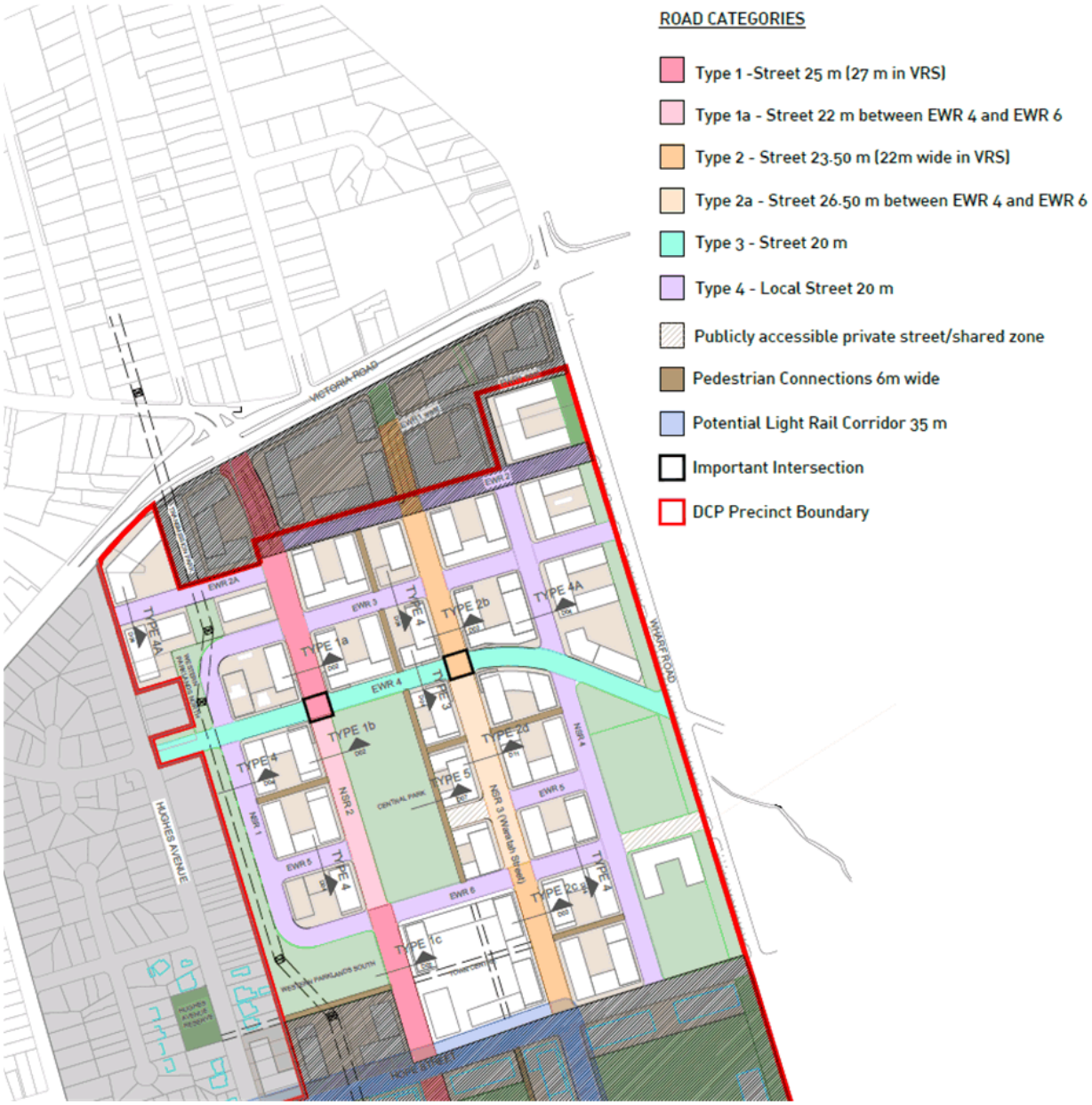
Appendix 6 – Public Open Space



Appendix 7 – Street Hierarchy



Appendix 8 – Street Schedule

City of Parramatta

Melrose Park North : Urban Design Public Domain Street Layouts

Author: VH Rev: V5 Date: 19.04.2021

Melrose Park North RZ/1/2016 masterplan (Work in Progress)

S.No	Street / Pedestrian Connection name	Street / Pedestrian Connection Corridor Width	Direction	Proposed Street Nomenclature	Proposed Building Setback		Description of Elements in Road Reserve											
					W/N side of road corridor (whichever is applicable)	E/S side of road corridor (whichever is applicable)	Footway Width W/N (whichever is applicable)	Footway Width E/S (whichever is applicable)	Footpath W/N (whichever is applicable)	Footpath E/S (whichever is applicable)	Planting Beds W/N (whichever is applicable)	Planting Beds E/S (whichever is applicable)	Trees	Parking	Vehicular lanes	Bicycle Path/ Lane	WSUD Planter	Notes
Streets																		
1	NSR-1	20m	North South	XX Crescent	Western Parklands North and South	3m	4.2m	4.2m	2m	2m	Yes. 2.05m clear width	Yes. 2.05m clear width	Larger trees in Parking; smaller trees in planting beds	2.3m wide both sides	single lane 3.5 m wide, each way	No	Bio retention open tree pit for the smaller trees, WSUD treatment for tree in parking (planter or paving TBC)	
2	NSR-2 Typical (Type 1a)	25m	North South	XX Boulevard	5m typical along developments/ 0m at Western Parkland South opposite Town Centre	5m Typical	3.5m	3.5m	3.5m	3.5m	No	No	Larger trees in Parking; smaller trees in front setbacks, possible third row in footpath	2.6m wide both sides	Two 3.2 m wide lanes each way with buses plying on this street	No	For the tree in parking - either in planter or paving TBC Trees in verge to possibly have bio-retention tree pits	Bus Route on road. NSR 2 town centre has zero setback. Public domain on western side of street between EWR 4 and EWR 6, to possibly house a linear park with elements like seating spaces, exercise areas, games etc. in its footway width of 6.4 m.
	NSR-2 (Type 1b) between EWR 4 and EWR 6	22m				0m at Central Park	6.4m	3.4m		3.4m	Yes. Possible linear park		Larger trees in footpath on eastern side, and in verge on western side		Single 3.5 m wide lanes each way			
	NSR-2 (Type 1c) Town Centre Interface	25m				0m at Town Centre	3.5m	3.5m		3.5m	No		Larger trees in Parking; possible second row in western footpath		Two 3.2 m wide lanes each way OR single 3.5 m wide lanes each way with line marked median, depending on the connection to Hope Street. Buses ply on this street			
3	NSR-3	23.5m	North South	Waratah Street	5m overall / 0m at Town Centre	5m	6.25 includes cycleway	6.25 includes cycleway	1.8m	1.8m	Yes. 1.95m clear width	Yes. 1.95m clear width	Larger trees in Parking; smaller trees in between the footpath and the cycle track	2.3m wide both sides	single lane 3.2 m wide, each way	Yes - one way paired, separated bicycle paths - both sides having an assumed 2.5m wide bicycle corridor, 1.5m wide on both sides asphalted with a 1m concreted portion alongside to allow for people coming out of parked cars from the on-street parking lane	For the tree in parking - either in planter or paving TBC	NSR 3 Town Centre condition, town centre setback is 0m and development side is a 5m setback. 3m wider public domain on western side of street between EWR 4 and EWR 6. Total public area available (excluding the cycleway) is 6.75 and this can house a linear park with elements like seating spaces, exercise areas, games etc.
	NSR-3 (Type 2d) between EWR 4 and EWR 6	26.5m			5m		9.25 includes cycleway	6.25 includes cycleway	2m		Possible Linear Park							
4	NSR-4	20m	North South	XX Street	3m	6m for developments / Lot EC (Wetland) and playing field / 6m for school	4.2m	4.2m	2m	2m	Yes. 2.05m clear width	Yes. 2.05m clear width	Larger trees in Parking; smaller trees in planting beds. 3rd row of trees in 6m setback	2.3m wide both sides	single lane 3.5 m wide, each way	No	Bio retention open tree pit for the smaller trees, WSUD treatment for tree in parking (planter or paving TBC)	
5	Wharf road	existing road	North South	Wharf Road					3m shared path							Yes - shared		The shared path is desired to be 3m but is to be adjusted in width depending on future additional traffic lanes. Where possible, a 3m path should be put in and reduced where constraints exist. Bus route on road
6	EWR-2A	20m	East West	XX Street	3m	6m	4.2m	4.2m	2m	2m	Yes. 2.05m clear width	Yes. 2.05m clear width	Larger trees in Parking; smaller trees in planting beds	2.3m wide both sides	single lane 3.5 m wide, each way	No	Bio retention open tree pit for the smaller trees, WSUD treatment for tree in parking (planter or paving TBC)	The possibility of connecting the EWR-2A to NSR 2 needs to be explored. Levels could be an issue in trying to achieve this outcome. Layout and connection subject to final advice from Traffic.
7	EWR-3	20m	East West	XX Street	3m	3m	4.2m	4.2m	2m	2m	Yes. 2.05m clear width	Yes. 2.05m clear width	Larger trees in Parking; smaller trees in planting beds	2.3m wide both sides	single lane 3.5 m wide, each way	No	Bio retention open tree pit for the smaller trees, WSUD treatment for tree in parking (planter or paving TBC)	
8	EWR-4	20m	East West	XX Grove	3m	5m / lot EC (Wetland)	3m	6m	3m wide shared path	2m wide	no	in swale	Larger trees in Parking	2.3m wide both sides	single lane 3.2 m wide, each way	Yes - shared, on northern side of the street	Open Continuous Swale / Raingarden	
9	EWR-5	20m	East West	XX Street	3m	3m	4.2m	4.2m	2m	2m	Yes. 2.05m clear width	Yes. 2.05m clear width	Larger trees in Parking; smaller trees in planting beds	2.3m wide both sides	single lane 3.5 m wide, each way	No	Bio retention open tree pit for the smaller trees, WSUD treatment for tree in parking (planter or paving TBC)	
10	EWR-6	20m	East West	XX Street	3m Typical / Central Park / Playing Field	3m Typical / 5m at Town Centre	4.2m	4.2m	2m	2m	Yes. 2.05m clear width	Yes. 2.05m clear width	Larger trees in Parking; smaller trees in planting beds	2.3m wide both sides	single lane 3.5 m wide, each way	No	Bio retention open tree pit for the smaller trees, WSUD treatment for tree in parking (planter or paving TBC)	

Publicly accessible private street/ shared space -																		
11	Connection between G6/G4 and G8, links to EWR 3	20m	East West	xx Lane	3m	3m	possibly 4.2m	possibly 4.2m	possibly 2m	possibly 2m	yes	yes	Large trees along the sides	possibly yes	Shared lanes possibly 3.2 to 3.5m wide each way	No	Possibly Bio retention open tree pits for the trees	
12	Connection between Playing Field and School, links to NSR 4 and possibly Wharf Road	20m	East West	xx Lane	3m	3m	possibly 4.2m	possibly 4.2m	possibly 2m	possibly 2m	yes	yes	Large trees along the sides	possibly yes in a width of 2.3 m both sides	Shared lanes possibly 3.5m wide each way	No	Possibly Bio retention open tree pits for the trees	
Pedestrian Connections -																		
13	Pedestrian connection between A2-A4/A5 and links EWR2 and EWR 3	6m wide (12m building to building), extending street to street	North South	xx Lane		**Refer Masterplan Drawing A01 dated 19.04.2021 Rev M and Street Hierarchy Plan drawing L01 Rev K dated 16.04.2021** **Controls –** **The Pedestrian Connections are to be:** - Located as per the Masterplan - 24/7 publicly accessible - Extend from street to street or street to park - Open to sky (except at the mall) - Located within property boundaries on deep soil (preferably) and or on basement slab except one along central park which is located within the park boundaries. - Available for controlled access for light weight maintenance/service vehicles - Fully accessible using, in order of preference – - graded walkways (no steeper than 1:20) where possible; limited use of ramp system as per DDA; - 24/7 clearly visible publicly accessible lift service within the building structure, or - alternative options for approval; **The Pedestrian Connections are to have:** - View lines along lane easement to align across all blocks - Building to building separation as shown on the masterplan - A public path 3-6m wide (based on site situation and constraints) and the balance of the 12m, where applicable, with landscape and canopy trees - Trees in deep soil (preferably) or in set down slabs and planters to encourage and sustain large canopy trees as per ADG requirements including soil volumes, soil depth, irrigation and sub-soil drainage - Pedestrian lighting to provide safe 24/7 access using Council approved lane lighting types as per the PDG - Materials as per the PDG (TBC) - The Pedestrian Connections should provide secondary entry to the buildings and courtyards - Park edge north/south connection is to have: - A low wall located along the park edge within the 6m lane boundary assumption. This wall could occur on both sides of the path depending on levels difference between the park and private boundary. The wall is to be masonry, a minimum of 450mm wide and a suitable option for sitting. - Canopy trees within the pathway in a set down slab (if required) to define park edge - The North South connection is to align with shopping mall entrance and provide direct access to Hope Street through the mall as per the master plan. This connection should be fully accessible (based on principles described above) and should be accessible 24/7. - Where retaining walls are required they are to be located within property boundary (except along Central Park). - Landscaping, lighting and street furniture elements such as seating (formal and incidental) is to be developed as an overall design, and be strategically located, with particular recognition of the grades and sight lines across the site. - Fences, to courtyards adjoining the laneways, are to have a masonry base and be designed to provide views into the courtyards.											
14	Pedestrian connection between D5-D4/D5 and links EWR 3 and EWR 4	6m wide (12m building to building), extending street to street	North South	xx Lane														
15	Pedestrian connection between Central park and blocks G2, G3, G5, G6, G8 & G9; and links EWR 4 and EWR 6	6m wide, extending street to street	North South	xx Lane														
16	Pedestrian connection between F3 & F6 and F1 & F4, and links NSR 1 & NSR 2	6m wide (12m building to building), extending street to street	East West	xx Lane														
17	Pedestrian connection betweenG1/G5 and G5 and links NSR 3 and Central Park	6m wide (12m building to building), extending street to street	East West	xx Lane														
18	Pedestrian connection between E81 & E84 and E83 & E86, links NSR 3 & NSR 4	6m wide (12m building to building), extending street to street	East West	xx Lane														
19	Pedestrian connection between O1 & O4 and O3 & O6, links NSR 3 & NSR 4	6m wide (12m building to building), extending street to street	East West	xx Lane														
20	24/7 Pedestrian access connections through town centre as shown on the drawing	6m	North South	xx Place														
21	24/7 Pedestrian access connections through town centre as shown on the drawing	6m	East West	xx Place														
22	Pedestrian connection between Western Parklands south and lots P & Q; and links Hughes Avenue reserve (across Hughes avenue) and NSR 2	6m wide, extending street to street through lot along Hughes Avenue	East West	xx Lane														

ELEMENTS & MATERIALS :
All Footpaths - Concrete, as per Council's details (unless otherwise specified), widths as specified above.
Town Centre, Shops & Cafe Areas, and important intersections' Paving & Footpaths - Provision of Stone Paving to be investigated
Bicycle paths - Asphalt finish on concrete. Pavement markings and cross section as specified in CoP Bicycle facilities Design Guide (Draft) - To be forwarded to the applicants.
Shared Paths - Concrete. Pavement marking (TBC) to be as specified in CoP Bicycle facilities Design Guide.
Kerb and gutter - Concrete. Dimensions and arrangement as per Council's details.
Roads - Asphalt to Council's standard details; however, other materials to help reduce heat to be explored.
Water Sensitive Urban Design (WSUD) Details - To be worked out based on requirements noted above. **WSUD techniques** to follow best practice and be appropriate for site specific applications, in particular street grades, and approved by Manager DTSU.
Street Furniture - Placement of elements as per the Parramatta Public Domain Guidelines (PPDG)
Lighting Design & Light Pole types - To be confirmed based on detailed lighting plan of the Melrose Park North Precinct. Light pole locations in plan and spacing to be confirmed based on required lighting levels and luminaire type.
Tree Species - Selection to be informed by DCP building height, setback controls and subsequent solar access.
Tree Pits - All tree pits to be designed to include structural soil support systems e.g. 'Strata Vaults' and WSUD guided soil profiles, as specified.
All Fill in the public domain and on private lot deep soil to use constructed soil profile as approved by Manager DTSU.
Road Intersections - To be designed to suit usage and surrounding elements. These must have blisters at all intersections but these may be more extensive at important intersections. Designs may vary depending on pedestrian and bicycle requirements.
Pedestrian Laneways - To be fully accessible. Arrangement, materials and cross sections to be confirmed.
Retaining walls and Fences - To be designed to Council's satisfaction, and to be located in the private domain in their entirety.

ASSUMPTION:
Access to building car parking is always from the southern side of the building unless otherwise noted.

Appendix 9 – Public Domain Plan

Appendix 10 – Water Management Plan

Appendix 10

Melrose Park North

Water Management Control Plan

Melrose Park North Precinct
–Water Management Control Plan –

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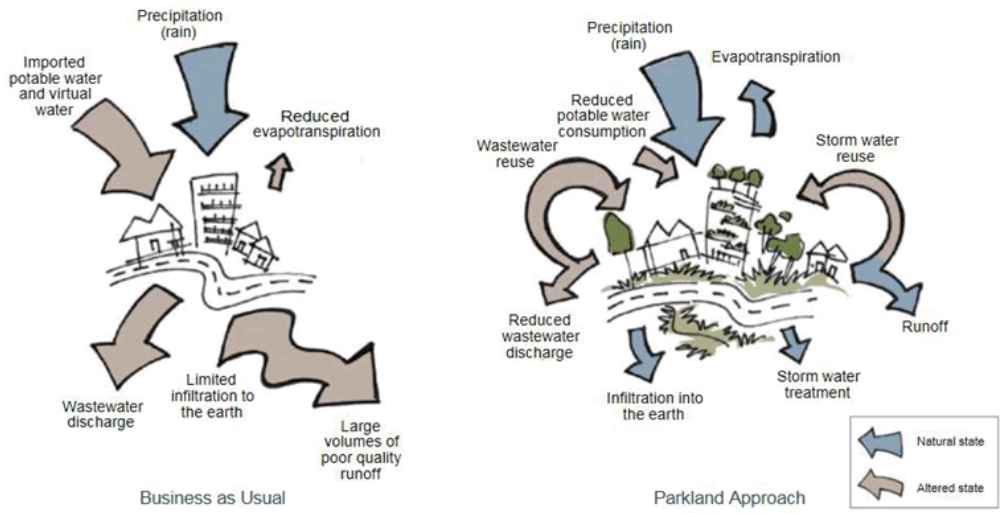
Melrose Park Flooding and Drainage Investigation – VRS and PP Development Sites – Lyall and Associates, 5 November 2020 - Figure 6: *Indicative Extent and Depth of Inundation - Post-VRS and PP Development and Complete Blockage Conditions – 1% AEP* (9 sheets) 20

Water Management Control Plan - Overview

Urbanisation brings impermeable paving and roofing, replacing 'natural' landscapes. More rainwater runs off, and it runs faster. This substantially changes the catchment: flooding is increased, water and waterways become polluted, bushland degrades and there are numerous other impacts. Sustainable water management is required to counteract this.

Overland flow will traverse the VRS and Melrose Park precinct during severe storms. There is a catchment above Victoria Road that contributes to this overland flow.

At present overland flow and drainage across Melrose Park is informal but allows overland stormwater to be delayed on its passage through the site into the two key discharge points – Wharf Road, near Jennifer Park, and Hope Street.



'Business as Usual' and 'Parkland Approach'

Source: Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020

Once the development is completed this overland flow will be unrestricted unless management measures are implemented to compensate for accelerated runoff, lower permeability and other factors that would otherwise increase flooding below the site.

In some cases, flooding can be alleviated by increased capacity of the downstream conveyance systems. However, these options have proved impractical here.

The alternative to be used in Melrose Park is to implement stormwater/floodwater detention within the Melrose Park precinct so that peak discharges are reduced below predevelopment peak levels and at the same time Council's obligations regarding on site detention in the Parramatta River Catchment are met.

A system of private on site and public stormwater detention is required to ensure flooding downstream in the two catchments is not made worse by the Melrose Park precinct development.

This detention and flood peak management must occur for the range of storm/rainfall events up to the 1% AEP, and not just for the 1% AEP event alone.

Flood detention will not reduce the total volume of water flowing across the site but will delay and reduce its peak so that flood levels are kept below predevelopment levels at least up to the 1% AEP events.

There will be both private and public detention and water management systems operating side by side throughout the precinct.

Private On-Site-Detention (OSD) and Water Sensitive Urban Design (WSUD) will be provided within the privately owned sites for each development in accordance with the Upper Parramatta River Catchment Trust Handbook Edition 4. WSUD within the private sites will manage water quality as well as rainwater capture and use.

As a second system, Public OSD and WSUD will be provided within the road reserves where practicable, as well as playing fields, parks and other public lands. The primary purpose of the Public OSD systems is to ensure that flooding conditions are not exacerbated in existing development that lies downstream of the Melrose Park North Precinct for all storms up to 1% AEP in intensity. As a minimum, both overland and piped flows are to be detained in two surface detention systems which are to be located in the open space areas which are to be provided adjacent to Wharf Road and Hope Street.

The roads will theoretically convey up to the 5% AEP flows in the pipes and between opposite kerbs. The 'public' 1% AEP flows above the 5% AEP flows will be conveyed across the whole road reserve width between property boundaries and in designed floodways if the road width is not sufficient.

Flood planning levels for buildings adjacent to the overland flow paths will be derived from the condition in a 1% AEP event where drainage pits and pipes are assumed to be not functioning and all flow is overland (100% blockage). Flood Planning Levels will include 0.5m freeboard.

Both the private and public WSUD systems must achieve the water quality targets set out in this Development Control Plan.

The development of the Parramatta LGA and Melrose Park itself requires integrating water management within the landscape and urban design using appropriate, sustainable technology.

This annexure provides technical guideline for water management for the whole Melrose Park North Planning Precinct. It applies to water management as follows.

Water Management Control Plan must be considered under five interdependent aspects:

- Flooding and Overland flow management;
- Road and public domain piped drainage;
- Flood reduction using public and private water detention systems;
- Environmental management of private and public low flows with Water Sensitive Urban Design (WSUD).
- Rainwater harvesting and use

Flooding and Overland Flow Management

Flooding and Overland Flow - Principles

P 01. Assess and design for the safe conveyance (and detention) of overland flow through the site with protection of people, buildings and property during rainfall events of 1% AEP (100 year) plus 0.5m freeboard and up to Probable Maximum Precipitation Floods (PMP, PMF).1

P 02. Design conveyance and detention of overland flow to ensure there is no worsening of flooding in a 1% AEP event anywhere as a result of the development of the precinct and there is no significant worsening of flooding in higher events up to the PMP/PMF anywhere as a result of the development

Flooding and Overland Flow – Objectives

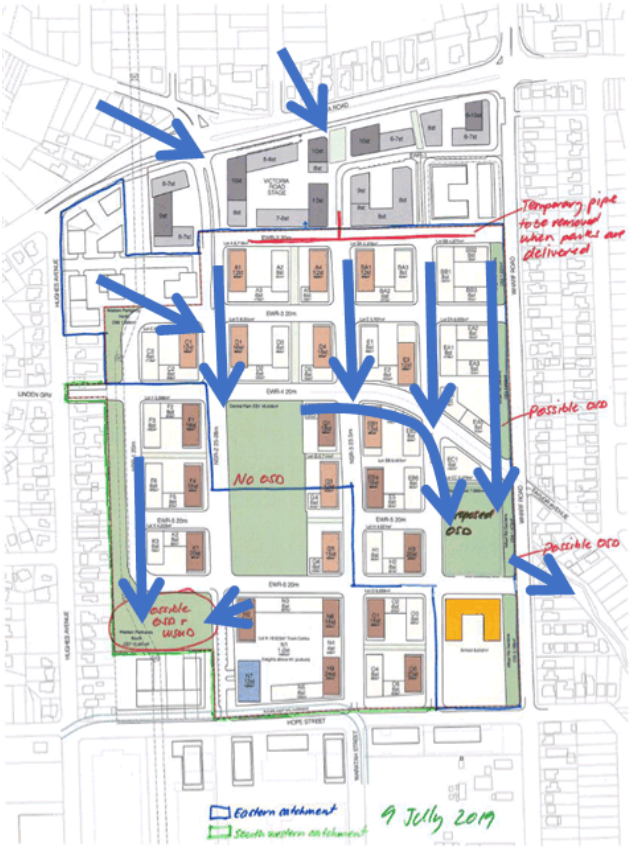
O 01. Protect the community and developments from river flooding rising from Parramatta River and its tributaries /creeks.

O 02. Protect the community and developments from overland flow flooding from rainfall up-slope of the site.

O 03. Manage the risks for all floods up to the Probable Maximum Flood.

O 04. Identify and manage overland flow paths and buildings and land affected by them.

[1] Note riverine flooding does not directly affect the MP North precinct site but does affect the southern MP precinct, including the riverbank flow and stormwater discharge patterns in that area.



Sketch of approximate overland flow paths and public detention basins.
For details refer Lyall and Associates drawings dated 5 November 2020 - Figure 6: *Indicative Extent and Depth of Inundation - Post-VRS and PP Development and Complete Blockage Conditions – 1% AEP* (9 sheets) (Included as attachment)

Design Controls – Overland flow flooding - assessment of flood behaviour

The following design controls are to be adopted for defining the nature of flooding under pre- and post-development conditions:

C 01. A set of hydrologic and hydraulic models are to be developed of the catchments within which the Melrose Park North Precinct is located.

C 02. The 'ensemble approach' prescribed in *Australian Rainfall and Runoff* (ARR) *2019* is to be adopted for deriving design discharge hydrographs for storms up to 0.2% AEP in intensity, while the 2003 update of the Bureau of Meteorology's *"The Estimation of Probable Maximum Precipitation in Australia: Generalised Short-Duration Method"* is to be used to derive estimates of Probable Maximum Precipitation.

C 03. The hydraulic model is to incorporate all of the features which influence flood behaviour in the study catchments, including details of the existing stormwater drainage system.

C 04. Blockage factors of 20% and 50% are to be applied to on-grade and sag type inlet pits, respectively when designing major/minor drainage systems.

C 05. Flood and stormwater behaviour is to be defined for design storms with AEPs of 5% and 1%, as well as the Probable Maximum Flood (PMF).

C 06. Steady-state design discharge hydrographs are to be adopted for defining the maximum rate at which flow will discharge from each individual super lot within the Melrose Park North Precinct under post-development conditions. This flow rate is to be based on the OSD calculations which are referred to in this document and is to be adopted when defining flood behaviour under post-development conditions for storms up to 0.2% AEP in intensity. Uncontrolled flow from each super lot is to be adopted when defining flood behaviour for more intense storm events (for example, the PMF event).

C 07. The impact that a potential increase in design 1% AEP rainfall intensities associated with future climate change is to be assessed. The assessment is to be in accordance with the NSW Department of Planning, Infrastructure and Environment's floodplain risk management guideline entitled "Practical Considerations of Climate Change". Design storms of 0.5% and 0.2% AEP may respectively be adopted as being analogous to Representative Pathway Concentration 4.5 and 8.5 increases in 1% AEP design rainfall intensities under year 2090 conditions for the purpose of the assessment, noting that the assessment need only be undertaken for post-development conditions.

C 08. An assessment is to be undertaken into the impact a complete blockage of the existing and proposed piped drainage system in the vicinity of the Melrose Park North Precinct would have on flood behaviour for a 1% AEP storm event, as well as its implications on the proposed developments.

C 09. When modelling to determine flood levels and flood planning levels with respect to overland flow, the analysis and modelling of the overland flow paths must be with 2D modelling such as Tuflow, and must assume all flow is overland, while piped reticulation is fully blocked and not contributing to conveyance.

C 010. This modelling must also assume on site detention is fully functional within the private lots and that such flows are discharging on to the surfaces of roads etc.

C 011. For this purpose, overland flow flood levels, flow rates, patterns and extents may be assumed to be those shown in the Lyall and Associates drawings dated 5 November 2020 - Figure 6: *Indicative Extent and Depth of Inundation - Post-VRS and PP Development and Complete Blockage Conditions – 1% AEP* (9 sheets) (Included as attachment)

C 012. The Flood Planning Levels shall be the adjacent interpolated 1% AEP flood levels (100% blocked) plus 0.5m freeboard.

C 013. Minimum finished floor levels must be the respective Flood Planning Levels as defined above. For sloping sites these levels may be stepped.

C 014. There must be no habitable rooms / floors below the applicable flood planning level, including residential, retail, community use, gathering and performance spaces and offices. In addition, any uses that would present a significant risk of harm to occupants are not permitted below the applicable Flood Planning Levels.

C 015. As and if determined by Council, non-habitable rooms and floors such as car parks, waste and loading docks, plant rooms and the like may be constructed below the applicable Flood Planning levels, provided such floors are protected from flooding to Council's satisfaction by the building design from inundation up to the applicable Flood Planning Level(s) and, if required by Council, by additional means such as flood gates and flood doors up to the Probable Maximum Flood Level.

C 016. Council may require a sensitivity analysis for the effects of climate change.

Road and public domain piped drainage

Principles – Road and public domain piped drainage

P 01 Provide effective, safe conveyance of stormwater across the catchment using planned and managed overland flow paths, trunk and local drainage.

Objectives – Road and public domain piped drainage

O 01 Protect occupants of roads and the public domain and property from uncontrolled stormwater in events up to the 5% AEP (1 in 20 year) rainfall by installing underground or above ground drainage infrastructure to contemporary standards.

Controls – Road and public domain piped drainage

C 01. All drainage work to be designed and constructed to Council standards

C 02. All civil designs for public infrastructure must be approved in writing by Council's Manager Assets prior to commencement of construction.

C 03. All construction of public infrastructure must be inspected and approved by Council's representative as the works proceed and upon completion prior to occupation or use.

C 04. Appropriate easements, restrictions, covenants and land title dedications must be in place to Council's satisfaction prior to occupation or use.

Flood reduction using public and private stormwater detention systems

Overall Principles – public and private stormwater detention

P 01. Manage and moderate stormwater flow across the catchment to minimise the effects of urbanisation, which include increased amount of runoff, shorter times of concentration, faster and deeper overland flows, erosion and flooding.

P 02. Manage and moderate stormwater flow from individual sites to compensate for increased impervious areas and faster conveyance systems, using on site detention, WSUD, deep soil, permeability and other measures.

P 03. Provide sustainable management, conveyance and detention of stormwater within the Public Domain

P 04. Mitigate floods.

P 05. Melrose Park North requires a combination of on-site detention within the private lots and stormwater detention basins in the public domain to sufficiently attenuate flows prior to discharge from the precinct. These two systems must be designed to work together hydraulically in a full range of design storms.

P 06. Stormwater from the private lots must be attenuated using OSD in accordance with this DCP and generally in accordance with catchment management criteria advised by the Upper Parramatta River Catchment Trust in their Edition 4 OSD Design Handbook.

P 07. The two planned public stormwater detention basins (and any others) receive this attenuated stormwater from the private lots, plus stormwater runoff from roads and public lands, and must moderate these inflows to ensure discharges from the Melrose Park North

precinct do not worsen flooding in a 1% AEP event (cluster) and do not *significantly* worsen flooding for *any* rainfall events up to the Probable Maximum Precipitation.

Principles – Private stormwater detention

Council has identified the following design criteria which is to be adopted in the design of the Private OSD systems, noting for OSD on private land that it is generally in accordance with the Fourth Edition Upper Parramatta River Trust's (**UPRCT's**) On-site Stormwater Detention Handbook (**UPRCT Edition 4**).

The design principles for stormwater conveyance and detention within private land are:

P 01. To ensure that new developments and redevelopments do not increase peak stormwater flows in any downstream area during major storms up to 1% AEP in intensity.

P 02. To reduce post-development peaks throughout the catchment in a 50% AEP storm event to be as close to natural levels as practical and

P 03. To encourage the integration of OSD with other water quality WSUD measures.

P 04. To prevent any increase in the site discharge to the downstream drainage system nor reduction in the volume of storage provided unless specifically allowed in the following sections or for rainwater storage.

Objectives – Private Stormwater detention

The objectives of Stormwater detention and conveyance - private land shall be to:

O 01. To limit flow peaks throughout the catchment in a 1% AEP storm event, to estimated peak flows under 1999 conditions, even if the further development of the catchment is equivalent to full medium/high density redevelopment throughout the catchment thereby preventing any increase in downstream peak flows resulting from new developments or redevelopments by temporarily storing on-site the additional and quicker runoff generated.

O 02. Prevent increases in downstream flooding and drainage problems that could:
- a) increase flood losses;
- b) damage public assets;
- c) reduce property values;
- d) require additional expenditure on flood mitigation or drainage works.

O 03. Reduce post-development peaks, throughout the catchment, in the 50% AEP storm event to as close to natural levels as practical.

O 04. Encourage integration of OSD systems into the architectural design and layout of the development so that adequate storage areas are included in the initial stages of the site design.

O 05. Encourage integration of the OSD facilities into a sustainable overall water management plan for the site;

O 06. Require construction supervision of OSD systems by the OSD designer to improve construction standards.

Controls – Private Stormwater detention

C 01. The private lot stormwater drainage system (including surface gradings, gutters, pipes, surface drains and overland flow paths) for the property must:
- a) be able to collectively convey all runoff to the OSD system in a 1% AEP storm event with a duration equal to the time of concentration of the site; and

b) ensure that the OSD storage is by-passed by all runoff from neighbouring properties and any part of the site not being directed to the OSD storage, for storms up to and including the 1% AEP storm event.

c) direct all site runoff to the Private OSD. That is the storage is 'on-line'.

C 02. The Private OSD is to have two orifices (or other) outlets and a non-piped overflow spillway.

C 03. The primary or lower orifice or controlled discharge must have a SRD_L of 40 L/s/ha. This must be located as close as possible to the storage invert.

C 04. A secondary orifice must be provided located at the base of a discharge control pit (DCP) providing HED with a SRD_U of 150 L/s/ha.

C 05. SRD_L (40 L/s/ha) and SRD_U (150 L/s/ha) may need to be adjusted in accordance with the procedures set out in UPRCT ED 4 Section 5.1 when the entire site cannot be drained to the storage.

C 06. The crest of the DCP must be designed to be at the water level of the 50% AEP storm event when the volume in the lower storage (SSR_L) reaches 245 m^3/ha;

C 07. The secondary orifice must operate from when the water level in the storage exceeds the crest level and water starts to overflow into the DCP;

C 08. A non-piped spillway, of suitable length must be provided to prevent flooding of neighbouring lands if the OSD outlets become blocked. This overflow must be located at the top of the storage (i.e. at 396 m^3 /ha).

C 09. The SSR_T and SSR_L are only adjusted if a rainwater tank is included in the development / redevelopment and an airspace "credit" is claimed to partially offset the SSR.

C 010. The site area to be adopted for sizing the Private OSD systems in the individual super lots is to include half of the adjacent road reserve, appreciating that the portion of the site area which is not controlled by each individual Private OSD system may exceed the permissible 30% rule.

C 011. Unless otherwise advised by Council, Version 9 of the UPRCT Edition 4 OSD calculation sheet shall be used for sizing the various components of the Private OSD systems.

C 012. Guidelines to assist in determining depths and frequencies of ponding for different classes of storages are given in Table 6.1 of UPRCT Edition 4. It is emphasised that these are general guidelines that will be varied according to the nature of the development and the location of the storage.

C 013. In general, the maximum depth of ponding in above ground storages is 600 mm.

C 014. Council may approve deeper ponding in individual cases where the applicant demonstrates that safety issues have been adequately addressed. For example, warning signs and fencing must be installed where the depth exceeds 600 mm, or the ponding is adjacent to pedestrian traffic areas.

C 015. Surface storages should be constructed so as to be easily accessible, with gentle side slopes permitting walking in or out. A maximum gradient of 1(V):4(H) (i.e. 1 vertical to 4 horizontal) will be required on at least one side to permit safe egress in an emergency. Where steep or vertical sides are unavoidable, due consideration should be given to safety aspects, such as the need for fencing or steps or a ladder, both when the storage is full and empty.

C 016. Balustrades (fences) must comply with the Building Code of Australia (See Section D2.16 of the Code), while safety fences should comply with the Swimming Pool Act 1992. Fencing must not obstruct overland flow and floodwaters.

Private OSD System Glossary[2]

Detention storage	Detention devices capture and temporarily store stormwater runoff during major (infrequent) storm events. Stormwater is then discharged to the drainage system at a controlled rate. Detention devices act to mitigate potential downstream flooding impacts.
Extended Detention storage	The lower portion of the OSD storage, which detains stormwater in smaller, frequent storms up to the 50% AEP event in order to reduce stormwater runoff closer to the rates under natural, pre-development conditions. This helps minimise damage and disturbance to downstream watercourses and aquatic ecosystems.
Flood Detention storage	The upper portion of the OSD storage that detains stormwater to prevent any increase in downstream flooding in moderate to major storms. Water held in the Flood Detention storage drains away through both the primary and secondary orifice outlets.
PSD	Permissible Site Discharge - the maximum allowable discharge leaving the site in litres/sec/hectare (L/s/ha)
SRD_L	the Site Reference Discharge from the extended detention storage in litres/sec/hectare (L/s/ha), or in litres/sec (L/s) when applied to a specific site, when the volume of runoff stored in the extended detention storage equals the SRD_L. In the case of the Melrose Park North Precinct, the SRD_L has been set at 40 L/s/ha.
SRD_U	the Site Reference Discharge from the DCP that receives stormwater when the volume of runoff exceeds the volume of the extended detention storage in litres/sec/hectare (L/s/ha), or in litres/sec (L/s) when applied to a specific site. The site reference discharge occurs when the DCP is completely filled and HED conditions are established at the commencement of flood detention. In the case of the Melrose Park North Precinct, the SRD_U has been set at 150 L/s/ha.
SSR_L	the minimum volume (in m^3/hectare or in m^3 when applied to a specific site) required for the lower Extended Detention storage when the outflow is restricted to the SRD_L. In the case of the Melrose Park North Precinct, the SSR_L has been set at 245 L/s/ha.
SSR_T	the total volume (in m^3/hectare or in m^3 when applied to a specific site) required for overall storage (combined Extended Detention storage and Flood Detention storage) when outflows occur through the primary and secondary orifice outlets. In the case of the Melrose Park North Precinct, the SSR_T has been set at 396 L/s/ha.

[2] From UPRCT OSD Handbook Edition 4.

Public stormwater detention systems

Principles – Public stormwater detention

P 01. The following principles, objectives and controls must be adopted in the design of the Public stormwater conveyance and detention systems, noting that it is generally in accordance with the latest addition of Australian Rainfall and Runoff (**ARR 2019**).

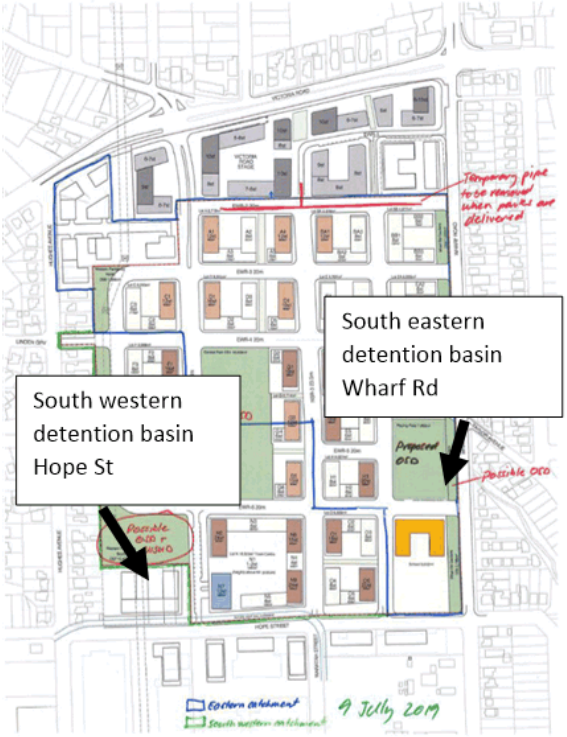
Objectives – Public stormwater detention

O 01. Flooding conditions and risks must not be worsened anywhere for all storms up to 1% AEP in intensity.

O 02. Flooding conditions and risks must not be *significantly* worsened anywhere for storms that are more intense than 1% AEP up to the Probable Maximum Precipitation.

O 03. Safety, amenity, aesthetic and ecological values affected by the detention systems are satisfactory.

O 04. Detention infrastructure can readily be maintained in perpetuity



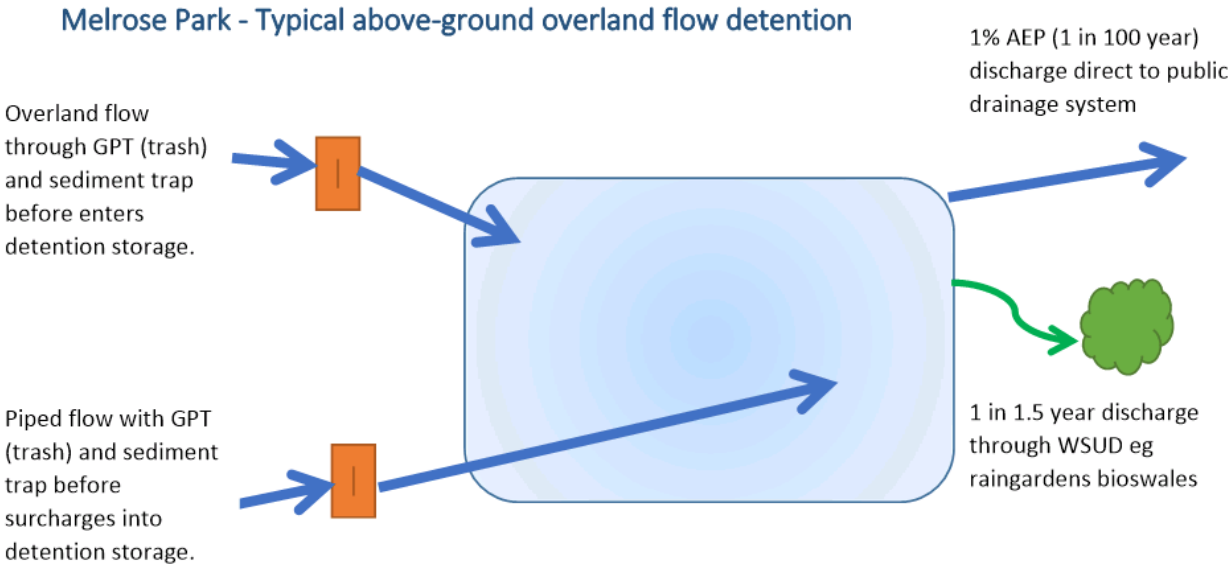
Controls – Public Stormwater Detention

C 01. Two locations are identified for public domain, above ground detention: South East (Wharf Rd) and South West (Hope St) (see map).

C 02. Central Park is not to be used for any detention purposes.

C 03. Sufficient area[3] must be provided for above ground detention purposes within the public domain of the northern precinct of Melrose Park assuming max depths of 300mm – 600mm.
C 04. south eastern catchment 8200 m^2 [4]
C 05. south western catchment 2200 m^2 [5]
C 06. To this is to be added sloping sides, inflow and outflow swales etc.
C 07. Both, proposed playing fields/open space are in suitable locations and of appropriate size to be used for stormwater detention purposes.[6]
C 08. Unless otherwise approved by Council, both basins shall be designed as a dry basin, with low level inundation potentially occurring statistically every 18 months (approx.) and will remain temporarily wet (for a few hours) after a triggering rain event.
C 09. The depth of the basins during severe storms will be typically 300mm to 600mm although greater depths may be necessary in extreme events. Basements must not pose a safety hazard or affect overall usability of the playing field under normal weather conditions.
C 010. To achieve the required detention volume, it is possible that a portion of the Western Parklands South (high voltage power lines corridor) could be utilised for both detention and WSUD purposes in addition to the playing fields.
C 011. It may also be possible to utilise some of the Wharf Road Gardens for detention if required.
C 012. A temporary detention basin will be constructed immediately south of the VRS site near Wharf Road to manage outflows from this site until the new open space areas' detention basins are operational, at which time this temporary basin will be decommissioned.

Melrose Park - Typical above-ground overland flow detention

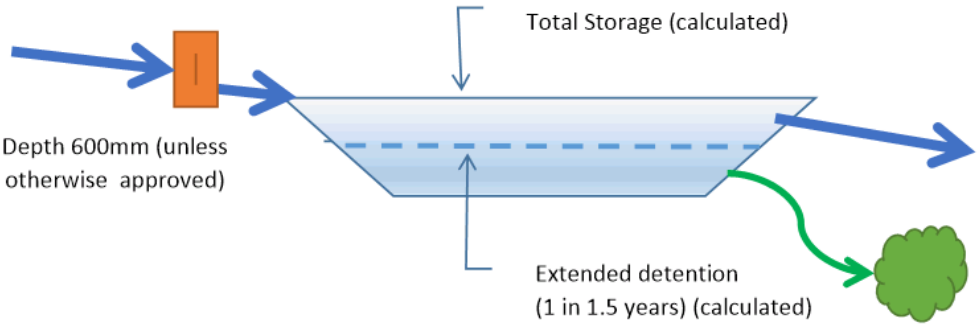


[3] Estimated at approximately 10,400m² but this is to be verified.

[4] To be verified

[5] To be verified

[6] Area estimated at approx. 7,800m² – to be verified



WSUD - Environmental management of private and public low flows with Water Sensitive Urban Design

Principles - Water Sensitive Urban Design (WSUD)

P 01. In the Melrose Park North Precinct all developments must implement Water Sensitive Urban Design (WSUD).

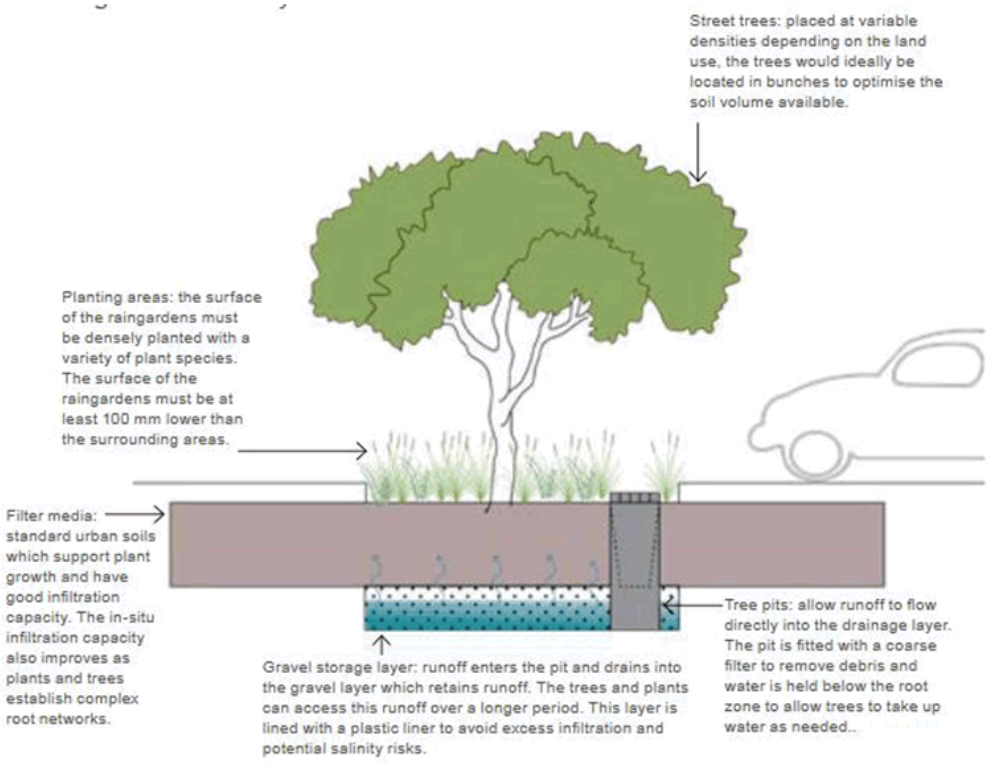
P 02. WSUD is used to ensure runoff water quality is within acceptable limits using landscape integration and if necessary, treatment technology

P 03. Water sensitive urban design is used to enhance the landscape, support tree canopies with rainwater and deep soil to increase evapotranspiration, urban heat reduction and to reduce uncontrolled runoff.

P 04. A water sensitive stormwater system must be designed to minimise the impact of urban development on the catchment, by improving the quality and quantity of stormwater runoff as well as providing ancillary benefits.

P 05. A WSUD system may contribute to aspects such as biodiversity, reduction of potable water use, carbon sequestration, habitat provision, amenity, community engagement in water resource management and reduction of urban heat island effect.

P 06. To protect and enhance natural water systems (creeks, rivers, wetlands, estuaries, lagoons, groundwater systems etc.).



Street Trees using WSUD – design and benefits

Source: Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020

Objectives – WSUD

O 01. Use Water Sensitive Urban Design to manage water, particularly for rainfall events up to 1 in 1.5 years probability.

O 02. Implement successful Water Sensitive Urban Design and Stormwater Quality improvements for the public domain.

O 03. Implement successful Water Sensitive Urban Design and Stormwater Quality improvements for private developments.

Swales in carparks or near other large areas of pavement collect stormwater runoff and remove pollutants

Source: Sydney Water – 'Water Sensitive Urban Design' SW277 03/18

Controls - WSUD:

C 01. WSUD principles are to be integrated into the development through the design of the stormwater systems and landscaping scheme and in the orientation of the development rather than relying on 'end of pipe' treatment devices prior to discharge.

C 02. Some options for WSUD measures at Melrose Park include:

a) Vegetated and grassy swales
b) Vegetated filter and buffer strips,
c) Wetlands,
d) Sand and gravel filters (depending on indigenous soil suitability),
e) Bio-retention systems,
f) Permeable/Porous Pavements,
g) Infiltration Basins,
h) Rainwater Tanks,
i) Gross Pollutant Traps and Filters,
j) Passive watering systems for landscaped areas,
k) Additional deep soil areas,
l) Naturalised watercourses,
m) Rain gardens,
n) 'End of pipe' proprietary treatment devices (these must be used in conjunction with other landscape integrated measures to provide ancillary social, environmental and economic benefits).

This is not an exclusive list and Council does not specify particular measures for particular types of development. These measures are typically employed in a 'treatment train' to maximise the range of pollutants removed.

C 03. Development is to be sited and designed to minimise disturbance of natural watercourses and overland flow paths.

C 04. Impervious surfaces are to be minimised and soft landscaping with deep soil and tree planting extensively used to promote infiltration, evapotranspiration and reduced stormwater run-off.

C 05. WSUD elements should be located and configured to maximise the impervious area that is treated.

a. WSUD must be adopted for the following development types:
b. Residential on lots greater than 1500m^2 or with 5 or more dwellings.
c. Commercial and Industrial – development, redevelopment and alterations/additions which increase gross floor area by more than 150m2 or alter and/or add more than 150m2 of impervious area. (Approach to WSUD will vary depending on lot size.)
d. Subdivisions of Industrial/commercial properties.
e. Subdivision of residential properties where the existing lot is greater than 1500m^2 or 5 or more lots are being created.
f. Other development >$50k in value which exceeds <u>either</u> of the following criteria:

g. Development which alters and/or adds more than 150 m^2 of impervious area
h. Development which results in an increase in gross floor area of more than 150 m^2

C 06. WSUD systems shall generally be designed to treat storm events up to the 1 in 1.5 year average recurrence interval. Low flows of this frequency must be separated from higher flows that will be diverted into OSD and other stormwater quantitative management systems.

C 07. WSUD must achieve the following pollution reduction targets:

C 08. Pollutant	**C 09. Performance Target** % reduction in the post development mean annual load of pollutant
Gross Pollutants (greater than 5mm)	90%
Total Suspended Solids (TSS)	85%
Total Phosphorus (TP)	60%
Total Nitrogen (TN)	45%
Hydrocarbons, motor oils, oil and grease	90%

NOTE: Reductions in loads are relative to the pollution generation from the same development without treatment.

C 010. The post development mean annual runoff volume from the entire site must be reduced by at least 10% from that pre-development. This may be achieved with rainwater tanks, infiltration into deep soil, minimising impervious areas, using permeable paving and other methods.

C 011. Rainwater is a valuable water resource to be harvested and used if possible.

C 012. The receiving waterway must be protected and enhanced.

C 013. Where water sensitive urban design measures are required**,** DA or other proposal lodgement must be supported by the following documentation to Council's satisfaction:

a) A WSUD report, describing the treatment train including all measures used, justification for this selection and a summary of design ancillary benefits.
b) MUSIC software modelling (or equivalent) to demonstrate that the proposed WSUD design achieves the required pollution reduction targets. Both a written summary of the

assumptions, configuration and results of the model, and a digital copy of the model file must be submitted.

c) The above documentation must be prepared by a qualified hydraulic/environmental engineer in consultation with the project landscape and architectural professionals.

C 014. Council requires simple WSUD landscape designs that achieve water management objectives without unusual or complicated maintenance demands.

C 015. The DA must be accompanied with a management and maintenance Plan for the WSUD biological and landscape facilities for both establishment phase (3-5 years) and the long-term phase.

C 016. The DA must be accompanied with a Management and Maintenance Plan for the WSUD proprietary treatment devices (such as GPT's, filters etc).

C 017. The Applicant must also provide evidence to Council that they have signed a minimum 3 year contract with a suitable maintenance contractor to carry out ongoing maintenance of the water treatment facilities and technology installed on site.

C 018. The discharge of polluted waters from any site is not permitted. Discharges from premises of any matter, whether solid, liquid, or gaseous is required to conform to the Protection of the Environment Operations Act and its Regulations, or a pollution control approval issued by the NSW Environment Protection Authority for Scheduled Premises.

Rainwater harvesting and use

Principles – Rainwater harvesting and Use

P 01. Rainwater harvesting and use is encouraged in any water management system for individual lots and for the public domain.

P 02. Rainwater capture by WSUD direction of flows into deep soil will assist plant and tree growth, reduce ambient temperatures, trap pollutants and moderate runoff flows.

P 03. Captured rainwater is readily suited for landscape irrigation and, with treatment, for other internal uses such as toilet flushing.

P 04. Rainwater may be captured in a separate rainwater tank or a combined rainwater and on site detention tank. Refer Edition 4 of the Upper Parramatta River Catchment Trust On Site Detention Handbook.

P 05. Refer to Section 4 Sustainability of this DCP: 4.1 – Energy and Water Efficiency and 4.2 – Recycled Water

Resources and Further Information

Australian Disaster Resilience Handbook 7, Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia (AIDR 2017), Australian Government

Australian Runoff Quality, Engineers Australia 2005

Melbourne Water, https://www.melbournewater.com.au/planning-and-building/stormwater-management

Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors) Australian Rainfall and Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia), 2019.

Book 9: Runoff in Urban Areas: Coombes, P., and Roso, S. (Editors), 2019 Runoff in Urban Areas, Book 9 in Australian Rainfall and Runoff - A Guide to Flood Estimation, Commonwealth of Australia, © Commonwealth of Australia (Geoscience Australia), 2019.

CRC for Water Sensitive Cities, https://watersensitivecities.org.au/

Facility for Advancing Water Biofiltration 2008, Guideline Specifications for Soil Media in Bioretention Systems

Floodplain Development Manual NSW

Flood Emergency Planning for Disaster Resilience, Australian Institute for Disaster Resilience, First Edition 2020

Melrose Park Flooding and Drainage Investigation – VRS and PP Development Sites – Lyall and Associates, 5 November 2020 - Figure 6: *Indicative Extent and Depth of Inundation - Post-VRS and PP Development and Complete Blockage Conditions – 1% AEP* (9 sheets) (Included as attachment)

MUSIC Modelling Guidelines for New South Wales - eWater Cooperative Research Centre 2009

South East Queensland Healthy Waterways Partnership 2010, Water by Design Guidelines and Resources - http://waterbydesign.com.au/guidelines/

Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020

Water Sensitive Planning Guide - www.wsud.org

Water Sensitive Urban Design Engineering Procedure: Stormwater, Melbourne Water.

Water Sensitive Urban Design Technical Guidelines for Western Sydney (UPRCT, 2004) - www.wsud.org/tech

Council Resources:

Parramatta DCP 2011

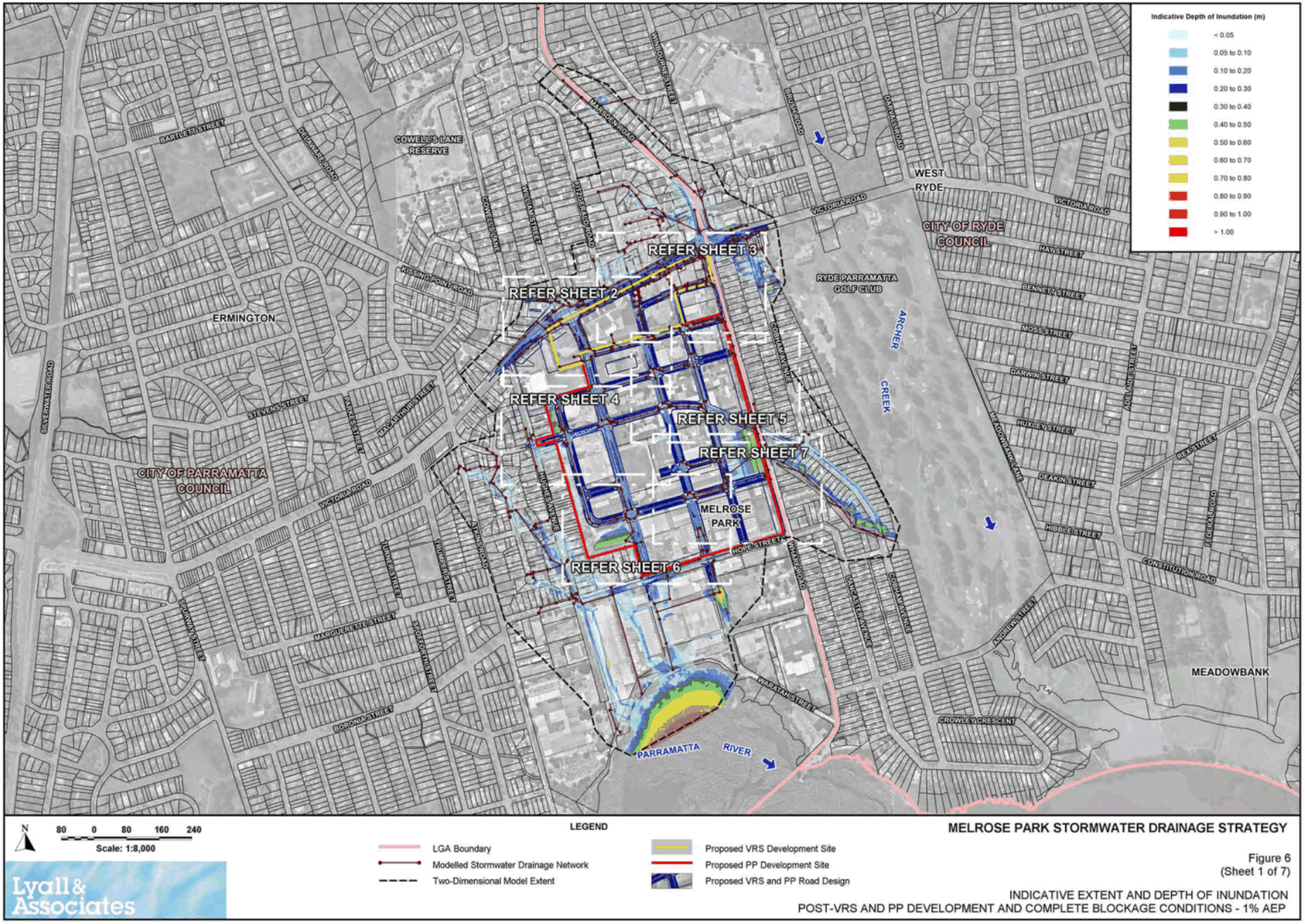
City of Parramatta Council, Stormwater Disposal Policy

City of Parramatta Council, Development Engineering guidelines June 2018

Upper Parramatta River Catchment Trust Handbook, Edition 4.

Attachment

Melrose Park Flooding and Drainage Investigation – VRS and PP Development Sites – Lyall and Associates, 5 November 2020 - Figure 6: *Indicative Extent and Depth of Inundation - Post-VRS and PP Development and Complete Blockage Conditions – 1% AEP* (9 sheets)


Indicative Depth of Inundation (m)
< 0.05
0.05 to 0.10
0.10 to 0.20
0.20 to 0.30
0.30 to 0.40
0.40 to 0.50
0.50 to 0.60
0.60 to 0.70
0.70 to 0.80
0.80 to 0.90
0.90 to 1.00
> 1.00
REFER SHEET 2
REFER SHEET 3
REFER SHEET 4
REFER SHEET 5
REFER SHEET 6
REFER SHEET 7
ERMINGTON
WEST RYDE
MELROSE PARK
MEADOWBANK
CITY OF PARRAMATTA COUNCIL
CITY OF RYDE COUNCIL
RYDE PARRAMATTA GOLF CLUB
COWELL'S LANE RESERVE
ARCHER CREEK
PARRAMATTA RIVER
BARTLETT STREET
NELMATE ROAD
WILLIAM STREET
FITZGERALD ROAD
COWELL LANE
KISSING POINT ROAD
SILVERWATER ROAD
STEVENS STREET
BAKER STREET
LACHLAN STREET
VICTORIA ROAD
HUGHES AVENUE
TRUMPER STREET
JUNIPER STREET
MARGUERITE STREET
BROWN STREET
BORONIA STREET
BROKEN HILL ROAD
HOPE STREET
WAKAY ROAD
WARATAH STREET
LYNCH AVENUE
COUNTY AVENUE
CROWLEY CRESCENT
ANDREWS STREET
CONSTITUTION ROAD
HIBBLE STREET
DEAKIN STREET
HUXLEY STREET
MEADOWBANK LANE
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80 0 80 160 240
Scale: 1:8,000
LEGEND
LGA Boundary
Modelled Stormwater Drainage Network
Two-Dimensional Model Extent
Proposed VRS Development Site
Proposed PP Development Site
Proposed VRS and PP Road Design
Lyall & Associates
MELROSE PARK STORMWATER DRAINAGE STRATEGY
Figure 6
(Sheet 1 of 7)
INDICATIVE EXTENT AND DEPTH OF INUNDATION
POST-VRS AND PP DEVELOPMENT AND COMPLETE BLOCKAGE CONDITIONS - 1% AEP

Indicative Depth of Inundation (m)
< 0.05
0.05 to 0.10
0.10 to 0.20
0.20 to 0.30
0.30 to 0.40
0.40 to 0.50
0.50 to 0.60
0.60 to 0.70
0.70 to 0.80
0.80 to 0.90
0.90 to 1.00
> 1.00
Flow Direction Arrow
KISSING POINT ROAD
WILLIAM STREET
VICTORIA ROAD
ERMINGTON
LOT AC
LOT AD
LOT AB
LOT AA
LOT A
LOT BA
JOINS SHEET 3
JOINS SHEET 4
JOINS SHEET 5
CITY OF PARRAMATTA COUNCIL
MELROSE PARK
HUGHES AVENUE
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0.02
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0.09
1.28
0.34
0.21
1.16
0.12
N
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Scale: 1:1,000
LEGEND
LGA Boundary
Modelled Stormwater Drainage Network
Two-Dimensional Model Extent
Water Surface Elevation Contours (0.2m Interval)
Proposed VRS Development Site
Proposed PP Development Site
Proposed VRS and PP Road Design
1.58 Peak Overland Flow (m³/s)
MELROSE PARK STORMWATER DRAINAGE STRATEGY
Figure 6
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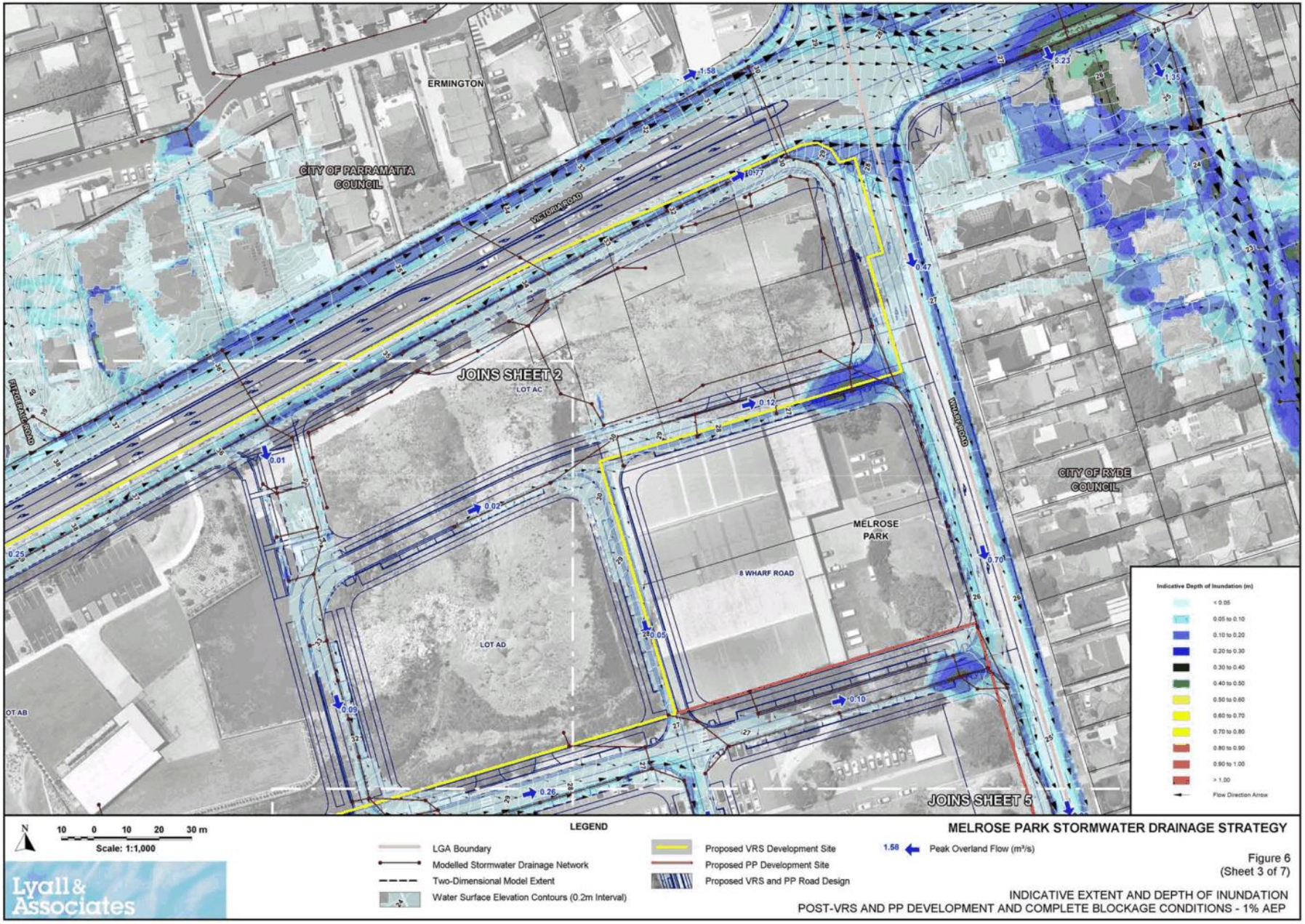
INDICATIVE EXTENT AND DEPTH OF INUNDATION
POST-VRS AND PP DEVELOPMENT AND COMPLETE BLOCKAGE CONDITIONS - 1% AEP
Lyall & Associates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VICTORIA ROAD
JOINS SHEET 2
LOT AC
MELROSE PARK
8 WHARF ROAD
LOT AD
WHARF ROAD
CITY OF RYDE COUNCIL
JOINS SHEET 5
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Indicative Depth of Inundation (m)
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0.40 to 0.50
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0.60 to 0.70
0.70 to 0.80
0.80 to 0.90
0.90 to 1.00
> 1.00
Flow Direction Arrow
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Scale: 1:1,000
LEGEND
LGA Boundary
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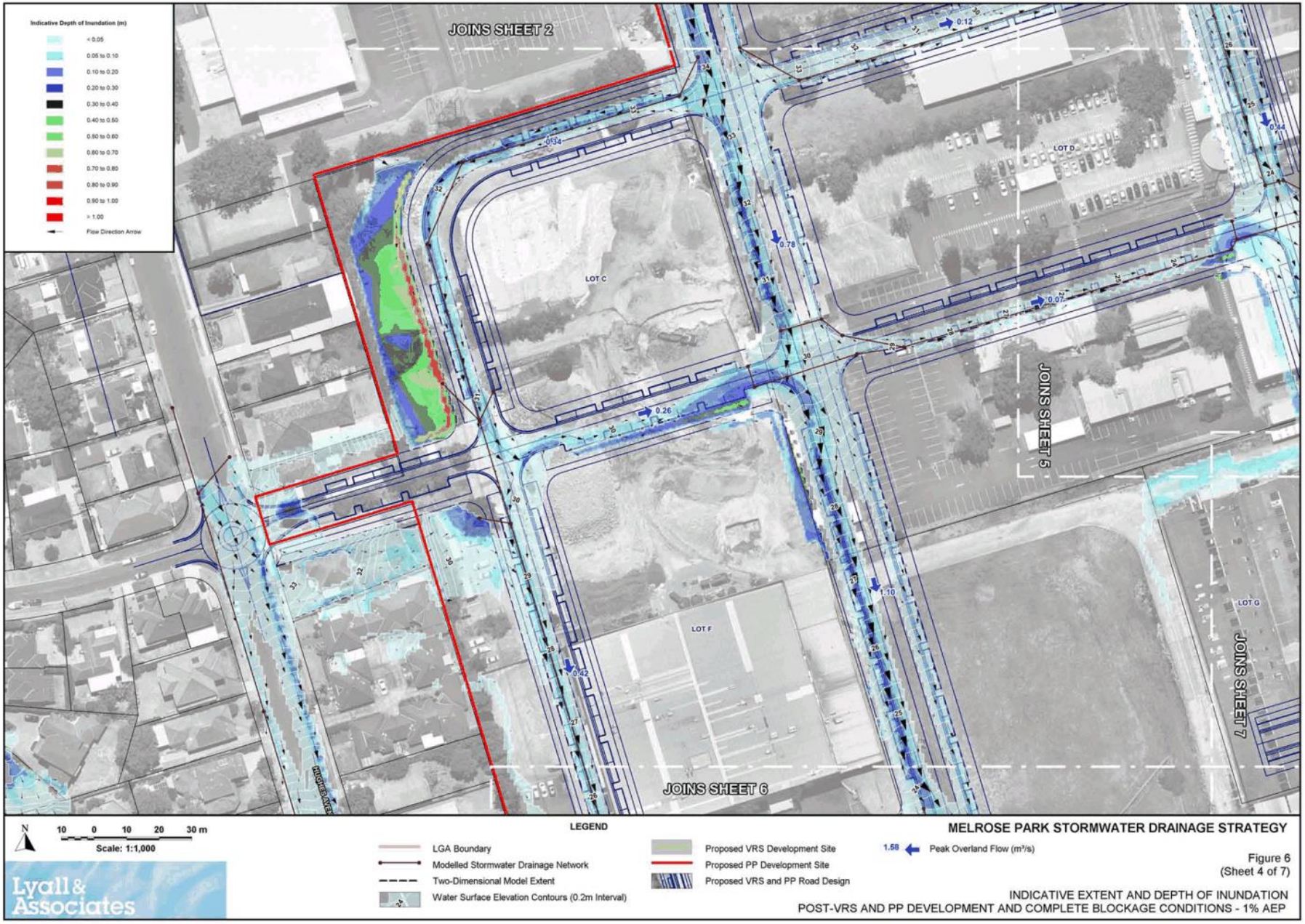
POST-VRS AND PP DEVELOPMENT AND COMPLETE BLOCKAGE CONDITIONS - 1% AEP
Lyall & Associates


Indicative Depth of Inundation (m)
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0.40 to 0.50
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0.60 to 0.70
0.70 to 0.80
0.80 to 0.90
0.90 to 1.00
> 1.00
Flow Direction Arrow
JOINS SHEET 2
JOINS SHEET 5
JOINS SHEET 6
JOINS SHEET 7
LOT C
LOT D
LOT F
LOT G
HUGHES AVE
0.12
0.44
0.34
0.78
0.07
0.26
1.10
0.42
N
10 0 10 20 30 m
Scale: 1:1,000
LEGEND
LGA Boundary
Modelled Stormwater Drainage Network
Two-Dimensional Model Extent
Water Surface Elevation Contours (0.2m Interval)
Proposed VRS Development Site
Proposed PP Development Site
Proposed VRS and PP Road Design
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Lyall & Associates
MELROSE PARK STORMWATER DRAINAGE STRATEGY
Figure 6
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INDICATIVE EXTENT AND DEPTH OF INUNDATION
POST-VRS AND PP DEVELOPMENT AND COMPLETE BLOCKAGE CONDITIONS - 1% AEP

JOINS SHEET 3
JOINS SHEET 2
JOINS SHEET 4
JOINS SHEET 7
LOT BB
LOT BA
LOT E
LOT EA
LOT D
LOT EC
LOT EB
TAYLOR AVENUE
Indicative Depth of Inundation (m)
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0.50 to 0.60
0.60 to 0.70
0.70 to 0.80
0.80 to 0.90
0.90 to 1.00
> 1.00
Flow Direction Arrow
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Scale: 1:1,000
LEGEND
LGA Boundary
Modelled Stormwater Drainage Network
Two-Dimensional Model Extent
Water Surface Elevation Contours (0.2m Interval)
Proposed VRS Development Site
Proposed PP Development Site
Proposed VRS and PP Road Design
Proposed Detention Basin
1.58 Peak Overland Flow (m³/s)
Lyall & Associates
MELROSE PARK STORMWATER DRAINAGE STRATEGY
Figure 6
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INDICATIVE EXTENT AND DEPTH OF INUNDATION
POST-VRS AND PP DEVELOPMENT AND COMPLETE BLOCKAGE CONDITIONS - 1% AEP

JOINS SHEET 4
JOINS SHEET 7
CITY OF PARRAMATTA COUNCIL
MELROSE PARK
LOT G
LOT K
LOT N
LOT O
Indicative Depth of Inundation (m)
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> 1.00
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(Sheet 6 of 7)
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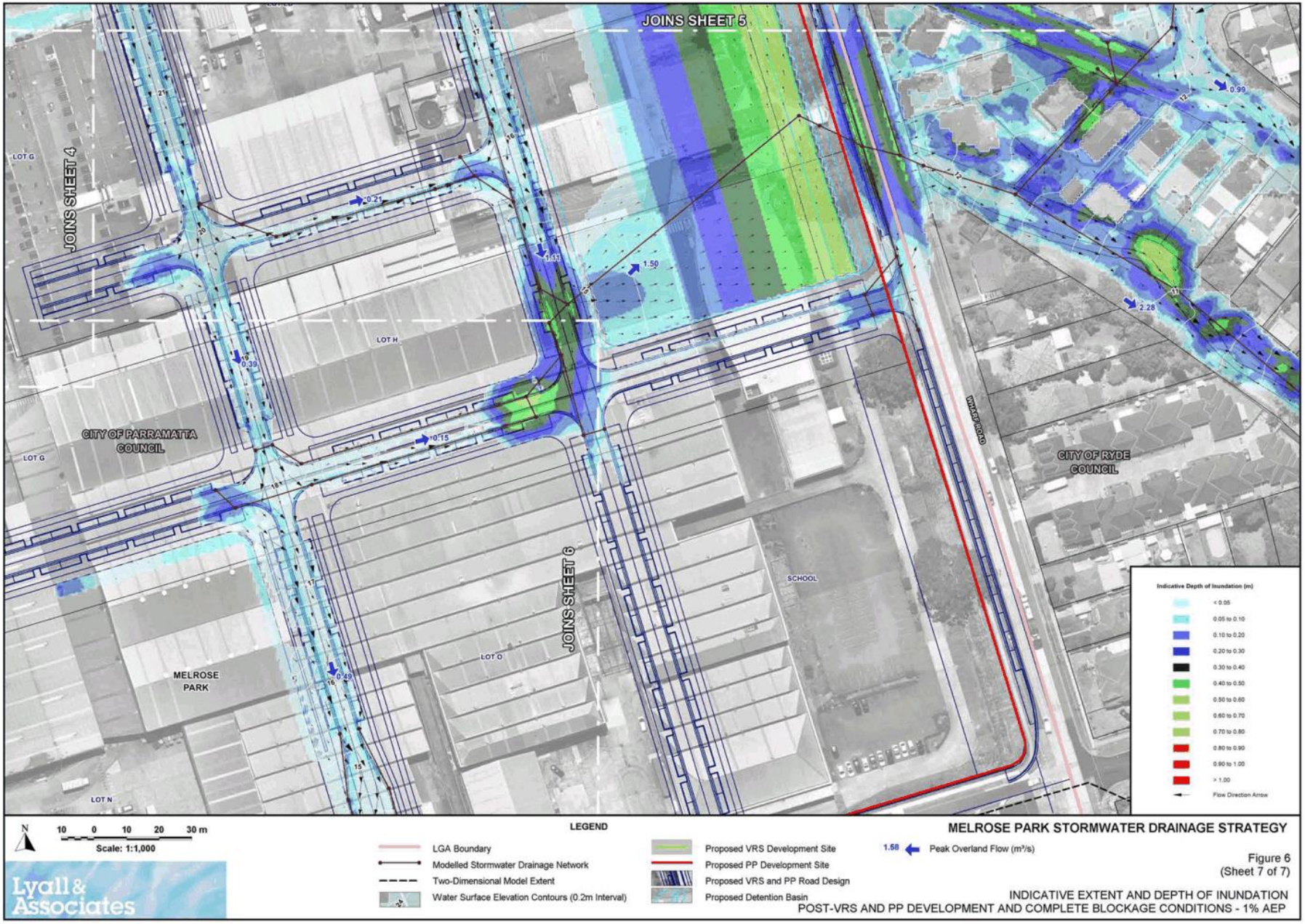
POST-VRS AND PP DEVELOPMENT AND COMPLETE BLOCKAGE CONDITIONS - 1% AEP
Lyall & Associates


JOINS SHEET 5
JOINS SHEET 4
JOINS SHEET 6
LOT G
LOT H
LOT O
LOT N
CITY OF PARRAMATTA COUNCIL
CITY OF RYDE COUNCIL
MELROSE PARK
SCHOOL
WHARF ROAD
0.21
1.11
1.50
0.39
0.15
0.49
0.99
2.28
Indicative Depth of Inundation (m)
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0.80 to 0.90
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Lyall & Associates
MELROSE PARK STORMWATER DRAINAGE STRATEGY
Figure 6
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INDICATIVE EXTENT AND DEPTH OF INUNDATION
POST-VRS AND PP DEVELOPMENT AND COMPLETE BLOCKAGE CONDITIONS - 1% AEP

Voluntary Planning Agreement

24 September 2021

City of Parramatta Council
ABN 49 907 174 773

Payce MP2 Pty Ltd
ACN 601 437 076

SH Melrose Development 1 Pty Ltd
ACN 601 434 342

Constant 17 Pty Ltd as trustee for C16 Unit Trust
ACN 601 001 101

Constant 21 Pty Ltd as trustee for C22 Unit Trust
ACN 606 545 297

Constant 15 Pty Ltd as trustee for C14 Unit Trust
ACN 601 001 085

Melrose Park Hope Street Pty Ltd as trustee for Melrose Park Hope Street Trust
ACN 630 586 015

SH Melrose Land Pty Ltd
ACN 639 001 522

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Agreement

Date

Parties

First party

Name	City of Parramatta Council (**Council**)
ABN	49 907 174 773
Address	126 Church Street, Parramatta
Contact	Manager, Land Use Planning
Telephone	(02) 9806 5050

Second party

Name	Payce MP2 Pty Ltd (**Developer 1**)
ACN	601 437 076
Address	Level 37, 2 Chifley Square, Sydney
Contact	Rebecca Edwards
Telephone	8080 2300

Third party

Name	SH Melrose Development 1 Pty Ltd (**Developer 2**)
ACN	601 434 342
Address	Ground Floor, 68 Waterloo Road MACQUARIE PARK NSW 2113
Contact	Atsuhide Seguchi and Simon Adams
Telephone	(02) 8817 1400

Fourth party

Name	Constant 17 Pty Ltd as trustee for C16 Unit Trust
ACN	601 001 101
Address	Level 37, 2 Chifley Square, Sydney
Contact	Rebecca Edwards
Telephone	8080 2300

Fifth party

Name	Constant 21 Pty Ltd as trustee for C22 Unit Trust
ACN	606 545 297

Address	Level 37, 2 Chifley Square, Sydney
Contact	Rebecca Edwards
Telephone	8080 2300

Sixth party

Name	Constant 15 Pty Ltd as trustee for C14 Unit Trust
ACN	601 001 085
Address	Level 37, 2 Chifley Square, Sydney
Contact	Rebecca Edwards
Telephone	8080 2300

Seventh party

Name	Melrose Park Hope Street Pty Ltd as trustee for Melrose Park Hope Street Trust
ACN	630 586 015
Address	Level 37, 2 Chifley Square, Sydney
Contact	Rebecca Edwards
Telephone	8080 2300

Eighth party

Name	SH Melrose Land Pty Ltd
ACN	639 001 522
Address	Ground Floor, 68 Waterloo Road MACQUARIE PARK NSW 2113
Contact	Atsuhide Seguchi and Simon Adams
Telephone	(02) 8817 1400

Background

A. On 21 February 2016 the Developer submitted the Planning Proposal seeking amendments to the LEP for the purpose of making Development Applications to the Council for Development Consent to carry out the Development on the Land.

B. The Planning Proposal was subsequently amended and a request for gateway determination under section 3.34 of the Act was submitted on 17 July 2017.

C. Gateway Determination was issued on 27 September 2017.

D. A further revised Planning Proposal was submitted to Council in May 2019. On 2 September 2019, Council resolved to proceed with the revised Planning Proposal and it was submitted to the Department of Planning, Industry and Environment in September 2019.

E. On 27 February 2020, Council received an offer to enter into this agreement in connection with the Planning Proposal and Instrument Change.

F. On 25 March 2020, the Gateway Determination was altered and the time for completion of the Planning Proposal extended. On 22 March 2021, a further alteration to the Gateway Determination was made and the time for completion of the Planning Proposal was extended to 31 December 2021.

G. The Developer and Landowners have offered to enter into this agreement to make contributions for public purposes in connection with the Instrument Change and the Development.

Operative part

1 Definitions

In this agreement, unless the context indicates a contrary intention:

Act means the *Environmental Planning and Assessment Act 1979* (NSW);

Additional Monetary Contribution means a monetary contribution payable by the Developer under clause 7.8 of this agreement;

Address means a party's address set out in the Notices clause of this agreement;

Affordable Housing Unit means a strata lot containing a Dwelling that is intended to be managed by a Community Housing Provider and rented exclusively to very low income households, low income households or moderate income households, being such households as are prescribed in clause 6 of *State Environmental Planning Policy (Affordable Rental Housing) 2009*;

Approval means any certificate, licence, consent, permit, approval or other requirement of any Authority having jurisdiction in connection with the activities contemplated by this agreement;

Associated Entity has the same meaning as in section 50AAA of the *Corporations Act 2001* (Cth);

Authority means any government, semi-governmental, statutory, administrative, fiscal or judicial body, department, commission, authority, tribunal, public or other person;

Bank Guarantee means an irrevocable and unconditional undertaking that is not limited in time and does not expire by one of the following trading banks:

(a) Australia and New Zealand Banking Group Limited,

(b) Commonwealth Bank of Australia,

(c) Macquarie Bank,

(d) National Australia Bank,

(e) St George Bank Limited,

(f) Westpac Banking Corporation, or

(g) Other financial institution approved by the Council,

to pay an amount or amounts of money to the Council on demand and containing terms and conditions reasonably acceptable to the Council;

Bond means an insurance bond provided by an insurer licensed by the Australian Prudential Regulatory Authority (APRA) to operate in Australia or has an investment grade rating from an industry recognised rating agency such as Moody's, Standard & Poors or Bests, or a cash bond;

Business Day means a day on which banks are open for general banking business in Sydney, excluding Saturdays and Sundays;

Certificate of Practical Completion means the written certificate confirming the Works, or part of the Works, have been completed to the Council's satisfaction issued under clause 10.1(b)(i) of the Construction Terms;

Claim means any claim, loss, liability, damage, proceeding, order, judgment or expense arising out of the operation of this agreement;

Construction Certificate means a construction certificate as defined under section 6.4 of the Act;

Construction Terms means the terms set out in Schedule 2;

Contribution and **Contribution Item** mean an item from the Contributions Table;

Contributions Plan has the same meaning as under the Act;

Contributions Table means the table at Schedule 1;

CPI means the All Groups Consumer Price Index applicable to Sydney published by the Australian Bureau of Statistics;

Damages means all liabilities, losses, damages, costs and expenses, including legal fees and disbursements and costs of investigation, litigation, settlement, judgment, interest and penalties;

Dealing, in relation to the Land, means, without limitation, selling, transferring, assigning, mortgaging, charging, encumbering or otherwise dealing with the Land;

Dedication Land means that part of the Land to be dedicated to Council in accordance with this agreement, as shown on the Land Dedication Plan;

Developer means both Developer 1 and Developer 2 or either one of them that is carrying out the Development, or any part of the Development, on the Land;

Development means the development of the Land for mixed use and high-density residential purposes in accordance with the LEP once the Instrument Change has occurred;

Development Application has the same meaning as in the Act;

Development Consent has the same meaning as in the Act;

Dwelling has the same meaning as in the LEP;

Gateway Determination means the gateway determination issued under section 3.34 of the Act for the Planning Proposal on 27 September 2017 by the Minister's delegate;

GST has the same meaning as in the GST Law;

GST Law has the meaning given to that term in *A New Tax System (Goods and Services Tax) Act 1999* (Cth) and any other Act or regulation relating to the imposition of or administration of the GST;

Insolvent means, in relation to a party:

(a) that party makes an arrangement, compromise or composition with, or assignment for, the benefit of its creditors or a class of them;

(b) a receiver, receiver and manager, administrator, provisional liquidator, trustee, controller, inspector or analogous person is appointed in relation to, or over, all or any part of that party's business, assets or securities;

(c) a presumption of insolvency has arisen under legislation because of the party's failure to comply with a statutory demand or analogous process;

(d) an application for the winding up of, or for the appointment of a receiver to, that party, other than winding up for the purpose of solvent reconstruction or re amalgamation, is presented and not withdrawn or dismissed within 21 days (or such longer period agreed to by the parties), or an order is made or an effective resolution is passed for the winding up of, or for the appointment of a receiver to, that party, or any analogous application is made or proceedings initiated;

(e) any shareholder or director of that party convenes a meeting for the purpose of considering or passing any resolution for the winding up or administration of that party;

(f) that is an individual, a creditor's petition or a debtor's petition is presented to the Official Receiver or analogous authority in relation to that party;

(g) an execution or analogous process is levied or enforced against the property of that party;

(h) that party ceases or suspends, or threatens to cease or suspend, the conduct of all or a substantial part of its business;

(i) that party disposes of, or threatens to dispose of, a substantial part of its assets;

(j) that party stops or suspends, or threatens to stop or suspend, payment of all or a class of its debts; or

(k) that party is unable to pay the party's debts as and when they become due and payable.

Instrument Change means an amendment to the LEP in response to the Planning Proposal, as amended in accordance with the Gateway Determination;

Land means 38-42, 44 and 44A Wharf Road, Melrose Park, 657 Victoria Road, Melrose Park and 27-29 Hughes Avenue, Ermington, with legal particulars and ownership details as of the date of this agreement described in Schedule 4;

Land Dedication Plan means the plan at Annexure A;

Landowner means each of the parties listed as the Fourth to Eighth parties above;

Law means:

(a) any law applicable including legislation, ordinances, regulations, by-laws and other subordinate legislation;

(b) any Approval, including any condition or requirement under it; and

(c) any fees and charges payable in connection with the things referred to in paragraphs (a) and (b);

LEP means the *Parramatta Local Environmental Plan 2011*;

Modification Application means any application to modify the Development Consent under section 4.55 of the Act;

Monetary Contribution means a monetary contribution payable by the Developer under clause 7.1 of this agreement;

Occupation Certificate means an occupation certificate as defined under section 6.4 of the Act and includes Occupation Certificate for a part of a building;

Park Works means those Works required for Contribution Items 1, 2, 5 and 10;

Planning Proposal means the proposal to amend the LEP (Ref PP_2017_COPAR_009_00) to rezone and amend the development provisions that apply to land in the Melrose Park employment precinct, including the Land to permit a mix of high density residential and commercial land uses as well as new community and open space areas, and generally described in Schedule 5;

Proposed Cost means the proposed cost of carrying out the Development or any part of the Development, determined in accordance with section 25J of the Regulation;

Public Reserve has the same meaning as in the *Local Government Act 1993*;

Public Road has the same meaning as in the *Roads Act 1993*;

Register means the Torrens title register maintained under the *Real Property Act 1900* (NSW);

Regulation means the *Environmental Planning and Assessment Regulation 2000*;

Related Body Corporate has the meaning given to that term in s 9 of the *Corporations Act 2001* (Cth);

Residential Gross Floor Area means the gross floor area (as defined in the LEP) of the Development that is used for residential purposes;

Residential Lot means a strata lot containing a Dwelling that is not an Affordable Housing Unit and, for the avoidance of doubt, includes Residential Lots in the Town Centre;

Road Works means those Works required for Contribution Item 8;

Smart Cities Works means the works required for Contribution Item 5;

Stage means a numbered stage of the Development as shown on the Staging Plan;

Staging Plan means the plan at Schedule 6, separating the Development into several stages;

Strata Certificate has the same meaning as in the Strata Schemes Act;

Strata Plan means a strata plan, a strata plan of subdivision or a strata plan of consolidation that is registered in accordance with the Strata Schemes Act;

Strata Schemes Act means the *Strata Schemes Development Act 2015*;

Super lot means a torrens title lot that is intended for further subdivision as set out in the Staging Plan;

Total Contribution Value means the total value of all Contributions to be provided under this agreement as specified in the Contributions Table, as adjusted, where necessary, for CPI;

Town Centre means that part of the Development which will contain commercial and retail floor space, in addition to residential floor space, shown as Super Lot N in Stage 5 on the Staging Plan;

Town Centre Developer means the registered proprietor of the Town Centre, which is Melrose Park Hope Street Pty Ltd as trustee for Melrose Park Hope Street Trust as at the date of this agreement;

Transferee has the meaning given in clause 13.2(a); and

Works means the Park Works, the Road Works, the Smart Cities Works and any work required to construct the Affordable Housing Units, as set out in the Contributions Table.

2 Interpretation

In this agreement, unless the context indicates a contrary intention:

(a) (**documents**) a reference to this agreement or another document includes any document which varies, supplements, replaces, assigns or novates this agreement or that other document;

(b) (**references**) a reference to a party, clause, paragraph, schedule or annexure is a reference to a party, clause, paragraph, schedule or annexure to or of this agreement;

(c) (**headings**) clause headings and the table of contents are inserted for convenience only and do not affect interpretation of this agreement;

(d) (**person**) a reference to a person includes a natural person, corporation, statutory corporation, partnership, the Crown and any other organisation or legal entity and their personal representatives, successors, substitutes (including persons taking by novation) and permitted assigns;

(e) (**party**) a reference to a party to a document includes that party's personal representatives, executors, administrators, successors, substitutes (including persons taking by novation) and permitted assigns;

(f) (**president, CEO, general manager or managing director**) the president, CEO, general manager or managing director of a body or Authority includes any person acting in that capacity;

(g) (**requirements**) a requirement to do any thing includes a requirement to cause that thing to be done, and a requirement not to do any thing includes a requirement to prevent that thing being done;

(h) (**including**) including and includes are not words of limitation, and a list of examples is not limited to those items or to items of a similar kind;

(i) (**corresponding meanings**) a word that is derived from a defined word has a corresponding meaning;

(j) (**singular**) the singular includes the plural and vice-versa;

(k) (**gender**) words importing one gender include all other genders;

(l) (**parts**) a reference to one or more things includes each part and all parts of that thing or group of things but nothing in this clause implies that part performance of an obligation constitutes performance of that obligation;

(m) (**rules of construction**) neither this agreement nor any part of it is to be construed against a party on the basis that the party or its lawyers were responsible for its drafting;

(n) (**legislation**) a reference to any legislation or provision of legislation includes all amendments, consolidations or replacements and all regulations or instruments issued under it;

(o) (**time and date**) a reference to a time or date in connection with the performance of an obligation by a party is a reference to the time and date in Sydney, Australia, even if the obligation is to be performed elsewhere;

(p) (**joint and several**) an agreement, representation, covenant, right or obligation:

(i) in favour of two or more persons is for the benefit of them jointly and severally; and

(ii) on the part of two or more persons binds them jointly and severally;

(q) (**writing**) a reference to a notice, consent, request, approval or other communication under this agreement or an agreement between the parties means a written notice, request, consent, approval or agreement;

(r) (**replacement bodies**) a reference to a body (including an institute, association or Authority) which ceases to exist or whose powers or functions are transferred to another body is a reference to the body which replaces it or which substantially succeeds to its power or functions;

(s) (**Australian currency**) a reference to dollars or $ is to Australian currency;

(t) (**month**) a reference to a month is a reference to a calendar month; and

(u) (**year**) a reference to a year is a reference to twelve consecutive calendar months.

3 Planning Agreement under the Act

(a) The parties agree that this agreement is a planning agreement within the meaning of section 7.4 of the Act.

(b) Schedule 3 of this agreement summarises the requirements for planning agreements under section 7.4 of the Act and the way this agreement addresses those requirements.

(c) The parties acknowledge and agree that, in accordance with section 4.15 of the Act, the terms of this agreement must be considered by any consent authority when determining a Development Application for the Development, or any part of the Development.

4 Application of this agreement

This agreement applies to:

(a) the Instrument Change;

(b) the Development; and

(c) the Land.

5 Operation of this agreement

(a) This agreement commences on and from the date it is executed by all parties.

(b) For the avoidance of doubt, the obligations to deliver contributions under clause 7 do not take effect until the Instrument Change has been published on the NSW legislation website.

6 Staged provision of Contributions

(a) Subject to (b), below, each Contribution Item must be delivered by no later than the timeframe specified in the Contributions Table. However, the Developer may complete and deliver a Contribution Item earlier than the timeframe specified in the Contributions Table.

(b) Council may, at its sole discretion, agree to the delayed delivery of a Contribution Item, provide security is provided by the Developer to the Councils satisfaction. Council's decision regarding the delayed delivery of a Contribution Item may not be the subject of a dispute under this agreement.

7 Contributions to be made under this agreement

7.1 Monetary Contribution

(a) The Developer will pay to Council each monetary contribution specified in the Contributions Table, increased but not decreased in accordance with the following formula:

$$\text{Monetary Contribution payable} = \text{Amount specified in the Contributions Table} \times \frac{\text{The CPI at the time of payment}}{\text{The CPI at the date of this agreement}}$$

(b) Each Monetary Contribution must be paid in accordance with the timeframes specified in the Contributions Table.

(c) A Monetary Contribution must be paid by way of bank cheque in favour of Council or by deposit by means of electronic funds transfer into an account specified by Council.

(d) A Monetary Contribution will be taken to have been made when the Council notifies the Developer in writing that the bank cheque has been received and cleared funds or electronic funds have been deposited in the Council's bank account.

(e) The parties agree and acknowledge that the Monetary Contribution will be used by the Council towards the public purpose specified in the Contributions Table.

7.2 Works

(a) The Developer will carry out the Works in accordance with this agreement, including the Construction Terms and any Development Consent granted for the Works.

(b) The Works or any part of the Works required under this agreement will be taken to have been completed for the purposes of this agreement when a Certificate of Practical Completion has been issued for those Works.

(c) The Works or any part of the Works required under this agreement will be taken to have been delivered to Council when the land on which those Works are located is dedicated to Council.

(d) The Works must be delivered to the Council in accordance with the timeframes provided in the Contributions Table.

(e) The parties agree and acknowledge that the Works serve the public purposes specified in the Contributions Table.

7.3 Dedication of Land

(a) Each Landowner must dedicate or cause to be transferred to the Council, at no cost to the Council, the relevant part of the Dedication Land owned by it.

(b) On dedication or transfer to Council, the Dedication Land must be freed and discharged from all estates, interests, trusts, restrictions, dedications, reservations, easements, rights, charges, rates and contracts in, over or in connection with the land, including but not limited to, any outstanding municipal rates and charges, water rates and land tax, except as permitted by Council prior to the creation of the interest.

(c) The Landowner must not:

(i) grant or allow, or agree to grant or allow, the registration of any estate, interest, easement or right in or over the Dedication Land, other than a mortgage that will be discharged prior to the Dedication Land being transferred or dedicated to Council, or

(ii) construct any works, other than the Works under a Development Consent, on the Dedication Land over which an estate, interest, easement or right will be required,

unless Council has provided its prior written consent.

(d) A Contribution comprising the dedication of land is made for the purposes of this agreement when either:

(i) a Certificate of Title (or electronic equivalent) is issued by NSW Land Registry Services for the relevant Dedication Land identifying the Council as the registered proprietor of that land without encumbrances as required by clause 7.3(b); or

(ii) where the relevant Dedication Land is a Public Reserve, when a subdivision plan is registered by NSW Land Registry Services which shows the relevant Dedication Land as being a "public reserve" in accordance with section 49 of the *Local Government Act 1993*; or

(iii) where the relevant Dedication Land is a Public Road, when a plan is registered by NSW Land Registry Services which shows the relevant Dedication Land as being a "public road" in accordance with section 9 of the *Roads Act 1993*.

(e) The Dedication Land must be dedicated or transferred to Council in accordance with the timeframes provided in the Contributions Table.

(f) The parties agree and acknowledge that the embellishment and dedication of the Dedication Land serve the public purposes specified in the Contributions Table.

7.4 Maintenance of Works

(a) In this clause, the following definitions apply:

Maintain means works to bring an item to a state of reasonable condition and in accordance with relevant standards applicable at the time of construction of the item, including:

(i) repairing any defects due to use of poor materials or due to poor workmanship; and

(ii) removing graffiti or repairing or replacing any item damaged as a consequence of vandalism, provided that works required as a consequence of graffiti or vandalism do not exceed $100,000 per annum.

Maintained and **Maintenance** have corresponding meanings.

Maintenance Bond means a Bond or Bank Guarantee in the amount of 2.5% of the cost of the Park Works to be Maintained, 2.5% of the Smart Cities Works to be Maintained and 5% of the cost of the Road Works to be Maintained.

Maintenance Period is:

(a) for hard landscaping components of the Park Works, all Road Works, and the Smart Cities Works, the period of 2 years, and

(b) for soft landscaping components of the Park Works, the period of 5 years,

commencing from the time the relevant item of Work is delivered to Council in accordance with this agreement.

Maintenance Schedule means the schedule of proposed Maintenance works as required by clause 7.4(g).

(b) The Park Works and Smart Cities Works must be Maintained by the Developer to the reasonable satisfaction of the Council for the Maintenance Period.

(c) The Developer is responsible for rectifying all defects in the Road Works during the Maintenance Period and must comply with any written notice from Council issued during that period requiring rectification of such defects, within the time specified in the written notice, which must not be unreasonable having regard to the work required.

(d) If, during the Development, construction vehicles used for the Development travel on roads that have been constructed and dedicated to Council in accordance with this agreement, the Developer must Maintain those roads to Council's satisfaction acting reasonably, during and immediately after any such period of use by construction vehicles.

(e) Council will permit the Developer and its contractors and agents to access the relevant land to carry out any Maintenance required under clause 7.4(b), (c) and (d). The Developer must provide at least two Business Days' notice prior to entering the land to carry out the Maintenance.

