

NOTICE OF COUNCIL MEETING

PUBLIC AGENDA

An Ordinary Meeting of City of Parramatta Council will be held in PHIVE (COUNCIL CHAMBER) COUNCIL CHAMBER AT 5 PARRAMATTA SQUARE, PARRAMATTA on Tuesday, 11 June 2024 at 6.30PM.

Gail Connolly PSM
CHIEF EXECUTIVE OFFICER

EMERGENCY EVACUATION DIAGRAM

Level 4 East

2 Civic Place, Parramatta NSW 2150

Evacuation Procedures

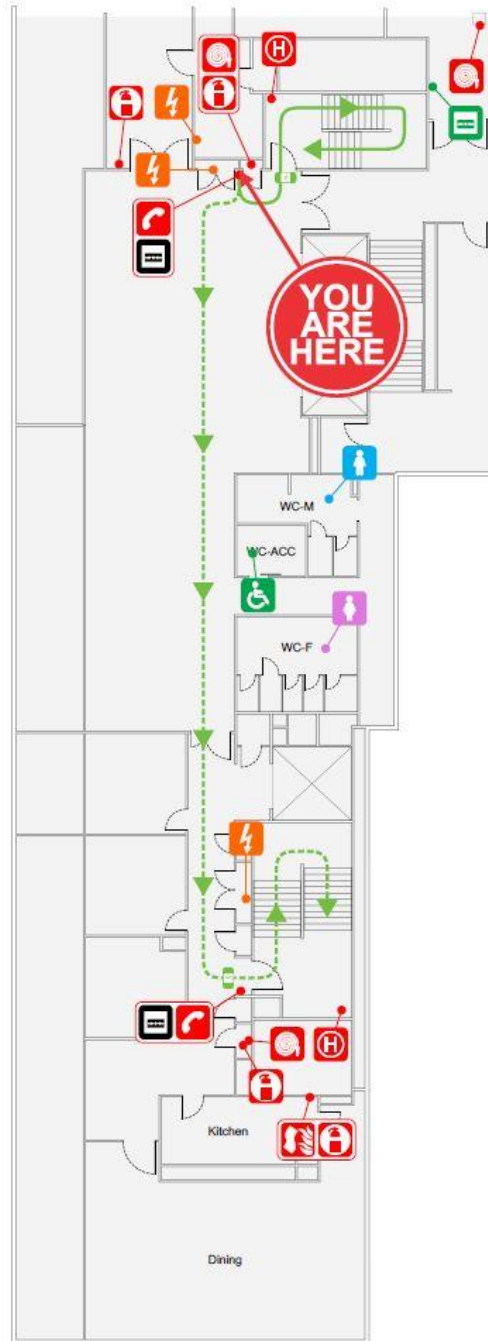
IN CASE OF FIRE

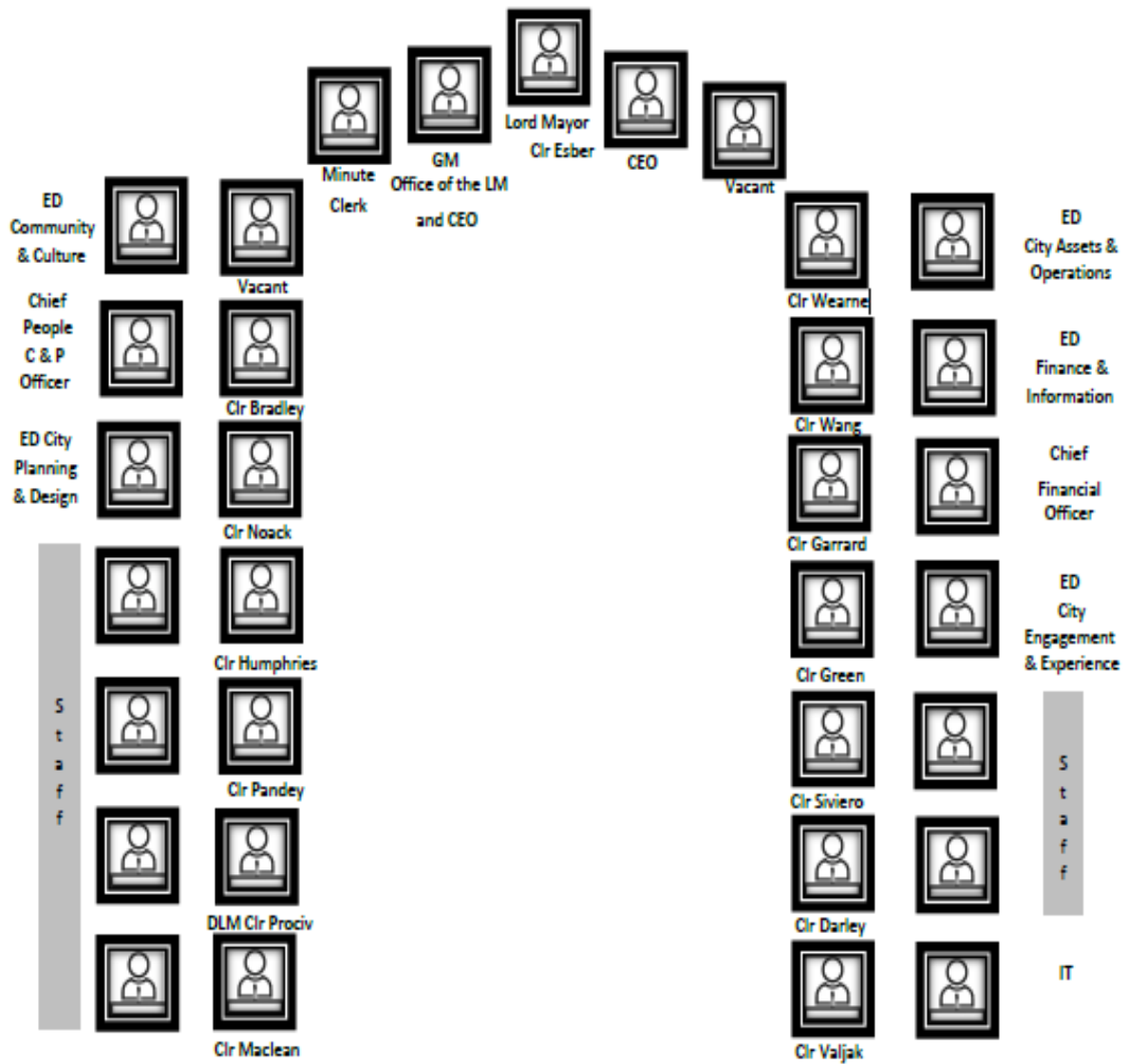
- (R)** REMOVE people from immediate danger
- (A)** ALERT people nearby and raise an alarm (Dial 000)
- (C)** CONFINE fire and smoke (Close doors behind you if safe to do so)
- (E)** EVACUATE via the nearest emergency exit

Legend

Site Plan

Parramatta PHIVE





PUBLIC & PRESS GALLERY

STATEMENT OF ETHICAL OBLIGATIONS:

In accordance with clause 3.23 of the Model Code of Meeting Practice, Council is obligated to remind Councillors of the oath or affirmation of office made under section 233A of the Local Government Act 1993, and of their obligations under Council's Code of Conduct to disclose and appropriately manage conflicts of interest – the ethical obligations of which are outlined below:

Obligations	
Oath [Affirmation] of Office by Councillors	I swear [solemnly and sincerely declare and affirm] that I will undertake the duties of the office of Councillor in the best interests of the people of the City of Parramatta Council and the City of Parramatta Council that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the Local Government Act 1993 or any other Act to the best of my ability and judgement.
Code of Conduct Conflict of Interests	
Pecuniary Interests	<p>A Councillor who has a pecuniary interest in any matter with which the Council is concerned, and who is present at a meeting of the Council at which the matter is being considered, must disclose the nature of the interest to the meeting.</p> <p>The Councillor must not be present at, or in sight of, the meeting:</p> <ol style="list-style-type: none"> At any time during which the matter is being considered or discussed, or At any time during which the Council is voting on any question in relation to the matter.
Non-Pecuniary Conflict of Interests	A Councillor who has a non-pecuniary conflict of interest in a matter, must disclose the relevant private interest in relation to the matter fully and on each occasion on which the non-pecuniary conflict of interest arises in relation to the matter.
Significant Non-Pecuniary Conflict of Interests	A Councillor who has a significant non-pecuniary conflict of interest in relation to a matter under consideration at a Council meeting, must manage the conflict of interest as if they had a pecuniary interest in the matter.
Non-Significant Non-Pecuniary Interests	A Councillor who determines that they have a non-pecuniary conflict of interest in a matter that is not significant and does not require further action, when disclosing the interest must also explain why conflict of interest is not significant and does not require further action in the circumstances.

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16.2	Riverside Theatres - Appointment of Lead Architect <i>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.</i>	
16.3	Progress Report - Grant Application for the Upgrade of Belmore Park (Richie Benaud Oval) <i>This report is confidential in accordance with section 10A (2) (c) 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.</i>	
16.4	Riverflow Public Art Prototype <i>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.</i>	
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CITY OF PARRAMATTA

MINUTES

**Ordinary Council Meeting
Monday, 27 May 2024
6.30pm**

**Council Chamber
Level 4, PHIVE
Parramatta Square, Parramatta**

PRESENT - COUNCILLORS

The Lord Mayor, Councillor Pierre Esber and Councillors Phil Bradley, Kellie Darley, Michelle Garrard, Ange Humphries (online). Cameron MacLean, Sameer Pandey, Deputy Lord Mayor, Dr Patricia Prociv, Dan Siviero, Georgina Valjak, Donna Wang (online) and Lorraine Wearne.

PRESENT – STAFF

Chief Executive Officer - Gail Connolly, Executive Director City Engagement and Experience - Angela Jones-Blayney, Executive Director Finance and Information - John Angilley, Executive Director City Planning and Design - Jennifer Concato, Executive Director City Assets & Operations - George Bounassif, Acting Executive Director Community and Culture - David Moutou, Group Manager Office of the Lord Mayor and CEO - Roxanne Thornton, Chief People, Culture and Performance Officer - Brendan Clifton, Chief Information Officer and Acting Chief Governance and Risk Officer - John Crawford, Chief Financial Officer - Amit Sharma, Chief of Staff - Justin Mulder, Group Manager Communications & Customer Engagement – Sally White, Group Manager City Strategic Planning - Robert Cologna, Group Manager Major Projects and Precincts - David Bird, Group Manager Infrastructure Planning and Design - Anthony Newland, ICT Service and Delivery Manager - Ian Vong, Stormwater Management Coordinator - Paul Hackney, Supervisor Catchment Management - James Tsom, Governance and Procurement Manager - Gwendolyn Hughes, Council Secretariat and Policy Officer - Marina Cavar, Business Manager - Michelle Samuel, Manager Programming and Venue Services - Rachel White and ICT Service Desk Team Leader - Alex Piccone.

1. OPENING MEETING

The Lord Mayor, Councillor Esber, opened the meeting at 6.32pm.

2. ACKNOWLEDGEMENT TO TRADITIONAL OWNERS OF LAND

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

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.

The Lord Mayor further advised that all care will be taken to maintain privacy, however as a visitor in the public gallery, the public should be aware that their presence may be recorded.

4. GENERAL RECORDING OF MEETING ANNOUNCEMENT

As per Council's Code of Meeting Practice, the recording of the Council Meeting by the public using any device, audio or video, is only permitted with Council permission. Recording a Council Meeting without permission may result in the individual being expelled from the Meeting.

5. APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE OR ATTENDANCE BY AUDIO-VISUAL LINK BY COUNCILLORS

RESOLVED: Councillor Garrard and Councillor MacLean

- (a) That an apology be accepted on behalf of Councillors Noack and a leave of absence be granted.
- (b) That Councillors Humphries and Wang be permitted to attend the meeting via Audio Visual Link.

Record of Voting:

CARRIED

6. CONFIRMATION OF MINUTES

Minutes of the Council Meeting held on 13 May 2024

4708 **RESOLVED:** Councillor Garrard and Councillor MacLean

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

Record of Voting:

CARRIED

7. DISCLOSURES OF INTEREST

Lord Mayor, Councillor Esber disclosed a pecuniary interest in Item 13.9 - Gateway Request: Planning Proposal for North East Parramatta (North East Planning Investigation Area), for the reason that he owns property in the investigation area. Lord Mayor Councillor Esber will not remain in the meeting and will not take part in consideration and voting on this item.

Councillor Valjak disclosed a significant non-pecuniary interest in Item 13.9 - Gateway Request: Planning Proposal for North East Parramatta (North East Planning Investigation Area), for the reason that she sat on the Sydney Central Planning Panel when a Site Specific Planning Proposal for 23-37 Harold Street and 53 Sorrell Street, Parramatta was considered, which is a subject site within the North East Planning Investigation Area. Councillor Valjak will not remain in the meeting and will not take part in consideration and voting on this item.

Councillor Siviero disclosed a significant non-pecuniary interest in Item 13.9 - Gateway Request: Planning Proposal for North East Parramatta (North East Planning Investigation Area), for the reason that he sat on the Sydney Central Planning Panel when a Site Specific Planning Proposal for 23-37 Harold Street and 53 Sorrell Street, Parramatta was considered, which is a subject site within the North East Planning Investigation Area. Councillor Siviero will not remain in the meeting and will not take part in consideration and voting on this item.

Councillor Green disclosed a pecuniary interest in Item 16.2 - Adoption of the Parramatta Flood Study, for the reason that he owns a property in the study area. Councillor Green will not remain in the meeting and will not take part in consideration and voting on this item.

Councillor Pandey disclosed a pecuniary interest in Item 16.2 - Adoption of the Parramatta Flood Study for the reason that he owns a property in the study area. Councillor Pandey will not remain in the meeting and will not take part in the consideration and voting on this item.

Lord Mayor, Councillor Esber disclosed a Pecuniary Interest in Item 16.2 - Adoption of the Parramatta Flood Study for the reason that he owns a property in the study area. Lord Mayor, Councillor Esber with not remain in the meeting and will not take part in the consideration of this item.

PROCEDURAL MOTION

SUSPENSION OF STANDING ORDERS – DEALING WITH ITEMS BY EXCEPTION

RESOLVED: Councillor MacLean and Councillor Garrard

That in accordance with Section 13 of Council's Code of Meeting Practice, Council resolve to adopt the following items in accordance with the recommendations as printed, without debate;

- Item 12.1: Investment Report for April 2024
- Item 12.2: Referral of Inspection Reports by Fire and Rescue NSW
- Item 12.4: Minutes of the Traffic Engineering Advisory Group - 24 April 2024
- Item 13.2: Adoption of Debt Management and Hardship Assistance Policy 2024
- Item 13.6: Approval of Civic Link Block 3 Concept Design

Record of Voting:

CARRIED

12.1 Investment Report for) April 2024

(Report of Tax and Treasury Accountant)

4709 **RESOLVED:** Councillor MacLean and Councillor Garrard

That Council receive and note the Investment Report for April 2024.

Record of Voting:

CARRIED

12.2 Referral of Inspection Reports by Fire and Rescue NSW

(Report of Team Leader Building Compliance)

4710 **RESOLVED:** Councillor MacLean and Councillor Garrard

(a) That Council note the inspection reports from Fire and Rescue NSW (FRNSW), pursuant to Schedule 5, Part 8 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

(b) That Council notes FRNSW will be advised in due course of the ongoing actions taken by Council officers to address concerns identified by FRNSW.

(c) That Council note the exercise of powers pursuant to Schedule 5, Part 8 (17) of the EP&A Act, to give fire safety orders addressing fire safety measures to the buildings located at:

- i. 8 Edwin Flack Avenue, Sydney Olympic Park; and
- ii. 11 Olympic Boulevard, Sydney Olympic Park,

as outlined in this report and provide further notice of its determination to the Commissioner of FRNSW.

Record of Voting:

CARRIED

12.4 Minutes of the Traffic Engineering Advisory Group - 24 April 2024

(Report of Traffic and Transport Manager)

4711 **RESOLVED:** Councillor MacLean and Councillor Garrard

That Council notes the minutes of the Traffic Engineering Advisory Group meeting held on 24 April 2024, as provided in Attachment 1, and summarised below:

(a) ITEM 2404 B1 HILL ROAD, WENTWORTH POINT – UPDATE ON THE PROPOSED IMPROVEMENTS

This report only provides an update on the proposed traffic improvements and other proposed works on Hill Road and Bennelong Parkway, Wentworth Point and Sydney Olympic Park. Therefore, this report has no financial impact upon Council's budget.

(b) ITEM 2404 B2 PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING

The recommendation from the report is only to receive and note information, and to provide further information. Therefore, there are no financial impacts from the report. The report includes details of projects, timing and funding arrangements.

(c) ITEM 2404 B3 KISSING POINT ROAD, DUNDAS – SAFETY CONCERNS AT THE BUS SHELTER NEAR KIRBY STREET

There are no financial implications to Council as a result of this report.

Record of Voting:

CARRIED

13.2 **Adoption of Debt Management and Hardship Assistance Policy 2024**

(Report of Policy Officer)

4712 **RESOLVED:** Councillor MacLean and Councillor Garrard

(a) That Council note that no submissions were received following public exhibition of the Debt Management and Hardship Assistance Policy 2024.

(b) That Council adopt the Debt Management and Hardship Assistance Policy 2024, as attached to this report.

Record of Voting:

CARRIED

13.6 **Approval of Civic Link Block 3 Concept Design**

(Report of Senior Design Manager)

4713 **RESOLVED:** Councillor MacLean and Councillor Garrard

- (a) That Council note the results of the public exhibition and community engagement of the draft concept design for Civic Link Block 3.
- (b) That Council approve the refined concept design as shown in Attachment 3, for progression to detailed design, planning and technical approvals, and documentation for tender.
- (c) That Council note the range of 'smart city' infrastructure inclusions specified in the project design as detailed in this report and shown in Attachment 3.

Record of Voting:

CARRIED

Note: Councillor Humphries joined the meeting online at 6.39pm.