(f) The Developer must follow relevant Council policies and obtain all Approvals necessary to carry out the Maintenance required under this clause.

(g) Prior to the issue of a Certificate of Practical Completion for any part of the Park Works or Road Works, the Developer must provide to Council:

(i) a Maintenance Schedule setting out the proposed Maintenance works (if any),

(ii) details of the costs of the relevant Works prepared by a suitably qualified quantity surveyor or otherwise established by reference to invoices provided by contractors who carried out the Works; and

(iii) the Maintenance Bond.

(h) The Council agrees to promptly return the Maintenance Bond provided under paragraph (g) of this clause at the end of the Maintenance Period for the relevant item of Works, subject to paragraphs (d), (m) and (n) of this clause.

(i) Forty Business Days prior to the end of any Maintenance Period, the Developer must request Council to carry out an inspection of the relevant Works or any part of those Works.

(j) The Council must carry out the inspection as requested by the Developer within 10 Business Days of the request.

(k) The Council may, within 10 Business Days of carrying out the inspection notify the Developer of any Maintenance work required, including any Maintenance required in addition to the work set out in the Maintenance Schedule.

(l) If the Developer is issued with a notice to carry out Maintenance work under paragraph (k) of this clause, the Developer must, at the Developer's cost, carry out the Maintenance work as specified in the notice and in the timeframe specified by the notice.

(m) If the Council issues a notice under paragraph (k) of this clause, the Council may retain any Maintenance Bond provided by the Developer under paragraph (g) of this clause until the Maintenance work required under the notice has been completed, or any dispute about the notice has been resolved, despite the expiration of any Maintenance Period.

(n) If the Developer fails to substantially comply with an approved Maintenance Schedule or does not rectify any defects in the Works as required, and does not rectify that failure within 21 Business Days of being notified of that failure or within a reasonable period of time agreed between the parties, or if the Developer fails to comply with a notice issued under paragraph (k) of this clause, the Council may, by itself, its employees, contractors or agents, carry out the required works and may:

(i) call on the Maintenance Bond provided under paragraph (g) of this clause in satisfaction of the costs of carrying out the maintenance work; and

(ii) recover as a debt due to the Council by the Developer in a court of competent jurisdiction, any difference between the amount of the Maintenance Bond and the costs incurred by the Council in carrying out the maintenance work.

7.5 *Affordable Housing Units*

(a) The Town Centre Developer will dedicate or transfer, at no cost to Council, 6 fully completed and fitted out Affordable Housing Units, containing at least 9 bedrooms, within the Town Centre Development to Council.

(b) The Developer or Landowner as the case may be, excluding Town Centre Developer, will dedicate or transfer, at no cost to Council, 14 fully completed and fitted out Affordable Housing Units, containing at least 21 bedrooms, within the Development to Council.

(c) The Affordable Housing Units will be constructed, completed and transferred to Council in the manner and timeframes specified in the Contributions Table.

(d) An Affordable Housing Unit must not be transferred to Council unless and until an Occupation Certificate has been issued for that unit.

(e) On transfer to Council:

(i) each Affordable Housing Unit must be freed and discharged from all estates, interests, trusts, restrictions, dedications, reservations, easements, rights, charges, rates and contracts in, over or in connection with the land, including but not limited to, any outstanding municipal rates and charges, water rates, land tax and strata levies, except as permitted by Council; and

(ii) the Developer must ensure that Council receives the benefit of and is entitled to claim against any warranties, bonds and insurance for the Affordable Housing Units, including but not limited to statutory warranties, bonds and insurance, applicable to other Residential Lots in the Development.

(f) The Developer and Landowner must not grant or allow, or agree to grant or allow, the registration of any estate, interest, easement or right in or over an Affordable Housing Unit, and must not permit the construction of any works over or within an Affordable Housing Unit, other than the construction and fit out of the Affordable Housing Unit itself, for which such an interest will be created, unless Council has provided its prior written consent.

(g) A Contribution comprising the dedication or transfer of an Affordable Housing Unit is made for the purposes of this agreement when a Certificate of Title (or electronic equivalent) is issued by NSW Land Registry Services for the relevant Affordable Housing Unit identifying the Council as the registered proprietor of that land without encumbrances as required by clause 7.5(e).

(h) The parties agree and acknowledge that the provision of Affordable Housing Units under this clause serves the public purposes of providing affordable housing in the vicinity of the Development and the Council intends to engage an approved community housing provider for the ongoing management of the Affordable Housing Units.

7.6 *Access to Council owned land*

(a) The Council agrees to permit the Developer on terms to be determined by Council, to enter, pass through or occupy any Council owned or controlled land in order to enable the Developer to properly perform its obligations under this agreement, provided the Developer gives at least 15 Business Days' notice.

Nothing in this clause creates or gives the Developer any estate or interest in any part of the Council owned or controlled land.

(b) The Developer indemnifies the Council, its employees, officers, agents and contractors from and against all Claims in connection with the entry or access by the Developer to, or any presence of the Developer on, Council owned or controlled land for the purposes of performing its obligations under this agreement, except to the extent such Claim arises directly as a result of the negligence, default, act or omission of Council or its employees, officers, agents, contractors or workmen.

7.7 Contribution Values

The parties acknowledge and agree that the contribution values set out in the Contributions Table are estimates only and:

(a) the Developer assumes all cost and risk in relation to the provision and the making of the Contributions, including any variations over time to the value of land to be dedicated or the cost of carrying out the Works, and

(b) the Developer must provide the Contributions notwithstanding that the actual cost of Works or the value of a land dedication may be different to the indicative cost in the Contributions Table.

7.8 Additional Monetary Contribution

(a) The Developer will pay to Council an additional monetary contribution in the amount calculated in accordance with the following formula:

$$\text{Additional Monetary Contribution} = \text{1\% of Proposed Cost} \times \frac{\text{The CPI at the time of payment}}{\text{The CPI at the date the Proposed Cost is determined}}$$

(b) The Additional Monetary Contribution must be paid in instalments prior to the issue of each Construction Certificate for the Development, with the amount of each instalment calculated in accordance with clause 7.8(a) based on the Proposed Cost of that part of the Development subject to the Construction Certificate to be issued,

(c) Notwithstanding clause 7.8(b), if the Act or Regulation is amended, or a Ministerial direction is made under section 7.17 of the Act that would ordinarily apply to contributions payable under sections 7.11 or 7.12 for the Development, and that amendment or direction provides that monetary contributions are to be paid prior to the issue of an Occupation Certificate, Council will agree to deferred payment of the Additional Monetary Contribution so that each instalment is paid prior to the issue of an Occupation Certificate, with the amount of each instalment calculated in accordance with clause 7.8(a) based on the Proposed Cost of that part of the Development subject to the Occupation Certificate to be issued,

(d) The Additional Monetary Contribution must be paid by way of bank cheque in favour of Council or by deposit by means of electronic funds transfer into an account specified by Council.

(e) The Additional Monetary Contribution will be taken to have been made when the Council notifies the Developer in writing that the bank cheque has been received and cleared funds or electronic funds have been deposited in the Council's bank account.

(f) The parties agree and acknowledge that the Additional Monetary Contribution will be used by the Council towards the public purposes specified in any Contributions Plan adopted by Council at the time the Additional Monetary Contribution is received.

8 Application of s 7.11, s 7.12 and s 7.24 of the Act to the Development

(a) This agreement excludes the application of section 7.11 of the Act to the Development, but only to the extent that the Residential Gross Floor Area of the Development does not exceed 434,023 square metres.

(b) This agreement excludes the application of section 7.12 of the Act to the Development, but only to the extent that the Residential Gross Floor Area of the Development does not exceed 434,023 square metres.

(c) This agreement does not exclude the application of section 7.24 of the Act to the Development.

(d) For the avoidance of doubt, if the Residential Gross Floor Area of the Development exceeds 434,023 square metres:

(i) sections 7.11 and 7.12 of the Act will apply to the extent of the exceedance; and

(ii) the requirement to pay the Additional Monetary Contribution under clause 7.8 will not apply to the extent of the exceedance.

9 Registration of this agreement

9.1 Landowner Interest

Each Landowner represents and warrants to the Council that on the date of this agreement it is the registered proprietor of the relevant part of the Land, as set out in Schedule 4.

9.2 Registration of this agreement

(a) Each Landowner agrees to procure the registration of this agreement under the *Real Property Act 1900* (NSW) in the relevant folios of the Register of the Land in accordance with section 7.6 of the Act.

(b) Each Landowner, at its own expense, must:

(i) procure the lodgement of this agreement with the Registrar-General as soon as reasonably practicable after this agreement comes into operation, but in any event, no later than 10 Business Days after that date;

(ii) procure the registration of this agreement by the Registrar-General in the relevant folios of the Register for the Land as soon as reasonably practicable after this agreement is lodged for registration; and

(iii) provide documentary evidence that the registration of this agreement has been completed to Council within 5 Business Days of receiving confirmation that the registration has occurred.

(c) Each Landowner must at its own expense take all practical steps, and otherwise do anything that the Council reasonably requires to procure:

(i) the consent of each person who:

(A) has an estate or interest in the relevant Land registered under the *Real Property Act 1900* (NSW); or

(B) is seized or possessed of an estate or interest in the Land,

(ii) an acceptance of the terms of this agreement and an acknowledgement in writing from any existing mortgagee in relation to the relevant land that the mortgagee will adhere to the provisions of this agreement if it takes possession of the land as mortgagee in possession,

(iii) the execution of any documents; and

(iv) the production of the relevant duplicate certificates of title,

to enable the registration of this agreement in accordance with this clause 9.2.

(d) Each Landowner consents to the registration of the agreement in accordance with this clause 9.2.

9.3 Removal from Register

(a) The Council will provide a release and discharge of this agreement so that it may be removed from the folios of the Register for the Land (or any part of it) provided the Council is satisfied the Developer has duly fulfilled its obligations under this agreement, and is not otherwise in default of any of the obligations under this agreement.

(b) For the avoidance of doubt, the Council may provide a release and discharge allowing removal of this agreement from the folios of the Register for any part of the Land to be subdivided into Residential Lots, provided that the Developer has fulfilled any obligations under this agreement that, in accordance with the Contributions Table, will be due at the time an Occupation Certificate is to be issued for those Residential Lots to be released. Where a building contains Affordable Housing Units, and Council has confirmed its satisfaction under clause 12.4(d)(ii), Council may provide a release and discharge allowing removal of this agreement from the folios of the Register in relation to the Residential Lots to be created within that building, but may require this agreement to be registered on the folios of the Register for the Affordable Housing Units within that building.

9.4 Caveat

(a) Each Landowner acknowledges and agrees that:

(i) when this agreement is executed, the Council is deemed to have acquired and the Landowner is deemed to have granted, an equitable estate and interest in the Land for the purposes of section 74F(1) of the *Real Property Act 1900* (NSW) and consequently the Council will have a sufficient interest in the Land in respect of which to lodge a caveat over the Land notifying that interest;

(ii) it will not object to the Council lodging a caveat in the relevant folios of the Register for the Land nor will it seek to remove any caveat lodged by the Council provided the caveat does not prevent registration of any dealing or plan other than a transfer.

(b) The Council must, at the Landowner's cost, register a withdrawal of any caveat in respect of the Land within five Business Days after the Developer complies with clause 9.2 and must not lodge any other caveats on the titles to any of the Land, other than in accordance with clause 9.4(c).

(c) The Landowner acknowledges and agrees that:

(i) when this agreement is executed, Council is deemed to have acquired, and the Landowner is deemed to have granted, an equitable estate and interest in the Dedication Land and each Affordable Housing Unit for the purposes of section 74F(1) of the *Real Property Act 1900 (NSW)* and consequently Council has sufficient interest in the Dedication Land each Affordable Housing Unit in respect of which to lodge a caveat over that land notifying Council's interest;

(ii) it will notify the Council that any subdivision plan or Strata Plan creating a lot consisting wholly of Dedication Land or an Affordable Housing Unit has been registered within 2 Business Days of registration; and

(iii) it will not object to Council lodging a caveat over the Dedication Land or any Affordable Housing Unit once the relevant title has been created, nor will it seek to remove any such caveat lodged by Council.

10 Review of this agreement

(a) This agreement may be reviewed or modified. Any review or modification of this agreement will be conducted in the circumstances and in the manner determined by the parties.

(b) No modification or review of this agreement will be of any force or effect unless it is in writing and signed by the parties to this agreement.

(c) A party is not in breach of this agreement if it does not agree to an amendment to this agreement requested by a party in, or as a consequence of, a review.

11 Dispute Resolution

11.1 Reference to Dispute

If a dispute arises between the parties in relation to this agreement, the parties must not commence any court proceedings relating to the dispute unless the parties have complied with this clause, except where a party seeks urgent interlocutory relief.

11.2 Notice of Dispute

The party wishing to commence the dispute resolution process must give written notice (**Notice of Dispute**) to the other parties of:

(a) The nature of the dispute,

(b) The alleged basis of the dispute, and

(c) The position which the party issuing the Notice of Dispute believes is correct.

11.3 Representatives of Parties to Meet

(a) The representatives of the parties must promptly (and in any event within 20 Business Days of the Notice of Dispute) meet in good faith to attempt to resolve the notified dispute.

(b) The parties may, without limitation:

(i) resolve the dispute during the course of that meeting,

(ii) agree that further material or expert determination in accordance with clause 11.6 about a particular issue or consideration is needed to effectively resolve the dispute (in which event the parties will, in good faith, agree to a timetable for resolution); or

(iii) agree that the parties are unlikely to resolve the dispute and, in good faith, agree to a form of alternative dispute resolution (including expert determination, arbitration or mediation) which is appropriate for the resolution of the relevant dispute.

11.4 Further Notice if Not Settled

If the dispute is not resolved within 10 Business Days after the nominated representatives have met, either party may give to the other a written notice calling for determination of the dispute (**Determination Notice**) by mediation under clause 11.5 or by expert determination under clause 11.6.

11.5 Mediation

If a party gives a Determination Notice calling for the dispute to be mediated:

(a) The parties must agree to the terms of reference of the mediation within 15 Business Days of the receipt of the Determination Notice (the terms shall include a requirement that the mediation rules of the Institute of Arbitrators and Mediators Australia (NSW Chapter) apply);

(b) The mediator will be agreed between the parties, or failing agreement within 15 Business Days of receipt of the Determination Notice, either Party may request the President of the Institute of Arbitrators and Mediators Australia (NSW Chapter) to appoint a mediator;

(c) The mediator appointed pursuant to this clause 11.5 must:

(i) Have reasonable qualifications and practical experience in the area of the dispute; and

(ii) Have no interest or duty which conflicts or may conflict with his or her function as a mediator he or she being required to fully disclose any such interest or duty before his or her appointment;

(d) The mediator shall be required to undertake to keep confidential all matters coming to his or her knowledge by reason of his or her appointment and performance of his or her duties;

(e) The parties must within 15 Business Days of receipt of the Determination Notice notify each other of their representatives who will be involved in the mediation (except if a resolution of the Council is required to appoint a representative, the Council must advise of the representative within 5 Business Days of the resolution);

(f) The parties agree to be bound by a mediation settlement and may only initiate judicial proceedings in respect of a dispute which is the subject of a mediation settlement for the purpose of enforcing that mediation settlement; and

(g) In relation to costs and expenses:

(i) Each party will bear its own professional and expert costs incurred in connection with the mediation; and

(ii) The costs of the mediator will be shared equally by the parties unless the mediator determines that a party has engaged in vexatious or unconscionable behaviour in which case the mediator may require the full costs of the mediation to be borne by that party.

11.6 Expert determination

If the dispute is not resolved under clause 11.3 or clause 11.5, or the parties otherwise agree that the dispute may be resolved by expert determination, the parties may refer the dispute to an expert, in which event:

(a) The dispute must be determined by an independent expert in the relevant field:

(i) Agreed upon and appointed jointly by the parties; and

(ii) In the event that no agreement is reached or no appointment is made within 20 Business Days of the agreement to refer the dispute to an expert, appointed on application of a party by the then President of the Law Society of New South Wales;

(b) The expert must be appointed in writing and the terms of the appointment must not be inconsistent with this clause;

(c) The determination of the dispute by such an expert will be made as an expert and not as an arbitrator and will be in writing and contain the reasons for the determination;

(d) The expert will determine the rules for the conduct of the process but must conduct the process in accordance with the rules of natural justice;

(e) Each party will bear its own costs in connection with the process and the determination by the expert and will share equally the expert's fees and costs; and

(f) Any determination made by an expert pursuant to this clause is final and binding upon the parties except unless:

(i) Within 20 Business Days of receiving the determination, a party gives written notice to the other party that it does not agree with the determination and commences litigation; or

(ii) The determination is in respect of, or relates to, termination or purported termination of this agreement by any party, in which event the expert is deemed to be giving a non-binding appraisal.

11.7 Litigation

If the dispute is not *finally* resolved in accordance with this clause 11, then either party is at liberty to litigate the dispute.

11.8 No suspension of contractual obligations

Subject to any interlocutory order obtained under clause 11.1, the referral to or undertaking of a dispute resolution process under this clause 11 does not suspend the parties' obligations under this agreement.

12 Enforcement

12.1 Default

(a) In the event a party considers another party has failed to perform and fulfil an obligation under this agreement, it may give notice in writing to the other party (**Default Notice**) giving all particulars of the matters in respect of which it considers default has occurred and by such notice require the default to be remedied within a reasonable time not being less than 21 days.

(b) In determining a reasonable time, regard must be had to both the nature of the default and the work or other action required to remedy it and whether or not the continuation of the default constitutes a public nuisance or raises other circumstances of urgency or emergency.

(c) If a party disputes the Default Notice it may refer the dispute to dispute resolution under clause 11 of this agreement.

12.2 Security for Works

(a) The Developer must provide to the Council:

(i) Bank Guarantees to secure the completion of the Park Works and Smart Cities Works, with each Bank Guarantee being an amount that is 75% of the estimated cost of the Works that the Bank Guarantee secures; and

(ii) a Bank Guarantee or Bond to secure the completion of the Road Works in the amount that is 25% of the total estimated cost of Roads Works (**Road Works Security**).

(b) The Council may reject any Bank Guarantee that contains errors, or if it has received the Bank Guarantee, require at any time the Developer to obtain a replacement Bank Guarantee that rectifies any such errors or otherwise obtain rectification of the errors. The Developer must provide the replacement Bank Guarantee, or otherwise obtain rectification of the errors, within 5 Business Days of receiving the Council's request.

(c) The Council may call on a Bank Guarantee or Bond provided under this clause if:

(i) the Developer is in material or substantial breach of this agreement in failing to deliver a Contribution Item within the timeframe required by the Contributions Table, or where a revised timeframe has been agreed by Council, within that revised timeframe and has failed to rectify the breach within a reasonable period of time after having been given reasonable notice (which must not be less than 21 Business Days) in writing to do so in accordance with clause 12.1 of this agreement; or

(ii) the Developer becomes Insolvent.

(d) Within 20 Business Days of each anniversary of a Bank Guarantee provided under clause (a), the Developer must provide Council with one or more

replacement Bank Guarantees (**Replacement Bank Guarantee**) in an amount calculated in accordance with the following:

$$A = \frac{B \times D}{C}$$

Where:

A is the amount of the Replacement Bank Guarantee,

B is the amount of the Bank Guarantee to be replaced,

C is the CPI for the quarter ending immediately before the date of the Bank Guarantee to be replaced,

D is the CPI for the quarter ending immediately before the date of the Replacement Bank Guarantee,

provided A is greater than B.

(e) On receipt of a Replacement Bank Guarantee provided under clause 12.2(d), the Council must release and return to the Developer, as directed, the Bank Guarantee that has been replaced as soon as reasonably practicable.

(f) At any time following the provision of a Bank Guarantee or Bond under this clause, the Developer may provide the Council with one or more replacement Bank Guarantees or Bonds totalling the amount of all Bank Guarantees or Bonds required to be provided under this clause for the time being. On receipt of such replacement Bank Guarantee or Bond, the Council must release and return to the Developer, as directed, the Bank Guarantee(s) or Bond(s) which it holds that have been replaced as soon as reasonably practicable.

(g) The amount of the Road Works Security may be reduced by agreement between the parties, if the estimated cost of all outstanding Road Works under this agreement (as determined by a report prepared by a qualified Quantity Surveyor at the Developer's cost) is less than the amount required to be held by Council under clause 12.2(a)(ii).

(h) Subject to clause 12.2(c), the Council may apply the proceeds of a Bank Guarantee or Bond in satisfaction of:

(i) any obligation of the Developer to deliver the Contribution Item that is secured by the Bank Guarantee or Bond; and

(ii) any associated liability, loss, cost, charge or expense directly or indirectly incurred by the Council because of the failure by the Developer to comply with this agreement.

(i) If Council calls on a Road Works Security at any time, the Developer must provide a further Bank Guarantee or Bond to Council so that Council holds security in an amount that is equivalent to 25% of the total estimated cost of the Road Works at all times, unless that amount has been reduced in accordance with clause 12.2(g), in which case the amount of the Road Works Security must be equivalent to the agreed reduced amount under that clause.

(j) The Council must promptly return a Bank Guarantee to the Developer when the Contribution to which the Bank Guarantee relates is discharged by the delivery of a Contribution Item and the Developer has provided any Security for maintenance

required under clause 7.4(g) and for defects liability required under the Construction Terms. For the avoidance of doubt, the Road Works Security is to be released by Council on completion of the final stage of the Road Works.

(k) Nothing in this clause **Error! Reference source not found.** prevents or restricts the Council from taking any enforcement action in relation to:

(i) any obligation of the Developer under this agreement; or

(ii) any associated liability, loss, cost, charge or expense directly or indirectly incurred by the Council because of the failure by the Developer to comply with this agreement,

that is not or cannot be satisfied by calling on a Bank Guarantee.

12.3 Compulsory Acquisition

(a) If the Developer does not dedicate the Dedication Land to Council as required by this agreement, the Council may compulsorily acquire the relevant land, in which case the Developer consents to the Council compulsorily acquiring that land for compensation in the amount of $1.00 without having to follow the pre-acquisition procedures in the *Land Acquisition (Just Terms Compensation) Act 1991* and may call upon any Bank Guarantee provided under clause **Error! Reference source not found.** to cover any costs, including legal costs, incurred by the Council on acquisition of the land.

(b) Clause 12.3(a) constitutes an agreement for the purposes of section 30 of the *Land Acquisition (Just Terms Compensation) Act 1991*.

(c) Except as otherwise agreed between the Developer and Council, the Developer must ensure the Dedication Land is freed and discharged from all estates, interests, trusts, restrictions, dedications, reservations, rights, charges, rates, strata levies and contracts, except as may be permitted by this agreement on the date that the Council will acquire the land in accordance with clause 12.3(a).

(d) The Developer indemnifies and keeps indemnified the Council against all Claims made against the Council as a result of any acquisition by the Council of the whole or any part of the relevant land under clause 12.3(a).

(e) The Developer must pay the Council, promptly on demand, an amount equivalent to all costs, including legal costs, incurred by the Council acquiring the whole or any part of the relevant land under clause 12.3(a) that are not or cannot be recovered by calling on a Bank Guarantee.

12.4 Security for Affordable Housing Units

(a) Any Development Application for the erection of a building that will contain an Affordable Housing Unit or Units to be dedicated to Council under this agreement must identify the following:

(i) The Affordable Housing Unit or Units proposed to be dedicated to Council.

(ii) The location of each Affordable Housing Unit in the building.

(iii) The proposed layout and fit out of each Affordable Housing Unit in the building, including the estimated cost of fit out.

(b) Prior to the issue of a Construction Certificate for any building containing an Affordable Housing Unit, the Developer must provide to Council a Bank

Guarantee or Bond in the amount of the estimated cost of the fit out of each Affordable Housing Unit in the building.

(c) The provisions of clause 12.2 apply to a Bank Guarantee provided under this clause 12.4.

(d) Prior to the issue of an Occupation Certificate for any building containing an Affordable Housing Unit, or any part of such a building, the Developer must:

(i) provide access to the Council to inspect the Affordable Housing Unit and any other part of the building if required by Council; and

(ii) obtain written confirmation from Council that it is satisfied the Affordable Housing Unit has been completed and fitted out in accordance with the requirements of this agreement.

(e) An Occupation Certificate applying to an Affordable Housing Unit must be provided before that unit can be transferred to Council.

12.5 Restriction on the issue of Certificates

(a) In accordance with section 6.8 of the Act and clause 146A of the Regulation a Construction Certificate must not be issued for any part of the Development unless:

(i) relevant obligations to provide Bank Guarantees under clause 12.2 and clause 12.4 have been satisfied; and

(ii) any Monetary Contributions payable in accordance with clause 7.1 and the Contributions Table have been paid; and

(iii) any other obligations required prior to the issue of the Construction Certificate as specified in the Contributions Table have been met; and

(iv) the Additional Monetary Contribution has been paid, except where clause 7.8(c) applies.

(b) In accordance with section 6.10 of the Act and clause 154E an Occupation Certificate must not be issued for any part of the Development unless:

(i) relevant obligations to provide Bank Guarantees under clause 12.2 have been satisfied

(ii) Council has issued written confirmation that any Affordable Housing Unit located within the building subject to the Occupation Certificate has been completed and fitted out in accordance with this agreement;

(iii) any obligation to deliver a Contribution required prior to the issue of that Occupation Certificate as specified in the Contributions Table has been met;

(iv) where clause 7.8(c) applies, the Additional Monetary Contribution has been paid;

(v) any Bank Guarantee or Bond for maintenance required under clause 7.4 has been provided; and

(vi) any Bank Guarantee or Bond for defects liability required under the Construction Terms has been provided.

12.6 General Enforcement

(a) Without limiting any other remedies available to the parties, this agreement may be enforced by any party in any Court of competent jurisdiction.

(b) Nothing in this agreement prevents:

(i) a party from bringing proceedings in the Land and Environment Court to enforce any aspect of this agreement or any matter to which this agreement relates; and

(ii) the Council from exercising any function under the Act or any other Act or law relating to the enforcement of any aspect of this agreement or any matter to which this agreement relates.

13 Assignment and Dealings

13.1 Assignment

(a) A party must not assign or deal with any right under this agreement without the prior written consent of the other parties.

(b) Any change of ownership or control (as defined in section 50AA of the *Commonwealth Corporations Act 2001*) of a party (excluding the Council) shall be deemed to be an assignment of this agreement for the purposes of this clause.

(c) Any purported dealing in breach of this clause is of no effect.

13.2 Transfer of Land

(a) The Landowner may not transfer, assign or dispose of the whole or any part of its right, title or interest in the Land (present or future) or in the Development to another person (**Transferee**) unless before it sells, transfers or disposes of that right, title or interest:

(i) the Landowner satisfies the Council that the proposed Transferee is financially capable of complying with the Landowner's obligations under this agreement;

(ii) the Landowner satisfies the Council that the rights of the Council will not be diminished or fettered in any way;

(iii) the Transferee delivers to the Council a novation deed signed by the Transferee in a form and of such substance as is acceptable to the Council containing provisions under which the Transferee agrees to comply with all the outstanding obligations of the Landowner under this agreement;

(iv) the Transferee delivers to the Council replacement Bonds or Bank Guarantees as required by this agreement;

(v) any default under any provisions of this agreement has been remedied or waived by the Council, on such conditions as the Council may determine, and

(vi) the Landowner and the Transferee pay the Council's reasonable costs in relation to the assignment.

13.3 Right to transfer Strata Lots

(a) Notwithstanding clause 13.2, the Landowner may enter into a contract for sale with a Transferee for a Residential Lot on a proposed Strata Plan that has not yet been registered, without having to obtain consent from Council.

(b) For the avoidance of doubt, the transfer of a Residential Lot is not permitted under clause 13.3(a) unless the Council has provided a written release and discharge of this agreement under clause 9.3.

13.4 Exempt Transfers

(a) Clause 13.2 does not apply where the Landowner transfers:

(i) any part of the Land it owns to an Associated Entity of the Landowner or Developer or to Council in accordance with this agreement; or

(ii) a Super Lot where the Contribution for the Super Lot has already been provided or otherwise secured;

and this agreement has been registered against the title to the relevant land, or Council has provided a written release and discharge of this agreement for the relevant land under clause 9.3.

(b) The Landowner must notify the Council in writing:

(i) 20 Business Days prior to any transfer under clause 13.4(a) identifying the part of the Land that is to be transferred and the proposed transferee; and

(ii) 5 Business Days after the transfer has taken place, confirming any changes to representatives of the Landowner or Developer for the purposes of this agreement and clause 16.

14 Approvals and consents

Except as otherwise set out in this agreement, and subject to any statutory obligations, a party may give or withhold an approval or consent to be given under this agreement in that party's absolute discretion and subject to any conditions determined by the party. A party is not obligated to give its reasons for giving or withholding consent or for giving consent subject to conditions.

15 No fetter

15.1 Discretion

This agreement is not intended to operate to fetter, in any manner, the exercise of any statutory power or discretion of the Council, including, but not limited to, any statutory power or discretion of the Council relating to the Development Application or any other application for Development Consent (all referred to in this agreement as a "**Discretion**").

15.2 No fetter

No provision of this agreement is intended to constitute any fetter on the exercise of any Discretion. If, contrary to the operation of this clause, any provision of this agreement is held by a court of competent jurisdiction to constitute a fetter on any Discretion, the parties agree:

(a) They will take all practical steps, including the execution of any further documents, to ensure the objective of this clause is substantially satisfied,

(b) In the event that (a) cannot be achieved without giving rise to a fetter on the exercise of a Discretion, the relevant provision is to be severed and the remainder of this agreement has full force and effect, and

(c) To endeavour to satisfy the common objectives of the parties in relation to the provision of this agreement which is to be held to be a fetter on the extent that is possible having regard to the relevant court judgment.

15.3 Planning Certificates

The Developer acknowledges that Council may, at its discretion, include advice on any planning certificate issued under section 10.7 of the Act that this agreement affects the Land.

16 Notices

16.1 Notices

Any notice given under or in connection with this agreement (**Notice**):

(a) must be in writing and signed by a person duly authorised by the sender;

(b) must be addressed as follows and delivered to the intended recipient by hand, by prepaid post or by email at the address below, or at the address last notified by the intended recipient to the sender after the date of this agreement:

(i)	to City of Parramatta Council:	PO Box 32, Parramatta, NSW 2124 Email: [Email] Attention: Manager, Land Use Planning
(ii)	to Payce MP2 Pty Ltd	Level 37. 2 Chifley Square, Sydney Email: [Email] Attention: Rebecca Edwards
(iii)	to SH Melrose Development 1 Pty Ltd	[Address] Email: [Email] Attention: [Contact]
(iv)	to Constant 17 Pty Ltd as trustee for C16 Unit Trust	Level 37. 2 Chifley Square, Sydney Email: [Email] Attention: Rebecca Edwards
(v)	Constant 21 Pty Ltd as trustee for C22 Unit Trust	Level 37. 2 Chifley Square, Sydney Email: [Email] Attention: Rebecca Edwards
(vi)	to Constant 15 Pty Ltd as trustee for C14 Unit Trust	Level 37. 2 Chifley Square, Sydney Email: [Email] Attention: Rebecca Edwards

(vii)	to Melrose Park Hope Street Pty Ltd as trustee for Melrose Park Hope Street Trust	Level 37. 2 Chifley Square, Sydney Email: [Email] Attention: Rebecca Edwards

(c) is taken to be given or made:

(i) in the case of hand delivery, when delivered;

(ii) in the case of delivery by post, three Business Days after the date of posting (if posted to an address in the same country) or seven Business Days after the date of posting (if posted to an address in another country); and

(iii) in the case of an email, when the sender receives an email acknowledgement from the recipient's information system showing the email has been delivered to the email address for the recipient stated in clause 16.1(b); and

(d) if under clause (c) a Notice would be taken to be given or made on a day that is not a Business Day in the place to which the Notice is sent, or later than 4.00 pm (local time), it is taken to have been given or made at the start of business on the next Business Day in that place.

17 Release and Discharge

The Council will notify the Developer and the Landowner in writing that they are released and discharged from their obligations under this agreement if any of the following occur:

(a) The Instrument Change is declared void or invalid by a Court of competent jurisdiction and all opportunities for appeal have been exhausted.

(b) The Developer and Landowner have fulfilled all of their obligations under this agreement to the Council's reasonable satisfaction.

(c) The parties agree in writing to terminate the agreement on the basis that the performance of the agreement has been frustrated by an event outside the control of the parties to this agreement.

(d) A decision is made by the NSW Government to not make the Instrument Change and communicated to the parties in writing, and Council (acting reasonably) is satisfied that the Instrument Change will not be made.

18 General

18.1 Relationship between parties

(a) Nothing in this agreement:

(i) constitutes a partnership between the parties; or

(ii) except as expressly provided, makes a party an agent of another party for any purpose.

(b) A party cannot in any way or for any purpose:

(i) bind another party; or

(ii) contract in the name of another party.

(c) If a party must fulfil an obligation and that party is dependent on another party, then that other party must do each thing reasonably within its power to assist the other in the performance of that obligation.

18.2 *Landowner Obligations*

Any clause of this agreement that requires the Developer to do any thing or imposes an obligation on the Developer, constitutes a requirement for the Landowner to procure that thing to be done or that obligation to be met, either by the Landowner, the Developer or another entity, so far as the requirement or obligation applies to that part of the Land owned by the Landowner.

18.3 *Time for doing acts*

(a) If the time for doing any act or thing required to be done or a notice period specified in this agreement expires on a day other than a Business Day, the time for doing that act or thing or the expiration of that notice period is extended until the following Business Day.

(b) If any act or thing required to be done is done after 5.00 pm on the specified day, it is taken to have been done on the following Business Day.

18.4 *Further assurances*

Each party must promptly execute all documents and do all other things reasonably necessary or desirable to give effect to the arrangements recorded in this agreement.

18.5 *Joint and individual liability and benefits*

Except as otherwise set out in this agreement, any agreement, covenant, representation or warranty under this agreement by two or more persons binds them jointly and each of them individually, and any benefit in favour of two or more persons is for the benefit of them jointly and each of them individually.

18.6 *Variations and Amendments*

A provision of this agreement can only be varied by a later written document executed by or on behalf of all parties and in accordance with the provisions of the Act.

18.7 *Counterparts*

This agreement may be executed in any number of counterparts. All counterparts taken together constitute one instrument.

18.8 *Legal expenses and stamp duty*

(a) The Developer must pay the Council's legal costs and disbursements in connection with the negotiation, preparation, execution, carrying into effect, enforcement and release and discharge of this agreement, including the reasonable costs of obtaining any legal advice in connection with this agreement, no later than 10 Business Days after receiving a demand from the Council to pay such costs.

(b) The Developer agrees to pay or reimburse the costs and expenses incurred by Council in connection with the advertising and exhibition of this agreement in accordance with the Act.

(c) The Developer agrees to pay Council any administrative fees as required by Council, acting reasonably, in connection with the administration of this agreement.

18.9 Entire agreement

The contents of this agreement constitute the entire agreement between the parties and supersede any prior negotiations, representations, understandings or arrangements made between the parties regarding the subject matter of this agreement, whether orally or in writing.

18.10 Representations and warranties

The parties represent and warrant that they have the power and authority to enter into this agreement and comply with their obligations under the agreement and that entry into this agreement will not result in the breach of any law.

18.11 Severability

If a clause or part of a clause of this agreement can be read in a way that makes it illegal, unenforceable or invalid, but can also be read in a way that makes it legal, enforceable and valid, it must be read in the latter way. If any clause or part of a clause is illegal, unenforceable or invalid, that clause or part is to be treated as removed from this agreement, but the rest of this agreement is not affected.

18.12 Invalidity

(a) A word or provision must be read down if:

(i) this agreement is void, voidable, or unenforceable if it is not read down;

(ii) this agreement will not be void, voidable or unenforceable if it is read down; and

(iii) the provision is capable of being read down.

(b) A word or provision must be severed if:

(i) despite the operation of clause (a), the provision is void, voidable or unenforceable if it is not severed; and

(ii) this agreement will be void, voidable or unenforceable if it is not severed.

(c) The remainder of this agreement has full effect even if clause 18.12(b) applies.

18.13 Waiver

(a) A right or remedy created by this agreement cannot be waived except in writing signed by the party entitled to that right. Delay by a party in exercising a right or remedy does not constitute a waiver of that right or remedy, nor does a waiver (either wholly or in part) by a party of a right operate as a subsequent waiver of the same right or of any other right of that party.

(b) The fact that a party fails to do, or delays in doing, something the party is entitled to do under this agreement, does not amount to a waiver of any obligation of, or breach of obligation by, another party. A waiver by a party is only effective if it is in writing. A written waiver by a party is only effective in relation to the particular obligation or breach in respect of which it is given. It is not to be taken as an implied wavier of any other obligation or breach or as an implied wavier of that obligation or breach in relation to any other occasion.

18.14 GST

(a) Words and expressions which are not defined in this agreement but which have a defined meaning in GST Law have the same meaning as in the GST Law.

(b) Unless otherwise expressly stated, all prices or other sums payable or consideration to be provided under this agreement are exclusive of GST.

(c) If GST is imposed on any supply made under or in accordance with this agreement, the Developer must pay the GST or pay to the Council an amount equal to the GST payable on or for the taxable supply, whichever is appropriate in the circumstances.

(d) If the Council is obliged to pay any GST on any supply made under or in accordance with this agreement, the Developer indemnifies the Council for the amount of any such payment is required to make.

18.15 Governing law and jurisdiction

(a) The laws applicable in New South Wales govern this agreement.

(b) The parties submit to the non-exclusive jurisdiction of the courts of New South Wales and any courts competent to hear appeals from those courts.

18.16 SH Melrose Land Pty Ltd obligations

For the avoidance of any doubt, the obligations of SH Melrose Land Pty Ltd (and any successor in title to Lot 2 DP 588575) under this agreement are limited to registration of this agreement on the title of, and subsequent dedication of Lot 2 DP 588575. For the avoidance of doubt, this clause is an exception to clause 18.5 and does not operate to exempt the Developer from complying with the obligation under this Act to deliver the Works identified at item 9 of the Contributions Table.

18.17 Town Centre Developer

The obligations of the Town Centre Developer under this agreement are limited to the registration of this agreement on the title to the land in the Town Centre and delivery, in accordance with this agreement, of 6 Affordable Housing Units in the Town Centre and that portion of NSR-2 within Stage 5 as shown on the Staging Plan, including associated obligations to maintain and provide security for those works under clauses 7.4 and 12. For the avoidance of doubt, this clause is an exception to clause 18.5.

Schedule 1 Contributions Table

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
1	Central Park	Active recreation / community use	Works	Construction and embellishment of a minimum of 17,587 sqm of open space in accordance with the concept design and specifications in Annexure B and this agreement	Works to be completed prior to dedication of land and prior to the issue of an Occupation Certificate for the last building in Stage 2 (Lot G), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	Prior to the issue of the first Occupation Certificate for any building in Stage 2 (Lot G).	$16,921,154
			Works – Maintenance	Maintenance in accordance with the Maintenance Schedule required under this agreement	In accordance with clause 7.4.	Prior to practical completion, in accordance with clause 7.4(g)	2.5% of the cost of the Works.
			Land Dedication	Dedication to Council of a minimum of 17,587 sqm of land identified for Central Park in Annexure A to Council.	Land to be dedicated to Council prior to the issue of an Occupation Certificate for the last building in Stage 2 (Lot G), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first, but not before completion of Works to construct and embellish Central Park.	N/A	Nil

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
						Estimated Total for Contribution Item 1	**$16,921,154**
2	Linear Park – Wharf Road	Passive Recreation / Community Use	Works	Construction and embellishment of a minimum 1,080 sqm of open space (North A) in accordance with the concept design and specifications in Annexure B.	Works to be completed prior to dedication of land and prior to the issue of an Occupation Certificate for the last building in Stage 13 (Lot BB), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	Prior to the issue of the first Occupation Certificate for any building in Stage 13 (Lot BB).	$868,444
			Land Dedication	Dedication to Council of a minimum of 1,080 sqm of land identified for Linear Park, North A in Annexure A.	Land to be dedicated prior to the issue of an Occupation Certificate for the last building in Stage 13 (Lot BB), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	N/A	Nil
			Works	Construction and embellishment of a minimum of 2,738 sqm of open space (North B) in accordance with the concept design and	Works to be completed prior to dedication of land and prior to the issue of an Occupation Certificate for the last building in Stage 14 (Lot EA), or prior	Prior to the issue of the first Occupation Certificate for for any building in Stage 14 (Lot EA).	$2,201,667

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				specifications in Annexure B.	to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.		
			Land Dedication	Dedication to Council of a minimum of 2,738 sqm of land identified for Linear Park North B in Annexure A.	Land to be dedicated prior to the issue of an Occupation Certificate for the last building in Stage 14 (Lot EA), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	N/A	Nil
			Works	Construction and embellishment of a minimum of 1,388 sqm of open space (Central) in accordance with the concept design and specifications in Annexure B.	Works to be completed prior to dedication of land and prior to the issue of an Occupation Certificate for the last building in Stage 10 (Lot EB or Lot EC), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	Prior to the issue of the first Occupation Certificate for any building in Stage 10 (Lot EB or Lot EC)	$1,116,111
			Land Dedication	Dedication to Council of a minimum of 1,388 sqm of	Land to be dedicated prior to the issue of an Occupation Certificate for	N/A	Nil

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				land identified for Linear Park Central in Annexure A.	the last building in Stage 10 (Lot EB or EC), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.		
			Works	Construction and embellishment of 2,339 sqm of open space (South) in accordance with the concept design and specifications in Annexure B.	Works to be completed prior to dedication of land and prior to the issue of an Occupation Certificate for the last building in Stage 4 (Lot O), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	Prior to the issue of the first Occupation Certificate for any building in Stage 4 (Lot O).	$1,880,825
			Land Dedication	Dedication to Council of a minimum of 2,339 sqm of land identified for Linear Park South in Annexure A.	Land to be dedicated prior to the issue of an Occupation Certificate for the last building in Stage 4 (Lot O), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	N/A	Nil

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
			Works - Maintenance	Maintenance of all works for Linear Park in accordance with the Maintenance Schedule required under this agreement	In accordance with clause 7.4.	Prior to practical completion, in accordance with clause 7.4(g)	2.5% of the cost of the Works.
						Estimated Total for Contribution Item 2	**$6,067,047**
3	Affordable Housing Units	Housing Affordability	Works	Construction and fit out of 6 Affordable Housing Units, consisting of 3 x 2 bedroom units and 3 x 1 bedroom units within the Town Centre, in accordance with the specifications at Annexure B and the terms of this agreement	Affordable Housing Units to be constructed, completed and an Occupation Certificate issued for the relevant Strata Lot prior to dedication.	Prior to the issue of a Construction Certificate for any building containing an Affordable Housing Unit.	$726,150 per Affordable Housing Unit

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
			Land Dedication	Dedication of 6 Affordable Housing Units in the Town Centre to Council, in accordance with clause 7.6.	All units to be dedicated to Council prior to the issue of an Occupation Certificate for the last building in the Town Centre.	Nil	Nil
			Works	Construction and fit out of 14 Affordable Housing Units, consisting of 7 x 2 bedroom units and 7 x 1 bedroom units, outside of the Town Centre (or within the Town Centre at the Developer's discretion), in accordance with the specifications at Annexure B and the terms of this agreement.	Affordable Housing Units to be constructed, completed and an Occupation Certificate issued for the relevant Strata Lot prior to dedication.	Prior to the issue of a Construction Certificate for any building containing an Affordable Housing Unit.	$726,150 per Affordable Housing Unit
			Land Dedication	Dedication of 14 Affordable Housing Units located outside of the Town Centre (or within the Town Centre at the Developer's	7 Affordable Housing Units to be transferred to Council prior to the issue of a Strata Certificate for the 2,000th Residential Lot	N/A	Nil

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				discretion) to Council in accordance with clause 7.5.	within the Development, or prior to the issue of an Occupation Certificate for the 2,000th Residential Lot within the Development, whichever is the earlier. 7 Affordable Housing Units to be transferred to Council prior to the issue of a Strata Certificate for the 4,000th Residential Lot within the Development, or prior to the issue of an Occupation Certificate for the 4,000th Residential Lot within the Development, whichever is the earlier.		
						Estimated Total for Contribution Item 3	**$14,523,000**
4	Playing Field	Active recreation / open space	Works	Works to construct and embellish a playing field, including adjoining drainage / wetland area, of a minimum of 7,888sqm, including site preparation, drainage, grassed area, fencing, suitable lighting and amenities building, in	Practical completion prior to the dedication of the land and prior to the issue of an Occupation Certificate for the last building in Stage 10 (Lot EB or Lot EC), or prior to the issue of an Occupation Certificate in	Prior to the issue of the first Occupation Certificate for any building in Stage 10 (Lot EB or Lot EC).	$6,241,050

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				accordance with the design and specifications in Annexure B. For the avoidance of doubt, the Works include the construction of the Wetland proposed by the Developer under as set out in Annexure B.	any subsequent Stage, whichever occurs first.		
			Land Dedication	Dedication to Council of a minimum of 7,888sqm of land identified for Playing Field in Annexure A.	Land to be dedicated to Council prior to the issue of an Occupation Certificate for the last building in Stage 10 (Lot EB or Lot EC), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	N/A	Nil
			Works - Maintenance	Maintenance of all works for the Playing Field in accordance with the Maintenance Schedule required under this agreement	In accordance with clause 7.4.	Prior to practical completion, in accordance with clause 7.4(g)	2.5% of the cost of the Works
						Estimated Total for Contribution Item 4	**$6,241,050**

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
5	Smart Cities Contribution	Smart Cities / Planning Initiatives	Monetary Contribution	Monetary Contribution of $50,000 to be paid to Council for implementation of Smart Cities initiatives in accordance with clause 7.1. As at the date of this agreement, Council accepts that the Developer has delivered approximately $200,000 worth of works towards Smart Cities initiatives pursuant to a grant, including the installation of environmental sensors throughout the construction site and surrounding residential streets.	Prior to the issue of any Construction Certificate for the Development.	N/A	$50,000
			Works	Implementation of Smart Cities projects / initiatives within the Land as determined by Council and generally consistent with the type of initiatives set out in Annexure B, to a maximum cost of $750,000 to be delivered in an integrated manner as the relevant part	As determined by Council, having regard to the agreed projects or initiatives and their relationship to the Development.	Prior to the issue of any Construction Certificate for the Development.	$750,000

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				of the Land associated with the project / initiative is developed.			
						Estimated Total Contribution for Item 5	**$800,000**
6	Roadworks	Public Road, Roadworks, Regional traffic network	Works	Construction of NSR-2 between EWR-2 and EWR-6 as part of the through site link to the Southern Precinct in accordance with Council requirements and the design and specifications in Annexure B.	Prior to dedication of land for public road.	Prior to the issue of a Construction Certificate for the first building in a Stage that includes Road Works.	Total Road Works $33,281,318
			Land Dedication	Land for NSR-2 between EWR-2 and EWR-6 as identified on the Land Dedication Plan at Annexure A to be dedicated to Council as a public road.	Prior to the issue of an Occupation Certificate for any building in Stage 1 (Lot A).		
			Works	Construction of NSR-2 between EWR-6 and Hope Street as part of the through site link to the Southern Precinct in accordance with Council requirements and	Prior to dedication of land for public road.		

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				the design specifications in Annexure B.			
			Land Dedication	Land for NSR-2 between EWR-6 and Hope Street as identified on the Land Dedication Plan at Annexure A to be dedicated to Council as a public road.	Prior to the issue of an Occupation Certificate for any building in Stage 5 (Lot N).		
			Works	Construction of EWR-4 between Hughes Avenue and NSR-2 in accordance with Council requirements and the design specifications in Annexure B.	Prior to dedication of land for public road		
			Land Dedication	Land for EWR-4 between Hughes Avenue and NSR-2 as identified on the Land Dedication Plan at Annexure A to be dedicated to Council as a public road.	Prior to the issue of an Occupation Certificate for any building in Stage 9 (Lot C).		
			Works	Construction of EWR-4 between NSR-2 and NSR-3 in accordance with Council requirements and the design	Prior to dedication of land for public road		

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				specifications in Annexure B.			
			Land Dedication	Land for EWR-4 between NSR-2 and NSR-3 as identified on the Land Dedication Plan at Annexure A to be dedicated to Council as a public road.	Prior to the issue of an Occupation Certificate for any building in Stage 2 (Lot G).		
			Works	Construction of EWR-4 east of NSR-3 in accordance with Council requirements and the design specifications in Annexure B.	Prior to dedication of land for public road		
			Land Dedication	Land for EWR-4 east of NSR-3 as identified on the Land Dedication Plan at Annexure A to be dedicated to Council as a public road.	Prior to the issue of an Occupation Certificate for any building in Stage 10 (Lot EB / Lot EC).		
						Estimated Total for Contribution Item 6	**$33,281,318**
7	Ermington Community Hub	Community Facilities	Monetary Contribution	Monetary Contribution of $3,500,000 to be paid to Council in accordance with clause 7.1 as a contribution	Prior to the issue of a Strata Certificate for the 4000th Residential Lot, or prior to the issue of an Occupation Certificate for	N/A	$3,500,000

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				towards delivery of the Ermington Community Hub	the 4000th Residential Lot, whichever is earlier.		
						Estimated Total for Contribution Item 7	**$3,500,000**
8	Western Edge Park	Passive Recreation / Open Space / Community use	Works	Construction and embellishment of a minimum of 2,100 sqm of open space land (North) in accordance with the design and specifications in Annexure B, and construction and embellishment of Lot 2 DP 588575.	Works to be completed prior to dedication of land and prior to the issue of an Occupation Certificate for the last building in Stage 9 (Lot C), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	Prior to the issue of an Occupation Certificate for any building in in Stage 9 (Lot C).	$1,815,785
			Land Dedication	A minimum of 2,100 sqm of land for Western Edge Park (North) as identified on the Land Dedication Plan at Annexure A and Lot 2 DP 588575 to be dedicated to Council as a public reserve.	Prior to the issue of an of an Occupation Certificate for the last building in Stage 9 (Lot C), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	N/A	Nil
			Works	Construction and embellishment of a minimum of 12,608 sqm of open space land (South) in accordance with the design	Works to be completed prior to dedication of land and prior to the issue of an Occupation Certificate for the last building in	Prior to the issue of an Occupation Certificate for any	$10,901,626

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				and specifications in **Error! Reference source not found.**.	Stage 8 (Lot F), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	building in in Stage 8 (Lot C).	
			Land Dedication	A minimum of 12,608 sqm of land for Western Edge Park (South) as identified on the Land Dedication Plan at Annexure A to be dedicated to Council as a public reserve.	Prior to the issue of an of an Occupation Certificate for the last building in Stage 8 (Lot F), or prior to the issue of an Occupation Certificate in any subsequent Stage, whichever occurs first.	N/A	Nil
			Works - Maintenance	Maintenance of all works for Western Edge Park in accordance with the Maintenance Schedule required under this agreement	In accordance with clause 7.4.	Prior to practical completion, in accordance with clause 7.4(g)	2.5% of the cost of the Works
						Estimated Total for Contribution Item 8	**$12,717,411**
9	Shuttle Bus Service	Public transport	Provision of services	Provide shuttle bus service for current and future residents of Melrose Park.	Delivery of Service to be in line with Melrose Park TMAP recommendation. Service is to be provided throughout Stage 1 as	N/A	$2,494,247

No.	Item	Public Purpose	Type of Contribution	Scope	Timing of Provision	Timing for provision of Bank Guarantee	Estimated Amount / Value of Item
				Service to connect residents to Meadowbank stations and ferry wharf. Service to cease on commencement of Parramatta Light Rail Stage 2.	specified in the Melrose Park TMAP (shuttle bus services commenced at 1,100 dwellings and ceased at 6,700 dwellings) or until direct public transport (light rail and / or public bus) to and from Melrose Park is available via the proposed bridge over Parramatta River to Olympic Park and Rhodes Railway Stations, whichever occurs first.		
						Estimated Total for Contribution Item 9	**$2,494,247**
						TOTAL OF ALL CONTRIBUTION ITEMS (excluding Maintenance)	**$96,545,227**

* In this Contributions Table, a reference to the "last building" in a Stage, means the last building in that Stage that will contain Residential Lots.

Schedule 2 Construction terms for the Works

1 Interpretation

For the purposes of this Schedule 2, the defined terms in clause 1 of this agreement and the Interpretation principles in clause 2 of this agreement will apply and, unless the context indicates a contrary intention:

Builder means any entity contracted under the Construction Contract to carry out the Works.

Construction Contract means the contract to carry out the Works (whether or not that is a contract for the Works only or forms part of a contract for the building of other components of the Development).

Defects Liability Period means in respect of the Works to which clauses 10.4 and 10.5 of this Schedule apply, the period of 12 months from the date on which the Certificate of Practical Completion is issued for the Works.

Detailed Design means the final specifications and finishes for the Works prepared in accordance with clause 5.2 or clause 5.3 of this Schedule 2 and will include the design of the Works, the location for the Works, installation specifications and estimated costs of construction and/or installation.

Services means all water, gas, electricity, television, drainage, sewerage, cable TV, data communications, telecommunications and other services which are required under a development consent within the meaning of the Act or an Approval and which are necessary or desirable for the construction or operation of the Development.

Superintendent means the Superintendent appointed under any Construction Contract.

Works includes any part of the Works.

2 Requirements of Authorities and Approvals

2.1 These Construction Terms must be read and construed subject to:

(a) any requirements or conditions of any Development Consent;

(b) the requirements of and conditions imposed by all relevant Authorities and all Laws relating to the Development and the construction of the Development.

2.2 If the Developer requires any Approvals in order to carry out the obligations under this agreement, then the Developer will acquire all Approvals necessary to carry out the Works at its own cost.

2.3 The Developer must ensure that the Works carried out under this agreement are carried out:

(a) in accordance with the relevant Development Consent for the Works and all Approvals and the requirements of all Laws, including without limitation, work health and safety legislation; and

(b) in a good and workmanlike manner and so that they are diligently progressed until completion;

AND it is acknowledged that to the extent that there is any inconsistency between this agreement and any Approval the terms of the Approval shall take precedence.

3 Costs of Works

All costs of the Works must be borne by the Developer.

4 Project Management and Contractor Engagement

4.1 The Developer will be responsible for managing the Works.

4.2 The Developer will ensure that any contractor it engages to carry out the Works agrees to:

(a) carry out the Developer's obligations in these Construction Terms as part of any Construction Contract; and

(b) request a Council representative to be present at each on-site meeting attended by the Superintendent and to ensure the Council representative is present at the meeting.

5 Design Development and Approvals

5.1 **Concept Design for Works**

Council and the Developer have worked in consultation with each other to prepare and agree the concept plans (**Concept Design**) for the Works at Annexure B.

5.2 **Detailed Design for Park Works, Road Works and Smart Cities Works**

(a) This clause 5.2 applies to the preparation of a Detailed Design for the Park Works, Road Works and Smart Cities Works.

(b) Prior to submitting any Development Application or application for any other Approval for the Works, the Developer must provide a copy of the draft Detailed Design to the Council for approval, prepared in accordance with:

(i) the Concept Design;

(ii) any relevant Australian Standard; and

(iii) any relevant design standards or guidelines and any other requirements or policies applied by the Council from time to time in assessing the adequacy of any works or improvements proposed for public domain areas or public roads.

(c) The Developer will obtain any relevant standards (including design standards), specifications, or guidelines and any other requirements or policies referred to in clause 5.2(b)(iii) of this Schedule from Council if the Council fails to deliver them to the Developer.

(d) Within 28 Business Days of receiving the draft Detailed Design, Council will respond to the Developer with any suggested amendments to the Detailed Design.

(e) Council and the Developer must work in consultation with each other to prepare and agree the Detailed Design and must both act reasonably, promptly and in good faith in their consultations with each other.

(f) If the Detailed Design is not completed and agreed within 28 Business Days of Council providing its suggested amendments in accordance with clause 5.2(d) of this Schedule 2, to avoid possible delays to the issue of a Certificate of Practical Completion, the Council will, in its sole discretion, be entitled to decide on any

outstanding or undecided matter or item relating to areas that are to be accessible to the public, provided that any decision made by Council under this clause:

(i) is consistent with the Concept Design for the Works;

(ii) is consistent with the obligation to carry out the Works and dedicate the Dedication Land under this agreement;

(iii) does not materially and adversely affect the Development; and

(iv) is not unreasonable.

(g) Any acceptance by the Council of the Detailed Design under this clause 5.2 of Schedule 2 is not to be taken as approval of or to any Development Application or application for any other Approval for the Works.

5.3 **Detailed Design for Affordable Housing Units**

(a) This clause 5.3 applies to the preparation of a Detailed Design for Affordable Housing Units.

(b) Prior to submitting a Development Application for any building that will contain an Affordable Housing Unit or Units to be dedicated to Council under this agreement, the Developer must provide to Council draft plans for the building showing the location and layout of each Affordable Housing Unit in the building and specifications for fit out of each Affordable Housing Unit (together referred to in this clause as the Detailed Design).

(c) The Affordable Housing Units must be designed in accordance with:

(i) the specifications in **Error! Reference source not found.**;

(ii) any relevant design guidelines for affordable housing or residential flat buildings; and

(iii) so the Affordable Housing Units are of a quality and standard equivalent to other Residential Lots in the same building.

(a) The Developer will obtain any relevant standards (including design standards), specifications, or guidelines and any other requirements referred to in clause 5.3(c) from Council, if the Council fails to deliver them to the Developer.

(b) Within 28 Business Days of receiving the draft Detailed Design for Affordable Housing Units, Council will respond to the Developer with suggested amendments. For the avoidance of doubt, Council may request a change to the location and layout of any Affordable Housing Unit in the relevant building and the proposed fit out of each Affordable Housing Unit.

(c) The Developer must make any changes to the Detailed Design requested by Council and provide final plans and specifications for approval within 15 Business Days of receiving the Council's response, provided that the requested changes:

(i) are consistent with the obligation to deliver the Affordable Housing Units under this agreement;

(ii) do not require construction standards and quality of materials for Affordable Housing Units to be higher than those applied to or used in other Residential Lots in the building; and

(iii) are not unreasonable.

(d) Council and the Developer must act reasonably, promptly and in good faith to finalise the Detailed Design for Affordable Housing Units.

(e) For the avoidance of doubt, any acceptance by the Council of the Detailed Design for Affordable Housing Units under this clause 5.3 is not to be taken as approval of or to any Development Application relating to those Affordable Housing Units.

6 Construction Drawings

6.1 Prior to applying for a Construction Certificate for any Works, or if a Construction Certificate is not required, prior to commencement of the Works, the Developer must provide to Council for approval draft construction drawings for those Works prepared in accordance with the Detailed Design.

6.2 Within 15 Business Days of receiving the draft construction drawings, Council may, acting reasonably, require a variation to the construction drawings to comply with the Detailed Design, the Building Code of Australia, any relevant Australian standard or any relevant design standards or guidelines referred to in clause 5.2(b) or clause 5.3(c) of this Schedule.

6.3 The Developer must amend the construction drawings in accordance with a requirement issued by Council under clause 6.2 of this Schedule.

6.4 For the avoidance of doubt, any approval of the construction drawings provided by the Council under this clause 6 is not to be taken as approval of or to any Construction Certificate for the Works.

7 Review of Construction Document

The Developer acknowledges and agrees that:

(a) Council may, but is not obliged to critically analyse the draft Detailed Design and draft construction drawings for the Works in accordance with clauses 5 and 6 of this Schedule;

(b) Council is not responsible for any errors, omissions or non-compliance with any Law or the requirement of any Authority by reason of approving the Detailed Design and construction drawings for the Works;

(c) Council is not liable for any liability, loss or cost incurred by the Developer Parties, or any Claim made against the Developer Parties, because of any defect in the design or construction of any part of the Works; and

(d) no comment, review or information supplied to the Developer by Council alters or alleviates the obligation to construct and complete the Works in accordance with this agreement.

8 Carrying out of Works

8.1 **Communication**

The Developer must keep Council reasonably informed of progress of the Works and provide to Council such information about the Works as Council reasonably requests.

8.2 **Standard of Works**

(a) The Developer must procure the execution and completion of the Works and must cause the Builder to use suitable new materials and proper and tradesmanlike workmanship when carrying out the Works.

(b) The Works must be diligently progressed to Practical Completion in accordance with:

(i) the Detailed Design and construction drawings approved by Council under this Schedule;

(ii) any Development Consent and Approvals applying to the Works;

(iii) the requirements of all Laws, including without limitation, workplace health and safety legislation; and

(iv) the obligations of this agreement.

(c) The Developer must not commence construction of any Works until it has given the Council copies of all Approvals necessary for the construction of the Works.

(d) The Developer may but is not obliged to reinstate any Works where damage or destruction is as a result of:

(i) any act or omission of the Council or its employees, consultants or agents relating to any part of the Works under this agreement; or

(ii) the use or occupation by the Council or its employees, consultants or agents, Council's representatives or other contractor of the Council of any part of the Works.

8.3 **Damage to people, property & utilities**

(a) The Developer is to ensure to the fullest extent reasonably practicable that, in performing its obligations under this agreement:

(i) all necessary measures are taken to protect people and property;

(ii) unnecessary interference with the passage of people and vehicles is avoided; and

(iii) nuisances and unreasonable noise and disturbances are prevented.

(b) Without limiting clause 8.3(a) of this Schedule, the Developer is not to obstruct, interfere with, impair or damage any public road, public footpath, public cycleway or other public thoroughfare, or any pipe, conduit, drain, watercourse or other public utility or service on any land except as authorised in writing by the Council or any relevant Authority.

9 Inspection

(a) On completion of the Detailed Design, the Council will provide a schedule of inspections to be undertaken by Council (**Inspection Schedule**) to occur at specified stages of the construction of the Works (**Inspection Stage**). If the Council does not provide the Inspection Schedule, the Developer must request the Inspection Schedule from the Council prior to the Works commencing.

(b) Five Business Days prior to reaching an Inspection Stage as set out in the Inspection Schedule, the Developer must notify the Council of the proposed inspection date (**Inspection Date**).

(c) On the Inspection Date, or other agreed date, the Developer must ensure that any employees, contractors, agents or representatives of Council have access to and may enter the Land to inspect the Works.

(d) In addition to carrying out inspections in accordance with the Inspection Schedule, the Council may enter the Land or any part of the Land on which the Works are located to inspect the progress of the Works, subject to:

(i) the terms of the Construction Contract (save for any clause of the Construction Contract which prevents the Council from accessing the Land);

(ii) giving reasonable notice to the Developer;

(iii) complying with all reasonable directions of the Developer; and

(iv) being accompanied by the Developer or a nominee, or as otherwise agreed.

(e) The Council may, acting reasonably, within 5 Business Days of carrying out an inspection (either under clause 9(c) or 9(d) of this Schedule 2), notify the Developer of any defect or non-compliance in the Works and direct the Developer to carry out work to rectify that defect or non-compliance within a reasonable period of time. Such work may include, but is not limited to:

(i) removal of defective or non-complying material;

(ii) demolishing defective or non-complying work;

(iii) reconstructing, replacing or correcting any defective or non-complying work; and

(iv) not delivering any defective or non-complying material to the site of the Works.

(f) If the Developer is issued a direction to carry out further work under clause 9(e) of this Schedule 2, the Developer must, at its cost, rectify the defect or non-compliance specified in the Notice within the time period specified in the Notice, provided that it is reasonable having regard to the nature of the works.

(g) If the Developer fails to comply with a direction to carry out work given under 9(e) of this Schedule 2, the Council will be entitled to refuse to accept that the Works (or the relevant part of the Works) meet the Council's standards and specifications and may refuse to issue a Certificate of Practical Completion, until the required Works have been completed to the Council's satisfaction, acting reasonably.

(h) For the avoidance of doubt, any acceptance by the Council that the Developer has rectified a defect or non-compliance identified in a notice issued under 9(e) of this Schedule 2 does not constitute:

(i) acceptance by the Council that the Works comply with all Approvals and Laws; or

(ii) an Approval by the Council in respect of the Works; or

(iii) an agreement or acknowledgment by the Council that the Works or the relevant part of the Works are complete and may be delivered to the Council in accordance with this agreement.

10 Completion

10.1 **Practical Completion**

(a) When the Developer considers that the Works, or any part of the Works, are complete, the Developer must send a Notice to the Council accompanied by complete works as executed plans, any relevant certificates or consents of any public utility authority and a request for written certification from the Council that the Works are complete.

(b) Within 10 Business Days of receipt of the notice under clause 10.1(a) of this Schedule 2, the Council will carry out an inspection of the Works and will, acting reasonably, either:

(i) provide written certification to the Developer that the Works have been completed; or

(ii) notify the Developer of any additional information required or matters which must be addressed by the Developer prior to the certification being issued.

(c) If the Developer is required to provide additional information or address any matters under clause 10.1(b)(ii) of this Schedule 2, the Developer will provide that information to Council or address those matters within 10 Business Days of receiving the notice or within a reasonable period of time and make a further request under clause 10.1(a) of this Schedule 2 for written certification that the Works have been completed.

(d) Practical completion will be achieved in relation to the Works or any part of the Works when a Certificate of Practical Completion has been issued for those Works.

10.2 **Delivery of documents**

(a) The Developer must as soon as practicable, and no later than 20 Business Days after the date on which the Certificate of Practical Completion is issued in respect of the Works or any part of the Works deliver to the Council, complete and legible copies of:

(i) all "as built" full-sized drawings, specifications and relevant operation and service manuals;

(ii) all necessary certificates including the certificates of any consultants of the Developer that the Council may reasonably require, and Approvals of any public utility authority (where relevant); and

(iii) copies of all Approvals required for use of the land subject to the Works.

(b) The Developer must as soon as practicable, and no later than 20 Business Days after the date on which the Certificate of Practical Completion is issued in respect of the Works or any part of the Works, provide the Council with a tour of the land subject to the Works and provide reasonable instructions on the operation and use of the Services on that land.

10.3 **Assignment of Warranties and Causes of Action**

(a) The Developer must assign (as beneficial owner) or cause to be assigned to Council the benefit of any warranties and guarantees obtained by the Developer and the Builder (and capable of assignment) with respect to any material or goods incorporated in or forming part of the Works.

(b) To the extent that any such warranties or guarantees cannot be assigned, the Developer must at the request of Council do anything reasonably required by Council to enforce such warranties or guarantees for the benefit of Council.

10.4 **Defects Liability Period**

(a) This clause 10.4 and clause 10.5 of this Schedule apply to works to construct and fit out Affordable Housing Units to be delivered under this agreement.

(b) During the Defects Liability Period, the Council (acting reasonably) may give to the Developer a notice (**Rectification Notice**) in writing that identifies a defect in the Works and specifies:

(i) action required to be undertaken by the Developer to rectify that defect (**Rectification Works**); and

(ii) the date on which the defect must be rectified (**Rectification Date**).

(c) The Developer must comply with the Rectification Notice by:

(i) procuring the performance of the Rectification Works by the Rectification Date, or such other date as agreed between the parties;

(ii) keeping the Council reasonably informed of the action to be taken to rectify the defect; and

(iii) carrying out the Rectification Works.

(d) The Council must give the Developer and its contractors any access required to carry out the Rectification Works.

(e) When the Developer considers that the Rectification Works are complete, either the Developer must notify the Council and provide documentation, plans or invoices which establish that the Rectification Works were carried out.

(f) The Council may inspect the Rectification Works within 15 Business Days of receiving a Notice from the Developer under clause 10.4(e) of this Schedule 2 and, acting reasonably:

(i) issue a further Rectification Notice if it is not reasonably satisfied that the Rectification Works are complete; or

(ii) notify the Developer in writing that it is satisfied the Rectification Works are complete.

(g) The Developer must meet all costs of and incidental to rectification of defects under this clause 10.4.

(h) If the Developer fails to comply with a Rectification Notice, then the Council may do such things or take such action as is necessary to carry out the Rectification Works, including accessing and occupying any part of the Land without further notice to the Developer, and may:

(i) call upon any Bond or Bank Guarantee provided to the Council under clause 10.5 of this Schedule 2 to meet its costs of carrying out Rectification Works; and

(ii) recover as a debt due to the Council by the Developer in a court of competent jurisdiction, any difference between the amount of the security deposit and the costs incurred by the Council in carrying out Rectification Works.

(i) The Developer must request that Council inspect the Works 28 days prior to the end of the Defects Liability Period. The Council must inspect the Works at any time after receiving the request from the Developer and before the end of the Defects Liability Period.

(j) If, prior to the end of the Defects Liability Period:

(i) the Developer fails to request the inspection, or

(ii) the Council does not carry out the inspection,

the Council may extend the Defects Liability Period so that the inspection may be carried out.

10.5 **Security for Defects Liability**

(a) Prior to the issue of a Certificate of Practical Completion for each item of the Works the Developer must deliver to the Council Bonds or Bank Guarantees in an amount equivalent to 2.5% of the construction costs for the particular item of Works.

(b) The Developer advises and the Council acknowledges its awareness that the Bonds or Bank Guarantees may be supplied by the Builder and form a part of the security held by the Developer from the Builder under the terms of the Construction Contract, provided that:

(i) any Bond or Bank Guarantee provided by the Builder benefits the Council and satisfies the requirements of this agreement; and

(ii) the Developer procures an agreement from the Builder that the Council will be entitled to call on any Bond or Bank Guarantee provided by the Builder, in accordance with the terms of this agreement and the terms of any Construction Contract.

(c) Within 10 Business Days after the Defects Liability Period for a particular item of Works has expired Council must (if it has not called on it) return the Bond or Bank Guarantee referred to in clause 10.5(a) of this Schedule 2 for that item of Works (or any remaining balance of it) to the Developer.

(d) Notwithstanding clause 10.5(c) of this Schedule 2, if during the Defects Liability Period for a particular item of Works, the Council issues a Rectification Notice and the Rectification Notice is not complied with, then the Council need not deliver the balance of any Bonds or Bank Guarantees provided to it until that defect has been rectified.

(e) The Council must deliver the balance of any Bond or Bank Guarantee for the Defects Liability Period to the Developer within 14 days after the Defects Liability Period has ended.

11 Risk

The Developer undertakes the Works entirely at its own risk.

12 Insurance

(a) Prior to the commencement of the construction of any of the Works, the Developer must ensure the Builder effects and the Developer must produce evidence to the Council of the following insurances issued by an insurer approved by the Council (acting reasonably) in a form approved by the Council (acting reasonably):

(i) construction works insurance for the value of the Works;

(ii) public risk insurance for at least $20 million per claim;

(iii) workers compensation insurance as required by Law.

(b) The Developer must provide evidence of currency of insurance required by clause 12(a) of this Schedule 2 upon request by the Council, acting reasonably, throughout the term of this agreement.

13 Indemnities

The Developer indemnifies the Council, its employees, officers, agents and contractors from and against all Claims in connection with the carrying out by the Developer of the Works except to the extent such Claim arises as a result of the negligence, default, act or omission of the Council or its employees, officers, agents or contractors.

14 Intellectual Property Rights

The Council acknowledges that the Developer or its contractors hold all rights to copyright and any intellectual property which may exist in the Works. To the extent the Developer has or receives intellectual property rights for the Works, the Developer shall assign those intellectual property rights to Council or permit use thereof.

15 Risk of contamination

(a) This clause 15 of Schedule 2 applies to all Dedication Land.

(b) In this clause:

Assessment Guidelines means the following guidelines and any other guidelines made or approved by an Authority under section 105 of the CLM Act:

- National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013)
- NSW EPA (1995) Sampling Design Guidelines
- NSW OEH (2011) Guidelines for Consultants Reporting on Contaminated Sites

CLM Act means the *Contaminated Land Management Act 1997*;

Contamination and **Contaminated Land** have the same meaning as in the CLM Act;

Consultant means an appropriately qualified environmental consultant, certified by one of the following schemes:

- the Site Contamination Practitioners Australia (SCPA) scheme

- the Environment Institute of Australia and New Zealand's (EIANZ) Contaminated Land Assessment Specialist Certified Environmental Practitioner (CLA Specialist CEnvP) scheme
- the Soil Science Australia (SSA) Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) certification

and, if undertaking and reporting on asbestos sampling, with a minimum of 2 years continuous relevant experience in the identification and management of asbestos contamination;

Contamination Planning Guidelines means the Contaminated Land Planning Guidelines under the CLM Act, being as at the date of this agreement *Managing Land Contamination, Planning Guidelines SEPP 55 – Remediation of Land* dated 1998;

CSM means conceptual site model;

Detailed Investigation Report means a report prepared by a Consultant detailing the outcome of a detailed site investigation as described in the Contamination Planning Guidelines;

Preliminary Investigation Report means a report prepared by a Consultant detailing the outcome of a preliminary investigation as defined in SEPP 55 and the Contamination Planning Guidelines;

RAP means a Remediation Action Plan or Remedial Action Plan as described in the Contamination Planning Guidelines;

Remediation has the same meaning as in the CLM Act;

Remediation Standard means the standard specified in clause 15(c) of this Schedule;

SEPP 55 means *State Environmental Planning Policy No 55 – Remediation of Land*;

Site Audit Report, Site Audit Statement and **Site Auditor** have the same meaning as in the CLM Act; and

Validation Report means a report prepared by a Consultant on completion of Remediation as described in the Contamination Planning Guidelines.

(c) Prior to dedication or transfer:

(i) Land for the Playing Field must meet or be Remediated to Residential 'A' standard as specified in Schedule B1 of the National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013);

(ii) Land for Central Park must meet or be Remediated to Residential "C" standard as specified in Schedule B1 of the National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013); and

(iii) All other land must meet or be Remediated to a standard suitable for its intended use.

(d) The Developer must, at its cost, assess all Dedication Land for Contamination and carry out any Remediation of that land in accordance with this clause 15, the CLM Act, SEPP 55 and any other legislation and guidelines relating to the remediation of contaminated land.

(e) All assessments and reports required under this clause must be carried out in accordance with the Assessment Guidelines.

(f) Prior to commencement of any Works on Dedication Land, the Developer must provide to Council a Preliminary Investigation Report, despite any conclusion the Developer has reached about whether or not Contamination is an issue on the Dedication Land.

(g) The Preliminary Investigation Report must include, but is not limited to, the following information:

(i) land history,

(ii) any past or present potentially contaminating activities on the Dedication Land or adjoining land;

(iii) a preliminary assessment of any Contamination including a CSM identifying sources, pathways and receptors; and

(iv) where contaminating activities are suspected to have had an impact on the land or the land use history is incomplete, the results of any sampling and analysis undertaken to confirm the extent of any potential Contamination.

(h) If a Preliminary Investigation Report indicates that the land the subject of that report may be or is potentially contaminated, the Developer must engage a Consultant to carry out a detailed site investigation and provide a Detailed Investigation Report to Council as part of any Development Application, or other application for an Approval, for the Works on the relevant land.

(i) The Detailed Investigation Report must include, but is not limited to, the following information:

(i) the nature, extent and degree of Contamination on, in or under the relevant land;

(ii) a revision of the CSM based on the results of the detailed site investigation;

(iii) an assessment of the potential risk posed by contaminants to human health and the environment; and

(iv) a clear statement as to whether the relevant land meets the Remediation Standard.

(j) If the Detailed Investigation Report provides that Remediation of the relevant land is required, the Developer must engage a Consultant to prepare a RAP and provide a draft of the RAP to Council.

(k) The draft RAP must include, but is not limited to, the following information:

(i) the process by which the relevant land should be Remediated and how the Remediation will be validated to demonstrate the site meets the Remediation Standard; and

(ii) if there are several options for Remediation, details as to the process for each option, identification of the preferred option for Remediation and the reasons why that option is preferred, including details for each option of the likely ongoing maintenance obligations and estimated costs of maintenance.

(l) Council may consider the draft RAP and, within 10 Business Days of receiving the draft RAP, provide comments on the draft RAP including any preferences Council has for Remediation of the land.

(m) The Developer must require the Consultant to have regard to the Council's comments and preferences when finalising the RAP and, where options for remediation are available, direct the Consultant to prepare the RAP based on Council's preferred option.

(n) The Developer must obtain all Approvals required to Remediate the land and must carry out the Remediation in accordance with those Approvals, the RAP and Council's preferences for Remediation, so that the site meets the Remediation Standard.

(o) On completion of Remediation, the Developer must provide to Council a Validation Report that includes, but is not limited to, the following information:

(i) a description of, and documentary evidence confirming, all Remediation works that have been performed;

(ii) results of validation testing and monitoring;

(iii) a clear statement as to whether the relevant land meets the Remediation Standard;

(iv) if Council has approved that any residual contamination may be left onsite, a site environmental management plan that includes:

(A) a description of the exact location, depth and lateral extent of contamination left onsite;

(B) a risk assessment of potential exposures scenarios, including demonstration that there is no off-site migration of contamination from the site, or where there is off-site migration or its potential, that contamination within the site is managed or monitored so it does not present an unacceptable risk to either the on-site or off-site environments;

(C) likely receptors and necessary control measures to management inadvertent exposure;

(D) responsible parties including who will be the responsible entity to implement the management plan; and

(E) an approved long term Site Management Plan (or equivalent management plan resulting from revisions of the approved long tern Site Management Plan) is to remain in place and be implemented until such time as it is determined by Council that a long term Site Management Plan is no longer required.

(p) Council will not accept dedication of any part of the Dedication Land that is subject to residual contamination, unless otherwise previously approved by Council.

(q) Prior to dedication or transfer of any Dedication Land to Council, Council may, at its sole discretion, require the provision of a Site Audit Report and Site Audit Statement prepared by a Site Auditor, confirming that any Contamination of the land does not present a risk of harm to human health or any other aspect of the environment and that the relevant land meets the Remediation Standard.

(r) The Developer must comply with any conditions of a Site Audit Statement, including any measures required to be implemented to ensure any ongoing monitoring obligations.

Schedule 3 Summary of requirements (section 7.4)

Subject and subsection of the Act	Planning Agreement
Planning instrument and/or Development Application – Section 7.4(1) The Developer has:	
(a) Sought a change to an environmental planning instrument	☒ Yes ☐ No
(b) Made, or propose to make a Development Application	☒Yes ☐ No
(c) Entered into an agreement with, or are otherwise associated with, a person to whom paragraph (a) or (b) applies	☐ Yes ☒ No
Description of the land to which the planning Agreement applies – Section 7.4(3)(a)	The land subject to this agreement is described in Schedule 4.
Description of the application – Section 7.4(3)(b)	See the description of Planning Proposal in Schedule 5 and the definitions of Development and Instrument Change in clause 1.
The scope, timing and manner of delivery of contribution required by the Planning Agreement – Section 7.4(3)(c)	See clause 7 and the Contributions Table.
Applicability of section 7.11 of the Act – Section 7.4(3)(d)	Excluded. See clause 8.
Applicability of section 7.12 of the Act – Section 7.4(3)(d)	Excluded. See clause 8.
Applicability of section 7.24 of the Act – Section 7.4(3)(d)	Not excluded. See clause 8.
Mechanism for dispute resolution – Section 7.4(3)(f)	See clause 11.
Enforcement of the Planning Agreement – Section 7.4(3)(g)	See clause 12.
Registration of the Planning Agreement – Section 7.4(3)(g) and section 7.6	See clause 9.
No obligation to grant consent or exercise functions – Section 7.4(9)	See clause 15.

Schedule 4 Land

Address	Lot and DP Reference	Registered Proprietor
44 Wharf Road, Melrose Park	Lot 101 DP 1249762 Lot 6 DP 232929 Lot 11 DP 787611	Constant 15 Pty Ltd
27-29 Hughes Avenue, Ermington	Lot 1 DP 213196	Constant 15 Pty Ltd
44 Wharf Road, Melrose Park / Hope Street, Melrose Park	Lot 100 DP 1249762	Melrose Park Hope Street Pty Ltd
44A Wharf Road, Melrose Park	Lot 12 DP 787611	Constant 17 Pty Ltd
38-42 Wharf Road, Melrose Park	Lot 10 DP 1102001	Constant 21 Pty Ltd
657 Victoria Road, Melrose Park	Lot 2 DP 588575	SH Melrose Land Pty Ltd

Schedule 5 Planning Proposal

1 Planning Proposal

1.1 As at the date of this agreement, the Planning Proposal, as amended in accordance with the Gateway Determination, seeks the following amendments to the LEP:

(a) Amend the Land Use Zone map to rezone the site from part IN1 General Industrial and part SP1 Special Activities (Place of Public Worship) to part R4 High Density Residential, part B2 Local Centre, part RE1 Public Recreation and part SP2 Infrastructure (Educational Establishment).

(b) Amend the Height of Buildings map to increase the building heights from part 9m and part 12m to multiple heights ranging from 28m (6 storeys) to 95m (approximately 26 storeys).

(c) Amend the Floor Space Ratio (FSR) map to increase the FSR from 1:1 to 1.85:1 subject to endorsement of implementation plans that stage the delivery of dwellings subject to traffic and transport infrastructure being in place to serve the incoming population.

(d) Amend the Land Reservation Acquisition map to reflect areas of open space to be dedicated to Council and land for the new school site to the State Government.

(e) Amend the Additional Local Provisions map to include the site and insert a site-specific provision in Part 6 Additional local provisions – generally of the LEP to ensure:

(i) That design excellence provisions be inserted into the LEP for the site applicable to buildings of 55m and above in height without the provision of bonuses.

(ii) The total residential gross floor area within the planning proposal site not exceed 508,768sqm.

(iii) A minimum of 30,000sqm of non-residential floor space is to be provided within the site to serve the retail and commercial needs of the incoming population.

(f) Amend Schedule 1 – *Additional Permitted uses* to permit "Residential Flat Buildings" in the B2 Local Centre.

(g) Appoint a Design Excellence Panel to provide design advice for all development applications within the northern precinct. Floor space and height bonuses are not to be awarded on any development lot.

Schedule 6 Staging Plan

STAGE 2
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-28m
NSR-3 20m
NSR-4 20m
HUGHES AVENUE
UNDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
14073
AJ+C

STAGE 3
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-28m
NSR-3 22.5m
NSR-4 20m
HUGHES AVENUE
UNDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
14073
AJ+C

STAGE 4
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
HUGHES AVENUE
LINDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
NSR-1 20m
NSR-2 25-28m
NSR-3 23.5m
NSR-4 20m
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
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AJ+C

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STAGE 5
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-26m
NSR-3 25m
NSR-4 20m
HUGHES AVENUE
UNDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
14073
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STAGE 6
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-26m
NSR-3 22.5m
NSR-4 20m
HUGHES AVENUE
UNDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
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STAGE 7
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-26m
NSR-3 23.5m
NSR-4 20m
HUGHES AVENUE
LINDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
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STAGE 8
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-26m
NSR-3 25m
NSR-4 20m
HUGHES AVENUE
UNDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
Melrose Park
MASTERPLAN
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STAGE 9
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25.25m
NSR-3 23.5m
NSR-4 20m
HUGHES AVENUE
LINDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WIARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
14073
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STAGE 10
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-29m
NSR-3 23.5m
NSR-4 20m
HUGHES AVENUE
LINDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
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STAGE 11
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-29m
NSR-3 20-30m
NSR-4 20m
HUGHES AVENUE
LINDEN GRV
WHARF ROAD
WHARF CRCT
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
14073

STAGE 12
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-26m
NSR-3 23.5m
NSR-4 20m
HUGHES AVENUE
LINDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
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93633005.1

STAGE 14
VICTORIA ROAD
VICTORIA ROAD STAGE
EWR-1
EWR-2 20m
EWR-3 20m
EWR-4 20m
EWR-5 20m
EWR-6 20m
NSR-1 20m
NSR-2 25-28m
NSR-3 23.5m
NSR-4 20m
HUGHES AVENUE
LINDEN GRV
WHARF ROAD
TAYLOR AVENUE
HOPE STREET
WIARATAH STREET
Melrose Park
MASTERPLAN
AMENDMENT L - REV A
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Executed as an agreement

Signed on behalf of **City of Parramatta Council** (ABN 49 907 174 773) by its authorised delegate pursuant to section 377 of the *Local Government Act* 1993 in the presence of:

Signature of witness	Signature of authorised delegate
Name of witness	Name of authorised delegate
Address of witness	Position of authorised delegate

[Insert further execution clauses as required for each party]

Annexure A Land Dedication Plan

Annexure B Concept Design and Specifications for Contribution Items

Infrastructure Services Delivery Plan

Melrose Park North

April 2021

Works listed in Schedule 1 of the Planning Agreement between the City of Parramatta and PAYCE MP2 Pty Ltd, SH Melrose Development 1 Pty Ltd, Constant 17 Pty Ltd, Constant 21 Pty Ltd, Constant 15 Pty Ltd, Melrose Park Hope Street Pty Ltd and SH Melrose Land Pty Ltd

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Purpose

The Melrose Park North Renewal Project Infrastructure Services Delivery Plan (ISDP) is a document which details the items of work to be delivered by way of a Planning Agreement between PAYCE MP2 Pty Ltd and SH Melrose Development 1 Pty Ltd (the Developer) and the City of Parramatta (the Council). Landowners Constant 17 Pty Ltd, Constant 21 Pty Ltd, Constant 15 Pty Ltd, Melrose Park Hope Street Pty Ltd and SH Melrose Land Pty Ltd will also be parties to the agreement.

The physical and social renewal of the area will be supported by the appropriate provisions of infrastructure necessary to support the existing and new community. The works set out in the ISDP have been designed consistent with the Melrose Park North Renewal Concept Plan (refer to Figure A).

This ISDP has been prepared to assist in the preparation, negotiation, and implementation of the Planning Agreement. This ISDP includes:

- A more detailed description of the scope of works showing the general location and configuration of works on the site;
- A budget estimate (ex. GST) for the delivery of the item based on the scope of works and/or concept plans referenced; and
- A rationale for the staging of delivery of each item of works based on Development Area/Stage or lot threshold of works. An indication staging plan in Part E identifies the development stages/areas for the works.

In reading this document, the following should be noted:-

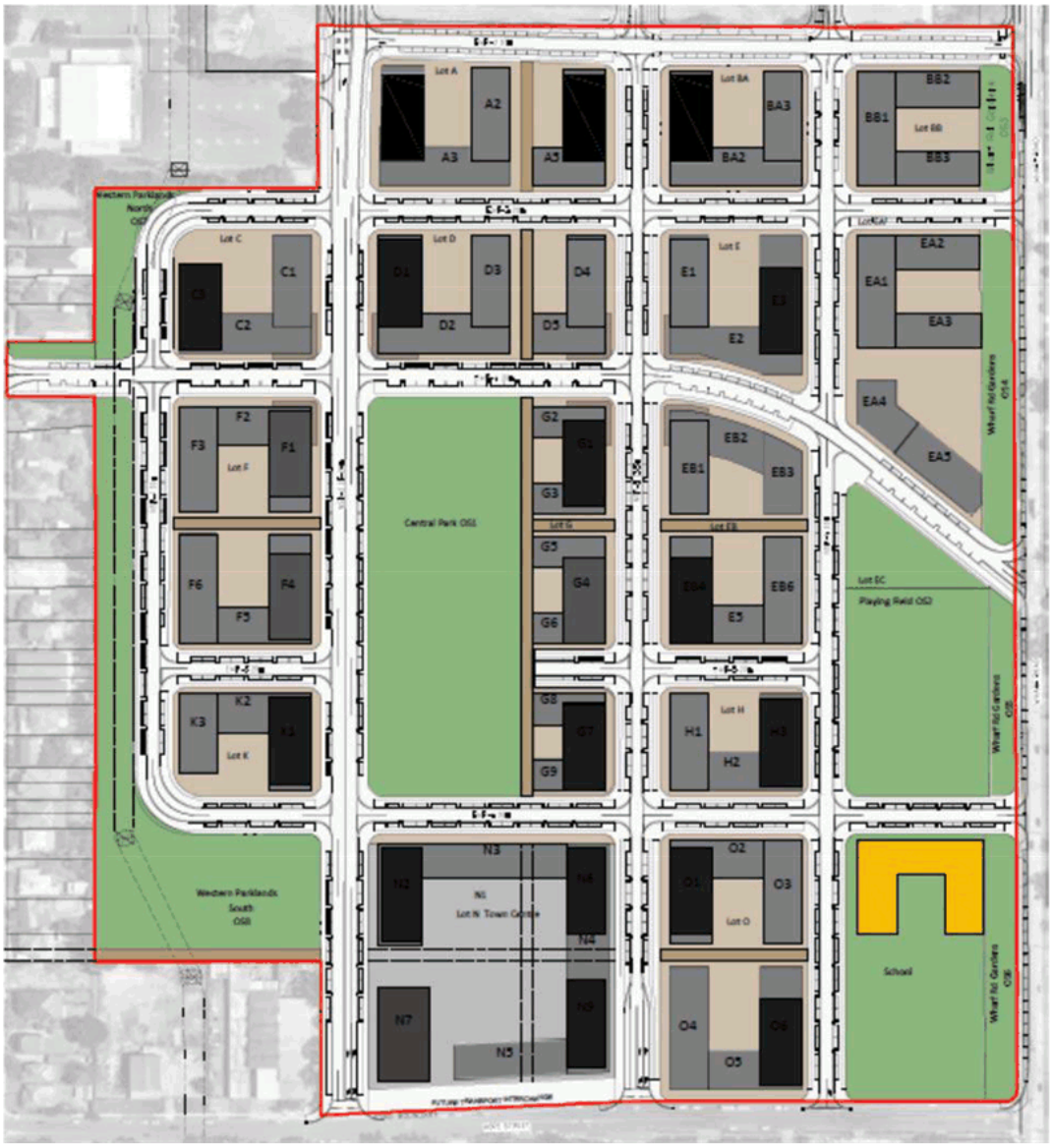
- The Description of the Works outlines the scope of works proposed to be delivered.
- These cost estimates include allowances for contingency, professions fees, approvals, maintenance and defects liability period.
- All hard landscaping works will be maintained by the Developer for a period no longer than 24 months from the completion of works. Soft landscaping works will be maintained by the Developer for a minimum of 60 months from the date of completion.
- Maintenance means works to bring an item to a state of reasonable condition and in accordance with relevant standards applicable at the time of construction of the item, including repairing any defects due to use of poor materials or due to poor workmanship, but does not include repairing normal wear and tear, removing graffiti or repairing any item damaged as a consequence of vandalism.
- The estimated budgets are outlined to give an understanding and context to the scope of works proposed. There is nothing to stop the same works being delivered at a reduced cost if efficiencies can be negotiated at tender or through the detailed design stage. Any cost savings achieved by the Developer do not need to be passed on to Council. Conversely any additional costs incurred shall be borne by the Developer.
- For the ISDP items, a scope of works has been defined as a performance specification (i.e. Roads, drainage, utilities etc.). An upper limit fixed price for all items is provided.

The following schedules provided in Part A, Part B and Part C of the ISDP detail the scope, budget and staging of all items of works consistent with Schedule 1 of the Planning Agreement. This document and its schedules will form an Annexure to the Planning Agreement. The terms in this document are subject to the more specific terms agreed between the parties under other parts of the Planning Agreement and if there is any inconsistency, the terms of the Planning Agreement (other than this document) prevail.

Proposed development

Melrose Park North will be transformed from an industrial estate to a mixed-use precinct providing for approx. 5,000 new dwelling, new public open space, a new school and playing field and a new town centre which will include retail and commercial space.

Figure A Melrose Park North PAYCE Renewal



Timing

The development is anticipated to begin within 12 months of the proposed amendment to the LEP, subject to development consents being granted. Melrose Park North is anticipated to be delivered over 10 years; the timing will be dependent on market conditions. A high-level staging plan is provided in Part E of this ISDP.

Planning Agreement Summary Table

Examples provided below for reference.

No	Item	Public Purpose	Scope	Contribution Value	Timing
1	Road works	Road Works	Carrying out of road works to construct and deliver NSR-2 and EWR-4 as described under the heading 'Road Works (incl. Cycleways and Bus Stops) and Intersection Upgrades' in Part A. Maintenance only required if construction vehicles use these roads after dedication.	$33,281,318	Works to be completed and road dedicated to Council for NSR-2 between EWR-2 and EWR-6 prior to the issue of an Occupation Certificate for any building in Stage 1 (Lot A). Works to be completed and road dedicated to Council for NSR-2 between EWR-6 and Hope Street prior to the issue of an Occupation Certificate for any building in Stage 5 (Lot N). Works to be completed and road dedicated to Council for EWR-4 between Hughes Ave and NSR-2 prior to the issue of an Occupation Certificate for any building in Stage 9 (Lot C). Works to be completed and road dedicated to Council for EWR-4 between NSR-2 and NSR-3 prior to the issue of an Occupation Certificate for any building in Stage 2 (Lot G). Works to be completed and road dedicated to Council for EWR-4 between NSR-3 and Wharf Road prior to the issues of an Occupation Certificate for any building in Stage 10 (Lot EB/ Lot EC).
2	Central Park	Open Space/ Active recreation / Community use	Construction and dedication of a of 17,587sqm of open space. Maintenance for 5 years. (soft landscaping). Maintenance for 2 years (hard landscaping)	$16,921,154	Prior to the issue of an Occupation Certificate for the last building in Stage 2 (Lot G).
3	Linear Park – Wharf Road	Open Space/ Passive recreation / Community use	Construction and dedication of a of 1,080 sqm of open space (North A) Construction and dedication of a of 2,738 sqm of open space (North B) Construction and dedication of a of 1,388 sqm of open space (Central) Construction and dedication of a of 2,339 sqm of open space (South) Maintenance for 5 years (soft landscaping). Maintenance for 2 years (hard landscaping)	$6,067,047	Works for North A open space to be completed and land dedicated prior to the issue of an Occupation Certificate for the last Stage 13 (Lot BB). Works for North B open space to be completed and land dedicated prior to the issue of an Occupation Certificate for the last building in Stage 14 (Lot EA). Works for Central open space to be completed and land dedicated prior to the issue of an Occupation Certificate for the last building in Stage 10 (Lot EB or Lot EC). Works for South open space to be completed and land dedication prior to the issue of an Occupation

					Certificate for the last building in Stage 4 (Lot O).
4	New Playing Field	Open Space/Active recreation	Construction and dedication of land for a playing field of a 8,032sqm in area, including adjoining drainage / wetland area.	$4,541,669	Works to be completed and land dedicated prior to the issue of an Occupation Certificate for the last building on in Stage 10 (Lot EB and/or EC).
5	Western Edge Park	Open Space/ Passive recreation / Community use	Construction and dedication of a of 2,109 sqm of open space (North). Construction and dedication of a of 12,608 sqm of open space (South). Maintenance for 5 years (soft landscaping). Maintenance for 2 years (hard landscaping).	$10,767,981	Works to be completed for North open space, and land dedicated, prior to the issue of an Occupation Certificate for the last building in Stage 9 (Lot C). Works to be completed for South open space, and land dedicated, prior to the issue of an Occupation Certificate for the last building in Stage 8 (Lot F).
6	Wetland (including in Playing Field Works)	Open Space	Provision of 2,264sqm of open space.	$1,699,381	Practical completion prior to the issue of an occupation certificate for the last building on Lot EB and/or EC (Stage 10) and prior to the dedication of the land.
7	Affordable Housing Units	Housing affordability	Construction, fit out and dedication to Council of 20 affordable housing units with a maximum of 30 bedrooms. 6 affordable housing units (with 9 bedrooms) to be provided in the Town Centre. 14 affordable housing units (with 21 bedrooms) to be provided outside of the Town Centre.	$14,523,000	Town Centre affordable housing units to be completed and dedicated to Council prior to the issue of an Occupation Certificate for the last building in the Town Centre. 7 affordable housing units to be delivered and dedicated to Council prior to the issue of a Strata Certificate for the 2,000th Residential Lot within the Development, or prior to the issue of an Occupation Certificate for the 2,000th Residential Lot within the Development, whichever is the earlier. Additional 7 affordable housing units to be delivered and dedicated to Council prior to the issue of a Strata Certificate for the 4,000th Residential Lot within the Development, or prior to the issue of an Occupation Certificate for the 4,000th Residential Lot within the Development, whichever is the earlier.
8	Smart Cities Contribution	Smart Cites	Monetary Contribution of $50,000 to be paid to Council for implementation of Smart Cities Initiatives. Contribution in the amount of $750,000 to Smart City initiatives within the Melrose Park North PP site.	$1,000,000 ($50,000 in monetary contributions and $750,000 in works)	Monetary Contribution of $50,000 towards Smart City initiatives. Implementation of Smart City projects/initiatives within the Land recommended by Council, to a maximum cost of $750,000.
9	Melrose Park North Shuttle Bus	Public Transport	Provide shuttle bus service for current and future residents of Melrose Park residents.	$2,494,247	Service to be provided for 3 years after first occupation of the Development or until direct public transport (light rail and/or public bus) to and from Melrose Park is available, whichever occurs first.
10	Ermington Community Hub	Community Facilities	The developer is to provide a monetary contribution of $3,500,000 towards the delivery of the Ermington Community Hub.	$3,500,000	Prior to the issue of a Strata Certificate for the 4000th Residential Lot, or prior to the issue of an Occupation Certificate for the 4000th Residential Lot, whichever is

					earlier..

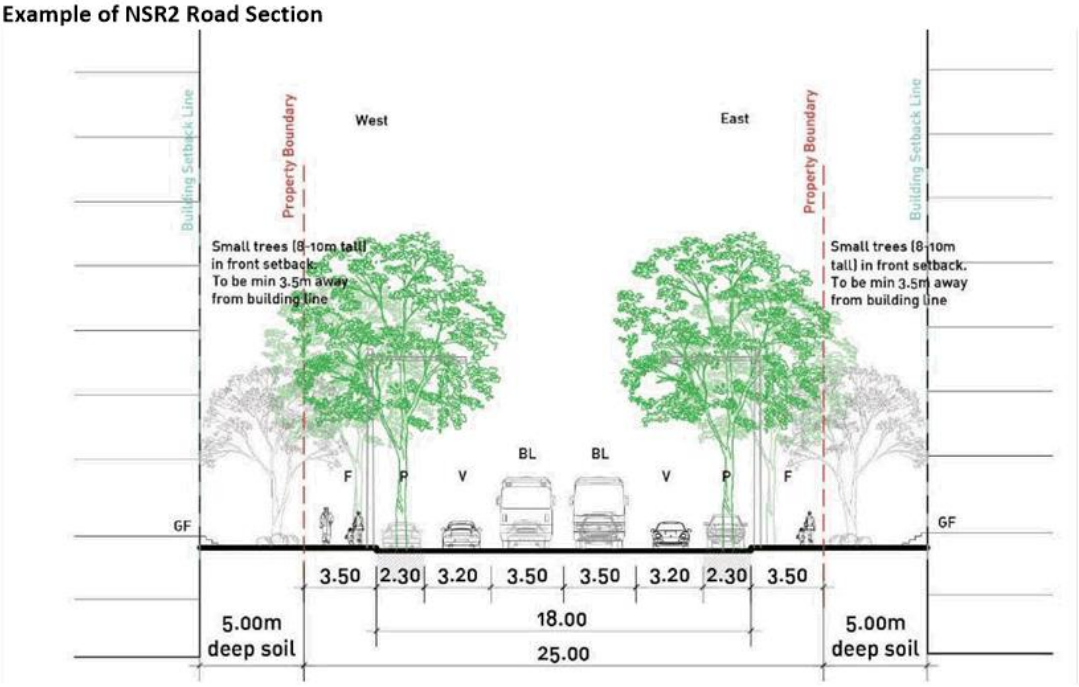
Part A: Development Contribution – Carrying Out of Works

The following lists the items of works and a discussion on the scope, budget and staging in order as they appear in Schedule 3 of the Planning Agreement

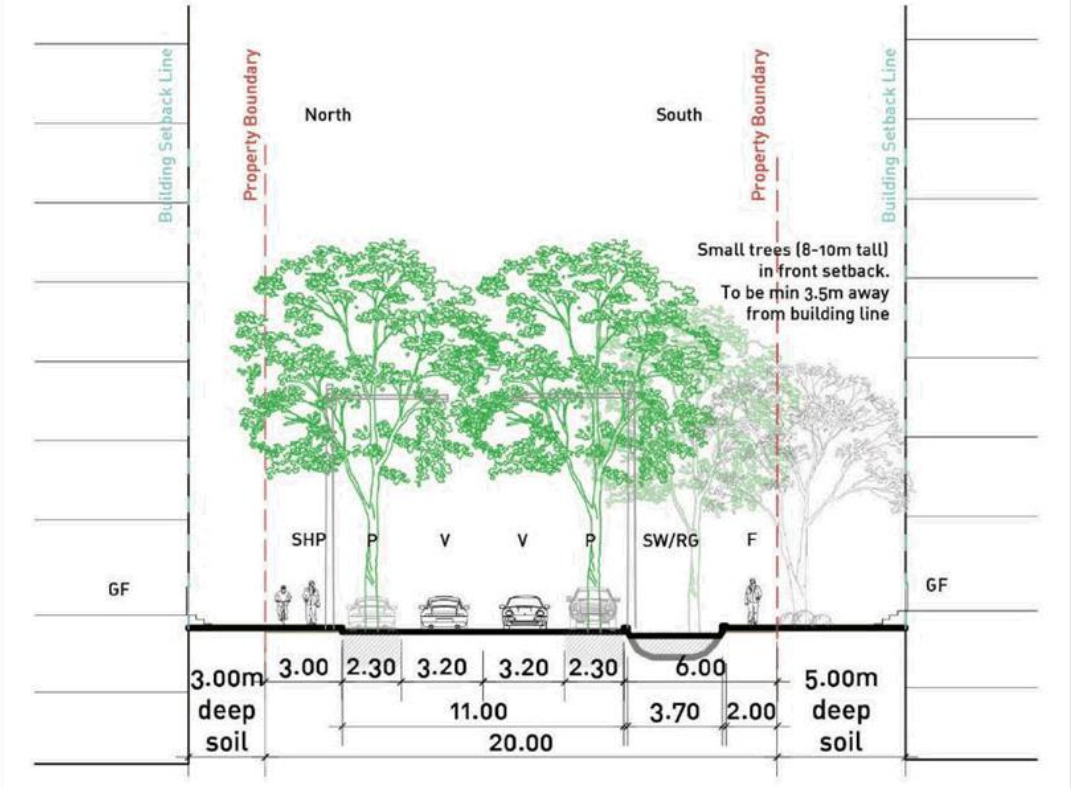
1. Roads Works – NSR2 and EWR4 (incl. Cycleways and Bus Stops) and Intersection Upgrades

Public purpose	Roads, Traffic and Transport
Development Area/Staging Rationale	Various – refer to Planning Agreement Staging Plan.
Description of Works	**Road Works:** The road works include the demolition of redundant roads and underpasses, embellishment of retained existing roads and the construction of new roads, verges, cycleways, footpaths, bus stops and shelters. **Cycleways and Shared Paths:** The bicycle network includes both on-street cycleways and off-street shared paths. On-street cycleways include standalone bicycle lanes or integrated with parking lanes with appropriate signage and line marking. Off-street shared paths are provided along the verge of roads or through public open space. **Bus Stops and Shelters:** Bus stops are to be provided within easy walking distance (maximum 400m) from all residences. Bus stop signage shall be installed in accordance with City of Parramatta and the local bus authority requirements. The stops will be located generally in accordance with agreed bus routes. Works will include bus shelters where required by City of Parramatta, acting reasonably.
Core Elements	• Early earth works including batters • Road pavements • Stormwater drainage • Footpaths • Cycleways and shared pathways • Granite Cobble parking bays • Landscaping • Services including Smart Poles (where required) • Turf to verge • Traffic signs • Street furniture • Lighting All works should be design in accordance with site specific DCP and Public Domain Manual for Melrose Park North.
Estimates Works Value:	The estimated cost for the works listed above is $33,281,318

Example of NSR2 Road Section



Example of EWR4 Road Section



2. Central Park

Public Purpose:	Public Open Space / Active recreation / Community use
Development Area/Staging Rationale:	Works to be completed prior to the issue of an occupation certificate for the last building on Lot G (Stage 2).
Description of Works:	The Central Park will provide amenity and recreation opportunities for the existing culture and local community. The largest parkland within the development to service residents and guests at Melrose Park. The park will be a key meeting place with its frontage to the Town Centre. It will have a versatile central lawn space for a variety of programs such as markets.
Core Elements:	Works to be delivered include: • Soft and hard landscaping • Lighting • Pathways • Forming tiered seating • Bicycle racks • Amenities block • Children's play area (Regional scale 0-3 & 5-11) • Mature tree planting • Picnic Tables • Bench seats • Drinking fountain • Bins • Shelters and structures • Water features and other improvements • External services to park including stormwater drainage, water supply and irrigation system and lighting
Estimated Works Value:	$16,921,154
Area:	Approx. 1.8 ha

3. Linear Park – Wharf Road

Public Purpose:	Public Open space
Development Area/Staging Rationale	• Works for North A open space to be completed prior to the issue of an occupation certificate for the last building on Lot BB (Stage 13). • Works for North B open space to be completed prior to the issue of an occupation certificate for the last building on Lot EA (Stage 14). • Works for Central open space to be completed prior to the issue of an occupation certificate for the last building on the Lot EB or Lot EC (Stage 10). • Works for South open space to be completed prior to the issue of an occupation certificate for the last building on Lot O (Stage 4).
Description of Works:	Wharf Road Gardens - A linear parkland with programming including shared pedestrian links to the future Parramatta Light Rail corridor on Hope Street. The parkland will also provide a visual buffer for existing residents on the eastern side of Wharf Road to prevent overlooking from new medium and high density residential.
Core Elements:	Works to be delivered include: • Lighting • Drainage • Pathways • Paving • Seating • Garbage bins • Landscaping and tree planting
Estimated Works Value:	$6,067,047
Area:	• Provision of 1,079 sqm of open space (North A) • Provision of 2,738 sqm of open space (North B) • Provision of 1,388 sqm of open space (Central) • Provision of 2,337 sqm of open space (South)

4. New Playing Field

Public purpose:	Public Open Space/Active recreation
Development Area/Staging Rationale	Practical completion prior to the issue of an occupation certificate for the last building on Lot EB or EC (Stage 10) and prior to the dedication of the land.
Description of works	Playing Field - A large playing field will be provided east of the proposed new school, offering active recreation opportunities for both students and the nearby community. Embellishment works being site preparation, drainage, grassed area, fencing, suitable lighting and amenities building.
Core Elements	• Earthworks • Grassing and fertilising • Flood lighting (50 Lux) • Amenities building including home & away change facilities, referees room, public toilets, canteen, storage, and first aid • External services to park including stormwater drainage, water supply and irrigation system and lighting
Estimates Works Value:	$4,541,669
Area:	Approx. 0.8ha

5. Western Edge Park (Including Lot 2)

Public purpose:	Public Open Space
Development Area/Staging Rationale	North: Prior to the issue of an Occupation Certificate for the last building on Lot C (Stage 9). South: Prior to the issue of an Occupation Certificate for the last building on Lot F (Stage 8).
Description of works	Western Parklands - A linear parkland with active programming including bicycle routes, running paths and outdoor gym stations. The western edge will be characterised by a landscape buffer to existing residences along Hughes Avenue. The parkland will also provide a visual buffer for existing residents on the eastern side of Hughes Avenue to prevent overlooking from new medium and high density residential. Open Space for Lot 2 is a large, landscaped area.
Core Elements	Western Edge Park • Garden edging • Soft landscaping • Footpaths • Mature Trees • Bench seat • Bins • Picnic tables • Shelters • Children play area • Bench seats • Water features • Drinking fountain Lot 2 • Open landscaped area, predominately grass
Estimates Works Value:	Western Edge Park – $10,767,981 Open Space for Lot 2 – $1,949,430
Area:	• Provision of 2,482 sqm of open space (North). • Provision of 12,608 sqm of open space (South). • Open Space for Lot 2 – Approx. 3,000 sqm

6. Wetland

Public purpose:	Public Open Space
Development Area/Staging Rationale	Practical completion prior to the issue of an occupation certificate for the last building on Lot EB or EC (Stage 10) and prior to the dedication of the land.
Description of works	A triangular park with an approximate area of 2,264m^2 should be provided along the eastern boundary of the precinct as identified in the Masterplan and should: ○ assist in the management of stormwater ○ increase the provision of deep soil ○ be accessible to the public 24/7, through a formalised path separated from the stormwater management function ○ designed to safe guarded against in appropriate use
Core Elements	• Garden edging • Soft landscaping • Footpath • Bins • Bench seat • Mature Trees
Estimates Works Value:	$1,699,381
Area:	• Provision of 2,264 sqm

7. Affordable Housing

Public purpose:	Affordable Housing
Development Area/Staging Rationale	• 6 affordable housing units located within the Town Centre to be delivered to Council prior to the issue of an Occupation Certificate for the last building in the Town Centre. • 7 affordable housing units, located outside of the Town Centre, to be delivered and dedicated to Council prior to the issue of a Strata Certificate for the 2,000th Residential Lot within the Development, or prior to the issue of an Occupation Certificate for the 2000th Residential Lot, whichever is earlier. • Additional 7 affordable housing units, located outside of the Town Centre, to be delivered and dedicated to Council prior to the issue of a Strata Certificate for the 4,000th Residential Lot within the Development, or prior to the issue of an Occupation Certificate for the 4,000th Residential Lot, whichever is earlier.
Description of works	Dedication of 20 affordable housing units with a maximum of 30 bedrooms. Works are to include 20 affordable housing units. Finishing to include all fixtures and fittings to enable occupation include but not limited to: • Air conditioning (split system) • Floor coverings • Window dressings • Dishwasher 3 x 1 bedroom and 3 x 2 bedroom units to be delivered in the Town Centre. 7 x 1 bedroom and 7 x 2 bedroom units to be delivered outside of the Town Centre (or within the Town Centre at the Developer's discretion).
Core Elements	• Carry out works to provide 20 affordable housing units (with a maximum of 30 bedrooms). • Each unit must have been issued an Occupation Certificate prior to transfer to Council.
Estimates Works Value:	$14,523,000

8. Smart Cities

Public purpose:	Smart Cities
Development Area/Staging Rationale	Contribution to smart city initiatives within the Land.
Description of works	An initial $250,000 contribution to the Melrose Park Smart Cities and Suburbs Program. The Melrose Park: Smart Planning for Climate Responsive Neighbourhoods project uses smart technology to capture, analyse and visualise local environmental data. Approximately 70 environmental sensors have been installed throughout the construction site and surrounding residential streets to monitor conditions including temperature, humidity, air quality, noise and stormwater. A further $750,000 contribution is committed towards smart city initiatives in the Melrose Park North PAYCE site.
Core Elements	• Implementation of Smart City projects/initiatives within the Land recommended by Council, to a maximum cost of $750,000 to be delivered in an integrated manner as the relevant part of the Land associated with the project/initiative is developed. • Indicative budget for items: ○ Smart Poles = $500,000 ○ Smart Wayfinding = $100,000 ○ Sensor technology = $150,000
Estimates Works Value:	$750,000

9. Melrose Park North Shuttle Bus

Public purpose:	Public Transport / Community Transport
Development Area/Staging Rationale	Contribution to smart city initiatives within the Land.
Description of works	Delivery of service to be in line with Melrose Park TMAP recommendation. Service to be provided for 3 years or until direct public transport (light rail and/or public bus) to and from Melrose Park is available, whichever occurs first.
Core Elements	• Provide shuttle bus service for current and future residents of Melrose Park residents. • Service to connect residents to Meadowbank station and ferry wharf. • Service to cease on the commencement of Parramatta Light Rail Stage 2.
Estimates Works Value:	$2,494,247

Part B: Development Contributions – Monetary Contributions

10. Ermington Community Hub

Public purpose:	Community Use
Development Area/Staging Rationale	Developer to provide cash contribution prior to the issue of a Strata Certificate for the 4,000th Residential Lot.
Description of Works:	Capital contribution towards upgrade works for the Ermington Community Hub.
Core Elements:	Capital contribution towards cost of updating building.
Estimated Works Value:	$3,500,000 towards the capital construction of a new building.

Part C: Land Dedication and Acquisitions Provisions

A significant amount of Public Land exists within the Melrose Park North project site. Much of that land will remain as public land during and after the redevelopment process, while additional public land will also be created. There are three types of land proposed to be dedicated to City of Parramatta upon the completion of the works identified in this plan. These are:

- Public Roads (in accordance with the provisions of the Roads Act, 1993);
- Community Land for use as Parks and Open Space (in accordance with the provisions of the Local Government Act 1993); and
- Operational Land to be used for Community Facilities (in accordance with the provisions of the Local Government Act 1993).

1. Associated Costs

It is important to recognise that the cost estimates do not include any costs associated with the acquisition or dedication of land to Council for the purposes of roads and public open space.

Compensation for the Developer's compulsory acquisition of land is to be based on a 'peppercorn' payment, to reflect the future dedication of land at no cost to Council as public road, public open space and community land.

2. Dedication Timing

Following the completion of construction and embellishment works in accordance with this ISDP, all public roads and open space areas shall be dedicated to Council as part of the relevant subdivision certificate process for that stage of development.

3. Public Roads

In order to facilitate the construction of new road connections and intersections, the proposed redevelopment will require that new public roads built and dedicated in accordance with the new subdivision layout.

4. Parks and Open Space

The proposed master plan for Melrose Park North provides approximate 5 hectares of new open space which includes a new Central Park and Playing Field. The open space will be dedicated to Council as per the timing reflected in this ISDP or at a mutually agreeable time.

5. Land Remediation

During the redevelopment process, localised existing areas of contaminated ground may become disturbed. As part of the redevelopment works, contaminated lands will require validation before handover / dedication in line with Clause 15 of Schedule 2.

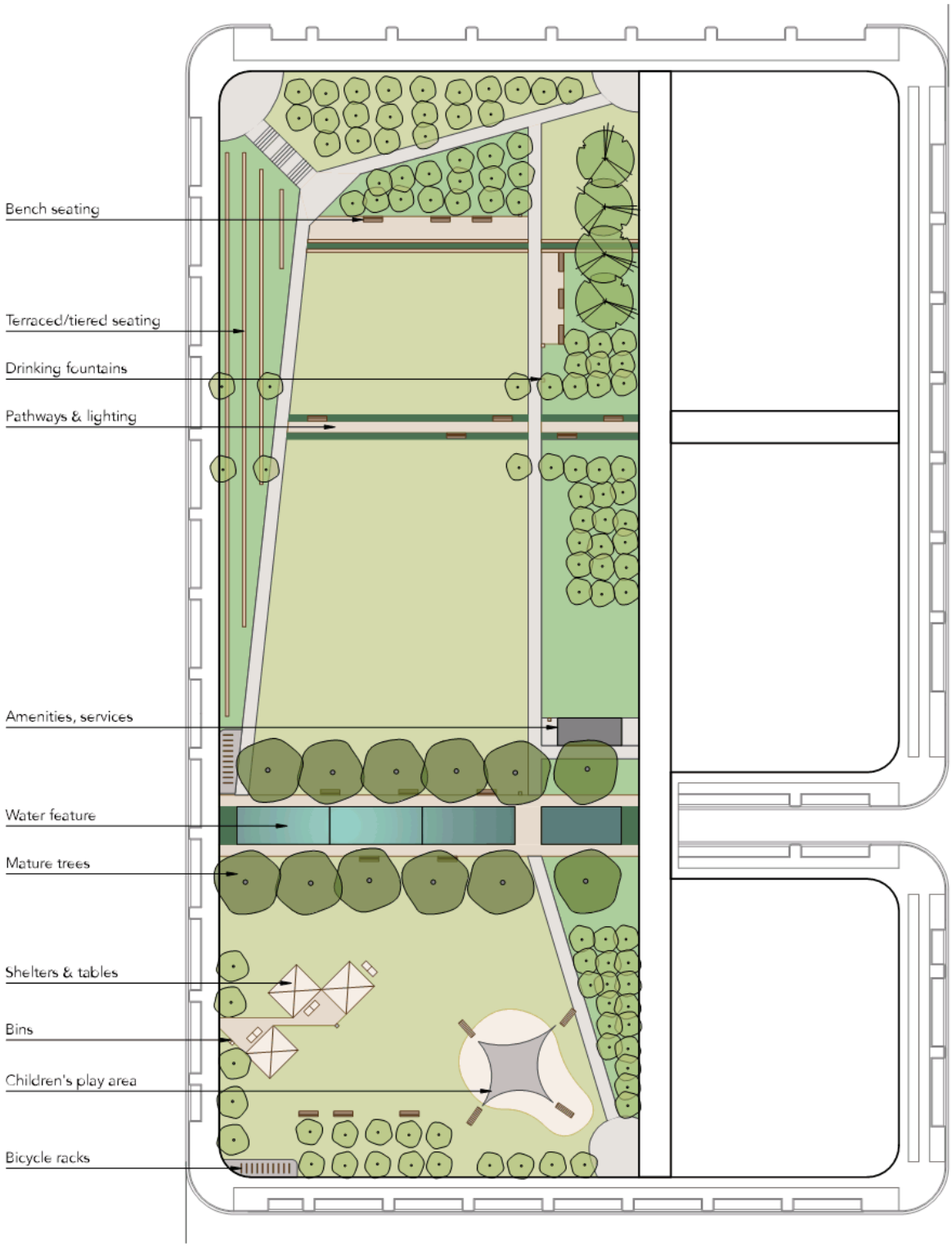
Melrose Park North – April 2021

Part D Indicative Land Dedication Plan

Melrose Park North – April 2021

Part E: Indicative Staging Plan

* Note that a detailed Staging Plan has been provided and included in the Planning Agreement



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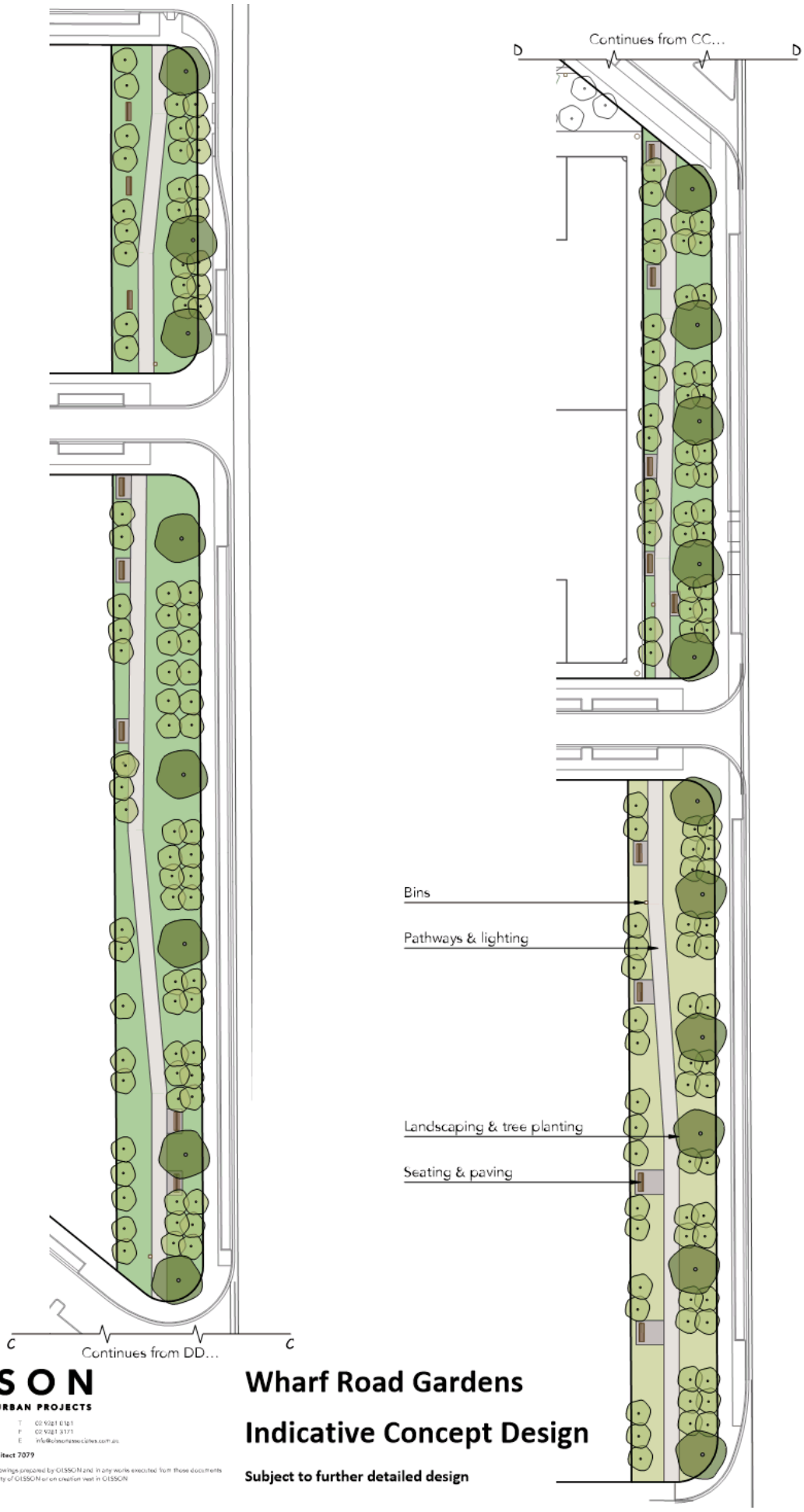
Central Park
Indicative Concept Design
Subject to further detailed design



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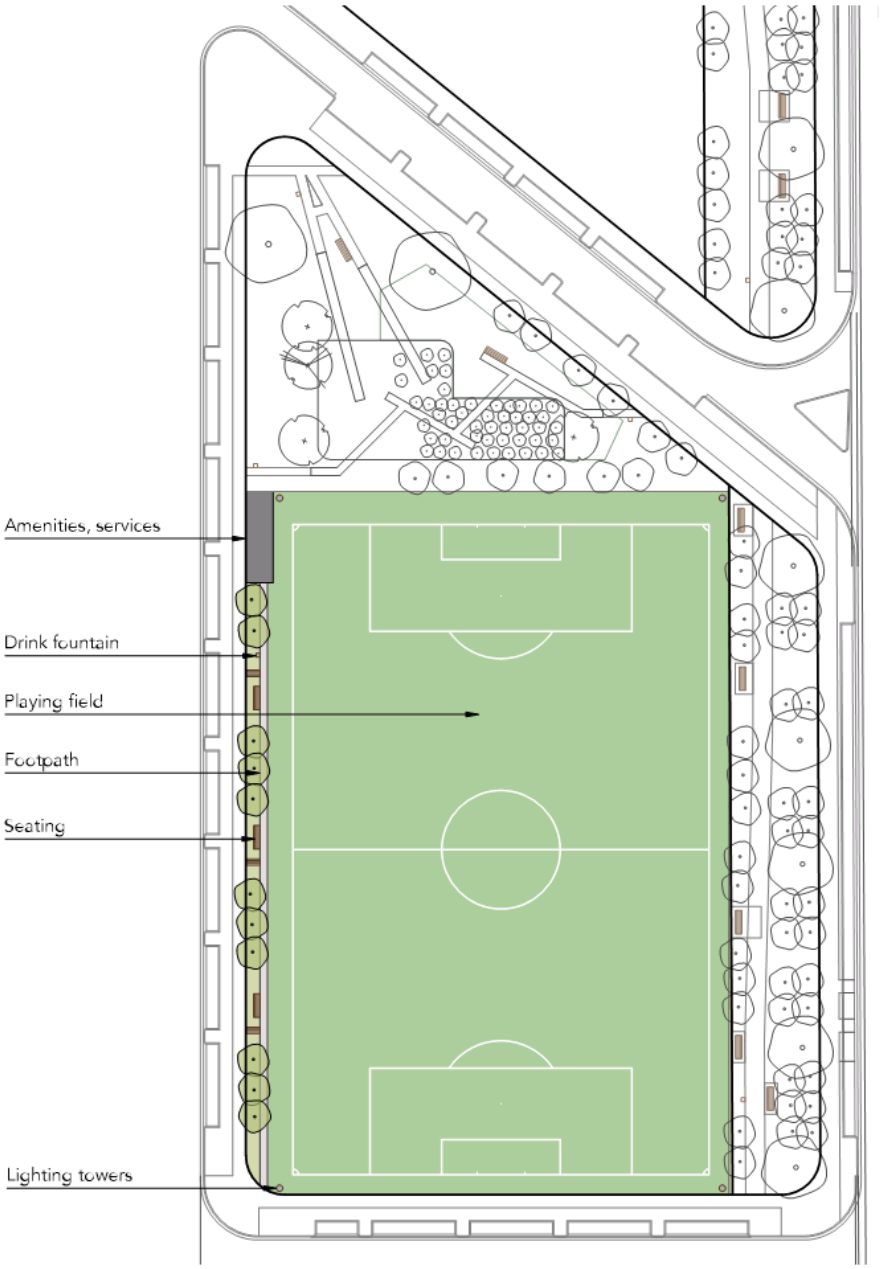
Wharf Road Gardens

Indicative Concept Design

Subject to further detailed design



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Playing Field
Indicative Concept Design
Subject to further detailed design

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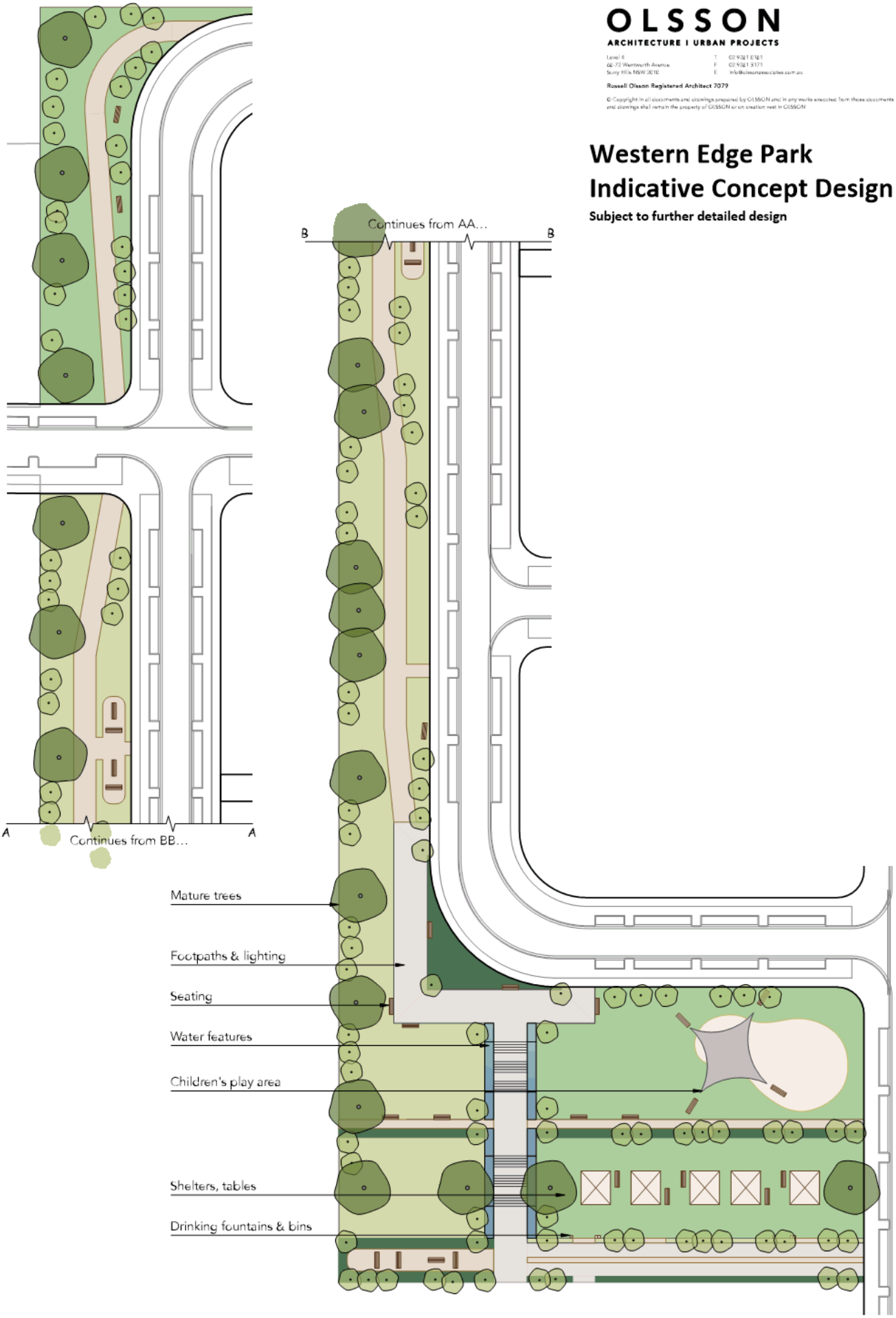
Western Edge Park
Indicative Concept Design

Subject to further detailed design



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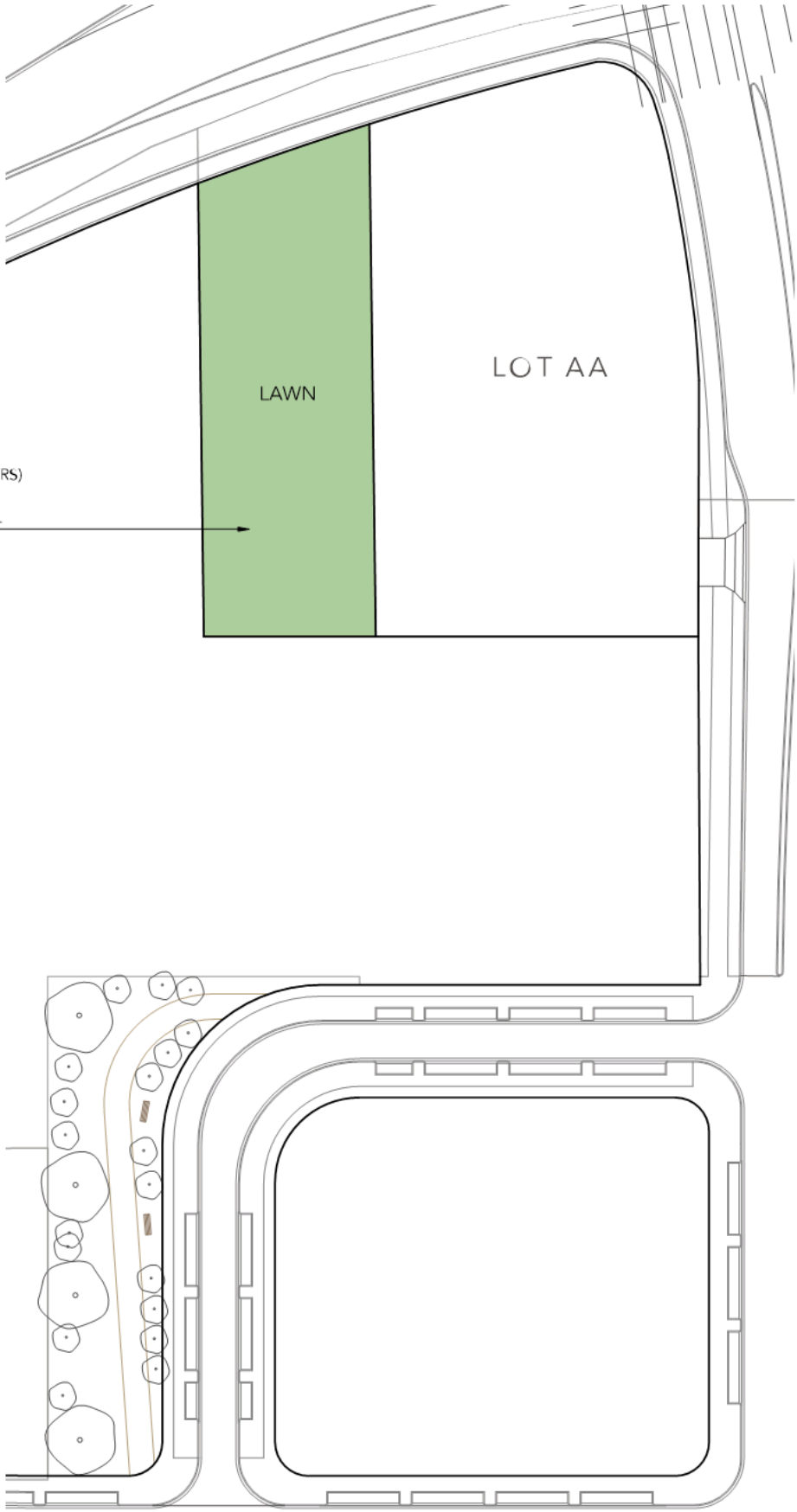
Wetlands
Indicative Concept Design
Subject to further detailed design



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Lot 2
Indicative Concept Design
Subject to further detailed design

INNOVATIVE

ITEM NUMBER	17.6
SUBJECT	FOR APPROVAL: Post-exhibition - Site-specific Development Control Plan for land at 89-91 George Street, Parramatta
REFERENCE	F2020/02876 - D08213424
REPORT OF	Project Officer-Land Use Planning

WORKSHOP/BRIEFING DATE: Nil

LAND OWNER: Various owners under Strata Plan 71180

APPLICANT: Urbis per GPT RE Limited

PREVIOUS DEVELOPMENT APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL:

DA/954/2017: Determined by the Sydney Central City Planning Panel on 4 July 2018: 89 George Street, Parramatta – 28 storey hotel building comprising 300 rooms and ancillary restaurant/bar, ballroom, outdoor terrace/pool and 67 above ground car parking spaces (car stacker), landscaping works, demolition of existing buildings. (Approved).

PURPOSE:

To recommend Council approve a draft site-specific Development Control Plan for 89-91 George Street, Parramatta for finalisation and inclusion within Parramatta Development Control Plan 2011.

RECOMMENDATION

(a) **That** Council receives and notes the submissions made to the exhibition of the draft Development Control Plan (DCP) for 89-91 George Street, Parramatta.

(b) **That** Council finalise the draft DCP as amended at **Attachment 1.**

(c) **Further, that** Council delegates authority to the CEO to make amendments of a minor and non-policy nature to the draft DCP during the finalisation process.

THE SITE

1. The subject site comprises 87 George Street (Lot 1 DP505486) and 91 George Street (CP SP 71180), Parramatta and is approximately 2,869 square metres in area. The site has a single frontage to George Street at its northern boundary and adjoins Perth House (a State Heritage-listed item) to the west (refer **Figure 1**).

Figure 1: The subject site outlined in blue. Sites with heritage listings are shaded beige.

SITE-SPECIFIC DEVELOPMENT CONTROL PLAN - BACKGROUND

2. Council officers worked with the applicant throughout late 2020/early 2021 to progress a site-specific DCP as it was agreed that a site-specific Planning Proposal was not necessary or desirable given the Parramatta CBD Planning Proposal (CBD PP) was well progressed, and at the time of writing was with the Department of Planning, Industry and Environment (DPIE) for finalisation.

3. A draft DCP was subsequently reported to Council which was largely agreed with the applicant except for the primary setbacks for which three (3) options were reported for Council's consideration. Council considered the report at its meeting on 12 April 2021 and resolved to endorse the draft DCP for public exhibition with "Option A" setbacks. A copy of the resolution with detailed background information on the application is provided at **Attachment 2** and includes a table with the endorsed setback controls.

RESULTS OF PUBLIC EXHIBITION

4. The draft DCP (**Attachment 3**) was publicly exhibited from 21 June to 23 July 2021. The exhibition was conducted in accordance with Council's resolution, the Environmental Planning and Assessment Regulation 2000 and Council's Community Engagement Strategy.

5. A total of nine (9) submissions were received including eight (8) State and Federal Agency submissions and one (1) from a property owner in the vicinity of the site. The applicant did not make a submission.

6. The issues raised in the submissions are summarised in the table at **Attachment 4**. The majority of the State and Federal Government Agency submissions raised no objection to the DCP and provided information regarding issues requiring consideration at the development application stage. Further detail is provided in the submissions table at **Attachment 4**. The two State Agency submissions that raised more significant issues and the property owner submission are discussed briefly below with further detail in **Attachment 4**.

7. Heritage NSW raised concern that the development will have impacts on the visual setting of Perth House but they are unable to assess this as there was no Heritage Impact Statement to inform the DCP. Heritage NSW noted Council's request for Heritage NSW to consider including the olive tree under the State Heritage Register listing for Perth House. Heritage NSW advised that the tree has adequate protection through the mechanism of the Conservation Management Plan that applies to Perth House and does not necessitate specific listing.

8. Transport for NSW requested the retention of the DCP control which requires a 2 metres wide front setback clear of all structures to accommodate possible future footpath widening as per their submission on Council's Integrated Transport Plan (ITP). However, it is recommended that this control be removed from the DCP in accordance with Council's decision on the ITP on 26 July 2021. At that meeting, Council endorsed the ITP which recommended that this section of road widening be removed as it is not needed for the cycleway as both directions can be accommodated on the northern side of George Street.

9. The submission on behalf of the owner of 130, 140 and 150 George Street, Parramatta, opposite the subject site, raised issues about references in the DCP controls to large floorplates, and requested additional wording relating to the Fig and Olive trees, heritage interface area and wind impacts.

<u>Council Officer Response</u>

10. Detailed Council Officer responses to the issues raised are provided in the table of submissions at **Attachment 4**. These include heritage consultant advice in response to the heritage issues raised in the submissions from Heritage NSW and the property owner in the vicinity of the site. A summary of the heritage consultant advice is also provided in **Attachment 4**.

11. In relation to the Heritage Impact Statement (HIS), the applicant submitted this to Council on 1 September 2021 in response to the submission from Heritage NSW. Council's Heritage Consultant notes the HIS generally provides a thorough analysis, however, there are some areas of concern. Notwithstanding these concerns, a future DA would be required to be supported by a HIS and would be referred to Heritage NSW as the site adjoins an item on the State Heritage Register. These issues are discussed in detail in the Summary Table of Submissions in **Attachment 4**.

12. As a result of public exhibition, it is recommended that the draft DCP be amended in accordance with issues raised in submissions and the advice from the Heritage Consultant as shown as "track changes" in the amended draft DCP at **Attachment 1**. These changes are broadly summarised as strengthening the heritage objectives and controls, amendments to remove the use of ambiguous language relating to seeking 'large' or 'very large' commercial floorplates and amending a control to require consideration of wind impacts on adjoining areas.

NEXT STEPS

13. It is considered that the changes recommended to the draft DCP will not materially alter the controls, but rather, will provide clarification of the controls and improved oversight of heritage issues at the development application stage. As such, it is considered that it is not necessary to re-exhibit the draft DCP.

14. The site is currently subject to a Design Competition process which has been informed by the draft DCP. The architects participating in the Design Competition process will be required to respond to the DCP approved by Council.

15. The draft DCP will take effect when a notice is placed on Council's website advising of Council's decision. The approval of a DA for the site under the CBD Planning Proposal controls cannot occur until the associated amendment to Parramatta LEP 2011 is notified. The CBD Planning Proposal has been endorsed by Council and is with the DPIE for finalisation and notification.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
21 June to 23 July 2021 (public exhibition)	Public Exhibition summary provided in paragraphs 4 to 12 of this report.	Refer to **Attachment 4** for submission table.	Refer to **Attachment 4** for submission table.	City Planning

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
Councillors will be briefed on this matter in the standard pre-Council meeting briefing session				City Planning

LEGAL IMPLICATIONS FOR COUNCIL

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

FINANCIAL IMPLICATIONS FOR COUNCIL

19. If Council resolves to finalise the DCP, the necessary work to do this, including inserting the provisions into the Parramatta Development Control Plan 2011 and uploading this onto the Council website, will be carried out utilising existing staff resources.

20. The table below summarises the financial impacts on the budget arising from approval of this report.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Revenue				
Internal Revenue				
External Revenue				
Total Revenue				
Funding Source	N/A			
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	Nil			
Funding Source	N/A			
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil			

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ATTACHMENTS:

1	Draft DCP with recommended amendments	15 Pages
2	Background and Detailed Discussion	9 Pages
3	Draft DCP as publicly exhibited	14 Pages
4	Summary Table of Submissions	

REFERENCE MATERIAL

DRAFT SITE SPECIFIC DCP

87-91 George Street,
Parramatta

For inclusion in Section 4.3.3.7 City Centre Special Areas of the Parramatta DCP 2011

Prepared for
GPT GROUP
26 May 2021

URBIS

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87-91 GEORGE STREET, PARRAMATTA

Land and Development covered by this plan

This part of the DCP applies to No. 87 to 91 George Street, Parramatta. The site comprises 2 parcels of land fronting George Street legally known as Lot 1 DP 505486 and Strata Plan 71180 within the Parramatta CBD, as shown in **4.3.3.7.1.**

Figure 4.3.3.7.1 - Area covered by this development control plan amendment for 87 to 91 George Street, Parramatta

Relationship to other Planning Documents

This part of the DCP is to be read in conjunction with other parts of this DCP and the Parramatta Local Environmental Plan (LEP) 2011.

If there is any inconsistency between this part of the DCP and other parts of the Parramatta ~~City Centre~~ DCP 2011, this part of the DCP will prevail.

Desired Future Character

The redevelopment of the site will deliver an A-grade commercial building. The design will achieve an elegant tower that will contribute to the revitalisation of George Street, and will reinforce the character of the Parramatta City Centre as a centre for employment, and business. The office tower in the heart of Parramatta's CBD will meet the needs of ~~large and very large~~ office space users to support the Parramatta CBD in its role as a Sydney's Central City CBD.

The redevelopment of the site will provide for an appropriate relationship to the state significant heritage item known as 'Perth House' to the west of the site whilst responding to the future envisaged scale of the CBD. The sense of place will come from the significant heritage and culture characteristics of the local context,

whilst retail services and public space amenity will be critical to the success of the site and surrounding precinct.

The redevelopment of the site is required to establish an active street frontage to George Street. The design of the building at ground level will embrace and enhance the setting of the heritage item and the special qualities of the adjacent streetscape context including the historic Fig tree and Olive tree. Convenient, vibrant, and high-quality retail spaces and publicly accessible spaces will service the community in the building and in surrounding buildings.

~~Large f~~Floor plates are to be designed to respect the heritage objectives and meet the needs of ~~large~~ government and corporate tenancy workplace requirements. The workplace environment will celebrate natural light, fresh air, indoor and outdoor space, worker flexibility, efficiency, comfort, and views of the greater Parramatta region. The design will accommodate opportunities for bicycle parking and end of trip facilities.

Heritage

The subject site is not a listed heritage item on the Parramatta Local Environment Plan (LEP) 2011 or the State Heritage Register (SHR); however as identified in Figure **4.3.3.7.2**, it is located in the vicinity of a number of state and locally listed heritage items, including:

- Perth House, stables, carriageway (SHR no. 00155) - 85 George Street, Parramatta
- Moreton Bay Fig (heritage tree) (SHR no. 00155) – 85 George Street, Parramatta
- Convict Barracks Wall and Potential Archaeological Site (Item no. I717) – 80-100 Macquarie Street, Parramatta
- Convict Drain (Item no. I647) – George Street
- Arthur Phillip High School (Item no. I1720) at 175 Macquarie Street, Parramatta.
- Olive Tree (unidentified item subject to future investigation due to potential to be original planting) – 85 George Street, Parramatta.

The Parramatta LEP 2011 sets out the controls for development within the vicinity of heritage items.

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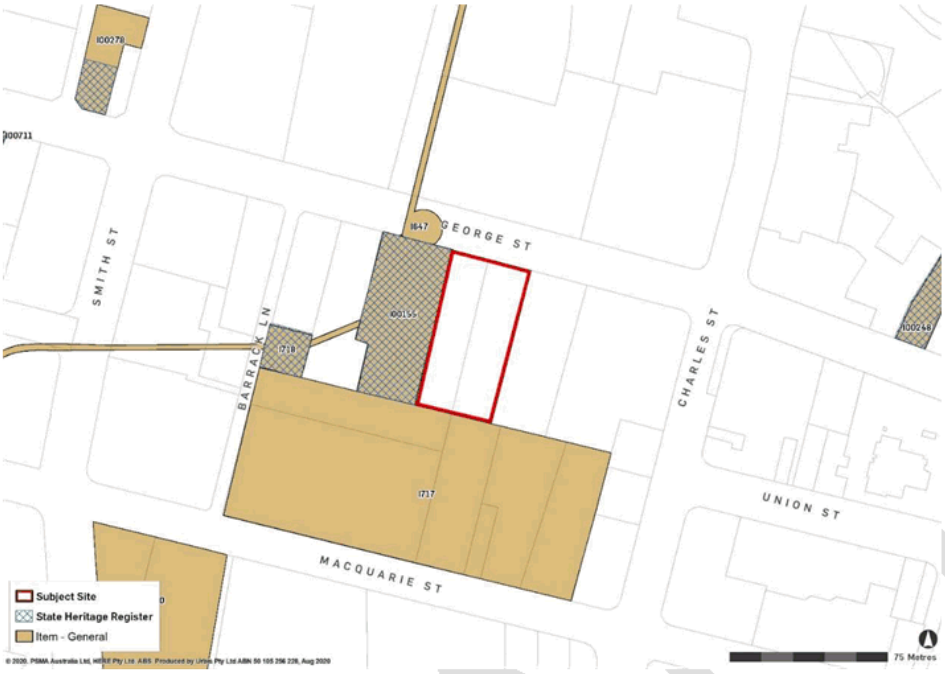

Figure 4.3.3.7.2 State and local heritage items in the vicinity of 87 to 91 George Street, Parramatta

Objectives

O.1 Embrace the distinctive local context by recognising the contextual relationship with the surrounding heritage listed items through a scale and form that is contextually appropriate and for Perth House to be visually prominent when viewed against the podium of new development.

O.2 Conserve the heritage significance of 85 George and 80 -100 Macquarie Street by respecting the heritage buildings and settings.

O.3 Ensure future development of the site limits its impact on the setting of nearby heritage items~~enhances the heritage qualities of the heritage items on the adjoining sites~~ and allows Perth House to be visually prominent against the podium of new development.

O.4 To create a commercial building with setbacks and articulation that are compatible with maintaining a strong streetscape presence for the adjoining heritage item "Perth House".

Controls

C.1 The development should respond to and protect the significance of Perth House and identified trees, considerate of the heritage interface as shown in Figure **4.3.3.7.3** in the following ways:

(a) Podium setbacks to the north (George Street) and west (Perth House – 85 George Street) should comply with the following design principles:

(i) Views from George Street to the eastern façade of Perth House should be maximised and enhanced by articulation and selection of materials and finishes; and

~~(ii) Pedestrian access and activation should be encouraged around the podium to Perth House to increase public appreciation and aid heritage interpretation; and~~

~~(iii)~~(ii) Setbacks should maintain and enable continued maturity of the Olive Tree associated with Perth House.

(b) The tower form should have a minimum 3 metre separation from the property boundary adjoining Perth House;

(c) The western façade of the ~~site~~ podium is to be designed to respect the scale and maintain legibility of the eastern façade of Perth House through articulation and appropriate selection of materials and finishes;

(d) Subject to design excellence and environmental impact studies, the western façade of development should have vertical walls, with protrusions and recesses minimised to create a subdued and composed podium that allows Perth House to be visually prominent;

(e) Landscaping should generally be based on historic landscaping layouts and schemes, and should be used to enhance Perth house presentation;

(f) Ground floor areas of the future building should provide a ~~discrete~~direct outlook to the Perth House curtilage, with visual clutter adjacent to Perth House minimised; and

(g) New buildings must incorporate interpretation of heritage significance of the place.

Note: Proponents are referred to best-practice guidelines including *Design in Context guidelines for infill development in the historic environment*, prepared by the NSW Heritage Office (now Heritage Branch, Office of Environment and Heritage) and RAIA (now Australian Institute of Architects).

C.2 ~~Encourage pedestrian access around the heritage-listed buildings from the site to increase public appreciation and aid interpretation.~~ Any proposal that includes the use of any part of the grounds of Perth House adjoining the site is to minimise impacts on heritage significance having regard to the principles of the Conservation Management Plan for Perth House.

C.3 Provide opportunities for views of Perth House from George Street (east) with the provision of a heritage view corridor along the frontage of the subject site to maintain the ~~association between both sites and~~ appreciation of the state heritage item and significant trees from the George Street.

C.4 The fig and olive t~~T~~rees listed as being of heritage significance on 85 George Street as well as existing trees that contribute to the setting of Perth House, must be retained and protected.

C.5 Materials, finishes and colours for the new development must be carefully selected to ensure that they will not be visually intrusive in the setting of Perth House.

C.6 Signage must be located so that it does not obscure Perth House or adversely affect its setting.

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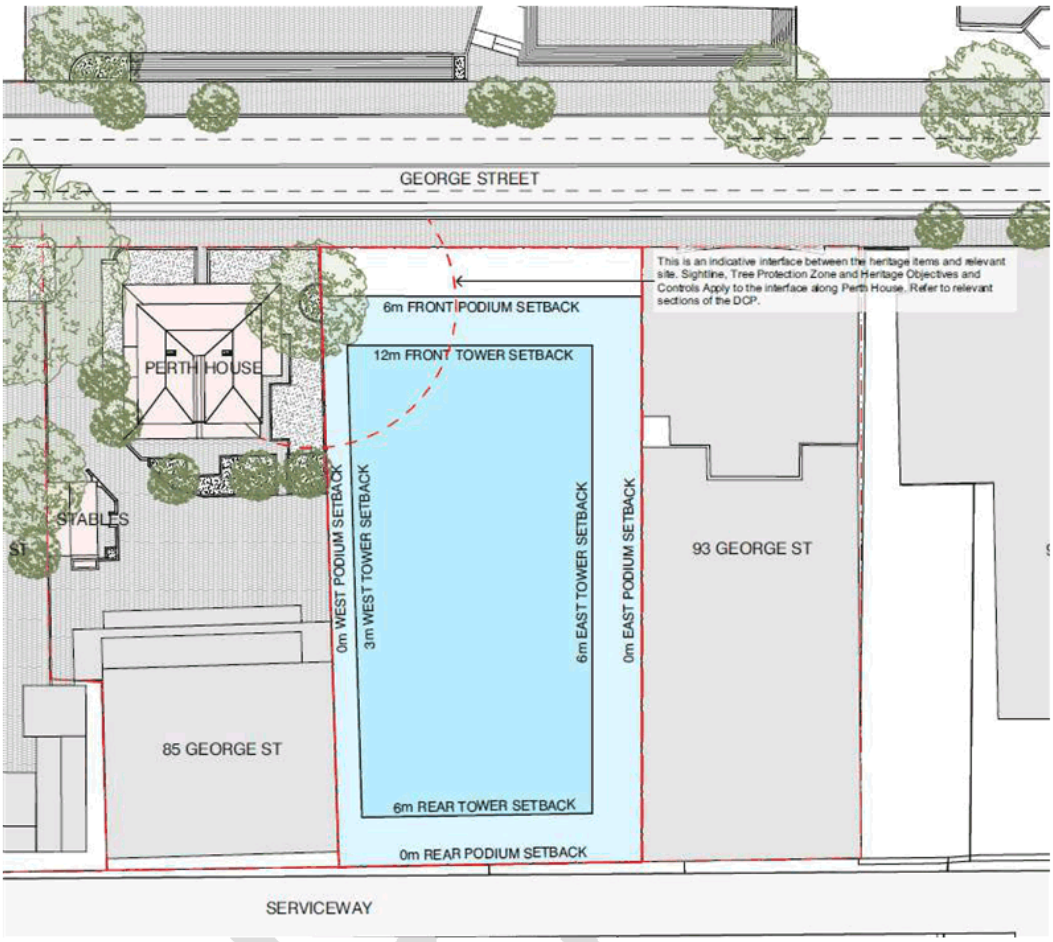

Figure 4.3.3.7.3 - Heritage Interface

Source: Fender Katsalidis Architects

Built Form

This section seeks to establish built form controls for the site to deliver a development which exhibits architectural design excellence and will positively contribute to the emerging and future character of the Parramatta CBD. The urban form will enable commercial uses to support a thriving economic city centre and promoting modern and flexible workplaces.

Objectives

O.1 Facilitate the redevelopment of the site to achieve a high-quality urban form which respects the heritage significance of adjoining sites and exhibits design excellence.

O.2 Establish the building envelope requirements for 87-91 George Street, Parramatta and facilitate designers as part of a future design excellence competition.

O.3 The built form is to provide for ~~large,~~ flexible and efficient commercial floorplates suitable for achieving A grade office space without compromising the heritage objectives of the DCP.

O.4 Provide for a range of retail uses for the activation of the ground floor plane along George Street suitable for day and night-time activities.

O.5 Respond to the potential for future road widening and footpath construction within the George Street frontage.

Controls

C.1 Development should be in accordance with the identified Maximum Building Envelope Diagram as shown in Figures 4.3.3.7.4 and 4.3.3.7.5. The following setback requirements are applicable with consideration of the relevant design excellence and heritage objectives:

Podium Setbacks to be observed are:

- 6 metres to the North (front) George Street Podium Setback
- 0 metres West (side) Podium Setback
- 0 metres East (side) Podium Setback
- 0 metres South (rear) Podium Setback
- Podium setbacks at the north-west corner will be subject to additional design controls relating to the interface with the adjacent heritage item and are to address the heritage objectives and controls within the DCP.~~.~~

Tower Setbacks to be observed are:

- 12 metres to the North (front) George Street Tower Setback
- 3 metres West (side) Tower Setback
- 6 metres East (side) Tower Setback
- 6 metres South (rear) Tower Setback

C.2 The podium height is to be between 14 metres to 21 metres above the ground level.

C.3 The podium setbacks to the north (George Street) and west (Perth House – 85 George Street) should comply with the following design principles as shown in **4.3.3.7.6**:

(i) Views from George Street to the eastern façade of Perth House should be maximised and enhanced by articulation and selection of materials and finishes.

(ii) ~~Pedestrian access and activation should be encouraged around the podium to Perth House to increase public appreciation and aid heritage interpretation~~

(iii) Setbacks should maintain and enable continued maturity of the heritage protected Olive Tree associated with Perth House.

C.4 The new development is to provide suitable levels of solar access to 85 George Street.

C.5 Roof design is to make a positive contribution to the quality of the CBD skyline.

C.6 Opportunities for outdoor areas and terraces should be considered in order to enhance the amenity for future building occupants.

C.7 Future development should also have regard to the potential wind impact on George Street and publicly accessible areas on the site and adjoining properties. ~~the adjoining site at 85 George Street~~.

C.8 ~~The area within the site identified for the purpose of road widening under the Land Reservation Acquisition Map under the Parramatta CBD Planning Proposal is to be kept clear of structures that would compromise the future use of the area for a public footpath. Should Council deem it necessary at the time of development, this area is to be acquired by Council or alternatively dedicated to Council and a suitable public footpath be constructed in accordance with Council's requirements.~~

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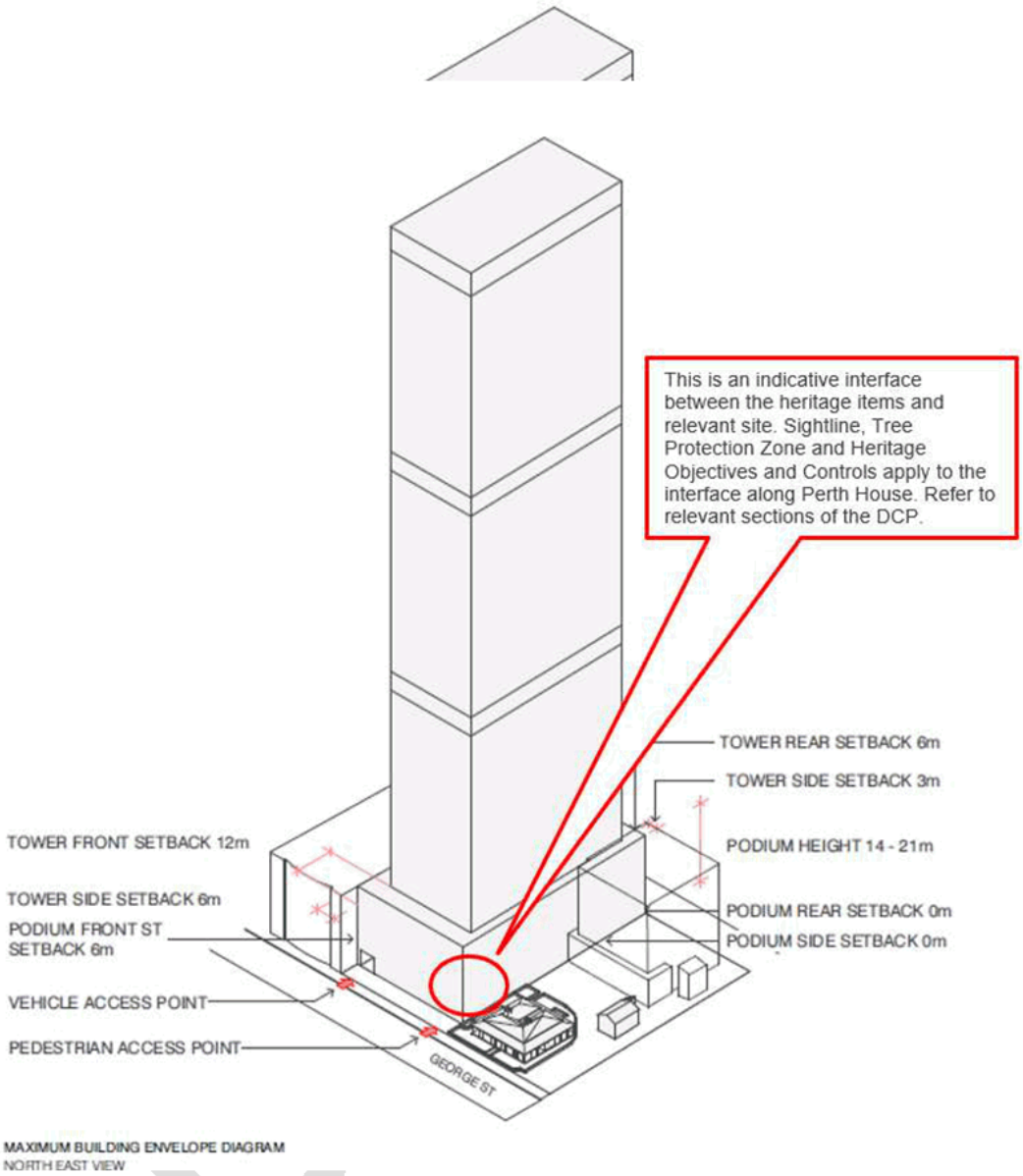

Figure 4.3.3.7.4 - 87-91 George Street – Maximum Building Envelope Diagram, view from North East

Source: Fender Katsalidis Architects

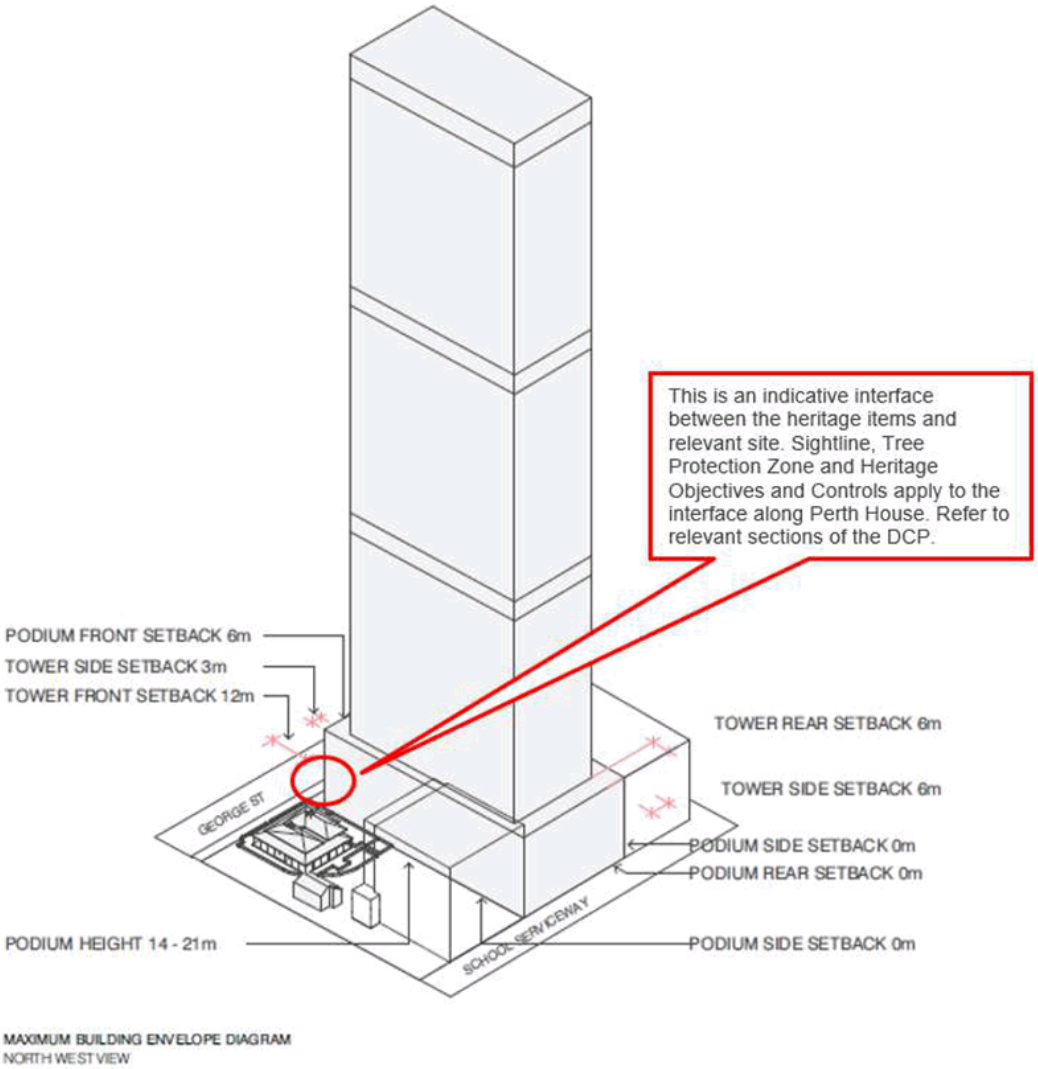

Figure 4.3.3.7.5 - 87-91 George Street – Maximum Building Envelope Diagram, view from North West

Source: Fender Katsalidis Architects

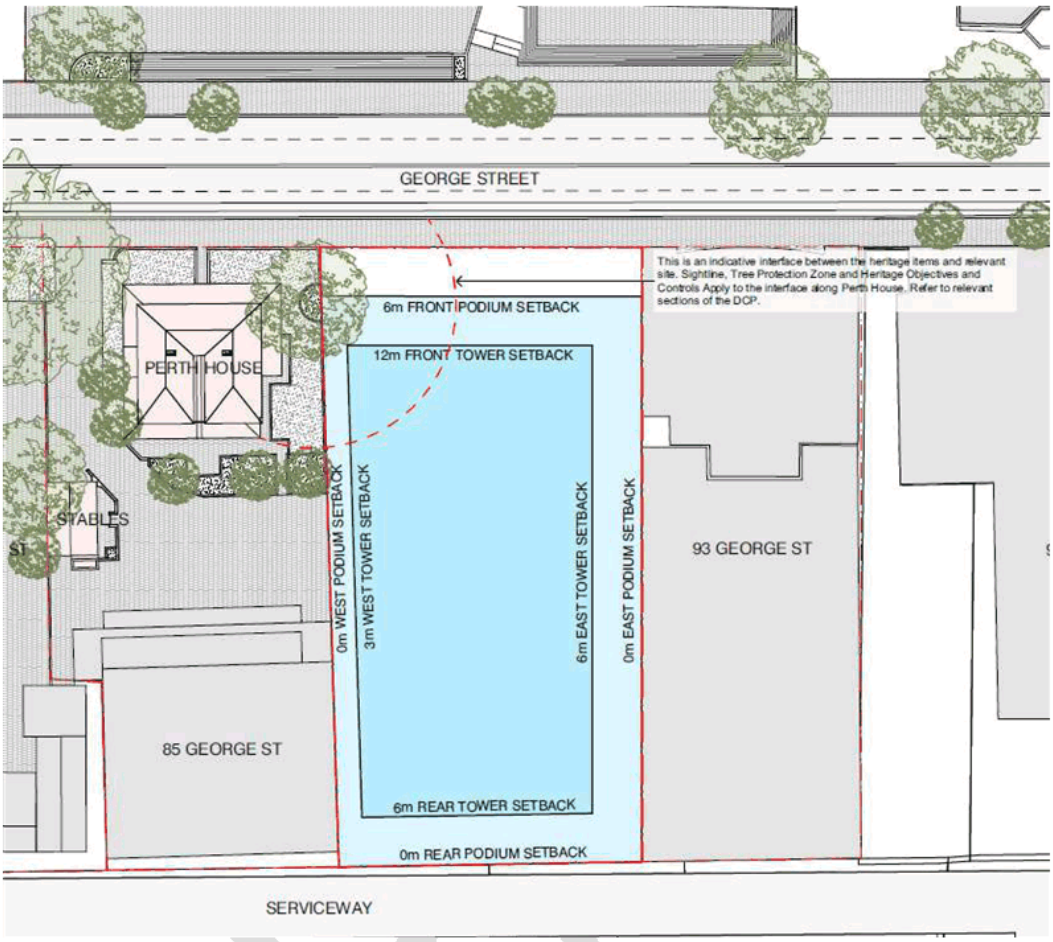

Figure Error! Reference source not found. **4.3.3.7.6** - 87-91 George Street – Building Setback Control Diagram

Source: Fender Katsalidis Architects

Sustainability

This section seeks to deliver an ecological sustainable building which responds to the local climate conditions and seeks to combat the effects of the urban heat island affecting Western Sydney. This will implement a best practice sustainability approach based on recognised industry frameworks to deliver the ESD outcomes throughout the design, construction, commissioning, and occupation stages, that respond to the rapidly emerging consciousness of ESD principles both globally and locally:

Objectives

O.1 Deliver a commercial development that exhibits sustainable design practices and is a legacy for future generations.

O.2 The development should be resilient to the impacts of climate change and urban microclimate, including extreme heat, storm events, energy uncertainty, water scarcity and bushfires.

O.3 The design should seek to maximise the quality of the indoor environment and wellness for building occupants and visitors.

O.4 Building envelopes and façade articulation that are expressive and achieve high levels of solar protection and minimise reflected heat into public areas.

O.5 Evolve building design to best position the future asset to accommodate a pandemic environment.

Controls

C.1 Development is to achieve the following best practice sustainability standards for the site, including:

- Zero Net Carbon in operation.
- 6 Star Green Star (Design and As Built) for commercial office buildings under Green Building Council of Australia (GBCA).
- 5.5 Star NABERS Energy Base Building Rating.
- 4 Star NABERS Water Base Building Rating.
- Resilience and flexibility of energy supply.
- Maximise natural ventilation, daylight and winter sun access.

C.2 The façade should be designed to minimise energy use by reducing heat gain while improving user comfort through glare control.

C.3 Design with a circular economy approach to minimise consumption of finite resources both during construction and for the lifecycle of the building. Such as:

- Minimising construction waste to landfill
- Selecting recycled materials or with low embodied carbon
- Dematerialising or reducing materials which do not add performance or functional value
- Introducing design initiatives to reduce operational waste.
- Designing energy and water efficient systems

C.4 Explore carbon positive pathways by relying on passive design strategies and exploring high efficiency solutions for building services, maximising the site's potential to integrate renewable energy systems and designing for a fully electrical building (not reliant on gas) and require tenants to deliver fitouts which do not utilise gas.

C.5 Implement socially sustainable and community engagement practices, following best practice guidelines of early and continued engagement.

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ATTACHMENT 2 – FURTHER INFORMATION – BACKGROUND, COMMENTARY AND RECOMMENDATIONS

SITE-SPECIFIC DEVELOPMENT CONTROL PLAN – DETAILED BACKGROUND

1. In September 2020, the Applicant approached Council's Land Use Planning team to express an interest in developing 89-91 George Street as a wholly commercial building.

2. The Applicant intends to progress a scheme which is compliant with the Parramatta CBD Planning Proposal controls. Under these controls, the site could achieve a maximum height of buildings of RL 211m (RL 243m when including 15% Design Excellence bonus) and an unlimited floor space ratio for commercial buildings (as the site area is above the 1,800 square metre threshold).

3. At the time of discussions with the applicant, the Parramatta CBD Planning Proposal was well progressed (having been exhibited) and it was considered that the CBD Planning Proposal was highly likely to be finalised before any site-specific Planning Proposal amendment could be finalised. The Applicant and Council officers agreed that a site-specific Planning Proposal was not necessary or desirable in this instance.

4. Council officers and the Applicant agreed to progress a site-specific DCP so that the development proposal can progress through Design Excellence and DA lodgment stages prior to the finalisation of the new Parramatta CBD DCP (noting that a DA lodged in response to the Parramatta CBD Planning Proposal would not be able to be determined until the Parramatta CBD Planning Proposal is finalised as well.)

5. Council officers worked with the applicant throughout late 2020/early 2021 to progress a site-specific DCP that reconciled the stated commercial imperatives of the Applicant and various public domain impacts and policy issues identified by Council officers. A draft DCP was subsequently reported to Council which was largely agreed with the applicant except for the primary setbacks which were presented as three (3) options seeking Council's direction.

6. Council considered the report at its Meeting on 12 April and resolved as follows:

   *"(a) **That** Council endorse the draft Development Control Plan (DCP) at Attachment 1 for public exhibition, including insertion of controls reflecting the setbacks in "Option A" as outlined in this report.*

   *(b) **That** the draft DCP at Attachment 1 be amended to address the potential requirement for footpath construction within the frontage of the site as a result of the proposed road widening under the Parramatta CBD Planning Proposal.*

(c) ***That*** *the following public authorities are consulted during public exhibition:*

i. NSW Department of Education;
ii. Transport for NSW;
iii. Department of Planning, Industry and Environment – (both Planning and Environment, Energy and Science Branches);
iv. Heritage NSW – Department of Premier and Cabinet;
v. Aerospace agencies; Civil Aviation Safety Authority (CASA), Department of Infrastructure, Transport, Regional Development and Communications and Regional Development (DIRD); and
vi. Utility providers – Endeavour Energy and Sydney Water.

(d) ***That*** *Heritage NSW is consulted during the public exhibition, and that Council notifies Heritage NSW as part of that consultation about the potential heritage significance of the olive tree in the front setback area of Perth House as it may warrant inclusion within the existing State Heritage Register listing for Perth House and the Moreton Bay Fig Tree.*

(e) ***That*** *the results of the public exhibition be reported to Council.*

(f) ***Further, that*** *the Chief Executive Officer be authorised to make amendments of an administrative, minor, or non-policy nature to the DCP during the drafting and exhibition process."*

SETBACK CONTROLS ENDORSED FOR EXHIBITION

7. The Option A setbacks referred to in Council's resolution and exhibited in the draft DCP are shown below:

Table 1: Council endorsed setbacks at 87-91 George Street, Parramatta

	Podium	Tower
North (street) setback	6m	12m
East setback	0m	6m
West setback	0m*	3m
Rear setback	0m	6m

** Podium setbacks at the north-west corner will be subject to additional design controls relating to the interface with the adjacent heritage item.*

8. **Figure 2** below depicts the setbacks exhibited in the draft DCP.

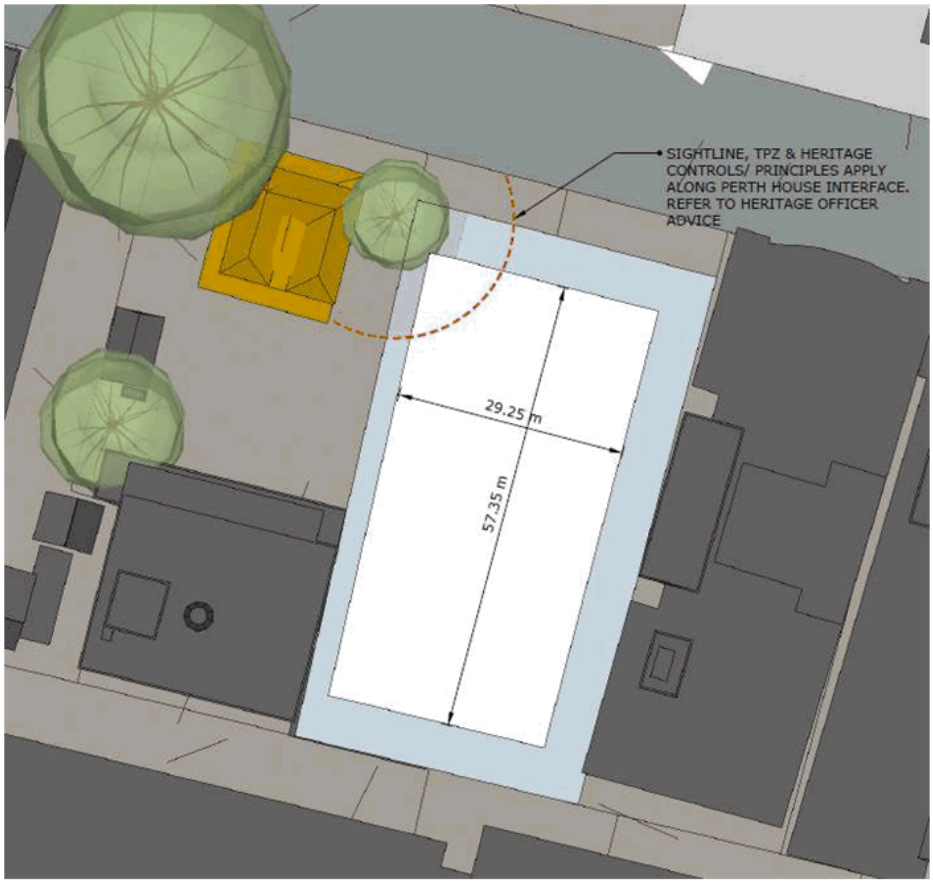

Figure 2: The siting of the podium (blue) and tower (white) on the site.

9. The setbacks above were considered by Council Officers to maximise the commercial floorplate developable on this site, while still maintaining acceptable impacts on a range of urban design matters.

RESULTS OF PUBLIC EXHIBITION

10. The draft DCP and supporting documentation were publicly exhibited from 21 June to 23 July 2021. The exhibition material was advertised on Council's main website, a notice was published in the Parra News local newspaper and letters of notification were mailed to surrounding property owners and occupiers and relevant public authorities. A total of nine (9) submissions were received including eight (8) State and Federal Agency submissions and one (1) from a property owner in the vicinity of the site. The issues raised in the submissions are summarised in the table at **Attachment 3**.

11. The two State Agency submissions that raised more significant issues and the property owner submission are discussed below.

Submission from Heritage NSW

12. The submission from Heritage NSW raised the following issues:
    a. The development of the subject site will have impacts on the visual setting of Perth House but they are unable to assess this as there is no Heritage Impact Statement to inform the DCP. A Heritage Impact Statement should be prepared to inform amendments to the draft DCP;
    b. They note Council's request for Heritage NSW to consider including the olive tree under the State Heritage Register listing for Perth House. While the olive tree is not specifically listed under the State Heritage Register listing, it is identified under the Conservation Management Plan for Perth House and is confirmed as a planting from the original garden of Perth House. As such, it is considered to have adequate protection through the mechanism of the Conservation Management Plan and does not necessitate specific listing; and
    c. They do not consider that there are any identified impacts on historical archaeology, however, the proponent should still conduct their own investigation of the likelihood of relics.

Submission from Transport for NSW

13. Built Form Control C.8 requires an area 2 metres wide from the front setback to be kept clear of all structures to accommodate possible future footpath widening. This relates to a proposed cycleway under Council's Integrated Transport Plan (ITP) which was then in draft form at the time of the preparation of the DCP. The submission received from Transport for NSW requested that this control remain in the DCP as per their submission on Council's Integrated Transport Plan.

14. On 26 July, Council endorsed the Integrated Transport Plan for the Parramatta CBD after considering the results of public exhibition. The ITP recommended removal of the proposed 2 metre road widening on this part of George Street as it was considered unnecessary for the cycleway. The most efficient layout was identified to be a bi-directional cycleway on the northern side of George Street, therefore a reservation for the purpose of road widening was not required on the southern side of George Street.

15. Transport for NSW has been consulted on development of the proposed cycleway and the ITP. In its submission on the ITP, Transport for NSW forwarded an officer recommendation that the LRA on George Street be retained to facilitate automobile traffic. This consideration was not part of the scope agreed with TfNSW for the ITP. Should TfNSW wish to propose an additional LRA on George Street, it would have to study the impacts of the proposal, consult with Council, and follow a statutory approval process.

16. It is recommended that Control C.8 be deleted to reflect Council's decision on the Integrated Transport Plan.

Submission from property owner on George Street

17. Council received one (1) community submission from Robinson Urban Planning on behalf of Dexus, the owner of 130, 140 and 150 George Street, Parramatta located on the northern side of George Street opposite the subject site. The submission raised the following issues:

    a. The wording of the Desired Future Character Statement and Built Form Objectives is unsuitable for a DCP provision and will allow an applicant to advocate for reduced setbacks. It is requested that these objectives be amended to remove reference to large floorplates;
    b. The heritage controls should be amended to make specific reference to the Fig and Olive trees to provide certainty to the protection of the olive tree;
    c. The maximum building envelope diagrams should be annotated to identify that the heritage interface area is subject to sightlines, tree protection zone and heritage provisions; and
    d. The wind impact control in the draft DCP should be amended to also refer to publicly accessible areas (existing and approved) at 130, 140 and 150 George Street.

18. Council Officer response to the issues raised is provided in the table of submissions at **Attachment 3**. During the exhibition period, Council was actively recruiting for a Heritage Advisor which was a vacant position at the time. As such, a heritage consultant was appointed temporarily to provide specialist heritage advice on several projects including responding to the two (2) submissions received during this particular exhibition that raised heritage issues from Heritage NSW and Dexus.

HERITAGE CONSULTANT ADVICE

19. The heritage advice provided is summarised in the table at **Attachment 3**. The most significant issues in Council's Heritage Consultant's response to the Heritage NSW submission are summarised as follows:
    a. The submission from Heritage NSW does not provide any comment on the content of the DCP or the proposed controls, but rather raises concerns regarding the lack of a Heritage Impact Statement to inform the controls. The applicant has since submitted a Heritage Impact Statement in response to the submission from Heritage NSW which is discussed further below.
    b. Heritage NSW advises that any Heritage Impact Statement should be informed by the Conservation Management Plan (CMP) for Perth House. The draft site specific DCP proposes an entwined relationship between the sites that is not supported by the CMP. Public appreciation of Perth House is not dependent on pedestrian access between the two sites
    c. With regard to the proposed building at the rear of the Perth House site (now an existing 7 storey office building built in 1989) forming the backdrop to Perth House, the CMP recommended a composed and subdued façade that allows Perth House to be visually dominant. The

Heritage Consultant recommends applying this principle to the podium of any proposed building on 89-91 George Street.

20. Council's Heritage Consultant's response to the submission from Dexus (owner of 130, 140 and 150 George Street) is summarised as follows:

    a. The submission states that the draft DCP requires some amendments to help retain the character and amenity of the area. Council's Heritage Consultant agrees with the requested changes which relate to:
        i. wording within the Desired Future Character Statement regarding the "large and very large" floor plates";
        ii. making specific reference to the Fig and Olive trees to ensure their protection;
        iii. clarifying wind impacts should consider the site and adjoining properties; and
        iv. the inclusion of further notation on the building envelope diagrams to reflect the heritage interface controls.

21. Council's Heritage Consultant has also recommended that the Olive tree be protected by the retention of an open to sky deep soil for an area slightly larger than the tree canopy (subject to the advice of an arborist).

HERITAGE IMPACT STATEMENT

22. The applicant submitted a Heritage Impact Statement to Council on 1 September 2021 in response to the submission from Heritage NSW. Due to the timing of receipt, the applicant's HIS was not placed on public exhibition with the draft DCP and as such, was not available to the NSW Heritage Office as part of the exhibition material. It is noted that there is nothing in the HIS that recommends amending the controls in the draft DCP.

23. Council's Heritage Consultant has reviewed the HIS and notes that it generally provides a thorough analysis, however, there are some areas of concern. These issues are outlined in detail in the Summary Table of Submissions in **Attachment 3**.

<u>Council Officer Response</u>

24. With regard to the Heritage NSW submission calling for a Heritage Impact Statement, it is noted that the preparation of the draft DCP was informed by the following:
    a. An Urban Design Report prepared by the applicant which included a section on heritage issues prepared by the applicant's heritage consultant; and
    b. The draft DCP submitted by the applicant was reviewed by Council's (then) Heritage Advisor who also included additional controls in the draft DCP.

25. It is noted that a future development application would be required to include a Heritage Impact Statement as part of the package of documentation submitted to Council. The application would also be referred to Heritage NSW as the site adjoins an item on the State Heritage Register. It should be noted that the property owner of the subject site also owns 85 George Street (containing Perth House and the existing office building to the rear). Should the development application involve any works within 85 George Street, the development application would be deemed to be "Integrated Development" requiring formal approval from Heritage NSW under the Heritage Act, 1977, unless the required heritage approval is received prior to the lodgment of the DA.

26. As a result of public exhibition, it is recommended that the draft DCP be amended in accordance with issues raised in submissions and the advice from the Heritage Consultant appointed to assist in the review of submissions as detailed in the next paragraph. Council's Development Services Unit also requested several minor changes relating to the wording of the Desired Future Character Statement and the wind controls which accord with several of the changes also requested by the Dexus submission.

27. Most of the changes recommended by Council's Heritage Consultant are supported. These changes are shown as "track changes" on the amended draft DCP at **Attachment 1** and include the following changes:

    a. The Desired Future Character Statement has been amended to add the wording (new wording shown bold) that: *"~~Large~~ floor plates are to be designed to **respect the heritage objectives and** meet the needs of ~~large~~ government and corporate tenancy workplace requirements."*
    b. The Heritage Objectives have been strengthened to ensure that Perth House remains visually prominent when viewed against the podium of new development;
    c. The Heritage Controls have been clarified to explain why the protrusions and recesses should be minimised on the western side of the podium (ie. to create a composed and subdued podium allowing Perth House to be visually prominent);
    d. Control C.2 encouraging pedestrian access around the site to Perth House has been replaced with wording that ensures better alignment with the principles of the CMP;
    e. Heritage Control C.3 has been amended to delete the wording "maintain the association between both sites" as there is no association between the two sites in terms of heritage significance.
    f. Heritage Control C.4 has been amended to refer to the "Fig and Olive trees" specifically instead of referring to heritage listed trees in general terms.
    g. New control C.5 has been added to ensure that materials, finishes and colours for the new development must be carefully selected to ensure that they will not be visually intrusive in the setting of Perth House.
    h. New control C.6 has been added to require that signage must be located so that it does not obscure Perth House or adversely affect its setting.

i. Built Form Objective O.3 has been amended as follows (new wording in bold): "*The built form is to provide for ~~large~~, flexible and efficient commercial floorplates suitable for achieving A grade office space* ***without compromising the heritage objectives of the DCP*** " in order to remove potential conflicts between the Built Form Objectives and the Built Form Controls in terms of the setbacks.
j. Built Form Control C.1 "*Podium setbacks at the north-west corner will be subject to additional design controls relating to the interface with the adjacent heritage item*" has been amended to include the following qualifier "*and are to address the heritage objectives and controls within the DCP*."
k. Built Form Control C.7 has been amended to clarify that future development should also have regard to the potential wind impact on George Street and publicly accessible areas on the site and adjoining properties (rather than just the adjoining site at 85 George Street.)
l. Figure 4.3.3.7.4 and 4.3.3.7.5 have been amended to include an annotation regarding the heritage interface area to reflect the annotation already applied to the Heritage Interface diagram at Figure 4.3.3.7.3.

28. However, not all of the changes recommended by Council's Heritage Consultant have been incorporated into the draft DCP. In this regard, some of the recommended changes conflict with earlier advice given by Council's then Heritage Advisor during preparation of the draft DCP. Further detail is provided in the Summary Table of Submissions at **Attachment 3**. The two main areas of divergence are discussed below:

29. Council's Heritage Consultant recommended that the Olive tree be protected by the retention of an open to sky deep soil for an area slightly larger than the tree canopy. It was also recommended that the heritage interface area shown in Figure 4.3.3.7.3 of the DCP be notated with a clear and specific deep soil protection zone for this tree.

30. This is considered unnecessary as the Olive tree is protected by Heritage Control C.1 (a)(iii): "*Setbacks should maintain and enable continued maturity of the Olive Tree associated with Perth House*." And also Heritage Control C.4 "*The fig and olive trees listed as being of heritage significance on 85 George Street as well as existing trees that contribute to the setting of Perth House, must be retained and protected*." The appropriate conditions will be determined during Council's assessment of any future development application having regard to the provisions of the DCP and the advice of Council's Tree Assessment Officer.

31. The second area of divergence is the relationship between the development site and Perth House. Council's Heritage Consultant has recommended that the draft DCP reflect the principles of the Conservation Management Plan (CMP) for Perth House. The policies of the CMP envisage Perth House as a self-contained site. The draft site specific DCP for 89-91 George Street is generally consistent with the approach of the CMP, with the exception of draft Heritage Control C.2 which states '*Encourage pedestrian access around the*

heritage-listed buildings from the site to increase public appreciation and aid interpretation'. The Heritage Consultant does not support an entwined relationship between the sites as it is not supported by the CMP. Public appreciation of Perth House is not dependent on pedestrian access between the two sites.

32. The CMP referred to by Council's Heritage Consultant was prepared in 1988 in response to a proposed 7 storey office building on the rear portion of the site directly behind Perth House. This building was constructed in approximately 1989 and is located on the rear of the same allotment as Perth House. The CMP did not anticipate the development of the Parramatta City Centre under the CBD Planning Proposal and is not a specific response to the current proposal for 89-91 George Street. Notwithstanding, the principles within the CMP may still be relevant, however, may not reflect the current physical condition of Perth House or the likely impacts from development of the City Centre under the Parramatta CBD Planning Proposal.

33. It is recommended that Heritage Control C.2 be deleted so as to not actively encourage pedestrian access between Perth House and the subject site. In its place, a new control is recommended: "*Any proposal that includes the use of any part of the grounds of Perth House adjoining the site is to minimise impacts on heritage significance having regard to the principles of the Conservation Management Plan for Perth House*."

34. This change does not represent a significant change to the DCP controls as it does not strictly prescribe the nature of the relationship between the two sites, however, provides for an improved alignment with the CMP for Perth House. It also provides sufficient flexibility to consider updated principles should the CMP be revised in the future.

35. The applicant was forwarded an early version of the proposed changes to the draft DCP when the changes were first drafted. The applicant responded with a request that the phrase "…allows Perth House to be visually dominant" be replaced with the phrase "…allows Perth House to be visually prominent". Council Officers have since made this change to the phrasing in the draft DCP as it is considered that it is a minor change which still serves the Heritage Objectives of the draft DCP.

DRAFT SITE SPECIFIC DCP

87-91 George Street,
Parramatta

For inclusion in Section 4.3.3.7 City Centre Special Areas of the Parramatta DCP 2011

Prepared for
GPT GROUP
26 May 2021

URBIS

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87-91 GEORGE STREET, PARRAMATTA

Land and Development covered by this plan

This part of the DCP applies to No. 87 to 91 George Street, Parramatta. The site comprises 2 parcels of land fronting George Street legally known as Lot 1 DP 505486 and Strata Plan 71180 within the Parramatta CBD, as shown in **4.3.3.7.1.**

Figure 4.3.3.7.1 - Area covered by this development control plan amendment for 87 to 91 George Street, Parramatta

Relationship to other Planning Documents

This part of the DCP is to be read in conjunction with other parts of this DCP and the Parramatta Local Environmental Plan (LEP) 2011.

If there is any inconsistency between this part of the DCP and other parts of the Parramatta City Centre DCP 2011, this part of the DCP will prevail.

Desired Future Character

The redevelopment of the site will deliver an A-grade commercial building. The design will achieve an elegant tower that will contribute to the revitalisation of George Street, and will reinforce the character of the Parramatta City Centre as a centre for employment, and business. The office tower in the heart of Parramatta's CBD will meet the needs of large and very large office space users to support the Parramatta CBD in its role as a Sydney's Central City CBD.

The redevelopment of the site will provide for an appropriate relationship to the state significant heritage item known as 'Perth House' to the west of the site whilst responding to the future envisaged scale of the CBD. The sense of place will come from the significant heritage and culture characteristics of the local context,

whilst retail services and public space amenity will be critical to the success of the site and surrounding precinct.

The redevelopment of the site is required to establish an active street frontage to George Street. The design of the building at ground level will embrace and enhance the setting of the heritage item and the special qualities of the adjacent streetscape context including the historic Fig tree and Olive tree. Convenient, vibrant, and high-quality retail spaces and publicly accessible spaces will service the community in the building and in surrounding buildings.

Large floor plates are to be designed to meet the needs of large government and corporate tenancy workplace requirements. The workplace environment will celebrate natural light, fresh air, indoor and outdoor space, worker flexibility, efficiency, comfort, and views of the greater Parramatta region. The design will accommodate opportunities for bicycle parking and end of trip facilities.

Heritage

The subject site is not a listed heritage item on the Parramatta Local Environment Plan (LEP) 2011 or the State Heritage Register (SHR); however as identified in Figure **4.3.3.7.2**, it is located in the vicinity of a number of state and locally listed heritage items, including:

- Perth House, stables, carriageway (SHR no. 00155) - 85 George Street, Parramatta
- Moreton Bay Fig (heritage tree) (SHR no. 00155) – 85 George Street, Parramatta
- Convict Barracks Wall and Potential Archaeological Site (Item no. I717) – 80-100 Macquarie Street, Parramatta
- Convict Drain (Item no. I647) – George Street
- Arthur Phillip High School (Item no. I1720) at 175 Macquarie Street, Parramatta.
- Olive Tree (unidentified item subject to future investigation due to potential to be original planting) – 85 George Street, Parramatta.

The Parramatta LEP 2011 sets out the controls for development within the vicinity of heritage items.

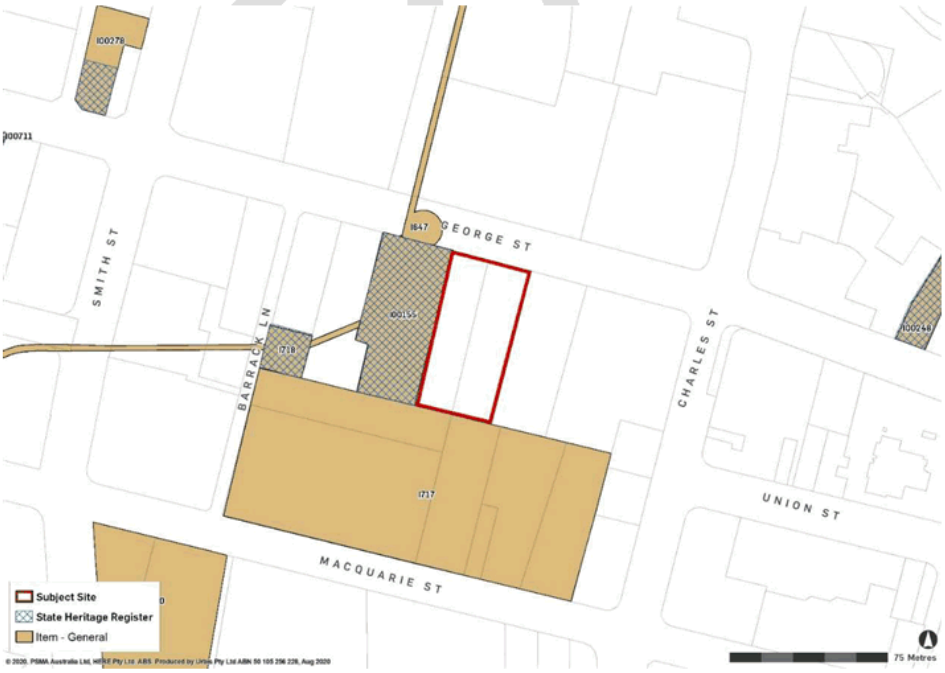

Figure 4.3.3.7.2 State and local heritage items in the vicinity of 87 to 91 George Street, Parramatta

Objectives

O.1 Embrace the distinctive local context by recognising the contextual relationship with the surrounding heritage listed items through a scale and form that is contextually appropriate.

O.2 Conserve the heritage significance of 85 George and 80 -100 Macquarie Street by respecting the heritage buildings and settings.

O.3 Ensure future development of the site enhances the heritage qualities of the heritage items on the adjoining sites.

O.4 To create a commercial building with setbacks and articulation that are compatible with maintaining a strong streetscape presence for the adjoining heritage item "Perth House".

Controls

C.1 The development should respond to and protect the significance of Perth House and identified trees, considerate of the heritage interface as shown in Figure **4.3.3.7.3** in the following ways:

(a) Podium setbacks to the north (George Street) and west (Perth House – 85 George Street) should comply with the following design principles:

(i) Views from George Street to the eastern façade of Perth House should be maximised and enhanced by articulation and selection of materials and finishes;

(ii) Pedestrian access and activation should be encouraged around the podium to Perth House to increase public appreciation and aid heritage interpretation; and

(iii) Setbacks should maintain and enable continued maturity of the Olive Tree associated with Perth House.

(b) The tower form should have a minimum 3 metre separation from the property boundary adjoining Perth House;

(c) The western façade of the site is to be designed to respect the scale and maintain legibility of the eastern façade of Perth House through articulation and appropriate selection of materials and finishes;

(d) Subject to design excellence and environmental impact studies, development should have vertical walls, with protrusions and recesses minimised;

(e) Landscaping should generally be based on historic landscaping layouts and schemes, and should be used to enhance Perth house presentation;

(f) Ground floor areas of the future building should provide a discrete outlook to the Perth House curtilage, with visual clutter adjacent to Perth House minimised; and

(g) New buildings must incorporate interpretation of heritage significance of the place.

Note: Proponents are referred to best-practice guidelines including *Design in Context guidelines for infill development in the historic environment*, prepared by the NSW Heritage Office (now Heritage Branch, Office of Environment and Heritage) and RAIA (now Australian Institute of Architects).

C.2 Encourage pedestrian access around the heritage-listed buildings from the site to increase public appreciation and aid interpretation.

C.3 Provide opportunities for views of Perth House from George Street (east) with the provision of a heritage view corridor along the frontage of the subject site to maintain the association between both sites and appreciation of the state heritage item and significant trees from the George Street.

C.4 Trees listed as being of heritage significance on 85 George Street must be retained and protected.

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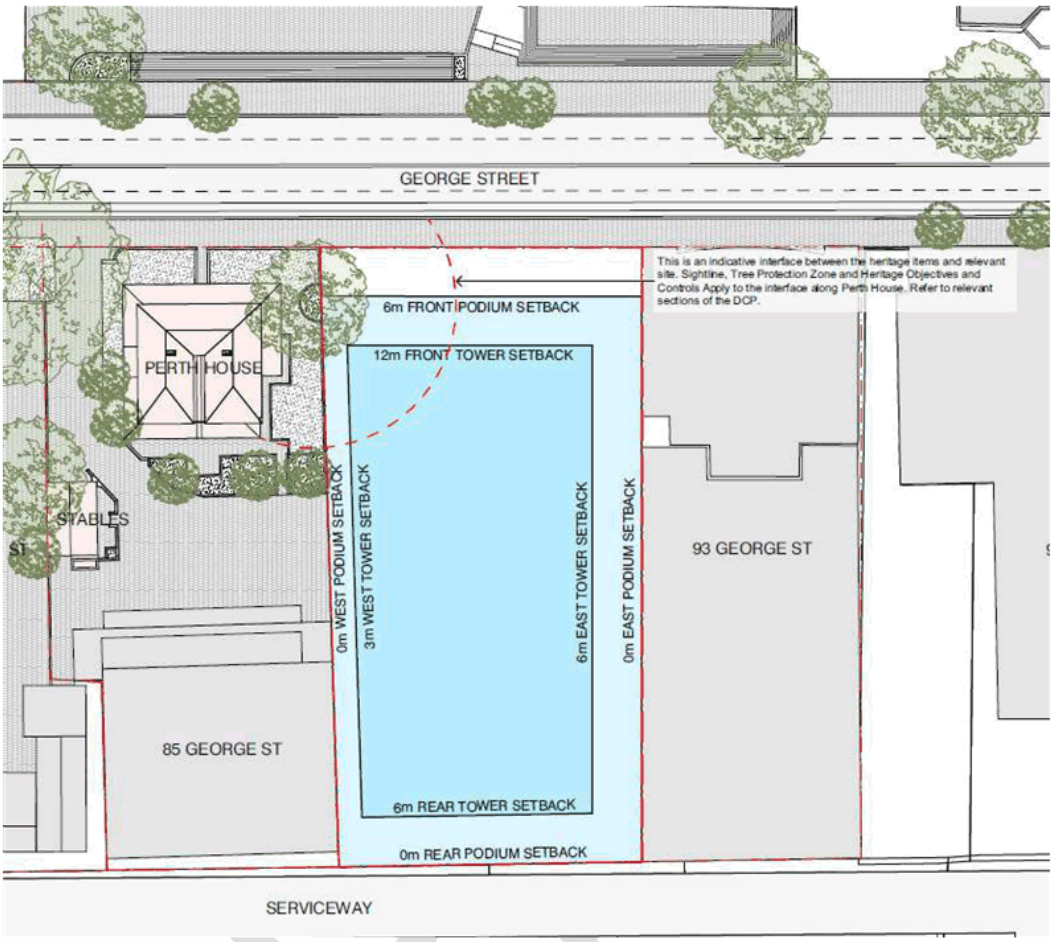

Figure 4.3.3.7.3 - Heritage Interface

Source: Fender Katsalidis Architects

Built Form

This section seeks to establish built form controls for the site to deliver a development which exhibits architectural design excellence and will positively contribute to the emerging and future character of the Parramatta CBD. The urban form will enable commercial uses to support a thriving economic city centre and promoting modern and flexible workplaces.

Objectives

O.1 Facilitate the redevelopment of the site to achieve a high-quality urban form which respects the heritage significance of adjoining sites and exhibits design excellence.

O.2 Establish the building envelope requirements for 87-91 George Street, Parramatta and facilitate designers as part of a future design excellence competition.

O.3 The built form is to provide for large, flexible and efficient commercial floorplates suitable for achieving A grade office space.

O.4 Provide for a range of retail uses for the activation of the ground floor plane along George Street suitable for day and night-time activities.

O.5 Respond to the potential for future road widening and footpath construction within the George Street frontage.

Controls

C.1 Development should be in accordance with the identified Maximum Building Envelope Diagram as shown in Figures 4.3.3.7.4 and 4.3.3.7.5. The following setback requirements are applicable with consideration of the relevant design excellence and heritage objectives:

Podium Setbacks to be observed are:

- 6 metres to the North (front) George Street Podium Setback
- 0 metres West (side) Podium Setback
- 0 metres East (side) Podium Setback
- 0 metres South (rear) Podium Setback
- Podium setbacks at the north-west corner will be subject to additional design controls relating to the interface with the adjacent heritage item.

Tower Setbacks to be observed are:

- 12 metres to the North (front) George Street Tower Setback
- 3 metres West (side) Tower Setback
- 6 metres East (side) Tower Setback
- 6 metres South (rear) Tower Setback

C.2 The podium height is to be between 14 metres to 21 metres above the ground level.

C.3 The podium setbacks to the north (George Street) and west (Perth House – 85 George Street) should comply with the following design principles as shown in **4.3.3.7.6**:

(i) Views from George Street to the eastern façade of Perth House should be maximised and enhanced by articulation and selection of materials and finishes.

(ii) Pedestrian access and activation should be encouraged around the podium to Perth House to increase public appreciation and aid heritage interpretation

(iii) Setbacks should maintain and enable continued maturity of the heritage protected Olive Tree associated with Perth House.