8. MINUTES OF THE LORD MAYOR

8.1 **Winning Design for Reimagined Riverside Theatre**

(Lord Mayor, Councillor Pierre Esber)

4714 **RESOLVED:** Lord Mayor Councillor Esber and MacLean

- (a) That Council note that a design consortium led by COX Architecture with 3XN Architects, Aileen Sage, Turf Design Studio and Bangawarra have been selected as the winning design team for the redevelopment of the iconic Riverside Theatres;
- (b) That Council congratulate the winning consortium who have produced a bold and sophisticated design vision that will more than double current capacity and establish the venue as a world-class performing arts centre

Record of Voting:

CARRIED

8.2 Shirley Wehbe's Australia's Biggest Morning Tea

(Lord Mayor, Councillor Pierre Esber)

4715 **RESOLVED:** Lord Mayor Councillor Esber and Councillor Garrard

- (a) That Council note Shirley Wehbe's Australia's Biggest Morning Tea, an annual community event that raises funds for Cancer Council's work in cancer research, advocacy, awareness and support services.
- (b) Further, that Council commend event organisers, Shirley Wehbe and the Wehbe family, Maronite Ladies of the Gospel, Making a Difference for Christmas and Australian Blouza Association, for their excellent efforts.
- (c) Finally, that Council donate \$2,000 to Cancer Council through Shirley Wehbe's Australia's Biggest Morning Tea community fundraising event.

Record of Voting:

CARRIED

8.3 Parramatta Light Rail daylight testing

(Lord Mayor, Councillor Pierre Esber)

4716 **RESOLVED:** Councillor Esber and Councillor Bradley

- (a) That Council note the start of daylight testing of the Parramatta Light Rail in both directions between Carlingford and Westmead via Parramatta CBD;
- (b) That Council note that the testing is a vital step to ensure the safety and reliability of systems and vehicles before services start in mid-2024; and
- (c) Further, that Council note that the City of Parramatta is working closely with Transport for NSW to get the message out to "stop, listen and look around" whilst travelling in the CBD to ensure the safety of the community.

Record of Voting:

CARRIED

Question Taken on Notice (Councillor Pandey) regarding Item 8.3 Parramatta Light Rail daylight testing;

- Could staff provide an update in a few weeks' time on how the businesses near the light rail are feeling in relation to the light rail?

Question Taken on Notice (Councillor Darley) regarding Item 8.3 Parramatta Light Rail daylight testing;

- Could staff provide an update on the improvements made to the difficulties faced by people with poor and low vision with guide dogs when using the light rail?

8.4 National Volunteer Week 2024

(Lord Mayor, Councillor Pierre Esber)

4717

RESOLVED: Lord Mayor, Councillor Esber and Councillor Bradley

- (a) That Council recognise National Volunteer Week from 20-26 May 2024 and note the City of Parramatta celebrated with an event on 23 May to thank volunteers.
- (b) Further, that Council celebrate all volunteers across the City of Parramatta, whether they serve with one of Council's teams or in local community organisations such as service clubs, not-for-profit organisations, faith-based groups, arts and culture groups, sports teams, recreation clubs, and charities.

Record of Voting:

For the Motion: Unanimous

9. PUBLIC FORUM

	Speaker	Report No.	Report Title
1.	Cheryl Bates	Item 14.3	Establishment of a Heritage Facility in Fleet Street Precinct
2.	Greg Monaghan	Item 16.3	Progress Report - Grant Application for the Upgrade of Belmore Park (Richie Benaud Oval)

Note: All Councillors were provided with copies of the Public Forum submissions prior to the Council Meeting.

PROCEDURAL MOTION

SUSPENSION OF STANDING ORDERS - ORDER OF BUSINESS

RESOLVED: Councillor Garrard and Councillor Pandey

In Accordance with Clause 8.2 of Council's Code of Meeting Practice, that Council amend the Order of Business for this meeting to allow for the consideration of the following items prior to any other business on the agenda.

- Item 14.3: Notice of Motion - Establishment of a Heritage Facility in Fleet Street Precinct.

- Item 16.3: Notice of Motion - Progress Report - Grant Application for the Upgrade of Belmore Park (Richie Benaud Oval).

Record of Voting:

CARRIED

14.3 Establishment of a Heritage Facility in Fleet Street Precinct

(Councillor Georgina Valjak)

4718 **MOTION:** Councillor Valjak and Councillor Garrard

That the CEO provide a report to Council on the potential establishment of a stand-alone heritage facility in the Fleet Street Precinct, including estimated capital and operational costs, potential funding sources and opportunities to partner with relevant State agencies and local stakeholders.

AMENDMENT: Councillor MacLean and Deputy Lord Mayor, Councillor Proxiv

That Council defer further consideration of this matter until such time as the Property Strategy and Cultural Strategy is complete.

Record of Voting:

For the Amendment: Lord Mayor, Councillor Esber and Councillors Bradley, Darley, Humphries, MacLean, Pandey and Deputy Lord Mayor, Councillor Proxiv

Against the Amendment: Councillors Garrard, Green, Siviero, Valjak, Wang and Wearne

On being Put to the meeting, voting on the Amendment was seven (7) votes FOR and six (6) votes AGAINST. The Amendment became the MOTION.

RESOLVED: Councillor MacLean and Councillor Proxiv

That Council defer further consideration of this matter until such time as the Property Strategy and Cultural Strategy is complete.

Record of Voting:

CARRIED

PROCEDURAL MOTION

MOVE TO CLOSED SESSION

RESOLVED: Councillor Garrard and Deputy Lord Mayor, Councillor Prociv

That at this time of the meeting, being 7.33pm, the Lord Mayor, Councillor Esber advised that the meeting would move into Closed Confidential Session to allow consideration of matters in Closed Session in accordance with Section 10A of the *Local Government Act 1993*. Accordingly, members of the press and public are excluded from the closed session and access to the correspondence and reports relating to the items considered during the course of the Closed Session will be withheld.

This action is taken to discuss:

Item 16.3 Progress Report - Grant Application for the Upgrade of Belmore Park (Richie Benaud Oval) (Councillor Sameer Pandey)

This report is confidential in accordance with section 10A (2) (c) 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.

Record of Voting:

CARRIED

16.3 **Progress Report - Grant Application for the Upgrade of Belmore Park (Richie Benaud Oval)**

(Councillor Sameer Pandey)

RESOLVED: Councillor Pandey and Councillor MacLean

That the CEO provide a report to Council on 11 June 2024 that provides:

- i. An update on the progress of Council's 2023 grant application to the Federal Government's Priority Community Infrastructure Program (PCIP);
- ii. Proposed project construction milestones, including any options for fast tracking the project if the grant funding application is successful; and
- iii. Project costs and any relevant budget allocations by Council to date.

Record of Voting:

CARRIED

PROCEDURAL MOTION

RETURN TO OPEN SESSION

RESOLVED: Councillor Garrard and Deputy Lord Mayor, Councillor Prociv

That Council return to open session.

Record of Voting:

CARRIED

Note: Council returned to Open Session at 7.35pm.

PETITIONS

NIL

12. REPORTS TO COUNCIL – FOR NOTATION

12.1 Investment Report for) April 2024

(Report of Tax and Treasury Accountant)

This Item was dealt with earlier in the meeting.

12.2 Referral of Inspection Reports by Fire and Rescue NSW

(Report of Team Leader Building Compliance)

This Item was dealt with earlier in the meeting.

12.3 Library Opening Times - Customer Feedback

(Report of Library Services Manager)

4719 **RESOLVED:** Councillor Darley and Councillor Wearne

That Council receive and note the report.

Record of Voting:

CARRIED

Question Taken on Notice (Councillor Darley) regarding Item 12.3 Library Opening Times - Customer Feedback;

- Do we know the qualitative reasons why people were dissatisfied with the Library Hours?

12.4 **Minutes of the Traffic Engineering Advisory Group - 24 April 2024**

(Report of Traffic and Transport Manager)

This Item was dealt with earlier in the meeting.

13. REPORTS TO COUNCIL - FOR COUNCIL DECISION

13.1 **Quarterly Budget Review - March 2024**

(Report of Chief Financial Officer)

4720 **RESOLVED:** Councillor Garrard and Councillor MacLean

- (a) That Council adopt the March 2024 Quarterly Budget Review Statement (QBRs) and the Responsible Accounting Officer's report on the financial position of the Council (Attachment 1).
- (b) That Council approve the revised budget for the 2023/24 financial year:
 - i) Net operating result (including capital) of \$172.6 million surplus (including the loss on asset disposal of \$2.2 million and additional capital revenue of \$83.2 million).
 - ii) Underlying net operating result (excluding capital) of \$91.6 million surplus.
 - iii) Capital expenditure of \$214.2 million.

Record of Voting:

CARRIED

13.3 **Adoption of Media Policy 2024**

(Report of Policy Officer)

4721 **RESOLVED:** Councillor Garrard and Councillor Valjak

That this item be deferred to the next Council Meeting on 11 June 2024.