C.4 The new development is to provide suitable levels of solar access to 85 George Street.

C.5 Roof design is to make a positive contribution to the quality of the CBD skyline.

C.6 Opportunities for outdoor areas and terraces should be considered in order to enhance the amenity for future building occupants.

C.7 Future development should also have regard to the potential wind impact on George Street and publicly accessible areas on the adjoining site at 85 George Street.

C.8 The area within the site identified for the purpose of road widening under the Land Reservation Acquisition Map under the Parramatta CBD Planning Proposal is to be kept clear of structures that would compromise the future use of the area for a public footpath. Should Council deem it necessary at the time of development, this area is to be acquired by Council or alternatively dedicated to Council and a suitable public footpath be constructed in accordance with Council's requirements.

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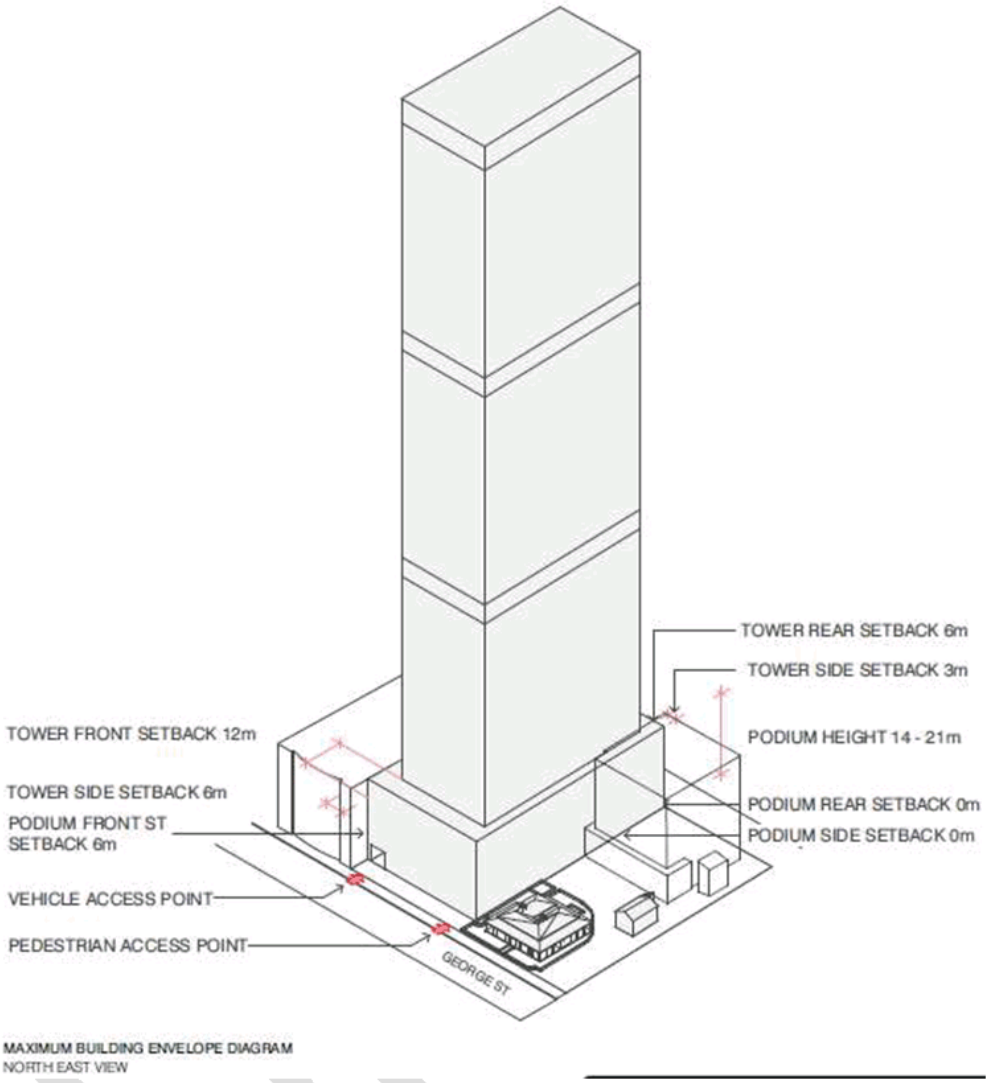

Figure 4.3.3.7.4 - 87-91 George Street – Maximum Building Envelope Diagram, view from North East

Source: Fender Katsalidis Architects

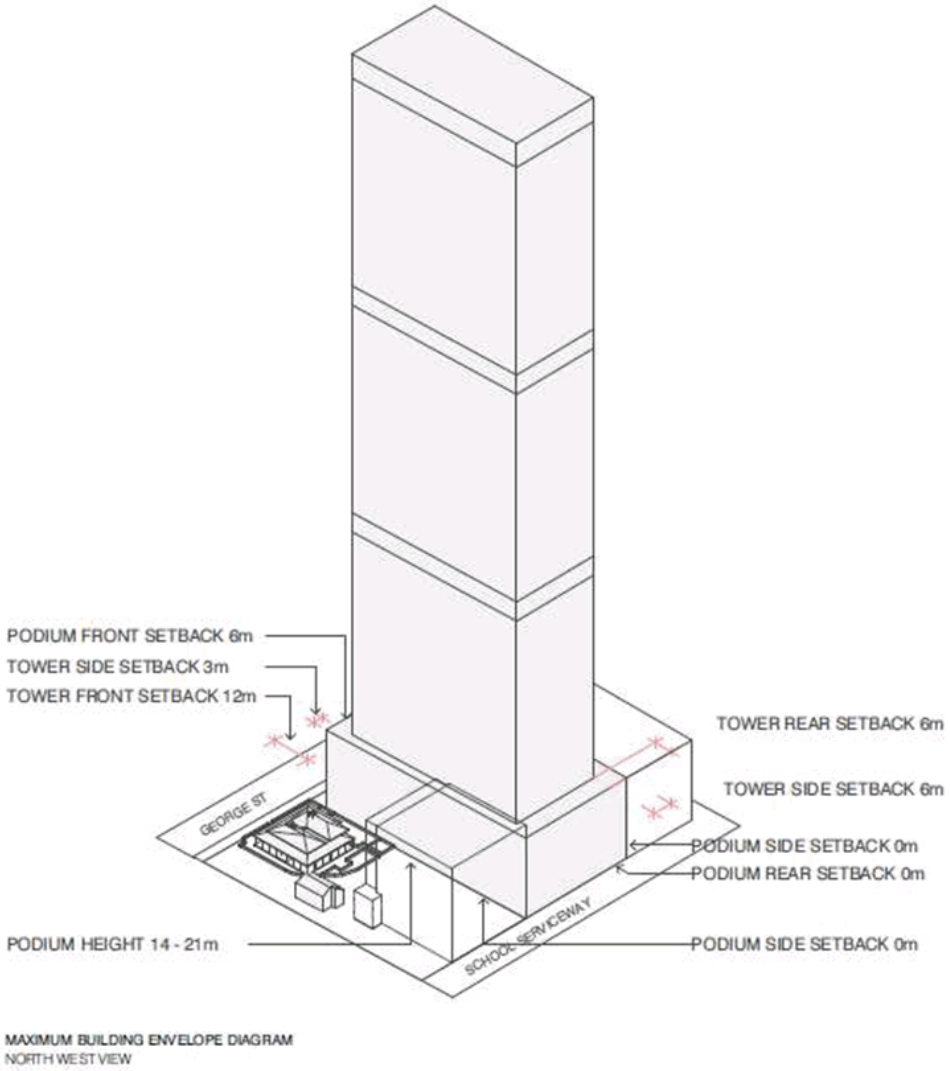

Figure 4.3.3.7.5 - 87-91 George Street – Maximum Building Envelope Diagram, view from North West

Source: Fender Katsalidis Architects

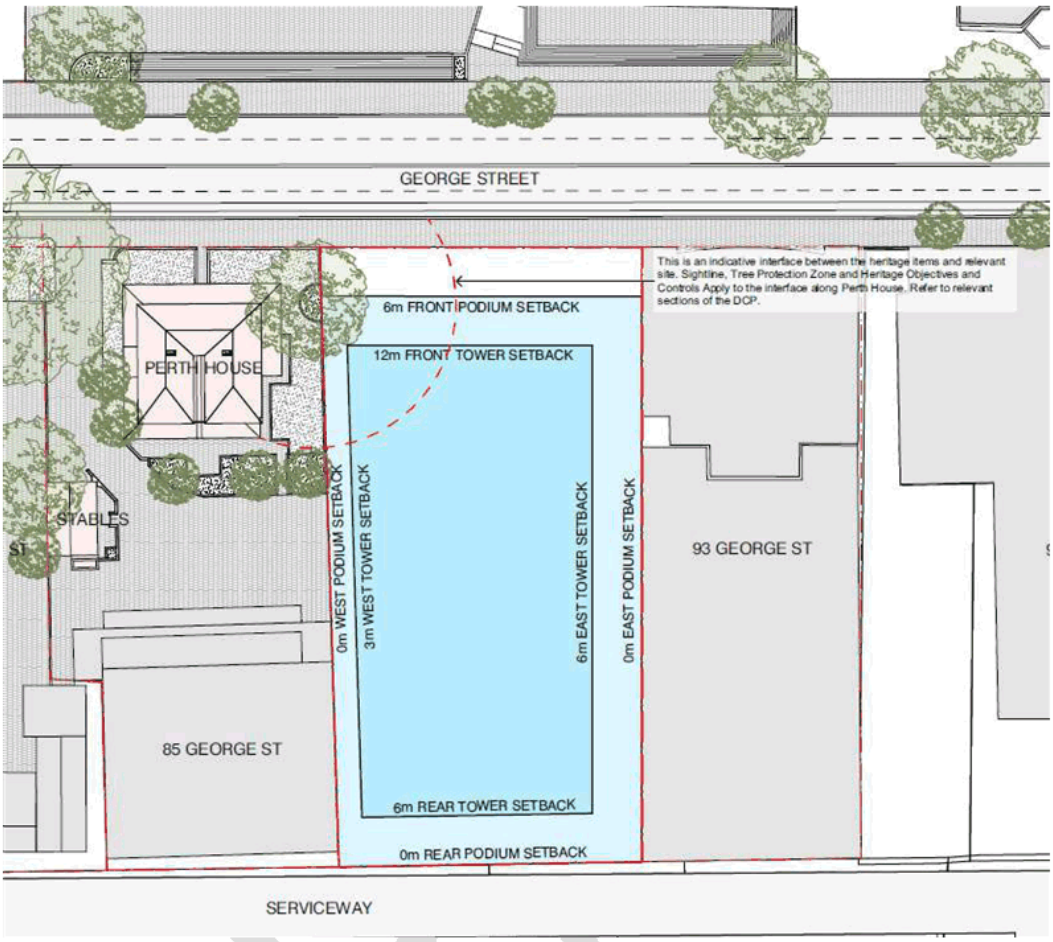

Figure Error! Reference source not found.**4.3.3.7.6** - 87-91 George Street – Building Setback Control Diagram

Source: Fender Katsalidis Architects

Sustainability

This section seeks to deliver an ecological sustainable building which responds to the local climate conditions and seeks to combat the effects of the urban heat island affecting Western Sydney. This will implement a best practice sustainability approach based on recognised industry frameworks to deliver the ESD outcomes throughout the design, construction, commissioning, and occupation stages, that respond to the rapidly emerging consciousness of ESD principles both globally and locally:

Objectives

O.1 Deliver a commercial development that exhibits sustainable design practices and is a legacy for future generations.

O.2 The development should be resilient to the impacts of climate change and urban microclimate, including extreme heat, storm events, energy uncertainty, water scarcity and bushfires.

O.3 The design should seek to maximise the quality of the indoor environment and wellness for building occupants and visitors.

O.4 Building envelopes and façade articulation that are expressive and achieve high levels of solar protection and minimise reflected heat into public areas.

O.5 Evolve building design to best position the future asset to accommodate a pandemic environment.

Controls

C.1 Development is to achieve the following best practice sustainability standards for the site, including:

- Zero Net Carbon in operation.
- 6 Star Green Star (Design and As Built) for commercial office buildings under Green Building Council of Australia (GBCA).
- 5.5 Star NABERS Energy Base Building Rating.
- 4 Star NABERS Water Base Building Rating.
- Resilience and flexibility of energy supply.
- Maximise natural ventilation, daylight and winter sun access.

C.2 The façade should be designed to minimise energy use by reducing heat gain while improving user comfort through glare control.

C.3 Design with a circular economy approach to minimise consumption of finite resources both during construction and for the lifecycle of the building. Such as:

- Minimising construction waste to landfill
- Selecting recycled materials or with low embodied carbon
- Dematerialising or reducing materials which do not add performance or functional value
- Introducing design initiatives to reduce operational waste.
- Designing energy and water efficient systems

C.4 Explore carbon positive pathways by relying on passive design strategies and exploring high efficiency solutions for building services, maximising the site's potential to integrate renewable energy systems and designing for a fully electrical building (not reliant on gas) and require tenants to deliver fitouts which do not utilise gas.

C.5 Implement socially sustainable and community engagement practices, following best practice guidelines of early and continued engagement.

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Attachment 4

Table 1: Agency submissions

Submission Author	Key Issues Raised	Response
Heritage NSW	• The development of the subject site will have impacts on the visual setting of Perth House but they are unable to assess this as there is no Heritage Impact Statement to inform the DCP. A Heritage Impact Statement should be prepared to inform amendments to the draft DCP.	Summary of Heritage Consultant advice As a HIS was not submitted to Council until after the exhibition period it has not been reviewed by Heritage NSW. However it is noted that the proponents heritage consultant, NBRS, provided advice in relation to the draft controls in 2020. In addition, Council's then Heritage Advisor provided input into the draft controls. The HIS dated 26 August 2021 generally provides a thorough analysis, however there are some matters of concern, as follows. • The HIS states that the objectives and controls of the draft SSDCP are appropriate, however doesn't justify why. • The HIS does not address whether a side setback greater than 3 metres would benefit Perth House. • Disagrees with the HIS conclusion that supports the site of Perth House being an extension of 89-91 George Street. The HIS ignores the completely separate nature of 85 George Street from 89 George Street which is noted in the CMP. Perth House has historically sat in its own distinct allotment. • The HIS does not explain why the subject site should interpret the heritage values of 85 George Street and the sites aren't related from a heritage perspective. • The HIS does not raise any concerns regarding the protection of the Olive tree as provided for by the

		draft DCP controls. A clear and specific DCP control is needed in relation to the Olive tree, for instance it might nominate a specific extent for a deep soil protection area for the Olive tree, or propose some other specific measure for ensuring the health and viability of this tree. • The potential impact on the large trees behind Perth House (which contribute to its setting) is not addressed in the HIS. • Note that Heritage NSW will have the opportunity to provide comment on a future DA for the subject site. <u>Council Officer response</u> • The preparation of the draft DCP was informed by the following: i. An Urban Design Report prepared by the applicant which included a section on heritage issues prepared by the applicant' heritage consultant; and ii. The draft DCP submitted by the applicant was reviewed by Council's (then) Heritage Advisor who also included additional controls in the draft DCP. • A future development application would be required to include a Heritage Impact Statement as part of the package of documentation submitted to Council. The application would also be referred to Heritage NSW as the site adjoins an item on the State Heritage Register. It should be noted that the property owner of the subject site also owns 85 George Street (containing Perth House and the existing office building to the rear). Should the development application involve any works

		within 85 George Street, the development application would be deemed to be "Integrated Development" requiring formal approval from Heritage NSW under the Heritage Act, 1977. • The draft site specific DCP for 89-91 George Street is generally consistent with the approach of the CMP, with the exception of draft Heritage Control C.2 which states '*Encourage pedestrian access around the heritage-listed buildings from the site to increase public appreciation and aid interpretation*'. • The CMP referred to by Council's Heritage Consultant was prepared in 1988 in response to a proposed 7 storey office building on the rear portion of the site directly behind Perth House. This building was constructed in approximately 1989 and is located on the rear of the same allotment as Perth House. The CMP did not anticipate the development of the Parramatta City Centre under the CBD Planning Proposal and is not a specific response to the current proposal for 89-91 George Street. Notwithstanding, the principles within the CMP may still be relevant, however, may not reflect the current physical condition of Perth House or the likely impacts from development of the City Centre under the Parramatta CBD Planning Proposal. • It is recommended that Heritage Control C.2 be deleted so as to not actively encourage pedestrian access between Perth House and the subject site. In its place, a new control is recommended: "*Any proposal that includes the use of any part of the grounds of Perth House adjoining the site is to minimise impacts on*

		heritage significance having regard to the principles of the Conservation Management Plan for Perth House." • This change does not represent a significant change to the DCP controls as it does not strictly prescribe the nature of the relationship between the two sites, however, provides for an improved alignment with the CMP for Perth House. It also provides sufficient flexibility to consider updated principles should the CMP be revised in the future.
	• Heritage NSW advise that the HIS should be informed by the Perth House Conservation Management Plan (CMP).	<u>Summary of Heritage Consultant advice</u> • The policies of the CMP envisage Perth House as a self-contained site. The draft site specific DCP proposes an entwined relationship between the sites that is not supported by the CMP. Public appreciation of Perth House is not dependent on pedestrian access between the two sites. • The Heritage Consultant provided the following summary recommendations of the CMP for Perth House with regard to the surrounds: - a sympathetic landscape setting which evokes the original garden design. - the maximisation of the visual impact and independence of Perth House - a traditional picket fence around the front garden facing George Street - a traditional densely planted cottage garden (a "green belt") surrounding Perth House that utilises

		traditional plants and details that relate to Perth House - the retention of the Fig and Olive trees - the rear garden to have plantings that visually separate and distance Perth House from the office block behind – including the planting of at large trees around Perth House, together with shrubs - a large lawn area - the southern boundary wall to be retained and protected - traces of the early drain to be retained - landscaping around the house to be set at a level about 300 mm below the verandah level of Perth House • The Perth House Conservation Management Plan (CMP) includes an indicative landscaping proposal. • With regard to a proposed building on 89-91 George Street forming the backdrop to Perth House - the CMP recommends a composed and subdued façade. <u>Council Officer response</u> • As per comments above regarding the CMP and the recommended change to Heritage Control C.2. • It is recommended to amend Heritage Objective O.1 to include the following additional words: '*...and for Perth House to be visually prominent when viewed against the podium of new development.*' • It is also recommended to amend Heritage Control C.1(d) to read as follows (new words shown **bold**): '*Subject to design excellence and environmental impact*

		studies, development ***on the western façade of development*** *should have vertical walls, with protrusions and recesses minimised* ***to create a subdued and composed podium that allows Perth House to be visually prominent."***
	• Heritage NSW stated that Council should be satisfied that all necessary heritage assessment have been undertaken with regard to the draft site specific DCP.	Summary of Heritage Consultant Advice This is an issue for Council officers, however it is noted that Council's then Heritage Advisor had considerable input into the draft SSDCP that were placed on public exhibition. In addition, the proponent's heritage consultant provided heritage advice with regard to the draft SSDCP. The draft SSDCP controls were reviewed by Council's Heritage Consultant following public exhibition, and a number of changes have been recommended. The remaining recommended changes not already mentioned above are discussed below. Council Officer Response • Council's Heritage Consultant requested that Objective O.3 should be changed to "Ensure future development of the site limits its impact on the setting of nearby heritage items and allows Perth House to be visually dominant against the podium of new development." Response: This change has been included in the draft DCP to Heritage Objective O.3 as described above (noting the minor change of wording from "dominant" to "prominent" referred to below). • The applicant was forwarded an early version of the proposed changes to the draft DCP when the changes were first drafted. The applicant responded with a request that the phrase "...allows Perth House to be

		visually dominant" be replaced with the phrase "…allows Perth House to be visually prominent". Council Officers have since made this change to the phrasing in the draft DCP as it is considered that it is a minor change which still serves the Heritage Objectives of the draft DCP. • Council's Heritage Consultant requested that Control C1(a)(ii) should be deleted as there is sufficient space on the site of Perth House for pedestrians to walk around and appreciate the building and its setting. Additional pedestrian space is not required on the subject site for the appreciation of Perth House and would risk limiting potential future beneficial subsidiary development on the site of Perth House that could help to support Perth House. Response: Control C1(a)(ii) has been deleted from the draft DCP. • Council's Heritage Consultant requested that control C1(e) should be completely changed as it relates to 85 George Street and not to the site of Perth House. The controls should require trees to be planted at the front of the subject site in order to visually "soften" the interface of potential new built form with Perth House. The new wording for the controls should be: "Large trees should be planted in a deep soil across the front of the site in order to help ameliorate the impact of new large scale built form on the setting of Perth house." Response: The changes requested to this control have not been made as this control was added to the draft DCP prior to exhibition by Council's then Heritage Advisor. The original control C.1(e) is considered appropriate as follows: "*Landscaping*

		should generally be based on historic landscaping layouts and schemes, and should be used to enhance Perth House presentation." This control has the flexibility to be able to respond to a development site that may include the grounds of Perth House. • Council's Heritage Consultant requested that Control C1(f) be deleted as it does not enhance the heritage values of Perth House – and potentially detracts from those values. There is no information that supports an outlook from the subject site to Perth House contributes to the heritage values of Perth House. Perth House was designed to sit in a garden on its own allotment with its primary presentation to George Street, and with clear allotment boundaries (most likely fenced). The heritage values and appreciation of Perth House does not depend on an outlook from the subject site and would not be enhanced by such an outlook. Perth House is readily able to be enjoyed and appreciated from George Street and from within its own site. Response: As per the previous comment, the changes requested to this control have not been made as this control was added to the draft DCP prior to exhibition by Council's then Heritage Advisor (noting the word "discrete" was a typographical error which is recommended to be corrected). The original control for C.1(f): " *Ground floor areas of the future building should provide a direct outlook to the Perth House curtilage, with visual clutter adjacent to Perth House minimised*." is considered appropriate as the reduction of visual clutter will accord with the controls encouraging a subdued and composed podium.

		• Council's Heritage Consultant has recommended that Control C1(g) should be deleted as it is not necessary for the subject site to interpret the heritage values of the adjoining site – 85 George Street (Perth House). Interpretation of Perth House should happen on its own site. Interpretation on the subject site would create confusion that this site was related in some way to Perth House which is historically not the case. 85 George Street is a completely separate site. Response: This control has been retained as it is also based on the earlier recommendation of Council's then Heritage Advisor. This recommendation was made knowing that the owner of the subject site at 89-91 George St is also the owner of the Perth house site and the site may be developed with some integration of the two sites. • An additional control is required in order to ensure the integrity of the site of Perth House – "The subject site and 85 George Street (the site of Perth House) must remain as clearly separate sites." This control was recommended based on the Heritage Consultant's interpretation of the principles of the CMP. Response: As stated above, the CMP referred to by Council's Heritage Consultant was prepared in 1988 in response to a proposed 7 storey office building on the rear portion of the site directly behind Perth House. This building was constructed in approximately 1989 and is located on the rear of the same allotment as Perth House. The CMP did not anticipate the development of the Parramatta City Centre under the CBD Planning Proposal and is not a specific response to the current proposal for 89-91 George Street. Notwithstanding,

		the principles within the CMP may still be relevant, however, may not reflect the current physical condition of Perth House or the likely impacts from development of the City Centre under the Parramatta CBD Planning Proposal. • Council's Heritage Consultant recommended that Heritage Control C.2 be deleted so as to not actively encourage pedestrian access between Perth House and the subject site. Response: This control has been deleted. In its place, a new control is recommended: "*Any proposal that includes the use of any part of the grounds of Perth House adjoining the site is to minimise impacts on heritage significance having regard to the principles of the Conservation Management Plan for Perth House*." • Council's Heritage Consultant has requested an additional control in relation to the materials, colours and finishes of new development that will form the backdrop of Perth House – "Materials finishes and colours for the new development must be carefully selected to ensure that they will not be visually intrusive in the setting of Perth House." Response: This control has been added as Heritage Control C.5. • Council's Heritage Consultant has noted that signage has the potential to affect the setting of Perth House. A new control is recommended – "Signage must be located so that it does not obscure Perth House or adversely affect its setting." Response: This control has been added as Heritage Control C.6.

		• Council's Heritage Consultant has requested that Control C3 should be amended to make it clear that there is no association of heritage value between the subject site and the site of Perth House. To imply that there is creates a falsity that could be used to justify adverse heritage impacts to Perth House. Response: Control C.3 has been amended as follows: "*Provide opportunities for views of Perth House from George Street (east) with the provision of a heritage view corridor along the frontage of the subject site to maintain the ~~association between both sites and~~ appreciation of the state heritage item and significant trees from the George Street.*" • Council's Heritage Consultant has recommended that in order to protect the Olive tree Control C4 should be amended to: "The historic Fig and Olive trees on 85 George Street, as well as existing trees that contribute to the setting of Perth House, must be retained and protected." Response: This change has been included in the draft DCP. • Council's Heritage Consultant has requested that Objective O.3 should be changed to read: "The built form is to provide for ~~large~~, flexible and efficient commercial floorplates suitable for achieving A grade office space **without compromising the heritage objectives**." Reference to large and very large floor plates could potentially have an adverse heritage impact. Response: With regard to the Built Form Controls, it is noted that the Strategy embedded in the CBD Planning Proposal for delivering future commercial floor space in the CBD was based on the

		study "Achieving A-Grade Office Space in the Parramatta CBD – Economic Review" which was updated in 2019. In relation to floor plate size, the advice provided in this study noted that A Grade office space is generally a floorplate size of at least 1,300sqm which can be achieved on the subject site based on the setbacks within the draft DCP. Therefore, a reference to A grade office space (referred to in the Desired Future Character Statement and the Built Form Objectives) does not provide any justification to vary the setbacks. The use of the term "large" is less well-defined and does not refer to any particular floorplate size. It is acknowledged that the use of the term "large" in Objective O.3 is a subjective term that may be too open for interpretation and potentially conflict with the Built Form Controls. • In order to remove potential conflicts between the Built Form Objectives and the Built Form Controls, Objective O.3 is recommended to be amended as follows (new wording shown bold): "*The built form is to provide for ~~large,~~ flexible and efficient commercial floorplates suitable for achieving A grade office space* ***without compromising the heritage objectives of the DCP***." • It is also recommended that the relevant parts of the Desired Future Character Statement be amended as follows (new wording shown bold): "The office tower in the heart of Parramatta's CBD will meet the needs of ~~large and very large~~ office space users to support the Parramatta CBD in its role as a Sydney's Central City CBD." And also as follows: "~~Large~~ Floor plates

		are to be designed to **respect the heritage objectives and** meet the needs of ~~large~~ government and corporate tenancy workplace requirements." • Council's Heritage Consultant requested that there be a control requiring the health and future of the trees on the site of Perth House to be retained and protected. Trees take a considerable time to grow and there are some tree canopies at 85 George Street that contribute to the setting of Perth House. Some of the trees are located close to the boundary of the subject site. Response: Heritage Control C. 4 has been amended with the additional wording shown (new words shown **bold**) : "***The fig and olive*** *trees listed as being of heritage significance on 85 George Street* ***as well as existing trees that contribute to the setting of Perth House****, must be retained and protected."*
	• Heritage NSW note Council's request for them to consider including the olive tree under the State Heritage Register listing for Perth House. While the olive tree is not specifically listed under the State Heritage Register listing, it is identified under the Conservation Management Plan for Perth House and is confirmed as a planting from the original garden of Perth House. As such, it is considered to have adequate protection through the mechanism of the Conservation Management Plan and does not necessitate specific listing • Heritage NSW did not identify any potential impacts on historic archaeology. The DCP should	Noted.

	require a proponent for development to investigate the likelihood of "relics" and make any necessary management recommendations.	Noted. This is an existing requirement of the Parramatta DCP 2011 under Section 3.5.2 Archaeology.
Transport for NSW	• Requested that the Built Form Control C.8 requiring an area 2 metres wide from the front setback to be kept clear of all structures to accommodate possible future footpath widening remain in the DCP as per their submission on Council's Integrated Transport Plan.	• On 26 July 2021 Council endorsed the Integrated Transport Plan for the Parramatta CBD after considering the results of public exhibition. The ITP recommended removal of the proposed 2 metre road widening on this part of George Street as it was considered unnecessary for the cycleway. The most efficient layout was identified to be a bi-directional cycleway on the northern side of George Street, therefore a reservation for the purpose of road widening was not required on the southern side of George Street. • Transport for NSW has been consulted on development of the proposed cycleway and the ITP. In its submission on the ITP, Transport for NSW forwarded an officer recommendation that the LRA on George Street be retained to facilitate automobile traffic. This consideration was not part of the scope agreed with TfNSW for the ITP. Should TfNSW wish to propose an additional LRA on George Street, it would have to study the impacts of the proposal, consult with Council, and follow a statutory approval process. • It is recommended that Control C.8 be deleted to reflect Council's decision on the Integrated Transport Plan.
Department of Infrastructure, Transport, Cities and Regional Development (DIRD)	• Notes that any future development of the site would be at a height that is above the obstacle limitation surface (OLS) for Bankstown Airport	Noted. Advice was forwarded to the applicant.

	and would constitute a controlled activity. It is recommended the applicant engage with Bankstown Airport about any planned height for the building and associated cranes.	
Air Services Australia	• Note that they will conduct a detailed assessment of the development application when it is lodged in the future.	Noted. Advice was forwarded to the applicant.
Sydney Metro Airports	• Advised that as this proposal has a height over 156m RL, it will require a full aeronautical assessment from Air Services and CASA prior to any further comment from Bankstown Airport limited.	It is noted that the current exhibition relates to the draft Development Control Plan which sets design guidelines for issues such as setbacks from boundaries and heritage controls. It does not prescribe any height controls which are established by the relevant Local Environmental Plan. The architectural plans for the site which will identify the precise height being sought will form part of a future Development Application. Airservices Australia and CASA would be notified separately at the time of Development Application lodgement. Airservices Australia and CASA would conduct a full aeronautical assessment at that time.
CASA	• In accordance with the *Airports (Protection of Airspace) Regulations 1996*, a controlled activity approval from the Department of Infrastructure, Transport, Regional Development and Communications will be required. When the building height has been finalised CASA will assess the building from an obstacle perspective. • Construction cranes will also require approval under the *Airspace Regulations 2007*.	Response as per Sydney Metro Airports above. Advice was forwarded to the applicant.
Endeavour Energy	• Provided details of existing electricity infrastructure on the site and provided their guidelines and technical specifications for future development.	Noted. Advice was forwarded to the applicant.

Sydney Water	• Raised no objection and noted that Council's measures for high performing buildings and dual piping will help market viability for public or private water providers and ensure recycled water usage can be fully optimised across the CBD. • Recommended the applicant lodge a feasibility application via a Water Servicing Co-ordinator to further assess servicing needs of the development.	Noted. Advice was forwarded to the applicant.

Table 2: Community Submissions

Submissions Author	Key Issues Raised	Response
Robinson Urban Planning (on behalf of Dexus the owner of 130, 140 and 150 George Street)	• The wording of the Desired Future Character Statement and Built Form Objectives is unsuitable for a DCP provision and will allow an applicant to advocate for reduced setbacks. It is requested that these objectives be amended to remove reference to large floorplates.	• Council's Development and Traffic Services Unit raised a similar issue of concern. It is recommended that the relevant parts of the Desired Future Character Statement be amended as follows: "The office tower in the heart of Parramatta's CBD will meet the needs of ~~large and very large~~ office space users to support the Parramatta CBD in its role as a Sydney's Central City CBD." And also as follows: "~~Large~~ Floor plates are to be designed to **respect the heritage objectives and** meet the needs of ~~large~~ government and corporate tenancy workplace requirements. • With regard to the Built Form Controls, it is noted that the Strategy embedded in the CBD Planning Proposal for delivering future commercial floor space in the CBD was based on the study "Achieving A-Grade Office Space in the Parramatta CBD – Economic Review" which was updated in 2019. In relation to floor plate

		size, the advice provided in this study noted that A Grade office space is generally a floorplate size of at least 1,300sqm which can be achieved on the subject site based on the setbacks within the draft DCP. Therefore, a reference to A grade office space (referred to in the Desired Future Character Statement and the Built Form Objectives) does not provide any justification to vary the setbacks. The use of the term "large" is less well-defined and does not refer to any particular floorplate size. It is acknowledged that the use of the term "large" in Objective O.3 is a subjective term that may be too open for interpretation and potentially conflict with the Built Form Controls. • In order to remove potential conflicts between the Built Form Objectives and the Built Form Controls, Objective O.3 is recommended to be amended as follows (new wording shown bold): "*The built form is to provide for ~~large,~~ flexible and efficient commercial floorplates suitable for achieving A grade office space* ***without compromising the heritage objectives of the DCP***." • Council's Heritage Consultant also raised this issue and the wording of Heritage Control C. 4 has been amended with the additional wording shown in **bold**: ***The fig and olive*** *trees listed as being of heritage significance on 85 George Street* ***as well as existing trees that contribute to the setting of Perth House****, must be retained and protected.*

	• The heritage controls should be amended to make specific reference to the Fig and Olive trees to provide certainty to the protection of the olive tree. • The maximum building envelope diagrams should be annotated to identify that the heritage interface area is subject to sightlines, tree protection zone and heritage provisions. • The wind impact control in the draft DCP should be amended to also refer to publicly accessible areas (existing and approved) at 130, 140 and 150 George Street.	• The diagrams within Figures 4.3.3.7.4 and 4.3.3.7.5 have been amended to include the annotation requested. The wording is identical to that used in the Heritage Interface Diagram in Figure 4.3.3.7.3. • Council's Development and Traffic Services Unit raised a similar issue of concern and the wording of Built Form Control C.7 has been amended as follows: *Future development should also have regard to the potential wind impact on George Street* ***and publicly accessible areas on the site and adjoining properties***. ~~*the adjoining site at 85 George Street.*~~

INNOVATIVE

ITEM NUMBER	17.7
SUBJECT	FOR APPROVAL: Planning Proposal and associated processes - 355 & 375 Church St, Parramatta (Deferred Item)
REFERENCE	F2021/00521 - D08243011
REPORT OF	Team Leader –Land Use Planning
LANDOWNER:	Stockland Development Pty Ltd
APPLICANT:	McDonald's Australia Ltd

WORKSHOP/BRIEFING DATE: 22 September and 6 October 2021

NOTE: THIS ITEM WAS DEFERRED FROM THE 27 SEPTEMBER COUNCIL MEETING FOR A COUNCILLOR WORKSHOP.

DEVELOPMENT APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL:
DA/96/2015 – Staged development involving a redeveloped McDonald's restaurant and concept approval for a future mixed-use development; the Sydney West Joint Regional Planning Panel deferred its formal determination on this matter, and the application was withdrawn May 2016.

PURPOSE:
The purpose of this report is to:
- Recommend next steps for the Planning Proposal and associated Draft Development Control Plan and Planning Agreement at 355-375 Church St, Parramatta, and
- Address traffic and parking issues raised when Council considered this matter at it's meeting on 27 September 2021 (Item 17.2).

RECOMMENDATION

(a) **That** Council note the correspondence from the Department of Planning, Infrastructure and Environment (DPIE) summarised in this report regarding this Planning Proposal.

(b) **That** the existing Planning Proposal for 355-375 Church St, Parramatta be amended to remove provisions consistent with the CBD Planning Proposal, while retaining the provision pertaining to a bespoke parking rate for take away food and drink premises at this site.

(c) **That** the amended Planning Proposal (as at **Attachment 1**) be resubmitted to the DPIE as a new Planning Proposal seeking a new Gateway determination.

(d) **That**, pending a new Gateway determination from DPIE in line with the amendments outlined in (b) above, Council:

1. advise DPIE that it no longer wishes to pursue the existing Planning Proposal process, as the amended Planning Proposal described above will replace it as a new Planning Proposal, and
2. exhibit the Planning Proposal.

(e) **That** negotiation of a Planning Agreement at this site cease, recognising that infrastructure contributions for this site will instead be made as part of a future Development Application (DA) in line with the relevant Contributions Plan in place for the CBD at that time.

(f) **That** Council officers prepare a draft Development Control Plan (DCP) and it be endorsed under delegation by the Chief Executive Officer for the purpose of public exhibition in accordance with the following principles:

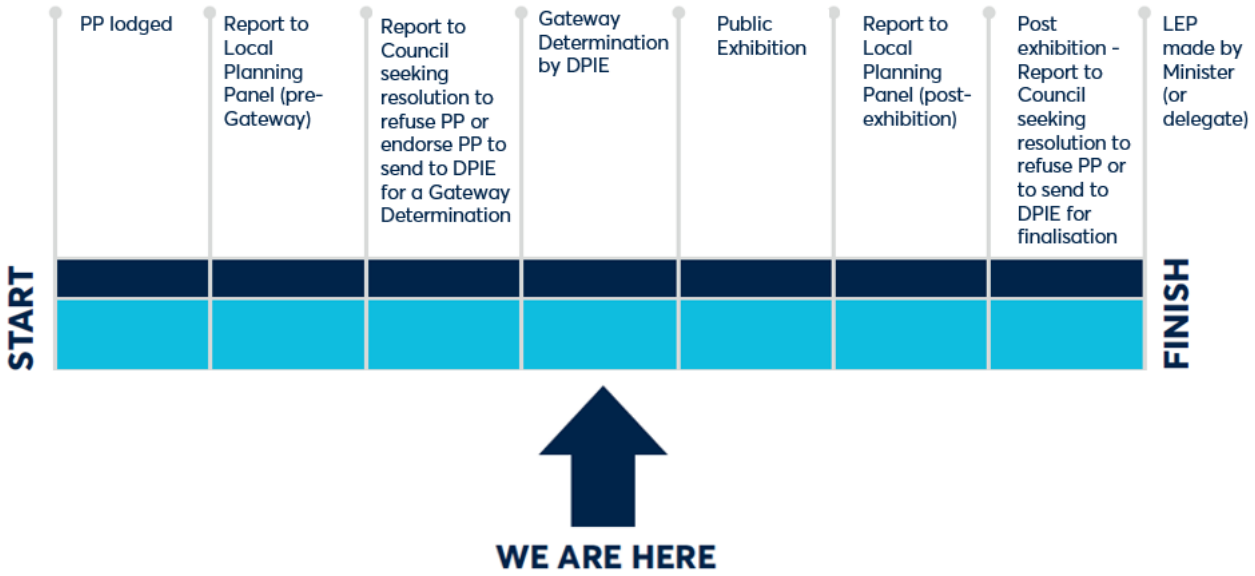
1. Further defining the preferred two-tower scheme, including podium heights and tower setbacks, with a view to minimising any non-compliances with relevant Apartment Design Guide requirements but acknowledging that some non-compliances will remain;
2. Establishing an appropriate relationship to, and mitigating impacts on, proximate heritage items;
3. Resolving traffic issues (including sightlines, vehicle queueing, pedestrian safety and minimising any impact of the development on Parramatta Light Rail and the surrounding road network, including restricting turning right from Victoria Road into the site);
4. Demonstrating adaptive re-use potential of the drive-through facility and at least some of the parking spaces proposed;
5. Establishing an appropriate relationship to the 385 Church Street isolated site (including built form controls for an unamalgamated scenario, and a direction for an amalgamated scenario that maintains the two towers while seeking to increase inter-building separation and tower setbacks);
6. Appropriately managing the environmental quality impacts of the proposed podium uses (particularly noise, air pollution and odour);
7. Ensuring that footpath widening and the “notch” in the centre of the site are marked appropriately in the DCP to support future public access;
8. Ensuring the building appropriately addresses the potential future through-block link;
9. Require a comprehensive Crime Prevention through Environmental Design (CPTED) report at Development Application stage and ensure that building design implements CPTED principles; and
10. Ensuring that podium landscaping makes a positive contribution to public and private domain.

(g) **That**, prior to exhibition of the draft DCP, Council consult with the landowners of 385 Church Street on the draft DCP about the controls pertaining to their land.

(h) **That** the exhibition of the Planning Proposal and DCP need not occur concurrently.

(i) **Further, that** Council delegates to the Chief Executive Officer to make any changes of a minor, administrative and/or non-policy nature that may arise during progression of the relevant Planning Proposal.

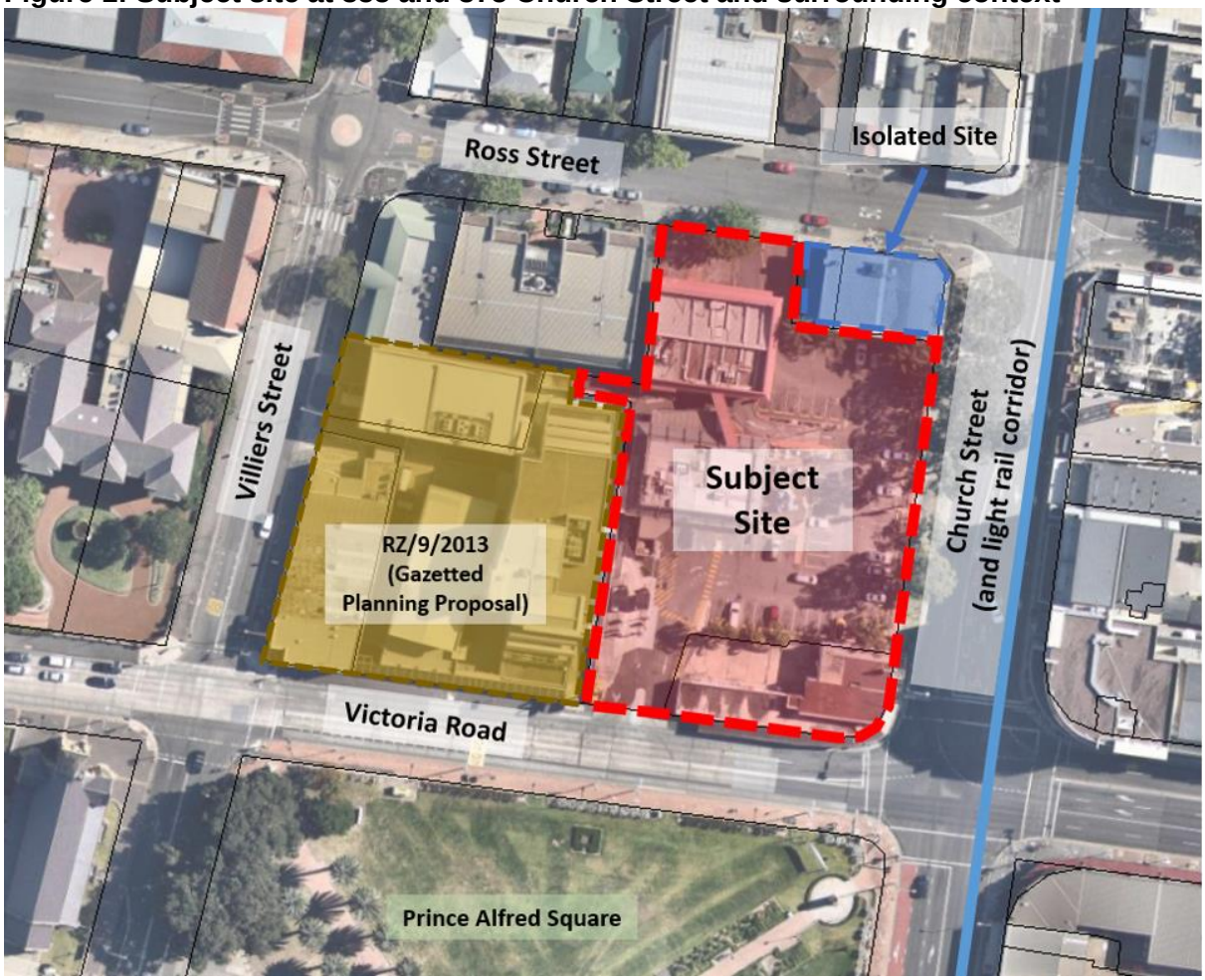
PLANNING PROPOSAL TIMELINE



SITE DESCRIPTION AND SURROUNDS

1. Council is processing a Planning Proposal for land at 355-375 Church St, Parramatta (shown in **Figure 1**).

Figure 1: Subject site at 355 and 375 Church Street and surrounding context



Source: Council's internal mapping with annotations from Council officers

2. Existing development on the site includes a retail/commercial building (corner of Victoria Road/Church Street), a McDonald's restaurant (including surface parking and drive-through with vehicle access to both Victoria Road and Ross Street) and a two-storey office building (facing Ross Street).

3. The site is adjacent to the Parramatta Light Rail (PLR) Stage 1 corridor running North-South along Church Street. The site is directly across Victoria Road from the State Heritage Item Prince Alfred Square. It is also near a number of other State and Local listed items, including State Heritage Item *St Patrick's Cathedral, presbytery and precinct (and potential archaeological site)*.

4. The Planning Proposal site does not include 385 Church Street, located at the southwest corner of the Ross/Church Street intersection. The existing development at 385 Church Street is a three-storey retail/commercial building.

COUNCIL'S PREVIOUS CONSIDERATION OF PLANNING PROPOSAL

5. Council considered the initial assessment of this Planning Proposal on 13 July 2020 and resolved (amongst other things) to send the Planning Proposal to the Department of Planning, Industry and Environment (DPIE) for a Gateway determination.

6. The Planning Proposal that Council endorsed was generally consistent with the provisions of the Parramatta CBD Planning Proposal, with the exception that it

established a bespoke parking rate for the land use “Takeaway Fast Food and Drink Premises” at this site. The provisions included as part of the Planning Proposal sent for Gateway determination are summarised as follows:

a. Height: consistent with the Prince Alfred Square Solar Access Plane.
b. FSR: 7.2 FSR [comprising 6:1 Incentive FSR control, 0.9:1 Design Excellence bonus, and 0.3:1 [or 5%] High Performing Buildings bonus].
c. Residential and commercial parking rates consistent with the CBD Planning Proposal.
d. Bespoke parking rate for *Takeaway Food and Drink Premises* land use as follows: 1 parking space per 30 sqm of gross floor area of all Takeaway Food and Drink Premises, or a maximum of 30 parking spaces, whichever is less, as well as a sunset clause ending the application of this provision after 5 years from the date of notification of the amendment.

7. On 13 July 2020, Council also resolved to prepare a draft Development Control Plan (DCP) and draft Planning Agreement for this site.

8. On 27 September 2021, Council considered a report on the amended Planning Proposal and resolved to *defer consideration of this matter to a Councillor Workshop to seek clarity on parking rates, the drive through and the traffic study*. **Attachment 3** contains additional information on these matters which will be discussed at a Councillor Workshop prior to this meeting and **Attachment 4** contains three traffic and parking reports submitted by the applicant which are included in the Planning Proposal documentation. **Attachment 5** contains the Independent Planning Commission Gateway Determination Advice Report which accepted the findings of the Traffic and Parking Advice (copy provided in **Attachment 4**).

GATEWAY DETERMINATION AND POST GATEWAY REVIEW PROCESS

9. The Planning Proposal received a Gateway determination from DPIE on 13 November 2020. The Gateway determination required changes to the Planning Proposal that conflicted with the position supported by Council and the Applicant on two key matters, namely in that its conditions required:

a. inclusion of the neighbouring isolated site (385 Church St); and
b. removal of the parking rate for *Takeaway Fast Food and Drink Premises* land use.

10. In response to the Gateway determination, the Applicant pursued a Post-Gateway Review process through the Independent Planning Commission (IPC) to amend both of the abovementioned Gateway conditions. The IPC ultimately supported the Council and Applicant supported position, with its advice finding that the Gateway determination should be altered to remove both conditions.

11. DPIE considered the IPC’s advice, and issued a revised Gateway determination (“Gateway alteration”) on 13 May 2021 which removed the abovementioned conditions. Issuance of the Gateway alteration “unlocked” the processes of drafting a DCP and Planning Agreement, and these processes commenced shortly thereafter.

GATEWAY ALTERATION TIMEFRAME

12. The Gateway alteration referred to above also set a timeframe for various stages of the Planning Proposal process as follows:

    a. Exhibition by 30 June 2021
    b. Reported to Council for finalisation by 31 October 2021
    c. Finalised by 31 December 2021.

13. This timeframe was not achievable, particularly given Council's policy stance that site-specific Planning Proposals not be exhibited unless accompanied by any relevant DCP and Planning Agreement. Council officers and the Applicant both communicated to DPIE that the timeframe set in the Gateway alteration was not reasonable and requested that a more realistic timeframe be set.

14. Council subsequently received correspondence from DPIE (dated 14 July 2021) to the effect that - given the Parramatta CBD Planning Proposal has been submitted for finalisation - DPIE encourages Council to consider refining this proposal to relate only to those matters which are not aligned to the CBD Planning Proposal.

COUNCIL OFFICER RECOMMENDATION

15. Council officers agree with DPIE's stance outlined above, and recommend as follows for the Planning Proposal and its accompanying processes:

    a. Planning Proposal: The Planning Proposal should be simplified by removing those controls which are consistent with the CBD Planning Proposal (as at **Attachment 1**) and resubmitted to DPIE as a new Planning Proposal seeking a new Gateway determination.
    b. Planning Agreement: There is no longer a need for a Planning Agreement at this site as Council has recently resolved to move away from the former Community Infrastructure ("value sharing") framework for the CBD (which depended on Planning Agreements as the delivery mechanism). The delivery of the non-monetary elements originally sought in the Planning Agreement process can be supported by DCP controls instead and development contributions payable.
    c. DCP: A DCP should still be advanced to address unique site-specific issues as provided in the recommendation of this report. Council's previous principles resolved for the DCP should be revisited and updated based on the progress of the DCP drafting process so far.

16. **Attachment 2** contains further details on Council officer's analysis and recommendation on each of the points outlined in Paragraph 14 above.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
May 2021	Council's Open Space team	City Planning discussed with Council's Open Space	This report recommends that Planning Agreement	City Planning

		team the timing and scope of works for improvements to Prince Alfred Square (as Council and the Applicant have discussed for some time the potential of applying contributions from this development site towards that project).	negotiations cease. If the Applicant communicates a preference for dedicating funds to Prince Alfred Square and this aligns with Council's priorities at DA stage, this issue can be resolved at that time by works provided being offset against development contributions requirements.	
Extensive consultation May-Sept 2021	Applicant	Summary of key consultation outcomes are discussed in this report.		City Planning
17 June 2021	Heritage Committee	Council's Heritage Committee was given a brief update on project status, which at that time was that the draft DCP and Planning Agreement were begin negotiated. It was noted that the Committee would be notified of forthcoming exhibition. The Committee did not provide any comments specifically on this project.	The Committee will be notified when the Planning Proposal and/or DCP are on exhibition.	City Planning

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
Councillor Briefing on 22 September 2021		Issues raised concerning the proposed drive through and vehicle access from Victoria Road	Information sent to Councillors on 24 September 2021	City Planning
Councillor Briefing on 6 October 2021	This report was finalised before the briefing			City Planning

FINANCIAL IMPLICATIONS FOR COUNCIL

19. In response to the new contributions framework that Council is progressing for the CBD, this report recommends that Planning Agreement negotiations at this

site cease and that infrastructure contributions instead take place at DA stage. Therefore, there are no significant financial implications as a result of this report or the Planning Proposal which it contemplates.

20. Pending a future DA process or processes (the timing and nature of which is unknown), it is expected that Council would receive development contributions in line with the relevant contributions framework in place at that time.

21. As Council officers had undertaken initial action towards negotiating a Planning Agreement for this site in line with Council's previous resolution, there will be nominal legal fees (estimate: approx. $2,000) that would be recouped from the Applicant that will be covered in existing Council budget allocations.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	Nil			
Funding Source	NA			
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil			
Funding Source	NA			

Janelle Scully
Team Leader –Land Use Planning

David Birds
Group Manager, City Planning

Richard Sheridan
Chief Financial Officer

Jennifer Concato
Executive Director City Planning and Design

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1⇩	ATTACHMENT 1 - PLANNING PROPOSAL - 355 & 375 Church Street, Parramatta	87 Pages
2⇩	ATTACHMENT 2 - FURTHER INFORMATION - COUNCIL OFFICER ANALYSIS AND RECOMMENDATIONS	6 Pages

3	ATTACHMENT 3 - FURTHER INFORMATION ON TRAFFIC AND ACCESS ISSUES	5 Pages
4	ATTACHMENT 4 - TRAFFIC AND PARKING REPORTS - Appendices 1, 2 and 4	40 Pages
5	ATTACHMENT 5 - TRAFFIC AND PARKING REPORTS - IPC Gateway Determination Advice Report - Appendix 3	15 Pages

REFERENCE MATERIAL

CITY OF PARRAMATTA

PLANNING PROPOSAL

355 and 375 Church Street
Parramatta

cityofparramatta.nsw.gov.au

CITY OF PARRAMATTA

PLANNING PROPOSAL

355 and 375 Church Street
Parramatta

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Ethos Urban	14 November 2019
2.	Proponent	12 May 2020 - Draft in preparation for pre-Gateway report to Local Planning Panel and Council
3	Proponent	16 August 2021 – Draft in response to Department recommendation dated 14 July 2021.

Council versions:

No.	Author	Version
1.	City of Parramatta Council	June 2020 – final version for attaching to pre-Gateway report to Local Planning Panel and Council
2.	City of Parramatta Council	July 2020 – amendments to the Planning Proposal in response to Council's resolution of 13 July 2020 prior to submitting for Gateway assessment; administrative amendments as required
3.	City of Parramatta Council	September 2021 – review of Proponent version 3 and final version for attachment to Council report recommending a new Planning Proposal

INTRODUCTION

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016), 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and context

The subject site is located at 355 and 375 Church Street, Parramatta, on the north-west corner of the intersection of Victoria Road and Church Street, Parramatta; see Figure 1. The legal description is Lot 1 in DP668821 (the southeastern corner lot) and Lot 1000 in DP791977. The site has a total area of approximately 4,796m^2 and is currently occupied by a vacant low-rise retail building on the southeastern corner, with the remainder of the site accommodating an existing McDonald's restaurant and drive-through facility.

The Site

Figure 1 – Site at 355 and 375 Church Street, Parramatta subject to the planning proposal

McDonald's has been operating at 355-375 Church Street since 1978, some 43 years. The present McDonald's restaurant building and take away operation is supported by a dual drive-thru facility and approximately 60 at-grade parking spaces. The site also benefits from a high level of

visibility and accessibility, with multiple entries and unrestricted operation (entry/exit) from both Victoria Road and Ross Street.

Under the *Parramatta Local Environmental Plan 2011* the site:

- is zoned B4 mixed use;
- has a maximum building height of 24 metres (northern and western part of the site) and 34 metres (south-eastern corner of the site);
- has a maximum floor space ratio (FSR) of part 3:1 and part 4:1.

In 2015, McDonald's submitted a Development Application (DA96/2015A) for a staged development of the site involving the demolition of existing structures, consolidation and subdivision to create 2 Torrens title allotments, construction of a McDonald's restaurant on proposed Lot A (Stage 1) and concept approval for a future mixed-use development over basement parking on proposed Lot B (Stage 2).

That application was supported by Council and the RMS at the time and was reported to the then Sydney West Joint Regional Planning Panel (the Regional Planning Panel) in November 2015 with a recommendation for approval. The Panel however deferred its formal determination of the matter, noting:

> *"The panel considers the development as now proposed is a lost opportunity to present a major architectural feature on this significant site which is located at the intersection of two historical roadways within Parramatta. The Panel acknowledge the Design Excellence Advisory Panel's opinion that substantial amendment is required to create a building of more appropriate scale and city character in this very significant location of Parramatta, particularly given Parramatta's role as Sydney's western CBD."*

Following this McDonald's entered a joint venture with Stockland (the proponent for the original Planning Proposal) with a commitment to undertake a more comprehensive redevelopment of the site in response to the Regional Planning Panel recommendation. Retention of McDonalds operation on site as part of any future mixed-use scheme is a key requirement of that joint venture agreement. A site-specific Planning Proposal was subsequently prepared and submitted by Stockland on 21 August 2018 to facilitate changes to the LEP that would enable the site to be redeveloped in accordance with the Council's draft controls for the Parramatta CBD, whilst importantly retaining a McDonalds on site.

Following negotiations and some amendments to the Planning Proposal submitted by Stockland, it was presented to and endorsed by Council in July 2020. The endorsed Planning Proposal was then forwarded by Council to the Minister for Planning and Public Spaces (the Minister) in August 2020 for Gateway Determination. The Planning Proposal issued by Council to the Minister sought to introduce site specific local provisions to the Parramatta LEP which contained an incentive height control and an incentive FSR control allowing for a maximum potential of 7.2:1 (including design excellence and high-performance building bonuses). A site-specific parking provision for Take Away Food and Drink Premises was also endorsed by Council and included in the original Planning Proposal, as well as other parking rates consistent with the then-current Parramatta CBD Planning Proposal. This provision was included due to the need to ensure that a viable McDonalds operation could occur on site as part of the future mixed-use scheme.

The original amendments to the Parramatta LEP were sought with the intention of providing a mixed-use residential and commercial tower complex at the site. An indicative development concept was prepared to test the opportunities for built form within the envelopes sought, consisting of a 31-storey mixed-use building that is inclusive of a three (3) to four (4) storey podium and two (2) towers (31 and 28 storeys) over a single basement level for car parking. The

indicative concept that accompanied the Planning Proposal originally submitted by Stockland is shown in Figure 2 below.

Figure 2 – Indicative design concept

Following submission of the Planning Proposal in August 2020, a Gateway Determination was issued in November 2020 by the Department of Planning, Industry and Environment (the Department). The Gateway Determination endorsed the amendments sought to the Paramatta LEP, except for the site-specific parking provision for Take Away Food and Drink Premises. The Gateway Determination also required inclusion of the neighbouring site at 385 Church St in the Planning Proposal.

This matter was then the subject of a Post Gateway Review that was considered by the Independent Planning Commission (IPC) in April 2021, with the IPC commissioner recommending the Department to amend the Gateway Determination to allow inclusion of the parking rate for Take Away Food and Drink Premises and to remove the condition relating to the neighbouring site. An updated Gateway Determination which reflected the IPC's recommendations was issued by the Department on 13 May 2021.

Concurrent to this site-specific planning proposal process, Council has substantially progressed the Parramatta CBD Planning Proposal which identifies the site as being suitable for increased density to support the future growth of the Parramatta CBD, and which seeks to introduce controls that were also proposed in the site-specific Planning Proposal.

The CBD Planning Proposal was placed on public exhibition from 21 September 2020 to 2 November 2020. Following this some minor adjustments to the CBD Planning Proposal in response to the feedback received. On 15 June 2021, Council resolved to approve the Parramatta CBD Planning Proposal with some minor changes and forward it to the Department of Planning, Industry and Environment (DPIE) for finalisation. This was completed on 1 July 2021.

Given the advanced nature of the CBD Planning Proposal the Department wrote to Parramatta Council on 14 July 2021 asking Council to consider amending the site-specific planning proposal for 355-375 Church Street. An extract from that letter is provided below.

> *'Given the significant milestone of the CBD proposal being submitted for finalisation, I encourage Council to consider refining this planning proposal to relate only to those matters which are not aligned to the CBD proposal.*
>
> *I consider that this would reduce the complexity of the proposal and allow for a more expedient planning process. Refining the proposal also focuses community and Council discussion to the matters under contention while allowing the remaining matters to be addressed through the CBD proposal's finalisation process.'*

In response to the Department's recommendations the Planning Proposal has been updated to focus solely on the site-specific parking provision for Take Away Food and Drink Premises, which represents the only point of difference between it and the CBD Planning Proposal.

Importantly the amendments to the planning controls as they relate to the site will still be delivered as proposed, the only difference being that these changes will be facilitated via two separate LEP amendments, as opposed to being contained entirely within the site specific LEP amendment. The separation of these controls is shown below.

Planning Proposal	**LEP Amendments as they relate to 355-375 Church Street**
Site Specific Planning Proposal	• Site-specific parking rate for Take Away Food and Drink Premises
Parramatta CBD Planning Proposal	• Incentive height control • Incentive floor space ratio control • High performance building clause • Parking rates for residential and non-residential uses

This Planning Proposal is a result of the findings of the Parramatta CBD Planning Strategy (2015) and Parramatta CBD Planning Proposal (2016), both of which identify the site as being suitable for increased density to support the future growth of Parramatta CBD. This Planning Proposal seeks to amend the LEP to introduce a site-specific parking provision that will enable McDonalds to maintain a viable operation on site, and in doing so unlock the site for future redevelopment in in accordance with the vision and proposed controls set in the Parramatta CBD Planning Proposal.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The key objective of this planning proposal is to deliver a parking rate for Take Away Food and Drink Premises that will enable the site's redevelopment to be carried out in accordance with the building controls provided in the Parramatta CBD Planning Proposal.

The intended outcomes of this planning proposal are as follows:

- Enable retention of the existing historical Take Away Food and Drink Premises of the site
- To deliver a site-specific parking rate for Take Away Food and Drink premises that halves the amount of car parking on site for this use compared to the existing situation.
- To ensure any future parking provision for Take Away Food and Drink Premises does not result in an unacceptable traffic impact on the local road network.

PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta LEP 2011* (*PLEP 2011*) by way of introducing a site-specific parking provision for Take Away Food and Drink Premises at 355 and 375 Church Street, Parramatta (the site).

In order to achieve these desired objectives, the following amendments to the *PLEP 2011* would need to be made:

1. Introduce a site-specific local provision in Part 7 to enable a site-specific maximum car parking rate for *Take Away Food and Drink Premises* uses as outlined in the example clause below:

7.XX Development on land at 355 and 375 Church Street, Parramatta

1. This clause applies to land marked "Area #xx" on the Special Provisions Area Map.

2. Despite any other provisions of this Plan, the maximum number of car parking spaces for Take Away Food and Drink Premises in a building on land to which this clause applies is as follows:

*1 parking space / 30 sqm of gross floor area of all Take Away Food and Drink Premises, or a maximum of 30 parking spaces, whichever is less**

**Note: The parking rate described above for Take Away Food and Drink Premises will also have a "sunset" clause which will end the application of this provision after 5 years from the date of notification of the amendment. Once this part of the clause ends, all future development applications will be required to be assessed against the standard parking rate for the relevant use in the Parramatta CBD.*

1.1. Other relevant matters

1.1.1. Draft DCP

A site-specific DCP is being advanced for this site, and the parameters for commencing this process were set out in the pre-Gateway reports to Local Planning Panel and Council. The report to Council in September 2021 which recommends progressing this new Planning Proposal also considered and made recommendations on advancing the site-specific DCP process.

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 outcome and objectives. The set questions address the strategic origins of the proposal and whether amending the LEP is the best mechanism to achieve the aims on the proposal.

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

Yes. The primary outcome of this Planning Proposal, which is to provide a site-specific parking rate for Take Away Food and Drink Premises to enable the envisaged mixed use development in line with the built form and density controls provided in the Parramatta CBD Planning Proposal, stems from local and state government strategic plans including the NSW Government's 'A Metropolis of Three Cities – Greater Sydney Regional Plan' (the Regional Plan) and the Parramatta CBD Planning Strategy. The proposal's consistency and alignment to these two strategies, is outlined later in this section of the report.

Council adopted the Parramatta CBD Planning Strategy at its meeting on 27 April 2015. The Strategy is the outcome of a study which reviewed the current planning framework and also a significant program of consultation with stakeholders and the community. The Strategy sets the vision for the growth of the Parramatta CBD. Council has subsequently prepared a CBD-wide Planning Proposal which, as discussed previously in this document, has been endorsed by Council for finalisation and forwarded to the Department.

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

Yes. A Planning Proposal seeking to amend the LEP is the most effective way of providing certainty for Council, the local community and the landowner. The commercial parking rate standards that are to be provided under the CBD Planning Proposal do not provide sufficient parking that would enable the existing Take Away Food and Drink Premises to remain on site in a redeveloped scenario. The existing owner would therefore be unable to redevelop their land which would result in a significant missed opportunity to redevelop a large strategic site in the Parramatta CBD that will be instrumental in catalysing renewal for the CBD area north of the Parramatta River.

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 consider state and local government plans including the Greater Sydney Commission's *Greater Sydney Region Plan* and District Plans, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

3.2.1. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft

plans or strategies)?

A Metropolis of Three Cities

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

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

Liveability

An assessment of the planning proposal's consistency with the GSRP's relevant Liveability objectives is provided in Table 3a, below.

Table 3a – Consistency of planning proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
Housing the city	**O10**: Greater housing supply	The control introduced by this planning proposal will enable the site's future development in line with the Parramatta CBD Planning Proposal and in doing so will contribute to delivering housing targets in the Central District and facilitate the Greater Parramatta Growth area. Consistent with the objective it will link the delivery of new homes in the right locations with local infrastructure evidenced by the proximity of the proposal to the Parramatta Light Rail.
	O11: Housing is more diverse and affordable	The planning proposal will enable the site's future development in line with the Parramatta CBD Planning Proposal which in turn will facilitate a diversity of housing types, sizes and price points that can help improve affordability. It will increase the supply of housing that is of universal design and adaptable to people's changing needs as they age which is increasingly important across Greater Sydney.

Productivity

An assessment of the planning proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 3b, below.

Table 3b – Consistency of planning proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well connected city	**O14:** The plan integrates land use and transport creates walkable and 30 minute cities	The planning proposal will enable the site's future development in line with the Parramatta CBD Planning

		Proposal and in doing so will attract housing in the Parramatta Metropolitan centre to create walkable, cycle-friendly neighbourhoods. Specifically, the site is in the Parramatta CBD and therefore provides future residents with excellence access to jobs and services, well below 30 minutes.
	O15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	The planning proposal will enable the site's future development in line with the Parramatta CBD Planning Proposal and in doing so provide an outcome consistent with this objective and which will contribute to delivery of the Greater Parramatta and Olympic Peninsula (GPOP) vision. The planning proposal will unlock the ability for the site to deliver new housing and business opportunities in the GPOP area directly adjacent to the future Parramatta Light Rail.
Jobs and skills for the city	**O22**: Investment and business activity in centres	The planning proposal and the proposed controls under the Parramatta CBD Planning Proposal will work in unity to create the conditions for residential development within the Parramatta strategic centre within walking distance of the CBD core.

Central City District Plan

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

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

Liveability

An assessment of the planning proposal's consistency with the CCDP's relevant Liveability Priorities and Actions is provided in Table 4a, below.

Table 4a – Consistency of planning proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment

Housing the city **O10**: Greater housing supply **O11:** Housing is more diverse and affordable	**PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport** • **A16**: Prepare local or district housing strategies that address housing targets [abridged version]	The planning proposal will provide a parking provision for the site that will unlock the ability for the site to be redeveloped in accordance with the proposed controls under the Parramatta CBD planning proposal. In doing so it will support an outcome consistent with the Planning Priority and actions by facilitating new housing supply and choice which will put downward pressure on affordability. The site is in a key location that will be close to jobs, service and public transport. Importantly, the planning proposal supports the appropriate land use planning of sites proximate to new public infrastructure, ensuring good utilisation of land.
A city of great places **O12:** Great places that bring people together **O13:** Environmental heritage is identified, conserved and enhanced	**PP C6: Creating and renewing great places and local centres, and respecting the District's heritage** • **A18**: Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e) • **A20**: Use place-based planning to support the role of centres as a focus for connected neighbourhoods • **A21**: In Collaboration Areas, Planned Precincts and planning for centres (a-d) • **A22**: Use flexible and innovative approaches to revitalise high streets in decline.	The planning proposal will provide a site-specific parking provision that works in conjunction with the controls proposed under the Parramatta CBD Planning Proposal to facilitate renewal of a strategic site in Parramatta CBD. It will enable revitalisation of the locality that will be activated by high quality spaces that will engage with the community.

Productivity

An assessment of the planning proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4b, below.

Table 4b – Consistency of planning proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
A well-connected city **O19**: Greater Parramatta is stronger and better connected	**PP C7: Growing a stronger and more competitive Greater Parramatta** • **A23:** Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged]	The planning proposal will provide a site-specific parking provision that will unlock the site for redevelopment in accordance with the proposed controls under the Parramatta CBD planning proposal. In doing so it will support an outcome that is consistent with the Parramatta CBD Planning Proposal and will contribute to a stronger and more competitive Parramatta by facilitating a high-quality development in a key strategic location.
O14: The plan integrates land use and transport creates walkable and 30 minute cities	**PP C9: Delivering integrated land use and transport planning and a 30-minute city** • **A32**: Integrate land use and transport plans to deliver a 30-minute city	The planning proposal and Parramatta CBD Planning Proposal will work in unity to facilitate housing and jobs in a location close to public transport, consistent with the principles of the 30-minute city.

NSW State Plan 2021

The New South Wales State Plan sets the strategic direction and goals for the NSW Government across a broad range of services and infrastructure. The planning proposal is consistent with the revised NSW State Plan 2021 in that it will work in conjunction with the Parramatta CBD Planning Proposal to create a development that will:

- Create construction jobs
- Contribute to housing supply
- Encourage business investment in the Parramatta City Centre
- Develop a high-quality development in proximity to new infrastructure delivered by the NSW Government, including the Parramatta Light Rail Network.

Future Transport Strategy 2056

The Future Transport Strategy is a 40-year strategy to achieve the Government's vision for the city's transport system. The planning proposal is consistent with the Strategy as it will enable the site to be redeveloped in accordance with the proposed controls under the Parramatta CBD Planning Proposal and in doing so will:

- Integrate land use and transport by increasing density directly adjacent to the future Parramatta Light Rail line on Church Street
- Improve liveability by providing housing and jobs close to high quality, reliable public transport
- Improve sustainability by locating jobs and homes close to public transport which will reduce reliance on private motor vehicles and encourages active transport.

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

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

Parramatta Community Strategic Plan,2018-2038

Parramatta 2018-2038 is a long term Community Strategic Plan for the City of Parramatta and it links to the long-term future of Sydney. The plan identifies priorities and aspirations for the next 20 years and provides a road map how to get there.

This planning proposal will work in conjunction with the proposed controls under the Parramatta CBD Planning Proposal to deliver a future development outcome that is consistent with the strategies and key objectives identified in the Plan, including its key vision for a thriving CBD, that is vibrant, attractive and safe, by facilitating the future provision of a higher density development at 355 and 375 Church Street that exhibits design excellence. It is also consistent with the identified long-term community goals to be "fair", "accessible" and "green", as any future development scheme for the site will increase energy and water efficiency, increase walking/cycling/public transportation usage, and improve housing affordability and diversity.

Parramatta Local Strategic Planning Statement

The Parramatta Local Strategic Planning Statement (LSPS) entered into effect on 31 March 2020, becoming the primary strategic planning document defining Council's long-term vision for land use and infrastructure provision within the LGA and giving guidance to its future character. Local Strategic Planning Statements are statutory requirements under the EP&A Act (updated at least every seven years), giving effect to the *Greater Sydney Region Plan*, *Eastern City District Plan* and other strategies such as *Future Transport 2056* and the State Infrastructure Strategy.

The LSPS is a formal matter for consideration for any future rezoning of sites within the LGA. The LSPS will also inform the future revision of Council's LEP and DCP controls. This planning proposal will provide a site-specific parking provision that will enable the site to be redeveloped in line with the Parramatta CBD Planning Proposal which is consistent with the relevant Planning Priorities of the finalised LSPS, including that of the following:

- Expand Parramatta's economic role as the Central City of Greater Sydney
- Focus housing and employment growth in the GPOP and Strategic Centres
- Provide for a diversity of housing types and sizes to meet community needs into the future
- Build the capacity of the Parramatta CBD, Strategic Centres, and Employment Lands to be strong, competitive and productive

Parramatta Local Housing Strategy

The Draft Parramatta Local Housing Strategy was exhibited in conjunction with Council's Local Strategic Planning Statement and Community Infrastructure Strategy for six weeks from September to November 2019. The Strategy was approved by Council in July 2020 and then approved by the Secretary, Department of Planning, Industry and Environment on 29 July 2021.

The planning proposal will work in conjunction with the Parramatta CBD Planning Proposal to deliver a project that is consistent with the overarching aims and objectives of the Draft Local Housing Strategy, including that of the following:

- Housing delivery complements, not compromises, the economic significance of the City
- Additional housing is focussed in identified growth precincts and is aligned and sequenced with existing transport and capacity improvements
- Housing supports the key essential services in the City through striving for housing affordability.

The Local Housing Strategy, in addition to the *Central City District Plan*, identifies the need for 83,975 new dwellings to be constructed within the LGA between the years of 2016 and 2036. The indicative development concept of this planning proposal will contribute towards meeting this target, by providing an additional 346 apartments.

Parramatta CBD Planning Strategy

The vision and objectives in the Parramatta CBD Planning Strategy were prepared to reflect Council's vision for how the objectives in *A Plan for Growing Sydney* will be achieved in the Parramatta CBD. This planning proposal together with the proposed controls from the Parramatta CBD Planning Proposal will facilitate a future development outcome on the site that is consistent with the principles of the Parramatta CBD Planning Strategy as it will:

- Integrate appropriate land use, density and transport at a strategically important site
- Contribute toward the additional 27,000 additional jobs and 7,500 additional dwellings identified
- Provide financial contribution toward community infrastructure
- Provide value uplift sharing as a result of the incentive floor space
- Enable delivery of a built form outcome that can achieve design excellence and slender tower forms
- Renew an underutilised site in a key location that will improve the public domain.

Parramatta CBD Planning Proposal

The City of Parramatta has expressed clear ambitions to provide for an expanded and more intense commercial core and to support the CBD as a vibrant centre by surrounding the core with higher density mixed use. The commissioning of the Parramatta CBD Planning Strategy lead to the establishment of a vision for growth, including principles and actions to guide a new planning framework and an implementation plan for delivery. This Planning Strategy has been translated into the Parramatta CBD Planning Proposal, against which this planning proposal is generally consistent.

Parramatta Community Infrastructure Strategy

The Parramatta Community Infrastructure Strategy July 2020 outlines the City of Parramatta Council's long-term direction for community infrastructure provision. It will be used by Council to identify priorities for future community infrastructure, direct sound decision making about planning, funding, delivering and negotiating for community infrastructure.

The Strategy outlines ways in which community infrastructure can be integrated within development. In preparing the original Planning Proposal for the site, Stockland submitted an indicative development concept that considered how the McDonalds drive-through could be adapted in the future where it is no longer required, as a way to respond to community requirements in the future. Council's resolution of July 2020 on the principles of a site-specific DCP supports this point as well.

Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan

The proposed site specific parking provision under this planning proposal will work in conjunction with the proposed controls under the Parramatta CBD Planning Proposal to deliver a mixed-use development consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan as it will:

- Contribute to the additional 20,297 housing and 48,763 jobs forecast for the Parramatta CBD District
- Locate new housing and jobs in an urban renewal area that takes advantage of the opportunities the new Parramatta Light Rail will provide
- Provide financial contributions through value uplift sharing that will contribute toward Council infrastructure needs

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

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

Table 5 – Consistency of planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP No 1 Development Standards	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	N/A	Not relevant to proposed LEP amendment
SEPP 6 – Number of Storeys in a Building	N/A	Not relevant to proposed LEP amendment
SEPP 33 – Hazardous and Offensive Development	N/A	Not relevant to proposed LEP amendment
SEPP No 55 Remediation of Land	✓	Not relevant to proposed LEP amendment. May apply to future development on the sites.
SEPP 60 – Exempt and Complying Development	N/A	Not relevant to proposed LEP amendment
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed LEP amendment
SEPP No 65 Design Quality of Residential Flat Development	✓	Nothing within this amendment will prevent a future DA's ability to comply with SEPP 65.
SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to proposed LEP amendment

SEPP (Affordable Rental Housing) 2009	N/A	Not relevant to proposed LEP amendment
SEPP (BASIX) 2004	✓	Not relevant to proposed LEP amendment. May apply to future development on the sites.
SEPP (Exempt and Complying Development Codes) 2008	N/A	Not relevant to proposed LEP amendment
SEPP (Infrastructure) 2007	✓	Not relevant to proposed LEP amendment. May apply to future development on the sites.
Sydney Regional Environmental Plan No 18– Public Transport Corridors	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	N/A	Not relevant to proposed LEP amendment
SEPP (Urban Renewal) 2010	✓	The Planning Proposal will assist the Parramatta CBD Planning Proposal to deliver an optimal development outcome for the site which will in turn stimulate broader renewal within Parramatta and contribute to the employment and job targets for the area.

3.2.3. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)

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

- Employment and resources
- Environment and heritage
- Housing, infrastructure and urban development
- Hazard and risk
- Local plan making
- Metropolitan planning

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

Table 6 – Consistency of planning proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	While the planning proposal does not seek to amend the B4 Mixed Use zoning, the planning proposal will facilitate a site-specific parking provision for Take Away Food and Drink Premises that will work in conjunction with proposed controls under the Parramatta CBD Planning Proposal to deliver a mixed-use development consistent with this direction in that it retains a zoning that permits all types of commercial premises with consent.	Yes

3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	The planning proposal is consistent with the objectives of this direction as it will work with the proposed controls under the Parramatta CBD Planning Proposal to facilitate a development that will increase residential densities and housing choice in a location that is close to public transport, shops, employment and recreational opportunities.	Yes
Direction 3.4 - Integrating Land Use and Transport	This Direction applies due to this planning proposal relating to a residential zone. The Direction states that a planning proposal must be consistent with the aims, objectives and principles of: • Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and • The Right Place for Business and Services – Planning Policy (DUAP 2001). The planning proposal is broadly consistent with the aims, objectives and principles of the above documents in that it deliver a site-specific parking provision for Take Away Food and Drink Premises which will assist the Parramatta CBD Planning Proposal to deliver an optimal development which will provide residential accommodation in an area well serviced by public transport.	Yes
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	Parramatta LEP 2011 contains acid sulphate soils provisions and this proposal does not seek to amend them. Acid sulphate soils investigations and analysis will accordingly be undertaken as part of any future development of the land in accordance with the requirements of the LEP.	Yes
Direction 4.3 - Flood Prone Land	A draft LEP may be inconsistent with the requirements of this direction if it "is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the Floodplain Development Manual 2005." Flood Advice for the site has been prepared that confirms the site is located on the fringe of the PMF extent, is not in a floodway and will not result in significant flood impacts to other properties. Furthermore, while the subject site is located within the extent of the PMF Direction 4.3 states that this is permitted where any development proposal is prepared in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the Floodplain Development Manual 2005. The indicative development concept is in accordance with the requirements of The Floodplain Risk Management Plan for the Upper Parramatta River Catchment and therefore the planning proposal is consistent with the requirements of Direction 4.3.	Yes
5. Local Plan Making		
Direction 6.1 – Approval and Referral Requirements	This planning proposal is consistent with this Direction in that it does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes

Direction 6.2 – Reserving Land for Public Purposes	This planning proposal is consistent with this Direction in that it does not create, alter or reduce existing zonings or reservations of land for public purposes.	Yes
Direction 6.3 – Site Specific Provision	Site specific amendments to the LEP are sought, to deliver a site-specific parking provision for Take Away Food and Drink Premises.	Yes
6. Metropolitan Planning		
Direction 7.1 - Implementation of A Plan for Growing Sydney	The planning proposal will work in conjunction with the proposed controls under the Parramatta CBD Planning Proposal to deliver a development which is consistent with the Metropolitan Plan, as discussed in above.	Yes
Direction 7.5 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	The planning proposal is consistent with the Interim Plan.	Yes

3.3. Section C – Environmental, social and economic impact

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

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

The site is located within a highly modified urban environment and does not contain critical habitat or threatened species, populations or ecological communities, or their habitats.

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

Parking Issues

The Planning Proposal proposes establishing a specific parking rate for the Take Away Food and Drink Premises. This parking rate is supported on the following basis:

a. There is a shared vision for this site, which is to see it redeveloped in line with the Parramatta CBD Planning Proposal (with which the proposal is otherwise consistent);
b. Feasibility pressures are acknowledged, i.e. the blanket commercial parking rate formula otherwise applied in the Parramatta CBD Planning Proposal would make this development unviable in the short term. It is considered that car parking vs. active transport is one of many "transitional" issues facing the City as it assumes the role of Sydney's Central City over the coming years. In other words, the viability of this development as proposed at present remains dependent on vehicle traffic. However, it is considered that the business model for this and many other vehicle-dependent businesses will necessarily rebalance toward active transport in coming years as (a) new public transport infrastructure comes on line and (b) a mix of public and active transport modes become the most viable transport option in to, out of and around the Parramatta CBD (given the significant increases in development).
c. The proposed rate results in a decrease of approximately 50% in on-site parking associated with this use, and the traffic report states that the net result of the development will be a reduction in vehicle traffic during the peak. For further discussion

of traffic and parking issues refer to **Appendix 1**, Updated Transport Report, August 2020 and **Appendix 2** Traffic and Parking Advice, February 2020.

d. The Design Report includes conceptual work demonstrating how the drive through could be adapted to other uses in the future, and it is considered that this work could be extended to include at least some of the proposed parking.

e. Appropriate limits can be applied to the proposed rate at clause drafting stage, as follows:

   i. Structuring the control to limit the parking to 1 space / 30 sqm or 30 spaces, whichever is less. This ensures that the number of spaces is capped at the 30 spaces, even if the size of the use increases at DA stage. It will also scale down the number of spaces if the size of the restaurant ends up being smaller than currently anticipated.

   ii. Placing a 5-year "sunset" clause on this parking rate, after which time the control would revert to the blanket commercial rate applied to the rest of the commercial uses through the Parramatta CBD Planning Proposal process. This ensures that, should the Applicant not gain planning permission for development within 5 years of finalising this LEP amendment, the parking question would be reconsidered. During that time, it is anticipated that Council will have established a final parking rate regime through the finalisation of the CBD Planning Proposal, and by which time development feasibility calculations may have changed based on transport mode shifts in the CBD.

The proposed site-specific parking provision has been the subject of a prior Post Gateway Review that was considered by the Independent Planning Commission (IPC) in April 2021. Following consideration of the matter the IPC commissioner recommended that the Department allow inclusion of the proposed parking rate for Take Away Food and Drink Premises.

The IPC's determination (**Appendix 3**) on this matter was also informed by correspondence received from Transport for NSW (**Appendix 4**), which advised:

"Based on the capped parking for the takeaway food and drink premises and parking for the remainder of any future development on the site being in accordance with the Parramatta CBD Planning Proposal controls, it is agreed that the site-specific implications of the proposal will not likely have any significant material consequences for the surrounding transport network operations."

The proposed site-specific parking rate is therefore considered to be acceptable on this basis.

3.3.3. How has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal will deliver a site-specific parking provision for Take Away Food and Drink Premises that will enable McDonalds to maintain a commercially viable operation on site as part of a new mixed use development, and in doing so will unlock the site for redevelopment in accordance with the proposed built form controls under the Parramatta CBD Planning Proposal. The site's redevelopment will result in positive social and economic effects for the local area through the generation of local employment opportunities during construction and operation. It will improve local facilities, employment opportunities, increase housing stock close to public transport and amenities, provide greater housing choice as well as improve public domain facilities and the pedestrian interface with surrounding streets.

Additionally, the site-specific parking provision balances the requirements of the tenant and the public and will deliver an optimal outcome by decreasing on-site parking associated with this use by 50% and ensuring the net result of the future development will

be a reduction in vehicle traffic during peak periods. Furthermore, a 5-year "sunset" clause can be issued on this parking rate to ensure that it doesn't last in perpetuity and that the proposed CBD commercial parking rates are reinstated in the future.

3.4. Section D – State and Commonwealth Interests

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

The site is located in an established urban area and has access to a range of existing services. Any future DA on the site will include further investigations to determine whether any upgrade of existing facilities will be required. These items would be appropriately addressed at DA stage.

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

Consultation with the State and Commonwealth public authorities will be undertaken as required by the Gateway determination.

It is worth noting that consultation was held with TfNSW in early 2021, culminating in them issuing a letter (**Appendix 4**) to the Department with regards to the proposed site-specific parking rate for takeaway food and drink premises. In that letter Transport for NSW state:

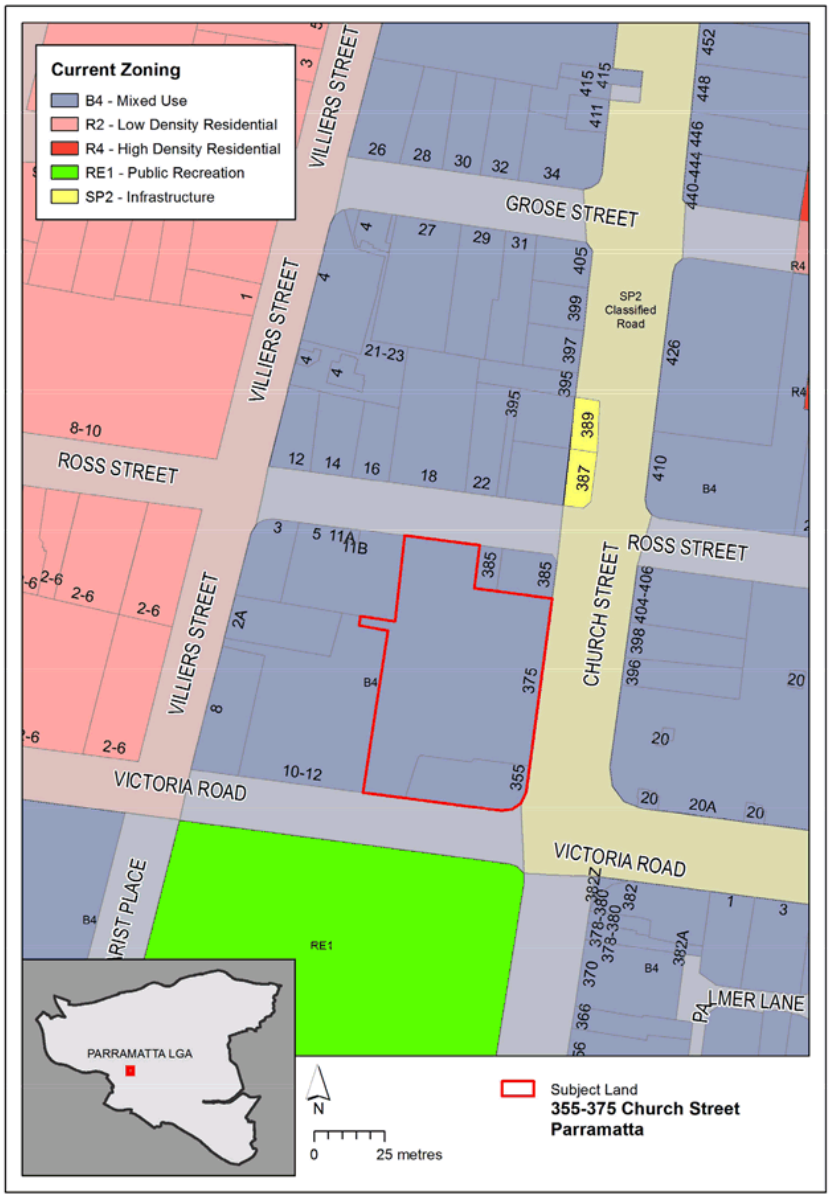
"Based on the capped parking for the takeaway food and drink premises and parking for the remainder of any future development on the site being in accordance with the Parramatta CBD Planning Proposal controls, it is agreed that the site-specific implications of the proposal will not likely have any significant material consequences for the surrounding transport network operations."

TfNSW did also note in the letter that it reserves the right to provide further comments on the planning proposal from a traffic and transport perspective once it has been updated. Accordingly, it is intended that further consultation will occur once the Planning Proposal is placed on public exhibition.

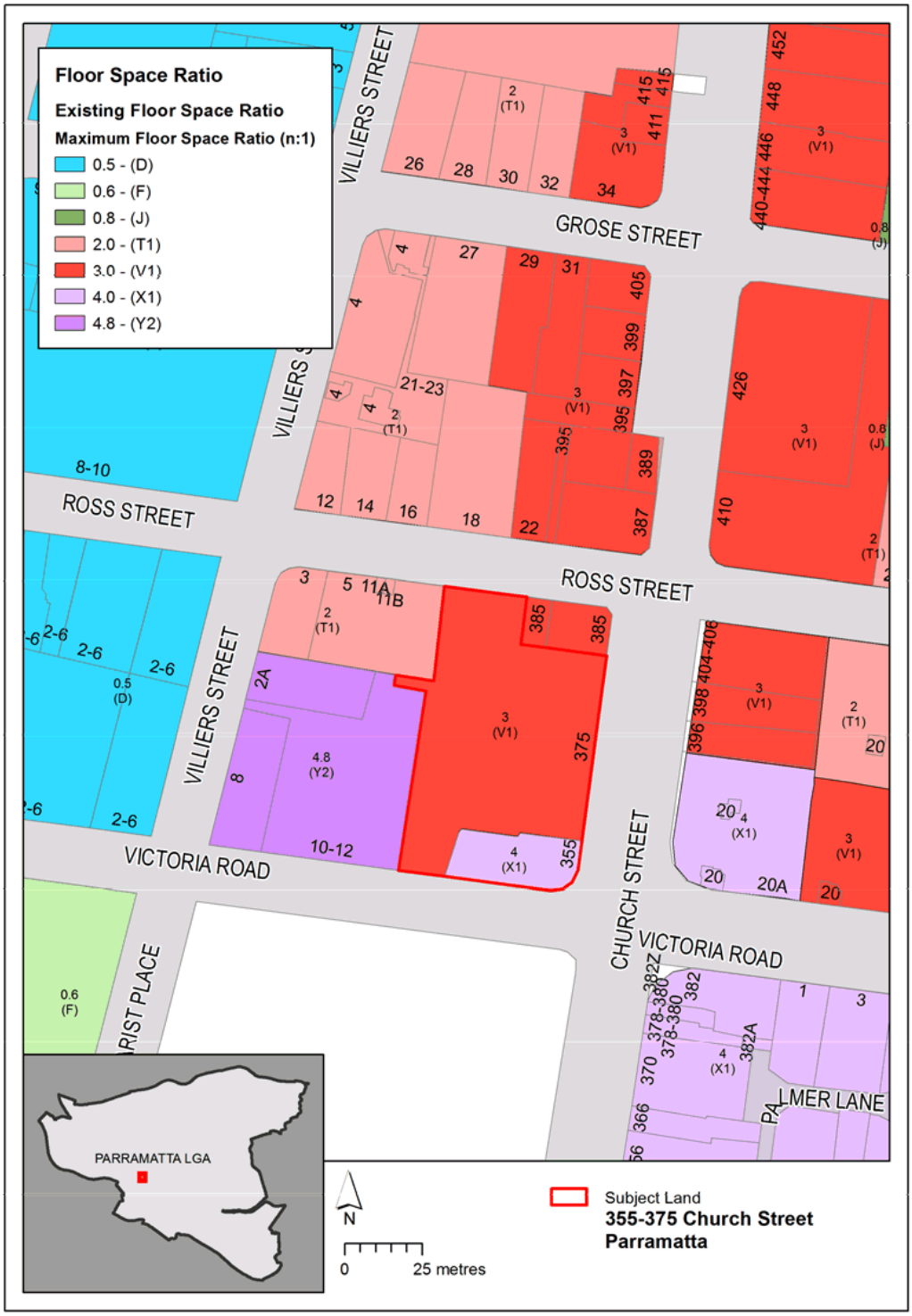
PART 4 – MAPPING

Extracts of the current maps - zoning, height of building, floor space ratio, height and Key Sites, Special Provisions, and Sun Access Protection Maps are shown below followed by the change required to facilitate this Planning Proposal.

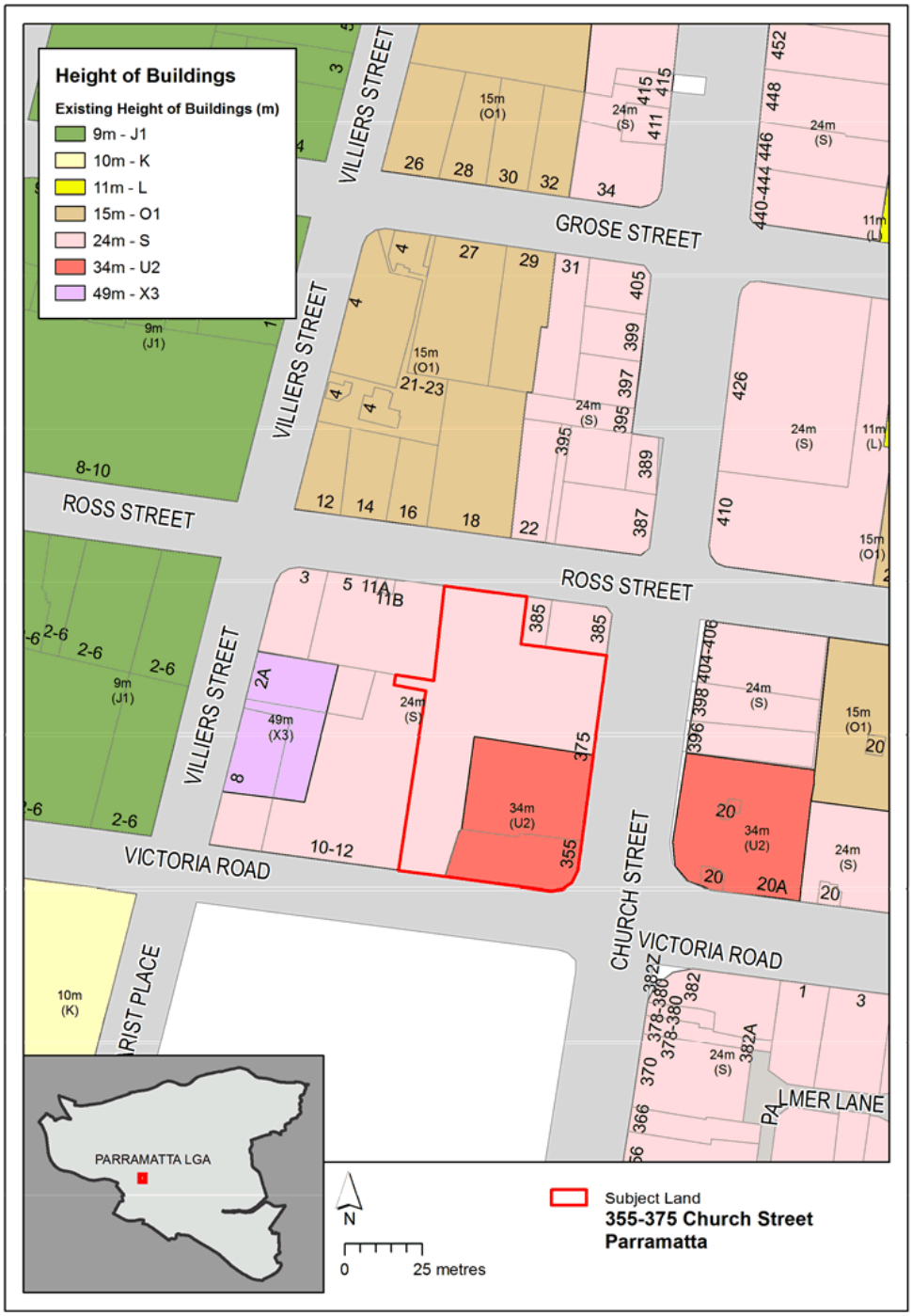
Current Land Use Zoning Map: B4 Mixed Use



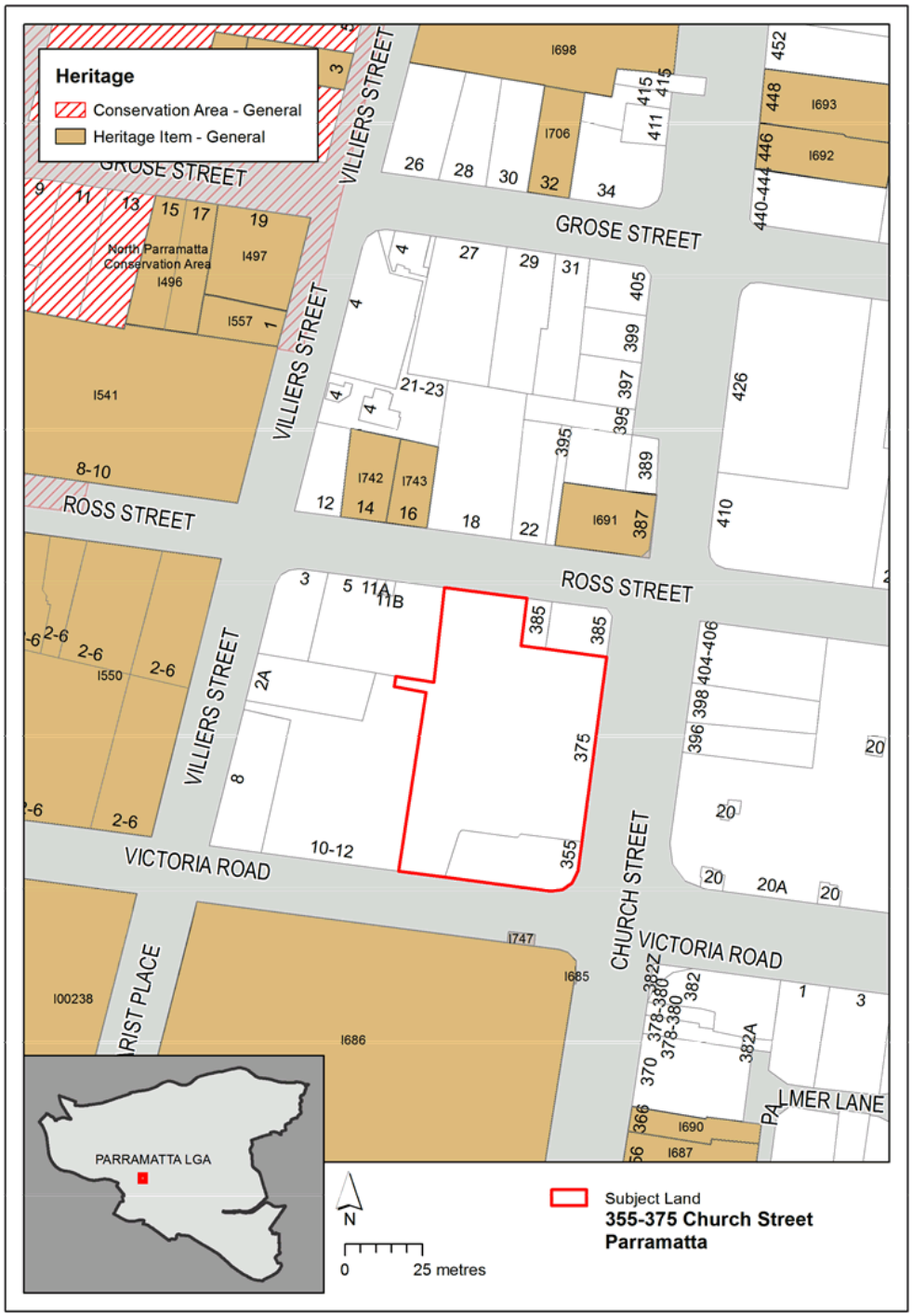
Current FSR Map: part 3:1, part 4:1



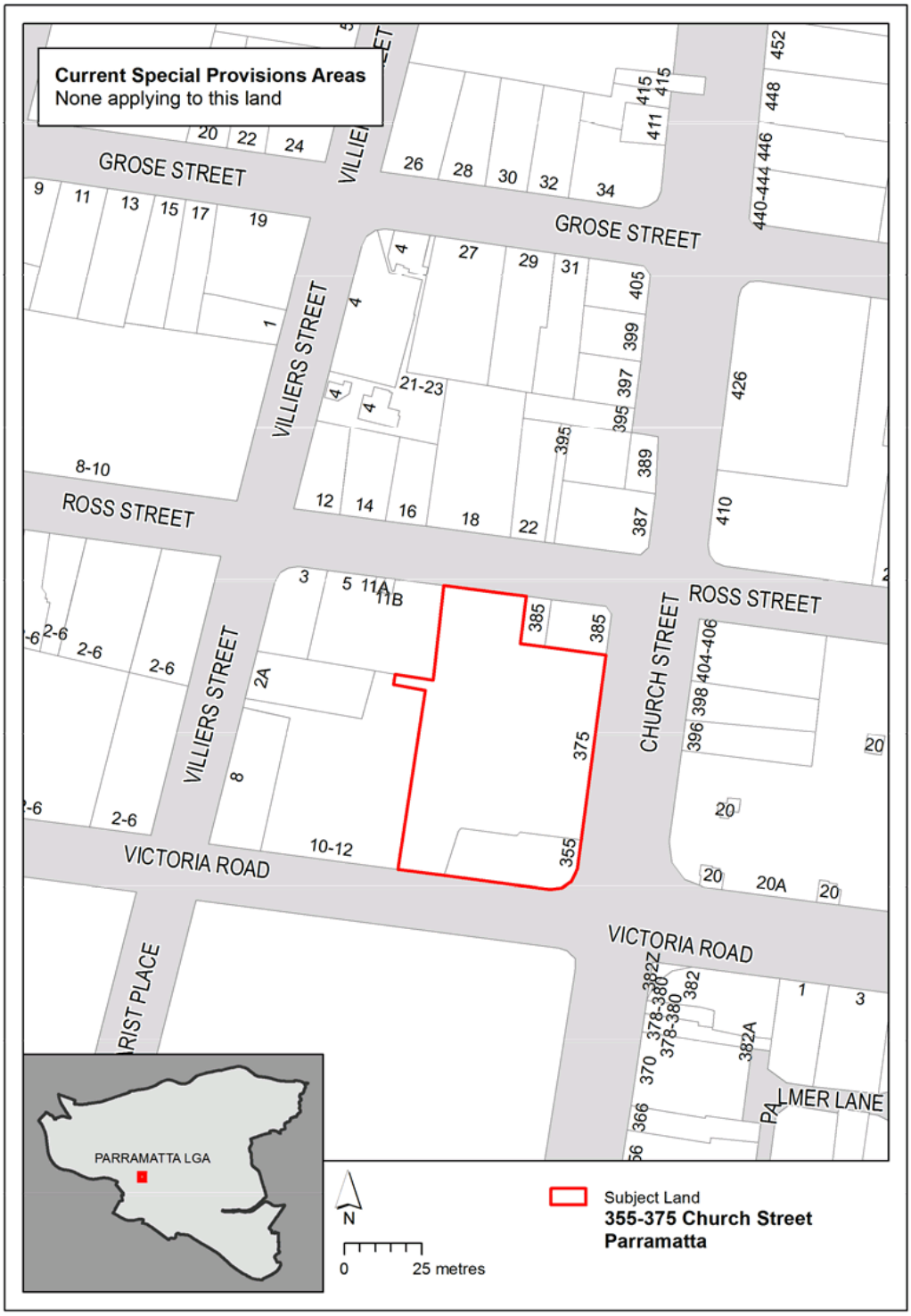
Current Height of Buildings Map: part 24m, part 34m



Current Heritage Map

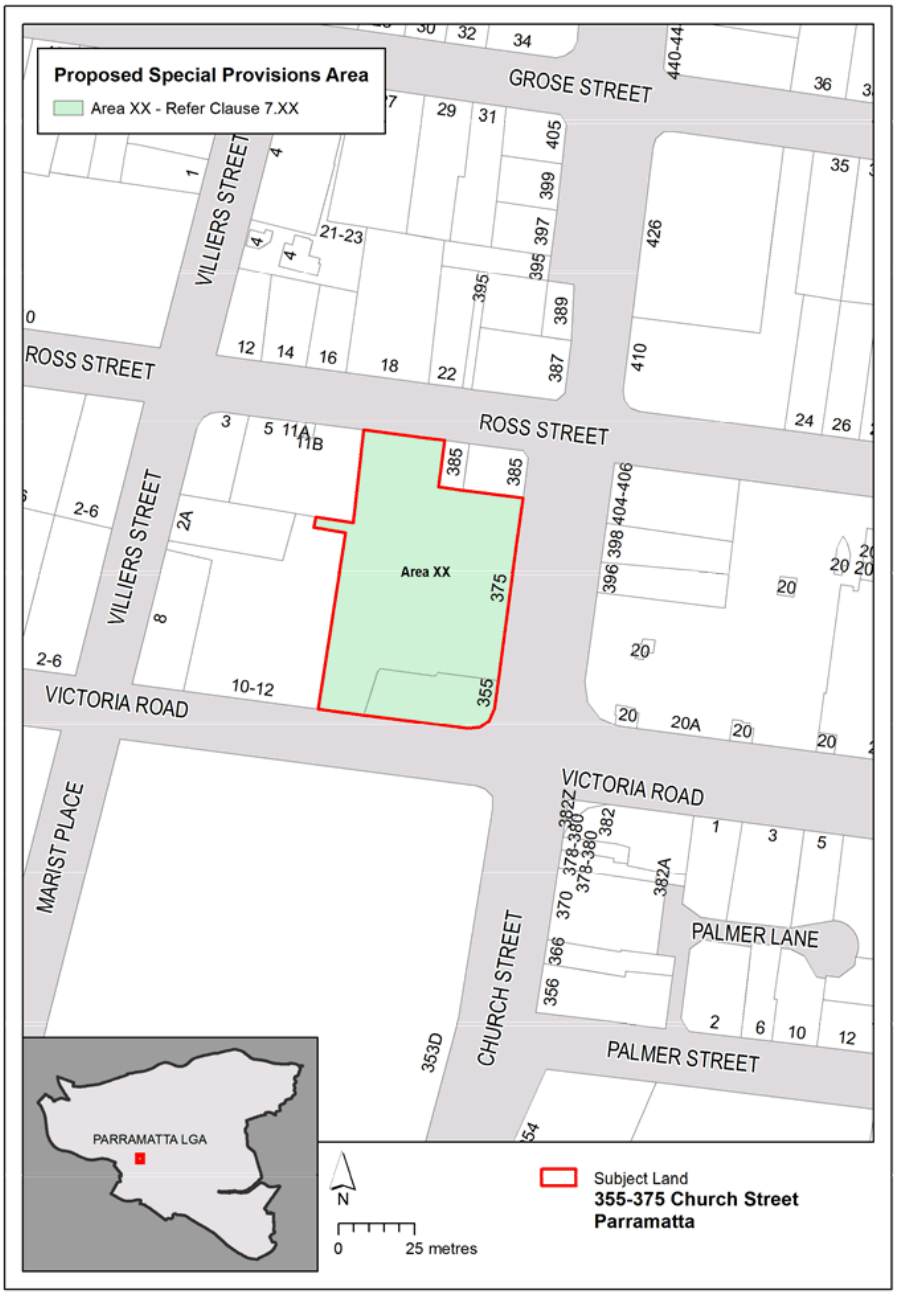


Current Key Sites, Special Provisions and Sun Access Protection Map



Changes to Key Sites, Special Provisions and Sun Access Protection Map

This Planning Proposal proposes to introduce a site-specific clause to give effect to the planning controls changes sought. The mapping notation that responds to this is addition of the site to the Key Sites, Special Provisions and Sun Access Protection Map, as illustrated below. The area number and clause reference will be finalised closer to the end of the process, taking into account any other amendments that have been made in the meantime.



PART 5 – COMMUNITY CONSULTATION

The planning proposal (as revised to comply with the Gateway determination as necessary) is to be publicly available for community consultation.

Pending any relevant restrictions relating to COVID-19, it is expected that public consultation will include:

- display on Council's website;
- hard-copy display in Council's central library and customer contact centre; and
- written notification to adjoining and nearby landowners.

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

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

PART 6 – PROJECT TIMELINE

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

Table 7 below outlines the anticipated timeframe for the completion of the planning proposal.

Table 7 – Anticipated timeframe to planning proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Report to Council regarding a new Planning Proposal	Late September 2021
Referral to Minister for a new determination	Early October 2021
Date of issue of the Gateway determination	November 2021
Commencement and completion dates for public exhibition period	November 2021 – December 2021
Commencement and completion dates for government agency notification	November 2021 – December 2021
Consideration of submissions and post-exhibition report to Local Planning Panel	January 2022
Post-exhibition report to Council	Late February 2022
Submission to the Department to finalise the LEP	Early March 2022
Notification of instrument	30 April 2022

List of Appendices

Appendix 1 – Updated Transport Report

Appendix 2 – Traffic and Parking Advice

Appendix 3 – IPC Gateway Determination Advice Report

Appendix 4 – TfNSW Letter

STOCKLAND

PLANNING PROPOSAL FOR PROPOSED MIXED USE DEVELOPMENT, 355-375 CHURCH STREET, NORTH PARRAMATTA

TRANSPORT REPORT

JULY 2018
(UPDATED AUGUST 2020)

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1. INTRODUCTION

1.1 Colston Budd Rogers & Kafes Pty Ltd has been retained by Stockland to prepare a report on the transport aspects of a planning proposal for a proposed mixed use development at 355-375 Church Street, North Parramatta. The site is located on the north western corner of the intersection of Church Street and Victoria Road, as shown on Figure 1.

1.2 The planning proposal for the site involves the relocation of McDonald's to the southern eastern part of the site (with some 220 seats and a drive through) and a mixed use building (ground/first floor retail/commercial with residential above) with a potential 5% bonus FSR (as per the LEP discretionary High Performance Building clause). Access is proposed from Victoria Road (entry only) and Ross Street (entry and exit). The planning proposal does not include the existing commercial building located on the north eastern corner of the block which is on a separate site.

1.3 In mid-2015 a development application (DA) was submitted to Council to construct a new standalone McDonalds's on the south eastern part of the site and subdivide the balance of the site. The DA also sought 'concept' approval for a residential building envelope on the balance of the land, comprising a 76 dwelling mixed use development with ground floor retail. The DA was withdrawn following feedback from Parramatta Council and the Joint Regional Planning Panel (consent authority) that the proposed scheme was an under development of a key gateway site to Parramatta.

1.4 With respect to access, no objections were raised by Council or RMS on the proposed entry only from Victoria Road (left and right turns in) and Ross Street (all movements)

1.5 A planning proposal for the site was submitted in 2018. Following submission. Council and Transport for NSW raised matters with respect to parking provision and traffic effects of the Parramatta Light Rail project. The 2018 proposal provided residential parking at the City of Sydney Category B parking rates. Council has indicated that residential parking should be provided at the lower City of Sydney Category A parking rates until Council's Integrated Transport Plan (ITS) is completed. It is understood that as part of the ITP, a review of appropriate parking rates within Parramatta CBD is being undertaken with the potential to provide higher parking rates in areas located further from the centre of the CBD (bus/rail interchange) such as the subject site. The proposal has been amended to provide residential parking at the Category A parking rates (as requested by Council). The report has been updated to reflect this parking provision and the potential 5% bonus FSR (as per the LEP discretionary High Performance Building clause).

1.6 Transport for NSW (TfNSW) has requested that, as part of the planning proposal, additional information on the impact of the planning proposal on the Parramatta Light Rail (PLR) be provided as set out below:

- A traffic impact assessment (TIA) should consider the existing and future performance of key intersections providing access to the site, supported by appropriate modelling and analysis to the satisfaction of RMS and TfNSW. The TIA should include proposed measures to mitigate impacts of the proposed

development on the operation of existing and future traffic, public transport and bicycle networks including any required upgrades; and

- The TIA should include an assessment of any impacts of the development on the PLR. During the construction and operation phases of the PLR there will be intermittent, short and long term road closures, as well as material changes to the road network operations. These changes may impact pedestrian, cyclist and vehicular access routes to the proposed development and should be included in any analysis.

1.7 The traffic assessment has been updated to include the changes to the road network as a result of the PLR (in particular the changes to the intersection of Victoria Road and Church Street).

1.8 This report assesses the transport aspects of the planning proposal through the following chapters:

- Chapter 2 - describing the existing conditions; and
- Chapter 3 - assessing the transport aspects of the planning proposal.

2. EXISTING CONDITIONS

Site Location and Road Network

2.1 The subject site is located on the north western corner of the intersection of Church Street and Victoria Road, North Parramatta. The site also has frontage to Ross Street. The site is currently occupied by a McDonald's and retail/commercial uses (some 400m^2) with at grade parking (some 60 spaces). Access is provided from Victoria Road and Ross Street (movements from all directions are provided to/from both driveways). The commercial development located on the north eastern corner of the block does not form part of the site.

2.2 The surrounding land use comprises a mix of retail, commercial and residential development to the north, east and south within the northern section of Parramatta CBD. Prince Alfred Park is located to the south of the site. There are a number of schools located to the west and north-west of the site (along Villiers Street).

2.3 The road network in the vicinity of the site includes Church Street, Victoria Road, Ross Street and Villiers Street. Church Street is located along the eastern frontage of the site, travelling in a north-south direction. It is a classified road and a major access road to/from Parramatta CBD from the north. Church Street generally provides one traffic lane in each direction (plus bus lanes), widening to two lanes in each direction on both the northern and southern approaches to its intersection with Victoria Road. Church Street does not provide any kerb side parking in the vicinity of the site. Church Street forms a signal controlled intersection with

Victoria Road and a priority controlled intersection with Ross Street that only permits left in/left out movements to/from Ross Street.

2.4 Victoria Road is located along the southern frontage of the site. East of Church Street, Victoria Road is a classified road and a major access road to/from Parramatta travelling in an east-west direction between the Sydney CBD in the east and Parramatta in the west. East of Church Street, Victoria Road generally provides one bus lane and two traffic lanes in each direction. West of Church Street, Victoria Road is a local road and provides two traffic lanes in each direction with no kerb side parking. The intersection of Victoria Road and Church Street is a signal controlled intersection. West of Church Street traffic flows are lower on Victoria Road than they are to the east.

2.5 Ross Street is located along the northern frontage of the site and is a local road that provides access to the precinct west of Church Street. Ross Street provides a single traffic lane in each direction providing metered kerb side parking in the vicinity of the site. Ross Street forms a priority controlled intersection with Church Street with traffic movements limited to left turns only.

2.6 Villiers Street travels in a north-south direction to the west of the site. It is a local road that provides access to the precinct to the west of Church Street. It is generally subject to a 50 km/h speed limit except during school zone times when a 40km/h speed limit applies. Villiers Street provides a single traffic lane in each direction providing metered kerb side parking. Villiers Street forms a roundabout intersection with Ross Street and a signal controlled intersection with Victoria Road.

Traffic Flows

2.7 Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods. In order to gauge traffic conditions, counts were undertaken at the following intersections:

- Church Street/Victoria Road (signal control);
- Church Street/Ross Street (priority control);
- Victoria Road/Villiers Street (signal control);
- Villiers Street/Ross Street (roundabout);
- Ross Street/Site Access (priority control); and
- Victoria Road/Site Access (priority control).

2.8 The results of the surveys are shown in Figures 2 and 3 and summarised in Table 2.1. The surveys covered school drop off and pick up times.

2.9 Table 2.1 shows that:

- Church Street carried traffic flows of some 625 to 1,720 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Victoria Road (east of Church Street) carried some 2,280 to 2,460 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Victoria Road (west of Church Street) carried some 1,055 to 1,340 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Ross Street carried some 75 to 345 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Villiers Street carried some 495 to 745 vehicles per hour two-way during the weekday morning and afternoon peak periods; and

- The site generated some 240 to 275 vehicles per hour two-way which was split 50%/50% to the Victoria Road and Ross Street driveways. The surveys also found that some 36% of vehicles entering the site used the drive through.

Table 2.1: Existing Two-Way (Sum of Both Directions) Peak Hour Traffic Flows

Road	Morning	Afternoon
Church Street		
– north of Ross Street	1,565	1,715
– north of Victoria Road	1,535	1,720
– south of Victoria Road	665	625
Victoria Road		
– east of Church Street	2,460	2,280
– east of Site Access	1,320	1,305
– east of Villiers Street	1,330	1,340
– west of Villiers Street	1,135	1,055
Ross Street		
– east of Church Street	75	110
– east of Site Access	155	165
– east of Villiers Street	145	165
– west of Villiers Street	345	130
Villiers Street		
– north of Ross Street	650	495
– north of Victoria Road	535	510
– south of Victoria Road	680	745
Site Accesses		
– Ross Street	125	135
– Victoria Road	115	140

Intersection Operations

2.10 The capacity of the road network is largely determined by the capacity of its

intersections to cater for peak period traffic flows. The surveyed intersections have been analysed using the SIDRA computer program. SIDRA analyses intersections controlled by traffic signals, roundabouts and signs.

2.11 SIDRA provides a number of performance measures. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):

- For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Satisfactory but operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode.
>70	=	"F"	Unsatisfactory and requires additional capacity

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required

43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode
>70	=	"F"	Unsatisfactory and requires other control mode

2.12 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.

2.13 The SIDRA analysis found that:

- The signalised intersection of Church Street with Victoria Road operates with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The signalised intersection of Victoria Road with Villiers Street operates with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The roundabout intersection of Ross Street with Villiers Street operates with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The priority controlled intersection of Church Street with Ross Street operates with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The Ross Street access operates with average delays for the highest delayed movement of less than 15 seconds per vehicle during peak periods. This represents a level of service A/B, a good level of service; and

- The Victoria Road access operates with average delays for the highest delayed movement of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service.

Public Transport

2.14 The site is located within the northern section of Parramatta CBD and thus has access to public transport that services the CBD. Hillsbus/Westbus and Sydney Buses operate a number of services along Church Street and Victoria Road past the site. These connect Parramatta CBD with Castle Hill, Pennant Hills, Maquarie Park, Epping, Eastwood, Norwest, Ryde and Strathfield. The site is one kilometre north of Parramatta railway station and is within walking distance of commercial, retail and other services located within the CBD. The surrounding area provides footpaths and signalised intersections within the vicinity which provides full pedestrian crossings.

2.15 The Parramatta light rail will run past the site on Church Street with the nearest stop located at Prince Alfred Square, adjacent to the site (on the corner of Victoria Road and Church Street). The light rail will connect Westmead with Carlingford

via Parramatta with stops at Westmead Hospital and the Western Sydney University campuses at Westmead and Rydalmere as shown in Figure 4.

2.16 The site therefore has good access to public transport.

3. IMPLICATIONS OF PLANNING PROPOSAL

3.1 The planning proposal for the site involves the relocation of McDonald's to the southern eastern part of the site and a mixed use building (ground level retail/commercial and first/second level commercial with residential above). Access is proposed from Victoria Road (entry only) and Ross Street (entry and exit). The concept plans for the planning proposal show the following indicative scale of development:

- McDonald's – some 900m^2 GFA/220 seats (including party room) with a drive through;
- some 400m^2 GFA of ground floor retail/commercial; and
- some 346 residential units.

3.2 At this stage the residential unit mix has not been determined. For the purposes of assessing the traffic and parking effects of the planning proposal, Stockland has advised the following mix of units:

- 35 x one bed units
- 247 x two bed units and
- 76 x three bed units.

3.3 This includes 12 units (5 x two bed and 7 x three bed) that would be permitted with the 5% increase in FSR as per the LEP discretionary High Performance Building clause.

3.4 This chapter assesses the transport aspects of the planning proposal through the following sections:

- public transport;
- cycling and pedestrian movement;
- parking provision;
- access, servicing and internal layout;
- traffic effects; and
- summary.

Public Transport

3.5 The site is close to bus services and the future light rail service along Church Street. Public transport services offer viable alternatives to travel by modes other than car particularly in the weekday morning and afternoon commuter peak periods. While the site's location provides opportunities for travel by means other than car, an appropriate level of on-site parking is required to meet travel that cannot be met by public transport, walking or cycling (such as weekly shopping trips, recreational trips or taking children to weekend sporting activities). In addition car share parking will be provided on site. To support accessibility by bicycles, appropriate bicycle parking will be provided for employees and visitors.

3.6 The planning proposal will therefore satisfy the objectives of NSW Making it Happen, A Plan for Growing Sydney, NSW Long Term Transport Masterplan, and Directions for a Greater Sydney 2017-2056, as follows:

- enabling employees, residents and visitors to readily access buses and the light rail, for journeys to work and other travel;
- improving accessibility to employment and residential by walking, cycling, and public transport;

- improving the choice of transport and reducing dependence solely on cars for travel purposes;
- moderating growth in the demand for travel and the distances travelled, especially by car;
- supporting the efficient and viable operation of public transport services
- providing an appropriate level of on-site parking, with reference to appropriate council and RMS requirements, to encourage public transport use, increase the proportion of journey to work trips by public transport;
- provide on-site parking that meet the needs of residents for travel outside of the weekday commuter peak periods;
- providing retail/employment development close to residential development and other retail, commercial and transport facilities to reduce the need for external travel;
- being located close to employment centres in Parramatta CBD, which are readily accessible by public transport; and
- providing appropriate bicycle parking on the site to increase the proportion of trips made by bicycle.

Cycling and Pedestrian Movement

3.7 The site is located within Parramatta CBD which provides employees/residents with cycling and walking opportunities to locations such as shops, restaurants, businesses and recreational facilities located within Parramatta CBD. As noted in the previous section, the future light rail will travel along Church Street past the site. Bus stops are also located within a short walking distance from the site. Figure 3.1 shows the existing cycle paths around Parramatta.

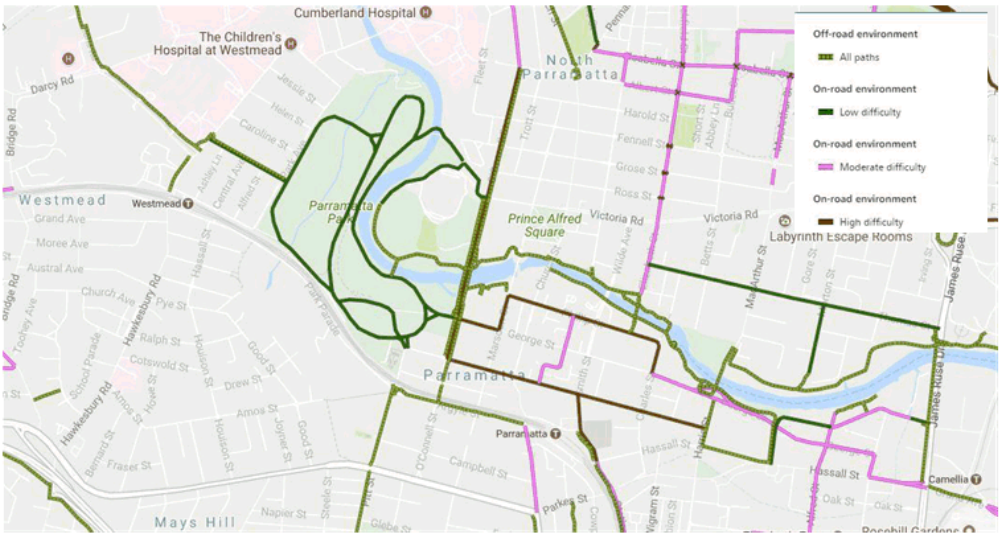


Figure 3.1: Parramatta Cycle Map
Source: Sydney Cycleways

3.8 Bicycle parking can be found throughout Parramatta CBD and the site will provide bicycle parking within the basement for residents.

3.9 Pedestrian walkways are provided around the site linking the site to local shops and amenities as stated previously. Pedestrian crossings are provided at major intersections to provide pedestrians with adequate walking paths to and from the site.

Parking Provision

3.10 For the area in which the subject site is located, Parramatta City Council has advised that the following parking rates will apply:

- residential units:;
  - 0.3 spaces per 1 bed unit;

- 0.7 spaces per 2 bed unit;
- 1.0 spaces per 3 bed unit; and
- no visitor parking:

- drive in/take away food with seating: - a maximum of 1 parking space to be provided for every 30m^2 of gross floor area or 30 parking spaces maximum, whichever is less; and

- retail/commercial (maximum) – M=(GxA)/(50xT)

  where:

  M is the maximum number of parking spaces;

  G is the gross floor area of all commercial uses in the building (excluding GFA used for the purpose of Take Away Food and Drink Premises) in square metres;

  A is the site area in square metres; and

  T is the total gross floor area of all buildings on the site in square metres.

3.11 Based upon the rates above, the residential component (some 358 units) could provide a maximum of 260 spaces, the retail/commercial component a maximum 1 space (assuming some 400m^2 retail/commercial space, 4,737m^2 site area and a total of 34,106m^2 GFA) and the McDonald's (with some 900m^2 GFA) could provide up to a maximum of 30 parking spaces.

3.12 The reference scheme supporting the planning proposal shows provision of 291 spaces comprising:

- 260 residential spaces;
- 1 retail/commercial tenant space; and
- 30 spaces for McDonald's.

3.13 Appropriate accessible, motor cycle and bicycle parking will also be provided (in accordance with the requirements of DCP 2011. Car share spaces are proposed on site.

Access, Servicing and Internal Layout

3.14 Vehicular access to the site will be maintained from Victoria Road and Ross Street, with the driveways located as far as practical to the west (to maximize the distance from the Church Street intersections).

3.15 The Ross Street driveway will provide for all movements (as per the existing situation).

3.16 The Victoria Road access will be entry only (allowing for both left and right turn entry), providing access for the McDonald's, with all vehicles entering from Victoria Road exiting to Ross Street. Thus there will be no change to vehicle queues on Victoria Road as a result of the planning proposal. Overall the intersection of the site access/Victoria Road will be improved as no vehicles will be exiting onto Victoria Road.

3.17 Both driveways will be designed to accommodate the swept path of up to 12.5 metre rigid truck and will be designed in accordance with AS2890.1-2004 and AS2890.2-2002.

3.18 With regard to the Victoria Road access, as part of the previous DA, RMS advised the following:

In relation to the McDonalds in North Parramatta, it is established as part of the proposal that;

- *Access to the McDonalds on Victoria Street will be restricted to "In only"*
- *A physical barrier will be provided on site to ensure vehicles cannot exit onto Victoria Street using this driveway.*

In this regard, Roads and Maritime raises no significant concerns to the proposed layout of the development provided access to the site is restricted to "In only"

Roads and Maritime would not require a median on Victoria Road at this stage, given the traffic generation for the McDonalds is anticipated to remain the same.

3.19 The development proposes basement, ground level and podium parking. The ground floor car park will be available for the use of McDonald's customers, commercial and car share parking. The single basement level of parking will be allocated to residents. The balance of parking will be located in podium parking levels and allocated to residents. Access to the podium/basement car park levels will be provided on the northern part of the site via two way ramps.

3.20 Car parking will be designed to comply with the requirements of AS2890.1-2004. Residential/commercial car park circulation aisles will be a minimum of 5.8 metres wide and provide parking spaces with minimum dimensions of 2.4 metres wide and 5.4 metres long. Disabled parking spaces will be 2.4 metres wide and provided with an adjacent 2.4 metre wide space thus satisfying the requirements of AS2890.6-2009. McDonald's car park circulation aisles will be a minimum of 6.6 metres wide and parking spaces will be a minimum of 2.6 metres wide by 5.4 metres long.

3.21 The McDonald's drive through (with dual order points) is designed to provide capacity for at least 10 queued vehicles behind the order pick-up point with a waiting bay. This satisfies the minimum requirements of the RMS guidelines (minimum queuing for 10 cars) with respect to queue lengths and waiting bays.

3.22 A loading dock is provided for on-site (residential and retail) garbage collection and residential deliveries/removals. All service vehicles accessing this dock will enter and exit the site in a forward direction. The loading dock will be designed to accommodate a 12.5 metre rigid truck. Deliveries will be managed through a loading dock management plan.

3.23 All vehicles will enter and depart the site in a forward direction. Details of the car park layout and service arrangements for compliance with AS2890 will be provided at DA stage (including provision of vehicle turning paths and a loading dock management plan).

Traffic Effects

3.24 Traffic generated by the development will have its greatest effects during the weekday morning and afternoon peak periods. The following traffic generation rates have been adopted for the proposed development:

- Residential - 0.19 and 0.15 vehicles per hour per unit (two way) in the weekday morning and afternoon peak hours respectively (RMS rates for high density residential development close to public transport); and

- retail/commercial – 0.3 vehicles per hour per parking space (two way) in the weekday AM and PM peak hours (based on surveys of constrained parking in CBD locations).

3.25 For McDonald's, traffic generation is likely to reduce from its current levels due to reduction in on-site parking (of some 50%) and the reduced exposure of the relocated drive through to the street. Based on the operation of the existing McDonald's, some two thirds of traffic generated is from on-site parking with the balance using the drive through. Thus reducing parking by some 50% is likely to reduce this component of the McDonald's traffic generation by some 50%. This decrease in traffic generation from on-site parking may result in a transfer of some trips to the drive through. Taking in account these factors, the existing traffic generation of McDonalds has been reduced by 30%.

3.26 Table 3.1 summarises the traffic generation of the reference scheme.

Table 3.1	**Summary of Traffic Generation**				
Component	Size	Rate		Traffic Generation (vph)	
		AM	PM	AM	PM
Existing				240	275
Residential	358 units	0.19/unit	0.15/unit	+68.0	+53.7
Retail/Commercial	1 spaces	0.3/space	0.3/space	+0.3	+0.3
McDonalds	30 spaces			-72	-82
Total				236.3	247
Change				-3.7	-28

3.27 Examination of Table 3.1 reveals that the planning proposal would result in a reduction (compared to the existing situation) of some 4 and 28 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively.

3.28 The traffic from the planning proposal has been assigned to the surrounding road network shown in Figures 2 and 3 and summarised in Table 3.2, taking into account the redistribution of the trips as a result of the change in access arrangements.

Table 3.2: Existing Plus Development Two-Way (Sum of Both Directions) Peak Hour Traffic Flows

Road	Morning		Afternoon	
	Existing	+ Dev	Existing	+ Dev
Church Street				
– north of Ross Street	1,565	+20	1,715	+10
– north of Victoria Road	1,535	-5	1,720	-10
– south of Victoria Road	665	-10	625	-5
Victoria Road				
– east of Church Street	2,460	-10	2,280	-15
– east of Site Access	1,320	-5	1,305	-20
– east of Villiers Street	1,330	+5	1,340	-5
– west of Villiers Street	1,135	-10	1,055	-20
Ross Street				
– east of Church Street	75	+0	110	+0
– east of Site Access	155	+5	165	+10
– east of Villiers Street	145	+20	165	+30
– west of Villiers Street	345	+5	130	+5
Villiers Street				
– north of Ross Street	650	+0	495	+5
– north of Victoria Road	535	+15	510	+20
– south of Victoria Road	680	+0	745	-10
Site Accesses				
– Ross Street	125	+25	135	+40
– Victoria Road	115	-30	140	-70

3.29 Examination of Table 3.1 reveals that:

- Traffic flows on Church Street would increase by up to 20 vehicles per hour (two-way) in the weekday morning and afternoon peak periods;

- Traffic flows on Victoria Road would generally decrease by 5 to 20 vehicles per hour (two-way). This reduction is due to the closure of the exit movements at the site access to Victoria Road;

- Traffic flows on Ross Street would increase by some 5 to 30 vehicles per hour (two-way) in the weekday morning and afternoon peak periods;

- Traffic flows on Villiers Street, north of Ross Street, would increase by some 5 to 20 vehicles per hour (two way) in the weekday morning and afternoon peak periods;

- Traffic flows at the Ross Street access would increase by some 5 to 30 vehicles per hour (two-way) in the weekday morning and afternoon peak periods; and

- Traffic flows at the Victoria Road access would decrease by up to some 70 vehicles per hour (two-way) in the weekday morning and afternoon peak periods. This reduction is due to the removal of the movements at this access.

3.30 The six intersections analysed have been reanalyzed using SIDRA with development traffic in place and the redistribution of existing traffic. The analysis found that:

- The signalised intersection of Church Street with Victoria Road would continue to operate with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The signalised intersection of Victoria Road with Villiers Street would continue to operate with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The roundabout intersection of Ross Street with Villiers Street would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The priority controlled intersection of Church Street with Ross Street would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The Ross Street access would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service; and

- The Victoria Road access would improve its operation with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods (a decrease in delay of some 30 seconds per vehicle). This represents a level of service A, a good level of service.

3.31 Therefore, the surrounding road network will accommodate the traffic from the proposed development. As noted previously the changing of Victoria Road access to entry only (from entry/exit) will result in:

- no change to vehicle queues on Victoria Road; and

- an overall improvement as no vehicles will be exiting onto Victoria Road.

3.32 Council in pre-submission discussions requested that the traffic effects of the planning proposal on the redevelopment of Parramatta Stadium and the Light Rail project be considered. We understand concern was raised with regard to the potential conflict between pedestrian and vehicle movements at the Victoria Road access. As part of the planning proposal, the Victoria Road access will be changed from entry/exit to entry only. This combined with the overall reduction in McDonald's traffic generation results in reduction in vehicles using the Victoria Road access by some 25%. Thus the potential for pedestrian/vehicle conflict at this driveway will be reduced compared to the existing situation.

3.33 As requested by TfNSW the traffic effects of the proposed development on the road network following completion of the PLR has been assessed. The EIS for the PLR identified the following changes to the road network in the vicinity of the site:

- banning of the right turn on the Church Street northern approach at the intersection with Victoria Road; and
- right turn only from the Church Street southern approach at the intersection with Victoria Road.

3.34 SIDRA analysis has been undertaken to take into account the changes at the intersection of Church Street/Victoria Road, 2026 traffic flows as set out in the PLR EIS and traffic from proposed development redistributed (taking into account changes to the road network and access arrangements). The results are set out below:

- The signalised intersection of Church Street with Victoria Road would operate with average delays of some 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The signalised intersection of Victoria Road with Villiers Street would continue to operate with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The roundabout intersection of Ross Street with Villiers Street would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The priority controlled intersection of Church Street with Ross Street would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The Ross Street access would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service; and

- The Victoria Road access would improve its operation with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods (a decrease in delay of some 30 seconds per vehicle). This represents a level of service A, a good level of service.

3.35 In summary the SIDRA analysis found similar results to the previous analysis. It should be noted that the proposed development will have similar traffic generation to the existing uses on the site.

3.36 With respect to the second point raised by TfNSW we note the assessment requested would be appropriate for new development that generates significant additional traffic compared to existing uses on the site. However the planning proposal would result in the same or less traffic compared to the existing uses on the site. Thus the measures PLR propose to manage access to the site (for the existing situation) during construction and operation would apply to the planning proposal. Nonetheless it is noted that the site has frontage to three roads (Ross Street, Church Street and Victoria Road) and access to Victoria Road and Church Street. Thus access to the site would be maintained, should works along the PLR corridor (Church Street) affect access to Victoria Road or Ross Street.

Summary

3.37 In summary, the main points relating to the updated transport assessment of the planning proposal are as follows:

i) the planning proposal is for a mixed use development comprising residential, commercial/retail and a relocated McDonald's;

ii) the site is well located to existing and future transport services which will:
   - improve the choice of transport and reduce dependence solely on cars for travel purposes;
   - moderate growth in the demand for travel and the distances travelled, especially by car;

- support the efficient and viable operation of public transport services; and
- provide the opportunity to provide a balanced level of on-site parking that also meets the demands for travel outside of the commuter peak periods.

iii) the site is serviced by existing bicycle paths and pedestrian facilities;

iv) the proposed parking provision is consistent with the rates suggested by Council;

v) access, servicing and internal layout will be provided in accordance with AS 2890.1 - 2004, AS 2890.2 – 2002 and AS2890.6 - 2009;

vi) the planning proposal would result in a reduction (compared to the existing situation) of some 4 and 28 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively ;

vii) the change to the Victoria Road access from entry/exit to entry only will result in a 25% reduction in traffic using this access;

viii) the surrounding road network will accommodate the traffic from the planning proposal; and

ix) the matters raised by TfNSW have been addressed.

10884 - Parramatta Mixed Use

Click: https://goo.gl/maps/EKVituCRokx

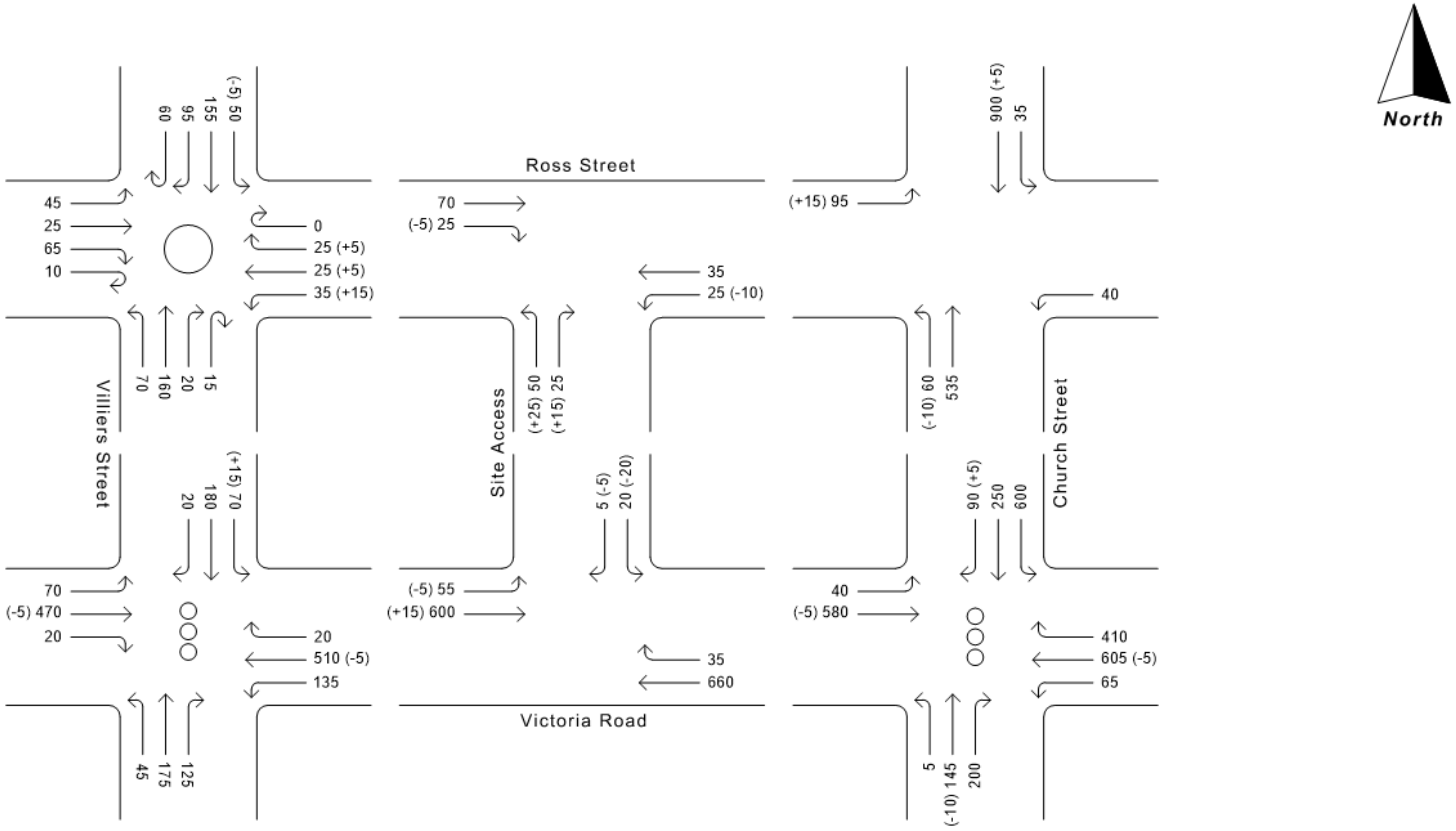
Location Plan

Colston Budd Rogers & Kafes Pty Ltd

DRAWN BY CBRK Pty Ltd_mc Ref: 10884 20.05.2020

Figure 1

10884 - Parramatta Mixed Use



LEGEND

100 - Existing Peak Hour Traffic Flows
(+10) - Additional Development Traffic
- Traffic Signals
- Roundabout

Existing weekday morning peak hour traffic flows plus development traffic

Figure 2

Colston Budd Rogers & Kafes Pty Ltd

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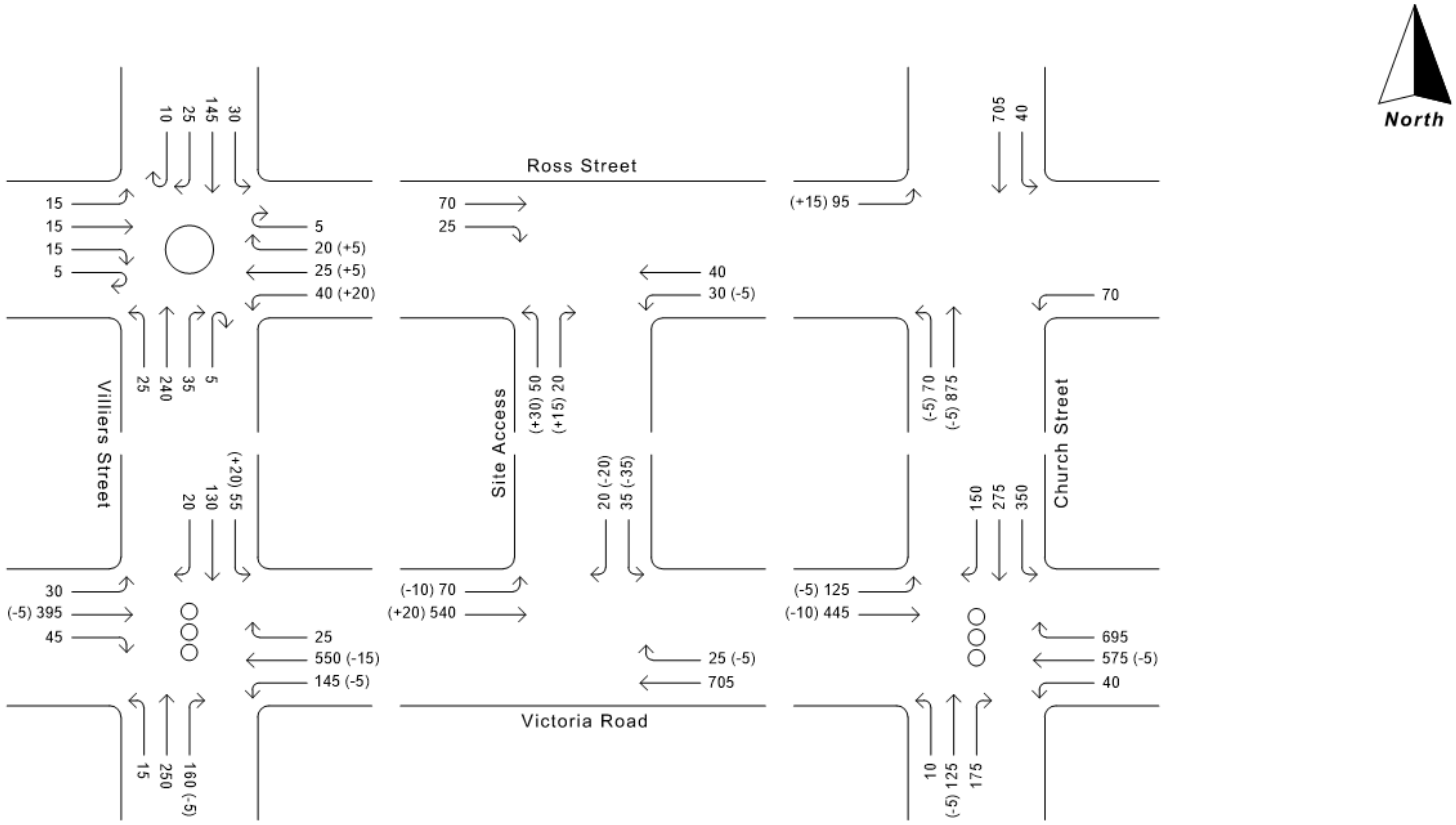
10884 - Parramatta Mixed Use



LEGEND

100 - Existing Peak Hour Traffic Flows
(+10) - Additional Development Traffic
- Traffic Signals
- Roundabout

Existing weekday afternoon peak hour traffic flows plus development traffic

Figure 3

Colston Budd Rogers & Kafes Pty Ltd

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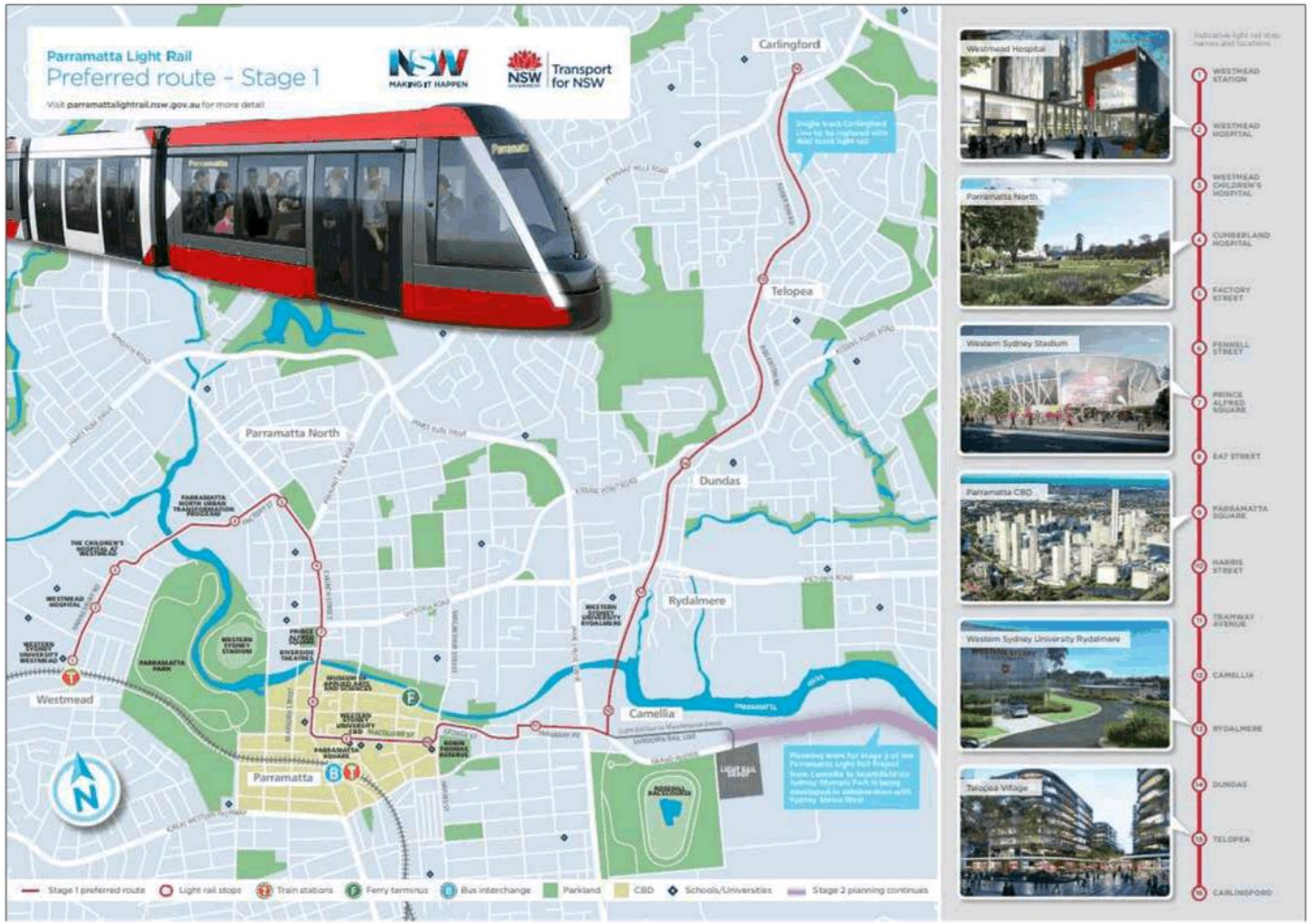
10884 - Parramatta Mixed Use



Parramatta Light Rail - Preferred Route

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Figure 4

JMT Consulting

23 Leonard Avenue
Kingsford NSW 2032
0415 563 177

Melody Potter
Senior Development Manager, Stockland
Level 25, 133 Castlereagh Street
Sydney NSW 2000

3 February 2020

Dear Melody

355 and 375 Church Street, Parramatta | Traffic and Parking Advice

1. Introduction

JMT Consulting has been requested by Stockland to provide traffic and parking advice in relation to the Planning Proposal for a mixed use development at 355 and 375 Church Street, Parramatta. This advice specifically considers the implications of the proposed parking provision for the McDonalds component of the proposal.

2. Background

Stockland have lodged a Planning Proposal for the site at 355 and 375 Church Street, Parramatta. The site is currently occupied by a McDonalds Restaurant, two office and retail buildings and a large car park. The Planning Proposal involves the retention of the existing McDonalds and a mixed use building, including retail/commercial on the ground and first floor as well as approximately 346 residential apartments. The site location is shown in Figure 1 below

Figure 1 Site location
Source: Ethos Urban, 2019

3. Transport Assessment

3.1 Proposed parking provision

Under the Planning Proposal the McDonalds Restaurant will include approximately 950m^2 of Gross Floor Area (GFA) with 220 seats. 34 car parking spaces are proposed to service the McDonalds which equates to a parking rate of:

- 1 parking space per 6.5 seats; or
- 1 parking space per 28m^2 GFA

3.2 Comparison with relevant guidelines

In considering the appropriateness of the proposed parking provision for the McDonalds, a comparison with relevant guidelines has been undertaken. This comparison has considered the recommended parking rates contained in the following documents:

- Parramatta Local Environment Plan (LEP) 2011
- RMS Guide to Traffic Generating Developments
- Development Control Plans (DCPs) for neighbouring Councils, including:
  - City of Ryde Council
  - City of Canada Bay Council
  - Cumberland Council

This comparative assessment is presented in Table 1 below.

Table 1 Comparison of parking rates for drive in take away food restaurants

Document	Parking rate for drive in take away food restaurants	Permissible parking provision for McDonalds Parramatta under relevant document
Parramatta LEP 2011	1 parking space / 10m^2 or 1 parking space / 6 seats (whichever is the lesser)	37
RMS Guide to Traffic Generating Developments	1 parking space per 3 seats	73
City of Ryde Council DCP	1 parking space / 10m^2 or 1 parking space / 5 seats (whichever is greater)	95
City of Canada Bay DCP	1 parking space per 3 seats	73
Cumberland (Holroyd) DCP	1 parking space / 10m^2	95

As evident in Table 1, the proposed parking provision of 34 spaces in the McDonalds Parramatta is below the maximum rate identified in the Parramatta LEP, and significantly lower than what would be permissible under the controls in adjacent LGAs. Further, the RMS Guide to Traffic Generating Development document recommends a parking rate of 1 space / 3 seats – more than double the parking rate proposed for McDonalds Parramatta.

3.3 Comparison to commercial parking rates

It is understood Parramatta City Council have recommended that a parking rate for commercial uses be adopted for the McDonalds component of the site.

It is important to recognise that parking demands associated with fast food take away outlets are not comparable to those for commercial offices (or even general retail), particularly within major employment centres such as Parramatta. For this reason the RMS Guide to Traffic Generating Developments, as well as other documents including the Parramatta LEP 2011, provide separate parking rates for fast food outlets and commercial uses.

Recent surveys[1] conducted by the RMS (now Transport for NSW) for fast food take away outlets in the Sydney Metropolitan Area indicate these sites generate parking demand at a rate of approximately 6.8 spaces / 100m^2 GFA. In comparison, similar surveys[2] undertaken for commercial office buildings across Sydney indicate a far lower rate of parking demand of approximately 1.3 spaces / 100m^2 GFA. This is illustrated in Figure 2 below

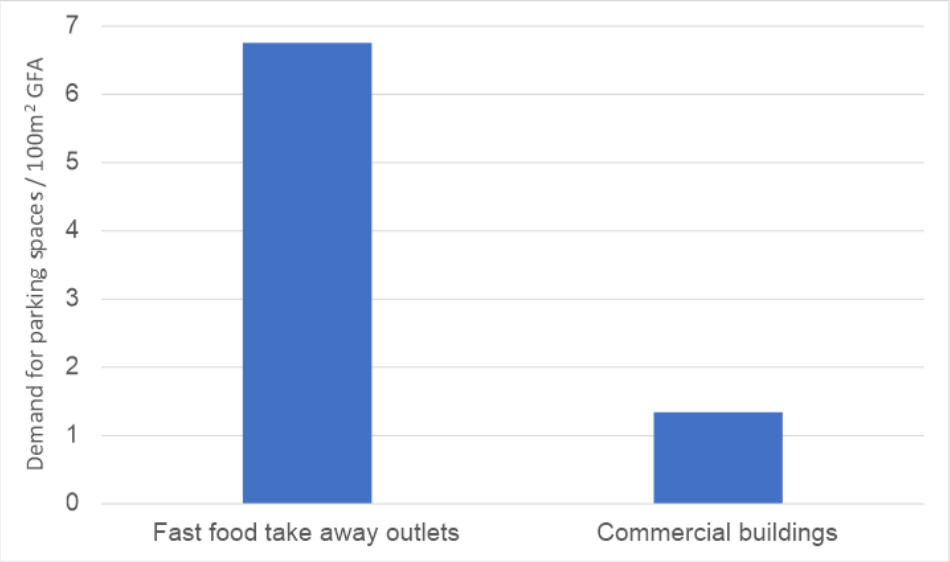

Figure 2 Comparison in parking demand between fast food outlets and commercial buildings

For this reason commercial parking rates should not be utilised to determine the appropriate number of spaces to be provided for the future McDonalds.

[1] Trip generation and parking demand surveys of fast food outlets analysis report, September 2016 (Bitzios Consulting on behalf of Roads and Maritime Services)
[2] Trip Generation and Parking Generation Surveys (Office Blocks) analysis report, September 2010 (GTA Consulting on behalf of Roads and Maritime Services)

3.4 Traffic implications of proposed parking provision

The proposed parking provision of 34 spaces for the McDonalds represents a reduction of approximately 43% compared to the existing provision. This reduced parking provision, combined with the reduced exposure of the relocated drive through, will result in a reduction in traffic generation from the McDonalds component of the site by 29% when compared with current traffic movements.

This reduced number of parking spaces proposed for the McDonalds will, even taking into consideration the increase in traffic from the residential and retail/commercial components, result in no net increase in traffic movements on the road network. During the afternoon peak hour there will be a small reduction in traffic movements compared to the current situation.

Therefore the proposed parking provision for the McDonalds component of the site will not result in any increased vehicle delays or congestion on the surrounding road network.

3.5 Implications for adopting commercial parking rates

Adopting commercial parking rates for the McDonalds component of the site would result in a total parking provision of three spaces. This provision is substantially lower than that recommended for fast food take away outlets in the current Parramatta LEP and other relevant documents/guidelines.

A parking provision of only three spaces would result in significant overflow parking impacts on local streets, particularly Ross Street and Villiers Street. The demand generated by McDonalds users would limit the available parking supply for other businesses in the area and not result in an optimal transport outcome.

4. Summary

JMT Consulting has reviewed the appropriateness of the proposed parking provision of 34 spaces for the McDonalds component of the Planning Proposal at 355 and 375 Church Street, Parramatta. Key findings of the review are as follows:

- The proposed parking provision is below the maximum rate identified for fast food outlines in the Parramatta LEP, the RMS Guide to Traffic Generating Development document and significantly lower than what would be permissible under planning controls in adjacent LGAs.
- The proposed parking provision will not result in any increased vehicle delays or congestion on the surrounding road network during the critical peak hour periods.
- Recent surveys undertaken by the RMS indicate that parking demand for fast food take away outlets is far greater than that for commercial uses. For this reason commercial parking rates should not be utilised to determine the appropriate number of spaces to be provided for the future McDonalds.
- Adopting commercial car parking rates for the McDonalds would result in significant overflow parking impacts on local streets - limiting the available parking supply for other businesses and residents in the area.

In this context, it is concluded that the proposed parking provision provides an appropriate balance between managing traffic impacts of the proposal and providing for a sufficient level of on-site parking that will not impact surrounding residents and businesses.

Please don't hesitate to contact the undersigned should you require any clarification to the matters discussed in this document.

Regards

Josh Milston

Director | JMT Consulting

MIEAust CPEng

New South Wales Government
Independent Planning Commission

Gateway Determination Review Request – 355 and 375 Church Street, Parramatta

Gateway Determination Advice Report

Chris Wilson (Chair)

23 April 2021

April 2021 Final Report ©
State of New South Wales through the Independent Planning Commission 2021

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1 INTRODUCTION

1. On 19 March 2021, the NSW Independent Planning Commission (**Commission**) received a request from the NSW Department of Planning, Industry and Environment (**Department**) for advice pursuant to section 2.9(1)(c) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) in relation to a Planning Proposal and Gateway Determination in respect of 355 and 375 Church Street, Parramatta (**Site**) within the Parramatta Local Government Area (**LGA**).

2. On 21 August 2018, a site-specific Planning Proposal request was submitted to the City of Parramatta Council (**Council**) to amend controls relating to the Site under the *Parramatta Local Environmental Plan 2011* (**PLEP 2011**). The Planning Proposal request was submitted as a joint venture between Stockland and McDonalds (**Proponent**) and was prepared by Ethos Urban on behalf of the Proponent.

3. The Department's Gateway Review Justification Assessment Report (**Gateway Report**) provides that the Planning Proposal is intended to facilitate the redevelopment of the Site for a mixed-use development comprising "towers above a podium (31 and 28 storeys, podium inclusive) over a single basement level for car parking" (page 2). The redevelopment of the Site would include a McDonalds restaurant in the south-east corner of the podium.

4. At its meeting on 13 July 2020, Council resolved to endorse the site-specific Planning Proposal.

5. On 19 August 2020, Council submitted the Planning Proposal to the Department for Gateway Determination.

6. On 13 November 2020, as the delegate of the Minister for Planning and Public Spaces (**Minister**), the Department issued a Gateway Determination that the Planning Proposal should proceed subject to conditions (**Gateway Determination**). The Department found the Planning Proposal exhibited strategic and site-specific merit and gave effect to the *Central City District Plan, 2018* (**District Plan**). Amongst other matters, the conditions imposed on the Gateway Determination included conditions requiring the Proponent to:

   - remove the proposed site-specific car parking rates for take away food and drink premises and the associated sunset clause (Gateway condition 1(c)); and
   - include the isolated site to the north of the Site within the Planning Proposal (Gateway condition 1(d)).

7. The Commission notes the correct address of the isolated site is 385 Church Street, Parramatta (not 383 Church Street, Parramatta as described in the Gateway Determination conditions) (**Isolated Site**).

8. On 29 January 2021, Council provided a letter to the Department in support of the Proponent's intention to seek a Gateway Determination review regarding Gateway conditions 1(c) and 1(d). In its letter, Council stated the Proponent's request is "consistent with Council's resolution on this matter on 13 July 2020 and is therefore supported by Council".

9. On 29 January 2021, the Proponent requested the Department review the Gateway Determination. The review request seeks to delete Gateway conditions 1(c) and 1(d) (**Review Request**).

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10. In its letter to the Commission, received on 19 March 2021, the Department requested that the Commission review the Planning Proposal and prepare advice regarding the merits of the Review Request and whether, in its opinion, the Gateway Determination issued on 13 November 2020 should be amended.

11. The Department's Gateway Report was also received by the Commission on 19 March 2021. The Gateway Report sets out the Department's consideration of the Review Request and provides recommendations to the Commission (refer to Section 2 below).

12. Professor Mary O'Kane AC, Chair of the Commission, nominated Chris Wilson (Chair), to constitute the Commission Panel to provide advice to the Department on the Gateway Determination review request.

1.1 Site and Locality

13. The Site is located at 355 and 375 Church Street, Parramatta, and comprises Lot 1 DP in 668821 and Lot 1000 in DP 791977 respectively. The location of the Site is identified at **Figure 1** below.

14. The Department's Gateway Report states:

> *The site is bounded by Church Street, Victoria Road and Ross Street, leaving an isolated site at 385 Church Street... The isolated site comprises a three-storey mixed use development, with retail and office space. Development to the west of the site comprises a 5-storey mixed use development.*
>
> *The site is located at the northern end of the Parramatta CBD Precinct, approximately 1km from Parramatta Railway Station. The site is also situated adjacent to the Parramatta Light Rail (PLR) Stage 1 corridor, with a future Light Rail stop at the junction of Church Street and Victoria Road* (page 2).

15. The Commission notes that the new Bankwest Stadium is located approximately 300 metres to the west of the Site, and Prince Alfred Park is located directly opposite the Site to the south.

Figure 1 *Site outlined in red and Isolated Site outlined in yellow (source: Gateway Report)*

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1.2 The Planning Proposal

16. The Department's Gateway Report describes the Planning Proposal as follows:

> *The planning proposal… seeks to amend the development controls for land at 355 and 375 Church Street, Parramatta… by introducing a site-specific clause in the Parramatta Local Environmental Plan 2011 (PLEP 2011) to include the following:*
>
> 1. *Amend the Special Provisions Area Map to identify the site;*
> 2. *Introduce a maximum height control with the maximum height to be determined by the proposed sun access plane to Prince Alfred Square which requires no overshadowing of the protected area of the Square between 12pm and 2pm in mid-winter;*
> 3. *Amend the Sun Access Protection Map to identify the portion of Prince Alfred Square subject to sun access protection;*
> 4. *Introduce a maximum FSR of 6.9:1, but only if the design excellence provisions within Clause 7.10 are satisfied at development application stage;*
> 5. *Enable an additional 5% FSR bonus (bringing the maximum FSR on the site to 7.2:1) if a high-performance building is provided; and*
> 6. *Specify maximum car parking rates for residential, commercial and take away food and drink premises that differ from those adopted in the Parramatta CBD in relation to take away food and drink premises.*
>
> *Regarding 6. above, the proposal requested to apply maximum car parking rates for take away food and drink premises of 1 car parking space per 30m² of gross floor area (GFA) or a maximum of 30 spaces, whichever is the lesser, with a sunset clause ending the application of this provision after five years from the date of notification of the amendment. The parking rate would revert to the Parramatta CBD parking rate after the sunset clause expires* (pages 1 and 2).

17. A summary of the Planning Proposal's history, as set out in the Department's Gateway Report, is provided at **Attachment A**.

18. It should be noted that in 2015, McDonalds with Endeavour Property Group submitted a Development Application (**DA**) (DA/96/2015) for a staged development of the Site involving the demolition of existing structures; consolidation and subdivision to create two lots; construction of a McDonald's restaurant on proposed Lot A (Stage 1); and concept approval for a future mixed-use development over basement parking on proposed Lot B (Stage 2). The DA was subsequently deferred by the Sydney West Joint Regional Planning Panel (**JRPP**) because it considered the proposed development to be "a lost opportunity to present a major architectural feature on this significant site which is located at the intersection of two historical roadways within Parramatta" (JRPP Memo, dated 23 November 2015). The JRPP recommended that an amended proposal be developed that responded more adequately to a range of design issues and the opportunities presented by the Site in the context of its Parramatta CBD location (JRPP Memo, dated 23 November 2015).

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1.3 Proponent's Request

19. As described at paragraph 9, the Proponent sought a review of the Gateway Determination on 29 January 2021 requesting the deletion of:

- Gateway condition 1(c) – *Remove the proposed car parking rates for take away food and drink premises and the associated sunset clause*; and
- Gateway condition 1(d) – *Include the isolated site at 383 Church Street within the proposal consistent with the Parramatta CBD Planning Proposal.*

20. As part of the material considered by the Commission (described at paragraph 22 below), the Commission has reviewed the Proponent's justification for requesting a Gateway determination review.

2 THE COMMISSION'S CONSIDERATION

2.1 The Commission's Meetings

21. As part of its consideration of the Review Request, the Commission met with various organisations / persons as set out in **Table 1** below. All meeting and site inspection notes have been made available on the Commission's website.

***Table 1** – Commission's Meetings*

Meeting	Date	Transcript/Notes Available on
Site Inspection	7 April 2021	12 April 2021
Council	7 April 2021	15 April 2021
Proponent	12 April 2021	14 April 2021
Department	13 April 2021	14 April 2021

2.2 Material Considered by the Commission

22. In its review, the Commission has carefully considered the following material (**Material**):

- the Department's request for Gateway determination review letter, dated 17 March 2021 and received by the Commission on 19 March 2021;
- the Department's Gateway Report, received by the Commission on 19 March 2021, including the following attachments:
  - Post Gateway Review Request report, prepared by Ethos Urban, dated 28 January 2021;
  - Attachment A – Gateway Determination Review Application Form, prepared by Stockland, dated 29 January 2021;
  - Attachment B – Council letter of support, dated 29 January 2021;
  - Attachment C – Gateway Determination, dated 13 November 2020;
  - Attachment D – Planning Proposal, prepared by City of Parramatta Council, dated July 2020;
  - Attachment E – Council report and resolution, dated 13 July 2020;
  - Attachment F – Local Planning Panel Report, dated 16 June 2020;
  - Attachment G – Urban Design Report, prepared by Bates Smart, dated 19 May 2020; and addendum (Additional Floor Space Option, prepared by Stockland, dated August 2020);
  - Attachment H – Landscape Concept Plan, prepared by Turf Design Studio, dated 6 July 2018;

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- Attachment I – Transport Report, prepared by Colston Budd Rogers & Kafes Pty Ltd, dated July 2018 and updated August 2020; and Traffic and Parking Advice, prepared by JMT Consulting, dated 3 February 2020;
- Attachment J – Flood Advice, prepared by Cardno, dated 13 July 2018;
- Attachment K – Heritage Impact Statement, prepared by NBRS Architecture Heritage, dated 1 April 2019; and Addendum to the Heritage Impact Statement, prepared by NBRS Architecture Heritage, dated 17 August 2020;
- email advice from TfNSW, dated 2 February 2021;
- email advice from Council, dated 4 March 2021; and
- letter from Transport for NSW (**TfNSW**), dated 11 March 2021;

- supplementary advice from TfNSW to the Department, dated 1 April 2021 and received by the Commission on 12 April 2021;
- letter from the Department to the Commission, dated 16 April 2021 and received by the Commission on 16 April 2021;
- all comments made to the Commission during the meetings outlined in **Table 1**;
- *Draft Parramatta CBD Planning Proposal*, dated August 2020, including Appendices 1 to 17 (including the *Parramatta CBD Planning Strategy*, adopted by Council on 27 April 2015);
- *City of Parramatta Local Strategic Planning Statement, 2020* (**Parramatta LSPS**);
- *Central City District Plan, 2018* (**District Plan**);
- *Greater Sydney Region Plan, 2018* (**Region Plan**); and
- Sydney West Joint Regional Planning Panel (**JRPP**) Memo, Folder Number: DA/96/2015, dated 23 November 2015.

2.3 Council's View

23. The Commission notes that Council supports the Proponent's request to remove Gateway conditions 1(c) and 1(d) from the Gateway Determination.

24. Page 3 of the Gateway Report states:

> *On 26 February 2021, the Department formally requested Council's views on the Gateway determination review request. On 4 March 2021… Council advised that there were no additional comments in relation to the request, noting that Council had previously provided a letter in support of the proponent's request package dated 29 January 2021... Council supports the Gateway review request to:*
>
> 1. *remove Gateway condition 1(c) which requires removal of the proposed car parking rates for takeaway food and drink premises and the associated sunset clause, and*
> 2. *remove Gateway condition 1(d) which requires inclusion of the isolated site at 383(385) Church St, Parramatta into the Planning Proposal.*

25. Council provided a letter of support to the Department dated 29 January 2021, which indicates that Council considers the Review Request to be consistent with Council's resolution of 13 July 2020 and is therefore supported by Council.

26. The Commission notes that Council previously requested the Department undertake an administrative review of Gateway conditions 1(c) and 1(d) on 23 December 2020 and recommended the conditions be deleted from the Gateway Determination. As noted in the Gateway Report, because the Proponent provided its intent to submit a Gateway review request, the Department did not proceed to consider Council's request for an administrative review of the Gateway Determination.

27. Further detail of Council's views on Gateway conditions 1(c) and 1(d) is provided in sections 2.5 and 2.6 below.

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2.4 The Department's Consideration

28. The Commission notes the Department's position, as stated at its meeting with the Commission on 13 April 2021, that Gateway condition 1(c) should not be removed from the Gateway Determination.

29. The Commission also notes the Department supports the deletion of Gateway condition 1(d) in the context of Council's views (paragraph 24 above) and the justification provided in the Proponent's Gateway Review Request Report.

30. Further detail of the Department's views on Gateway conditions 1(c) and 1(d) is provided in sections 2.5 and 2.6 below.

2.5 Condition 1(c) – Take Away Food and Drink Premises Car Park Rate

31. Condition 1(c) of the Gateway Determination reads as follows:

    1. Prior to exhibition, the Planning Proposal be amended as follows:

    c) Remove the proposed car parking rates for take away food and drink premises and the associated sunset clause; …

32. As described in paragraph 16 above, the Proponent is seeking to achieve a bespoke car parking rate of 1 space per 30m² of gross floor area (**GFA**) or a maximum of 30 spaces, whichever is the lesser, for a take away food and drink premises on the Site.

33. The Department's view of the proposed bespoke parking rate is set out in the Gateway Report, which states:

    The Department notes the justification provided by the proponent and Council's views on the Gateway review request. However, the Department's position remains unchanged on the specific parking rate for take away food and drink premises (page 7).

34. The Commission notes the Department considers that the proposed bespoke car parking rate is inconsistent with the long-term strategic plans for the Parramatta CBD (**CBD**) as the Central City and will create an undesirable precedent for other development in the CBD (page 7 of the Gateway Report). The Department is of the view that the Site will be supported by public transport and active transport when the Parramatta Light Rail Stage 1 is expected to become operational in 2023.

35. At its meeting with the Commission on 13 April 2021, the Department stated:

    [The Department has] *been holding a consistent policy position on all planning proposals in the CBD since 2016. So, when… these site-specific planning proposals started coming through, Transport and RMS at the time raised some concerns around parking rates and… not having that underlying analysis and evidence base in terms of [impact of] the development on the road network. So, in 2016 the policy position was taken to implement some fairly stringent parking controls across the CBD which really was there to enable site-specific planning proposals to progress in advance of the CBD planning proposal* (page 3 of the meeting transcript).

36. Council's view of the proposed bespoke parking rate is provided in the Gateway Report, which states:

    Council officers identify that the car parking rates endorsed by Council represent a balanced approach that limits setting an undesirable precedent for parking provision, while also advancing a shared vision to see this site redeveloped in accordance with the Parramatta CBD Planning Proposal (page 4).

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37. The Commission notes Council's comments at its meeting with the Commission on 7 April 2021 that Council is of the view that the proposed bespoke parking rate would not set a precedent in Parramatta CBD as the Site is the only take away food and drink premises with a drive-through located on an arterial road in the Parramatta CBD Planning Proposal area (page 5 of the meeting transcript).

38. The Commission notes that the Gateway Report states that Council officers had previously expressed concern about the proposed car parking rate when compared against the parking provision in other strategic centres in Sydney and that Council proposed an alternative rate for takeaway food and drink premises on the Site which would result in approximately 20 parking spaces. However, the Gateway Report states that Council accepts the Proponent's view that the development would not be feasible under the alternative rate and therefore support the proposed parking rate.

39. At its meeting with the Commission on 7 April 2021, Council stated:

> *… we have sought to put in place parking controls for sites… that are consistent with what we anticipate will be in the CBD* [Planning Proposal] *in the future, which is rates consistent with the class A rates in the City of Sydney plan, and we've progressed on that basis.*
>
> *So, the issue that is material to this application is the applicant requested a consideration of a variation to that approach to allow additional car parking on this particular site…* (page 3 of the meeting transcript).

40. Council commented on the unique nature of the proposed land use on the Site within the CBD context and stated that the Proponent was able to "achieve Council's objectives in terms of urban design and other outcomes" (page 4 of the meeting transcript) and that Council felt it "could defend a decision to vary the controls on this particular site" (page 5 of the meeting transcript).

41. At its meeting with the Commission, Council noted that without the proposed bespoke parking rate, the Site may be "retained as it is, with the existing car parking arrangements, and the existing poor urban design outcomes... We didn't think that was a good outcome" (page 4 of the meeting transcript).

42. The Proponent considers that the proposed bespoke parking rate will not create a precedent for other sites in the CBD area and, when compared with the existing situation, will not result in increased traffic volumes. The Proponent's views are stated at page 6 of the Gateway Report:

    - *Parramatta Local Environmental Plan 2011 currently contains a parking rate relevant to the proposed use (allowing 37 spaces), however, the draft controls currently contained in the CBD planning proposal do not. This is because the draft CBD proposal adopts City of Sydney rates, which do not include a specific rate for Take Away Food and Drink Premise.*
    - *The site is currently the only Take Away Food and Drink Premise with seating and a drive-through located on an arterial road in the Parramatta CBD planning proposal area.*
    - *The planning proposal provides an opportunity to "unlock" redevelopment of this site in line with the Parramatta CBD planning proposal and the proposed parking rates will not increase traffic volumes or vehicle delays under the redeveloped scenario when compared with the existing situation.*
    - *A bespoke rate will provide development assessment officers with an appropriate policy framework and tool for considering and assessing any future DA involving a Take Away Food and Drink Premise.*
    - *Council's support for the site-specific car parking rate was based on the unique circumstances surrounding the site.*

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43. At its meeting with the Commission on 12 April 2021, the Proponent stated that the proposed parking rate would not set a precedent that would impact the operation of the road network in the Parramatta CBD because it is the only premises of its kind in the Parramatta CBD Planning Proposal area (page 7 of the meeting transcript).

Transport for NSW Supplementary Advice

44. On 12 April 2021, the Commission was provided with a copy of written correspondence between TfNSW and the Department, dated 1 April 2021, regarding the proposed maximum parking rates for takeaway food and drink premises on the Site (**Supplementary Advice**).

45. The Commission notes that the Supplementary Advice provided by TfNSW differs from its previous advice in its letter dated 11 March 2021. While TfNSW previously did not support the proposed maximum parking rate of approximately 30 spaces for a takeaway food and drink premises on the Site, the Supplementary Advice provides that TfNSW no longer objects to the application of a bespoke parking rate. In its Supplementary Advice, TfNSW states that:

> *Based on the capped parking for the takeaway food and drink premises and parking for the remainder of any future development on the site being in accordance with the Parramatta CBD Planning Proposal controls, it is agreed that the site-specific implications of the proposal will not likely have any significant material consequences for the surrounding transport network operations.*

46. The Commission considers TfNSW's Supplementary Advice to be materially important to its consideration of the Review Request. Therefore, on 13 April 2021 the Commission sought the Department's advice with respect to the TfNSW Supplementary Advice.

47. The Department responded to the Commission's request on 16 April 2021. In its letter, the Department stated:

> *The Department's position remains unchanged for the request to remove the proposed specific car parking rate for take away food and drink premises and associated sunset clause as part of Gateway condition 1(c). The Department notes that further work is being undertaken by* [Council] *in the preparation of a mesoscopic model and Parramatta Integrated Transport Plan, both of which are required to be completed prior to the finalisation of the Parramatta CBD Planning Proposal (CBD proposal) …*
>
> *TfNSW has suggested that the site-specific implications of the proposal will not likely have any significant material consequences surrounding transport network operations. It should be noted that the Parramatta CBD Strategic Transport study supporting the CBD proposal states that the current road network has limited capability to expand; and new surface transport infrastructure like Parramatta Light Rail further impacts on the road space allocation for private vehicles. Without the mesoscopic transport model and the Parramatta Integrated Transport Plan, the cumulative impacts on the network operations in the Parramatta CBD are unknown.*

48. Furthermore, the Department's letter to the Commission confirms its views regarding the potential for the bespoke parking rate to create a precedent for development in the CBD area. The Department stated:

> *It is considered that the bespoke car parking rate will create a precedent for other developments in the CBD and is inconsistent with the long-term strategic vision for the Parramatta CBD as the Central River City. Although there are no other sites containing a takeaway food and drink premises with a drive through and seating located within the CBD proposal area, there is nothing preventing other landowners pursuing such a commercial interest.*

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Commission's Finding

49. The Commission has considered the Proponent's justification for the deletion of Gateway condition 1(c) and the views of Council and the Department with respect to this issue. The Commission has also considered the views of TfNSW in its Supplementary Advice.

50. Although the Commission acknowledges the Department's objective of maintaining a consistent policy position prior to the finalisation of the Parramatta CBD Planning Proposal and Parramatta Integrated Transport Plan, the Commission considers that in this instance, the benefits of permitting the proposed site-specific parking rate on the Site outweigh any policy implications that might otherwise arise.

51. The Commission agrees with the views of Council, as set out in paragraphs 36 above, and TfNSW, described at paragraph 45 above.

52. The reasons for the Commission's findings are as follows:

- the Commission accepts that the adoption of the site-specific parking rate provides certainty for McDonalds and consequently an opportunity to renew the Site (in joint venture with Stockland) consistent with the Parramatta CBD Planning Proposal which aims to achieve Council's vision for the growth of the Parramatta CBD as Sydney's second CBD;
- the Planning Proposal achieves Council's urban design objectives for the area, as stated at paragraph 40, and will result in improved outcomes for this part of the CBD when compared with the existing situation. It also responds to previous concerns raised by the Sydney West Joint Regional Planning Panel regarding design issues and site opportunities;
- the Commission accepts the findings of the Traffic and Parking Advice (prepared by JMT Consulting, dated 3 February 2020) which concludes that the proposed parking rates under the redeveloped scenario will "result in no net increase in traffic movements on the road network" (Section 3.4) when compared with the existing situation. Consequently, the redevelopment of the Site is unlikely to have further impacts on road space allocation for private vehicles and therefore not contribute to cumulative impacts on network operation;
- the Commission accepts TfNSW's Supplementary Advice which concludes that the proposed site-specific parking rate would not have significant consequences for surrounding transport network operations; and
- the Commission is not convinced that the adoption of the site-specific parking rate will set an undesirable precedent in the CBD given it is the only take away restaurant in the CBD with drive-through facilities on a main road. The Commission notes that the Parramatta CBD Planning Proposal will be made in approximately June 2021, as stated by the Department during their meeting with the Commission (meeting transcript page 7), therefore providing for more stringent parking controls across the CBD.

53. Given the above, the Commission finds that the Gateway Determination should be amended to delete Gateway condition 1(c).

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2.6 Condition 1(d) – Isolated Site

54. Condition 1(d) of the Gateway Determination reads as follows:

    1. *Prior to exhibition, the Planning Proposal be amended as follows: …*

    d) *Include the isolated site at 383 Church Street within the proposal consistent with the Parramatta CBD Planning Proposal; …*

55. The Commission notes that the Isolated Site is located to the north-east of the Site at the corner of Church Street and Ross Street, as illustrated at **Figure 1**, and that the correct address of the Isolated Site is 385 Church Street, Parramatta (as noted at paragraph 7 above). The Gateway Report states that "the isolated site comprises a three-storey mixed use development, with retail and office space" (page 2).

56. The Commission notes the Department's reason for imposing condition 1(d) to the Gateway Determination, as set out in the Gateway Report, which is as follows:

    Regarding the isolated site, the Gateway determination assessment report noted the proponent had undertaken work to demonstrate how the adjoining site could be redeveloped under the sliding scale provisions of the CBD proposal as well as consideration of the planning principles in relation to site isolation. The Department's assessment report identified that the amalgamation of the subject site with the isolated site would likely facilitate a better planning outcome. As a result, a Gateway condition (1)(d) was placed requiring that the planning proposal be amended prior to exhibition to include the isolated site within the proposal consistent with the Parramatta CBD planning proposal (page 3).

57. The Commission notes Council's view of condition 1(d) as described on page 5 of the Gateway Report:

    Council notes the controls that would be added to apply to the isolated site are already contained in the draft CBD proposal, which has already been exhibited. Given that the subject site-specific planning proposal still requires the resolution of a Development Control Plan (DCP) and Voluntary Planning Agreement (VPA) before it can be exhibited (consistent with Gateway condition 1(f) and Council resolution) means that it is likely that these controls will be put in place for this site before the site-specific planning proposal can be finalised. As a result, Council states all the resources that go into including the isolated site in this site-specific planning proposal are effectively wasted.

58. The Commission has also considered the Proponent's justification regarding the deletion of condition 1(d), as outlined on page 6 of the Gateway Report states:

    The review request expresses concern that including the isolated site will result in a risk of delaying the progress of the site-specific planning proposal. This is due to Council's Planning Agreement policy would not allow the isolated site to be included in the site-specific planning proposal unless the owner of that site has entered into a VPA.

    Additionally, it is argued that the controls to apply to the isolated site are those contained in the draft CBD planning proposal which has already been exhibited. Given that the site-specific planning proposal still requires the resolution of the DCP and VPA before it can be exhibited it is likely that the CBD proposal controls will be put in place for the isolated site before the site-specific proposal can be finalised. This could result in the inefficient use of resources that go into including the isolated site, such as negotiating a VPA and DCP with the adjoining landowner.

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59. The Commission understands that Stockland had previously made efforts to acquire the Isolated Site, as described in the Gateway Report, but that the current landowner did not express an interest in selling.

60. The Commission notes that the Department accepts the argument set out by Council and the Proponent that the Parramatta CBD Planning Proposal will amend the controls of the Isolated Site when it is finalised in any case, and that this is "likely to occur prior to the finalisation of the site-specific planning proposal" (page 8 of the Gateway Report). Additionally, the Gateway Report states:

> *Although the Department considers the amalgamation of the subject site with the isolated site would likely facilitate a better planning outcome, it is acknowledged that including the isolated site could potentially result in delaying the progression of the site-specific planning proposal* (page 8).

61. The Commission notes the Department's recommendation set out on page 9 of the Gateway Report:

> *Given the State Government's objective to reducing the time taken to complete Local Environmental Plans and the justification provided in the review request and Council's views, it is considered appropriate to delete condition 1(d) from the Gateway determination.*

Commission's Finding

62. The Commission has considered the Proponent's justification for the deletion of Gateway condition 1(d) and the views of Council and the Department with respect to this issue. The Commission agrees with the views of Council and the Department as set out in paragraphs 57 and 61 above, that the Parramatta CBD Planning Proposal will amend the controls of the Isolated Site and that this is likely to occur prior to the finalisation of the site-specific Planning Proposal. As such, the Commission agrees that inclusion of the Isolated Site could delay the progression of the site-specific Planning Proposal with no real benefit.

63. The Commission finds that the Gateway Determination should be amended to delete Gateway condition 1(d).

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3 CONCLUSION: THE COMMISSION'S ADVICE

64. The Commission has undertaken a review of the Gateway Determination as requested by the Department (paragraph 10 above). In doing so, the Commission has considered the Material (paragraph 22 above), submissions by Council and the Proponent and reasons given for the determination in the Department's Gateway Report.

65. The Commission agrees with the views of Council and TfNSW and finds that the Gateway Determination should be amended to delete Gateway condition 1(c).

66. The Commission agrees with the views of Council and the Department and finds that the Gateway Determination should be amended to delete Gateway condition 1(d).

67. The Commission notes that Gateway condition 2 requires Council to ensure consistency between the Planning Proposal and the Parramatta CBD Planning Proposal prior to finalisation of the plan. The Commission agrees with this condition other than where it relates to site-specific car parking controls for the reasons provided in section 2 of this Gateway Determination Advice Report.

68. The Commission advises the Minister's delegate that the Gateway Determination issued on 13 November 2020 should be upheld and the Gateway conditions should be amended to delete Gateway conditions 1(c) and 1(d) for the reasons provided in section 2 of this Gateway Determination Advice Report.

Chris Wilson (Chair)
Member of the Commission

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APPENDIX A

Table 2 – History of the Planning Proposal (source: based on Department's Gateway Report)

Date	Description
November 2015	McDonalds and Endeavour Property Group submitted a Development Application (DA) for the Site to the then Sydney West Joint Regional Planning Panel (JRPP) for a mixed-use development that included an upgraded McDonalds restaurant with 36 dedicated car parking spaces.
21 August 2018	A Planning Proposal request for the Site, prepared by Ethos Urban on behalf of the Proponent, was submitted to Parramatta Council.
13 July 2020	Council resolved to endorse the site-specific Planning Proposal.
19 August 2020	Council submitted the Planning Panel to the Department for Gateway.
2 November 2020	Public exhibition of the *Draft Parramatta CBD Planning Proposal* concluded (Council is currently reviewing submissions received).
13 November 2020	Gateway Determination was issued by the Department.
23 December 2020	Council Officers made a request to the Department for an administrative review of the two conditions. However, as the Proponent provided their intent to submit a Gateway review request, the Department did not proceed to alter the Gateway Determination.
29 January 2021	Council provided a letter to the Department in support of the Proponent's intention to seek a Gateway Determination review.
29 January 2021	The Proponent submitted a Gateway Determination review request, prepared by Ethos Urban, to the Department.
26 February 2021	The Department formally requested Council's views on the Gateway Determination review request.
4 March 2021	Council advised the Department that there were no additional comments in relation to the request, noting that Council had previously provided a letter in support of the proponent's request package dated 29 January 2021.
19 March 2021	The Commission received the Gateway Determination review request letter and Assessment Report from the Department.
12 April 2021	The Commission was provided with a copy of correspondence between TfNSW and the Department, dated 1 April 2021, regarding the proposed maximum parking rates at the Site.
13 April 2021	The Commission sought the Department's advice with respect to the TfNSW correspondence.
16 April 2021	The Department provided their advice in response to the Commission's request.

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Transport for NSW

Received by IPC
12 April 2021

Nathalie O'Toole
Senior Manager Planning Concierge
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Ms O'Toole,

Planning Proposal – 355 and 375 Church Street Parramatta
Supplementary Advice

Thank you for organising the meeting held on 30 March 2021, where additional information prepared by the proponent of the subject planning proposal was presented. Additional information was also provided by the proponent via email correspondence on 30 March 2020 for our further consideration of the subject matter.

It is noted that the proponent is seeking a maximum parking rate of 30 spaces for the *takeaway food and drink premises* (McDonald's) through a site-specific provision in the Parramatta LEP, together with a proposed sunset clause. The argument put forward by Ethos Urban (in their report) that this will not create a precedent is a planning matter, and as such your Department is best placed to assess and consider this aspect.

It is understood that the proponent is seeking amendment of Gateway condition 1(c) (shown below):

- *Condition 1(c) – Remove the proposed car parking rates for takeaway food and drink premises and the associated sunset clause.*

TfNSW has reviewed the additional information and we raise no objections to the amendment of the Gateway condition 1(c) and site-specific controls in the planning proposal/written instrument. A suggestion for your consideration is outlined below:

- *Amended Condition 1(c) – Apply maximum car parking rates as follows:*
  - *For floorspace used for the purposes of take away food and drink premises at 355 and 375 Church Street Parramatta: 1 space / 30 square metres of Gross Floor Area or 30 spaces (whichever is the lesser).*
  - *For all other uses, the maximum rates are currently contained in the Parramatta CBD Planning Proposal.*

Based on the capped parking for the *takeaway food and drink premises* and parking for the remainder of any future development on the site being in accordance with the Parramatta CBD Planning Proposal controls, it is agreed that the site-specific implications of the

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proposal will not likely have any significant material consequences for the surrounding transport network operations.

Please note that the above advice pertains only to Gateway condition 1(c) and the car parking aspects of the planning proposal. TfNSW reserves the right to provide further comments on the planning proposal from a traffic and transport perspective once it has been updated in accordance with the Gateway requirements and formally referred to us as part of the agency consultation and/or public exhibition.

In particular, we note that a Gateway condition also requires that a site-specific Development Control Plan (DCP) be prepared for the site. TfNSW is currently building the Parramatta Light Rail (PLR), which is due to be operational by 2023. PLR will be operating on Church Street adjacent to the site, and any interactions from adjoining development including vehicles, service vehicles, bicycles and pedestrians will need to be considered in the preparation of the site-specific DCP. This will include the need for detailed consideration of the drive-through operation of McDonald's. The DCP may also consider whether the parking allocated to the *takeaway food and drink premises* can be adapted to other uses in the future.

TfNSW would welcome the opportunity to provide advice during the preparation of the site-specific DCP to ensure that any interface with the adjoining road network poses minimal implications for the PLR operations.

Thank you again for the opportunity of providing advice on the above matter. If you require any further information, please send your query to development@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

1/4/2021

Mark Ozinga
Senior Manager, Land Use Planning & Development
Customer Strategy and Technology

CD21/01402

ATTACHMENT 2 - FURTHER INFORMATION - COUNCIL OFFICER ANALYSIS AND RECOMMENDATIONS

PLANNING PROPOSAL AMENDMENTS

1. Given that most of the site-specific controls currently proposed in the Planning Proposal are expected to be shortly finalised as part of the CBD Planning Proposal, they are no longer necessary for inclusion in this site-specific Planning Proposal. Specifically, the height, FSR and standard parking rates described previously in the report no longer need to be included.

2. The Planning Proposal can be simplified by limiting it to the control which is inconsistent with the Parramatta CBD Planning Proposal, namely the bespoke parking rate for *Takeaway Food and Drink Premises* land use. This rate was supported by Council officers, the Local Planning Panel (LPP), Council, the IPC and, ultimately, DPIE (through its amended Gateway determination).

3. The Applicant accepts the amendments discussed above and has worked with Council officers to prepare an amended Planning Proposal. The amended Planning Proposal (at **Attachment 1**) includes an updated transport report, as well as the IPC report and a letter forwarded from TfNSW to DPIE that was included in the IPC proceedings as attachments (in order to give context to how this matter was considered through the previous assessment process).

4. The Planning Proposal has not been forwarded to the Local Planning Panel (LPP). Council officers consider that the proposed amendments are procedural/administrative in that they simply amend an existing Planning Proposal to remove those provisions which are consistent with the CBD Planning Proposal, while leaving only the bespoke parking rate issue. The LPP supported the bespoke parking rate when it considered the Planning Proposal in June 2020. [The LPP's advice may be referred to at the following link: https://businesspapers.parracity.nsw.gov.au/Open/2020/06/LPP_16062020_MIN_570.PDF]

5. The recommendation of the report reflects the above considerations.

PLANNING PROPOSAL PROCESS

6. In preparing this report, Council officers sought advice from DPIE as to whether they had any preference on this matter being progressed as an amended Planning Proposal or a new Planning Proposal.

7. DPIE advised in written correspondence that they did not have a preference. However, DPIE also advised that extensions for Planning Proposals will only be granted in exceptional circumstances, and that if Council was unable to meet the timeframe for the existing Planning Proposal (i.e. finalisation by 31 December 2021), it may consider lodging a new Planning Proposal instead.

8. Council is not able to finalise the existing Planning Proposal by 31 December 2021 due to the time needed to complete the remaining steps in the Planning

Proposal process, as well as the circumstances surrounding the amended Local Government election cycle and its implications for Council meetings.

9. Therefore, it is recommended that Council lodge a **new** Planning Proposal that seeks a Gateway determination setting a new timeframe, rather than pursuing an amended Gateway determination on the existing Planning Proposal. Council officers consider that a 380-day (roughly 12 month) finalisation timeframe might be set by DPIE (as this is the average that DPIE's current program for reducing Planning Proposal timeframes seeks to achieve), though Council officers expect this Planning Proposal would realistically be resolved in significantly less time.

PLANNING AGREEMENT

10. In resolving to prepare a draft Planning Agreement for this site in July 2020, Council resolved negotiating principles for the Planning Agreement, which are summarised as follows:

    a. A monetary contribution in line with the then-current Community Infrastructure ("value sharing") framework (noting that using some or all of the contribution for improvement of Prince Alfred Square should be explored)
    b. Dedication of the "notch" in the centre of the block and dedication of footpath widening at the corner of Victoria Rd and Church St
    c. Address potential circumstances in which Council's position on the Community Infrastructure were to change (either the rate or the whole framework as a policy direction), and also in which the site proceeds in part or whole as a non-residential use.

11. Following receipt of the altered Gateway determination in May 2021, Council officers had commenced initial Planning Agreement negotiations with the Applicant. However, Council made significant strategic policy decisions in June 2021 which officers consider substantially changed the policy basis for negotiating this Planning Agreement. Specifically, Council elected not to proceed with the Community Infrastructure ("value sharing") framework, and effectively replaced it with a policy direction to pursue a new Section 7.12 Contributions Plan for the CBD.

12. Council officers do not consider that advancing a Planning Agreement for this site is consistent with Council's current policy direction for infrastructure funding in the Parramatta CBD, and therefore recommend that negotiation of this Planning Agreement cease. Rather than delivering a monetary contribution via a Planning Agreement under the Community Infrastructure ("value sharing") framework, it is expected that a monetary contribution would instead be delivered under the new CBD Section 7.12 Contributions Plan at DA stage.

Applicant's position on this matter

13. Council officers shared the above view with the Applicant, who responded noting that "under the circumstances there is no utility to continue VPA negotiations at this point in time."

14. The Applicant also asked that Council acknowledge that there is no public benefit offer accompanying the amended Planning Proposal. Council officers have acknowledged this point and agree that the simplified Planning Proposal that this report contemplates can proceed without a public benefit offer.

15. The Applicant has also raised concerns with Council officers that - should the 5% contributions rate for mixed-use projects exhibited as part of the draft CBD Section 7.12 Contributions Plan ultimately be upheld by Council and DPIE – this would result in a contribution for their site which is greater on a per sqm basis than the monetary contribution contemplated under the former Community Infrastructure framework. Council officers acknowledge that the feasibility work done as part of the draft Contributions Plan focused on sites with FSRs of 10:1 and greater, whilst this site (and many others in the CBD) have FSRs of less than 10:1 under the CBD Planning Proposal. Council officers are undertaking further analysis of this issue as part of their consideration of the draft Contributions Plan and will address this issue in further detail in the post-exhibition report on that Plan.

Non-monetary contributions originally sought

16. It is also noted that Council was initially seeking two non-monetary elements through the Planning Agreement negotiations, namely dedication of footpath widening at the corner of Victoria Rd and Church St, and dedication of the small irregularly-shaped "notch" of land located in the centre of the city block.

17. Council's policy is that these elements would be considered to have a nominal ($1) value, on the basis that the Applicant retains the development potential from the land in question.

18. Rather than including these two issues in a Planning Agreement at Planning Proposal stage, Council officers consider that these two issues can be addressed by:

    a. inserting controls and/or diagrams defining these issues in the site-specific DCP as necessary (discussed in greater detail in the next section of this report), and
    b. determining the exact delivery mechanism for these two elements – i.e. whether they are made available for public use by land dedication or easement, and whether they are functionally delivered via Planning Agreement or condition of consent – at DA stage.

19. It is acknowledged that the approach recommended above to seeking delivery of these elements introduces a certain level of risk. This is because delivery of assets outlined in an executed Planning Agreement at Planning Proposal stage is a legally binding obligation, whereas DCPs can (and often are) varied at DA stage. However, this is considered low-risk in this instance due to the following:

    a. **Footpath widening**: The Applicant has consistently included delivery of this element in their reference designs to date, and an improved footpath at this corner represents a clear benefit to the Applicant in terms of a more attractive and workable interface with the high

pedestrian flows expected at this corner. There is also no perceptible advantage to the Applicant not agreeing to deliver this small area of land, subject to the Applicant retaining the development potential from this land.

b. **"Notch" at centre of block**: This small area of land is considered practically undevelopable due to its size and spatial arrangement compared to the rest of the site. Therefore, there is no perceptible advantage to the Applicant not agreeing to deliver this small area of land, subject to the Applicant retaining the development potential from this land.

20. In conclusion, these two issues are not considered a requirement for advancing an amended Planning Proposal and can be dealt with through the DCP and future DA processes.

OFFICER RECOMMENDATION: DEVELOPMENT CONTROL PLAN

21. Council previously resolved as follows regarding DCP preparation for this site:

(c) ***That*** *a draft site-specific Development Control Plan (DCP) for the subject site be prepared that addresses matters including but not limited to:*

1) Further defining the preferred two-tower scheme, including podium heights and tower setbacks, with a view to minimising any non-compliances with relevant ADG requirements;
2) Relationship to and mitigating impacts on Heritage Items;
3) Traffic issues such as sightlines, vehicle queuing, pedestrian safety and bicycle parking;
4) Demonstrating adaptive re-use potential of drive-through facility and at least some of the parking spaces proposed;
5) Active frontage requirements; and
6) Relationship to 385 Church Street isolated site.

22. At the time of preparing this report, Council officers and the Applicant were working together to address the above issues. The Applicant submitted an initial draft DCP, which was referred to technical experts within Council. This review process has prompted Council officers to recommend some minor changes to the above principles, as well as recommend some additional principles which Council officers feel are appropriate to address in the draft DCP. The result of this consideration is contained in Table 1 below and reflected in the recommendation of the report.

Table 1: Council officer consideration of recommended principles for draft DCP

Issue	Council Officer Analysis & Recommendation
Issues in Council's resolution of 13 July 2020 regarding the DCP	
Further defining the preferred two-tower scheme, including podium heights and tower setbacks, with a view to minimising any non-compliances with relevant ADG requirements	This principle is still relevant. **Recommended for inclusion in updated principles.**
Relationship to and mitigating impacts on Heritage Items;	This principle is still relevant, though recommend language is strengthened to ensure that an "appropriate" relationship is established.

	Slightly amended language recommended for inclusion in updated principles
Traffic issues such as sightlines, vehicle queuing, pedestrian safety and bicycle parking;	A consideration of traffic issues (and specifically sightlines, vehicle queuing, and pedestrian safety) is still relevant. Bicycle parking rates are expected to be established as part of the forthcoming broader CBD DCP, and therefore not necessary for replication in a site-specific DCP. **Recommended for inclusion in updated principles, except with the removal bicycle parking rates as a site-specific issue.**
Demonstrating adaptive re-use potential of drive-through facility and at least some of the parking spaces proposed;	This principle is still relevant. **Recommended for inclusion in updated principles.**
Active frontage requirements	Active frontage requirements have been elevated to the LEP as part of the CBD Planning Proposal, with supporting detail also expected to be included in the forthcoming broader CBD DCP. Therefore, controls do not need to be replicated in a site-specific DCP. **No longer recommended for inclusion as a principle, as broader LEP/DCP framework is expected to contain relevant requirements.**
Relationship to 385 Church Street isolated site	This principle is still relevant, though it is recommended to be strengthened to clarify what is sought in terms of defining the relationship between the two sites. Specifically, the DCP should contain built form controls that demonstrate how 385 Church St can develop on its own (i.e. an unamalgamated scenario) under the provisions of the CBD Planning Proposal. The DCP should also establish a direction for an amalgamated scenario, specifically that the two tower approach should generally be maintained, while also seeking to increase inter-building separation and tower setbacks. **Recommended for inclusion in updated principles.** **The landowners of 385 Church St should also be consulted on the scenarios put forward in the DCP controls as described above.**
Additional issues that have arisen during draft DCP preparation	
Ensuring that footpath widening and "notch" in centre of site are marked appropriately in the DCP to support future public access	As discussed in detail previously in this report, these issues should be addressed in the DCP. **Recommended for inclusion in updated principles.**
Ensuring the building appropriately addresses the potential future through-block link	Without appropriate DCP controls, there is a concern that the western façade of the podium would present as a blank wall to the potential future through-block link, raising amenity issues. Controls should be put in place to ensure an appropriate address to the link; examples of measures

	to be considered include high quality wall treatment, articulation, lighting, public art and greening. **Recommended for inclusion in updated principles.**
Environmental quality impacts (particularly noise, air pollution and odour) of podium uses	The aim is to ensure that the operation of the drive-through and multi-storey takeaway food and drink premises does not introduce unacceptable impacts to residential units above the podium, employees of the restaurant and the surrounding public domain. **Recommended for inclusion in updated principles.**
Minimising any impact of the development on PLR and the surrounding road network, including restricting right turn from Victoria Road into the site	The DCP should set up a requirement to demonstrate that the Applicant has liaised with PLR/TfNSW prior to lodgment of a DA. The reasoning behind restricting the right turn into the site from Victoria Road is to reduce vehicle queueing and the risk of collisions, particularly in light of the proximity to the Church St/Victoria Road intersection and PLR. **Recommended for inclusion in updated principles.**
Crime Prevention through Environmental Design (CPTED)	Given the potential for late-night trading at this site, the DCP controls should ensure that any CPTED-related issues are addressed through building design and provision of a comprehensive CPTED report. **Recommended for inclusion in updated principles.**
Podium landscaping	Due to the relatively large site size and preferred two tower reference design, the expected built form outcome includes a large podium with significant amounts of communal open space (unique for CBD sites). This introduces an opportunity to introduce site-specific controls in addition to those that normally apply in the CBD to ensure high-quality open space outcomes for both private and public domain. **Recommended for inclusion in updated principles.**

23. Council officers consider that the most efficient use of Council's resources is to recommend in this report that Council endorse these updated principles and delegate to Council officers to finalise and exhibit a draft DCP in accordance with the those updated principles (rather than forward an additional, separate report to Council attaching a full draft DCP at a later point in time).