Record of Voting:

CARRIED

ADJOURNMENT OF MEETING

At 8.36pm, The Lord Mayor, Councillor Esber adjourned the meeting and the following Councillors were present:

Lord Mayor, Councillor Esber, Deputy Lord Mayor Councillor Prociv and Councillors Bradley, Darley, Garrard, Green, Humphries (online), MacLean, Pandey, Siviero, Valjak, Wang (online) and Wearne.

RECONVENED MEETING

At 8.50pm, the Lord Mayor, Councillor Esber reconvened the meeting and the following Councillors were present:

Lord Mayor, Councillor Esber, Deputy Lord Mayor Councillor Prociv and Councillors Bradley, Darley, Garrard, Green, Humphries (online), MacLean, Pandey, Siviero, Valjak, Wang (online) and Wearne.

13.4 **Adoption of Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No 3) - Church Street North Precinct**

(Report of Project Officer)

4722 **RECOMMENDATION:** Councillor Garrard and Councillor MacLean

- (a) That Council note the submissions made during the public exhibition of draft Parramatta *City Centre Local Infrastructure Contributions Plan (Amendment No. 3)* and the officer responses provided at **Attachment 1**.
- (b) That Council adopt the *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No. 3)* provided at **Attachment 2** to allow the proposed contributions rates – being 4% for development that contains residential accommodation, and 3% for any other development – to be applied to the Church Street North Precinct.
- (c) That Council authorise submission of the approved contributions plan at **Attachment 2** and the supporting Justification Report Supplement at **Attachment 3** to the Department of Planning, Housing and Infrastructure with a request for:
 - i. the Minister of Planning and Public Spaces to amend Section 209 of the Environmental Planning and Assessment Regulation 2021 to apply the new rates specified in the approved contributions plan; and
 - ii. the rates to be applied no later than that 1 July 2023 which is the date that new planning controls for the precinct specified in State Environmental Planning Policy (Church Street North Precinct) 2023 (CSN SEPP) come into force.

- (d) That Council authorise the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during finalisation of *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No 3)*.
- (e) That Council note that *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No 3)* will come into effect upon amendment of Section 209 of the Environmental Planning and Assessment Regulation 2021 by the Minister for Planning and Public Spaces and this will be notified on Council's website.

AMENDMENT: Councillor Bradley and Councillor Darley

- (a) That Council note the submissions made during the public exhibition of draft *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No. 3)* and the officer responses provided at **Attachment 1**.
- (b) That Council adopt the *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No. 3)* provided at **Attachment 2** to allow the proposed contributions rates – being 4.5% for development that contains residential accommodation, and 3.5% for any other development – to be applied to the Church Street North Precinct.
- (c) That Council authorise submission of the approved contributions plan at **Attachment 2** and the supporting Justification Report Supplement at **Attachment 3** to the Department of Planning, Housing and Infrastructure with a request for:
 - i. the Minister of Planning and Public Spaces to amend Section 209 of the Environmental Planning and Assessment Regulation 2021 to apply the new rates specified in the approved contributions plan; and
 - ii. the rates to be applied no later than that 1 July 2023 which is the date that new planning controls for the precinct specified in State Environmental Planning Policy (Church Street North Precinct) 2023 (CSN SEPP) come into force.
- (d) That Council authorise the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during finalisation of *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No 3)*.
- (e) That Council note that *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No 3)* will come into effect upon amendment of Section 209 of the Environmental Planning and Assessment Regulation 2021 by the Minister for Planning and Public Spaces and this will be notified on Council's website.

Record of Voting:

For the Amendment: Councillor Bradley

Against the Amendment: Lord Mayor, Councillor Esber, Deputy Lord Mayor Councillor Proxiv, Councillors Darley, Garrard, Green, Humphries, MacLean, Pandey, Siviero, Valjak, Wang and Wearne

On being Put to the meeting, voting on the Amendment was one (1) vote FOR and twelve (12) votes AGAINST. The Amendment was LOST.

RESOLVED: Councillor Garrard and Councillor MacLean

- (a) That Council note the submissions made during the public exhibition of draft *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No. 3)* and the officer responses provided at **Attachment 1**.
- (b) That Council adopt the *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No. 3)* provided at **Attachment 2** to allow the proposed contributions rates – being 4% for development that contains residential accommodation, and 3% for any other development – to be applied to the Church Street North Precinct.
- (c) That Council authorise submission of the approved contributions plan at **Attachment 2** and the supporting Justification Report Supplement at **Attachment 3** to the Department of Planning, Housing and Infrastructure with a request for:
 - i. the Minister of Planning and Public Spaces to amend Section 209 of the Environmental Planning and Assessment Regulation 2021 to apply the new rates specified in the approved contributions plan; and
 - ii. the rates to be applied no later than that 1 July 2023 which is the date that new planning controls for the precinct specified in State Environmental Planning Policy (Church Street North Precinct) 2023 (CSN SEPP) come into force.
- (d) That Council authorise the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during finalisation of *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No 3)*.
- (e) That Council note that *Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No 3)* will come into effect upon amendment of Section 209 of the Environmental Planning and Assessment Regulation 2021 by the Minister for Planning and Public Spaces and this will be notified on Council's website.

Record of Voting:

CARRIED

Note: Councillor Bradley requested that he be recorded as an official vote AGAINST the above Motion.

13.5 **Approval of Planning Proposal for 8 Lincluden Place, Oatlands**

(Report of Project Officer)

4723 **RESOLVED:** Councillor Garrard and Councillor Valjak

- (a) That Council receive and note the submissions made during the exhibition period.
- (b) That Council approve the finalisation of the Planning Proposal, at **Attachment 1**, for land at 8 Lincluden Place, Oatlands.
- (c) That Council enters into the Planning Agreement at **Attachment 2** and delegates authority to the Chief Executive Officer to sign it on behalf of Council.
- (d) That Council delegate authority to the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during the plan finalisation process relating to the Planning Proposal and Planning Agreement.
- (e) That Council note the advice of the Local Planning Panel at **Attachment 3** is consistent with the Council Officer's recommendation to support the proposal.

Record of Voting:

CARRIED

13.7 **Public Exhibition of Draft Code of Meeting Practice**

(Report of Policy Officer)

4724 **MOTION:** Councillor Wearne and Councillor Garrard

- (a) That the draft Code of Meeting Practice be placed on public exhibition for the prescribed period of 42 days.
- (b) That Council authorises the Chief Executive Officer to make any necessary editorial and content changes to the draft Code of Meeting Practice for public exhibition to give effect to Council's resolution.
- (c) That following public exhibition, officers submit the final Code of Meeting Practice to Council for adoption.

AMENDMENT: Councillor Darley and Councillor Bradley

- (a) That the draft Code of Meeting Practice be placed on public exhibition for the prescribed period of 42 days.
 - (i) Clause 5.37 'within 5 days'
 - (ii) Update Clause 3.15 the restriction of one (1) Question with Notice to three (3).
 - (iii) Clause 4.9 remove the words 'a total of up to 15 minutes will be allocated for the entire consideration of Public Forum'.
- (b) That Council authorises the Chief Executive Officer to make any necessary editorial and content changes to the draft Code of Meeting Practice for public exhibition to give effect to Council's resolution.
- (c) That following public exhibition, officers submit the final Code of Meeting Practice to Council for adoption.

On being Put to the Meeting the Amendment was LOST.

RESOLVED: Councillor Wearne and Councillor Garrard

- (a) That the draft Code of Meeting Practice be placed on public exhibition for the prescribed period of 42 days, with inclusion of the following amendment
 - (i) Clause 4.9 remove the words 'a total of up to 15 minutes will be allocated for the entire consideration of Public Forum'.
- (b) That Council authorises the Chief Executive Officer to make any necessary editorial and content changes to the draft Code of Meeting Practice for public exhibition to give effect to Council's resolution.

- (c) That following public exhibition, officers submit the final Code of Meeting Practice to Council for adoption.

Record of Voting:

CARRIED

13.8 Parramatta as a C40 Global City - Application for Membership

(Report of Manager Sustainability & Waste; Acting Manager Environmental Sustainability)

4725 **RESOLVED:** Deputy Lord Mayor, Councillor Prociv and Councillor MacLean

- (a) That Council authorise the CEO to apply to join the C40 Global City program as an “Innovator” member, by submitting an expression of interest through the official channels.
- (b) That Councillors be notified of the outcome of the expression of interest.

Record of Voting:

CARRIED

Note: At 9.39pm and due to disclosed a pecuniary interest in the following Item (Item 13.9), the Lord Mayor, Councillor Esber vacated the Chair and left the meeting. The Deputy Lord Mayor, Councillor Prociv assumed the role of Chairperson.

Note: Councillors Green, Siviero and Valjak left the meeting at 9.39pm.

13.9 **Gateway Request: Planning Proposal for North East Parramatta (North-East Planning Investigation Area)**

(Report of Team Leader Land Use Planning)

4726 Note: Lord Mayor, Councillor Esber disclosed a pecuniary interest in this Item and he did not participate in the consideration or voting on the matter.

Note: Councillor Valjak disclosed a significant non-pecuniary interest in this Item and she did not participate in the consideration or voting on the matter.

Note: Councillor Siviero disclosed a significant non-pecuniary interest in this Item and he did not participate in the consideration or voting on the matter.

RESOLVED: Councillor MacLean and Councillor Pandey

(a) That Council approve:

i. The Planning Proposal at **Attachment 1** for the purposes of it being forwarded to the Department of Planning, Housing and Infrastructure to request the issuing of a Gateway Determination for the land identified as the North-East Planning Investigation Area which seeks the following changes to the *Parramatta Local Environmental Plan 2023*:

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

ii. The supporting draft DCP amendments at **Attachment 2** applying to the land in the North-East Planning Investigation Area for the purposes of public exhibition.

(b) That Council advise the Department of Planning, Housing and Infrastructure that the CEO will be seeking to exercise her plan-making delegations for this Planning Proposal, as authorised by Council on 26 November 2012.

(c) That Council authorise the CEO, if the Gateway determination is issued by the Department, to place the draft DCP amendments on public exhibition concurrently with the Planning Proposal.

(d) That Council note the Parramatta Local Planning Panel's (LPP) advice to Council (refer to **Attachment 4**) is consistent with Council officers' recommendation in the report.

(e) That Council delegate authority to the CEO to correct any minor anomalies of a non-policy and administrative nature that arise during the plan-making process.

Record of Voting:

For the Motion:, Deputy Lord Mayor, Councillor Procriv and Councillors Garrard, Humphries, MacLean, Pandey, Wang and Wearne

Against the Motion: Councillors Bradley and Darley

On being Put to the meeting, voting on the Motion was seven (7) votes FOR and two (2) votes AGAINST. The Motion was CARRIED.

Note: At 9.53pm the Lord Mayor, Councillor Esber returned to the meeting and resumed the role of Chairperson.

Note: Councillors Green, Siviero and Valjak returned to the meeting at 9.53pm.

14. NOTICES OF MOTION

14.1 DEFERRED OCM 13 May 2024, Procurement of Australian Goods

(Councillor Ange Humphries)

4727 **RESOLVED:** Councillor Humphries and Lord Mayor, Councillor Esber

- (a) That this Council prefers the use of Australian supplies, manufacturers, goods and services.
- (b) For future tenders, preferably locally sourced and Australian made products be given additional weighting when items are procured by Council staff.

Record of Voting:

CARRIED

14.2 Safety of e-Bikes

(Deputy Lord Mayor Cllr Dr Patricia Procriv)

4728 **RESOLVED:** Deputy Lord Mayor, Councillor Procriv and Councillor Green

- (a) That Council note:
 - i. The influx of delivery riders riding electric power-assisted bikes (e-bikes) in the City of Parramatta Local Government Area.
 - ii. Some CBD delivery drivers currently ride e-bikes that have a larger than normal legally permitted motors, allowing speeds in excess of the legally permitted speed limit of 25kmh.
 - iii. E-bike delivery riders currently ride on the Light Rail tracks.

- iv. With the commencement of Light Rail services, e-bike delivery riders servicing cafes and restaurants on the Light Rail route may illegally share footpaths with pedestrians and wheelchair users.
- (b) That Council recognises the importance of the safety of all active transport users in the City of Parramatta Local Government Area, pedestrians, wheelchair users, bicycle riders etc.
- (c) That Council write to the Minister for Transport, the Hon. Jo Haylen MP, the Minister for Roads, the Hon. John Graham MLC, the Minister for Police and Counter-Terrorism, the Hon. Yasmin Catley MP, the Minister for Work Health and Safety, the Hon. Sophie Cotsis MP and the Minister for Better Regulation and Fair Trading, the Hon. Anoulack Chanthivong MP and the State Member for Parramatta, Ms Donna Davis MP:
 - i. Expressing concern about the un-safe conditions and conflict between active transport footpath users and e-bike delivery riders; and
 - ii. Advocating for compliance enforcement with NSW Road Rules - Bicycle among e-bike delivery riders including consideration for requiring occupational licenses for e-bike delivery riders and/or the platforms that assign them work.

Record of Voting:

CARRIED

Note: Deputy Lord Mayor, Councillor Prociv left the meeting at 10.30pm and did not return.

14.4 Proposed Establishment of an Entrepreneur Grant Program

(Councillor Sameer Pandey)

4729 **RESOLVED:** Councillor Pandey and Councillor Green

- (a) That a report come back to a Council meeting in August 2024 on details of an entrepreneur grant program including financial assistance or non-financial assistance options.
- (b) That the CEO investigate potential funding sources.

Record of Voting:

CARRIED

15. QUESTIONS WITH NOTICE

15.1 Questions Taken on Notice at the 13 May 2024 Council Meeting

(Report of Council Secretariat & Policy Officer)

4730 QUESTIONS TAKEN ON NOTICE:

Councillor Garrard asked two questions in relation to Item 13.3 – LATE REPORT: Public Exhibition: 'Parramatta 2050' - A Long Term Strategic Vision for the City;

- How much has the work that has already been undertaken cost to date including external consultants?

Executive Director City Planning and Design Response:

The cost to date is \$84,000 funded from the 2023/24 City Strategy operational budget.

- There is no mention of consultation with youth?

Executive Director City Planning and Design Response:

As part of the preparation of draft Parramatta 2050, Council staff utilised the results of existing consultations, which included youth consultation undertaken as part of the refresh of the Cultural, Social, Economic, Environmental and Smart City and Innovation strategies. Additionally, representatives from Western SRC (WSU's Student Representative Committee) have attended an external focus group session to provide feedback. The exhibition program for Parramatta 2050 also includes three activities specifically with young people: a youth-focused event, a primary school-focused event, and an engagement with young children in an early learning setting.

Councillor Bradley asked a question in relation to Item 13.4: Public Exhibition: Draft Kleins Road Pedestrian and Cyclist Corridor Study;

- The location of the bridge, is there a reason why the bridge could not be designed to be a little further upstream?

Executive Director City Planning and Design Response:

The location of the bridge (red line on image below) is based on a number of factors:

- 1) The land identified in yellow (on the image below) is privately owned and therefore the bridge cannot be located on that land. The current proposed alignment is the furthest upstream the bridge could be located whilst remaining on publicly owned land.

- 2) The preferred location is close to existing power lines that have been kept clear of vegetation for decades (blue box on the image below), because of this it is the location likely to have the lowest ecological impact. Should the bridge be pushed further east, new paths at the top of bank would need to be cleared of vegetation to get users to the alternate bridge location.
- 3) In this location the creek narrows and has steep embankments, this makes the bridge shorter and simpler to build. Minimising the size of the new structure will decrease the visual and environmental impact (especially given an attempt to avoid putting piers in the creek).
- 4) It lines up with the existing and proposed street network. The advantages of this are best demonstrated by the Alfred Street bridge where as a user you walk towards the bridge on the approaching streets with clear sight lines. This makes following the path much easier for first time users.



PROCEDURAL MOTION

MOVE TO CLOSED SESSION

RESOLVED: Councillor MacLean and Councillor Garrard

That at this time of the meeting, being 10.40pm, the Lord Mayor, Councillor Esber advised that the meeting would move into Closed Confidential Session to allow consideration of matters in Closed Session in accordance with Section 10A of the *Local Government Act 1993*. Accordingly, members of the press and public are excluded from the closed session and access to the correspondence and reports relating to the items considered during the course of the Closed Session will be withheld.

This action is taken to discuss:

Item 16.1 Stage 2 Parramatta Light Rail Enabling Works - Archer Park Memorandum Of Understanding (Project Interface Manager - Parramatta Light Rail)

This report is confidential in accordance with section 10A (2) (e) of the Local Government Act 1993 as the report contains information that would, if disclosed, prejudice the maintenance of law.

Item 16.2 Adoption of the Parramatta River Flood Study (Stormwater Management Coordinator)

This report is confidential in accordance with section 10A (2) (c) 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.

Record of Voting:

CARRIED

Note: Council moved into closed session at 10.41pm

CLOSED SESSION

16.1 Stage 2 Parramatta Light Rail Enabling Works - Archer Park Memorandum Of Understanding

(Report of Project Interface Manager - Parramatta Light Rail)

RECOMMENDATION: Councillor MacLean and Councillor Bradley

- (a) That Council enter into and authorise the CEO to execute the following documents in relation to the Archer Park Lands, Melrose Park South:
 - i. The Stage 2 Parramatta Light Rail Enabling Works Archer Park Memorandum of Understanding (“**Archer Park MOU**”) provided at Attachments 1-3.

- ii. The leasehold agreement, and s29 agreement under the *Land Acquisition (Just Terms Compensation) Act 1991*, Attachments 4 & 5.
 - iii. All other documents and ancillary agreements necessary to implement and manage Council's obligations under the Archer Park MoU and leasehold agreement.
- (b) That Council authorise the CEO to make any non-significant changes necessary to finalise the abovementioned documents.
- (c) Further that the Rosehill Ward Councillors discuss the potential allocation of the Lease payment for identified Local or Ward Community Infrastructure Projects.