ATTACHMENT 3 - INFORMATION ON TRAFFIC AND ACCESS ISSUES

This attachment includes information on parking rates, the drive through and the traffic study to address the Council resolution on 27 September 2021 in relation Item 17.2 in relation to the site specific Planning Proposal for 355-375 Church Street, Parramatta (McDonalds).

1 Parking

- Residential and commercial parking rates consistent with the Parramatta CBD Planning Proposal will apply (see **Table 1**).
- There is no rate in the Parramatta CBD Planning Proposal for Take Away Food and Drink Premises, with a requirement for any land uses that are not specified in the table to be supported by a Parking and Access Report.
- Parramatta Local Environment Plan 2011 includes a parking rate for Take Away Food and Drink Premises of a maximum of 1 parking space to be provided for every 10 sqm of GFA or 1 parking space to be provided for every 6 seats (whichever is the lesser).
- The applicant is proposing a rate of 1 space / 30 sqm of floor space for the Take Away Food and Drink Premises. This rate was tested in the applicant's Transport Report and is accepted by Council officers for following reasons:
    - Consideration of benchmarking and feasibility information provided by the applicant.
    - A shared vision for the site, which is to see it redeveloped in line with the Parramatta CBD Planning Proposal (with which the proposal is otherwise consistent).
    - The proposed parking rate results in a decrease of approximately 50% in current on-site parking associated with the existing use.
    - The Applicant has provided conceptual work demonstrating how the drive through could be adapted to other uses in the future, and it is considered that this work could be extended to include at least some of the currently proposed parking (see **Figure 2**).
    - Appropriate limits will be applied to the Applicant's proposed rate at clause drafting stage, including a sunset clause ending the application of the rate after 5 years from the date of notification of the Planning Proposal.

2 Drive through

- The Reference Design submitted with the application (see **Figure 1**) envisages:
    - Left in only from Victoria Road (entry) – *compared to currently unrestricted access* - and entry and exit from Ross Street – *as currently exists* - with retention of the drive-through facility located in the podium.

- Future adaptive re-uses for the new drive-through facility, should it no longer be commercially desirable in the future (see **Figure 2**).
- Integration of the drive-through into the basement design and sleeved by lobbies and commercial/retail uses.

- The final traffic report for this Planning Proposal states that the reference design will result in a reduction of traffic during peak periods. This is due to the reduction in traffic generation from the redeveloped McDonald's restaurant offsetting the future traffic generation of the new uses at the site.

3 Traffic Studies

The report to the Council meeting on 13 July 2020 on this matter (Item 18.4) included a detailed discussion of traffic and access issues (paragraphs 8 and 12). The following traffic and parking information was attached to the Council Report for 27 September 2021 in the Supplementary Paper:

- Traffic and Parking study prepared by Stockland (3 February 2020)
- Updated Transport Report prepared by Colston Budd Rogers & Kafes P/L (August 2020)
- Letter from Transport for NSW (1 April 2021)
- Independent Planning Commission's Gateway Determination Advice Report (23 April 2021)

In summary, key points from the Updated Transport Report prepared by Colston Budd Rogers & Kafes P/L are:

- There are currently 60 car parking spaces on the site associated with the McDonald's restaurant and this number is proposed to be halved, noting that, *'This reduction combined with the reduced exposure of the relocated drive through, will result in a reduction in traffic generation from the McDonalds component of the site by 29% when compared with current traffic movements.'*
- Further, the '… *reduced number of parking spaces proposed for the McDonalds will, even taking into consideration the increase in traffic from the residential and retail/commercial components, result in no net increase in traffic movements on the road network. During the afternoon peak hour there will be a small reduction in traffic movements compared to the current situation. Therefore, the proposed parking provision for the McDonalds component of the site will not result in any increased vehicle delays or congestion on the surrounding road network.'*

Table 1: Comparison of car parking rates

	Parramatta LEP 2011	**Parramatta CBD Planning Proposal endorsed by Council in June 2021**	**Planning Proposal recommended in this report**
Site-specific provisions	Nil	Maximum car parking rates: *Residential:* Studio: 0.1 spaces 1 bed: 0.3 spaces 2 bed: 0.7 spaces 3 bed: 1 space *Commercial premises:* **M = (G X A) / (50 X T)** Where: **M** is the maximum number of parking spaces, **G** is the gross floor area of all commercial uses in the building in square metres, **A** is the site area in square metres, and **T** is the total gross floor area of all buildings on the site in square metres *Commercial - Take away food and drink premises:* no rate provided.	Maximum car parking rates: *Residential:* Studio: 0.1 spaces 1 bed: 0.3 spaces 2 bed: 0.7 spaces 3 bed: 1 space *Commercial premises (excluding Take Away Food and Drink Premises):* **M = (G X A) / (50 X T)** Where: **M** is the maximum number of parking spaces, **G** is the gross floor area of all commercial uses (excluding Take Away Food and Drink Premises) in the building in square metres, **A** is the site area in square metres, and **T** is the total gross floor area of all buildings on the site in square metres *Commercial - Take Away Food and Drink Premises:* 1 space / 30 sqm GFA or 30 spaces, whichever is less; include a 5-year sunset clause for this provision

Figure 1 – Extract from the Applicant's Urban Design report showing the ground floor plan which includes the drive through

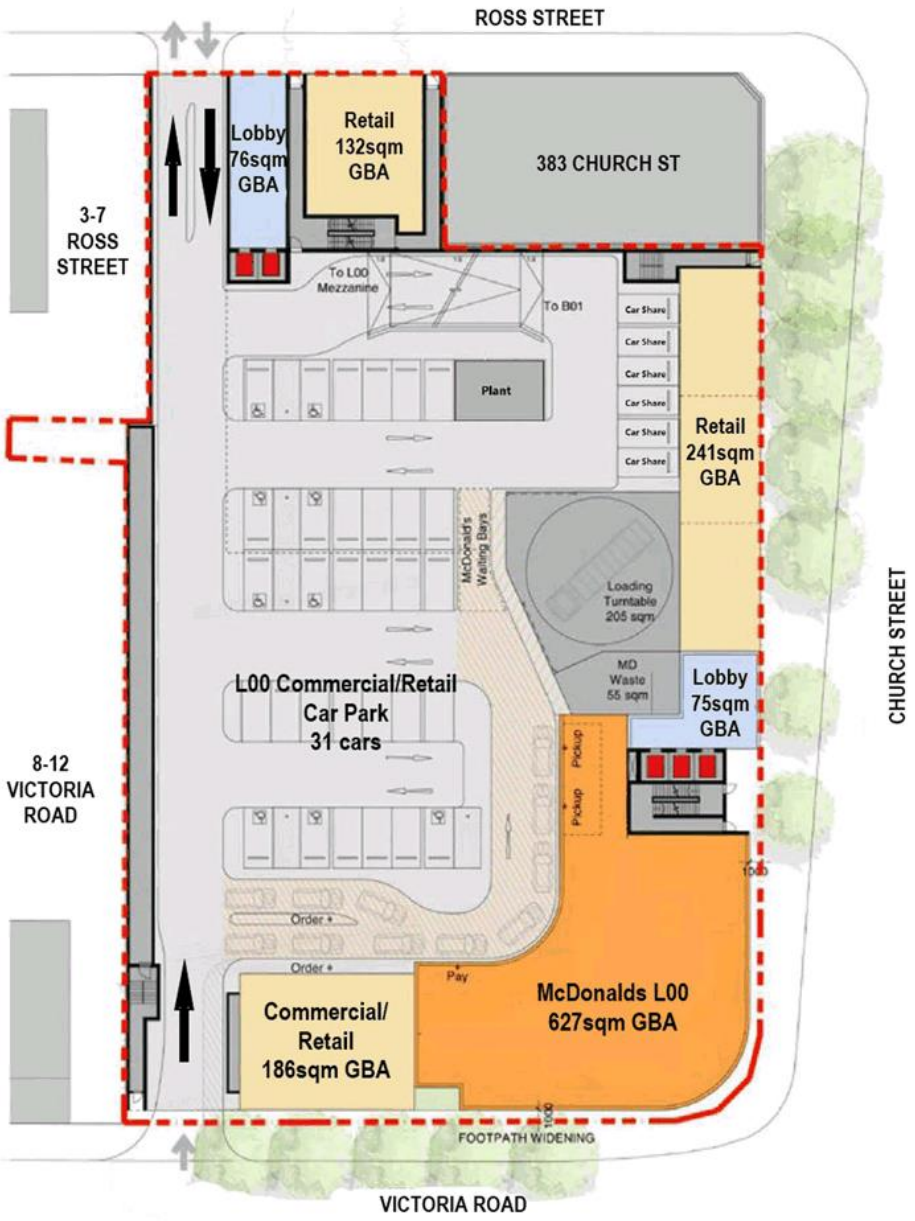
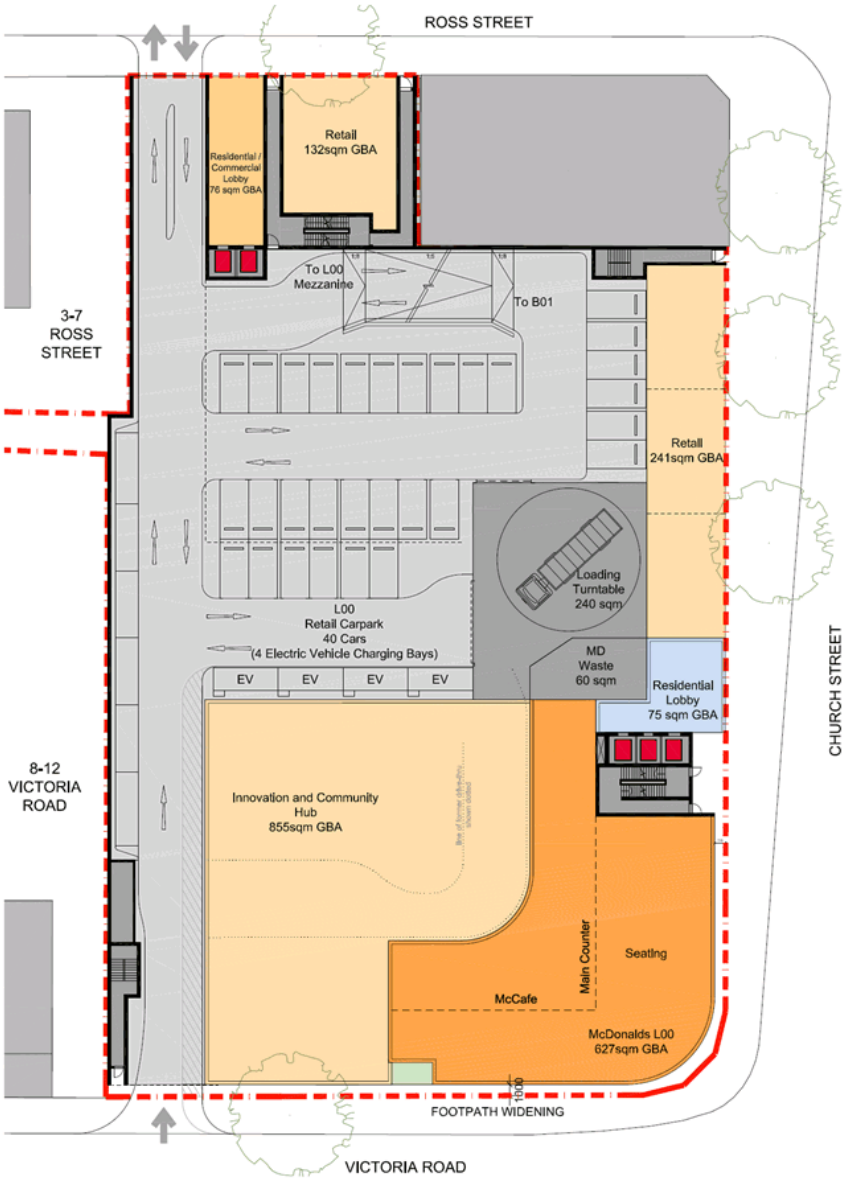


Figure 2: Extract from the Applicant's Urban Design report showing the ground floor plan and a scheme for the adaptive re-use of the drive through



STOCKLAND

PLANNING PROPOSAL FOR PROPOSED MIXED USE DEVELOPMENT, 355-375 CHURCH STREET, NORTH PARRAMATTA

TRANSPORT REPORT

JULY 2018
(UPDATED AUGUST 2020)

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1. INTRODUCTION

1.1 Colston Budd Rogers & Kafes Pty Ltd has been retained by Stockland to prepare a report on the transport aspects of a planning proposal for a proposed mixed use development at 355-375 Church Street, North Parramatta. The site is located on the north western corner of the intersection of Church Street and Victoria Road, as shown on Figure 1.

1.2 The planning proposal for the site involves the relocation of McDonald's to the southern eastern part of the site (with some 220 seats and a drive through) and a mixed use building (ground/first floor retail/commercial with residential above) with a potential 5% bonus FSR (as per the LEP discretionary High Performance Building clause). Access is proposed from Victoria Road (entry only) and Ross Street (entry and exit). The planning proposal does not include the existing commercial building located on the north eastern corner of the block which is on a separate site.

1.3 In mid-2015 a development application (DA) was submitted to Council to construct a new standalone McDonalds's on the south eastern part of the site and subdivide the balance of the site. The DA also sought 'concept' approval for a residential building envelope on the balance of the land, comprising a 76 dwelling mixed use development with ground floor retail. The DA was withdrawn following feedback from Parramatta Council and the Joint Regional Planning Panel (consent authority) that the proposed scheme was an under development of a key gateway site to Parramatta.

1.4 With respect to access, no objections were raised by Council or RMS on the proposed entry only from Victoria Road (left and right turns in) and Ross Street (all movements)

1.5 A planning proposal for the site was submitted in 2018. Following submission. Council and Transport for NSW raised matters with respect to parking provision and traffic effects of the Parramatta Light Rail project. The 2018 proposal provided residential parking at the City of Sydney Category B parking rates. Council has indicated that residential parking should be provided at the lower City of Sydney Category A parking rates until Council's Integrated Transport Plan (ITS) is completed. It is understood that as part of the ITP, a review of appropriate parking rates within Parramatta CBD is being undertaken with the potential to provide higher parking rates in areas located further from the centre of the CBD (bus/rail interchange) such as the subject site. The proposal has been amended to provide residential parking at the Category A parking rates (as requested by Council). The report has been updated to reflect this parking provision and the potential 5% bonus FSR (as per the LEP discretionary High Performance Building clause).

1.6 Transport for NSW (TfNSW) has requested that, as part of the planning proposal, additional information on the impact of the planning proposal on the Parramatta Light Rail (PLR) be provided as set out below:

- A traffic impact assessment (TIA) should consider the existing and future performance of key intersections providing access to the site, supported by appropriate modelling and analysis to the satisfaction of RMS and TfNSW. The TIA should include proposed measures to mitigate impacts of the proposed

development on the operation of existing and future traffic, public transport and bicycle networks including any required upgrades; and

- The TIA should include an assessment of any impacts of the development on the PLR. During the construction and operation phases of the PLR there will be intermittent, short and long term road closures, as well as material changes to the road network operations. These changes may impact pedestrian, cyclist and vehicular access routes to the proposed development and should be included in any analysis.

1.7 The traffic assessment has been updated to include the changes to the road network as a result of the PLR (in particular the changes to the intersection of Victoria Road and Church Street).

1.8 This report assesses the transport aspects of the planning proposal through the following chapters:

- Chapter 2 - describing the existing conditions; and
- Chapter 3 - assessing the transport aspects of the planning proposal.

2. EXISTING CONDITIONS

Site Location and Road Network

2.1 The subject site is located on the north western corner of the intersection of Church Street and Victoria Road, North Parramatta. The site also has frontage to Ross Street. The site is currently occupied by a McDonald's and retail/commercial uses (some 400m^2) with at grade parking (some 60 spaces). Access is provided from Victoria Road and Ross Street (movements from all directions are provided to/from both driveways). The commercial development located on the north eastern corner of the block does not form part of the site.

2.2 The surrounding land use comprises a mix of retail, commercial and residential development to the north, east and south within the northern section of Parramatta CBD. Prince Alfred Park is located to the south of the site. There are a number of schools located to the west and north-west of the site (along Villiers Street).

2.3 The road network in the vicinity of the site includes Church Street, Victoria Road, Ross Street and Villiers Street. Church Street is located along the eastern frontage of the site, travelling in a north-south direction. It is a classified road and a major access road to/from Parramatta CBD from the north. Church Street generally provides one traffic lane in each direction (plus bus lanes), widening to two lanes in each direction on both the northern and southern approaches to its intersection with Victoria Road. Church Street does not provide any kerb side parking in the vicinity of the site. Church Street forms a signal controlled intersection with

Victoria Road and a priority controlled intersection with Ross Street that only permits left in/left out movements to/from Ross Street.

2.4 Victoria Road is located along the southern frontage of the site. East of Church Street, Victoria Road is a classified road and a major access road to/from Parramatta travelling in an east-west direction between the Sydney CBD in the east and Parramatta in the west. East of Church Street, Victoria Road generally provides one bus lane and two traffic lanes in each direction. West of Church Street, Victoria Road is a local road and provides two traffic lanes in each direction with no kerb side parking. The intersection of Victoria Road and Church Street is a signal controlled intersection. West of Church Street traffic flows are lower on Victoria Road than they are to the east.

2.5 Ross Street is located along the northern frontage of the site and is a local road that provides access to the precinct west of Church Street. Ross Street provides a single traffic lane in each direction providing metered kerb side parking in the vicinity of the site. Ross Street forms a priority controlled intersection with Church Street with traffic movements limited to left turns only.

2.6 Villiers Street travels in a north-south direction to the west of the site. It is a local road that provides access to the precinct to the west of Church Street. It is generally subject to a 50 km/h speed limit except during school zone times when a 40km/h speed limit applies. Villiers Street provides a single traffic lane in each direction providing metered kerb side parking. Villiers Street forms a roundabout intersection with Ross Street and a signal controlled intersection with Victoria Road.

Traffic Flows

2.7 Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods. In order to gauge traffic conditions, counts were undertaken at the following intersections:

- Church Street/Victoria Road (signal control);
- Church Street/Ross Street (priority control);
- Victoria Road/Villiers Street (signal control);
- Villiers Street/Ross Street (roundabout);
- Ross Street/Site Access (priority control); and
- Victoria Road/Site Access (priority control).

2.8 The results of the surveys are shown in Figures 2 and 3 and summarised in Table 2.1. The surveys covered school drop off and pick up times.

2.9 Table 2.1 shows that:

- Church Street carried traffic flows of some 625 to 1,720 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Victoria Road (east of Church Street) carried some 2,280 to 2,460 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Victoria Road (west of Church Street) carried some 1,055 to 1,340 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Ross Street carried some 75 to 345 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Villiers Street carried some 495 to 745 vehicles per hour two-way during the weekday morning and afternoon peak periods; and

- The site generated some 240 to 275 vehicles per hour two-way which was split 50%/50% to the Victoria Road and Ross Street driveways. The surveys also found that some 36% of vehicles entering the site used the drive through.

Table 2.1: Existing Two-Way (Sum of Both Directions) Peak Hour Traffic Flows

Road	Morning	Afternoon
Church Street		
– north of Ross Street	1,565	1,715
– north of Victoria Road	1,535	1,720
– south of Victoria Road	665	625
Victoria Road		
– east of Church Street	2,460	2,280
– east of Site Access	1,320	1,305
– east of Villiers Street	1,330	1,340
– west of Villiers Street	1,135	1,055
Ross Street		
– east of Church Street	75	110
– east of Site Access	155	165
– east of Villiers Street	145	165
– west of Villiers Street	345	130
Villiers Street		
– north of Ross Street	650	495
– north of Victoria Road	535	510
– south of Victoria Road	680	745
Site Accesses		
– Ross Street	125	135
– Victoria Road	115	140

Intersection Operations

2.10 The capacity of the road network is largely determined by the capacity of its

intersections to cater for peak period traffic flows. The surveyed intersections have been analysed using the SIDRA computer program. SIDRA analyses intersections controlled by traffic signals, roundabouts and signs.

2.11 SIDRA provides a number of performance measures. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):

- For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Satisfactory but operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode.
>70	=	"F"	Unsatisfactory and requires additional capacity

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required

43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode
>70	=	"F"	Unsatisfactory and requires other control mode

2.12 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.

2.13 The SIDRA analysis found that:

- The signalised intersection of Church Street with Victoria Road operates with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The signalised intersection of Victoria Road with Villiers Street operates with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The roundabout intersection of Ross Street with Villiers Street operates with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The priority controlled intersection of Church Street with Ross Street operates with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The Ross Street access operates with average delays for the highest delayed movement of less than 15 seconds per vehicle during peak periods. This represents a level of service A/B, a good level of service; and

- The Victoria Road access operates with average delays for the highest delayed movement of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service.

Public Transport

2.14 The site is located within the northern section of Parramatta CBD and thus has access to public transport that services the CBD. Hillsbus/Westbus and Sydney Buses operate a number of services along Church Street and Victoria Road past the site. These connect Parramatta CBD with Castle Hill, Pennant Hills, Maquarie Park, Epping, Eastwood, Norwest, Ryde and Strathfield. The site is one kilometre north of Parramatta railway station and is within walking distance of commercial, retail and other services located within the CBD. The surrounding area provides footpaths and signalised intersections within the vicinity which provides full pedestrian crossings.

2.15 The Parramatta light rail will run past the site on Church Street with the nearest stop located at Prince Alfred Square, adjacent to the site (on the corner of Victoria Road and Church Street). The light rail will connect Westmead with Carlingford

via Parramatta with stops at Westmead Hospital and the Western Sydney University campuses at Westmead and Rydalmere as shown in Figure 4.

2.16 The site therefore has good access to public transport.

3. IMPLICATIONS OF PLANNING PROPOSAL

3.1 The planning proposal for the site involves the relocation of McDonald's to the southern eastern part of the site and a mixed use building (ground level retail/commercial and first/second level commercial with residential above). Access is proposed from Victoria Road (entry only) and Ross Street (entry and exit). The concept plans for the planning proposal show the following indicative scale of development:

- McDonald's – some 900m^2 GFA/220 seats (including party room) with a drive through;
- some 400m^2 GFA of ground floor retail/commercial; and
- some 346 residential units.

3.2 At this stage the residential unit mix has not been determined. For the purposes of assessing the traffic and parking effects of the planning proposal, Stockland has advised the following mix of units:

- 35 x one bed units
- 247 x two bed units and
- 76 x three bed units.

3.3 This includes 12 units (5 x two bed and 7 x three bed) that would be permitted with the 5% increase in FSR as per the LEP discretionary High Performance Building clause.

3.4 This chapter assesses the transport aspects of the planning proposal through the following sections:

- public transport;
- cycling and pedestrian movement;
- parking provision;
- access, servicing and internal layout;
- traffic effects; and
- summary.

Public Transport

3.5 The site is close to bus services and the future light rail service along Church Street. Public transport services offer viable alternatives to travel by modes other than car particularly in the weekday morning and afternoon commuter peak periods. While the site's location provides opportunities for travel by means other than car, an appropriate level of on-site parking is required to meet travel that cannot be met by public transport, walking or cycling (such as weekly shopping trips, recreational trips or taking children to weekend sporting activities). In addition car share parking will be provided on site. To support accessibility by bicycles, appropriate bicycle parking will be provided for employees and visitors.

3.6 The planning proposal will therefore satisfy the objectives of NSW Making it Happen, A Plan for Growing Sydney, NSW Long Term Transport Masterplan, and Directions for a Greater Sydney 2017-2056, as follows:

- enabling employees, residents and visitors to readily access buses and the light rail, for journeys to work and other travel;
- improving accessibility to employment and residential by walking, cycling, and public transport;

- improving the choice of transport and reducing dependence solely on cars for travel purposes;
- moderating growth in the demand for travel and the distances travelled, especially by car;
- supporting the efficient and viable operation of public transport services
- providing an appropriate level of on-site parking, with reference to appropriate council and RMS requirements, to encourage public transport use, increase the proportion of journey to work trips by public transport;
- provide on-site parking that meet the needs of residents for travel outside of the weekday commuter peak periods;
- providing retail/employment development close to residential development and other retail, commercial and transport facilities to reduce the need for external travel;
- being located close to employment centres in Parramatta CBD, which are readily accessible by public transport; and
- providing appropriate bicycle parking on the site to increase the proportion of trips made by bicycle.

Cycling and Pedestrian Movement

3.7 The site is located within Parramatta CBD which provides employees/residents with cycling and walking opportunities to locations such as shops, restaurants, businesses and recreational facilities located within Parramatta CBD. As noted in the previous section, the future light rail will travel along Church Street past the site. Bus stops are also located within a short walking distance from the site. Figure 3.1 shows the existing cycle paths around Parramatta.

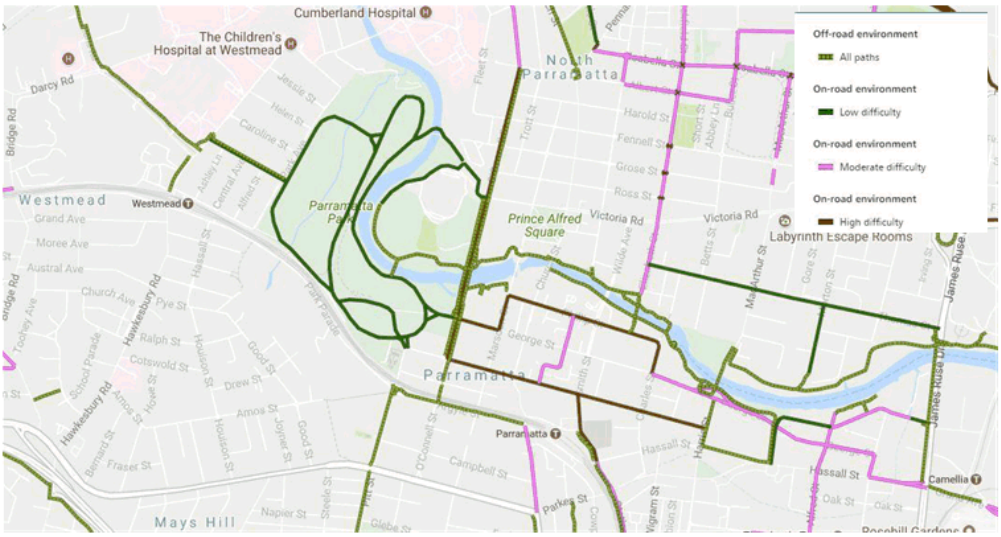


Figure 3.1: Parramatta Cycle Map
Source: Sydney Cycleways

3.8 Bicycle parking can be found throughout Parramatta CBD and the site will provide bicycle parking within the basement for residents.

3.9 Pedestrian walkways are provided around the site linking the site to local shops and amenities as stated previously. Pedestrian crossings are provided at major intersections to provide pedestrians with adequate walking paths to and from the site.

Parking Provision

3.10 For the area in which the subject site is located, Parramatta City Council has advised that the following parking rates will apply:

- residential units:;
  - 0.3 spaces per 1 bed unit;

- 0.7 spaces per 2 bed unit;
- 1.0 spaces per 3 bed unit; and
- no visitor parking:

- drive in/take away food with seating: - a maximum of 1 parking space to be provided for every 30m^2 of gross floor area or 30 parking spaces maximum, whichever is less; and

- retail/commercial (maximum) – M=(GxA)/(50xT)

  where:

  M is the maximum number of parking spaces;

  G is the gross floor area of all commercial uses in the building (excluding GFA used for the purpose of Take Away Food and Drink Premises) in square metres;

  A is the site area in square metres; and

  T is the total gross floor area of all buildings on the site in square metres.

3.11 Based upon the rates above, the residential component (some 358 units) could provide a maximum of 260 spaces, the retail/commercial component a maximum 1 space (assuming some 400m^2 retail/commercial space, 4,737m^2 site area and a total of 34,106m^2 GFA) and the McDonald's (with some 900m^2 GFA) could provide up to a maximum of 30 parking spaces.

3.12 The reference scheme supporting the planning proposal shows provision of 291 spaces comprising:

- 260 residential spaces;
- 1 retail/commercial tenant space; and
- 30 spaces for McDonald's.

3.13 Appropriate accessible, motor cycle and bicycle parking will also be provided (in accordance with the requirements of DCP 2011. Car share spaces are proposed on site.

Access, Servicing and Internal Layout

3.14 Vehicular access to the site will be maintained from Victoria Road and Ross Street, with the driveways located as far as practical to the west (to maximize the distance from the Church Street intersections).

3.15 The Ross Street driveway will provide for all movements (as per the existing situation).

3.16 The Victoria Road access will be entry only (allowing for both left and right turn entry), providing access for the McDonald's, with all vehicles entering from Victoria Road exiting to Ross Street. Thus there will be no change to vehicle queues on Victoria Road as a result of the planning proposal. Overall the intersection of the site access/Victoria Road will be improved as no vehicles will be exiting onto Victoria Road.

3.17 Both driveways will be designed to accommodate the swept path of up to 12.5 metre rigid truck and will be designed in accordance with AS2890.1-2004 and AS2890.2-2002.

3.18 With regard to the Victoria Road access, as part of the previous DA, RMS advised the following:

In relation to the McDonalds in North Parramatta, it is established as part of the proposal that;

- *Access to the McDonalds on Victoria Street will be restricted to "In only"*
- *A physical barrier will be provided on site to ensure vehicles cannot exit onto Victoria Street using this driveway.*

In this regard, Roads and Maritime raises no significant concerns to the proposed layout of the development provided access to the site is restricted to "In only"

Roads and Maritime would not require a median on Victoria Road at this stage, given the traffic generation for the McDonalds is anticipated to remain the same.

3.19 The development proposes basement, ground level and podium parking. The ground floor car park will be available for the use of McDonald's customers, commercial and car share parking. The single basement level of parking will be allocated to residents. The balance of parking will be located in podium parking levels and allocated to residents. Access to the podium/basement car park levels will be provided on the northern part of the site via two way ramps.

3.20 Car parking will be designed to comply with the requirements of AS2890.1-2004. Residential/commercial car park circulation aisles will be a minimum of 5.8 metres wide and provide parking spaces with minimum dimensions of 2.4 metres wide and 5.4 metres long. Disabled parking spaces will be 2.4 metres wide and provided with an adjacent 2.4 metre wide space thus satisfying the requirements of AS2890.6-2009. McDonald's car park circulation aisles will be a minimum of 6.6 metres wide and parking spaces will be a minimum of 2.6 metres wide by 5.4 metres long.

3.21 The McDonald's drive through (with dual order points) is designed to provide capacity for at least 10 queued vehicles behind the order pick-up point with a waiting bay. This satisfies the minimum requirements of the RMS guidelines (minimum queuing for 10 cars) with respect to queue lengths and waiting bays.

3.22 A loading dock is provided for on-site (residential and retail) garbage collection and residential deliveries/removals. All service vehicles accessing this dock will enter and exit the site in a forward direction. The loading dock will be designed to accommodate a 12.5 metre rigid truck. Deliveries will be managed through a loading dock management plan.

3.23 All vehicles will enter and depart the site in a forward direction. Details of the car park layout and service arrangements for compliance with AS2890 will be provided at DA stage (including provision of vehicle turning paths and a loading dock management plan).

Traffic Effects

3.24 Traffic generated by the development will have its greatest effects during the weekday morning and afternoon peak periods. The following traffic generation rates have been adopted for the proposed development:

- Residential - 0.19 and 0.15 vehicles per hour per unit (two way) in the weekday morning and afternoon peak hours respectively (RMS rates for high density residential development close to public transport); and

- retail/commercial – 0.3 vehicles per hour per parking space (two way) in the weekday AM and PM peak hours (based on surveys of constrained parking in CBD locations).

3.25 For McDonald's, traffic generation is likely to reduce from its current levels due to reduction in on-site parking (of some 50%) and the reduced exposure of the relocated drive through to the street. Based on the operation of the existing McDonald's, some two thirds of traffic generated is from on-site parking with the balance using the drive through. Thus reducing parking by some 50% is likely to reduce this component of the McDonald's traffic generation by some 50%. This decrease in traffic generation from on-site parking may result in a transfer of some trips to the drive through. Taking in account these factors, the existing traffic generation of McDonalds has been reduced by 30%.

3.26 Table 3.1 summarises the traffic generation of the reference scheme.

Table 3.1	**Summary of Traffic Generation**				
Component	Size	Rate		Traffic Generation (vph)	
		AM	PM	AM	PM
Existing				240	275
Residential	358 units	0.19/unit	0.15/unit	+68.0	+53.7
Retail/Commercial	1 spaces	0.3/space	0.3/space	+0.3	+0.3
McDonalds	30 spaces			-72	-82
Total				236.3	247
Change				-3.7	-28

3.27 Examination of Table 3.1 reveals that the planning proposal would result in a reduction (compared to the existing situation) of some 4 and 28 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively.

3.28 The traffic from the planning proposal has been assigned to the surrounding road network shown in Figures 2 and 3 and summarised in Table 3.2, taking into account the redistribution of the trips as a result of the change in access arrangements.

Table 3.2: Existing Plus Development Two-Way (Sum of Both Directions) Peak Hour Traffic Flows

Road	Morning		Afternoon	
	Existing	+ Dev	Existing	+ Dev
Church Street				
– north of Ross Street	1,565	+20	1,715	+10
– north of Victoria Road	1,535	-5	1,720	-10
– south of Victoria Road	665	-10	625	-5
Victoria Road				
– east of Church Street	2,460	-10	2,280	-15
– east of Site Access	1,320	-5	1,305	-20
– east of Villiers Street	1,330	+5	1,340	-5
– west of Villiers Street	1,135	-10	1,055	-20
Ross Street				
– east of Church Street	75	+0	110	+0
– east of Site Access	155	+5	165	+10
– east of Villiers Street	145	+20	165	+30
– west of Villiers Street	345	+5	130	+5
Villiers Street				
– north of Ross Street	650	+0	495	+5
– north of Victoria Road	535	+15	510	+20
– south of Victoria Road	680	+0	745	-10
Site Accesses				
– Ross Street	125	+25	135	+40
– Victoria Road	115	-30	140	-70

3.29 Examination of Table 3.1 reveals that:

- Traffic flows on Church Street would increase by up to 20 vehicles per hour (two-way) in the weekday morning and afternoon peak periods;

- Traffic flows on Victoria Road would generally decrease by 5 to 20 vehicles per hour (two-way). This reduction is due to the closure of the exit movements at the site access to Victoria Road;

- Traffic flows on Ross Street would increase by some 5 to 30 vehicles per hour (two-way) in the weekday morning and afternoon peak periods;

- Traffic flows on Villiers Street, north of Ross Street, would increase by some 5 to 20 vehicles per hour (two way) in the weekday morning and afternoon peak periods;

- Traffic flows at the Ross Street access would increase by some 5 to 30 vehicles per hour (two-way) in the weekday morning and afternoon peak periods; and

- Traffic flows at the Victoria Road access would decrease by up to some 70 vehicles per hour (two-way) in the weekday morning and afternoon peak periods. This reduction is due to the removal of the movements at this access.

3.30 The six intersections analysed have been reanalyzed using SIDRA with development traffic in place and the redistribution of existing traffic. The analysis found that:

- The signalised intersection of Church Street with Victoria Road would continue to operate with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The signalised intersection of Victoria Road with Villiers Street would continue to operate with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The roundabout intersection of Ross Street with Villiers Street would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The priority controlled intersection of Church Street with Ross Street would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The Ross Street access would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service; and

- The Victoria Road access would improve its operation with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods (a decrease in delay of some 30 seconds per vehicle). This represents a level of service A, a good level of service.

3.31 Therefore, the surrounding road network will accommodate the traffic from the proposed development. As noted previously the changing of Victoria Road access to entry only (from entry/exit) will result in:

- no change to vehicle queues on Victoria Road; and

- an overall improvement as no vehicles will be exiting onto Victoria Road.

3.32 Council in pre-submission discussions requested that the traffic effects of the planning proposal on the redevelopment of Parramatta Stadium and the Light Rail project be considered. We understand concern was raised with regard to the potential conflict between pedestrian and vehicle movements at the Victoria Road access. As part of the planning proposal, the Victoria Road access will be changed from entry/exit to entry only. This combined with the overall reduction in McDonald's traffic generation results in reduction in vehicles using the Victoria Road access by some 25%. Thus the potential for pedestrian/vehicle conflict at this driveway will be reduced compared to the existing situation.

3.33 As requested by TfNSW the traffic effects of the proposed development on the road network following completion of the PLR has been assessed. The EIS for the PLR identified the following changes to the road network in the vicinity of the site:

- banning of the right turn on the Church Street northern approach at the intersection with Victoria Road; and
- right turn only from the Church Street southern approach at the intersection with Victoria Road.

3.34 SIDRA analysis has been undertaken to take into account the changes at the intersection of Church Street/Victoria Road, 2026 traffic flows as set out in the PLR EIS and traffic from proposed development redistributed (taking into account changes to the road network and access arrangements). The results are set out below:

- The signalised intersection of Church Street with Victoria Road would operate with average delays of some 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The signalised intersection of Victoria Road with Villiers Street would continue to operate with average delays of less than 40 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service;

- The roundabout intersection of Ross Street with Villiers Street would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The priority controlled intersection of Church Street with Ross Street would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service;

- The Ross Street access would continue to operate with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods. This represents a level of service A, a good level of service; and

- The Victoria Road access would improve its operation with average delays for the highest delayed movement of less than 10 seconds per vehicle during peak periods (a decrease in delay of some 30 seconds per vehicle). This represents a level of service A, a good level of service.

3.35 In summary the SIDRA analysis found similar results to the previous analysis. It should be noted that the proposed development will have similar traffic generation to the existing uses on the site.

3.36 With respect to the second point raised by TfNSW we note the assessment requested would be appropriate for new development that generates significant additional traffic compared to existing uses on the site. However the planning proposal would result in the same or less traffic compared to the existing uses on the site. Thus the measures PLR propose to manage access to the site (for the existing situation) during construction and operation would apply to the planning proposal. Nonetheless it is noted that the site has frontage to three roads (Ross Street, Church Street and Victoria Road) and access to Victoria Road and Church Street. Thus access to the site would be maintained, should works along the PLR corridor (Church Street) affect access to Victoria Road or Ross Street.

Summary

3.37 In summary, the main points relating to the updated transport assessment of the planning proposal are as follows:

i) the planning proposal is for a mixed use development comprising residential, commercial/retail and a relocated McDonald's;

ii) the site is well located to existing and future transport services which will:
   - improve the choice of transport and reduce dependence solely on cars for travel purposes;
   - moderate growth in the demand for travel and the distances travelled, especially by car;

- support the efficient and viable operation of public transport services; and
- provide the opportunity to provide a balanced level of on-site parking that also meets the demands for travel outside of the commuter peak periods.

iii) the site is serviced by existing bicycle paths and pedestrian facilities;

iv) the proposed parking provision is consistent with the rates suggested by Council;

v) access, servicing and internal layout will be provided in accordance with AS 2890.1 - 2004, AS 2890.2 – 2002 and AS2890.6 - 2009;

vi) the planning proposal would result in a reduction (compared to the existing situation) of some 4 and 28 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively ;

vii) the change to the Victoria Road access from entry/exit to entry only will result in a 25% reduction in traffic using this access;

viii) the surrounding road network will accommodate the traffic from the planning proposal; and

ix) the matters raised by TfNSW have been addressed.

10884 - Parramatta Mixed Use

Click: https://goo.gl/maps/EKVituCRokx

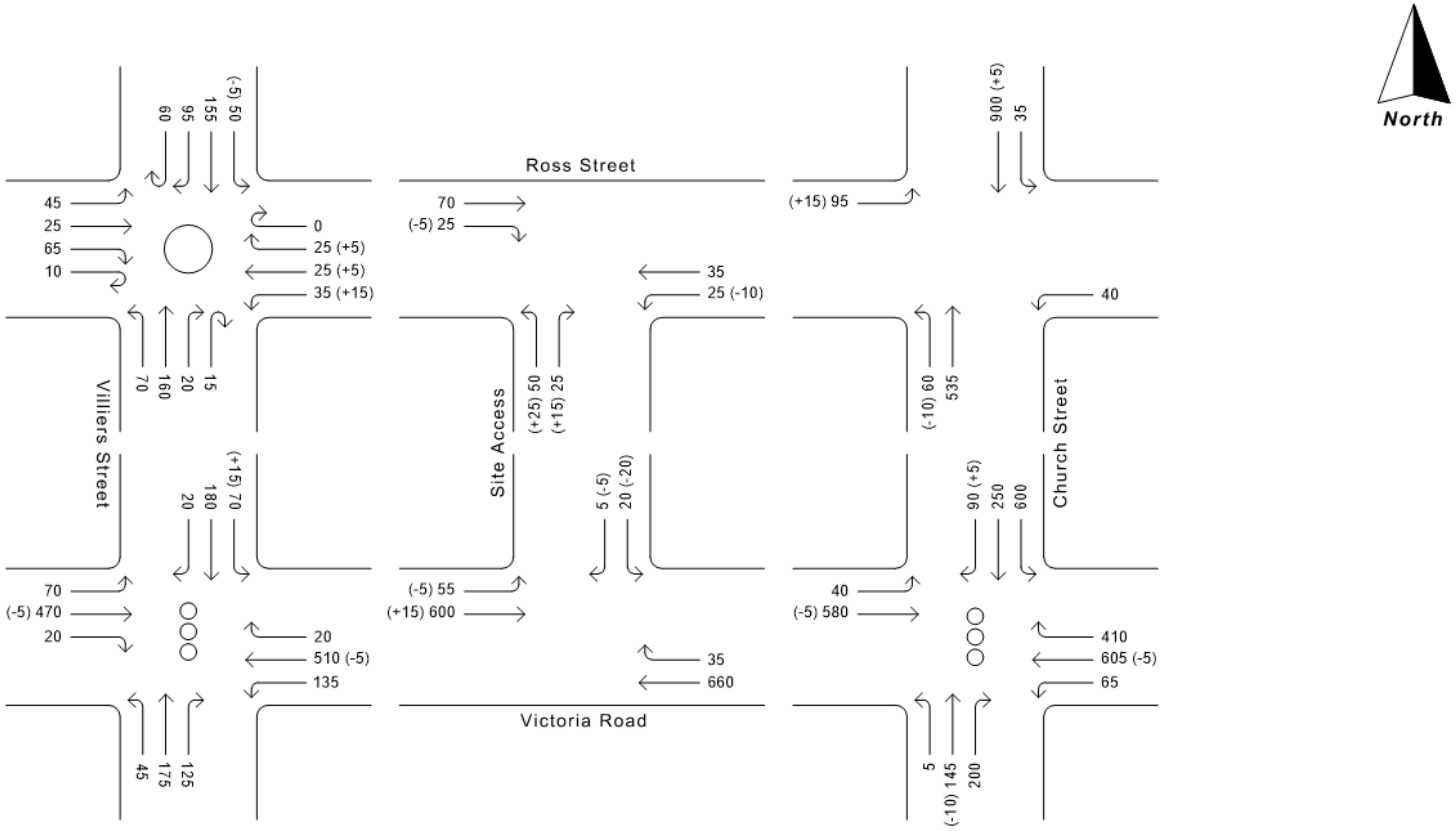
Location Plan

Colston Budd Rogers & Kafes Pty Ltd

DRAWN BY CBRK Pty Ltd_mc Ref: 10884 20.05.2020

Figure 1

10884 - Parramatta Mixed Use



LEGEND

100 - Existing Peak Hour Traffic Flows
(+10) - Additional Development Traffic
- Traffic Signals
- Roundabout

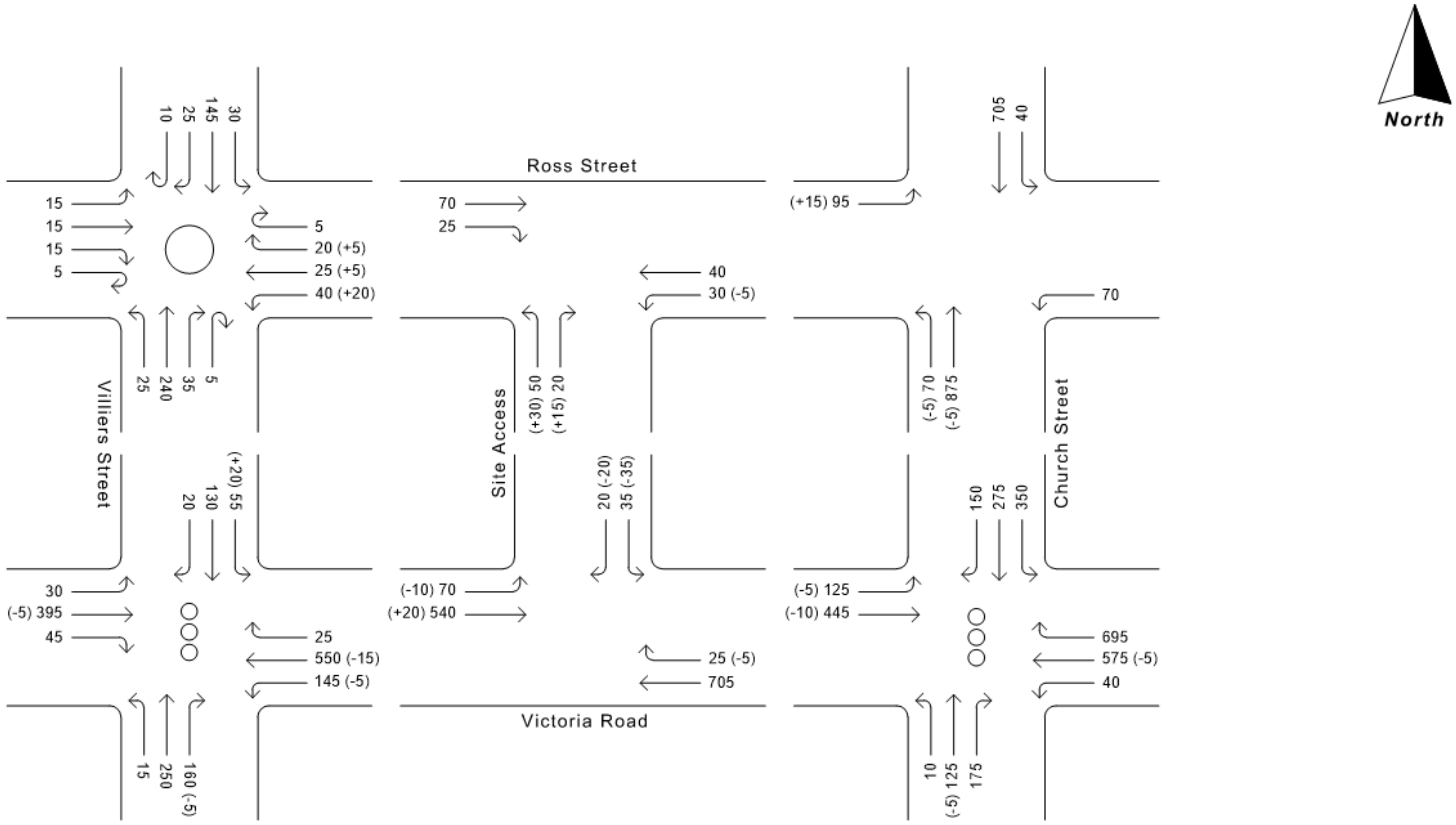
Existing weekday morning peak hour traffic flows plus development traffic

Figure 2

Colston Budd Rogers & Kafes Pty Ltd

DRAWN BY CBRK Pty Ltd_mc Ref: 10884 20.05.2020

10884 - Parramatta Mixed Use



LEGEND

100 - Existing Peak Hour Traffic Flows
(+10) - Additional Development Traffic
- Traffic Signals
- Roundabout

Existing weekday afternoon peak hour traffic flows plus development traffic

Figure 3

Colston Budd Rogers & Kafes Pty Ltd

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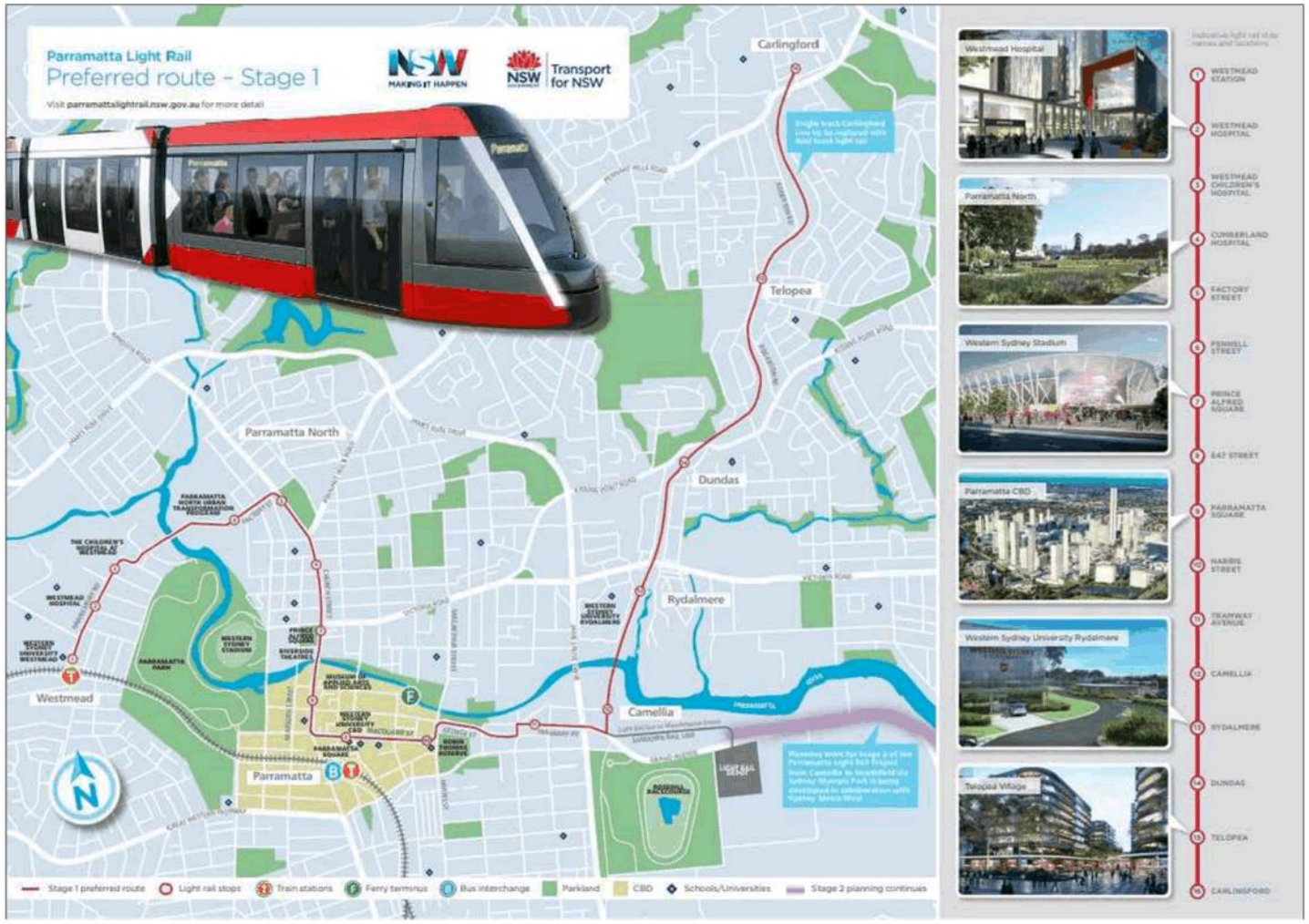
10884 - Parramatta Mixed Use



Parramatta Light Rail - Preferred Route

Colston Budd Rogers & Kafes Pty Ltd

DRAWN BY CBRK Pty Ltd_mc Ref: 10884 20.05.2020

Figure 4

JMT Consulting

23 Leonard Avenue
Kingsford NSW 2032
0415 563 177

Melody Potter
Senior Development Manager, Stockland
Level 25, 133 Castlereagh Street
Sydney NSW 2000

3 February 2020

Dear Melody

355 and 375 Church Street, Parramatta | Traffic and Parking Advice

1. Introduction

JMT Consulting has been requested by Stockland to provide traffic and parking advice in relation to the Planning Proposal for a mixed use development at 355 and 375 Church Street, Parramatta. This advice specifically considers the implications of the proposed parking provision for the McDonalds component of the proposal.

2. Background

Stockland have lodged a Planning Proposal for the site at 355 and 375 Church Street, Parramatta. The site is currently occupied by a McDonalds Restaurant, two office and retail buildings and a large car park. The Planning Proposal involves the retention of the existing McDonalds and a mixed use building, including retail/commercial on the ground and first floor as well as approximately 346 residential apartments. The site location is shown in Figure 1 below

Figure 1 Site location
Source: Ethos Urban, 2019

3. Transport Assessment

3.1 Proposed parking provision

Under the Planning Proposal the McDonalds Restaurant will include approximately 950m^2 of Gross Floor Area (GFA) with 220 seats. 34 car parking spaces are proposed to service the McDonalds which equates to a parking rate of:

- 1 parking space per 6.5 seats; or
- 1 parking space per 28m^2 GFA

3.2 Comparison with relevant guidelines

In considering the appropriateness of the proposed parking provision for the McDonalds, a comparison with relevant guidelines has been undertaken. This comparison has considered the recommended parking rates contained in the following documents:

- Parramatta Local Environment Plan (LEP) 2011
- RMS Guide to Traffic Generating Developments
- Development Control Plans (DCPs) for neighbouring Councils, including:
  - City of Ryde Council
  - City of Canada Bay Council
  - Cumberland Council

This comparative assessment is presented in Table 1 below.

Table 1 Comparison of parking rates for drive in take away food restaurants

Document	Parking rate for drive in take away food restaurants	Permissible parking provision for McDonalds Parramatta under relevant document
Parramatta LEP 2011	1 parking space / 10m^2 or 1 parking space / 6 seats (whichever is the lesser)	37
RMS Guide to Traffic Generating Developments	1 parking space per 3 seats	73
City of Ryde Council DCP	1 parking space / 10m^2 or 1 parking space / 5 seats (whichever is greater)	95
City of Canada Bay DCP	1 parking space per 3 seats	73
Cumberland (Holroyd) DCP	1 parking space / 10m^2	95

As evident in Table 1, the proposed parking provision of 34 spaces in the McDonalds Parramatta is below the maximum rate identified in the Parramatta LEP, and significantly lower than what would be permissible under the controls in adjacent LGAs. Further, the RMS Guide to Traffic Generating Development document recommends a parking rate of 1 space / 3 seats – more than double the parking rate proposed for McDonalds Parramatta.

3.3 Comparison to commercial parking rates

It is understood Parramatta City Council have recommended that a parking rate for commercial uses be adopted for the McDonalds component of the site.

It is important to recognise that parking demands associated with fast food take away outlets are not comparable to those for commercial offices (or even general retail), particularly within major employment centres such as Parramatta. For this reason the RMS Guide to Traffic Generating Developments, as well as other documents including the Parramatta LEP 2011, provide separate parking rates for fast food outlets and commercial uses.

Recent surveys[1] conducted by the RMS (now Transport for NSW) for fast food take away outlets in the Sydney Metropolitan Area indicate these sites generate parking demand at a rate of approximately 6.8 spaces / 100m^2 GFA. In comparison, similar surveys[2] undertaken for commercial office buildings across Sydney indicate a far lower rate of parking demand of approximately 1.3 spaces / 100m^2 GFA. This is illustrated in Figure 2 below

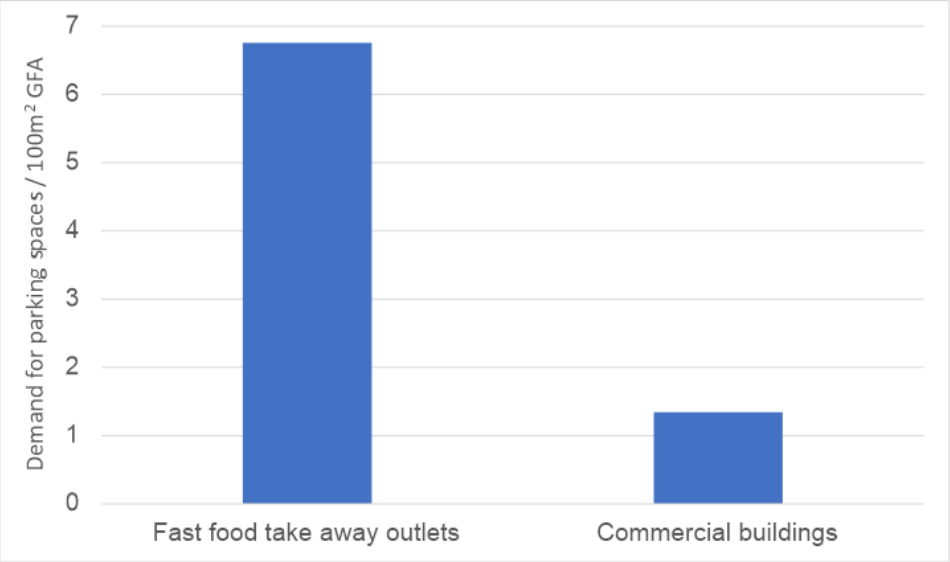


Figure 2 Comparison in parking demand between fast food outlets and commercial buildings

For this reason commercial parking rates should not be utilised to determine the appropriate number of spaces to be provided for the future McDonalds.

[1] Trip generation and parking demand surveys of fast food outlets analysis report, September 2016 (Bitzios Consulting on behalf of Roads and Maritime Services)
[2] Trip Generation and Parking Generation Surveys (Office Blocks) analysis report, September 2010 (GTA Consulting on behalf of Roads and Maritime Services)

3.4 Traffic implications of proposed parking provision

The proposed parking provision of 34 spaces for the McDonalds represents a reduction of approximately 43% compared to the existing provision. This reduced parking provision, combined with the reduced exposure of the relocated drive through, will result in a reduction in traffic generation from the McDonalds component of the site by 29% when compared with current traffic movements.

This reduced number of parking spaces proposed for the McDonalds will, even taking into consideration the increase in traffic from the residential and retail/commercial components, result in no net increase in traffic movements on the road network. During the afternoon peak hour there will be a small reduction in traffic movements compared to the current situation.

Therefore the proposed parking provision for the McDonalds component of the site will not result in any increased vehicle delays or congestion on the surrounding road network.

3.5 Implications for adopting commercial parking rates

Adopting commercial parking rates for the McDonalds component of the site would result in a total parking provision of three spaces. This provision is substantially lower than that recommended for fast food take away outlets in the current Parramatta LEP and other relevant documents/guidelines.

A parking provision of only three spaces would result in significant overflow parking impacts on local streets, particularly Ross Street and Villiers Street. The demand generated by McDonalds users would limit the available parking supply for other businesses in the area and not result in an optimal transport outcome.

4. Summary

JMT Consulting has reviewed the appropriateness of the proposed parking provision of 34 spaces for the McDonalds component of the Planning Proposal at 355 and 375 Church Street, Parramatta. Key findings of the review are as follows:

- The proposed parking provision is below the maximum rate identified for fast food outlines in the Parramatta LEP, the RMS Guide to Traffic Generating Development document and significantly lower than what would be permissible under planning controls in adjacent LGAs.
- The proposed parking provision will not result in any increased vehicle delays or congestion on the surrounding road network during the critical peak hour periods.
- Recent surveys undertaken by the RMS indicate that parking demand for fast food take away outlets is far greater than that for commercial uses. For this reason commercial parking rates should not be utilised to determine the appropriate number of spaces to be provided for the future McDonalds.
- Adopting commercial car parking rates for the McDonalds would result in significant overflow parking impacts on local streets - limiting the available parking supply for other businesses and residents in the area.

In this context, it is concluded that the proposed parking provision provides an appropriate balance between managing traffic impacts of the proposal and providing for a sufficient level of on-site parking that will not impact surrounding residents and businesses.

Please don't hesitate to contact the undersigned should you require any clarification to the matters discussed in this document.

Regards

Josh Milston

Director | JMT Consulting

MIEAust CPEng

Transport for NSW

Received by IPC
12 April 2021

Nathalie O'Toole
Senior Manager Planning Concierge
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Ms O'Toole,

Planning Proposal – 355 and 375 Church Street Parramatta
Supplementary Advice

Thank you for organising the meeting held on 30 March 2021, where additional information prepared by the proponent of the subject planning proposal was presented. Additional information was also provided by the proponent via email correspondence on 30 March 2020 for our further consideration of the subject matter.

It is noted that the proponent is seeking a maximum parking rate of 30 spaces for the *takeaway food and drink premises* (McDonald's) through a site-specific provision in the Parramatta LEP, together with a proposed sunset clause. The argument put forward by Ethos Urban (in their report) that this will not create a precedent is a planning matter, and as such your Department is best placed to assess and consider this aspect.

It is understood that the proponent is seeking amendment of Gateway condition 1(c) (shown below):

- *Condition 1(c) – Remove the proposed car parking rates for takeaway food and drink premises and the associated sunset clause.*

TfNSW has reviewed the additional information and we raise no objections to the amendment of the Gateway condition 1(c) and site-specific controls in the planning proposal/written instrument. A suggestion for your consideration is outlined below:

- *Amended Condition 1(c) – Apply maximum car parking rates as follows:*
  - *For floorspace used for the purposes of take away food and drink premises at 355 and 375 Church Street Parramatta: 1 space / 30 square metres of Gross Floor Area or 30 spaces (whichever is the lesser).*
  - *For all other uses, the maximum rates are currently contained in the Parramatta CBD Planning Proposal.*

Based on the capped parking for the *takeaway food and drink premises* and parking for the remainder of any future development on the site being in accordance with the Parramatta CBD Planning Proposal controls, it is agreed that the site-specific implications of the

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proposal will not likely have any significant material consequences for the surrounding transport network operations.

Please note that the above advice pertains only to Gateway condition 1(c) and the car parking aspects of the planning proposal. TfNSW reserves the right to provide further comments on the planning proposal from a traffic and transport perspective once it has been updated in accordance with the Gateway requirements and formally referred to us as part of the agency consultation and/or public exhibition.

In particular, we note that a Gateway condition also requires that a site-specific Development Control Plan (DCP) be prepared for the site. TfNSW is currently building the Parramatta Light Rail (PLR), which is due to be operational by 2023. PLR will be operating on Church Street adjacent to the site, and any interactions from adjoining development including vehicles, service vehicles, bicycles and pedestrians will need to be considered in the preparation of the site-specific DCP. This will include the need for detailed consideration of the drive-through operation of McDonald's. The DCP may also consider whether the parking allocated to the *takeaway food and drink premises* can be adapted to other uses in the future.

TfNSW would welcome the opportunity to provide advice during the preparation of the site-specific DCP to ensure that any interface with the adjoining road network poses minimal implications for the PLR operations.

Thank you again for the opportunity of providing advice on the above matter. If you require any further information, please send your query to development@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

1/4/2021

Mark Ozinga
Senior Manager, Land Use Planning & Development
Customer Strategy and Technology

CD21/01402

New South Wales Government
Independent Planning Commission

Gateway Determination Review Request – 355 and 375 Church Street, Parramatta

Gateway Determination Advice Report

Chris Wilson (Chair)

23 April 2021

April 2021 Final Report ©
State of New South Wales through the Independent Planning Commission 2021

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1 INTRODUCTION

1. On 19 March 2021, the NSW Independent Planning Commission (**Commission**) received a request from the NSW Department of Planning, Industry and Environment (**Department**) for advice pursuant to section 2.9(1)(c) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) in relation to a Planning Proposal and Gateway Determination in respect of 355 and 375 Church Street, Parramatta (**Site**) within the Parramatta Local Government Area (**LGA**).

2. On 21 August 2018, a site-specific Planning Proposal request was submitted to the City of Parramatta Council (**Council**) to amend controls relating to the Site under the *Parramatta Local Environmental Plan 2011* (**PLEP 2011**). The Planning Proposal request was submitted as a joint venture between Stockland and McDonalds (**Proponent**) and was prepared by Ethos Urban on behalf of the Proponent.

3. The Department's Gateway Review Justification Assessment Report (**Gateway Report**) provides that the Planning Proposal is intended to facilitate the redevelopment of the Site for a mixed-use development comprising "towers above a podium (31 and 28 storeys, podium inclusive) over a single basement level for car parking" (page 2). The redevelopment of the Site would include a McDonalds restaurant in the south-east corner of the podium.

4. At its meeting on 13 July 2020, Council resolved to endorse the site-specific Planning Proposal.

5. On 19 August 2020, Council submitted the Planning Proposal to the Department for Gateway Determination.

6. On 13 November 2020, as the delegate of the Minister for Planning and Public Spaces (**Minister**), the Department issued a Gateway Determination that the Planning Proposal should proceed subject to conditions (**Gateway Determination**). The Department found the Planning Proposal exhibited strategic and site-specific merit and gave effect to the *Central City District Plan, 2018* (**District Plan**). Amongst other matters, the conditions imposed on the Gateway Determination included conditions requiring the Proponent to:

   - remove the proposed site-specific car parking rates for take away food and drink premises and the associated sunset clause (Gateway condition 1(c)); and
   - include the isolated site to the north of the Site within the Planning Proposal (Gateway condition 1(d)).

7. The Commission notes the correct address of the isolated site is 385 Church Street, Parramatta (not 383 Church Street, Parramatta as described in the Gateway Determination conditions) (**Isolated Site**).

8. On 29 January 2021, Council provided a letter to the Department in support of the Proponent's intention to seek a Gateway Determination review regarding Gateway conditions 1(c) and 1(d). In its letter, Council stated the Proponent's request is "consistent with Council's resolution on this matter on 13 July 2020 and is therefore supported by Council".

9. On 29 January 2021, the Proponent requested the Department review the Gateway Determination. The review request seeks to delete Gateway conditions 1(c) and 1(d) (**Review Request**).

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10. In its letter to the Commission, received on 19 March 2021, the Department requested that the Commission review the Planning Proposal and prepare advice regarding the merits of the Review Request and whether, in its opinion, the Gateway Determination issued on 13 November 2020 should be amended.

11. The Department's Gateway Report was also received by the Commission on 19 March 2021. The Gateway Report sets out the Department's consideration of the Review Request and provides recommendations to the Commission (refer to Section 2 below).

12. Professor Mary O'Kane AC, Chair of the Commission, nominated Chris Wilson (Chair), to constitute the Commission Panel to provide advice to the Department on the Gateway Determination review request.

1.1 Site and Locality

13. The Site is located at 355 and 375 Church Street, Parramatta, and comprises Lot 1 DP in 668821 and Lot 1000 in DP 791977 respectively. The location of the Site is identified at **Figure 1** below.

14. The Department's Gateway Report states:

> *The site is bounded by Church Street, Victoria Road and Ross Street, leaving an isolated site at 385 Church Street... The isolated site comprises a three-storey mixed use development, with retail and office space. Development to the west of the site comprises a 5-storey mixed use development.*
>
> *The site is located at the northern end of the Parramatta CBD Precinct, approximately 1km from Parramatta Railway Station. The site is also situated adjacent to the Parramatta Light Rail (PLR) Stage 1 corridor, with a future Light Rail stop at the junction of Church Street and Victoria Road* (page 2).

15. The Commission notes that the new Bankwest Stadium is located approximately 300 metres to the west of the Site, and Prince Alfred Park is located directly opposite the Site to the south.

Figure 1 *Site outlined in red and Isolated Site outlined in yellow (source: Gateway Report)*

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1.2 The Planning Proposal

16. The Department's Gateway Report describes the Planning Proposal as follows:

> *The planning proposal… seeks to amend the development controls for land at 355 and 375 Church Street, Parramatta… by introducing a site-specific clause in the Parramatta Local Environmental Plan 2011 (PLEP 2011) to include the following:*
>
> 1. *Amend the Special Provisions Area Map to identify the site;*
> 2. *Introduce a maximum height control with the maximum height to be determined by the proposed sun access plane to Prince Alfred Square which requires no overshadowing of the protected area of the Square between 12pm and 2pm in mid-winter;*
> 3. *Amend the Sun Access Protection Map to identify the portion of Prince Alfred Square subject to sun access protection;*
> 4. *Introduce a maximum FSR of 6.9:1, but only if the design excellence provisions within Clause 7.10 are satisfied at development application stage;*
> 5. *Enable an additional 5% FSR bonus (bringing the maximum FSR on the site to 7.2:1) if a high-performance building is provided; and*
> 6. *Specify maximum car parking rates for residential, commercial and take away food and drink premises that differ from those adopted in the Parramatta CBD in relation to take away food and drink premises.*
>
> *Regarding 6. above, the proposal requested to apply maximum car parking rates for take away food and drink premises of 1 car parking space per 30m² of gross floor area (GFA) or a maximum of 30 spaces, whichever is the lesser, with a sunset clause ending the application of this provision after five years from the date of notification of the amendment. The parking rate would revert to the Parramatta CBD parking rate after the sunset clause expires* (pages 1 and 2).

17. A summary of the Planning Proposal's history, as set out in the Department's Gateway Report, is provided at **Attachment A**.

18. It should be noted that in 2015, McDonalds with Endeavour Property Group submitted a Development Application (**DA**) (DA/96/2015) for a staged development of the Site involving the demolition of existing structures; consolidation and subdivision to create two lots; construction of a McDonald's restaurant on proposed Lot A (Stage 1); and concept approval for a future mixed-use development over basement parking on proposed Lot B (Stage 2). The DA was subsequently deferred by the Sydney West Joint Regional Planning Panel (**JRPP**) because it considered the proposed development to be "a lost opportunity to present a major architectural feature on this significant site which is located at the intersection of two historical roadways within Parramatta" (JRPP Memo, dated 23 November 2015). The JRPP recommended that an amended proposal be developed that responded more adequately to a range of design issues and the opportunities presented by the Site in the context of its Parramatta CBD location (JRPP Memo, dated 23 November 2015).

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1.3 Proponent's Request

19. As described at paragraph 9, the Proponent sought a review of the Gateway Determination on 29 January 2021 requesting the deletion of:

- Gateway condition 1(c) – *Remove the proposed car parking rates for take away food and drink premises and the associated sunset clause*; and
- Gateway condition 1(d) – *Include the isolated site at 383 Church Street within the proposal consistent with the Parramatta CBD Planning Proposal*.

20. As part of the material considered by the Commission (described at paragraph 22 below), the Commission has reviewed the Proponent's justification for requesting a Gateway determination review.

2 THE COMMISSION'S CONSIDERATION

2.1 The Commission's Meetings

21. As part of its consideration of the Review Request, the Commission met with various organisations / persons as set out in **Table 1** below. All meeting and site inspection notes have been made available on the Commission's website.

Table 1 *– Commission's Meetings*

Meeting	Date	Transcript/Notes Available on
Site Inspection	7 April 2021	12 April 2021
Council	7 April 2021	15 April 2021
Proponent	12 April 2021	14 April 2021
Department	13 April 2021	14 April 2021

2.2 Material Considered by the Commission

22. In its review, the Commission has carefully considered the following material (**Material**):

- the Department's request for Gateway determination review letter, dated 17 March 2021 and received by the Commission on 19 March 2021;
- the Department's Gateway Report, received by the Commission on 19 March 2021, including the following attachments:
  - Post Gateway Review Request report, prepared by Ethos Urban, dated 28 January 2021;
  - Attachment A – Gateway Determination Review Application Form, prepared by Stockland, dated 29 January 2021;
  - Attachment B – Council letter of support, dated 29 January 2021;
  - Attachment C – Gateway Determination, dated 13 November 2020;
  - Attachment D – Planning Proposal, prepared by City of Parramatta Council, dated July 2020;
  - Attachment E – Council report and resolution, dated 13 July 2020;
  - Attachment F – Local Planning Panel Report, dated 16 June 2020;
  - Attachment G – Urban Design Report, prepared by Bates Smart, dated 19 May 2020; and addendum (Additional Floor Space Option, prepared by Stockland, dated August 2020);
  - Attachment H – Landscape Concept Plan, prepared by Turf Design Studio, dated 6 July 2018;

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- Attachment I – Transport Report, prepared by Colston Budd Rogers & Kafes Pty Ltd, dated July 2018 and updated August 2020; and Traffic and Parking Advice, prepared by JMT Consulting, dated 3 February 2020;
- Attachment J – Flood Advice, prepared by Cardno, dated 13 July 2018;
- Attachment K – Heritage Impact Statement, prepared by NBRS Architecture Heritage, dated 1 April 2019; and Addendum to the Heritage Impact Statement, prepared by NBRS Architecture Heritage, dated 17 August 2020;
- email advice from TfNSW, dated 2 February 2021;
- email advice from Council, dated 4 March 2021; and
- letter from Transport for NSW (**TfNSW**), dated 11 March 2021;

- supplementary advice from TfNSW to the Department, dated 1 April 2021 and received by the Commission on 12 April 2021;
- letter from the Department to the Commission, dated 16 April 2021 and received by the Commission on 16 April 2021;
- all comments made to the Commission during the meetings outlined in **Table 1**;
- *Draft Parramatta CBD Planning Proposal*, dated August 2020, including Appendices 1 to 17 (including the *Parramatta CBD Planning Strategy*, adopted by Council on 27 April 2015);
- *City of Parramatta Local Strategic Planning Statement, 2020* (**Parramatta LSPS**);
- *Central City District Plan, 2018* (**District Plan**);
- *Greater Sydney Region Plan, 2018* (**Region Plan**); and
- Sydney West Joint Regional Planning Panel (**JRPP**) Memo, Folder Number: DA/96/2015, dated 23 November 2015.

2.3 Council's View

23. The Commission notes that Council supports the Proponent's request to remove Gateway conditions 1(c) and 1(d) from the Gateway Determination.

24. Page 3 of the Gateway Report states:

> *On 26 February 2021, the Department formally requested Council's views on the Gateway determination review request. On 4 March 2021… Council advised that there were no additional comments in relation to the request, noting that Council had previously provided a letter in support of the proponent's request package dated 29 January 2021... Council supports the Gateway review request to:*
>
> 1. *remove Gateway condition 1(c) which requires removal of the proposed car parking rates for takeaway food and drink premises and the associated sunset clause, and*
> 2. *remove Gateway condition 1(d) which requires inclusion of the isolated site at 383(385) Church St, Parramatta into the Planning Proposal.*

25. Council provided a letter of support to the Department dated 29 January 2021, which indicates that Council considers the Review Request to be consistent with Council's resolution of 13 July 2020 and is therefore supported by Council.

26. The Commission notes that Council previously requested the Department undertake an administrative review of Gateway conditions 1(c) and 1(d) on 23 December 2020 and recommended the conditions be deleted from the Gateway Determination. As noted in the Gateway Report, because the Proponent provided its intent to submit a Gateway review request, the Department did not proceed to consider Council's request for an administrative review of the Gateway Determination.

27. Further detail of Council's views on Gateway conditions 1(c) and 1(d) is provided in sections 2.5 and 2.6 below.

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2.4 The Department's Consideration

28. The Commission notes the Department's position, as stated at its meeting with the Commission on 13 April 2021, that Gateway condition 1(c) should not be removed from the Gateway Determination.

29. The Commission also notes the Department supports the deletion of Gateway condition 1(d) in the context of Council's views (paragraph 24 above) and the justification provided in the Proponent's Gateway Review Request Report.

30. Further detail of the Department's views on Gateway conditions 1(c) and 1(d) is provided in sections 2.5 and 2.6 below.

2.5 Condition 1(c) – Take Away Food and Drink Premises Car Park Rate

31. Condition 1(c) of the Gateway Determination reads as follows:

    1. Prior to exhibition, the Planning Proposal be amended as follows:

    c) Remove the proposed car parking rates for take away food and drink premises and the associated sunset clause; …

32. As described in paragraph 16 above, the Proponent is seeking to achieve a bespoke car parking rate of 1 space per 30m² of gross floor area (**GFA**) or a maximum of 30 spaces, whichever is the lesser, for a take away food and drink premises on the Site.

33. The Department's view of the proposed bespoke parking rate is set out in the Gateway Report, which states:

    The Department notes the justification provided by the proponent and Council's views on the Gateway review request. However, the Department's position remains unchanged on the specific parking rate for take away food and drink premises (page 7).

34. The Commission notes the Department considers that the proposed bespoke car parking rate is inconsistent with the long-term strategic plans for the Parramatta CBD (**CBD**) as the Central City and will create an undesirable precedent for other development in the CBD (page 7 of the Gateway Report). The Department is of the view that the Site will be supported by public transport and active transport when the Parramatta Light Rail Stage 1 is expected to become operational in 2023.

35. At its meeting with the Commission on 13 April 2021, the Department stated:

    [The Department has] *been holding a consistent policy position on all planning proposals in the CBD since 2016. So, when… these site-specific planning proposals started coming through, Transport and RMS at the time raised some concerns around parking rates and… not having that underlying analysis and evidence base in terms of [impact of] the development on the road network. So, in 2016 the policy position was taken to implement some fairly stringent parking controls across the CBD which really was there to enable site-specific planning proposals to progress in advance of the CBD planning proposal* (page 3 of the meeting transcript).

36. Council's view of the proposed bespoke parking rate is provided in the Gateway Report, which states:

    Council officers identify that the car parking rates endorsed by Council represent a balanced approach that limits setting an undesirable precedent for parking provision, while also advancing a shared vision to see this site redeveloped in accordance with the Parramatta CBD Planning Proposal (page 4).

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37. The Commission notes Council's comments at its meeting with the Commission on 7 April 2021 that Council is of the view that the proposed bespoke parking rate would not set a precedent in Parramatta CBD as the Site is the only take away food and drink premises with a drive-through located on an arterial road in the Parramatta CBD Planning Proposal area (page 5 of the meeting transcript).

38. The Commission notes that the Gateway Report states that Council officers had previously expressed concern about the proposed car parking rate when compared against the parking provision in other strategic centres in Sydney and that Council proposed an alternative rate for takeaway food and drink premises on the Site which would result in approximately 20 parking spaces. However, the Gateway Report states that Council accepts the Proponent's view that the development would not be feasible under the alternative rate and therefore support the proposed parking rate.

39. At its meeting with the Commission on 7 April 2021, Council stated:

> *… we have sought to put in place parking controls for sites… that are consistent with what we anticipate will be in the CBD* [Planning Proposal] *in the future, which is rates consistent with the class A rates in the City of Sydney plan, and we've progressed on that basis.*
>
> *So, the issue that is material to this application is the applicant requested a consideration of a variation to that approach to allow additional car parking on this particular site…* (page 3 of the meeting transcript).

40. Council commented on the unique nature of the proposed land use on the Site within the CBD context and stated that the Proponent was able to "achieve Council's objectives in terms of urban design and other outcomes" (page 4 of the meeting transcript) and that Council felt it "could defend a decision to vary the controls on this particular site" (page 5 of the meeting transcript).

41. At its meeting with the Commission, Council noted that without the proposed bespoke parking rate, the Site may be "retained as it is, with the existing car parking arrangements, and the existing poor urban design outcomes... We didn't think that was a good outcome" (page 4 of the meeting transcript).

42. The Proponent considers that the proposed bespoke parking rate will not create a precedent for other sites in the CBD area and, when compared with the existing situation, will not result in increased traffic volumes. The Proponent's views are stated at page 6 of the Gateway Report:

- *Parramatta Local Environmental Plan 2011 currently contains a parking rate relevant to the proposed use (allowing 37 spaces), however, the draft controls currently contained in the CBD planning proposal do not. This is because the draft CBD proposal adopts City of Sydney rates, which do not include a specific rate for Take Away Food and Drink Premise.*
- *The site is currently the only Take Away Food and Drink Premise with seating and a drive-through located on an arterial road in the Parramatta CBD planning proposal area.*
- *The planning proposal provides an opportunity to "unlock" redevelopment of this site in line with the Parramatta CBD planning proposal and the proposed parking rates will not increase traffic volumes or vehicle delays under the redeveloped scenario when compared with the existing situation.*
- *A bespoke rate will provide development assessment officers with an appropriate policy framework and tool for considering and assessing any future DA involving a Take Away Food and Drink Premise.*
- *Council's support for the site-specific car parking rate was based on the unique circumstances surrounding the site.*

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43. At its meeting with the Commission on 12 April 2021, the Proponent stated that the proposed parking rate would not set a precedent that would impact the operation of the road network in the Parramatta CBD because it is the only premises of its kind in the Parramatta CBD Planning Proposal area (page 7 of the meeting transcript).

Transport for NSW Supplementary Advice

44. On 12 April 2021, the Commission was provided with a copy of written correspondence between TfNSW and the Department, dated 1 April 2021, regarding the proposed maximum parking rates for takeaway food and drink premises on the Site (**Supplementary Advice**).

45. The Commission notes that the Supplementary Advice provided by TfNSW differs from its previous advice in its letter dated 11 March 2021. While TfNSW previously did not support the proposed maximum parking rate of approximately 30 spaces for a takeaway food and drink premises on the Site, the Supplementary Advice provides that TfNSW no longer objects to the application of a bespoke parking rate. In its Supplementary Advice, TfNSW states that:

> *Based on the capped parking for the takeaway food and drink premises and parking for the remainder of any future development on the site being in accordance with the Parramatta CBD Planning Proposal controls, it is agreed that the site-specific implications of the proposal will not likely have any significant material consequences for the surrounding transport network operations.*

46. The Commission considers TfNSW's Supplementary Advice to be materially important to its consideration of the Review Request. Therefore, on 13 April 2021 the Commission sought the Department's advice with respect to the TfNSW Supplementary Advice.

47. The Department responded to the Commission's request on 16 April 2021. In its letter, the Department stated:

> *The Department's position remains unchanged for the request to remove the proposed specific car parking rate for take away food and drink premises and associated sunset clause as part of Gateway condition 1(c). The Department notes that further work is being undertaken by* [Council] *in the preparation of a mesoscopic model and Parramatta Integrated Transport Plan, both of which are required to be completed prior to the finalisation of the Parramatta CBD Planning Proposal (CBD proposal) …*
>
> *TfNSW has suggested that the site-specific implications of the proposal will not likely have any significant material consequences surrounding transport network operations. It should be noted that the Parramatta CBD Strategic Transport study supporting the CBD proposal states that the current road network has limited capability to expand; and new surface transport infrastructure like Parramatta Light Rail further impacts on the road space allocation for private vehicles. Without the mesoscopic transport model and the Parramatta Integrated Transport Plan, the cumulative impacts on the network operations in the Parramatta CBD are unknown.*

48. Furthermore, the Department's letter to the Commission confirms its views regarding the potential for the bespoke parking rate to create a precedent for development in the CBD area. The Department stated:

> *It is considered that the bespoke car parking rate will create a precedent for other developments in the CBD and is inconsistent with the long-term strategic vision for the Parramatta CBD as the Central River City. Although there are no other sites containing a takeaway food and drink premises with a drive through and seating located within the CBD proposal area, there is nothing preventing other landowners pursuing such a commercial interest.*

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Commission's Finding

49. The Commission has considered the Proponent's justification for the deletion of Gateway condition 1(c) and the views of Council and the Department with respect to this issue. The Commission has also considered the views of TfNSW in its Supplementary Advice.

50. Although the Commission acknowledges the Department's objective of maintaining a consistent policy position prior to the finalisation of the Parramatta CBD Planning Proposal and Parramatta Integrated Transport Plan, the Commission considers that in this instance, the benefits of permitting the proposed site-specific parking rate on the Site outweigh any policy implications that might otherwise arise.

51. The Commission agrees with the views of Council, as set out in paragraphs 36 above, and TfNSW, described at paragraph 45 above.

52. The reasons for the Commission's findings are as follows:

- the Commission accepts that the adoption of the site-specific parking rate provides certainty for McDonalds and consequently an opportunity to renew the Site (in joint venture with Stockland) consistent with the Parramatta CBD Planning Proposal which aims to achieve Council's vision for the growth of the Parramatta CBD as Sydney's second CBD;
- the Planning Proposal achieves Council's urban design objectives for the area, as stated at paragraph 40, and will result in improved outcomes for this part of the CBD when compared with the existing situation. It also responds to previous concerns raised by the Sydney West Joint Regional Planning Panel regarding design issues and site opportunities;
- the Commission accepts the findings of the Traffic and Parking Advice (prepared by JMT Consulting, dated 3 February 2020) which concludes that the proposed parking rates under the redeveloped scenario will "result in no net increase in traffic movements on the road network" (Section 3.4) when compared with the existing situation. Consequently, the redevelopment of the Site is unlikely to have further impacts on road space allocation for private vehicles and therefore not contribute to cumulative impacts on network operation;
- the Commission accepts TfNSW's Supplementary Advice which concludes that the proposed site-specific parking rate would not have significant consequences for surrounding transport network operations; and
- the Commission is not convinced that the adoption of the site-specific parking rate will set an undesirable precedent in the CBD given it is the only take away restaurant in the CBD with drive-through facilities on a main road. The Commission notes that the Parramatta CBD Planning Proposal will be made in approximately June 2021, as stated by the Department during their meeting with the Commission (meeting transcript page 7), therefore providing for more stringent parking controls across the CBD.

53. Given the above, the Commission finds that the Gateway Determination should be amended to delete Gateway condition 1(c).

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2.6 Condition 1(d) – Isolated Site

54. Condition 1(d) of the Gateway Determination reads as follows:

    1. *Prior to exhibition, the Planning Proposal be amended as follows: …*

    d) *Include the isolated site at 383 Church Street within the proposal consistent with the Parramatta CBD Planning Proposal; …*

55. The Commission notes that the Isolated Site is located to the north-east of the Site at the corner of Church Street and Ross Street, as illustrated at **Figure 1**, and that the correct address of the Isolated Site is 385 Church Street, Parramatta (as noted at paragraph 7 above). The Gateway Report states that "the isolated site comprises a three-storey mixed use development, with retail and office space" (page 2).

56. The Commission notes the Department's reason for imposing condition 1(d) to the Gateway Determination, as set out in the Gateway Report, which is as follows:

    Regarding the isolated site, the Gateway determination assessment report noted the proponent had undertaken work to demonstrate how the adjoining site could be redeveloped under the sliding scale provisions of the CBD proposal as well as consideration of the planning principles in relation to site isolation. The Department's assessment report identified that the amalgamation of the subject site with the isolated site would likely facilitate a better planning outcome. As a result, a Gateway condition (1)(d) was placed requiring that the planning proposal be amended prior to exhibition to include the isolated site within the proposal consistent with the Parramatta CBD planning proposal (page 3).

57. The Commission notes Council's view of condition 1(d) as described on page 5 of the Gateway Report:

    Council notes the controls that would be added to apply to the isolated site are already contained in the draft CBD proposal, which has already been exhibited. Given that the subject site-specific planning proposal still requires the resolution of a Development Control Plan (DCP) and Voluntary Planning Agreement (VPA) before it can be exhibited (consistent with Gateway condition 1(f) and Council resolution) means that it is likely that these controls will be put in place for this site before the site-specific planning proposal can be finalised. As a result, Council states all the resources that go into including the isolated site in this site-specific planning proposal are effectively wasted.

58. The Commission has also considered the Proponent's justification regarding the deletion of condition 1(d), as outlined on page 6 of the Gateway Report states:

    The review request expresses concern that including the isolated site will result in a risk of delaying the progress of the site-specific planning proposal. This is due to Council's Planning Agreement policy would not allow the isolated site to be included in the site-specific planning proposal unless the owner of that site has entered into a VPA.

    Additionally, it is argued that the controls to apply to the isolated site are those contained in the draft CBD planning proposal which has already been exhibited. Given that the site-specific planning proposal still requires the resolution of the DCP and VPA before it can be exhibited it is likely that the CBD proposal controls will be put in place for the isolated site before the site-specific proposal can be finalised. This could result in the inefficient use of resources that go into including the isolated site, such as negotiating a VPA and DCP with the adjoining landowner.

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59. The Commission understands that Stockland had previously made efforts to acquire the Isolated Site, as described in the Gateway Report, but that the current landowner did not express an interest in selling.

60. The Commission notes that the Department accepts the argument set out by Council and the Proponent that the Parramatta CBD Planning Proposal will amend the controls of the Isolated Site when it is finalised in any case, and that this is "likely to occur prior to the finalisation of the site-specific planning proposal" (page 8 of the Gateway Report). Additionally, the Gateway Report states:

> *Although the Department considers the amalgamation of the subject site with the isolated site would likely facilitate a better planning outcome, it is acknowledged that including the isolated site could potentially result in delaying the progression of the site-specific planning proposal* (page 8).

61. The Commission notes the Department's recommendation set out on page 9 of the Gateway Report:

> *Given the State Government's objective to reducing the time taken to complete Local Environmental Plans and the justification provided in the review request and Council's views, it is considered appropriate to delete condition 1(d) from the Gateway determination.*

Commission's Finding

62. The Commission has considered the Proponent's justification for the deletion of Gateway condition 1(d) and the views of Council and the Department with respect to this issue. The Commission agrees with the views of Council and the Department as set out in paragraphs 57 and 61 above, that the Parramatta CBD Planning Proposal will amend the controls of the Isolated Site and that this is likely to occur prior to the finalisation of the site-specific Planning Proposal. As such, the Commission agrees that inclusion of the Isolated Site could delay the progression of the site-specific Planning Proposal with no real benefit.

63. The Commission finds that the Gateway Determination should be amended to delete Gateway condition 1(d).

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3 CONCLUSION: THE COMMISSION'S ADVICE

64. The Commission has undertaken a review of the Gateway Determination as requested by the Department (paragraph 10 above). In doing so, the Commission has considered the Material (paragraph 22 above), submissions by Council and the Proponent and reasons given for the determination in the Department's Gateway Report.

65. The Commission agrees with the views of Council and TfNSW and finds that the Gateway Determination should be amended to delete Gateway condition 1(c).

66. The Commission agrees with the views of Council and the Department and finds that the Gateway Determination should be amended to delete Gateway condition 1(d).

67. The Commission notes that Gateway condition 2 requires Council to ensure consistency between the Planning Proposal and the Parramatta CBD Planning Proposal prior to finalisation of the plan. The Commission agrees with this condition other than where it relates to site-specific car parking controls for the reasons provided in section 2 of this Gateway Determination Advice Report.

68. The Commission advises the Minister's delegate that the Gateway Determination issued on 13 November 2020 should be upheld and the Gateway conditions should be amended to delete Gateway conditions 1(c) and 1(d) for the reasons provided in section 2 of this Gateway Determination Advice Report.

Chris Wilson (Chair)
Member of the Commission

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APPENDIX A

Table 2 *– History of the Planning Proposal (source: based on Department's Gateway Report)*

Date	Description
November 2015	McDonalds and Endeavour Property Group submitted a Development Application (DA) for the Site to the then Sydney West Joint Regional Planning Panel (JRPP) for a mixed-use development that included an upgraded McDonalds restaurant with 36 dedicated car parking spaces.
21 August 2018	A Planning Proposal request for the Site, prepared by Ethos Urban on behalf of the Proponent, was submitted to Parramatta Council.
13 July 2020	Council resolved to endorse the site-specific Planning Proposal.
19 August 2020	Council submitted the Planning Panel to the Department for Gateway.
2 November 2020	Public exhibition of the *Draft Parramatta CBD Planning Proposal* concluded (Council is currently reviewing submissions received).
13 November 2020	Gateway Determination was issued by the Department.
23 December 2020	Council Officers made a request to the Department for an administrative review of the two conditions. However, as the Proponent provided their intent to submit a Gateway review request, the Department did not proceed to alter the Gateway Determination.
29 January 2021	Council provided a letter to the Department in support of the Proponent's intention to seek a Gateway Determination review.
29 January 2021	The Proponent submitted a Gateway Determination review request, prepared by Ethos Urban, to the Department.
26 February 2021	The Department formally requested Council's views on the Gateway Determination review request.
4 March 2021	Council advised the Department that there were no additional comments in relation to the request, noting that Council had previously provided a letter in support of the proponent's request package dated 29 January 2021.
19 March 2021	The Commission received the Gateway Determination review request letter and Assessment Report from the Department.
12 April 2021	The Commission was provided with a copy of correspondence between TfNSW and the Department, dated 1 April 2021, regarding the proposed maximum parking rates at the Site.
13 April 2021	The Commission sought the Department's advice with respect to the TfNSW correspondence.
16 April 2021	The Department provided their advice in response to the Commission's request.

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INNOVATIVE

ITEM NUMBER	17.8
SUBJECT	FOR APPROVAL: Post exhibition Draft Development Control Plan for the Telopea Precinct (Deferred Item)
REFERENCE	F2021/00521 - D08243046
REPORT OF	Senior Project Officer Land Use Planning; Team Leader Land Use Planning
PREVIOUS ITEMS	17.2 - FOR APPROVAL: Draft Development Control Plan for the Telopea Precinct for Public Exhibition - Council - 10 May 2021 Telopea Master Plan - Council - 18 Dec 2017 8.9 - Telopea Master Plan - Council - 13 Mar 2017

WORKSHOP/BRIEFING DATE: 22 September and 6 October 2021

NOTE: THIS ITEM WAS DEFERRED FROM THE 27 SEPTEMBER COUNCIL MEETING FOR FURTHER COMMUNITY DISCUSSION.

PURPOSE:
To seek Council's consideration of the post-exhibition outcomes for the Draft Development Control Plan (DCP) for the Telopea Precinct and endorsement of the final DCP with minor amendments.

RECOMMENDATION

(a) **That** Council receives and notes the submissions received during the public exhibition of the Draft Development Control Plan for the Telopea Precinct which are summarised at **Attachments 2 and 3**.

(b) **That** Council approves finalisation of the Development Control Plan (DCP) for the Telopea Precinct at **Attachment 5** including the minor amendments, which will repeal the existing controls relating to the Telopea Precinct in Section 4.1.11 of the Parramatta DCP 2011 and that the amendments come into effect from the date of the public notice of Council's decision.

(c) **Further, that** Council authorise the Chief Executive Officer (CEO) to correct any minor anomalies of a non-policy and administrative nature relating to the finalisation of the DCP that may arise.

BACKGROUND

1. The Telopea Precinct (the Precinct) is located to the east of the former Telopea heavy-rail station and future Telopea Light Rail Stop. The precinct currently contains a mixture of high and low rise social and affordable and private housing. NSW Land and Housing Corporation (LAHC) are a major landholder within the precinct.

2. Precinct planning for Telopea has been underway since 2015, with involvement from Council, LAHC and the (then) Department of Planning and Environment. The current planning controls contained in the *Parramatta Local Environmental Plan (PLEP) 2011* result from the 2018 rezoning by the NSW Government.

Attachment 1 provides a summary of the key planning milestones and the planning controls for the Precinct.

3. Clause 6.18 of the Parramatta LEP 2011 states that development consent cannot be granted for sites within the Precinct until a DCP has been developed for the precinct. Noting that this clause allows for minor development to proceed in the absence of a precinct DCP being prepared.

State Significant Development Application and Voluntary Planning Agreement

4. In December 2019, Frasers Property and Hume Housing were announced as LAHC's development partner for the Telopea Precinct. Telopea is a part of the Communities Plus Program under which LAHC engages private sector developers and community housing providers to design, fund and build social, affordable and private housing. New social housing is handed over to LAHC.

5. On 12 February 2021, Council was notified by DPIE that LAHC and Frasers were intending to lodge a Concept Plan and Stage 1A (detailed development) for the Telopea Estate Redevelopment as a State Significant Development (SSD) application. The application applies to LAHC owned land, Council's pathways, roads, 21 Sturt St (Dundas Library site) and Telopea Christian Church (16 Shortland St). Council will be required to give landowners consent, in order for the Minister to grant consent to the development.

6. The Concept Plan by LAHC includes a mixed-use development of approximately 4,700 dwellings (including 1,000 social and affordable units); 7,000sqm retail precinct; a library and community centre; and combined Church, residential aged care facility; conversion of Elyes St to a pedestrian link; and road and intersection upgrades. The Concept Plan application relates to the dark red area shown in **Figure 1** below.

Figure 1: Land application of the Concept Plan Application and Stage 1 Detailed Application (source Scoping Report for SSD Application, LAHC 2021)

7. The detailed proposal for Stage 1A of the redevelopment applies to the light red area shown in **Figure 1** marked ‘Stage 1A and seeks approval for apartments containing a total of 452 units on Lot C9; a new public park; a new road crossing of the light rail; and a new plaza adjacent to Telopea Station.

8. At the time of writing this report, the Environmental Impact Assessment (EIS) Report had not yet been officially lodged with DPIE. However DPIE advise it is expected the EIS will be officially lodged shortly and soon after it will be placed on public exhibition. When this takes place staff will report to Council on a proposed submission on the SSD application.

9. Council Officers recommend that the DCP largely reflects Council’s endorsed Telopea Master Plan. The DCP will be used as a supporting guide for Council’s future formal responses in relation to the planning agreement and SSD. This would not preclude Council from supporting the SSD proposal, which deviates from the Telopea Masterplan, if Council wishes to do so.

10. Council officers are currently negotiating a Planning Agreement associated with the SSD application with Frasers and LAHC to address the delivery of community infrastructure and several other works-in-kind. Council officers are also currently negotiating with Frasers and LAHC on the transfer of Council’s land. These matters will be the subject of a future workshop and report to Council. It is noted that in its submission on the SSD Council may also object to compensation offered in the event of compulsory acquisition.

11. This report was deferred at the previous Council meeting on 27 September 2021 when it was resolved that: *Council defer consideration of this matter for two (2) weeks to allow for senior planning staff to meet with the community*.

12. Council staff have since arranged to meet with community members and a report on their discussions will be circulated to Councillors prior to the Council meeting.

TELOPEA PRECINCT DEVELOPMENT CONTROL PLAN

13. The Draft DCP relates to the Telopea Precinct, which is shown in **Figure 2**. The area which will contain the tallest and densest buildings and retail areas is known as The Core and is shown in blue line outline. The remaining areas are known as the ‘Precincts’.

Figure 2: Telopea precinct – Application area of DCP

14. The Draft DCP (**Attachment 5**) is underpinned by the outcomes of the Telopea Master Plan and responds to the planning controls contained in the Parramatta LEP 2011. The DCP provides development controls relating to the following key areas:
    a. Traffic and Transport, including car parking rates and identification of new and upgraded roads and active transport links.
    b. Built Form and Public Domain controls for both the Core and Precincts.
    c. Tree Protection and Enhancement to ensure tree canopy is preserved and supplemented.
    d. Natural Environment and Heritage controls relating to the state heritage item and endangered ecological communities.
    e. Sustainability controls including urban heat and water sensitive urban design controls.

15. The Draft DCP includes the Council owned land at 21 Sturt Street (the current Dundas Community Centre and Library) and the land between the existing Waratah Shops and the formed section of Evans Road (also known as Benaud Place) - refer shaded blue areas at **Figure 1**. The Draft DCP notes that Council will investigate the future of 21 Sturt Street, including the option of building new community facilities on the current site and the potential relocation of community facilities to alternative sites. In relation to Benaud Place, the Draft DCP notes the potential to consolidate with adjoining private landowners as part of a future mixed use or residential development if the road reserve is no longer required to provide access to adjoining privately owned sites.

16. The finalisation of the DCP does not preclude from Council entering into a future planning agreement or expressing support for, or objection to, the SSD proposal, if Council wishes to do so. The DCP does not ‘lock’ Council into any position in relation to its land holdings. However, it does enable development

consent to be granted for development applications for sites within the Telopea Precinct that, with the exception of minor development, cannot currently be determined.