Record of Voting:

CARRIED

Questions Taken on Notice (Councillor Darley and Garrard) regarding Item 16.1 Stage 2 Parramatta Light Rail Enabling Works - Archer Park Memorandum Of Understanding;

16.2 **Adoption of the Parramatta River Flood Study**

(Report of Stormwater Management Coordinator)

The Lord Mayor, Councillor Esber deferred this item until then next meeting on 11 June 2024 to allow time for consideration and debate.

PROCEDURAL MOTION

RETURN TO OPEN SESSION

RESOLVED: Councillor Garrard and Councillor MacLean

That Council move into open session.

Record of Voting:

CARRIED

Note: Council returned to Open Session at 10.56pm.

PROCEDURAL MOTION

CONSIDERATION OF RECOMMENDATIONS FROM CLOSED SESSION

RESOLVED: Councillor Garrard and Councillor MacLean

That the recommendations in relation to the following items be received and noted as resolutions of Council without any alteration and amendment thereto:

- Item 16.1: Parramatta Light Rail Enabling Works - Archer Park Memorandum Of Understanding
- Item 16.3: Progress Report - Grant Application for the Upgrade of Belmore Park (Richie Benaud Oval)

Record of Voting:

CARRIED

16.1 **Stage 2 Parramatta Light Rail Enabling Works - Archer Park Memorandum Of Understanding**

(Report of Project Interface Manager - Parramatta Light Rail)

4731 **RESOLVED:** Councillor MacLean and Councillor Bradley

- (a) That Council enter into and authorise the CEO to execute the following documents in relation to the Archer Park Lands, Melrose Park South:
- i. The Stage 2 Parramatta Light Rail Enabling Works Archer Park Memorandum of Understanding ("**Archer Park MOU**") provided at Attachments 1-3.
 - ii. The leasehold agreement, and s29 agreement under the *Land Acquisition (Just Terms Compensation) Act 1991*, Attachments 4 & 5.
 - iii. All other documents and ancillary agreements necessary to implement and manage Council's obligations under the Archer Park MoU and leasehold agreement.
- (c) That Council authorise the CEO to make any non-significant changes necessary to finalise the abovementioned documents.
- (d) Further that the Rosehill Ward Councillors discuss the potential allocation of the Lease payment for identified Local or Ward Community Infrastructure Projects.

Record of Voting:

CARRIED

16.3 **Progress Report - Grant Application for the Upgrade of Belmore Park (Richie Benaud Oval)**

(Councillor Sameer Pandey)

4732 **RESOLVED:** Councillor Pandey and Councillor MacLean

That the CEO provide a report to Council on 11 June 2024 that provides:

- i. An update on the progress of Council's 2023 grant application to the Federal Government's Priority Community Infrastructure Program (PCIP);
- ii. Proposed project construction milestones, including any options for fast tracking the project if the grant funding application is successful; and
- iii. Project costs and any relevant budget allocations by Council to date.

Record of Voting:

CARRIED

CONCLUSION OF MEETING

The meeting concluded at 10.57 pm.

This page and the preceding 27 pages are the Minutes of the Ordinary Council Meeting held on Monday, 27 May 2024 and confirmed on Tuesday, 11 June 2024.

Chairperson

REPORTS TO COUNCIL - FOR NOTATION

11 JUNE 2024

12.1 Annual Christmas/New Year Close Down Period.....36

REPORTS TO COUNCIL - FOR NOTATION

ITEM NUMBER	12.1
SUBJECT	Annual Christmas/New Year Close Down Period
REFERENCE	F2024/00282 - D09464627
REPORT OF	Acting Executive Director People Culture & Workplace

CSP THEME: Fair, Green, Innovative, Thriving or Welcoming>

WORKSHOP/BRIEFING DATE: October 2023 and Budget Workshops (9).

PURPOSE:

The purpose of this report is to inform Council of the proposed dates for the annual Christmas/New Year Close Down period.

RECOMMENDATION

That Council note the dates for the annual Christmas/New Year close down period for 2024/25, being Monday 23 December 2024 until Friday 3 January 2025, inclusive.

BACKGROUND

1. Traditionally Council has closed to the public during the Christmas/New Year period and all staff have been provided with three paid additional annual leave days (Grant Days).
2. This additional paid leave is above the Award entitlement and provided for under the Enterprise Agreement. Staff who are required to work during this period receive three Grant Days to be taken at a later date.
3. The cost of providing three additional paid leave days to staff each year is approximately \$1.39 million at current rates of pay.

2023/2024 Close Down Period

4. During the 2023/24 Christmas/New Year closedown period staff used a total of 3649 days leave during the closedown – this included annual leave, grant days, time in lieu, long service leave, flex leave and accrued RDOs.
5. Staff response to the close down period was positive with many reporting improved mental health and wellbeing outcomes arising from the four days of additional leave taken during the close down period.
6. The leave taken across the close down period resulted in a significant reduction in Council's leave liability of \$1.08 million.
7. During the two-week Christmas/New Year Close Down period, three public holidays and three Grant Days fall, meaning that a maximum of four leave days

need to be taken by staff from their leave entitlements (annual leave, Long Service Leave, flex or time in lieu) to cover the balance of the close down period.

8. The positive impact on Council's leave liability and employee costs as a result of the Christmas/New Year Close Down period in 2023/24 has been discussed at recent Councillor Budget Workshops and the potential future savings arising from this practice was recognised.
9. In addition, Council's ARIC has recognised both the wellbeing/health and financial benefits of the annual close down period, including the reduction in Council's outstanding employee leave liability.

LEVELS OF SERVICE DURING THE HOLIDAY PERIOD

10. No complaints were received from the public regarding the reduced levels of service during the 2023/24 close down period.
11. It is therefore intended to continue those same levels of service and opening hours during the close down period in 2024/25.
12. During the closedown period essential services will continue to be provided and some community services will remain in operation in a reduced capacity:
 - a. Cleansing functions will continue to ensure appropriate service levels are maintained;
 - b. Parks operations will have reduced staff available to respond to customer requests and asset risk management;
 - c. Regulatory services will operate in a reduced capacity;
 - d. Parramatta Aquatic Centre (PAC) and Epping Aquatic Centre (EAC) will be closed on Christmas Day;
 - e. PAC and EAC will operate on adjusted hours;
 - f. PAC creche will be closed;
 - g. Meals on Wheels will not operate on Public Holidays or Grant Days however Council will be able to respond to urgent meal needs;
 - h. Council's recreation booking office will be closed with an on-call arrangement for any urgent needs;
 - i. All Early Learning Centres will be closed;
 - j. Parramatta Library at Phive will be closed during Public Holidays;
 - k. Dundas, Constitution Hill, Epping, Ermington and Wentworth Point Libraries will be closed;
 - l. Community Hubs at Phive will be closed on Public Holidays;
 - m. Parramatta Artist Studios will remain open for contracted artists only; and
 - n. Riverside Theatre will be closed on Public Holidays.

CONSULTATION & TIMING

Councillor Consultation

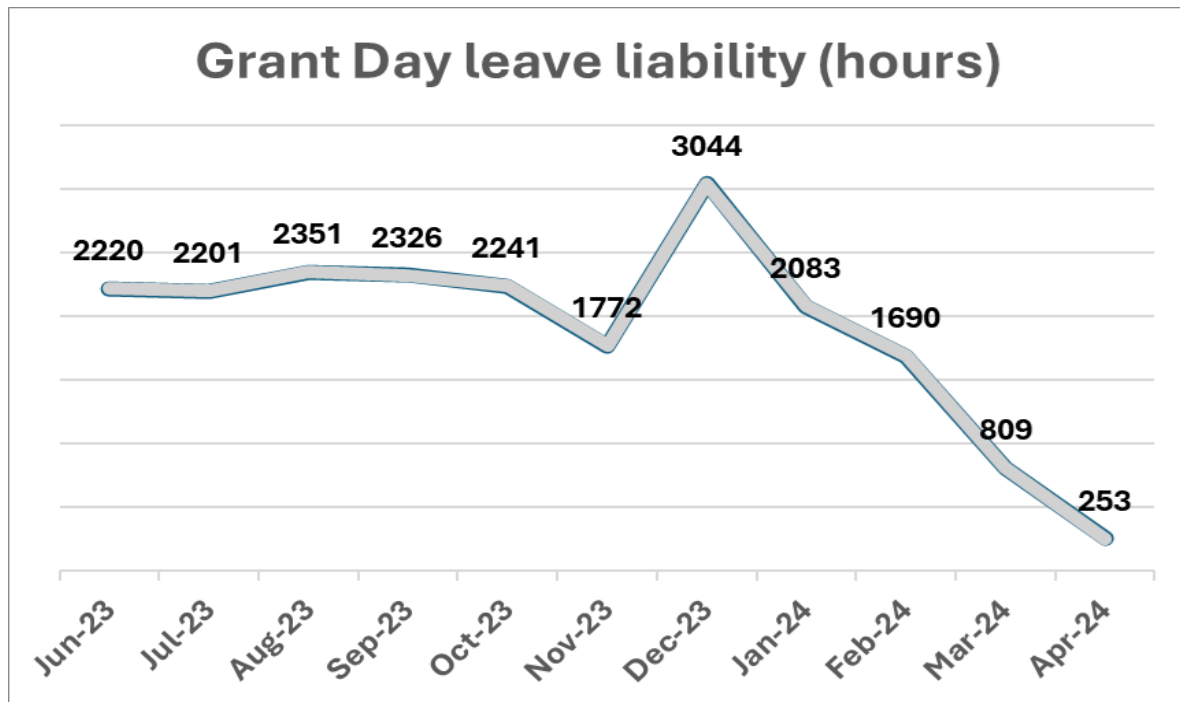
7. The positive impact on Council's leave liability and employee costs as a result of the Christmas closedown in 2023/24 has been discussed at the 2024/25 budget workshops (workshops held on 28 Oct 2023, 30 Oct 2023, 6 Dec 2023, 7 Feb 2024, 14 Feb 2024, 28 Feb 2024, 6 Mar 2024, 27 Mar 2024 and 10 Apr 2024). The potential future savings by continuing with this practice was recognised.

LEGAL IMPLICATIONS FOR COUNCIL

9. Clause 23D(vii) of the Award requires Council to give staff at least four weeks' notice of a requirement to take leave in the circumstances of a close down of up to two weeks.
10. Staff have recently requested confirmation of the close down dates for 2024/2025 at various staff briefings and meetings in order to plan holidays and leave for the Christmas period.

FINANCIAL IMPLICATIONS FOR COUNCIL

10. Implementing an annual close down period with staff taking three grant days and four leave days has the potential to reduce Council's leave liability by approximately \$460,000 per day.
11. Clause 23D(vii)(2) of the Local Government (State) Award provides that staff who do not have sufficient leave accrued to cover the period of the close down shall be provided with meaningful duties. In effect this means that any staff who have less than four days leave available from either annual, Long Service, flex or time in lieu accruals can work during the second week of the close down for the number of days that they have a shortfall of leave accrued. Less than 5 staff did not have sufficient accrued leave during the 2023/24 close down.
12. To ensure Council effectively manages future Grant Day leave liabilities, all staff that are required to work during the close down period are required to take their grant days leave before 31 March each year.
13. During the 2023/24 Christmas/New Year closedown period staff used a total of 3649 days leave for the four additional days of the closedown – this included annual leave, grant days, time in lieu, long service leave, flex leave and accrued RDOs. The leave taken across those additional four days resulted in a reduction in leave liability of \$1.08m million.
14. A concerted focus by the leadership group has seen leave liability reduce substantially since the beginning of the financial year as shown below.



16. Time in Lieu liability during the first half of the financial year peaked in November 2023 but reduced significantly over the close down period and has continued to decrease in subsequent months.

Brendan Clifton
Chief People, Culture and Performance Officer

Roxanne Thornton
Group Manager Office of the Lord Mayor and CEO

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

REFERENCE MATERIAL

REPORTS TO COUNCIL - FOR COUNCIL DECISION

11 JUNE 2024

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13.2	DEFERRED FROM OCM 27 MAY 2024 - Adoption of Media Policy 2024	193
13.3	2025 Annual Community Grants Program.....	218
13.4	Public Exhibition of Draft Pensioner Rates Rebate Policy 2024	248
13.5	Approval of Scope of Works - Bennelong Parkway Bridge and Connecting Paths Project, Wentworth Point.....	259
13.6	Gateway Request - Parramatta CBD Supplementary Matters Planning Proposal	299
13.7	Adoption of the Social Sustainability Strategy 2024 - 2033	456
13.8	Lord Mayor and Councillor Remuneration for 2024/25.....	537
13.9	Wentworth Point Playground and Social Space	580

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.1
SUBJECT	DEFERRED FROM OCM 12 FEBRUARY 2024 - Adoption of the Parramatta Bike Plan 2024
REFERENCE	F2024/00282 - D09321582
REPORT OF	Senior Project Officer Transport Planning

CSP THEME: Accessible

WORKSHOP/BRIEFING DATE: Additional Councillor Workshops since deferral: 19 February 2024, 2 April 2024, 6 May 2024.

PURPOSE:

To seek Council's adoption of the Parramatta Bike Plan 2024.

RECOMMENDATION

- (a) That Council note the outcome of the public exhibition of the draft Parramatta Bike Plan 2024 as detailed in this report and **Attachment 2**.
- (b) That Council adopt the draft Parramatta Bike Plan 2024 as provided at **Attachment 1**.
- (c) That Council approve the Cycling Projects Development Procedure provided at **Attachment 5**.
- (d) That where contact details have been provided, Council officers write to submitters advising them of the adoption of the Bike Plan and thank them for their submission.

BACKGROUND

1. Council's Bike Plan sets the overarching planning for infrastructure and programs to support cycling in the Local Government Area (LGA). The vision of the draft Bike Plan is to enhance accessibility, livability, productivity and sustainability through cycling; and for members of the community to feel safe when cycling as well as increase the number of cycling trips (see Section 2 in **Attachment 1**).
2. Since the previous Bike Plan 2017 was adopted by Council, there have been significant changes in:
 - a. Land Use, with a number of precincts proceeding through the planning process and new planning controls being finalised.
 - b. Delivered and planned cycling infrastructure such as the Escarpment Boardwalk, Duck River Nature Trail and the Alfred Street Bridge.

- c. Increased population density, changes in how many people rode a bike during or after COVID (see Figure 1 and Figure 2 below), as well as changes in community expectations.
- d. NSW Government policies related to cycling (have been updated) such as the *Cycleways Design Toolbox 2020*, *Active Transport Strategy 2022*, and *Strategic Cycleways Corridors 2023*.

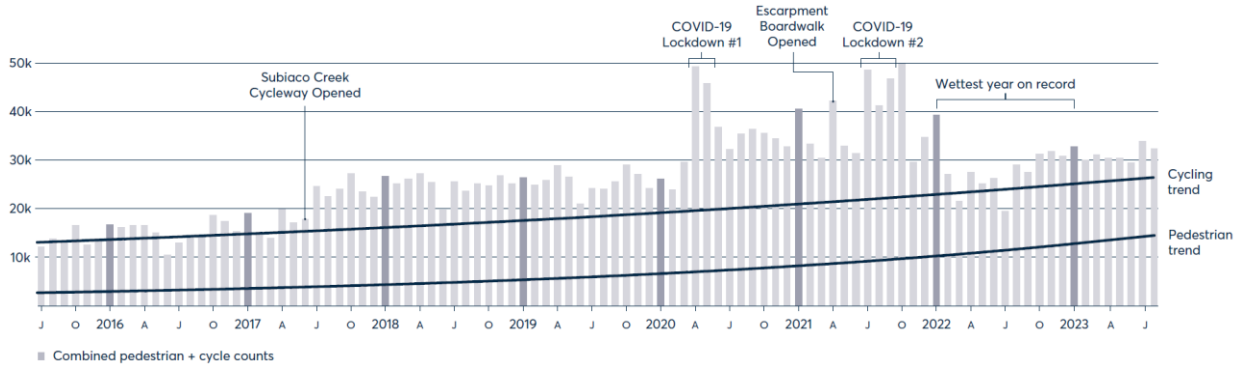


Figure 1: Patronage on the River Foreshore paths under James Ruse Drive

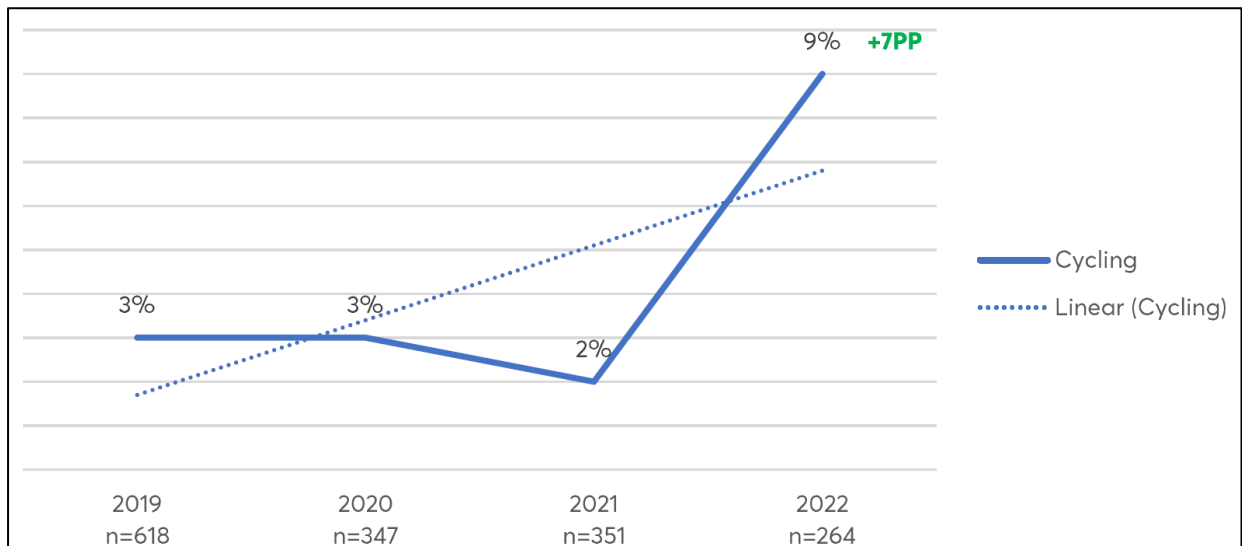


Figure 2: *Carlingford and Epping Travel Survey*: Proportion of those surveyed between 2019 to 2023 who cycle to work or study (average 395 respondents per year)

3. At its meeting of 10 July 2023, Council resolved:
 - a) **That** Council endorses for the purposes of public exhibition the draft *Parramatta Bike Plan 2023* at **Attachment 1** for a period of not less than 28 days.
 - b) **That** Council delegate authority to the Chief Executive Officer to make formatting and minor editorial adjustments to the draft *Parramatta Bike Plan 2023*.
 - c) **Further, that** the results of the public exhibition of the draft *Parramatta Bike Plan 2023* be reported back to Council for its consideration.
4. The draft Bike Plan was publicly exhibited from 31 July - 31 August 2023 with just over 1,200 points of engagement recorded, resulting in 809 submissions

(138 comments recorded at drop-in sessions, 72 written submissions and 599 comments made on interactive map).