17. It is recommended that Section 4.1.11 'Telopea Precinct' of the Parramatta DCP 2011 be repealed if the Draft DCP is endorsed by Council. These controls were put in place in 2011 prior to the Telopea Master Plan and rezoning and therefore no longer reflective of the current planning controls.

PUBLIC EXHIBITION

18. The Draft DCP was exhibited between 19 May and 17 June 2021 and involved:
    a) Notification letters to over 3,800 property owners/occupiers within and surrounding the Telopea Precinct;
    b) Exhibition of the Draft DCP on Council's *Participate Parramatta* website;
    c) Notification to approximately 10,000 Participate Parramatta Online Community Panel members and included in the June edition of ePULSE which is sent to approximately 60,000 subscribers;
    d) Notification of public exhibition in the Parra News on 18 June 2021;
    e) Hard copies of the Draft DCP available at Council's Customer Service Centre and Dundas, Epping and Parramatta Libraries; and
    f) A series of four out of hours phone 'book a planner' sessions.

19. 26 submissions were received during the public exhibition period. This included 2 from public agencies (DPIE and NSW LAHC), 2 from other organisations (Frasers and Catholic Education Diocese of Parramatta) and 22 from community members. The majority of submissions either fully supported or supported to an extent the DCP, or otherwise did not explicitly indicate. Five (5) submissions did not support the Draft DCP.

20. A summary of submissions from state agencies/organisations and Council officer responses are provided at **Attachment 2**. A summary of submissions from community members and the Council officer responses are provided at **Attachment 3**. The key concerns raised within the submissions (and Council Officer responses) are summarised as follows:
    a) Concerns raised in relation to the proposed density and heights of development in the precinct and resultant traffic and amenity impacts. <u>Response</u>: it is noted that the rezoning of the Precinct occurred in 2018 and that the DCP aims to provide guidance to development outcomes as a result of the amendments to planning controls.
    b) Community raised concerns relating to the Draft DCP car parking rates, citing that the rates are insufficient to cater for development and the impacts on on-street parking. <u>Response</u>: Telopea is a suburban centre and requires adequate off-street parking. As such car parking rates are set in line with the Roads and Maritime Services' Guide to Traffic Generating Developments (2002) for Metropolitan Sub-regional Centres. Furthermore, the operation of the Parramatta Light Rail is expected to reduce pressure on on-street parking. Council supports on-street parking being maintained on existing streets and any new roads where possible. It is acknowledged this plays an important role in accommodating vehicles visiting the Precinct.

c) Community raised concern in relation to parks catering for a range of ages and provision of additional open space. Response: Council is currently undertaking park upgrades, with Acacia Park upgrades almost completed and Sturt Park construction commencing shortly. These upgrades will provide the community with access to quality recreation spaces to enable activities for a range of age groups. Furthermore, as part of the SSD Application, the applicant is proposing additional public open space, which the community will have an opportunity comment on.

d) DPIE, LAHC and Frasers submission raised concern in relation to specific development controls contained in the Draft DCP. Response: these concerns are specifically addressed in **Attachment 2**.

21. As a result of the submissions, a number of minor amendments are proposed to the Draft DCP. The amendments relate to points of clarification, reducing duplication and correction of spelling. A table summarising the proposed minor amendments and reasons for the amendments is provided at **Attachment 4** and the amendments are shown in red text in the Draft DCP at **Attachment 5**. These do not have a material impact on the DCP and therefore are considered to be minor and do not require re-exhibition of the Draft DCP.

22. This report was deferred at the previous Council meeting on 27 September 2021 when it was resolved that: *Council defer consideration of this matter for two (2) weeks to allow for senior planning staff to meet with the community*.

23. Council staff have since arranged to meet with community members and a report on their discussions will be circulated to Councillors prior to the Council meeting.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
19 May and 17 June 2021	As detailed in Section above titled 'Public exhibition of the Draft DCP'	Summary of Submissions and Council Officers response is provided at **Attachments 2 and 3**.	Summary of Submissions and Council Officers response is provided at **Attachments 2 and 3**.	City Planning
October 2021	Further consultation with community members as requested by Council's resolution on 27 Sept 2021	To be provided under separate cover	To be provided under separate cover	City Planning

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
5 May 2021	All	Briefing on the Draft DCP prior to 10 May meeting. Following discussion the Councillors were encouraged to email officers with issues they would like included in future DCP reviews.	No specific queries were raised following the Councillor Briefing.	City Planning
22 September 2021 – Councillor Briefing on Planning Reports for 27 September Council meeting	All	Questions raised on various matters including on-street car parking, community submissions and habitat protection.	Further information on matters raised supplied to Councillors by email on 27 September 2021.	City Planning
6 October 2021 – Councillor Briefing on Planning Reports for 11 October Council meeting	Report finalised prior to this briefing session			City Planning

LEGAL IMPLICATIONS FOR COUNCIL

26. Finalising the DCP will satisfy Clause 6.18 of the Parramatta LEP 2011 which only allows development consent to be granted for development applications for sites within the Telopea Precinct when a DCP is in place, with the exception of minor development. Development applications cannot be determined until the DCP is formally endorsed and thus Clause 6.18 is fully satisfied.

FINANCIAL IMPLICATIONS FOR COUNCIL

27. The decision being made by Council to endorse the DCP will have no direct impact on the budget (refer to Table below). Any minor costs associated with the finalisation of the DCP will be funded from the City Planning budget.

28. The finalisation of the DCP will allow development applications to be determined. Development applications associated with increases in residential density will result in collection of development contributions. The recently endorsed Development Contributions (Outside Parramatta CBD) Plan will apply to new development applications within the Precinct.

29. It is acknowledged that a Planning Agreement is being negotiated by Council Officers. The Planning Agreement will be the subject of a future workshop and report to Council. At the time the Planning Agreement is executed (post exhibition) Council can then consider and incorporate the infrastructure and

other Planning Agreement deliverables into Council budget and asset management strategies.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	Nil	Nil	Nil	Nil
Funding Source	Nil	Nil	Nil	Nil
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil	Nil	Nil	Nil
Funding Source	Nil	Nil	Nil	Nil

NEXT STEPS

30. It is recommended that Council approve the DCP for finalisation, with minor amendments marked in red at **Attachment 5**. If endorsed, the DCP will amend Section 4.1.11 of the Parramatta Development Control Plan 2011.

31. If approved, Council Officers will publish a notice shortly thereafter stating the date the DCP will come into effect. The DCP will come into effect within two weeks from the Council meeting in order to allow time to incorporate the final DCP into the Parramatta DCP 2011.

Kashfia Hasan
Senior Project Officer Land Use Planning

David Birds
Group Manager, City Planning

Richard Sheridan
Chief Financial Officer

Jennifer Concato
Executive Director City Planning and Design

Brett Newman
Chief Executive Officer

ATTACHMENTS:

1	Summary of Planning Milestones and Planning Controls	6 Pages
2	Summary of and response to submissions - agencies and organisations	31 Pages
3	Summary of and response to community submissions	18 Pages
4	Summary of proposed amendments to DCP	11 Pages
5	Telopea Development Control Plan	42 Pages

REFERENCE MATERIAL

1

Attachment 1 outlines the planning history of the Telopea precinct and provides a summary of the planning controls that apply.

An outline of the planning history of Telopea is presented in **Table 1** below.

Timeframe	Planning Milestones
July 2015	• Council and Land and Housing Corporation (LAHC) entered into a partnership to develop a Telopea Master Plan which aimed at setting the vision and outcomes for urban renewal of Telopea, including identifying improved local infrastructure.
13 March 2017	• Council (under Administration) endorsed the Master Plan for the purpose of informing the future Telopea planning process.
Mid - Late 2017	• The (then) Department of Planning and Environment declared Telopea a 'Priority Precinct' and subsequently exhibited the Telopea Precinct Proposal (Stage 1) and supporting technical studies in late 2017.
18 December 2017	• Council endorsed a submission providing in principle support for Stage 1 of the Precinct Proposal (Stage 1) but underscored that: a) Further analysis was required given proposed density controls were set to the upper limit; b) A development control plan (DCP) was not yet resolved; and c) Local infrastructure requirements and a new development contributions plan were not yet resolved.
19 December 2018	• The NSW Government introduced new planning controls (via an amendment to the Parramatta LEP 2011) for the Telopea precinct which have the potential to realise the delivery of 4,500 new homes (10,000 residents) and a new retail precinct. The rezoning resulted in amendments to the planning controls including changes to land use zoning, density (floor space ratio) and height of buildings (detailed below). The rezoning did not include a DCP or contributions framework.
December 2019	• Frasers Property and Hume Housing were announced as LAHC's development partner for the redevelopment of the majority of LAHC owned properties within the Telopea Precinct.
18 December 2021	• Amendments made to the SEPP (State and Regional Development) 2011 that allowed development (>$100m) on or behalf of LAHC to be deemed 'State Significant Development'.
12 February 2021	• Council was notified by the Department of Planning, Industry and Environment (DPIE) that LAHC and Frasers intends to lodge a Concept Plan and Stage 1A (detailed development) for the Telopea Estate Redevelopment.
10 May 2021	• Council resolved to place the draft DCP for the Telopea Precinct on public exhibition
19 May – 17 June 2021	• Public exhibition of the Draft DCP for the Telopea precinct
TBD	• LAHC and Frasers lodge the Environmental Impact Statement • It is expected that The Department of Planning, Industry and Environment (DPIE) will place the EIS on public exhibition shortly.

1

Summary of Planning Controls – Parramatta Local Environmental Plan 2011 (PLEP 2011)

Zoning

The Telopea precinct is zoned a combination of land use zones including, B4 Mixed Use, R4 High Density Residential, R3 Medium Density Residential, R2 Low Density Residential, RE1 Public Open Space. The zoning map for the precinct is shown in **Figure 1** below.

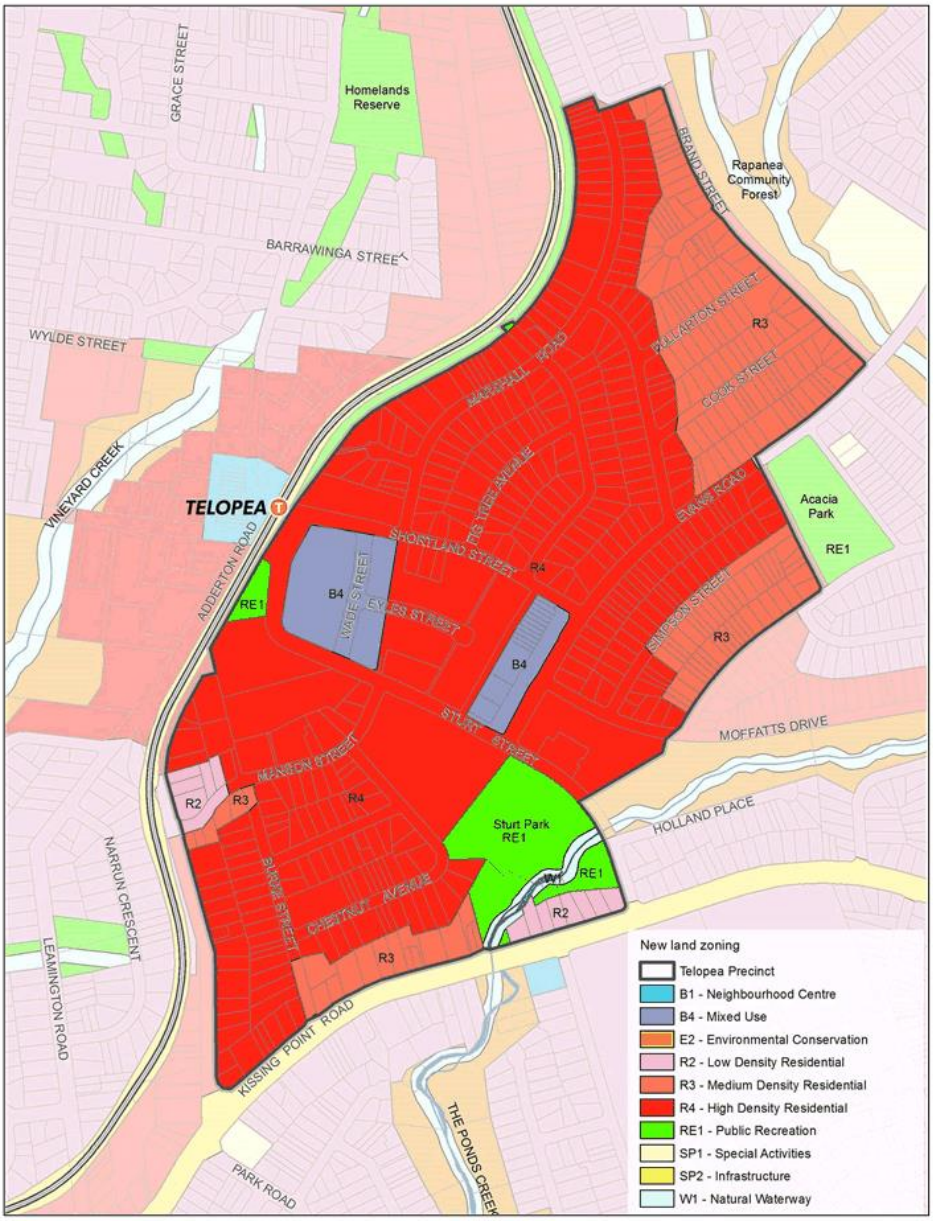

Figure 1: Telopea Precinct – Land Use Zoning (PLEP 2011)

Floor Space Ratio and Height of Building

The highest density (floor space ratio (FSR)) and height of buildings are adjacent to the Light Rail station and within the Core area – allowing shop top housing or residential flat buildings in the corridor between the light rail stop and the existing shops. The height of buildings in the Core area allows a range of 22, 14 and 13 storeys. The FSR and heights surrounding the Core area allow for 9 and 7 storey residential flat buildings. To the edges of the Precinct, 3 and 4 residential flat buildings are permitted as well as 1 to 2 storey multi-unit dwellings. The floor space ratio and height of building maps for the precinct are provided below in **Figures 2** and **3** below.

The planning controls also allow an increase to FSR and height of building in order to incentivise site amalgamation or the provision of community facilities within the precinct. The incentivised areas are as follows:

a) Area A: An additional 1:1 FSR (totaling 3:1) and 12 metres of building height (totaling 40 metres) can be achieved when all sites within Area A are amalgamated and a footpath/road connection is provided.
b) Area B: Community facilities are to be excluded from the calculation of FSR on sites in Area B and an additional 5 metres of building height (totaling a split of 70 metres and 50 metres) if retail, business or community facilities are provided on the ground floor.
c) Area C: An additional 0.3:1 (totaling 2:1) can be achieved if sites within Area C are amalgamated to a minimum size of 2,000 square metres.

The location of Areas A, B and C are also shown in the floor space ratio and height of building maps for the precinct in **Figure 2** and **3** below.

4

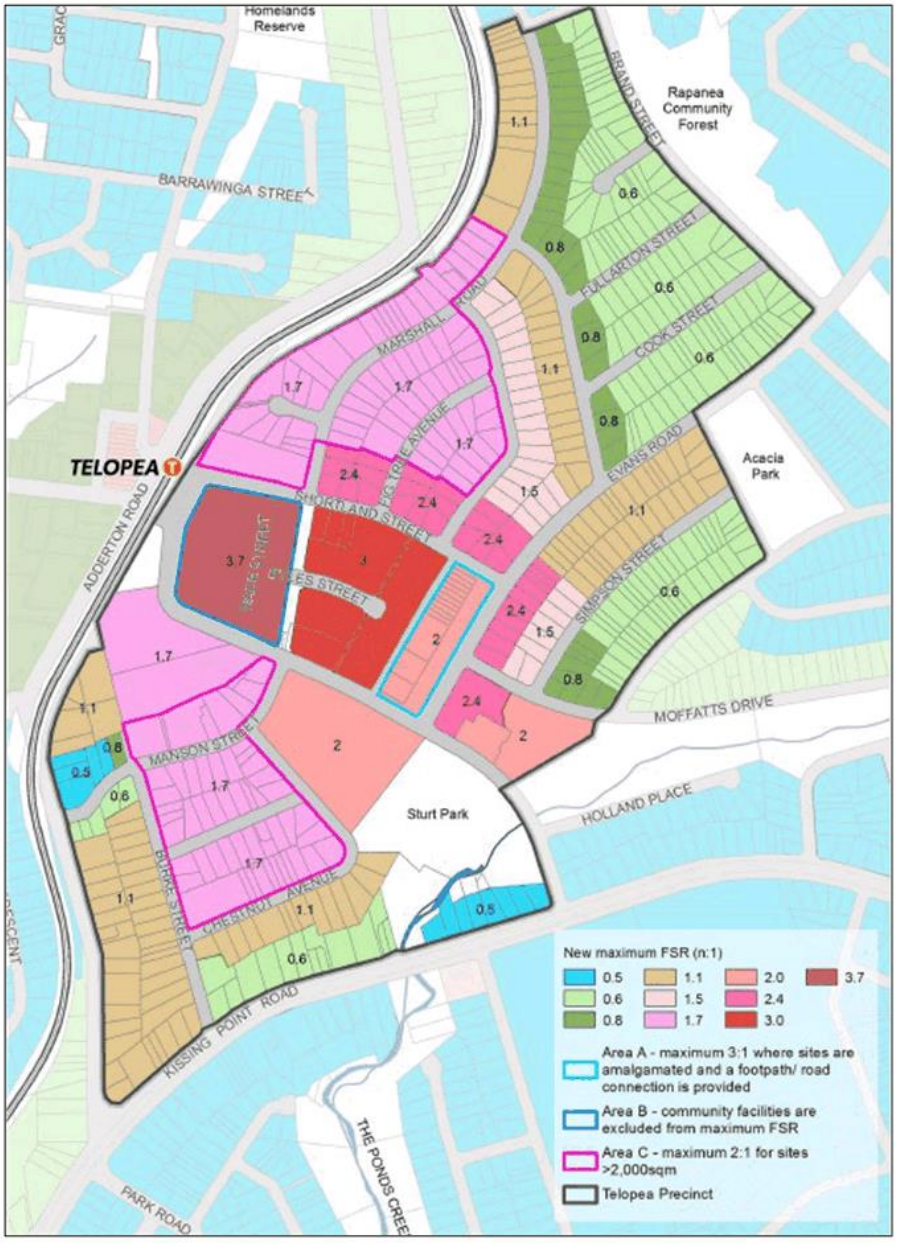

Figure 2: Telopea Precinct – Floor Space Ratio Map

4

5

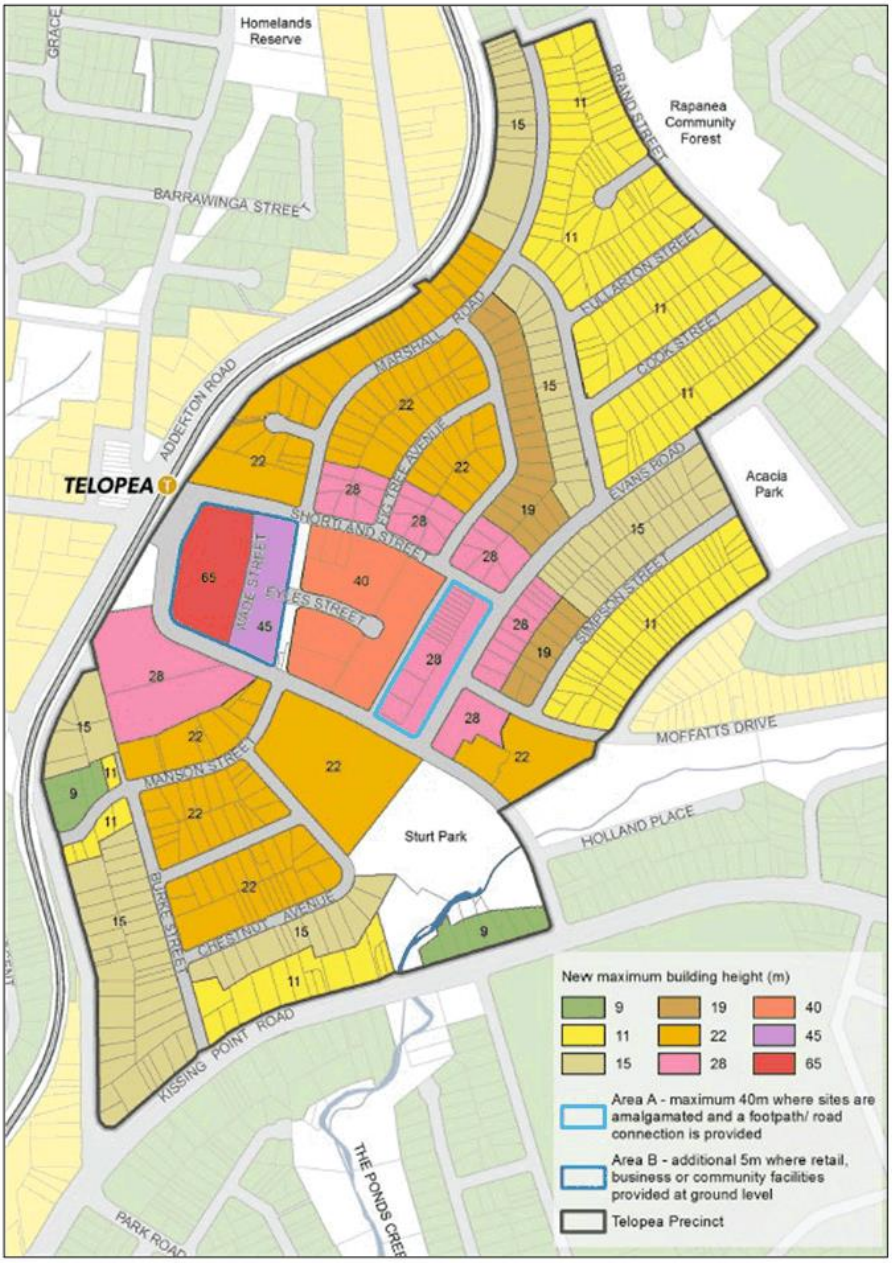

Figure 3: Telopea Precinct – Height of Buildings Map

Clause 6.12 of the Parramatta LEP 2011 sets out design excellence provisions within the Telopea Precinct. Development must demonstrate how it meets design excellence criteria. Furthermore, development higher than 55 metres or which has a capital investment value of over $100m must undergo an architectural design competition.

The rezoning of Telopea also included the insertion of two clauses into the Parramatta LEP 2011. The clauses are summarised as follows:

5

6

- Clause 6.18: Development consent cannot be granted for sites within the Telopea Precinct until a DCP has been developed for the precinct that addresses the criteria contained within the clause. Not that this clause allows for minor development, such as dwelling houses, dual occupancies and secondary dwellings to proceed ahead of a precinct DCP being prepared.

- Clause 8.1: Development consent cannot be granted for residential development within the Telopea Precinct unless the Secretary of the NSW Department of Planning, Industry and Environment certifies that satisfactory arrangements have been made to contribute to the provision of State infrastructure.

6

Attachment 2 –Agencies and Organisation Submissions Table

The following Submissions Table summarises the submissions received by NSW Department of Planning, Industry and Environment (Public Spaces Division), NSW Land and Housing Corporation, Frasers Property Australia and the Catholic Education Diocese of Parramatta. Council Officers' responses are provided.

Submissions Table - Development Control Plan (DCP) for the Telopea Precinct

Submission	Submission Summary	Council Officer Response
Agency Submissions		
Public Spaces Division, Department of Planning, Industry and Environment (DPIE)	DPIE notes that the United Nations' definition refers to public space as a concept, not a land use term or development type and provides definitions of *'Public Space'* and NSW Government background in respect of priorities for greener public spaces and greening cities. It is suggested a wide definition for *'Public Space'* be consistently applied throughout the Draft DCP. Further it is suggested that a map be included in the DCP that reflects the definition. The submission identifies a series of additions to the Draft DCP, ranging from inclusion of new words, objectives and controls.	In response to the DPIE recommended amendments, Council Officers consider the following amendments (shown in red) are reasonable to be incorporated in the final DCP, as follows: Section 3.3 Public Domain and Open Space Introduction to define public space as follows: "The renewal of the Precinct presents the opportunity to deliver upgraded public spaces and new public spaces. For the purposes of this DCP 'public space' is defined as places publicly owned or for public use, accessible and enjoyable by all for free, including active and passive public open spaces, streets, pedestrian and cycleway connections and plazas." **Objectives** O.1 That new development provide quality public spaces ~~domain~~, including publicly accessible and safe open space and plazas. O.3 To provide universal access and key connections to transport nodes (buses, light rail, taxi stand etc), community facilities and retail precinct in the Core Area. O.4 To provide for active living and connectivity through the provision of healthy, walkable, green built environments which integrate sustainable water and energy features.

1

Submission	Submission Summary	Council Officer Response
		Principles P.1 Clearly delineate public ~~open~~ space separate from private ~~open~~ space. P.4 Improve pedestrian connections to and between existing ~~open~~ public spaces. P.6 Provide flexible public spaces that provide multifunctional offerings in different areas for different activities. P.7 Respond to local character and identity and support connection with Country in design of public space. **Controls** C.1. A Public Domain Plan is to be provided for all new developments over six (6) storeys. The Public Domain Plan is to detail: a) Upgrades, expansion of, and connectivity improvements to the surrounding public domain network, including footpaths, cycle paths, street tree planting, green networks, street furniture, street lighting and the like. b) Consistency with Council's Public Domain Guidelines and finishes/street trees specified should be in line with Council's preferred palette for Telopea. c) Street and pedestrian lighting in accordance with AS/NZS 1158.0:2005 – Lighting for roads and public spaces. C.2 All public ~~open~~ spaces and connections are to be safe and publicly accessible 24 hours, 7 days a week. C.3 (d) to be associated with and support walkable connections to other public amenity such as libraries, community facilities and transportation nodes; and

2

Submission	Submission Summary	Council Officer Response
		(e) to provide equitable universal access across the whole site; and f) to be safe and welcoming. C.5 Where universal access routes for the public spaces are provided within a building, they are to be designed to be: C.8 Where possible, public spaces integrate sustainable water and energy features. **3.3.1 Arrival and Retail Plaza** C.10. If a retail plaza is located between Wade Street and Sturt Street, it is to be designed to: a) provide access to internal lifts, escalators or similar to help people move between Wade Street and Sturt Street through the retail centre; b) be safe and publicly accessible 24 hours 7 days a week; **3.3.2 New pedestrian and cycleway connections** C.11 Any new pedestrian and / or cycleway connections are to be designed to: e) Be safe and welcoming; and f) Be inclusive and accessible to all ages and abilities.

3

Submission	Submission Summary	Council Officer Response
NSW Land and Housing Corporation (LAHC)	**General objectives**	
	Recommend adding 'encourage' to General Objective 0.4 as follows "To *encourage* development promotes the reduction of water and energy consumption, reducing the impact of urban heat and improving pedestrian comfort."	The objective seeks to promote a reduction of energy and water consumption and reduction of urban heat. The objective is consistent with NSW State Government priorities (Net Zero Plan, Central City District Plan) as well as the Parramatta's Local Strategic Planning Statement and the Telopea Master Plan 2017. No rewording of the objective is recommended.
	2.5 Electric Vehicle Charging Infrastructure – Objectives and Principles	
	2.5 Electric Vehicle Charging Infrastructure Controls C1 to C4 be altered to reflect that it would be more appropriate for LAHC to provide a single EV Ready Connection in the shared space or visitor space as a compromise for Social Housing projects to ensure that these requirements do not impact on the ability for LAHC to deliver housing. Alternatively, LAHC projects could be designed to be future proofed to enable the installation of EV charging infrastructure at a later stage. If the above is an acceptable approach by Council as the basic requirement, then LAHC can always increase the number of EV Connections. Justification The requirements outlined under controls C.1 to C.4 could add significant costs to social housing projects. Increased project costs could impact on the housing yields delivered due to available budgets. Additionally, the demand for EV infrastructure is unlikely to be high due to the high cost of an electrical vehicle.	These controls are consistent with NSW Government incentives for greater EV take up in NSW (refer to NSW Electric Vehicle Strategy). It is further noted that EV readiness is recognised as a key action to achieving Net Zero Emissions by 2050, a commitment by the NSW Government. Furthermore, Control C.1 is considered consistent with the proposed amendment to the Apartment Design Guidelines in the Design and Place SEPP *Explanation of Intended Effect* (February 2021) to *"Require development to be EV-ready, providing sufficient power to the meter board to enable vehicle charging at every car space, and delivering power supply to each car space for future conversion and adoption."* Council's EV controls focus on future proofing and EV ready development (Control C.1) with a small proportion of EV charging capacity from occupation in the shared/visitor and bike parking (Controls C.2-C.4). Control C.1 is consistent with the alternate approach, that limits requirements to the elements too difficult or costly to retrofit (e.g., circuits and distribution boards), as well as providing space for the future installation of meters, cables, conduit etc. For example, Council's cost estimates suggest a figure of $750 per parking space including provision of cable trays. Without cable trays, the cost is $450 per parking space. No rewording of the control is recommended.

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Submission	Submission Summary	Council Officer Response
	These controls are in excess of the requirements of Green Building Design Council controls for residential development.	
	Control C.1.7: Buildings must: a) address a street. b) be articulated with depth, relief and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved. c) Utilise legible architectural elements and spatial types such as doors, windows, loggias, reveals, pilasters, sills, plinths, frame and infill. Plinths are particularly encouraged in Telopea so that the topography is emphasised. Control C.17(b) is too prescriptive and should be amended in a manner whereby a specified dimension for the minimal depth of reveal is removed. Taller buildings within the core area may want to adopt curtain walls, precast walls, lightweight frame or painted Hebal façade design. These would provide an external wall thickness of approx. 180-250mm max with a window frame of 100-150mm. Therefore, to achieve the 150mm relief, an extra cladding skin or hood element around windows would need to be provided. This additional façade element will add cost to the project.	This control applies to the lower part of the building, that is, the part of the building that relates to how the building is viewed from the street. The control requires a masonry wall construction with depth. This enables opportunities for vertical modulation to provide rhythm and horizontal articulation. The intent of the control is that the window is located on the inner skin of the external wall to avoid a 'flat' external wall facing the street. It is not the intention to have hooded windows or additional cladding. No rewording of the control is recommended.
NSW Land and Housing Corporation (LAHC)	**3.2 Development within Precincts – Objectives and Principles**	
	It is recommended to add words (in red) to **Objective O.8:** *Where possible*, take up site level changes within the building design to avoid excessive cut and fill or high retaining walls.	It is acknowledged that the terrain in Telopea will mean it is necessary for cut and fill to occur with development. As a result, Council has made allowance in the DCP for retaining walls on front boundaries that are higher than what is usually applied in the LGA.

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Submission	Submission Summary	Council Officer Response
	Telopea consists of steep terrains/slopes. Hence, excessive cut and fill or constriction of high retaining walls is unavoidable for some of the development sites.	The drafting of the DCP aims to ensure development avoids excessive cut and fill/high retaining walls so to preserve existing overland flow and soil profiles, as well as enhance amenity to future communal open space and ground floor apartments. Any alternative design would be assessed on a merit based assessment. No rewording of the objective is recommended.
	It is recommended to add words (in red) to Principle P.8: *Where possible*, prevent site benching and large retaining walls at shared property boundaries to minimise overshadowing, overlooking and drainage issues. Telopea consists of steep terrains/slopes. Hence, excessive cut and fill or constriction of high retaining walls is unavoidable for some of the development sites.	It is acknowledged that the terrain in Telopea will mean it is necessary for cut and fill to occur with development. As a result, Council has made allowance in the DCP for retaining walls on front boundaries that are higher than what is usually applied in the LGA. The drafting of the DCP aims to ensure development avoids excessive cut and fill/high retaining walls so to preserve existing overland flow and soil profiles, as well as enhance amenity to future communal open space and ground floor apartments. Any alternative design would be assessed on a merit based assessment. No rewording of the principle is recommended.
NSW Land and Housing Corporation (LAHC)	Controls C1 and C4 should be removed or amended to ensure that building setbacks and building separation controls are aligned with SEPP 65 ADG's controls. Although identified as a minimum setback, the 3m setback to the front portion of side facades would require these portions of walls to be blank walls. Building setbacks and building form should be driven by urban design principles that are identified through in-depth site analysis, site context studies and spatial planning to provide good amenity for apartments and amenity impacts on adjoining properties. This control is based on a preconceived building form being adopted on all sites within the precinct and could	Floorplate testing demonstrates that it is possible to minimise setbacks towards the front of the site through considered apartment layout and orientation. This concept has been thoroughly tested by Council Officers and consulted with Parramatta's Design Excellence Advisory Panel on existing pre-lodgement applications. The 3 metre side setbacks need not be blank provided privacy controls of the ADG are being met. Alternative treatments could be used along site setbacks to avoid blank walls, such as orienting non-habitable rooms and windows against side boundaries or using screening vegetation along these facades. The desired setbacks and building form specified by the Draft DCP is a direct response to a contextual character analysis of Telopea Precinct and precedent considerations. Any alternative design would be assessed on a merit based assessment. No rewording of the controls is recommended.

Submission	Submission Summary	Council Officer Response
	result in poor urban design outcomes and apartments with impacted amenity.	
NSW Land and Housing Corporation (LAHC)	Control C.2 Development of a residential flat building should have a minimum site frontage of 24 metres, except 18 metres for sites with two street or lane frontages. The control is too restrictive and may prevent the development of specific sites within the Telopea precinct.	The minimum site frontage controls for Telopea are consistent with existing controls applied to Multi-Dwelling Housing and Residential Flat Buildings under Part 3.1 of the *Parramatta DCP 2011*. It is acknowledged that where a site has less than the minimum frontage, a development may nonetheless be possible, but to satisfy the objectives of the control it may not be able to realise the maximum permissible FSR under the Parramatta LEP for the site or meet the other design controls contained with the DCP. Any alternative design would be assessed on a merit based assessment. No rewording of the controls is recommended.
	Control C.4 The minimum setback to the side boundaries is 3 metres for part of the length of the building. Where apartments habitable rooms only face the side boundary, allow a 6 metre wide side setback, as outlined in Figure 4. Controls C1 and C4 should be removed or amended to ensure that building setbacks and building separation controls are aligned with SEPP 65 ADG's controls.	Floorplate testing demonstrates that it is possible to minimise setbacks towards the front of the site through considered apartment layout and orientation. This concept has been thoroughly tested by Council's Urban Design team and consulted with Parramatta's Design Excellence Advisory Panel on existing pre-lodgement applications. The 3 metre side setbacks need not be blank provided privacy controls of the ADG are being met. Alternative treatments could be used along site setbacks to avoid blank walls, such as orienting non-habitable rooms and windows against side boundaries or using screening vegetation along these facades. The desired setbacks and building form specified by the Draft DCP is a direct response to a contextual character analysis of Telopea Precinct and precedent considerations. Any alternative design would be assessed on a merit based assessment. No rewording of the controls is recommended.
	C.8: Provide an alternative minimum deep soil control for smaller sites that requires a minimum planting on structure that aligns with SEPP 65 ADG's requirements.	Site testing of lots in Telopea that comply with the required minimum site frontage under the DCP demonstrate that a 30% deep soil zone can be achieved. Any alternative design would be assessed on a merit based assessment. No rewording of the control is recommended.

Submission	Submission Summary	Council Officer Response
	This control would probably be acceptable for sites that are large enough to provide 30% deep soil planting however for sites that are smaller and would struggle to provide 30% deep soil planting an alternative provision for planting on structure that aligns with SEPP 65 ADG's requirements should be provided.	
NSW Land and Housing Corporation (LAHC), Department of Planning, Industry and Environment (DPIE)	C.10: Removal of existing *high significance* trees should be avoided, and new trees should be planted, as detailed in Section 4.1 Tree Preservation and Enhancement of this DCP. The retention of existing trees may restrict the ability to comply with other controls (such as setback, deep soil, street frontage, etc.) contained in the Draft DCP. Therefore, a flexibility approach should be adopted by Council in the application of these controls to ensure a site-specific response can be provided.	C.10 refers to Tree Preservation and Enhancement controls. These controls reference Section 5.4.1 of the Parramatta DCP 2011 which defines the type of trees which the control applies, as follows: *"1. Any tree or palm - whether indigenous, endemic, exotic or introduced species with a height equal to or exceeding 5 metres.* *2. Any tree or mangrove vegetation located on public land, irrespective of size.* *3. Any tree or plant, irrespective of size: a. that is listed in a Register of Significant Trees; or b. that is or forms part of a heritage item, or that is within a heritage conservation area; or c. that is or forms part of an Aboriginal object, or that is within an Aboriginal place of heritage significance."* Therefore, no rewording of the control is considered necessary.
	C.12 Either C.12 or C.14 should be amended as the clauses contradict each other. Control C.12 illustrates a maximum basement wall above ground of 1.5m whilst control C.14 requires a maximum of 1m basement wall above ground.	C.14 has been amended to provide clarification. The control specifies that basements may be 1.5 metres above ground at the street (on front boundary), but a maximum of 1 metre above ground at the building line. Full amended wording of C.14 is as follows (as shown in red): Basement car parking structures should be predominantly located below existing ground level. Where the slope conditions mean this is unachievable, the basement structures may project to a maximum of 1 metre above ground, except within the front setback where it may project up to 1.5m above ground where it helps prevent re-grading the site in other locations (see Figure 5: Indicative Street Section).
NSW Land and Housing Corporation (LAHC)	C.13 The control requires *'Basement car parking entries should be located under the apartment building as shown in Figures 6 and 7. Any above ground car parking structures should be of a solid,*	It is Council Officers assessment that there is a strong preference to contain basement access within the building envelope, and this is already a well-established principle of the Parramatta DCP 2011 (Part 3.6.2 Parking and Vehicular Access). Such an objective also minimises the extent of

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NSW Land and Housing Corporation (LAHC)	*masonry construction. Ventes to car parking must not be located at the street frontage.'* This control should be amended to be included as a design principle. Justification Although this maybe the preferred urban design outcome for apartment developments, sometimes this arrangement may not be the best design solution or is not always possible to achieve it. Like all urban design, problems should be assessed within the context of the whole project design not in isolation. This control is very restrictive. Location of driveway access should be driven by urban design principles that are identified through in-depth site analysis, site context studies, streetscape character studies, spatial planning to provide good amenity for apartments and landscape design.	exposed hard surface that would result from driveways located within side setbacks. It is however acknowledged this is not always possible in every instance, therefore the C.13 is reworded as follows (shown in red): *'Basement car parking entries ~~should~~ are encouraged to be located under the apartment building as shown in Figures 6 and 7. Any above ground car parking structures should be of a solid, masonry construction. Ventes to car parking must not be located at the street frontage.'*
	C.14 Basement car parking should be located below existing ground level. Where the slope conditions meant his is unachievable, the basement structures may project to a maximum of *1.5 metre above ground or where basements with a primary frontage façade demonstrate activation through sleaved uses such as lobbies and apartments or a maximum of 25% of the building length as blank wall.* *Basement structures should be permitted to project more than 1m for side facades, as Figure 4 requires that all developments should have a blank wall to the front portion of side boundaries to accommodate a minimum 3m setback.*	It is agreed that spaces such as lobbies may be provided in basement levels that project above the ground and provide level access from the street. This has been considered and illustrated in *Figure 7: Indicative Street Frontage* of the DCP. C.14 has been amended to clarify that basements may be 1.5 metres above ground at the street (on front boundary), but a maximum of 1 metre above ground at the building line. Full amended wording of C.14 is as follows (shown in red): Basement car parking structures should be predominantly located below existing ground level. Where the slope conditions mean this is unachievable, the basement structures may project to a maximum of 1 metre above ground, except within the front setback where it may project

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	Justification This control contradicts the basement design solution illustrated in Figure 5 (Refer to C.12) which shows a basement structure of 1.5m above ground. Basement design and primary frontage design solutions should be driven by urban design principles that are identified through in-depth site analysis, site context studies and spatial planning to provide good amenity for apartments and amenity impacts on adjoining properties. This control is very prescriptive and probably should be amended to permit activated spaces such as lobbies to be provided within the basement with full height blank walls no more than 25% of the overall building primary frontage. Blank basement walls should be permitted to side boundaries in alignment with the preferred building form illustrated in Figure 4 to achieve the minimum 3m setback.	up to 1.5m above ground where it helps prevent re-grading the site in other locations (see Figure 5: Indicative Street Section).
NSW Land and Housing Corporation (LAHC)	Control C.15 C15 should be amended to provide clear and consistent requirements. C.15 states: *Front setbacks are to be landscaped and where trees are located in the front setback above basement, the minimum soil depth is to be 1 metre above drainage layer on the slab.* Clarification required on whether a basement wall located on the street boundary as illustrated in C.12 Figure 5 would also require a soil depth of 1m providing a 2.5m wall to the street.	A 1 metre soil depth would need to be cut into the basement structure within the front setback. Height of 'wall' created by the basement at the street would remain a maximum of 1.5m in height. The wording of this control has been amended as follows to provide clarity on this matter (shown in red): Front setbacks are to be landscaped. ~~and~~ wWhere trees are located in the front setback above a basement structure, ~~the~~ a minimum soil depth ~~is to be~~ of 1 metre above drainage layer is to be cut into ~~on~~ the slab.

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<table>
<tr><th>Submission</th><th>Submission Summary</th><th>Council Officer Response</th></tr>
<tr>
<td>NSW Land and Housing Corporation (LAHC)</td>
<td>C.17
Building massing outside of the Telopea Core Area with height controls of 3-4 storeys should be permitted to use setbacks to top storeys to improve solar access amenity to apartments and neighbours and to create a more human scale to buildings primary street frontages.

Rectify inconsistency with Table 3 and Control C17, C18 and C19.

Justification
There are limited sites that have a height control of 5 storeys and above located outside of the Telopea Core Area.

It is not clear if the control restricts buildings with height controls of 5 storeys and less from introducing setbacks on top levels for building modulation, building scale and massing.

To avoid bland building massing for sites within the Telopea precinct outside of the core area, street wall controls should be provided for buildings with a height limit of 3-4 storeys which encourage primary frontage massing design solutions to be driven by urban design principles that are identified through in-depth site analysis, site context studies and spatial planning to provide good amenity for apartments and amenity impacts on adjoining properties.</td>
<td>Buildings outside of the Telopea Core vary in height between 9 metres and 28 metres (refer Parramatta LEP 2011), with the majority of sites being 19 metres (5/6-storeys) and 28 metres (8/9-storeys).

Table 3 has been refined to include buildings 5 storeys or less, however the intent is to provide applicants with guidance on the ideal proportions of RFBs in Telopea. The number of upper levels setback in any development outside of the Core should be limited to one or two storeys only. The amended table is provided as follows:
C.16 Development of 3 and 4 storeys should be designed as a street wall building.

C.17 Development of 5 and 6 storeys in height ~~shall~~ may be designed as a street wall building or provide one upper level storey setback of 3 metre from the building line, as outlined in Table 3.

C.19 Development of 9 storeys shall provide ~~a 7 storey~~ street wall and upper level ~~shall~~ setback ~~upper level storeys~~ in accordance with ~~the~~ Table 3.

Table3 : Street wall and upper level storeys and setbacks
<table>
<tr><th>Total height (in storeys)</th><th>Street wall in storeys</th><th>Upper Storeys and Upper Level Setbacks</th></tr>
<tr><td>3 or 4 storeys</td><td>3 or 4 storeys</td><td>0</td></tr>
<tr><td>5 storeys</td><td>4 storeys; or 5 storeys</td><td>1 storey setback 3 metres from the building line; or
0</td></tr>
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Submission	Submission Summary	Council Officer Response
		It is envisaged that buildings up to 5-storeys may be built to that full height without prescribing the need for an upper-level setback. This is responding to the greater urban character expected across the precinct; however, a 4+2 storey development may be considered as part of this control.
NSW Land and Housing Corporation (LAHC)	C20: Buildings are to occupy approximately 75% of the street frontage to maximise potential for apartments facing the street as outlined in Figure 7. This control is unreasonable and unnecessary and should be removed from the DCP. Other setback controls are provided and could impact on the viability for sites to be developed. SEPP 65 ADG's setbacks and building separation controls are already established to guide designers to ensure good amenity to apartments and neighbouring properties. Control (b) of his clause should be amended to encourage the use of masonry wall but not make it mandatory. This could add cost to a project when it may not be necessary or the best urban design solution for fencing in this location.	Planning Circular PS 17-001, Using the ADG (guidance on the application of the ADG in the development assessment process) is referred to as below: *'Apart from the non-discretionary development standards in SEPP 65 (carparking, internal area, ceiling heights), the ADG is not intended to be and should <u>not</u> be applied as a set of strict development standards.'* The DCP aims to support buildings which create a strong definition of the street. Where a street frontage is only defined by 50% built form (a consequence of the ADG in Telopea), the buildings appear as objects and the perceived density is higher as buildings stagger across the streetscape. This is aggravated on curvilinear streets. There are many aspects of residential amenity that are also reduced under a generic application of the ADG, where RFBs are designed with 'apartments in the round'. This is currently being addressed under the proposed Design and Place SEPP. A consequent intention of reduced side setbacks towards the front of the site encourages more apartments to face the street (rather than into one another on shared boundaries) and move building mass away from the rear where more meaningful deep soil planting may be provided. Given the known conditions of the Telopea Precinct, this position should be taken as the desired starting place for development. Amenity and other site particularities may then be taken care of by the ADG. Therefore, no rewording of the control is recommended.

Submission	Submission Summary	Council Officer Response
NSW Land and Housing Corporation (LAHC)	C.22(b) This control requires that dividing walls between private open space must be constructed in masonry. This could add cost to a project when it may not be necessary or the best urban design solution for fencing in this location.	The DCP has given attention to the details of development which address and define the street. Masonry has been suggested to provide an appropriate privacy/sound barrier between development. However, it is acknowledged that other materials such as timber can be used in these locations. The control has therefore been amended as follows (shown in red): C.22 Front fences are to be designed to: (b) be integrated with dividing masonry walls (or a combination of masonry and timber) between the private open spaces where the fences related to individual apartments facing the street.
	C.23 g) requires clarification from Council as retaining walls cannot be open and lightweight. Justification 23 e) requires that retaining walls must be of fully masonry construction or a combination of masonry and timber thus a retaining wall cannot be open and lightweight.	Lightweight material such as sheet metal is to be discouraged for use on retaining walls in the Telopea Precinct. It is acknowledged that reference to 'open' material does not relate to retaining wall structures. Control (g) has been reworded and to avoid confusion, relocated to sit under C.22 of this section. C.22 provides controls on the design of front fences, as follows (amendments in red). C.22 Front fences are to be designed to: (f) be made of open and lightweight material where located above retaining walls. Delete C.23 (g) ~~**Be open and lightweight where front fences are located above retaining walls.**~~
NSW Land and Housing Corporation (LAHC)	**3.3 Public Domain and Open Space**	
	Objective O.3 - Applicability of this objective in respect of the provision of accessible open space and plazas relates to Council. It is unclear why new development needs to provide quality public domain and publicly accessible open space and plazas. This objective may only be applicable for more significant development sites or site located	It is acknowledged that this control is more applicable to development in the Core Area. This objective has been reworded so it applies to the Core Area only. Amended wording provided below: To provide universal access and key connections to transport nodes (buses, light rail, taxi stand etc), community facilities and retail precinct in the Core Area.

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	adjacent to the light rail station and/or other public domain and spaces.	
	C.1: LAHC projects be exempt from Control C.1 a): A Public Domain Plan is to be provided for all new developments over six (6) storeys. The Public Domain Plan is to detail: a) upgrades to the surrounding public domain network, including footpaths, street tree planting, street furniture, street lighting and the like. It will unnecessarily increase social housing development costs for new developments over 6 storeys. The increased project cost could impact on the ability to deliver social housing needs.	A Public Domain Plan is a standard requirement for development applications in accordance with Council's Parramatta Public Domain Guidelines. The Guidelines contain various triggers for the requirement to provide a Public Domain Plan under section 2.3.5 of the Guidelines. Subject to Council advice at pre-lodgement.
NSW Land and Housing Corporation (LAHC)	**4.2 Natural Environment and Heritage**	
	C.1 Incorporate definition for Core Habitat and Habitat Vegetation. Is the Core Habitat and Habitat Vegetation based on the finding of a study? Core Habitat Vegetation has been identified on several properties owned by LAHC. However, the vegetation type and their importance are not explained in the DCP. Furthermore, this vegetation is not specified in the Parramatta LEP 2011 Biodiversity map. Therefore, it is unclear why this vegetation needs to be retained and protected.	As part of the development of the Telopea Master Plan 2017, a Flora and Fauna Assessment was undertaken by Ecological Australia (27 April 2017). It found that that two Endangered Ecological Communities, river-flat eucalypt forest and blue gum high forest, listed under the Biodiversity Conservation Act 2016 are located within the Telopea Precinct, both on public and private land. It concluded that: *"Based on the Master Plan…any impact to these vegetation communities will require further assessment at the development application stage; however the proposed development in the vicinity of these vegetation communities is generally a lower density, providing better opportunities for vegetation retention than elsewhere on site."* The Telopea Master Plan identifies these areas and recommends that "Future development will retain, protect and improve critically

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		endangered ecological communities, endangered ecologically communities and hollow bearing trees where possible. " It is recommended that the DCP be amended to provide clarifying words in relation to the meaning of 'Core Habitat' and that relevant NSW and Commonwealth legislation may apply.
	4.3 Heritage	
	C.1 Reduce the 200m radius of the heritage catchment. 200m is considered excessive as development on Manson Street, Burke Street and Cunningham Street are unlikely to impact the heritage significance of Redstone.	Redstone is a state heritage listed item. The Heritage and Architectural Assessment undertaken as part of the NSW Government Priority Precinct Process (March 2017, Urbis) recommends that listed heritage items should be maintained in their existing settings. A 200 metre radius is considered appropriate to identify any potential heritage impacts on the setting of the item (including consideration of impacts to views, as recommended in the heritage assessment). It is noted the control does not mandate a Heritage Impact Statement (HIS). Rather, the requirement of a HIS will be determined on a case-by-case basis at the development application stage.
NSW Land and Housing Corporation (LAHC)	**5.1 Dual Water Systems**	
	C.1 and C.2. LAHC projects to be exempt from these controls. The controls will unnecessarily increase social housing development costs. The increased project cost could impact on the ability to deliver social housing needs.	The Draft DCP requirement for dual piping is similar to what will be achieved within the Parramatta CBD and is underpinned by a letter of support from Sydney Water which notes that they "expect to manage most of GPOP's water locally via a new integrated water and resource recovery facility to be built in the Camellia industrial precinct. Noting that "this facility and network have been identified as priority infrastructure for the next five to ten years in the Government's draft 'A City Supported by Infrastructure Place-based Infrastructure Compact Pilot' (November 2019)." Furthermore, Greater Sydney water security is a high priority initiative in the National Infrastructure Priorities 2021, with a timeframe of concern of 5-10 years. The ability for buildings to connect to a recycled water system

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		is required to support water security and provide equitable access to a potentially cheaper source of water. For example, The Parramatta CBD Planning Proposal - Sustainability and Infrastructure Study (2019), included the following assumptions for potable (2.232 $/kL) and recycled water (2.068 $/kL) costs, with recycled water $0.164 /kL cheaper than potable water. Council's estimate of cost per apartment is $1,000/apartment or $10/m2 based off the Parramatta CBD Planning Proposal - Sustainability and Infrastructure Study (2019). Additionally, Sydney Water have advised that individual unit metering is not required for dual piping, only a boundary meter.
	5.2.1 Roof Surfaces	
	C.1 Council needs to clarify whether the shading structure is included in the maximum height of building measurement. Justification: It is unclear whether the shading structure is included in the maximum height of building measurement.	Shading structures captured under this control are not included in the maximum building height for development. Shading structures can be defined as architectural roof features under the Parramatta LEP 2011 and are permitted with consent subject to the provisions of Clause 5.6 of the LEP.
	5.2.2 Vertical facades	
	C.3 and C.5 – C.14 C.3 and C.5 – C.14 need to be amended to clearly state in what areas of the Telopea Precinct these controls would apply. A reflectivity study would need to be undertaken by a specialised engineer. It is not clear as to which situations these controls would apply. Council should clarify if all buildings within the Telopea Precinct would need to comply with this control	The controls are written so that a reflectivity study is not required. The percentage shading is determined by the Reflective Surface Ration (RSR) formula and evidenced through the provision of shadow diagrams for each relevant façade at a single time of year. This is considered well within the capacity of an architect to undertake such testing. The controls require that buildings with large ratios of glass are required to provide shading. Buildings with low ratios of glass would not need to provide shading or a shadow diagram.

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	or just larger buildings located within the Telopea Core Area. Smaller developments are unlikely to generate substantial amounts of solar heat and should be exempt from these controls.	
NSW Land and Housing Corporation (LAHC)	**5.2.4 Heating and Cooling Systems – Heat Rejection**	
	C.17 and C.18 LAHC projects to be exempt from these controls. This would increase cost of projects impact on functionality and ongoing maintenance of systems. Note that heat rejection units are permissible in C.19. C.19 This control should be provided as an alternative to C.17 and not as a separate control.	C19 is an alternate control, stating that balcony condenser units are allowed where it can be demonstrated that C17 and C18 can't be achieved. Removal of the introductory words to C.19 is recommended to clarify where C.17 and C.18 can't be achieved, then C.19 may apply.
	5.2.5 Green Roofs or Walls	
	C.21 LAHC to be exempt from this control. Justification LAHC do not provide green roof space on projects due to social behaviour and safety issues.	The green roof and walls controls are only applicable if a green roof or wall is installed. The DCP does not mandate that green roofs and walls be installed.
	C.27 Remove the control requiring registration of an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate. This should be included in the DA conditions of consent and probably not the DCP.	C.27 is only applicable if a green roof or wall is installed. There are many examples where green roofs or walls are not adequately maintained in strata buildings. This control is designed to embed an ongoing obligation to ensure the maintenance of green roofs or walls to deliver ongoing benefits to the occupants, building and surrounding area.
NSW Land and Housing Corporation (LAHC),	**5.3 Water Sensitive Urban Design**	
	C.1 The control C.1 a) should be amended to state:	MUSIC modelling is still be required in the design of stormwater drainage systems as per Council's Engineering Design Guidelines.

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Department of Planning, Industry and Environment (DPIE)	The development should: a) integrate WSUD principles into the development through the design and encourage the use of 'green' stormwater systems, biological water retention and treatment and integration of water management into the landscape and avoid where possible relying on 'end of pipe' proprietary treatment devices prior to discharge. Justification The original control could add unnecessary costs to projects. The WSUD principles adopted should depend on the MUSIC modelling and treatment determined. This control should be less restrictive and the WSUD initiatives should reflect the MUSIC modelling.	It is considered that in the long term, using the landscape in the WSUD system is simpler and less costly than having expensive water treatment devices that must be continuously monitored, maintained, cleaned out, with elements such as cartridge filters that must be inspected and replaced regularly for the system to achieve anything like its intended performance. Integrating WSUD into the landscape, if designed correctly, will only generate normal landscape maintenance costs.
Urbis on behalf of Frasers Property Australia	**Section 2.1. Road Connections**	
	Control C.1. refers to Table 2 that requires a minimum of 1 space per 5 dwellings for visitor parking. This minimum rate is excessive and does not have regard for the high level of public transport and active transport connections available. Visitor parking rate should be amended to 1 space per 10 dwellings, inclusive of any existing or proposed on-street parking provision. Control C.2. states *"Any additional new road connections not listed in Table 1 shall be designed to incorporate a minimum of a 7-metre-wide carriageway and a minimum 2.5 metre parking indented parking bays to one side of the street and a minimum of 3 metre verges"* the 7metre (m) width should be reduced to 6m. A 3.5m lane width should only be required where large vehicles, such as state buses, need to travel and pass one another.	The minimum of 1 parking space per 5 dwellings for visitor parking is based on the parking requirements of the RMS Guide to Traffic Generating Developments for high density residential flat buildings within metropolitan sub-region centres. Council also does not support reliance on on-street parking provision for visitor parking as the precinct has narrow streets and additional on-street parking demand will impact on the operation of the road network. In accordance with Austroads Guide to Road Design Part 3 section 4.2.5, the standard traffic lane width for urban areas is 3.5m. Reducing the travel lane width from 3.5m to 3m will lower the driver margin of error and will have an impact on vehicle manoeuvrability at intersections, parking bays and driveways. Accordingly, reducing the road width is not supported. It is to be noted that all public roads and intersections will need to be designed for a 12.5m Heavy Rigid Vehicle to allow for waste vehicle and removalists access.

Submission	Submission Summary	Council Officer Response
	Control C.2. states *"A new pedestrian connection extending from the existing through site link from Manson Street toward the new Light Rail line crossing shall be provided as part of any new development. It is to have a minimum width of 3.5 metres. It should be publicly accessible at all times and adjoining buildings should be designed to provide passive surveillance"*. It is noted that this pedestrian connection has been incorporated into the Fraser's Concept plan and associated draft planning agreement offer (described as the Elyes Street link). To date Council have stated that they do not support this public benefit item. This inconsistency should be rectified.	In relation to the Elyse Street link, Council and Land and Housing Corporation (LAHC) entered into a partnership to develop a Telopea Master Plan in 2015, which aimed at setting the vision and outcomes for urban renewal of Telopea, including identifying improved local infrastructure. Council endorsed the Telopea Master Plan in 2017. The Draft DCP is underpinned by the outcomes of the Telopea Master Plan which shows Elyse Street as a street. The DCP may be used as a supporting guide for Council's future formal responses in relation to the planning agreement and SSD. It is noted that this would not preclude Council from supporting the LAHC and Frasers Concept Plan in the future, if Council wishes to do so.
Urbis on behalf of Frasers Property Australia	**Figure 2 Road and Transport.** Connections shows Eyles Street as a road. The (Frasers) Concept Plan proposes to link the Telopea light rail station and plaza at the western end of the precinct to the Evans Road shops at the eastern end via an accessible pathway and open space. This should be reflected in the Draft DCP for the Telopea Precinct.	Council and Land and Housing Corporation (LAHC) entered into a partnership to develop a Telopea Master Plan in 2015, which aimed at setting the vision and outcomes for urban renewal of Telopea, including identifying improved local infrastructure. Council endorsed the Telopea Master Plan in 2017. The Draft DCP is underpinned by the outcomes of the Telopea Master Plan and responds to the planning controls for the Telopea Precinct contained within the Parramatta LEP 2011. In light of the ongoing negotiations in relation to the planning agreement and that the State Significant Development (SSD) has not been formally lodged (at the time of writing this report), it is recommended that the DCP largely reflect Council's endorsed Telopea Master Plan. The DCP may be used as a supporting guide for Council's future formal responses in relation to the planning agreement and SSD. It is noted that this would not preclude Council from supporting the LAHC and Frasers Concept Plan in the future, if Council wishes to do so.
	Section 2.3 Off Street Parking and Bicycle Storage	

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Submission	Submission Summary	Council Officer Response
	Control C.1 states: *"Development must provide a minimum number of the car parking spaces specified in Table 2"*. Table 2 – Telopea Precinct Parking Rates requires a minimum of 1 space per 5 dwellings for visitor parking. It is our view that this minimum rate is excessive and does not have regard for the high level of public transport and active transport connections available in the Precinct. This rate will not encourage sustainable and active transport usage by residents and visitors as outlined in Objective O.2. It is recommended that the visitor parking rate be amended to 1 space per 10 dwellings, inclusive of any existing or proposed on-street parking provision.	The minimum of 1 parking space per 5 dwellings for visitor parking is based on the parking requirements of the RMS Guide to Traffic Generating Developments for high density residential flat buildings within metropolitan sub-region centres. Council does not support reliance on on-street parking provision for visitor parking as the precinct has narrow streets and additional on-street parking demand will impact on the operation of the road network. It is noted that the State Environmental Planning Policy Affordable Rental Housing (SEPP ARH) determines car parking rates for social and affordable housing.
	Control C.2. states *"A new pedestrian connection extending from the existing through site link from Manson Street toward the new Light Rail line crossing shall be provided as part of any new development. It is to have a minimum width of 3.5 metres. It should be publicly accessible at all times and adjoining buildings should be designed to provide passive surveillance"*. It is noted that this pedestrian connection has been incorporated into the concept plan and associated draft Voluntary Planning Agreement (described as the Elyes Street link), however, to date Council have stated that they do not support this public benefit item. This inconsistency should be rectified.	The Telopea Master Plan envisions a direct pedestrian route between Manson Street and the Light Rail Stop in the form of a through site link within the transition area. Control C.2 directly responds to the Telopea Master Plan (2017). In relation to the link's inclusion within the planning agreement, this is subject to further negotiation.
Urbis on behalf of Frasers Property Australia	The definition of 'EV Distribution Board' is flawed in its approach. Council should consult with Ausgrid to confirm this approach before mandating this load to be calculated in all buildings. The provision nominated in this section will add significant cost that may prohibit development and/or reduce housing affordability.	The basis of the definition is to minimise investment to only the elements required to ensure no increase in electrical feed size is required. The definition has been amended to clearly state the intention above. Amended wording (refer red) is provided below: *EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods. This will ensure that the impacts of maximum demand are minimized, and that increases to electrical feed sizes are not required.*

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Submission	Submission Summary	Council Officer Response
		To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard. The purpose of these controls are to futureproof the building elements that will be too costly to retrofit in future. The energy and load management infrastructure allowing this is what the controls are focused on. Research in the USA has found that >80% of EV owners charge their cars at home. The controls in the DCP are designed to be accommodated within the existing predicted development electrical requirements, and not require additional electricity capacity. The controls include load management that will ensure charging occurs during off peak periods.
Urbis on behalf of Frasers Property Australia	**Control C.2. and Control C.3.** relate to the provision of Shared EV connections and states: • *All car share spaces and spaces allocated to visitors must have a Shared EV connection.* • *All commercial building car parking must provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.* An alternative strategy is to allow dedicated circuits within the car park distribution boards, up to the extent that the substations can take before upsizing is required. Load demand management can then increase the amount of EV chargers that can run based on time of use. These controls are unnecessary until a significant uptake of Electric Vehicles has occurred. Carshare and visitor parking should be designed to allow for future shared EV connection only, where this an identified demand / need.	The controls aim to ensure there is some EV charging capability from the point of building occupation of new development. EV car sales are increasing and the NSW Government's Electrical Vehicle Strategy introduces incentives for EV take-up in the state. The controls are consistent with this strategy. Information released on the NSW Design and Place SEPP also shows that a similar EV ready approach will be adopted.

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Submission	Submission Summary	Council Officer Response
Urbis on behalf of Frasers Property Australia	**Control C.4.** assumes all bicycle parking spaces provided will be in a shared "facility". In some instances, resident bicycle parking spaces may be provided within private basement storage cages or within dwellings. Further, visitor bicycle parking spaces are typically provided in an accessible at-grade location where they can be easily accessed to encourage the use of active transportation. This control should be removed.	The control has been reworded to clarify that it will apply to any shared bicycle facilities, not individual units, as follows (amendment in red): "Shared bicycle storage facilities and visitor bicycle parking spaces are to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner."
Urbis on behalf of Frasers Property Australia	**Section 3.1.1 Lodgement of a Concept Application**	
	Control C.3. states: *The Masterplan or Concept Application shall calculate residential gross floor area (GFA) at a minimum of 75% of the building envelope and the residential and non-residential GFA is to be allocated to each Development Lot.* Applying a minimum of 75% GFA to building envelope ratio at the concept master plan stage limits the ability to achieve design excellence, variation, and innovation at the detailed design stage. This has been tested extensively by Bates Smart in the preparation of the Concept Plan building envelopes and reference design schemes for a State Significant Development (SSD) application for part of the site. A ratio of 70% gross floor area to building envelope is more appropriate and should be adopted.	Council's Design Team floorplate testing of design excellence competition schemes in the Parramatta CBD demonstrate that GFA equates to approximately 75% of a building's envelope. This numeric has been consistently applied and accepted in higher-density development within the City of Parramatta.
	3.2 Development within Precincts	
	Control C.1. states: *New developments should be sited and designed in accordance with the Indicative Block and Building Layout Plan at Figure 3.* Figure 3 shows an Indicative Block Plan and Building Layout that provides buildings at the street edge and a continuous deep soil zone in the rear yards. While it is considered that this is a neat outcome in theory, in practice it is unlikely to be realised due to fractured ownership and the need to comply with the	Figure 3 of the DCP – Indicative Block and Building Layout Plan has been demonstrated to comply with Part 6A of the Apartment Design Guidelines. New development is required to address the design objectives, principle and controls provided in the DCP, including Figure 3. Where a development is unable to achieve this design outcome, it will be required to justify a departure against the relevant Design Principles.

Submission	Submission Summary	Council Officer Response
	Apartment Design Guide (in particular the solar access, cross ventilation, and building separation requirements). It is our view that Control C.1. and Figure 3 is too prescriptive and should be replaced with a more principles-based approach to urban design and built form outcomes for development within Precincts. The building envelopes may not be achievable for sites subjected to site constraints such as topography, trees, etc. This control has been proposed to avoid driveways being located within side setbacks.	It is recommended that development demonstrate compliance with the Indicative Block Plan and Building Layout or the Design Principles for Precinct development as follows (shown in red): "New developments should be sited and designed in accordance with the Indicative Block and Building Layout Plan at Figure 3 or demonstrate it is consistent with the design principles P.1 to P.12."
Urbis on behalf of Frasers Property Australia	**Control C.2.** states: *Development of a residential flat building should have a minimum site frontage of 24 metres, except 18 metres for sites with two street or lane frontages.* It is understood the purpose of this control is to ensure residential flat buildings are only delivered on sites with a suitable area and frontage to the street. However, it is our view that Control C.2. is too prescriptive and restricts innovation. This control should be amended to allow flexibility in the application, where it can be demonstrated that the site size and frontage can accommodate a residential flat building that meets the requirements of the Apartment Design Guide and does not result in unreasonable impacts on surrounding properties and the locality.	The minimum site frontage controls for Telopea are existing controls applied to Multi-Dwelling Housing and Residential Flat Buildings under Part 3.1 of the Parramatta DCP 2011. It is acknowledged that where a site has less than the minimum frontage, a development may nonetheless be possible, but to satisfy the objectives of the control it may not be able to realise the maximum permissible FSR for the site or meet the requirements of the DCP. Furthermore, where a development is unable to achieve this control, it will be required to justify a departure from other controls. No rewording is recommended.
Urbis on behalf of Frasers Property Australia	**Control C.3.** states: *New development must provide between a 4 to 6 metre setback to the street as outlined in Figure 4.* It is our view that a 4-6 metre front setback is unnecessary. We have identified that a 3 metre front setback is sufficient and can accommodate new tree	A 4 to 6 metre setback to the street is necessary to not only meet but maintain objectives for future tree planting in front setback zones. As per Parramatta DCP 2011: – Table 3.1.3 Preliminary Building Envelope Tables, Deep Soil Zone indicates 'minimum dimension of 4x4m'

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Submission	Submission Summary	Council Officer Response
	planting or the protection of existing mature trees where necessary.	– 5.4 Preservation of Trees or Vegetation: trees may be removed without approval when located 3 m or less from a building or structure. The minimum 4 metre setback ensures an adequate distance for a tree to be planted from the building and grow into a mature tree without encroaching the 3 metre setback. Furthermore, many of the existing streets in Telopea Precinct are quite narrow (15m wide in many instances) and when considered alongside the scale of future development, it is justified to support a more generous front setback zone in order to accommodate trees. No rewording is recommended.
	Control C.4. states: *The minimum setback to the side boundaries is 3 metres for part of the length of the building. Where apartments habitable rooms only face the side boundary, allow a 6 metre wide side setback, as outlined in Figure 4.* It is understood the purpose of this control is to ensure there is adequate separation between buildings for visual and acoustic privacy reasons and to break down the bulk and scale of development when viewed from the street. However, it is our view that this control is too prescriptive and does not allow for innovation or a site-specific response to architectural design. When delivered on mass the minimum side setbacks will result in a poor urban design and streetscape outcome. This control should be amended to allow flexibility in the application, where it can be demonstrated that adequate separation is provided between buildings and the bulk	It is Council officers position that a generic application of ADG setbacks in Telopea results in a poor urban outcome and ill-defined streetscape. The DCP controls are considered to be no more prescriptive than the ADG, just more contextually relevant. As an example, the resultant proportions of the ADG on a typical development lot with an FSR of 1.7:1 and a HOB of 22m, the massing response would be 4+3 storeys. These proportions coupled with 6 metre side setbacks adversely impact the ability of apartment buildings to integrate with the urban street environment in Telopea. Even with a site width of 24 metres, the remaining street defining element of the building is 12 metres – only 50% of the site frontage. While assessing with current development applications within the Precinct, the draft DCP controls have allowed greater flexibility to address sloping sites and achieve permissible GFA within the height limit. A 50/50 division of solid and space across a precinct increases the perception of density. This effect is exacerbated on curvilinear streets. The

Submission	Submission Summary	Council Officer Response
	and scale of the development when viewed from the street is appropriate.	position has been consulted with Parramatta's Design Excellence Advisory Panel. Furthermore, where a development is unable to achieve these setbacks, it will be required to justify a departure. No rewording is recommended.
Urbis on behalf of Frasers Property Australia	**Control C.8.** states: *Provide a minimum of 30% of deep soil zone on the site area, with the following requirements:* *a) A minimum of half of the total deep soil area is located at the rear of the site.* *b) A minimum of 7% of the total site area which is provided as deep soil area shall be designed to have a minimum dimensions of 6 metres (or greater). The remaining deep soil areas shall provide minimum dimensions of 4 metres (or greater). Noting that a deep soil with a minimum dimension of less than 4 metres does not contribute to the deep soil calculation.* It is our view that the deep soil requirements should be consistent with the ADG. Further, Control C.8. does not allow for site specific constraints such as significant trees located within front yards.	The requirement for 30% of the site to be provided as deep soil forms part of the wider Parramatta DCP (2011). It is considered that 7% is not considered a sufficient amount of deep soil for achieving City of Parramatta's tree canopy cover objectives. As per Sch 1 (June 2015), Clause 6A of the Apartment Design Guide, Council's deep soil requirement supersedes the ADG 7% deep soil requirement. Council's Design Team testing also indicates that a site with a minimum 24m site frontage in Telopea can achieve 30% deep soil when complying with all other Draft DCP and PLEP 2011 controls. Furthermore, where a development is unable to achieve deep soil requirements, it will be required to justify a departure. Therefore no rewording is recommended.
Urbis on behalf of Frasers Property Australia	**Control C.10.** states: *Removal of existing trees should be avoided, and new trees should be planted, as detailed in Section 4.1 Tree Preservation and Enhancement of this DCP.* While it is agreed that removal of existing (healthy and suitable) trees should be avoided, it should be acknowledged that the retention of existing trees is likely to restrict the ability to achieve compliance with the other requirements of the draft DCP – such as setbacks, deep soil location, street frontage etc. Council should show flexibility in the application of these controls to ensure a site-specific response can be provided.	C.10 refers to Tree Preservation and Enhancement controls. These controls reference Section 5.4.1 of the Parramatta DCP 2011 which defines the type of trees which the control applies, as follows: *"1. Any tree or palm - whether indigenous, endemic, exotic or introduced species with a height equal to or exceeding 5 metres.* *2. Any tree or mangrove vegetation located on public land, irrespective of size.* *3. Any tree or plant, irrespective of size: a. that is listed in a Register of Significant Trees; or b. that is or forms part of a heritage item, or that is within a heritage conservation area; or c. that is or forms part of an Aboriginal object, or that is within an Aboriginal place of heritage significance."*

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<table>
<tr><th>Submission</th><th>Submission Summary</th><th>Council Officer Response</th></tr>
<tr><td></td><td></td><td>Therefore the DCP acknowledges that the retention of all trees is not required, rather avoiding removal of the trees defined above, with appropriate assessment, if removal is proposed. Therefore no rewording of the control is considered necessary.</td></tr>
<tr><td></td><td>Table 3 outlines street wall and upper storey setback requirements for buildings 5-9 storeys in height. However, we question the prescriptive nature of these controls and the logic applied. It is our view that the prescriptive nature of these controls is unnecessary, and a principles-based approach should be adopted.</td><td>Table 3 has been refined to include buildings 5-storeys or less, however the intent is to provide applicants with guidance on the ideal proportions of RFB in Telopea. The number of upper levels setback in any development outside of the Core should be limited to one or two storeys only. The amended table is provided as follows:
C.16 Development of 3 and 4 storeys should be designed as a street wall building.
C.17 Development of 5 and 6 storeys in height ~~shall~~ may be designed as a street wall building or provide one upper level storey setback of 3 metre from the building line, as outlined in Table 3.
C.19 Development of 9 storeys shall provide ~~a 7 storey~~ street wall and upper level ~~shall~~ setback ~~upper level storeys~~ in accordance with ~~the~~ Table 3.
Table3 : Street wall and upper level storeys and setbacks
<table>
<tr><th>Total height (in storeys)</th><th>Street wall in storeys</th><th>Upper Storeys and Upper Level Setbacks</th></tr>
<tr><td>3 or 4 storeys</td><td>3 or 4 storeys</td><td>0</td></tr>
<tr><td>5 storeys</td><td>4 storeys; or 5 storeys</td><td>1 storey setback 3 metres from the building line; or
0</td></tr>
</table></td></tr>
</table>

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Submission	Submission Summary	Council Officer Response
	Control C.20. states: *Buildings are to occupy approximately 75% of the street frontage to maximise potential for apartments facing the street as outlined in Figure 7.* Again, this control does not allow for site specific constraints such as significant trees to be retained within front yards. The control is far too prescriptive, and it is our view that a principles-based approach should be adopted.	The DCP allows for flexibility to respond to site constraints, for example: "P.2 Development is designed to enhance and maintain the topography, streetscape and natural environment as key features of Telopea." And P.6. To design buildings to retain existing trees, where possible, and provide opportunities to plant new trees.". It is recognised that new development may not meet all DCP controls based on site conditions. Any developments that do not meet the DCP controls will be required to justify this departure.
Urbis on behalf of Frasers Property Australia	**Control C.22.(b)** states: *Front fences are to be designed to: be integrated with dividing masonry walls between the private open spaces where the fences relate to individual apartments facing the street.* It is not appropriate or reasonable for Council to mandate the use of masonry. Materiality should be selected based on the specific characteristics of the site and development and the requirements of the future user.	The DCP has given attention to the details of development which address and define the street. Masonry has been suggested to provide an appropriate privacy/sound barrier between development. However, it is acknowledged that other materials such as timber can be used in these locations. The control has therefore been amended to read: C.22 Front fences are to be designed to: (b) be integrated with dividing masonry walls (or a combination of masonry and timber) between the private open spaces where the fences related to individual apartments facing the street.
	Control C.2. states: *"All public open spaces and connections are to be publicly accessible 24 hours, 7 days a week".* It is our view that a definition should be provided for "public open spaces and connections" to clearly identify what is meant by this control.	Public open spaces and connections are defined as those spaces that are not considered private space and or communal open space and are intended for public access and use i.e parks, plazas, streets, lanes and pedestrian links that can be accessed by the public 24/7, not closed off to the public for private use at any time. Clarification on Section 3.3 will be incorporated into the DCP as follows: "The renewal of the Precinct presents the opportunity to deliver upgraded public spaces and new public spaces. For the purposes of this DCP 'public space' is defined as places publicly owned or for public use, accessible and enjoyable by all for free, including active and passive public open spaces, streets, pedestrian and cycleway connections and plazas."

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Submission	Submission Summary	Council Officer Response
Urbis on behalf of Frasers Property Australia	4.1 Tree Preservation and Enhancement	
	Control C.3 (a) states: *If removal of a tree is required on private land, replacement trees are required to be provided as part of the Landscape Plan submitted with the development application as follows: Approximately 1 canopy tree per 80 square metres of ground level landscaped area including natural deep soil area is required. Trees are to be capable of reaching a mature canopy height of 13 metres.* It is considered that this control is too prescriptive and may not be appropriate for all development sites. It is our view that Council should show flexibility in the application of this control.	A key overarching objective of the DCP is *"O.5 To ensure development maximises opportunities for future planting of trees and retention of existing significant trees within the public and private domain."* By providing a numerical control in relation to tree planting will assist in achieving this objective. Any developments that do not meet the DCP controls will be required to justify this departure. Furthermore, the control is consistent with the 'Greening our city' Premier's Priority which aims to increase tree canopy and green cover across Greater Sydney. It also supports Council's goals to reduce urban heat island effect and increase canopy cover in the LGA as per the City's City of Parramatta Environmental Sustainability Strategy 2017
Urbis on behalf of Frasers Property Australia	**5.1 Dual Water Systems**	
	Control C.1. states: All development must install a dual reticulation system to support the immediate or future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption or cost. It is our understanding that there is no existing recycled water network within the Telopea Precinct, nor is there any commitment (we are aware of) from Council or any other Stakeholder to deliver such infrastructure. Council should be confident that a recycled water network will be delivered within the Telopea Precinct in the short-medium term before mandating the requirement for developments to install a dual reticulation system, as the capital cost up front (circa. $3,000-$4,000 per	The Greater Sydney Commission, through the Draft Greater Parramatta Olympic Park (GPOP) Place-based Infrastructure Compact (PIC) released in 2019, identified two key water infrastructure priorities in the short to medium term (5-10 year) for the Greater Parramatta Olympic Park (GPOP) region (subject to further investigation and funding): • A recycled water network for new homes, businesses, and open space • A resource recovery facility to provide recycled water. The Draft DCP requirement for dual piping is underpinned by a letter of support from Sydney Water which notes that they "expect to manage most of GPOP's water locally via a new integrated water and resource recovery facility to be built in the Camellia industrial precinct." Council's estimate of cost per apartment is $1,000/apartment or $10/m2 based off the Parramatta CBD Planning Proposal - Sustainability and

Submission	Submission Summary	Council Officer Response
	apartment) could prevent redevelopment of some sites and reduce housing affordability.	Infrastructure Study (2019). This is less than the amount quoted by Frasers. Additionally, Sydney Water have advised that individual unit metering is not required for dual piping, only a boundary meter.
	5.2.1 Roof Surfaces	
	Control C.1.(a) states: Where surfaces on roof tops or podia are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following: a) Be shaded by a shade structure. It should be acknowledged that in some circumstances rooftop shade structures may extend beyond the maximum height of building development standard under the Parramatta Local Environmental Plan 2011 and that flexibility should be shown where it can be demonstrated that the shade structure will not result in any unreasonable impacts on adjacent properties or the locality.	Shading structures captured under this control are not included in the maximum building height for development. Refer to Clause 5.6 of the Parramatta LEP 2011. It is noted shading structures are one of three options roof surfaces must features to comply with this control.
Urbis on behalf of Frasers Property Australia	**5.2.2 Vertical Facades**	
	It is understood that the controls contained in **Section 5.2.2** are aimed at ensuring reflection of solar heat from the building façade into private open space or the public domain is minimised. However, the controls are extremely complex and technical and are unlikely to be understood or easily applied. It is our view that this section should be simplified and the requirements for a reflectivity modelling report and	The controls have been simplified to allow adequate shading to be confirmed with a single shadow diagram for each façade and provide flexibility to reduce shading requirements if the area of glazing is reduced. Shadow diagrams are not required if the ratio of glass is less than 30%. It is considered a modelling report is not required and that further simplification of the controls would reduce flexibility and lead to additional cost.

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Submission	Submission Summary	Council Officer Response
	shadow diagrams on 21 December at each façade only be required for developments where Council is concerned that the materiality proposed will result in solar heat impacts on private open space or the public domain.	
Urbis on behalf of Frasers Property Australia	**5.2.4 Heating and Cooling Systems – Heat Rejection**	
	Control C.17. states: *Residential apartments within a mixed-use development or residential flat building should incorporate efficient heating, ventilation and cooling systems which reject heat from a centralised source on the upper most roof.* Council should be aware that the upfront capital cost of providing centralised heating and cooling systems in residential developments is estimated at $4,000 per dwelling. Mandating that all residential apartments are provided with centralised heating and cooling systems could prevent redevelopment of some sites and reduce housing affordability. Further, the control mandates that the centralised heating and cooling systems are provided on rooftops. This will result in a poor urban design outcome, particularly if all rooftops including low-rise apartment buildings are occupied by plant, as opposed to concealing plant in various alternative ways elsewhere in the development.	Frasers are concerned that C17 and C.18 mandate that all residential apartments are provided with centralised heating and cooling systems which prevent redevelopment of some sites and reduce housing affordability. The control does not mandate that all residential development are to have heating and cooling, but for those that do, centralised heat rejection is preferred under C.17 and C.18. Control C.19 allows balcony condenser units with associated requirements. Small amendments are recommended to the wording of C.19 to ensure that it is clear that HVAC systems are allowed as follows: C.19 ~~Heat rejection units are strongly discouraged from being located on building facades or on private open space, such as balconies and courtyards. However, w~~ Where it is demonstrated that heat rejection cannot be achieved in accordance with the above controls C.17 and C.18 above and these units are installed, the HVAC system must demonstrate:
Urbis on behalf of Frasers Property Australia	Control C.27 states: *Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.* It is our view that this is an unreasonable requirement and could be viewed as an overreach by Council into the maintenance of strata schemes.	C.27 is only applicable if a green roof or wall is installed. There are many examples where green roofs or walls are not adequately maintained in strata buildings. This control is designed to embed an ongoing obligation to ensure the maintenance of green roofs or walls to deliver ongoing benefits to the occupants, building and surrounding area.

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Submission	Submission Summary	Council Officer Response
Catholic Education Diocese of Parramatta	Students in the proposed Telopea redevelopment area will attend St Bernadette's Catholic Primary and St Patrick's Marist College, just outside the Precinct. The Telopea DCP is an important opportunity encourage active transport rather than being driven to school. The intersection of Evans Road and Shortland Street is 650m from St Bernadette's Primary, this will be the local activity centre for our students and families. Figure 2 of the DCP indicates that Evans Road will be a dedicated on-road cycling facility. Whilst this aligns with 2017 Parramatta Bike Plan, parents and educators are more comfortable riding on cycleways and shared user paths physically separated from vehicle traffic. The Catholic Education Diocese of Parramatta (CEDP) requests that as soon as is practicable: • The existing pedestrian crossing on Evan's Road at Cox Crescent, and all School Zone markings on Evan's Road be repainted and; • That school zone flashing lights signage and appropriate road markings be installed on Cox Crescent to reflect that this is the main student entry and Kiss & Drop Zone for St Bernadette's Catholic Primary school. CEDP supports the objectives to increase usable open space, public domain and improved pedestrian and cycling links.	Council Officers agree that off road cycleways would be highly beneficially, however this is challenging due to scale and cost. Council will be revising the Parramatta Bike Plan shortly and this will be a matter for consideration and public consultation then. Furthermore, anyone 16 and under or accompanying a person 16 and under can ride on the footpath. The CEDP request in relation to pedestrian crossings and Cox's Crescent isDelete outside the scope of the DCP and has been forwarded to the Traffic Section of Council.

Attachment 3 – Community Submissions

The following table summarises the submissions received by members of the community and Council Officers' responses relating to the Development Control Plan (DCP) for the Telopea Precinct.

Submissions Table – Community Members and / or Residents

Ref #	Submission Summary	Council Officer Response
1	Praises the approach to the whole Telopea Precinct. Figure 8 in the Draft DCP refers to Core Habitat Vegetation occurring on the submitter's property which is to be retained and protected. What impact does this have on property owners and what procedures would be required in respect of developing the land?	As part of the development of the Telopea Master Plan 2017, a Flora and Fauna Assessment was undertaken by Ecological Australia (27 April 2017). It found that that two Endangered Ecological Communities, river-flat eucalypt forest and blue gum high forest, listed under the Biodiversity Conservation Act 2016 are located within the Telopea Precinct, both on public and private land. It concluded that: *"Based on the Master Plan…any impact to these vegetation communities will require further assessment at the development application stage; however the proposed development in the vicinity of these vegetation communities is generally a lower density, providing better opportunities for vegetation retention than elsewhere on site."* The Telopea Master Plan identifies these areas and recommends that "Future development will retain, protect and improve critically endangered ecological communities, endangered ecologically communities and hollow bearing trees where possible. " It is recommended that Section 4.2 of the DCP be amended to provide clarifying words in relation to the meaning of 'Core Habitat' and that relevant NSW and Commonwealth legislation may apply.
2	Overall supports the Draft DCP. Would like to see development of units along the creek lines and parklands having views and some of the best transport in Sydney. Utilising such assets would attract the best developers to the area.	The rezoning of the Telopea Precinct occurred in 2018 and no amendments to the planning controls within the LEP are proposed.

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	A link from Moffatts Drive across to Quarry Road and dual lanes up Quarry Road to a set of lights on Kissing Point Road would solve traffic problems for people trying to get from Evans Road to Kissing Point Road.	Council is aware of the traffic concerns at the intersection of Quarry Road and Kissing Point Road and have previously written to Transport for NSW (TfNSW) to investigate the below treatments: • Ban the right turn out of Quarry Road into Kissing Point Road • Construct a dual right turn bay on Kissing Point Road (westbound) • Provide 3 travel lanes on Kissing Point Road (eastbound) • Install traffic signals in Kissing Point Road (eastbound) to allow the right turn from Kissing Point Road (westbound) into Quarry Road. At this stage no response from TfNSW has been received.
3	Overall supports the Draft DCP. Many 5 tonnes and above trucks use Evans Road as short cuts to Kissing Point Road to Pennant Hills Road. Due to increased residential densities Evans Road should be narrowed with more humps and curbs with planting on both sides to stop the trucks and thus traffic jams along Evans Road. Single storey houses should not be located adjacent to Brand Street as it is long overdue to commence new development in this location.	It is not being proposed to physically prevent truck and bus access in Evans Road as this is required for removalists, public transport services and waste vehicles. Accordingly, the road width must allow for these vehicles. In regard to more speed humps, Council is not proposing to install further speed humps in Evans Road at this stage. This would be required to be considered carefully as the installation of traffic calming may impact on perception of noise generation by the community and loss of parking. It is stated in the Draft DCP 'Outside of the Core, land uses will be residential, with the densities and heights transitioning down from apartments to townhouses toward the perimeter of the precinct.' It is anticipated that 1-2 storey townhouses would ultimately be constructed at least along parts of Brand Street.

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4	Does not support the Draft DCP. Increased residential growth (4,500 dwellings) is too high and would detrimentally impact upon the existing quiet residential ambience.	The (then) Minister for Planning finalised the rezoning of Telopea Precinct in October 2018, which resulted in amendments to the Parramatta Local Environmental Plan (PLEP) 2011 and included changes to the land use zoning, height, and floor space ratio. The rezoning allows for approximately 4,500 dwellings. In response to the planning controls enacted by the NSW Government on the site, the City of Parramatta Council, has prepared the draft Development Control Plan for Telopea Precinct. The DCP gives guidance to development and normally supports the aims and objectives of the PLEP 2011. DCPs provide detailed controls and standards for addressing development issues at a local level, including car parking rates, built form controls and environmental sustainability. Council Officers consider it prudent to not delay the public exhibition of the draft DCP for the following reasons: • A current State Significant Development (SSD) Application relating to the LAHC owned land is before the NSW Department of Planning, Industry and Environment (DPIE). An adopted DCP will provide an important advocacy document in which to guide improved outcomes in the Precinct. • Under Clause 6.19 of the PLEP 2011, Council must prepare a development control plan for the precinct in order to determine DAs. A DCP will assist with forming the basis of assessment for Council Officers and determining authorities such as Central City Sydney Planning Panel. Even if the assessment of this development application results in a refusal, Council would still require a comprehensive framework to undertake an assessment, and the basis for a final decision.

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5	Does not support the Draft DCP. Leave Telopea alone. Damage has been done by taking away the train and messing up roads with the light rail that doesn't go to Parramatta Station.	The DCP gives guidance to development and normally supports the aims and objectives of the PLEP 2011. DCPs provide detailed controls and standards for addressing development issues at a local level, including car parking rates, built form controls and environmental sustainability.
6	Partly supports the Draft DCP in relation to redevelopment of social housing land. Opposed to other redevelopment of private land that would lead to overpopulation and disruption of the peaceful environment. Many of the properties in the area are fairly new and it would be a waste to redevelop these. It would be better to preserve these properties and provide minor townscape improvements such as new streetlights, pedestrian paths, road improvements. Older houses could be redeveloped.	The (then) Minister for Planning finalised the rezoning of Telopea Precinct in October 2018, which resulted in amendments to the Parramatta Local Environmental Plan (PLEP) 2011 and included changes to the land use zoning, height, and floor space ratio. The rezoning allows for approximately 4,500 dwellings. In response to the planning controls enacted by the NSW Government on the site, the City of Parramatta Council, has prepared the draft Development Control Plan for Telopea Precinct. The DCP gives guidance to development and normally supports the aims and objectives of the PLEP 2011. DCPs provide detailed controls and standards for addressing development issues at a local level, including car parking rates, built form controls and environmental sustainability.
7	Concerns over the amount of public housing and how much of the private will be leased out to public. Parking will obviously be an issue with street parking. It's already a huge problem on Sturt Street where the first new units have been constructed. It is dangerous especially during school start and end times. Reconstruction of Acacia Park appears to focus on toddlers but there is nothing for older kids or adults. Sturt Park has skating facilities but the tennis court went a few years ago and that is considered a shame as people in poorer communities can't afford access to tennis facilities.	Council supports on street parking being maintained on existing streets and any new roads where possible. It is acknowledged it plays an important role for accommodating vehicles visiting the Precinct. Council Officers will continue to monitor the parking situation near the school as developments progress and will recommend changes to any restrictions if required for efficiency and safety reasons, including any Parking or Kiss and Ride requirements. Council is currently upgrading Sturt and Acacia Parks, the main open spaces in Telopea. Acacia Park upgrades are almost completed (Spring 2021), and Sturt Park construction will commence shortly (Spring 2021), likely reopening to the public in early 2022. These

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		upgrades will provide the community with continued access to quality recreation spaces and areas for relaxation in open green spaces, as well as activities for a range of age groups. Sturt Park will feature a playground specifically catered for older children/young adults, including the first flying fox equipment to be reintroduced to the Parramatta LGA.
8	Table 2 - Telopea Precinct Parking Rates is totally inadequate in respect of visitor parking at 1 space/5 dwellings. Finding carparking when visiting at peak times of year like Christmas and Easter is difficult. Requested clarification on what is meant by: 0.6, 0.9 and 1.4 parking spaces.	Telopea is a suburban centre and requires adequate off-street parking. As such residential accommodation car parking rates are set in line with the Roads and Maritime Services' *Guide to Traffic Generating Developments* (2002) for Metropolitan Sub-regional Centres. It is noted that the State Environmental Planning Policy Affordable Rental Housing (SEPP ARH) determines car parking rates for social and affordable housing. Furthermore, the operation of the Parramatta Light Rail is expected to reduce pressure on on-street parking. The requested clarification was provided by email on 9 June 2021 as follows: *Car parking rates are worked out is per development. Say an example would be a residential apartment building proposed with 50 units (5 x 3 bedroom units, 35 x 2 bedroom units & 10 x 1 bedroom units), would be required to provide the following:* - *A total of 40 car parking spaces across all units (based on calculation 0.6 x 10 + 0.9 x 35 + 1.4 x 5). It will be then determined by the developer/estate agent how those car spaces will be allocated to the individual units.* - *A total of 8 visitor car parking spaces.*
9	Units being built at 22 Evans Road takeaway privacy. Houses should be built behind houses as people prefer a backyard over a balcony for privacy and so children have a safe play area.	Amendments made to the Parramatta LEP 2011 in 2018 permit the development of the Telopea Precinct, including that part of Evans Road, for residential flat buildings. The design of residential flat buildings should be in line with the NSW Government State Environmental Planning Policy 65 and Apartment Design Guide in

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		relation to privacy and amenity. Furthermore, the Draft DCP provide Design Controls which aim to provide front and rear setbacks and landscape areas which minimise privacy and amenity impacts on adjoining residents.
10	• Does not support the Draft DCP. • Encroachment of the DCP precinct into Tilley St is unwarranted and the previous DCP areas should be respected. • Council has corresponded with residents in the area about the lack of street parking and difficulties facing residents with parking and this plan wants to increase the density in Simpson Street, Moffatts Drive and Tilley Street. Could Council staff take a co-ordinated approach and agree that the streets do not support the intended increase in housing density. • The DCP needs to increase the required car spaces per residence/unit.	The (then) Minister for Planning finalised the rezoning of Telopea Precinct in October 2018, which resulted in amendments to the Parramatta Local Environmental Plan (PLEP) 2011 and included changes to the land use zoning, height, and floor space ratio. The rezoning allows for approximately 4,500 dwellings. The DCP does not impact (and cannot) on planning controls relating to land use zoning, density and heights. Rather, the DCP aims to provide guidance in line with the Parramatta LEP 2011 controls to improve development outcomes. In relation to the block bounded by Tilley and Simpson Streets and Moffats Drive and Osbourne Avenue. This area was a part of the precinct as defined by the Telopea Master Plan prepared by LAHC and Council in 2015-2017. It was also identified as part of the Stage 1 Precinct rezoning proposal by the Department of Planning in October 2017, which was placed on public exhibition in October and November 2017. Telopea is a suburban centre and requires adequate off-street parking. As such residential accommodation car parking rates are set in line with the Roads and Maritime Services' *Guide to Traffic Generating Developments* (2002) for Metropolitan Subregional Centres. It is noted that the State Environmental Planning Policy Affordable Rental Housing (SEPP ARH) determines car parking rates for social and affordable housing.

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		Council supports on street parking being maintained on existing streets and any new roads where possible. It is acknowledged it plays an important role for accommodating vehicles visiting the Precinct.
11	• Does not support the Draft DCP. • Population increase would be too great with not enough thought given to infrastructure, public transport, traffic or parking.	The (then) Minister for Planning finalised the rezoning of Telopea Precinct in October 2018, which resulted in amendments to the Parramatta Local Environmental Plan (PLEP) 2011 and included changes to the land use zoning, height, and floor space ratio. The rezoning allows for approximately 4,500 dwellings. In response to the planning controls enacted by the NSW Government on the site, the City of Parramatta Council, has prepared the draft Development Control Plan for Telopea Precinct. The DCP gives guidance to development and normally supports the aims and objectives of the PLEP 2011. DCPs provide detailed controls and standards for addressing development issues at a local level, including car parking rates, built form controls and environmental sustainability. In relation to infrastructure provision, Council's Parramatta (Outside CBD) Contributions Plan 2021 reflects these community infrastructure items for Telopea. The Contributions Plan facilitates the levying of development to fund these infrastructure items. Furthermore, the DCP recognises that there is potential to deliver community facilities on Council owned land at Sturt Street or the potential relocation of community facilities to more suitable sites within the Telopea Precinct. Furthermore, the DCP states that the delivery of nearby green space or public spaces should be considered in the planning of a new library and community facility. Council acknowledges the important role played by the current community facilities within the Telopea Precinct, along with the need to ensure these facilities remain open and operational during any future construction.

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		Part of the NSW Land and Housing Corporation's State Significant Development Application is also seeking approval to deliver a new community centre and library, an arrival plaza at the new Parramatta Light Rail stop, a new neighbourhood park at Polding Place and new pocket parks.
12	• Does not support the Draft DCP. • Development principles as proposed results in not enough parking, insufficient natural light, a shortage of greenspaces and gross overpopulation. • Likes Telopea as it is and will be forced to leave due to the damage to the area.	The (then) Minister for Planning finalised the rezoning of Telopea Precinct in October 2018, which resulted in amendments to the Parramatta Local Environmental Plan (PLEP) 2011 and included changes to the land use zoning, height, and floor space ratio. The rezoning allows for approximately 4,500 dwellings. In response to the planning controls enacted by the NSW Government on the site, the City of Parramatta Council, has prepared the DCP for Telopea Precinct. The DCP gives guidance to development and normally supports the aims and objectives of the PLEP 2011. DCPs provide detailed controls and standards for addressing development issues at a local level, including car parking rates, built form controls and environmental sustainability. In relation to infrastructure provision, such as open space, Council's Parramatta (Outside CBD) Contributions Plan 2021 reflects these community infrastructure items for Telopea. The Contributions Plan facilitates the levying of development to fund these infrastructure items. Furthermore, the DCP recognises that there is potential to deliver additional open space within the Telopea Precinct. The DCP states that the delivery of nearby green space or public spaces should be considered in the planning of a new library and community facility. Council is currently upgrading Sturt and Acacia Parks, the main open spaces in Telopea. Acacia Park upgrades are almost completed

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		(Spring 2021), and Sturt Park construction will commence shortly (Spring 2021), likely reopening to the public in early 2022. These upgrades will provide the community with access to quality spaces.
13	Supports the Draft DCP.	Noted.
Submission 15 (as amended)	• Refers to nitrogen reduction stormwater treatments targets specified in the DCP interpreting those as air emission hazards. • Interprets *'transit-oriented development where the distribution of densities and land uses enable a more compact, walkable and sustainable community delivering improved access to public transport and a range of community and retail services'* as possibly development designed for people of a transient nature and requests clarification. • Retail facilities in the Core should include essentials (supermarket, doctor, dentist, pharmacy, post office) that are already provided in the existing shopping centre in Benaud Place so what will happen to that existing facility? • Residential zones and height restrictions outside the Core need to be clearly stated to avoid overcrowding in very narrow residential streets to provide safe access for emergency vehicles and essential services. Concern expressed about recent DA lodged for 44 apartments and a childcare centre in a 6 storey building at 1-7 Simpson Street Dundas Valley. Simpson and Tilley Streets are at the perimeter of the Precinct and thus should be developed for townhouses. • Telopea District Library and Multipurpose Neighbourhood Centre should be a free-standing building surrounded by green space and sufficient parking. If these were included in the ground floor of a Core building safety becomes an issue for the community and/or tenants/owners due to unbalanced demographics. • Parking servicing Sturt Park, Telopea Public School, Montessori Pre School and Waratah Shopping Centre is inadequate.	Section 5.3 of the DCP - Water Sensitive Urban Design aims to manage the quantity of stormwater run-off'. The targets contained in the DCP relate to stormwater treatment targets, not air quality targets. Interpretation of the first paragraph of *'1.2 Desired Future Character and General Objectives'* of the Draft DCP is not intended to mean that development focus is designed for people of a transient nature and therefore occupy dwellings on a temporary basis in that people. Instead it means that development is focused around transit stops, that is the transport hubs of the Parramatta Light Rail and bus stops. The planning controls within the Parramatta LEP 2011 zone B4 Mixed Use both at the existing Waratah shops and along Sturt St, opposite the Parramatta Light Rail stop. As retail, businesses and commercial uses are permissible within the B4 zone there is opportunity to service the new and existing population with retail offerings. The planning controls also allow for the renewal of the existing Waratah shops. Residential zones and heights of areas outside the Core are clearly stated and mapped in the current planning controls contained in the *Parramatta Local Environmental* Plan *(PLEP) 2011* due to the 2018 rezoning of the land. In relation to the block bounded by Tilley and Simpson Streets and Moffats Drive and Osbourne Avenue. This area was a part of the precinct as defined by the Telopea Master Plan prepared by LAHC and Council in 2015-2017. It was also identified as part of the Stage 1 Precinct rezoning proposal by the Department of

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	• Parking ratios specified in the Draft DCP are not sustainable in the future due to the Core development and desired increase in population (14,500 people). • The light rail replaces the existing railway line and finishes at Carlingford Station thus more buses are needed to gain access to facilities such as Carlingford Court and Epping Railway Station.	Planning in October 2017, which was placed on public exhibition in October and November 2017. Part of the NSW Land and Housing Corporation's State Significant Development Application is also seeking approval to deliver a new community centre and library, an arrival plaza at the new Parramatta Light Rail stop, a new neighbourhood park at Polding Place and new pocket parks. It is expected that the SSD will be placed on public exhibition shortly. Council would be very keen to understand community feedback in relation to any future facility. Telopea is a suburban centre and requires adequate off-street parking. As such residential accommodation car parking rates are set in line with the Roads and Maritime Services' *Guide to Traffic Generating Developments* (2002) for Metropolitan Sub-regional Centres. It is noted that the State Environmental Planning Policy Affordable Rental Housing (SEPP ARH) determines car parking rates for social and affordable housing. Furthermore, the operation of the Parramatta Light Rail is expected to reduce pressure on on-street parking.
17	Unsure regarding support of the Draft DCP.	Noted.
18	• Partly supports the Draft DCP. • Needs to be careful planning of flood management in the surrounding area, especially in relation to the adjacent Ponds Creek. The latest waterway management plan is now out of date and should be redone as part of the master plan. This would then inform the design principles for inclusion in the DCP. Future projections of rain events should be incorporated due to increasing extreme weather events when planning for flood mitigation, including overflow from the creek onto Holland Place which is a known area for flooding. • Consider safe pedestrian and cycle ways to Sturt Park and Acacia Park.	A flood study was undertaken to inform the precinct rezoning undertaken by the DPIE. It is understood from this report that the majority of the Precinct is outside of the 100 year average recurrence interval (ARI). High hazard areas areas are within the 100 year ARI flood extents and are characterised by high depths, velocities, or velocity-depth product (hazard indicator). High density development is not permitted in these areas. Council current DCP and other policies on stormwater detention, flood planning levels, and the guidance on the management of overland flows are relevant when assessing development applications.