5. The exhibition was promoted through the *Participate Parramatta Community* and *The Community Connective* electronic newsletter, paid and organic social media activity, pavement stickers and an advertisement in the local newspaper, *Parra News*.
6. Six face to face drop in sessions were held with officers speaking to 531 people for a total of 133 recorded comments, and distributing 70kg of bananas as part of a 'Banana for your thoughts?' promotion. Sessions as below.
 - 7:00am to 10:00am on Wednesday 9 August at the CBD Foreshore near the Escarpment Boardwalk
 - Midday to 1pm on Wednesday 16 August at the Parramatta Markets
 - 8:00am - 11:00am on Thursday 17 August at Dundas Station
 - 6:30am - 10:30am on Saturday 19 August at the CBD Foreshore near the Escarpment Boardwalk
 - 2:00pm to 5:30pm on Wednesday 23 August at the CBD Foreshore near the Escarpment Boardwalk
 - 2:00pm - 5:00pm on Friday 25 August at the eastern side of Epping Station
7. A total of 72 written submissions were received from individuals, community groups, the local Bicycle User Groups (BUG) and the peak cycling advocacy group (Bicycle NSW).
8. An online interactive map was made available online that allowed users to drop themed pins that "support", "object" or "comment". A total of 598 pins were placed with strong concentrations around the CBD, Epping and along regional routes.

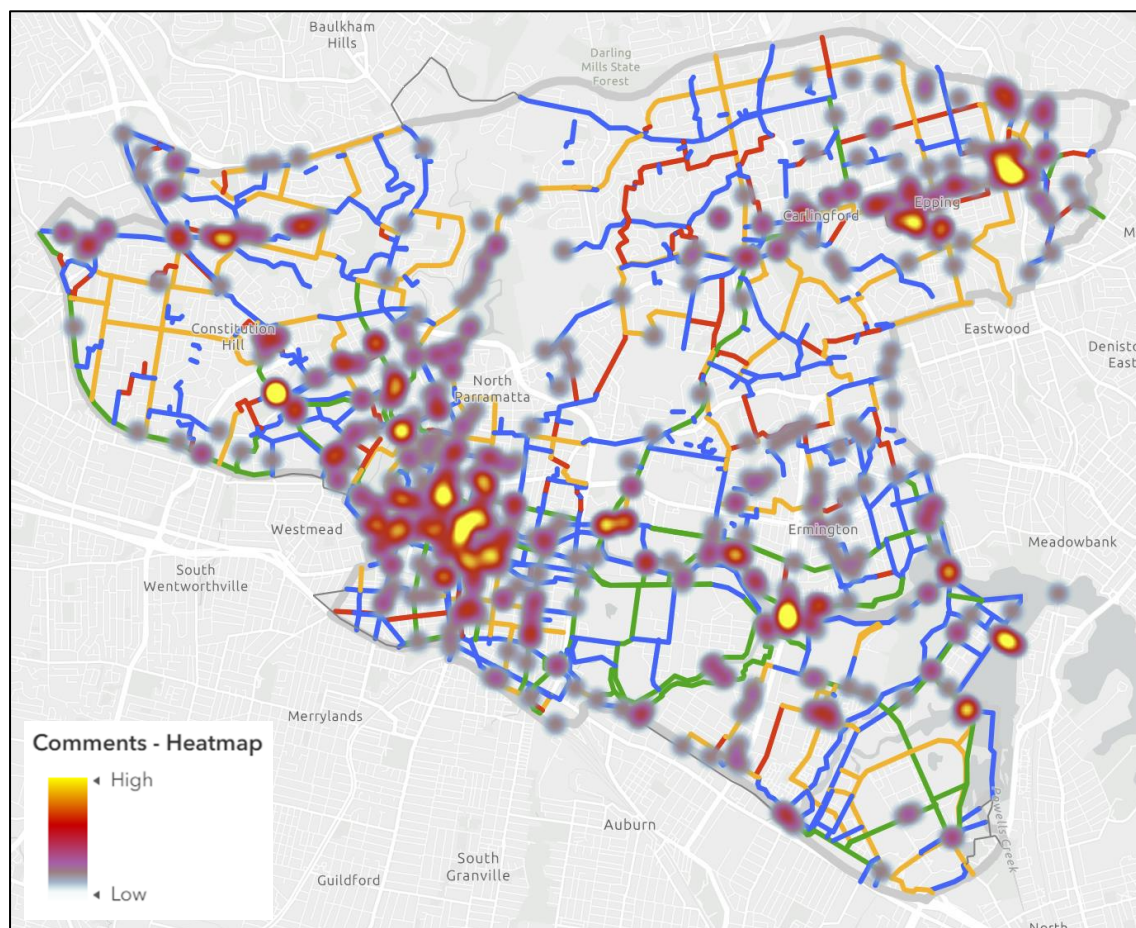


Figure 3: Heatmap of comments

9. A summary of the key themes across all engagement is provided in Issues / Options / Consequences below, along with summary diagrams and maps.
10. Feedback from the online map, drop-in sessions and written submissions is provided in more detail at **Attachment 2** in the *Engagement Evaluation and Key Findings Report*. A full list of all comments (online/in-person/direct) is available on the Participate Parramatta Portal at <https://participate.cityofparramatta.nsw.gov.au/bike-plan-refresh>. Respondents can look up their comment on a map or on a list and read an officer response that directly addresses their feedback and any subsequent actions using this table on council's website.
11. Council considered the draft Bike Plan for finalisation at its meeting on 12 February 2024 and resolved to defer the report for a workshop. Three workshops were held with Councillors. The focus of these workshops was the process followed for design development of cycling projects and ensuring Councillors were involved, with a particular focus on the CBD and the proposed Marsden Street Cycleway.
12. A 'Cycleways Project Development Procedure' has been drafted to clarify and formalise the existing process and is available at **Attachment 5**. This is to address concern raised by Councillors about the process Council Officers follow in obtaining Councillor endorsement throughout the design and delivery process and if endorsed by Council will establish a clear consultation protocol for this design and delivery process.

13. The following paragraph in italics has been added as a 'break out' box in the Bike Plan in a new section titled, 'What we heard in 2023'. This paragraph provides a summary for the community about how cycling projects are developed and approved. It seeks to provide transparency about the design process for the broader community. It is proposed to read as follows:

Projects that make changes to the public domain involve careful consideration of budget as well as trade-offs between different users and elements. These all need to be carefully considered during the design process that follows on from a Bike Plan being endorsed. Feedback from the community and their representatives the Councillors, is critical for a successful project. Once a design has been prepared for the community to provide feedback, prior to public exhibition Councillors are consulted and Council endorsement sought. Community feedback is sought during exhibition (for a minimum of 28 days under the Roads Act 1993 for any on-street projects), and this is reported back to Councillors, Council and Parramatta Traffic Committee for their consideration and decision.

14. A number of options are available to Council in relation to the next steps for the Bike Plan. Four (4) options are suggested as set out in **Table 1** below. Council officers recommended "Option 1" as per the Report Recommendation. If Council resolves another option i.e. Option 2, 3 or 4, suggested wording for part (b) of the Report Recommendation is included in Table 1.

Table 1: Options

Option 1 is:	<p>Bike Plan 2024 is endorsed as per Attachment 1.</p> <p><u>If Option 1 is the preferred option of Council, the current Recommendation (b) of this Council Report does not need to be amended. This recommendation reads:</u></p> <p><i>(b) That Council adopt the Parramatta Bike Plan 2024 as provided at Attachment 1.</i></p> <p><u>Council officer comment:</u></p> <ul style="list-style-type: none"> i. <i>Option 1 is the Council officer recommended option as it aligns with the strongest theme from the public exhibition: separate facilities for pedestrians and cyclists.</i> ii. <i>This option also aligns with NSW Government strategies Greater Sydney Strategic Cycleways Corridors and Cycleways Design Toolbox and the Strategic Cycleways Corridors Plan 2023, as well as Council's endorsed Integrated Transport Plan 2022 to support higher density in the CBD as part of the CBD Planning Proposal.</i>
Option