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	• Personal experience suggests car parking rates for apartments should be increased to 1.5 for 2 beds and 2 for 3 beds otherwise nearby streets completely fill with cars and impacts parking available for visitors. • The master plan should consider the installation of battery storage and solar panels on all apartment buildings that could provide ancillary services to a high load area and provide revenue to developers or the community. • The master plan should also consider a community garden as it provides benefits to mental and physical health.	Telopea is a suburban centre and requires adequate off-street parking. As such residential accommodation car parking rates are set in line with the Roads and Maritime Services' *Guide to Traffic Generating Developments* (2002) for Metropolitan Sub-regional Centres. It is noted that the State Environmental Planning Policy Affordable Rental Housing (SEPP ARH) determines car parking rates for social and affordable housing. Furthermore, the operation of the Parramatta Light Rail is expected to reduce pressure on on-street parking. Council is unable to include measures such as battery storage or solar panels within the DCP, as this is governed by the State Environmental Planning Policy – Building Sustainability Index. The DCP proposes a network of cycleways and pedestrian pathways to create new quality routes that improve permeability and access to and from the community facilities, open space, the retail precinct and the light rail stop. The upgrades at Sturt and Acacia Parks include walking and recreational cycle paths throughout both parks.
19	• Supports the Draft DCP. • Requests an undercover walkway or travelators to link the light rail to the shops and perhaps an undercover walkway to Kissing Point Road (to avoid a 20 minute walk in the rain).	The DCP highlights the importance of accessibility for pedestrians, for example: *'2.4 Active Transport Connections'* *O.1 To encourage walking and cycling and public transport use in order to reduce the number of motor vehicles travelling to and from the precinct.* *O.2 To improve existing and create new quality pedestrian and cycling routes which seek to improve permeability and access to and from the community facilities, the retail precinct and the light rail stop.'* *Section 3.3 Public Domain* *'3.3.2 New pedestrian and cycleway connections* *Controls* *C.11 Any new pedestrian and / or cycleway connections are to be designed to:*

Ref #	Submission Summary	Council Officer Response
		a) Respond to the level change by providing an accessible vertical transportation (lift, escalator and/or travelator) 24/7;'
20	• Partly supports the Draft DCP. • Too many high-rise towers are too close. Plazas or 'Squares' in between towers provide community connection facilitating good mental health for residents. These areas have the potential to incorporate market stalls and outdoor café precincts	The State Environmental Planning Policy 65 and associated Apartment Design Guide determines the 'space' between high rise development to ensure adequate privacy, amenity and solar access. The DCP incorporates provisions in relation to the design of public open spaces.
21	• Partly supports the Draft DCP. • Owns property on Narrun Crescent that backs on to the track and properties directly neighbouring the line should be rezoned as they are now less suited to a family home. The train previously was 1 track and would pass hourly at the most, now with the 2 lines and the increased schedule there will be much more noise and light pollution during the night. This was part of the Precinct Stage 2 plan which is why there was no objection from residents in the area, however it appears that this has been cancelled.	The Draft DCP applies to that area that was rezoned by the Department of Planning in 2018. A report prepared by NSW Planning and Environment titled *'Telopea Precinct Proposal (Stage One)'* dated October 2018 states: *'The exhibited proposal also included a Stage 2 area, west of the rail line, identified for future investigation of opportunities for growth. However, further technical investigation has revealed that there are transport capacity issues to be resolved and the Department will not progress any further master planning or rezoning investigations of the Stage 2 area. It has been recommended that any further strategic planning for Stage 2 be led by council as part of its broader review of the Parramatta Local Environmental Plan 2011.'*
22	• Increased residential densities are causing traffic problems in the area. The corner of the Benaud shopping exit is envisaged as accident prone now and into the near future when the light rail commences. • Due to increasing densities it is crucial that existing parks, sporting ovals, reserves, waterways, surrounding streets and neighbouring areas be preserved and protected in order not to lose the natural ambient for the animal habitat and vegetation that have been in co-existence and should be protected for the future generations to enjoy.	The DCP identifies an upgrade to the intersection of Shortland Street and Evans Road. Safety at the exit of Benaud Place shops will be considered as part of the detailed design of any treatment at this intersection. Furthermore the planning controls in place in the Parramatta LEP 2011 allow for transformation of the retail strip along Evans Road (Waratah shops). In the event of redevelopment of this site, safe egress and ingress will be a key consideration. Council is currently upgrading Sturt and Acacia Parks, the main open spaces in Telopea. Acacia Park upgrades are almost completed

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	• Only re-zone and increase the height of the current old Housing Commission landholdings whereby this will increase the density of affordable homes. Stage 2 of the Telopea Master Plan should not proceed, because with Stage 1, it is already over developed, and the highest point at Acacia Park, and the areas surrounding namely, part of Simpson St, Tilley St, Manning Parade and Moffatts Drive have steep slopes and are too close to the creek and waterways which house animal habitat and rare vegetation.	(Spring 2021), and Sturt Park construction will commence shortly (Spring 2021), likely reopening to the public in early 2022. These upgrades will provide the community with access to quality spaces. The DCP does not amend planning controls relating to height and density. These are contained within the Paramatta LEP 2011. The Draft DCP applies to that area that was rezoned by the Department of Planning in 2018. A report prepared by NSW Planning and Environment titled *'Telopea Precinct Proposal (Stage One)'* dated October 2018 states: *'The exhibited proposal also included a Stage 2 area, west of the rail line, identified for future investigation of opportunities for growth. However, further technical investigation has revealed that there are transport capacity issues to be resolved and the Department will not progress any further master planning or rezoning investigations of the Stage 2 area. It has been recommended that any further strategic planning for Stage 2 be led by council as part of its broader review of the Parramatta Local Environmental Plan 2011.'*
23	The submission provides feedback on the following sections of the draft DCP: **Traffic and Transport** • There is little on-street parking provided within the Core with people tending to park in the street rather than use underground parking. Commuters using the light rail need to park somewhere. • On-street parking is an issue in the Precinct area creating chaotic conditions. People tend to park in the street rather than use garages. • Pedestrian surveillance thus safety is a concern along solitary pedestrian corridors. Lighting is not the only safety option and may have reduced effectiveness when trees grow. Perhaps	The Parramatta Light project is under the jurisdiction of Transport for NSW. As such, concerns regarding commuter parking can be made directly to them for their investigation. The Parramatta Light Rail Service will increase the level of public transport service to the Precinct, however Council Officers recognise that Telopea is a suburban centre and requires adequate off-street parking. As such residential accommodation car parking rates are set in line with the Roads and Maritime Services' *Guide to Traffic Generating Developments* (2002) for Metropolitan Subregional Centres. It is noted that the State Environmental Planning Policy Affordable Rental Housing (SEPP ARH) determines car parking rates for social and affordable housing.

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	'security alarm points' like those on trains could be positioned within the Precinct as an additional layer of safety? That brings with it administration/response issues, but safety should be a priority. • Ratios are insufficient to cater for the average household (based on evidence of an existing three-storey unit block of six with underground parking). • Walking and cycle ways will more likely be utilised during weekends and holiday periods rather than as a daily method of transport. **Development and Design** • It should be required that any below-ground dwellings have solar access to all living spaces; being kitchens, living rooms and bedrooms. • It is vital that the natural environment is maintained and the controls in the Draft DCP are adhered to. **Heritage** • Preservation of local heritage is vital. Preserving the Acacia Park archaeological site has been prioritised by the LEP, and the site should also comprise a plinth/notice of sorts that provides historical information. **Sustainability** • Calculation of RSR takes into account the shading at 21 December. It is hoped that the usual consideration of shadowing at 21 June remains a valuable tool to ensure solar access during the winter months, when people are often at their most vulnerable. • Table 8 – Stormwater Treatment Targets for Development is interpreted to mean that once development has been achieved, the reduction of pre-development pollutants will be	Council supports on street parking being maintained on existing streets and any new roads where possible. It is acknowledged it plays an important role for accommodating vehicles visiting the Precinct. The Draft DCP provisions for *'3.1.4 Street Frontages and Access'* it is stated: *'C.18 Apartments can be located below the street level, where it demonstrated that they cannot be located at street level due to the slope of the land. If located below street level the following applies:* *a) Adequate solar access to habitable rooms and balconies is demonstrated'* It is agreed that the controls in the Draft DCP regarding natural environment should be adhered to. As part of the Acacia Park upgrades, archaeological assessment was undertaken and found that the southern part of Acacia Park is considered to have high historical archaeological potential. The park has the high potential to contain the remains of the sandstone cellars of Kishnagur House that dates back to 1836. To mitigate the impacts of these areas, the project team has elected to retain the current concept design and raise the level of the ground in the location of the identified features to the depth required for construction (i.e. if path construction, installation of services or tree planting requires an excavation to a depth of 600mm, then the ground must be raised to at least that height to avoid impacts to the archaeological features). Opportunities for heritage interpretation on the site continue to be investigated. Calculation of the Reflective Surface Ratio (RSR) is a different tool and concept as compared to determining levels of solar access for dwellings, dual occupancy and townhouses and the impacts of overshadowing as contained in the *'Part 3.3.5 Solar Access and Cross*

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	between 85%-95% as a target to provide better environmental outcomes. The devices and strategies included in a Site Stormwater Management Plan (SSMP) appear to be provided by Council as a starting point to achieve these improved outcomes. **Repeal Section 4.1.11 – Proposed Amendments to Parramatta DCP 2011** • Notes the Telopea Precinct Map at Figure 4.1.11.1 and states that the area on the south-eastern area including Tilley Street/Moffatts Drive/Manning Road appears to be newly included as cannot recall ever seeing that area being designated for rezoning. • Residents in Simpson Street, Tilley Street and southern Moffatts Drive always understood that the high-rise development would stop at Evans Road. There is currently a DA at Council for 1-7 Simpson Street that has included a 90-place childcare centre under a six-storey building. The bulk and use of a development such as this in the small laneway, adjacent to Evans Road properties but not related to that perspective, would be most unsuitable and has not been in any of Council's discussion papers or community consultations over the past several years of changes to the draft plan.	*Ventilation'* provisions of the *Parramatta Development Control Plan 2011*. *'Solar and daylight access'* provisions for apartments are included in Part 4A of the *Apartment Design Guide*. Interpretation of *'Table 8 Stormwater Treatment Targets for Development'* is generally correct although the reduction of pre-development pollutants by type will be between 65%-95% as targets to provide better environmental outcomes. The DCP follows the Telopea Precinct boundary, as defined by both the Telopea Master Plan and the Priority Precinct area from the Department of Planning in 2017 - 2018. In relation to the block bounded by Tilley and Simpson Streets and Moffats Drive and Osbourne Avenue. This area was a part of the precinct as defined by the Telopea Master Plan prepared by LAHC and Council in 2015-2017. It was also identified as part of the Stage 1 Precinct rezoning proposal by the Department of Planning in October 2017, which was placed on public exhibition in October and November 2017. This suggests that including Tilley Street/Moffatts Drive had been included for some time. Manning Parade is not within the Precinct.
26	The submission refers to the following sections of the Draft DCP. **Desired Future Character** • 24 storey buildings create privacy issues. • Inadequate green space/parks are provided and are not easily accessible due to topography and location. Is a dog park proposed? **Traffic and Transport**	Use of 'short cuts' is outside of the scope of the DCP, however this matter has been referred to Council's Traffic Section. The Parramatta Light Rail Service will increase the level of public transport service to the Precinct, however Council Officers recognise that Telopea is a suburban centre and requires adequate off-street parking. As such residential accommodation car parking rates are set in line with the Roads and Maritime Services' *Guide to Traffic Generating Developments* (2002) for Metropolitan Subregional Centres. It is noted

Ref #	Submission Summary	Council Officer Response
	• Evans, Marshall and Adderton Roads and Yates Avenue are used as short cuts to other areas that over saturates the traffic in the area and its outlying suburbs. • Vehicle access is diminished. Roads need widening and traffic calming devices especially with the increase of pedestrian and bicycles traffic. • Off-street parking will be insufficient. • Vehicle access to carparks via lane ways is a good solution but it won't stop people parking on them blocking them and parking in the primary streets . • What is being allocated for disability and emergency access points ? • School hours vehicle and pedestrian traffic access depends on people being able to access the schools by primary roads. • Electric charging infrastructure needs to be sufficient. **Development and Design** • The Core area over-crowding and subsequent health and behavioural issues and infrastructure provision need to be considered. **Development within Precincts** • Impact studies need to be undertaken and future planning adhered to now to avoid the Precincts area becoming slums. **Public Domain and Open Space** • Library, community centre and health care centres need to be separate buildings not incorporated into residential buildings to minimize noise control, loitering ,waste control and safety of users. • Locating Council resources in residential buildings could result in exclusive for use for Telopea residents. This needs to be	that the State Environmental Planning Policy Affordable Rental Housing (SEPP ARH) determines car parking rates for social and affordable housing. Council supports on street parking being maintained on existing streets and any new roads where possible. It is acknowledged it plays an important role for accommodating vehicles visiting the Precinct. All roads are designed to ensure access is available to emergency vehicles, however, specific locations for on-street disability parking or other parking restrictions are not being investigated at this stage of the proposal, however this would be a consideration of the State Significant Development application by LAHC. Council is not proposing installing any further traffic calming at this stage as the community can have concerns with its installation particularly in regards to perception of noise and loss of parking. In relation to infrastructure provision, Council's Parramatta (Outside CBD) Contributions Plan 2021 reflects these community infrastructure items for Telopea. The Contributions Plan facilitates the levying of development to fund these infrastructure items. The DCP recognises that there is potential to deliver community facilities on Council owned land at Sturt Street or the potential relocation of community facilities to more suitable sites within the Telopea Precinct. Furthermore, the DCP states that the delivery of nearby green space or public spaces should be considered in the planning of a new library and community facility. Council acknowledges the important role played by the current community facilities within the Telopea Precinct, along with the need to ensure these facilities remain open and operational during any future construction.

Ref #	Submission Summary	Council Officer Response
	considered for the retail area as well as broader catchments than just the Core residents are needed to sustain viability. • The topography will make utilisation of bicycles difficult. **Natural Environment and Heritage** • Biodiversity is at risk due to the impact of the size of the development and rezoning. • Are local indigenous groups advising the importance of their knowledge of the land the environment and its history other than the Rapanea Community Forest. **Sustainability** • The impact of reflective surfaces needs to be clear. • Who maintains the strata, State government or council? • What are the impacts on rate and tax payers and State and Council budgets? • Consideration for access to adjoining areas is not sufficient? • Retailing will be limited due to lack of consideration for parking. • The solid trade of the shopping centre comes from its outlying suburbs at present. • The light rail limits people's options unless outlying suburbs be able to drive and park there. • Are council going to request more resources as in police and emergency services being present or able to access the area? • In the event of either terrorist or natural disasters is there a contingency plan to evacuate the area. • Are air quality controls and measurements going to be monitored?	Part of the NSW Land and Housing Corporation's State Significant Development Application is also seeking approval to deliver a new community centre and library, an arrival plaza at the new Parramatta Light Rail stop, a new neighbourhood park at Polding Place and new pocket parks. This will be subject to public exhibition and Council will be interested in the community's feedback to DPIE in relation to the facilities. Council is currently upgrading Sturt and Acacia Parks, the main open spaces in Telopea. Acacia Park upgrades are almost completed (Spring 2021), and Sturt Park construction will commence shortly (Spring 2021), likely reopening to the public in early 2022. These upgrades will provide the community with continued access to quality recreation spaces and areas for relaxation in open green spaces, as well as activities for a range of age groups. Sturt Park will feature a playground specifically catered for older children/young adults, including the first flying fox equipment to be reintroduced to the Parramatta LGA. As part of the development of the Telopea Master Plan 2017, a Flora and Fauna Assessment was undertaken by Ecological Australia (27 April 2017). It found that that two Endangered Ecological Communities, river-flat eucalypt forest and blue gum high forest, listed under the Biodiversity Conservation Act 2016 are located within the Telopea Precinct, both on public and private land. It concluded that: *"Based on the Master Plan…any impact to these vegetation communities will require further assessment at the development application stage; however the proposed development in the vicinity of these vegetation communities is generally a lower density, providing better opportunities for vegetation retention than elsewhere on site."*

17

Ref #	Submission Summary	Council Officer Response
		The Telopea Master Plan identifies these areas and recommends that "Future development will retain, protect and improve critically endangered ecological communities, endangered ecologically communities and hollow bearing trees where possible. " It is recommended that Section 4.2 of the DCP be amended to provide clarifying words in relation to the meaning of 'Core Habitat' and that relevant NSW and Commonwealth legislation may apply. The planning controls within the Parramatta LEP 2011 zone B4 Mixed Use both at the existing Waratah shops and along Sturt St, opposite the Parramatta Light Rail stop. As retail, businesses and commercial uses are permissible within the B4 zone there is opportunity to service the new and existing population with retail offerings. The planning controls also allow for the renewal of the existing Waratah shops. In relation to matters relating to maintenance of strata, rate and tax payers and State and Council budgets, resources for police and emergency services, if there is a contingency plan to evacuate the area in the event of terrorist or natural disasters, and monitoring and air quality, these are outside the scope of the DCP.

Attachment 4 – Summary of Amendments to the DCP

Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
Section 2 – Traffic and Transport		
2.3 Off-Street Parking and Bicycle Storage	**Affordable and social housing parking** Studios, 1, 2, and 3+ bedroom apartments: Minimum car parking rates as per the relevant State Environmental Planning Policy ~~(Affordable Rental Housing)~~ 2009	The SEPP Affordable Rental Housing is proposed by the NSW Government to be subsumed by the SEPP Housing Diversity. Therefore a SEPP will apply, however its name is uncertain.
2.5. Electric Vehicle Charging Infrastructure	*EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods. This will ensure that the impacts of maximum demand are minimized, and that increases to electrical feed sizes are not required. To deliver this, the distribution board will be complete with an EV Load Management System an. d an active suitably sized connection to the main switchboard.*	A submission raised concern in relation to the definition of 'EV Distribution Board' and that it would require load to be calculated in all buildings. Council Officers note that the basis of the definition is to minimise investment to only the elements required to ensure no increase in electrical feed size is required. The definition has been amended to clarify the intention.
2.5. Electric Vehicle Charging Infrastructure	C4. Shared bicycle storage facilities and visitor bicycle parking spaces are ~~The bicycle storage facility is~~ to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner.	A submission raised concern that Control C.4. assumes all bicycle parking spaces provided will be in a shared "facility". In some instances, resident bicycle parking spaces may be provided within private basement storage cages or within dwellings (therefore an overly onerous control). In response, C4 is proposed to be amended to clarify that it only applies to shared facilities.

1

Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
Section 3 Development and Design		
3.1 Development within the Core Area	C.3. The Masterplan or Concept Application shall calculate residential gross floor area (GFA) at a minimum of 75% of the building envelope. ~~and the residential and non-residential GFA is to be allocated to each Development Lot~~. C.4 The Masterplan or Concept Application shall allocate to each development lot a GFA range for both residential and non-residential uses, including calculations demonstrating that the proposed envelopes can accommodate the allowable GFA including a reasonable allowance for building articulation	To avoid confusion or duplication C.3 amended to ensure no mention of GFA calculation, this is the purpose of C.4.
3.1 Development within the Core Area	C.9 Street setbacks within the Core Area should be as follows: (c) The setbacks are measured to the face of the building and should be consistent along the length of the street block.	To clarify that Council wishes to achieve consistent setbacks along streets.
3.2 Development within the Precincts	P.6 To design buildings to retain existing trees, where possible, and provide deep soil ~~opportunities~~ to plant new trees.	To clarify that the provision of deep soil is linked to the potential for new trees planting
3.2 Development within Precincts	C.1 New developments should be sited and designed in accordance with the Indicative Block and Building Layout Plan at Figure 3 or demonstrate it is consistent with the design principles P.1 to P.12.	Frasers consider that Control C.1. and Figure 3 is too prescriptive and should be replaced with a more principles-based approach to urban design and built form outcomes for development within Precincts. Figure 3 has been demonstrated to comply with Part 6A of the ADG. New development is required to address the

2

Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
		design objectives, principle and controls provided in the DCP. Where a development is unable to achieve this design outcome, it will be required to justify a departure. It is therefore recommended that C1 be amended to include that development demonstrate compliance with the Indicative Block Plan and Building Layout or the Design Principles for Precinct development.
3.2 Development within Precincts	Clarifying amendments to Figures: • Figure 4: Building Setback Plan • Figure 6: Indicative Basement and Deep Soil Plan • Figure 7 Indicative Street Frontage	• Figure 4 - labelling of the deep soil zone for purposes of clarification. • Figure 6 – deleting reference to 'deep soil under driveway' as does not correlate with any specific control. • Figure 7 – relabelling of the side setback to clarify between a 3 and 6 metres setback may be provided.
3.2 Development within Precincts	C.7 ~~Where the building alignment is setback from the street alignment~~ 30% of balconies or architectural elements such as bay windows, may project up to 400mm into front building setbacks only.	To provide clarification, as all development within the precinct is required to be setback from the street.
3.2 Development within Precincts	C.13 Basement car parking entries ~~should~~ are encouraged to be located under the apartment building as shown in Figures 6 and 7. Any above ground car parking structures should be of a solid, masonry construction. Vent~~e~~s to car parking must not be located at the street frontage.	LAHC believes that C.13 is too restrictive. Driveway access should be determined by further in-depth site analysis. Control should be rewritten as a design principle.

3

Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
		While it already a well-established principle in the Parramatta DCP 2011 (Part 3.6.2 parking and Vehicular Access) that basement access is to be contained within the building envelope, it is acknowledged that this is not always possible in every instance. The wording of the control has been relaxed to allow flexibility: Vent is misspelt. Amended Cl.13 wording states: *'Basement car parking entries should are encouraged to be located under the apartment building as shown in Figures 6 and 7. Any above ground car parking structures should be of a solid, masonry construction. Ventes to car parking must not be located at the street frontage.'*

4

Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
3.2 Development within Precincts	C.143 Basement car parking structures should be predominantly located below existing ground level. Where the slope conditions mean this is unachievable, the basement structures may project to a maximum of 1 metre above ground, except within the front setback where it may project up to 1.5m above ground where it helps prevent re-grading the site in other locations (see Figure 5: Indicative Street Section).	LAHC believes C.14 contradicts Figure 5 of the DCP that shows a basement car parking structure project 1.5m above ground. Basement car parking should be permitted above ground to permit activated spaces such as lobbies. It is agreed that spaces such as lobbies may be provided in basement levels that project above the ground and provide level access from the street. C.14 should be clarified to enable this. To rectify, C.14 has been amended so that basements may be 1.5 metres above ground at the street (on front boundary), but a maximum of 1 metre above ground at the building line.

5

Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
3.2 Development within Precincts	C.1~~5~~4 Front setbacks are to be landscaped. ~~and~~ ~~w~~Where trees are located in the front setback above a basement structure, ~~the~~ a minimum soil depth ~~is to be~~ of 1 metre above drainage layer is to be cut into ~~on~~ the slab.	LAHC submission requests that the control should be clarified to ascertain whether a basement wall located on the street boundary would also require a soil depth of 1m, therefore providing a 2.5m wall to the street. It is considered a 1m soil depth would need to be cut into the basement structure within the front setback. Height of 'wall' created by the basement at the street would remain a maximum of 1.5m in height. It is agreed the wording of the control should be amended to provide clarity.
3.2 Development within Precincts	C.16 Development of 3 and 4 storeys should be designed as a street wall building. C.17 Development of 5 and 6 storeys in height ~~shall~~ may be designed as a street wall building or provide one upper level storey setback of 3 metre from the building line, as outlined in Table 3. C.18 Development of 7 and 8 storeys shall provide a 6 storey street wall and shall setback upper level storeys in accordance with ~~the~~ Table 3. C.19 Development of 9 storeys shall provide ~~a 7 storey~~ street wall and upper level ~~shall~~ setback ~~upper level storeys~~ in accordance with ~~the~~ Table 3. **Table3 : Street wall and upper level storeys and setbacks**	LAHC raised the issues that it is not clear if *Table 3: Street wall and upper level storeys* and setbacks restricts buildings with height controls of 5 storeys and less from introducing setbacks on top levels for building modulation, building scale and massing. The table does not account for upper level setbacks below 5 storeys. There are limited sites that have a height control of 5 storeys and above located outside of the Telopea Core Area. To avoid bland building massing for sites within the Telopea precinct outside of the core area, street wall controls should be provided for buildings with a height

6

<table>
<tr><th>Relevant Section of DCP</th><th>Proposed amendment (edits shown in red)</th><th>Justification for amendments made</th></tr>
<tr><td></td><td>
<table>
<tr><th>Total height (in storeys)</th><th>Street wall in storeys</th><th>Upper Storeys and Upper Level Setbacks</th></tr>
<tr><td>3 or 4 storeys</td><td>3 or 4 storeys</td><td>0</td></tr>
<tr><td>5 storeys</td><td>4 storeys; or 5 storeys</td><td>1 storey setback 3 metres from the building line; or
0</td></tr>
<tr><td>6 storeys</td><td>5 storeys; or
6 storeys</td><td>1 storey setback 3 metres from the building line; or
0</td></tr>
<tr><td>7 storeys</td><td>6 storeys</td><td>1 storey setback back 3 metres from the building line</td></tr>
<tr><td>8 storeys</td><td>6 storeys</td><td>2 storeys setback 6 metres from the building line</td></tr>
<tr><td>9 storeys</td><td>8 storeys; or
7 storeys</td><td>1 storey setback 3 metres from the building line; or
2 storeys setback 6 metres from the building line</td></tr>
</table>
</td><td>limit of 3- 4 storeys. It is envisaged that buildings up to 5-storeys may be built to that full height without prescribing the need for an upper-level setback. This is responding to the greater urban character expected across the precinct; however, a 4+2 storey development may be considered as part of this control.

Table 3 has been refined to include buildings 5-storeys or less, however the intent is to provide applicants with guidance on the ideal proportions of RFB in Telopea.</td></tr>
<tr><td>3.2 Development within Precincts</td><td>C.22 Front fences are to be designed to:
(b) be integrated with dividing masonry walls (or a combination of masonry and timber) between the private open spaces where the fences related to individual apartments facing the street.
(f) be made of open and lightweight material where located above retaining walls.

Delete C23. (g) ~~Be open and lightweight where front fences are located above retaining walls.~~</td><td>LAHC and Frasers raised the issue in relation to masonry walls could add cost to a project when it may not be necessary or the best urban design solution for fencing in this location. Further it was noted that the controls needs clarification because retaining walls cannot be open and lightweight.</td></tr>
</table>

7

Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
		It is acknowledged that other materials such as timber can be used in these locations. The control has therefore been amended to read: This control is referring to the design of front fences where integrated with retaining walls. It is agreed this control requires clarification. To rectify, the control has been relocated to sit more appropriately under C.22. This control details design requirements for front fences.
3.3 Public Domain and Open Space	**3.3 Public ~~Domain and Open~~ Space** **The renewal of the Precinct presents the opportunity to deliver upgraded public spaces and new public spaces. For the purposes of this DCP 'public space' is defined as places publicly owned or for public use, accessible and enjoyable by all for free, including active and passive public open spaces, streets, pedestrian and cycleway connections and plazas.** **Objectives** O.1 That new development provide quality public domain, including publicly accessible and safe open space and plazas. O.2 To maximise the areas for contiguous deep soil network to sustain existing and new vegetation and street tree canopy planting and to provide for permeable ground surface.	Frasers submission seeks clarity on the definition of public open spaces and connections. LAHC submission notes that this objective may only be applicable for more significant development sites or site located adjacent to the light rail station and/or other public domain and spaces.

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Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
	O.3 To provide universal access and key connections to transport nodes (buses, light rail, taxi stand etc), community facilities and retail precinct in the Core Area. O.4 To provide for active living and connectivity through the provision of healthy, walkable, green built environments which integrate sustainable water and energy features.	This objective should be amended to refer to provision of universal transport nodes and key retail areas. It is agreed this control applies more to the Core area, as extensive upgrades to the public domain are expected within the Core area, as opposed to location outside it.
Section 3.3 – Public Domain and Open Space.	O.1 That new development provide quality public domain, including publicly accessible and safe open space and plazas. O.4 To provide for active living and connectivity through the provision of healthy, walkable, green built environments which integrate sustainable water and energy features. P.6 Provide flexible open spaces that provide multifunctional offerings in different areas for different activities. P.7 Respond to local character and identity and support connection with Country in design of public space. C.1. A Public Domain Plan is to be provided for all new developments over six (6) storeys. The Public Domain Plan is to detail: a) Upgrades, expansion of, and connectivity improvements to the surrounding public domain network, including footpaths, cycle paths, street tree planting, green networks, street furniture, street lighting and the like. C.2 All public open spaces and connections are to be safe and publicly accessible 24 hours, 7 days a week. C.3 All public space that is dedicated to Council is to be designed: (d) to be associated with and support walkable connections to other public amenity such as libraries,	DPIE suggested additional wording to objectives and controls drafted under Section 3.3 – Public Domain and Open Space. The additions are minor in nature and positively reinforce the intent of the objectives and controls already drafted – for example, additional wording to provide safe and welcoming open spaces in the precinct that are inclusive and accessible for a variety of users. The additions are considered acceptable and have been incorporated into the Draft DCP.

Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
	community facilities and transportation nodes; and (e) to provide equitable universal access across the whole site; and (f) to be safe and welcoming. C.8 Where possible, public domain and open spaces integrate sustainable water and energy features. C.10. If a retail plaza is located between Wade Street and Sturt Street, it is to be designed to: (b) be safe and publicly accessible 24 hours 7 days a week; C.11 Any new pedestrian and / or cycleway connections are to be designed to: e) Be safe and welcoming; and f) Be inclusive and accessible to all ages and abilities	
Section 4 Natural Environment and Heritage		
Section 4.2 Natural Environment	**4.2 Natural Environment** Two Endangered Ecological Communities, river-flat eucalypt forest and blue gum high forest, listed under the Biodiversity Conservation Act 2016 are located within the Telopea Precinct and are identified on Figure 8 as Core Habitat. Any impact to Core Habitat will require further assessment at development application stage, including any formal impact assessments required under the relevant New South Wales and Commonwealth legislation. In relation to tree preservation and enhancement, this section should be read in conjunction with Section 4.1 of this DCP. C.1 Future development will retain, protect and improve those areas nominated as Core Habitat ~~and Habitat Vegetation of~~ Figure 8. Figure 8 label amendment "**Figure 8 Core Habitat, ~~Habitat Vegetation and Key Mature Vegetation~~**"	A few submissions queried the background and definition of Core Habitat and implications. Therefore, it is recommended to add clarifying words.

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Relevant Section of DCP	Proposed amendment (edits shown in red)	Justification for amendments made
5.2.4 Heating and Cooling Systems – Heat Rejection	C.19 ~~Heat rejection units are strongly discouraged from being located on building facades or on private open space, such as balconies and courtyards. However, w~~ Where it is demonstrated that heat rejection cannot be achieved in accordance with the above controls C.17 and C.18 above and these units are installed, the HVAC system must demonstrate:	To ensure it is very clear that C19 allows balcony condenser units with associated requirements. The control does not mandate that all residential development are to have heating and cooling, but for those that do, centralised heat rejection is preferred.

~~Draft~~ Development Control Plan – Telopea Precinct

Note: If adopted, this DCP would

- *Form an amendment to the Parramatta DCP 2011, addition to Section 4.3 Strategic Precincts*
- *Repeal the existing Telopea controls in Section 4.1.11 Telopea Precinct in the Parramatta DCP 2011*

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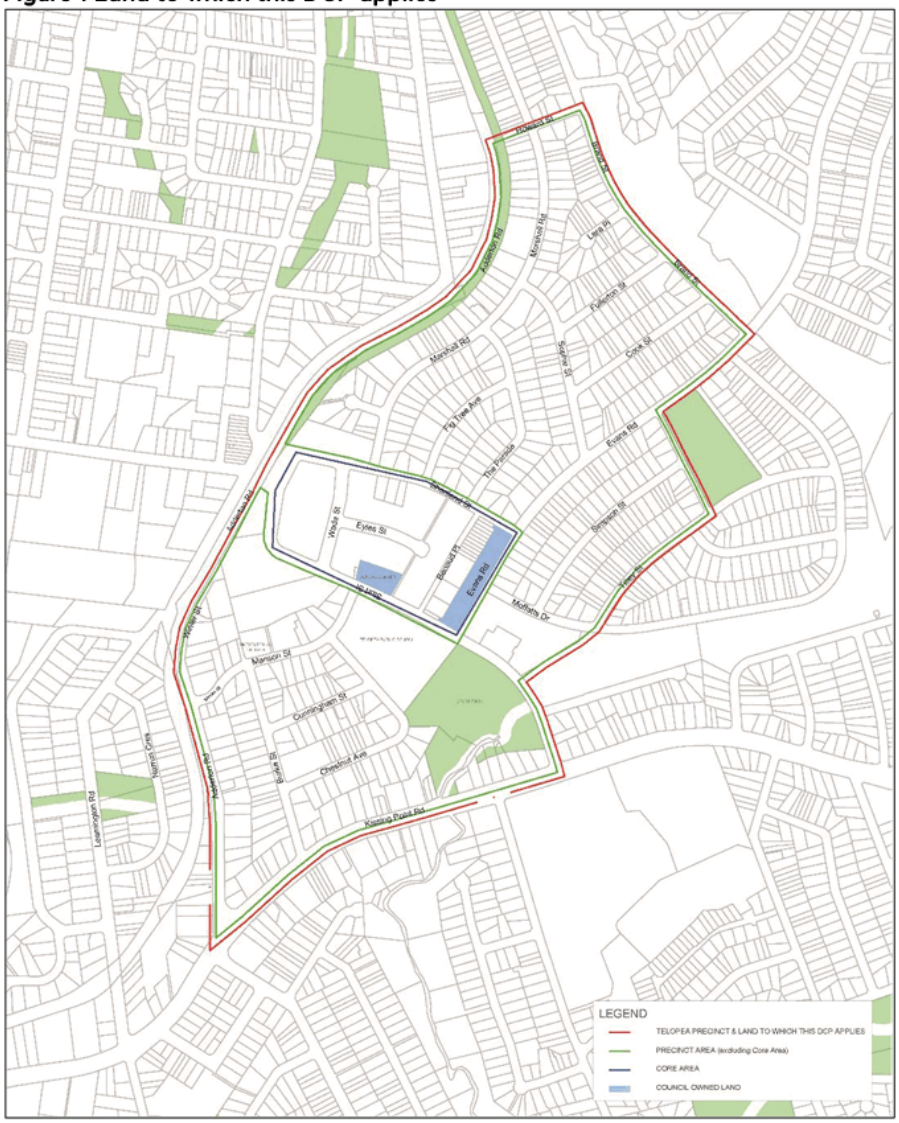
1. Telopea Precinct

1.1 Application

The provisions of this section of the DCP apply to development within the Telopea precinct as shown in **Figure 1** and any relevant controls in Parts 2, 3 and 5 of the Parramatta DCP 2011. Where there is any inconsistency the Telopea Precinct provisions of this part will prevail.

Figure 1 Land to which this DCP applies



1.2 Desired Future Character and General Objectives

Anchored by the Parramatta Light Rail, the Telopea Precinct is placed to become a transit-oriented development where the distribution of densities and land uses enable

a more compact, walkable and sustainable community delivering improved access to public transport and a range of community and retail services.

The planning controls for Telopea facilitate the transformation of the Precinct, including the provision of new retail, community facilities, roads, and the renewal of existing buildings to deliver additional social, affordable and private market housing.

The highest densities will be located in the street block opposite the light rail stop known as the 'Core' where retail offerings and community facilities are to be located. The Core will be permeable, with new roads and pedestrian links which will be designed to assist pedestrians to navigate the topography, and include opportunities to provide lifts, escalators and ramps for the public. Outside of the Core, land uses will be residential, with the densities and heights transitioning down from apartments to townhouses toward the perimeter of the precinct.

A new public arrival plaza will be located adjacent to the Light Rail stop with opportunities for new public and publicly accessible open space and links to be provided throughout the precinct. Sturt Park and Acacia Park will be the primary open space for residents in the neighbourhood, with the Ponds Creek Reserve and Rapanea Community Forest providing important environmental and recreation functions.

The precinct will be part of the recycled water network of the Greater Parramatta and Olympic Park precinct, as new buildings will contain dual water systems. The Precinct will improve liveability by designing buildings and spaces that cool and protect the community from heat stress.

Wherever possible existing mature trees and new plantings will help inform the design of private and public domains, including landscaped setbacks and private communal open space. In streets and public spaces trees will enhance the walking environment and landscape character of Telopea. The State heritage-listed dwellings 'Redstone" and its heritage curtilage will continue to be protected.

General Objectives

O.1 To create a vibrant, cohesive and safe mixed-use precinct which delivers shared civic spaces, community facilities and services and retail facilities.

O.2 To deliver new open spaces, public domain, pedestrian links and streets to support higher densities in the Core. These spaces should provide amenity, places for interaction and aid in navigating the topography of the precinct.

O.3 To design buildings that respond to the topography, landscape and solar access, and improve safety and connectivity by clearly identifying between private and public spaces.

O.4 To ensure development promotes the reduction of water and energy consumption, reducing the impact of urban heat and improving pedestrian comfort.

O.5 To ensure development maximises opportunities for future planting of trees and retention of existing significant trees within the public and private domain.

1.3 Council owned land

In the context of the transformation of Telopea Precinct, Council will investigate the future of its sites within Telopea – namely 21 Sturt Street (the current Dundas Community Centre and Library) and the land between the existing Waratah Shops and the formed section of Evans Road (also known as Benaud Place). These Council owned sites are shown on **Figure 1**.

Council has identified that the medium to long term needs of the community include delivery of a new multipurpose neighbourhood centre and Telopea District Library. The delivery of adjacent green space or public domain areas should be considered as a complementary part of a new library and community facility.

Any future investigation of the Council owned land at Sturt Street (the current Dundas Community Centre and Library) will consider the future increased demand for community facilities and the potential relocation of community facilities to alternative sites. The investigation should include the potential to consolidate this land with adjoining properties or redevelop this property with or without community facilities but only where it is intended that the existing and proposed community floor space has been or will be permanently relocated on other sites in or around the community facility.

Any future investigation of the Council owned-land between the existing Waratah Shops and the formed section of Evans Road (also known as Benaud Place) will consider the potential to consolidate with adjoining private land owners as part of a future mixed use or residential development (only if the road reserve is no longer required to provide access to adjoining privately owned sites). Should the Council land be consolidated, any subsequent development should retain an area of adjacent green space or public domain to complement the development.

2. Traffic and Transport

2.1 Road Connections

Principles

P.1 Provide new or relocated road connections and intersections to service the new retail precinct and residential developments.

P.2 Road connections are to be provided to increase accessibility and appropriately navigate the topography of the precinct for motorists, pedestrians and cyclists.

P.3 To ensure new streets are designed to maximise equitable access, where possible, and as topography permits.

P.4 Where possible, that new road connections connect with the existing street pattern in order to provide direct connections.

Controls

C.1. Any new road or any relocation of an existing road or active transport connections are to be provided in accordance with Figure 2 and the specifications in Table 1.

C.2 Any additional new road connections not listed in Table 1 shall be designed to incorporate a minimum of a 7 metre wide carriageway and a minimum 2.5 metre parking indented parking bays to one side of the street and a minimum of 3 metre verges.

Table 1 Dimensions for new road and upgraded connections in Telopea

Road/Connection	Road Carriageway (including roadway and on street parking)	On street Parking (included in road carriageway width)	Footpath with landscape verge	Activated frontage (where active uses on ground level)
Wade Street (relocated)	13.0m	On both sides	3.0m each side	3.0m-5.0m
Extension of Elyse Street	10.0m	On the northern side of the street.	4.0m-5.0m each side	-
Benaud Place	9.0m	One the western side of the street.	3.0m each side	-

Figure 2 Road and Transport Connections

2.2 Vehicle Access

Controls

C.1 Driveways should be:

a) Provided from lanes and secondary streets rather than the primary street, wherever practical.

b) Located to take into account any services within the road reserve, such as street lights or power poles, drainage inlet pits and existing street trees.

c) Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.

d) Designed so that vehicles can enter and leave in a forward direction without the need to make more than a three-point turn.

e) Separated and clearly distinguished from pedestrian access.

f) Located at least 2 metres from the side boundary with any public domain area, street, lanes or parks.

C.2 Access to basement parking or service areas should be located in combined and consolidated entries to minimise impacts on pedestrians.

C.3 Vehicular crossing widths are to comply with AS2890.1.

C.4 Doors to vehicle access points in apartment buildings are to be non-solid roller shutters or tilting doors fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

2.3 Off-Street Parking and Bicycle Storage

Objectives

O.1 Development shall provide adequate off-street car parking which responds to Telopea as a suburban centre and access to the Parramatta Light Rail.

O.2 Development shall encourage sustainable and active transport usage by residents and visitors.

Controls

C.1 Development must provide a minimum number of the car parking spaces specified in Table 2 below.

C.2 Car parking will be generally be incorporated into basement (for apartments, shopping centres and community facilities) and utilised by occupants or visitors.

Table 2 – Telopea Precinct Parking Rates

Type	Rate	
Residential flat buildings, shop top housing or mixed use development with a residential accommodation component		
Studios, 1, 2, and 3+ bedroom apartments	Minimum Car Parking: Rate:	
	Studio	0.6 spaces
	1	0.6 spaces
	2	0.9 spaces
	3+	1.4 spaces
Visitors parking	Minimum 1 space per 5 dwellings.	
Car share spaces	A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. Any car share spaces should be located on street where practical, if	

Type	Rate	
	not practical car share spaces can be provided in basements.	
Affordable and social housing parking		
Studios, 1, 2, and 3+ bedroom apartments	Minimum car parking rates as per the relevant State Environmental Planning Policy ~~(Affordable Rental Housing) 2009~~	
Non-residential uses parking		
Supermarket and Specialty Shops	1 space per 30m^2 of Gross Floor Area	
Commercial (including medical and professional consulting)	1 space per 50m^2 of Gross Floor Area	
Community Uses, Places of Public Worship or Recreation Facilities	Assessed on merits based on a submitted Traffic Impact Assessment Report, and will take into account integration of retail/community uses and ability to share car parking as it would facilitate multi-stop facilities	
Other non-residential uses	To comply with rates in Part 3 of the Parramatta DCP 2011. Any uses not specified in Part 3 will be assessed against the RMS Guide to Traffic Generating Development	
Bicycle parking areas		
Land Use	**Residents**	**Visitors**
Residential accommodation	Minimum 1 bicycle storage space per dwelling	Minimum 1 bicycle storage space per 15 dwellings.
All non-residential uses	To comply with rates in Part 3 of the Parramatta DCP 2011.	

2.4 Active Transport Connections

Objectives

O.1 To encourage walking and cycling and public transport use in order to reduce the number of motor vehicles travelling to and from the precinct.

O.2 To improve existing and create new quality pedestrian and cycling routes which seek to improve permeability and access to and from the community facilities, the retail precinct and the light rail stop.

Controls

C.1 Any new or improved pedestrian or cycle connections are to be provided in accordance with Figure 2.

C.2 A new pedestrian connection extending from the existing through site link from Manson Street toward the new Light Rail line crossing shall be provided as part

of any new development. It is to have a minimum width of 3.5 metres. It should be publicly accessible at all times and adjoining buildings should be designed to provide passive surveillance.

C.3 The new shared pedestrian and cycleway connections from Marshall Road to the Greenway Corridor are to have a minimum width of 3 metres and be provided as an extension of Sophie Street. This connection shall be provided as part of any new development and in this case setbacks and deep soil requirements specified in this precinct DCP may be varied to ensure the delivery of the link.

2.5 Electric Vehicle Charging Infrastructure

The following technical terms are used as part of controls in this section of the draft DCP:

EV Ready Connection is the provision of a dedicated spare 32A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.

Private EV Connection is the provision of a minimum 15A circuit and power point to enable easy future an EV in the garage connected to the main switch board.

Shared EV Connection is the provision of a minimum Level 2 40A fast charger and Power Supply to a car parking space connected to an EV Distribution Board.

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods,. This will ensure that the impacts of maximum demand are minimised and that increases to electrical feed sizes are not required. to ensure impacts of maximum demand are minimised. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard.

EV Load Management System is to be capable of:

- reading real time current and energy from the electric vehicle chargers under management
- determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.
- scale to include additional chargers as they are added to the site over time.

Objectives

O.1 To recognise the positive benefits of increased electric vehicle adoption on urban amenity including air quality and urban heat.

O.2 To ensure new development in Telopea provides the necessary infrastructure to support the charging of electric vehicles.

O.3 To minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

C.1 All apartment residential car parking must:

a) Provide an EV Ready Connection to at least one car parking space per dwelling.

b) Provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.

c) Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50 metres from the parking bay to connect.

d) Provide adequate space for the future installation (post construction) of compact meters in or adjacent to the EV Distribution Board, to enable the body corporate to measure individual EV usage in the future.

e) Identify on the plans the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a Future EV connection, and to make spatial allowance for it when designing in other services.

C.2 All car share spaces and spaces allocated to visitors must have a Shared EV connection.

C.3 All commercial building car parking must provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.

C4. Shared bicycle storage facilities and visitor bicycle parking spaces are ~~The bicycle storage facility is~~ to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner.

3. Development and Design

This section provides built form and public domain and open space controls for future developments within the Telopea precinct.

The planning controls for Telopea Precinct envisages delivery of high-quality buildings and public places. The Telopea Precinct planning controls allow for significant transformation and renewal of existing buildings, however new buildings and places shall be designed to maintain existing site characteristics such as mature trees, topography and access to open spaces to retain and enhance the sense of place.

Design excellence of buildings will be required to be demonstrated as required by the *Parramatta Local Environmental Plan 2011*. Development applications for new buildings or external alterations to existing buildings within the Telopea Precinct must demonstrate that it exhibits design excellence. This ensures that new development contributes positively to the natural, cultural, visual and built character values of the area. Further, development applications for development higher than 55 metres or a capital value of more than $100 million, or where chosen by the applicant, must undertake an architectural design competition.

3.1 Development within the Core Area

The following principles and controls apply to all development within the Core Area, which is bounded by Sturt Street, Shortland Street and Evans Road as identified in Figure 1.

Objectives

O.1 To facilitate the development of a new neighbourhood retail, commercial and residential precinct which supports activation, a quality public domain and pedestrian connections to the Parramatta Light Rail.

O.2 To ensure taller buildings are slender in form and are adequately separated to ensure solar access, view to the sky and minimise wind impacts.

O.3 To encourage an urban form which works with the topography, addresses the streets, maximises solar access and creation of views.

O.4 To ensure development facilitates a healthy environment for landscaping and street trees.

Design Principles

P.1 Provide appropriate building depth, bulk and separation which protects amenity, daylight penetration, privacy between adjoining developments and increases solar access and amenity to the public domain.

P.2 Allow building setbacks which reinforce the human scale of the streets, mitigate wind impacts, enable views to the sky in streets and public places, and recognise the variation in street setbacks within the precinct to allow for an appropriate response to topography, street trees and other site constraints.

P.3 Maximise amenity to below street level apartments, including privacy, solar access and natural light.

P.4 Ensure that the design and material selection of buildings and the public domain contribute to a high quality, durable and sustainable urban environment.

P.5 Maximise the opportunity for deep soil to encourage retention of, and planting of new trees, as well as the provision of landscaping on public and private land.

Controls

3.1.1 Lodgement of a Concept Application

C.1. Prior to, or concurrently with, the lodgement of a development application for all or part of the Core Area, a Masterplan or a Concept Development Application shall be lodged with Council for consideration. The Masterplan or Concept Application must address the Objectives, Principles within the DCP, and demonstrate that the controls are capable of being complied with when detailed development applications are submitted for each stage within the Core.

C.2. The following information shall be submitted as part of the Masterplan or Concept Application for the Core:

a) Street and pedestrian layout and hierarchy;

b) Each development lot and indicative staging;

c) Building envelopes – the footprints, heights, building typologies, gross floor areas and separation distances for each development lot;

d) Indicative location of all communal open space, including at grade and roof top areas;

e) Setbacks to streets and setbacks between building and buildings on podia;

f) Streets and street sections, including building and basement setbacks;

g) Public domain plan based on Council's Public Domain Guidelines;

h) A contour and slope plan;

i) Trees to be retained and additional tree planting in the public domain;

j) A deep soil network plan;

k) A basement plan, including entry locations; and

l) Future land ownership and responsibilities as it relates to publicly accessible spaces.

C.3. The Masterplan or Concept Application shall calculate residential gross floor area (GFA) at a minimum of 75% of the building envelope. ~~and the residential and non-residential GFA is to be allocated to each Development Lot~~.

C.4 The Masterplan or Concept Application shall allocate to each development lot a GFA range for both residential and non-residential uses, including calculations demonstrating that the proposed envelopes can accommodate the allowable GFA including a reasonable allowance for building articulation

C.5 That the maximum gross floor area for development lots are not to exceed the gross floor area nominated by a Notice of Development Consent granted by a relevant consent authority.

C.6 A minimum of 900 square metres of public open space, provided as one contiguous area, and associated with the new community and library facility.

3.1.2 Existing Waratah Shops

C.6 A Masterplan or Concept Application for the area known as Waratah Shops (the area bounded by the street block Evans Road, Shortland Street, Sturt Street and Benaud Lane) is to address the controls for concept application required in Section 3.1.1 of this DCP and to incorporate the following design principles:

a) Where possible, consolidate the existing holdings into development sites comprising privately owned and Council land including the existing Benaud Place car parking and landscaped area along Evans Road.

b) Building forms should be articulated to ensure solar access to private open space and future apartments.

c) Consolidated vehicular access to basements from Benaud Lane.

d) Consider publicly accessible pedestrian and/or vehicle connection extending directly from Eyles Street.

e) Potential retail uses are to be located, in their current location along Benaud Place if the site is not consolidated.

3.1.3 Core Area Built Form Controls

C.7 The maximum length of a building, (excluding perimeter block buildings) is 50 metres.

C.8 Where the length of a perimeter building exceeds 50 metres, it is to be broken into two or more components. Building breaks should be a minimum of 3m deep and 3m wide.

C.9 Street setbacks within the Core Area should be as follows:

a) Between 0 metres to 3 metres for activated street frontage with retail or commercial uses; or

b) Between 3 metres and 6 metres (or greater) where residential uses are at ground level to allow for landscaping and the protection of significant trees.

c) The setbacks are measured to the face of the building and should be consistent along the length of the street block.

C.10 Buildings that are of a podium and tower form, should provide a street wall of between 2 and 4 storeys, with a tower setback of between 3 metres and 6 metres.

C.11 Upper levels of any buildings are not to extend over the lower levels.

C.12 The maximum floorplates for residential buildings is 1,000sqm. The floorplate must be measured to the outside face of the building including balconies, vertical and horizontal circulation, internal voids and external walls.

C.13 Where the building is setback from the street, 30% of the balconies or architectural elements may project up to 400mm into front building setbacks. This excludes awnings at the ground floor used for wind mitigation and weather protection, which may extend to a maximum of 3 metres (maintaining a distance of 600mm from the face of the kerb) from the building face.

C.14. The ground floor of buildings used for retail and/or commercial use are to have a minimum floor to ceiling height of 4.2 metres. All retail and commercial floors above the ground floor are to have a minimum floor to ceiling height of 3.3 metres.

C.15 All development applications must include a streetscape analysis and provide details of the street wall and perimeter block. The analysis must include:

a) the street wall elevation at 1:200 scale in context showing existing buildings on the block.

b) a detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.

c) sections through the street wall and awning at 1:50 scale including the public domain.

d) detailed facade plans/sections at 1:20 scale including ground floor active frontage and awning details.

C.16 Basement car parking is to be predominately located under the building footprint and cannot extend into the street or deep soil set-backs. Externally visible basement car parking cannot protrude above ground by more than 1metre .

3.1.4 Street Frontages and Access

C.17 Buildings must:

a) address a street.

b) be articulated with depth, relief and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

c) Utilise legible architectural elements and spatial types such as doors, windows, loggias, reveals, pilasters, sills, plinths, frame and infill. Plinths are particularly encouraged in Telopea so that the topography is emphasised.

C.18 Apartments can be located below the street level, where it demonstrated that they cannot be located at street level due to the slope of the land. If located below street level the following applies:

a) Adequate solar access to habitable rooms and balconies is demonstrated;

b) The distance of the apartment front wall is a minimum of 5 metres from the street boundary or adequate privacy screening and landscaping is demonstrated;

c) the FFL of the lowest apartment is not more than 1500mm below the level of the street; and

d) The minimum floor to floor height of 3.3 metres, with a minimum floor to ceiling height of 2.9 metres and the head height of the windows is not less than 300mm from the underside of the slab above for ground floor and level 1 apartments.

C.19 Ramp access must demonstrate that it can be accommodated without compromising the entrance to the building or the ground floor apartments. If ramp access cannot be adequately accommodated, disability access is to be provided within the building.

C.20 Retaining walls must:

a) be located within the lot boundaries on all development lots or on the boundary if the land is within the same ownership;

b) be designed in consultation with Council if adjoining existing or future Council-owned land;

c) retain a horizontal line, with minimal stepping;

d) be fully masonry or a combination of masonry and timber; and

e) enable casual seating where possible.

3.2 Development within Precincts

This section sets out the objectives, design principles and controls for development within the Precinct Areas which is identified in Figure 1.

New development in Telopea must develop a sound response to the precinct's unique topography, subdivision and curvilinear streets. The hillside character of Telopea offers many opportunities for views across the Dundas Valley. It also presents many challenges to minimising the environmental, visual and amenity impacts of increased development on the surrounding landscape. These differences are reflected in the high and low sides of the streets, the irregular subdivision pattern on curved streets, and the sites that have a steep slope along the frontage. The following design guidance should be considered as part of all applications in Telopea.

Objectives

O.1 To allow for the renewal of housing stock.

O.2 Encourage the amalgamation of lots where possible to achieve a better built form.

O.4 To provide opportunities for publicly accessible pedestrian through site links between large street blocks, including new pedestrian and cycle links to the Greenway Corridor.

O.5 To develop residential buildings that maximise frontage to the street.

O.6 To provide adequate deep soil networks which allow for infiltration of water, reduce stormwater runoff, maintain natural ground water movement, support tree retention, promote healthy growth of trees and vegetation and provide amenity for residents.

O.7 Minimise the need for partially undergrounded apartments and encourage a level transition between apartments and the street or rear setback zone.

O.8 Take up site level changes within the building design to avoid excessive cut and fill or high retaining walls.

O.9 Preserve natural features of the precinct such as knolls or ridgelines through sensitive site grading.

Design Principles

P.1 Buildings are to form a continuous pattern of consistent street setbacks and building separation to create a comfortable neighbourhood environment.

P.2 Development is designed to enhance and maintain the topography, streetscape and natural environment as key features of Telopea.

P.3 Development is to provide breaks between the buildings to provide opportunities for views to the Dundas Valley.

P.4 To maximise the number of apartments facing the street, provide separation between buildings and allow for greater rear and front setbacks and contiguous landscape areas.

P.5 Front and rear setbacks and basement design is to respond to topography, allow for landscaping, privacy and amenity and minimise the undergrounding of apartments.

P.6 To design buildings to retain existing trees, where possible, and provide deep soil ~~opportunities~~ to plant new trees.

Design Principles for Sloping Sites

P.7 Match building design to suit the degree of slope, adapting proposed slab construction to either take up the slope of the site with additional half levels or step to complement the slope.

P.8 Prevent site benching and large retaining walls at shared property boundaries to minimise overshadowing, overlooking and drainage issues.

P.9 Locate vehicular crossings where they minimise the need for steep ramping from the street, so that the visual impact of driveways is minimised.

P.10 For sites that are located on the low side of the street (generally sloping from the street down to the rear boundary as per Figure 5):

a) Consider how the fall of the site may be utilised by sleeving the first level of basement with apartments to the rear.
b) Consider designing buildings with higher street wall / building height on the low side of the street than buildings on the high side of the street. This can help balance the space created on the street.

P.11 For sites that are located on the high side of the street (generally sloping from the rear boundary down to the street as per Figure 5):

a) Development may utilise the provision for basements to be built to the front boundary where it is necessary to minimise apartments at the rear being located below natural ground.
b) The larger 6 metre front setback may be more appropriate to assist with vehicular access to the basement.

P.12 For cross slope sites that slope along the street (generally sloping from one side boundary to the other):

a) Vehicular access should be provided at the lowest point of the street frontage.
b) The split slab arrangement of the ground floor is encouraged to manage access requirements and prevent large retaining walls on the high side of the site.

Controls

C.1 New developments should be sited and designed in accordance with the Indicative Block and Building Layout Plan at Figure 3 or demonstrate it is consistent with the design principles P.1 to P.12.

Figure 3: Indicative Block Plan and Building Layout

C.2 Development of a residential flat building should have a minimum site frontage of 24 metres, except 18 metres for sites with two street or lane frontages.

C.3 New development must provide between a 4 to 6 metre setback to the street as outlined in Figure 4. The setback must demonstrate that it adequately considers the following site conditions:

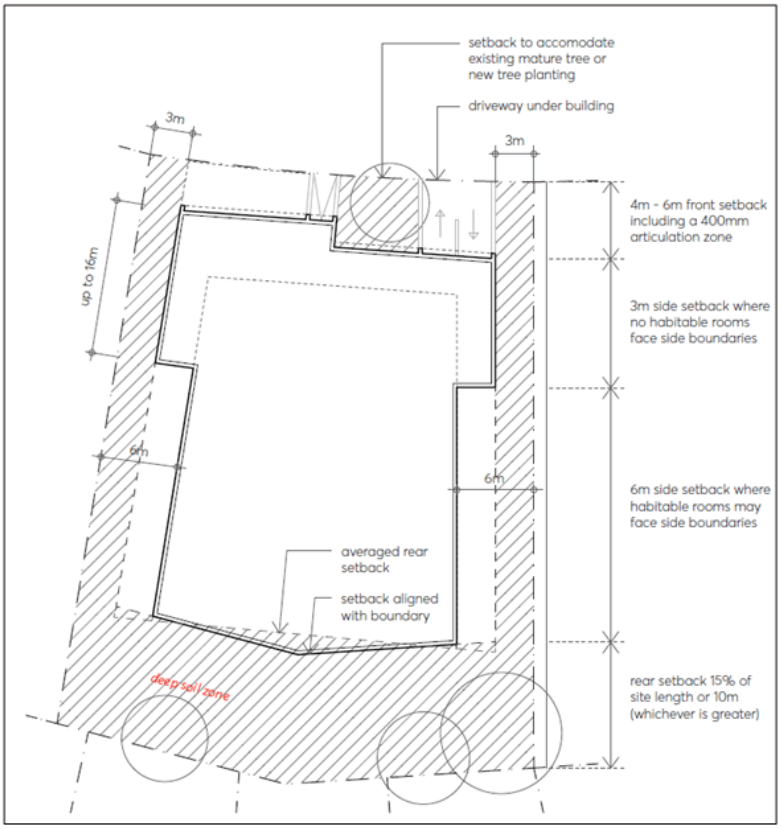
a) site levels;
b) existing vegetation;
c) topography;
d) surrounding built form; and
e) footpaths and boundaries.

C.4 The minimum setback to the side boundaries is 3 metres for part of the length of the building. Where apartments habitable rooms only face the side boundary, allow a 6 metre wide side setback, as outlined in Figure 4.

C.5 The rear setback is to be a minimum of 10 metres or 15% of the total length of the site as measured from centre of the rear boundary (whichever is the

greater), as shown in Figure 4. The setback can be averaged to align with the building footprint where the rear alignment is not regular.

Figure 4: Building Setback Plan



C.6 Buildings along the western side of Marshall Road should be designed to provide passive surveillance to the Greenway.

C.7 ~~Where the building alignment is setback from the street alignment,~~ 30% of balconies or architectural elements such as bay windows, may project up to 400mm into front building setbacks only.

C.8 Provide a minimum of 30% of deep soil zone on the site area, with the following requirements:

a) A minimum of half of the total deep soil area is located at the rear of the site.

b) A minimum of 7% of the total site area which is provided as deep soil area shall be designed to have a minimum dimensions of 6 metres (or greater). The remaining deep soil areas shall provide minimum dimensions of 4 metres (or greater). Noting that a deep soil with a minimum dimension of less than 4 metres does not contribute to the deep soil calculation.

C.9 Deep soil should be designed to create a contiguous deep soil network formed with adjacent lots.

C.10 Removal of existing trees should be avoided, and new trees should be planted, as detailed in Section 4.1 Tree Preservation and Enhancement of this DCP.

C.11 Where significant excavation is required as part of new development, it must be demonstrated that deep soil back fill must comprise constructed horticultural soil profiles in order to support local vegetation communities.

C.12 Basements are to be located predominately under the footprint of the building, as shown in Figures 5 and 6. As detailed in the Design Principles for Sloping Sites contained in this DCP, there may be conditions where basements may extend into the front setback to avoid raising from ground at the rear and/or extending into the rear setback.

C.13 Basement car parking entries ~~should~~ are encouraged to be located under the apartment building as shown in Figures 6 and 7. Any above ground car parking structures should be of a solid, masonry construction. Vent~~e~~s to car parking must not be located at the street frontage.

C.143 Basement car parking structures should be predominantly located below existing ground level. Where the slope conditions mean this is unachievable, the basement structures may project to a maximum of 1 metre above ground, except within the front setback where it may project up to 1.5m above ground where it helps prevent re-grading the site in other locations (see Figure 5: Indicative Street Section).

C.154 Front setbacks are to be landscaped. ~~and~~ ~~w~~Where trees are located in the front setback above a basement structure, ~~the~~ a minimum soil depth ~~is to be~~ of 1 metre above drainage layer is to be cut into ~~on~~ the slab.

C.165 Impervious surface at ground level must be minimised in all setback areas.

Figure 5. Indicative Street Section

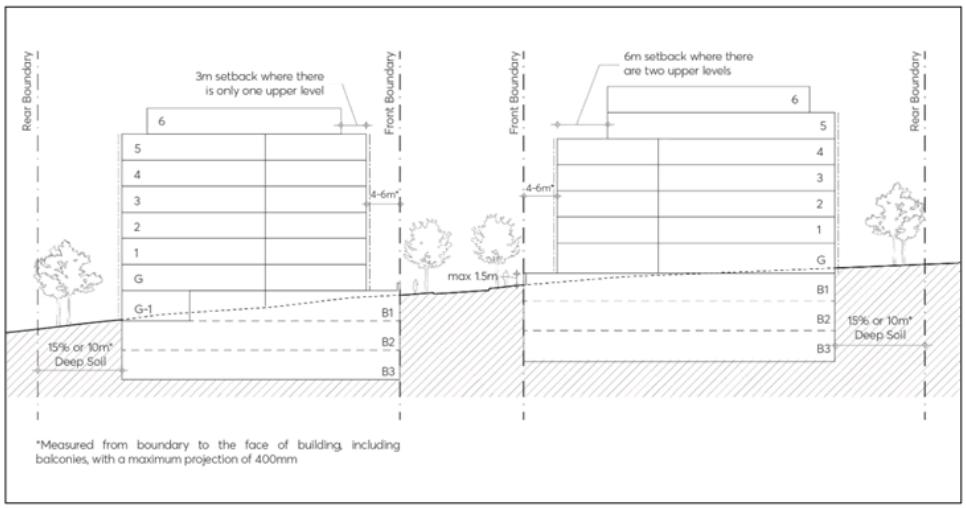


Figure 6: Indicative Basement and Deep Soil Plan

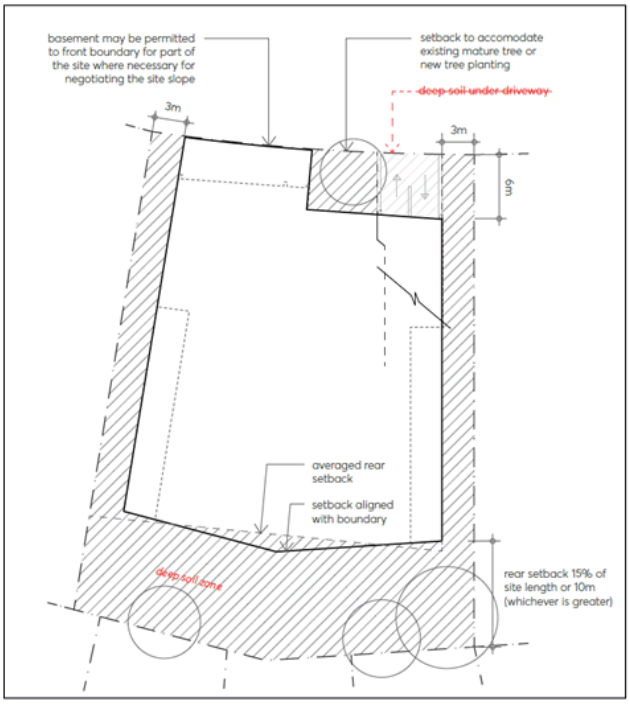
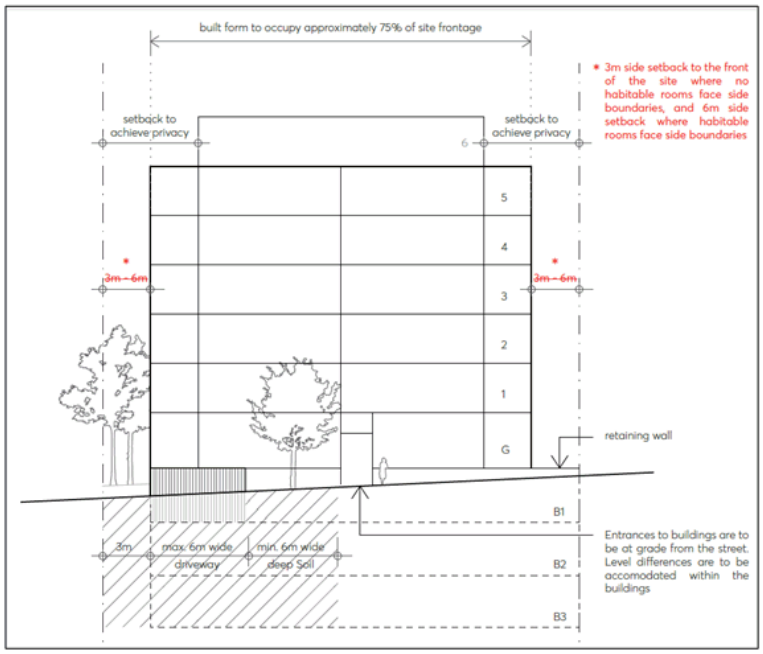


Figure 7: Indicative Street Frontage



C.16 Development of 3 and 4 storeys should be designed as a street wall building.

C.17 Development of 5 and 6 storeys in height ~~shall~~ may be designed as a street wall building or provide one upper level storey setback of 3 metre from the building line, as outlined in Table 3.

C.18 Development of 7 and 8 storeys shall provide a 6 storey street wall and shall setback upper level storeys in accordance with ~~the~~ Table 3.

C.19 Development of 9 storeys shall provide ~~a 7 storey~~ street wall and upper level ~~shall~~ setback ~~upper level storeys~~ in accordance with ~~the~~ Table 3.

Table3 : Street wall and upper level storeys and setbacks

Total height (in storeys)	Street wall in storeys	Upper Storeys and Upper Level Setbacks
3 or 4 storeys	3 or 4 storeys	0
5 storeys	4 storeys; or 5 storeys	1 storey setback 3 metres from the building line; or 0
6 storeys	5 storeys; or 6 storeys	1 storey setback 3 metres from the building line; or 0
7 storeys	6 storeys	1 storey setback back 3 metres from the building line
8 storeys	6 storeys	2 storeys setback 6 metres from the building line
9 storeys	8 storeys; or 7 storeys	1 storey setback 3 metres from the building line; or 2 storeys setback 6 metres from the building line

C.20 Buildings are to occupy approximately 75% of the street frontage to maximise potential for apartments facing the street as outlined in Figure 7.

C.21 Where the length of a perimeter building exceeds 50 metres, it is to be broken into two or more components. Building breaks should be a minimum of 3 metres deep and 3 metres wide.

C.22 Front fences are to be designed to:

a) be articulated at any gates and visually permeable in part to enhance the feeling of address and passive surveillance along this edge of the development;

b) be integrated with dividing masonry walls (or a combination of masonry and timber) between the private open spaces where the fences relate to individual apartments facing the street;

c) be located on the front boundary and be designed to form a consistent edge along the street;

d) Not be comprised of sheet metal; ~~and~~

e) address the slope of the site by providing a masonry base with a minimum height of 300mm. This base should form a horizonal plinth with minimal stepping. Upper portions of the fence are to be made of open and lightweight material; and

f) be made of open and lightweight material where located above retaining walls.

C.23 Retaining walls must:

a) be located within the lot boundaries on all development lots or on the boundary if the land is within the same ownership;

b) be designed in consultation with Council if adjoining existing or future Council-owned land;

c) retain a horizontal line, with minimal stepping;

d) vary to suit the topography with a maximum height of approximately 1500mm.

e) be of fully masonry construction or a combination of masonry and timber

f) utilise terracing where necessary to subtly manipulate the existing landscape, avoiding large areas of cut and fill.

g) ~~Be open and lightweight where front fences are located above retaining walls.~~

3.3 Public ~~Domain and Open~~ Space

The renewal of the Precinct presents the opportunity to deliver upgraded public spaces and new public spaces. For the purposes of this DCP 'public space' is defined as places publicly owned or for public use, accessible and enjoyable by all for free, including active and passive public open spaces, streets, pedestrian and cycleway connections and plazas.

Objectives

O.1 That new development provide quality public spaces ~~domain~~, including publicly accessible and safe open space and plazas.

O.2 To maximise the areas for contiguous deep soil network to sustain existing and new vegetation and street tree canopy planting and to provide for permeable ground surface.

O.3 To provide universal access and key connections to transport nodes (buses, light rail, taxi stand etc), community facilities and retail precinct in the Core Area.

O.4 To provide for active living and connectivity through the provision of healthy, walkable, green built environments which integrate sustainable water and energy features.

Principles

P.1 Clearly delineate public ~~open~~ space separate from private ~~open~~ space.

P.2 Incorporate passive and active recreational facilities to complement and enhance those already provided in Sturt Park and other nearby Council public open spaces.

P.3 Provide safe opportunities and points of interest for the community to gather / meet, walk, engage in physical activity and children's play.

P.4 Improve pedestrian connections to and between existing ~~open~~ public spaces.

P.5 Maximise solar access to public areas during winter months and shade during summer months.

P.6 Provide flexible public spaces that provide multifunctional offerings in different areas for different activities.

P.7 Respond to local character and identity and support connection with Country in design of public space.

Controls

C.1. A Public Domain Plan is to be provided for all new developments over six (6) storeys. The Public Domain Plan is to detail:

a) Upgrades, expansion of, and connectivity improvements to the surrounding public domain network, including footpaths, cycle paths, street tree planting, green networks, street furniture, street lighting and the like.

b) Consistency with Council's Public Domain Guidelines and finishes/street trees specified should be in line with Council's preferred palette for Telopea.

c) Street and pedestrian lighting in accordance with AS/NZS 1158.0:2005 – Lighting for roads and public spaces.

C.2 All public ~~open~~ spaces and connections are to be safe and publicly accessible 24 hours, 7 days a week.

C.3 All public space that is dedicated to Council is to be designed:

a) on deep soil with no underground car parking;

b) to maximise solar access across the year;

c) to maximise its frontage with a public road or laneway or pedestrian pathway with a minimum width of 4 metres;

d) to be associated with and support walkable connections to other public amenity such as libraries, community facilities and transportation nodes; and

e) to provide equitable universal access across the whole site; and

f) to be safe and welcoming.

C.4 Wherever possible, universal access is to be provided in the public domain or through a community facility building. Existing streets cannot be relied upon to provide universal access.

C.5 Where universal access routes for the public spaces are provided within a building, they are to be designed to be:

a) clearly visible and accessible from the public domain;

b) communicate that it is operable 24/7 without the need for signs;

c) provide protection from the weather;

d) clearly connect via the shortest distance to the nearest associated vertical access (lift).

C.6 Vertical access (lifts) and internal routes for the public to be designed to provide access to all levels and amenity between the street levels within the publicly accessible open space. In the event of a breakdown of any one vertical access (lifts), alternative systems/options to move across the site are to be integrated in to the public domain and to be clearly visible without an over reliance on signs.

C.7 The primary access point to all private buildings and vertical lifts are to be universally accessible, contained within the building. Ramps and landings do not interfere with the public domain.

C.8 Where possible, public spaces integrate sustainable water and energy features.

3.3.1 Arrival and Retail Plaza

C.9. The new hilltop Arrival Plaza and pocket park will be located adjacent to the Light Rail stop. The detailed design of the Arrival Plaza should incorporate the following:

a) Integration with the future Light Rail stop and retail services across Sturt Street.

b) Bicycle parking spaces to encourage transition between active transport and other modes.

c) Safe cycle access through the Arrival Plaza to link with the Greenway Corridor and other regional cycle connections.

d) Integration with future design of bus stop, taxi rank and pick up/drop off zones.

e) Pedestrian footpaths to provide clear sightlines and minimise the number of pathways to prevent the 'carving up' of plaza space.

f) Optimising active and passive recreational opportunities.

g) Complement and integrate with any adjacent open space, including any future retail plaza.

C.10. If a retail plaza is located between Wade Street and Sturt Street, it is to be designed to:

a) provide access to internal lifts, escalators or similar to help people move between Wade Street and Sturt Street through the retail centre;

b) be safe and publicly accessible 24 hours 7 days a week;

c) have an area of at least 600 square metres;

d) achieve 3 hours of solar access to at least 300sqm of the plaza during mid-winter; and

e) Be active which may include retail frontages, residential entrances to individual properties, residential lobbies and residential communal facilities.

3.3.2 New pedestrian and cycleway connections

C.11 Any new pedestrian and / or cycleway connections are to be designed to:

a) Respond to the level change by providing an accessible vertical transportation (lift, escalator and/or travelator) 24/7;

b) Have a general width of between 6 and 12 metres if the connection is for pedestrians and cyclists only. The connection may widen in order to provide for tree retention and stair landings;

c) Have clear sight lines;

d) If the connection is pedestrian only, basement parking may extend below this area, except where those areas are intended to be dedicated to Council;

e) Be safe and welcoming; and

f) Be inclusive and accessible to all ages and abilities.

4. Natural Environment and Heritage

4.1 Tree Preservation and Enhancement

This section shall be read in conjunction with Section 5.4 Preservation of Trees or Vegetation of the Parramatta DCP 2011. The controls in this Part, to the extent of any inconsistency in relation to trees, take precedence over the controls in the Parramatta DCP 2011.

Objectives

O.1 To maintain natural amenity, increase biodiversity and reduce urban heat through preservation and enhancement of tree canopy.

O.2 To ensure the longevity of the trees through minimising disturbance to their root zone and canopy, the disruption of the subterranean water table and the reduction of solar access.

Principles

P.1 Street layout and building location and design should demonstrate viable retention of existing trees of high significance, including clusters of significant trees.

P.2 To ensure the existing canopy tree character is maintained by planning for and implementing replacement tree planting to naturally replace the existing trees.

P.3 New street trees should be planted to maximise and enhance tree canopy cover and provide opportunities for wildlife corridors.

P.4 Building setbacks and public domain should maximise deep soil zones to accommodate existing and newly planted large trees.

Controls

C.1 As part of any development application where a tree, as defined by 5.4.1 in the Parramatta DCP 2011, is proposed to be removed, or directly impacted by the development, the following information may be required to be submitted with the application:

a) An Arboricultural Impact Assessment (AIA) report prepared by an AQF Level 5 consulting arborist and prepared in line with the Australian Standard AS4970-2009 Protection of trees on development sites.

b) If there are trees to be retained, a detailed, site specific Tree Management Plan (TMP) should be provided to ensure that the design can be successfully implemented without detrimental impacts to the trees proposed for retention.

c) A Landscape Plan showing existing tree retention, protection zones and any additional trees to be planted, including in the public domain.

C.2 Where a tree is proposed to be removed, removal will only be granted where it is demonstrated that the removal of the tree will result in significant benefit in relation to built form, heritage or public domain outcomes.

C.3 If removal of a tree is required on private land, replacement trees are required to be provided as part of the Landscape Plan submitted with the development application as follows:

a) Approximately 1 canopy tree per 80 square metres of ground level landscaped area including natural deep soil area is required. Trees are to be capable of reaching a mature canopy height of 13 metres.

b) Additional trees can be provided on podium in set down slabs (not planter boxes) with minimum dimensions in accordance with Apartment Design Guide.

C.4 Tree species shall be in accordance with Council requirements as per the Parramatta DCP, Section 3.3.1 Landscaping.

4.2 Natural Environment

Two Endangered Ecological Communities, river-flat eucalypt forest and blue gum high forest, listed under the Biodiversity Conservation Act 2016 are located within the Telopea Precinct and are identified on Figure 8 as Core Habitat. Any impact to Core Habitat will require further assessment at development application stage, including any formal impact assessments required under the relevant New South Wales and Commonwealth legislation. In relation to tree preservation and enhancement, this section should be read in conjunction with Section 4.1 of this DCP.

Objectives

O.1 To protect and enhance natural areas to provide habitat to native flora and fauna, as well as for the enjoyment of the community.

Controls

C.1 Future development will retain, protect and improve those areas nominated as Core Habitat ~~and Habitat Vegetation of~~ in Figure 8.

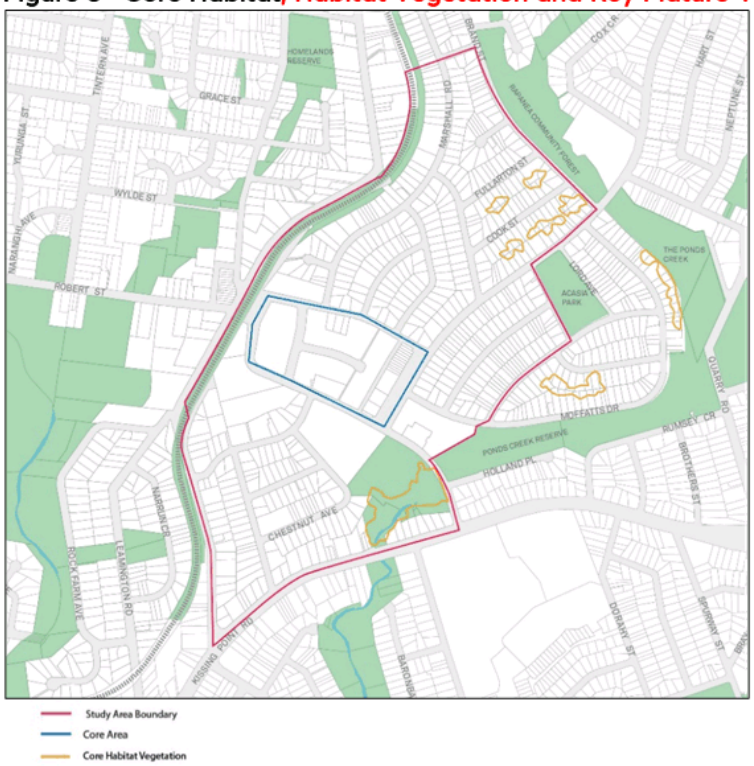
C.2 Any enhancement of Sturt Park, where proposed, should be undertaken using native species characteristic of Alluvial Woodland and using local native provenance where possible.

C.3 The boundaries of impacted areas should be clearly delineated using fences or similar means to prevent encroachment of the works into the surrounding bushland and riparian areas.

C.4 Sediment and erosion control plans are to be submitted with each development application. Installation of sediment and runoff control measures are to be installed prior to any construction works commencing to prevent runoff entering adjacent riparian areas and watercourses.

C.5 Areas proposed for disturbance where noxious weeds are present should be managed according to the weed class.

Figure 8 Core Habitat~~, Habitat Vegetation and Key Mature Vegetation~~



4.3 Heritage

A State heritage site, known as known as Redstone, is located at the corner of Adderton Road and Manson Street. The building was designed by Sir Walter Burley Griffin in 1935 and the garden is an intact example of an interwar garden which contributes to the setting of the house. Adjacent to the Telopea Precinct is Acacia Park, which is listed as an archaeological site under the Parramatta LEP 2011. The large tract of bushland known as the Rapanea Community Forest along the north-eastern edge of the Precinct is listed as a local heritage item under the Parramatta LEP 2011.

Principles

P.1 Any new development must demonstrate consideration of and response to minimising the impact on the heritage and archaeological significance of the listed items in Telopea.

Controls

C.1 A new development located within 200 metres of the heritage item 'Redstone' may require a specific heritage impact statement (HIS) to be submitted as part of a development application. This is to ensure that detailed design is sympathetic and responds appropriately to the heritage items in terms of design, form, materiality, setbacks. Council can provide advice, prior to the submission of a development application, if the nature and size of the development would require the preparation of the HIS.

C.2 There will be no removal or pruning of trees shown on Figure 9 unless the application is accompanied by a heritage impact statement demonstrating that the removal or pruning of the tree does not detrimentally impact on the contextual setting of Redstone.

C.3 Any future development located within the Telopea Precinct and located adjacent to or facing Acacia Park and the Rapanea Forest will require a specific heritage impact statement, including consideration of potential archaeological impacts, to be submitted as part of any development application.

Figure 9 Trees to be retained in relation to Redstone

5. Sustainability

5.1 Dual Water Systems

Objectives

O.1 To increase resilience and water security by providing an alternative water supply to buildings.

O.2 To reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.

O.3 To support the growth infrastructure requirements for the Greater Parramatta Olympic Peninsula area.

Controls

C.1 All development must install a dual reticulation system to support the immediate or future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption or cost.

C.2 The dual reticulation system is to provide:

a) One reticulation system servicing drinking water uses, connected to the drinking water supply, and

b) One reticulation system servicing non-drinking water uses, such as toilet flushing, irrigation and washing machines. The non-drinking water system is to be connected to the rainwater tank (if available) with drinking water supply back up, until an alternative water supply connection is available.

c) Metering of water services is to be in accordance with the current version of Sydney Water's *Multi-level individual metering guide*. Individual metering of the non-drinking water service is optional.

5.2 Urban Heat

The following controls aim to reduce and remove heat from the urban environment at the city and local scale. These are innovative controls based on Australian and international evidence on cites and the urban heat island effect. The controls address the:

- reflectivity of building roofs, podia and facades;
- reduce the impacts of heat rejection sources of heating and cooling systems.

Solar heat reflectivity should not be confused with solar light reflectivity, as these are distinctly different issues. Solar heat contributes to urban warming and solar light reflectivity can be the cause of glare.

These controls do not consider energy efficiency or thermal comfort within buildings. These important issues are dealt with in other controls, State Environmental Planning Policies and the National Construction Code.

The following technical terms are used as part of controls in this section of the draft DCP:

Solar heat reflectance is the measure of a material's ability to reflect solar radiation. A 0% solar heat reflectance means no solar heat radiation is reflected and 100% solar heat reflectance means that all of the incident solar heat radiation is reflected. In general, lighter coloured surfaces and reflective surfaces such as metals will have typically higher solar heat reflectance, with dark coloured surfaces or dull surfaces will typically have lower solar heat reflectance. External solar heat reflectance measured at the surface normal (90 degrees) is used in these controls.

Solar transmittance is the percentage of solar radiation which is able to pass through a material. Opaque surfaces such as concrete will have 0% solar transmittance, dark or reflective glass may have less than 10%, whilst transparent surfaces such as clear glass may allow 80 to 90% solar transmittance.

Solar Reflectance Index (SRI) is a composite measure of a materials ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, standard black paint has a SRI value of 5 and a standard white paint has a SRI value of 100.

Reflective Surface Ratio (RSR) is the ratio of reflective to non-reflective external surface on any given façade.

Reflective surfaces are those surfaces that directly reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of greater than 5% and includes glazing, glass faced spandrel panel, some metal finishes and high gloss finishes.

Non-reflective surfaces are those surfaces that diffusely reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of less than 5%.

Maximum External Solar Reflectance is the maximum allowable percentage of solar reflectance for the external face of a Reflective Surface. The percentage of solar reflectance is to be measure at a normal angle of incidence

Objectives

O.1 To reduce the contribution of development to urban heat; and

O.2 To improve user comfort in the local urban environment (private open space and the public domain).

5.2.1 Roof Surfaces

Objectives

O.3 To reflect and radiate heat from roofs and podium top areas;

O.4 To improve user comfort of roof and podium top areas.

Controls

C.1 Where surfaces on roof tops or podia are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:

a) Be shaded by a shade structure;

b) Be covered by vegetation consistent with the controls on Green Roofs or Walls;

c) Provide shading through canopy tree planting, to be measured on extent of canopy cover 2 years after planting.

C.2 Where surfaces on roof tops or podia are not used for the purposes of private or public open space, for solar panels or for heat rejection plant, the development must demonstrate the following:

a. Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or

b) 75% of the total roof or podium surface be covered by vegetation; or

c) A combination of (a) and (b) for the total roof surface.

5.2.2 Vertical facades

Objectives

O.5 To minimise the reflection of solar heat downward from the building façade into private open space or the public domain.

Controls

C.3 The extent of the vertical façade of street walls, podia, perimeter block development (or if no street wall, as measured from the first 12 metres from the ground plane) that comprise Reflective Surfaces must demonstrate a minimum percentage of shading as defined in Table 4 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm.

Table 4: Minimum percentage shading for the street wall or first 12 metres from the ground plane of a building

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	1.5*RSR-45	75

C.4 Calculation of RSR for each relevant façade must be submitted with the development application.

C.5 Shadow diagrams must be submitted with the development application quantifying the extent of shading at 10am, 11.30am, 1pm, 2.30pm and 4pm on 21 December for each relevant façade. Shadows from existing buildings, structures and vegetation are not considered in the calculations. Refer to Table 5 for sun angles corresponding to shading reference times.

C.6 Where it is demonstrated that the RSR is less than 30% shadow diagrams are not required to be submitted with the development application.

Table 5 Shading sun angles

Façade Orientation	Sun Angles
East ± 22.5°	Reference Time: 10am AEDT (UTC/GMT+11) Sun Elevation: 51° Sun Azimuth: 86°
Northeast/Southeast ± 22.5°	Reference Time: 11.30am AEDT (UTC/GMT+11) Sun Elevation: 69° Sun Azimuth: 66°
North ± 22.5°	Reference Time: 1pm AEDT (UTC/GMT+11) Sun Elevation: 80° Sun Azimuth: 352°
Northwest/Southwest ± 22.5°	Reference Time: 2.30pm AEDT (UTC/GMT+11) Sun Elevation: 67° Sun Azimuth: 290°
West ± 22.5°	Reference Time: 4pm AEDT (UTC/GMT+11) Sun Elevation: 48° Sun Azimuth: 272°

C.7 The extent of the vertical façade of the tower (above the street wall or if no street wall, as measured above the first 12 metres from the ground plane) that comprise Reflective Surfaces must demonstrate a minimum percentage of shading as defined in Table 6 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm.

Table 6: Minimum tower percentage shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	0.8*RSR-24	40

C.8 Calculation of RSR for each relevant façade must also be submitted with the development application.

C.9 Shadow diagrams must be submitted with the development application quantifying the extent of shading at 10am, 11.30am, 1pm, 2.30pm and 4pm on 21 December for each relevant façade. Shadows from existing buildings, structures and vegetation are not considered in the calculations. Refer to Table 5 for sun angles corresponding to shading reference times.

C.10 Where it is demonstrated that the RSR is less than 30% shadow diagrams are not required to be submitted with the development application.

C.11 Shading may be provided by:

d) External feature shading with non-reflective surfaces;

e) Intrinsic features of the building form such as reveals and returns; and

f) Shading from vegetation such as green walls that is consistent with the controls on Green Roofs or Walls.

C.12 Non-reflective surfaces of vertical facades do not require shading and these areas can be excluded from the calculations.

C.13 Where it is demonstrated that shading cannot be achieved in accordance with the above controls, a maximum external solar reflectance as defined in Table 7 is generally acceptable.

Table 7 Maximum solar reflectance of Reflective Surfaces.

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%

Maximum External Solar Reflectance (%)	No Max.	62.5-0.75*RSR	10

C.14 Where multiple reflective surfaces or convex geometry of reflective surface introduce the risk of focussing of solar reflections into the public spaces:

g) Solar heat reflections from any part of a building must not exceed 1,000W/m2 in the public domain at any time;

h) A reflectivity modelling report may be required to qualify extent of reflected solar heat radiation.

5.2.3 Awnings

Objectives

O.6 To ensure awnings are designed to improve user comfort, providing shelter from the sun and reduced solar heat at the street level.

Controls

C.15 All awnings and shading devices should have non-reflective surfaces

C.16 Transparent awnings are not encouraged on buildings. If transparent awnings are used, the awning must have a maximum solar transmittance of 20.

5.2.4 Heating and Cooling Systems – Heat Rejection

Objectives

O.7 To reduce the impact of heat rejection from heating, ventilation and cooling systems from contributing to the urban heat island effect in the Parramatta Local Government Area; and

O.8 To avoid or minimise the impact of heat rejection from heating, ventilation and cooling systems on user comfort in private open space and the public domain.

Controls

C.17 Residential apartments within a mixed-use development or residential flat building should incorporate efficient heating, ventilation and cooling systems which reject heat from a centralised source on the upper most roof.

C.18 Where the heat rejection source is located on the upper most roof, these should be designed in conjunction with controls in this Section of the DCP relating to Roof Surfaces and Green Roofs or Walls.

C.19 ~~Heat rejection units are strongly discouraged from being located on building facades or on private open space, such as balconies and courtyards. However, w~~ Where it is demonstrated that heat rejection cannot be achieved in accordance with the above controls C.17 and C.18 above and these units are installed, the HVAC system must demonstrate:

a) Heating, ventilation and cooling systems exceeds current Minimum Energy Performance Standard requirements; and

b) The heat rejection units are situated with unimpeded ventilation, avoiding screens and impermeable balcony walls; and

c) The area required by the heat rejection units is additional to minimum requirements for private open space.

C.20 Where a mixed use development or residential flat building proposes wintergardens as the primary private open space, no heat rejection source from heating, ventilation and cooling systems are permitted to be located in the wintergarden.

5.2.5 Green Roofs or Walls

Objectives

O.9 To ensure that green roofs or walls are integrated into the design of new development.

O.10 To encourage well designed landscaping that caters for the needs of residents and workers of a building.

O.11 To design green walls or roofs to maximise their cooling effects.

O.12 To ensure green walls and roofs are designed and maintained to respond to local climatic conditions and ensure sustained plant growth.

Controls

C.21 Green roofs located on upper most roofs or podium levels should be designed as part of communal open space for residential development and as part of usable roof top space for commercial developments.

C.22 Green roof and wall structures are to be assessed as a part of the structural certification for the building. Structures designed to accommodate green walls should be integrated into the building façade.

C.23 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.

C.24 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan must be submitted which demonstrates:

a) Adequate irrigation and drainage is provided to ensure sustained plant growth and health and safe use of the space;

b) Appropriate plant selection to suit site conditions, including wind impacts and solar access; and

c) Adherence to the objectives, design guidelines and standards contained in the *NSW Department of Planning and Environment's Apartment Design Guide* for 'Planting on Structures'.

C.25 Green roofs or walls, where achievable, should use rainwater, stormwater or recycled water for irrigation.

C.26 Container gardens, where plants are maintained in pots, may be an acceptable alternative, however should demonstrate that the containers are of significant scale to support high quality vegetation growth for cooling and amenity.

C.27 Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.

5.2.6 Solar light reflectivity (glare)

Objective

O.13 To ensure that buildings restrict solar light reflected from buildings to surrounding areas and other buildings.

Controls

C.28 New buildings and facades should not result in solar light reflectivity that results in glare that is hazardous, undesirable or causes discomfort for pedestrians, drivers, and occupants of other buildings or users of public spaces.

C.29 Solar light reflectivity from building materials used on facades must not exceed 20%.

C.30. Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar light reflectivity from the proposed development on pedestrians, motorists, or surrounding areas may be required.

C.31 Buildings greater that 40m in height require a Reflectivity Report that includes the visualisation and photometric assessment of solar light reflected from the building on the surrounding environment. Analysis is to include:

a) the extent of solar light reflections resulting from the development for each day in 15 minute intervals; and

b) A visual and optometric assessment of view aspects where solar light reflections may impact pedestrians, or drivers, occupants of other buildings or users of public spaces including assessment of visual discomfort and hazard.

5.3 Water Sensitive Urban Design

Objectives

O.1 To manage the quantity of stormwater run-off

O.2 To protect and enhance existing natural or constructed drainage networks including channel bed and banks by controlling the magnitude and duration of erosive flows.

O.3 To ensure that downstream flora and fauna are protected from stormwater impacts during and post construction.

O.4 To minimise surcharge from the existing drainage systems.

O.6 To ensure that on-site stormwater management measures are operated and maintained in accordance with design specifications.

Controls

C.1 The development must:

a) integrate WSUD principles into the development through the design and use of 'green' stormwater systems, biological water retention and treatment and integration of water management into the landscape rather than relying on 'end of pipe' proprietary treatment devices prior to discharge.

b) employ operating practices that prevent contamination of stormwater.

c) maximise pervious surfaces and use soft landscaping and deep soil to promote infiltration and reduce stormwater run-off.

d) WSUD elements should be located and configured to maximise the impervious area that is treated through them.

e) make adequate provision for the control and disposal of stormwater run-off from the site to ensure that stormwater has no adverse impact on Council's stormwater drainage systems, natural watercourses, the development itself, or adjoining properties.

f) Stormwater drainage design criteria are to be in accordance with Council's Stormwater Disposal Policy and current Development Engineering Design Guidelines.

g) Stormwater, including overland flows entering and discharging from the site, must be managed. The site drainage network must provide the capacity to safely convey stormwater run-off resulting from design storm events listed in Council's Development Engineering and Guidelines.

h) Council will generally not permit the construction of stormwater drainage lines through public reserves.

i) The design and location of stormwater drainage structures, such as detention and rainwater tanks, is to be in accordance with Council's Stormwater Disposal Policy and current Development Engineering and Design Guidelines

j) Run-off entering directly to waterways or bushland is to be treated to reduce erosion and sedimentation, nutrient and seed dispersal.

k) The discharge of polluted waters from the site is not permitted. Discharges from premises of any matter, whether solid, liquid or gaseous is required to conform to the Protection of the Environment Operations Act and its Regulations, or a pollution control approval issued by the NSW Environmental Protection Authority for Scheduled Premises.

C.2 Where site conditions mean that water sensitive urban design cannot be integrated within the landscape area, the applicant must demonstrate to Council why integration is not possible and the range of alternatives considered.

C.3 Development applications must prepare and implement a Site Stormwater Management Plan (SSMP) incorporating water sensitive urban design measures is required. The SSMP must:

a) identify the potential impacts associated with stormwater run-off for a proposed development and provide a range of appropriate measures for water quantity, water quality, water efficiency and re-use; and

b) be developed in accordance with Council's Stormwater Disposal Policy and current Development Engineering and Design Guidelines; and

c) to the maximum extent practical, achieve pollution reduction targets identified in Table 8 and consider measures including vegetated swales; vegetated filter strips; sand filters; bioretention systems; permeable pavements; infiltration trenches; infiltration basins; landscape developments; Gross Pollutant Traps and filters; and

d) utilise the MUSIC modelling tool (or equivalent) to determine pollution load reduction as defined in Table 8; and

e) be prepared by a suitably qualified professional.

Table 8 Stormwater Treatment Targets for Development

Pollutant	Performance Target reduction loads
Gross Pollutants	95% reduction in the post development mean annual load of (greater than 5mm)
Total Suspended Solids	90% reduction in the post development mean annual load of Total Suspended Solids (TSS)
Total Phosphorus	85% reduction in the post development mean annual load of Total Phosphorus (TP)

Total Nitrogen	65% reduction in the post development mean annual load of Total Nitrogen (TN)
Hydrocarbons, motor oils, oil and grease	No visible oils for flows up to 90% of the one-year ARI peak flow specific for service stations, depots, vehicle body repair workshops, vehicle repair stations, vehicle sales or hire premises, car parks associated with retail premises, places of public worship, tourist and visitor accommodation, registered clubs and pubs

NOTE: Reductions in loads are relative to the pollution generation from the same development without treatment

QUESTIONS WITH NOTICE

11 OCTOBER 2021

19.1 QUESTION WITH NOTICE: Questions Taken on Notice from Council Meeting - 27 September 2021 1962

QUESTIONS WITH NOTICE

ITEM NUMBER 19.1

SUBJECT QUESTION WITH NOTICE: Questions Taken on Notice from Council Meeting - 27 September 2021

REFERENCE F2021/00521 - D08248758

FROM Governance Manager

QUESTIONS TAKEN ON NOTICE FROM THE COUNCIL MEETING OF 27 SEPTEMBER 2021

Item	Subject	Councillor	Question
12.8	Proposed extension of current COVID Relief Package	Garrard	What is the policy on disposing used computers and laptops?
13.2	Free Parking – Ticket Parking Machines (On-Street) and Multi Level Carpark – Christmas Festival Period	Garrard	What would be the cost to Council if Council were to provide free parking for the period 24 December to 4 January for Council owned carparks?

BACKGROUND

1. Paragraph 9.23 of Council's Code of Meeting Practice states:

   "Where a councillor or council employee to whom a question is put is unable to respond to the question at the meeting at which it is put, they may take it on notice and report the response to the next meeting of the Council."

STAFF RESPONSE

<u>Item 12.8 – Proposed extension of current COVID Relief Package</u>

Question from Councillor Garrard

During discussion on the amendment moved by Councillor Pandey in relation to the proposed introduction of a used computers and laptops digital donation program, Councillor Garrard asked the following question:

What is the policy on disposing used computers and laptops?

Executive Director Corporate Services Response

A written staff response will be provided in a supplementary agenda and distributed to Councillors prior to the Council Meeting.

<u>Item 12.8 – Proposed extension of current COVID Relief Package</u>

Question from Councillor Garrard

During discussion on the amendment moved by Councillor Barrak in relation to extending the provision of free parking at Council owned parking stations to mirror the same period as the provision of free parking for parking meters, Councillor Garrard asked the following question:

What would be the cost to Council if Council were to provide free parking for the period 24 December to 4 January for Council owned carparks?

Executive Director Property & Place Response

A written staff response will be provided in a supplementary agenda and distributed to Councillors prior to the Council Meeting.

Patricia Krzeminski
Governance Manager

John Warburton
Executive Director, City Assets & Operations

Bryan Hynes
Executive Director Property & Place

Jillian Khoo
Executive Director

Brett Newman
Chief Executive Officer

ATTACHMENTS: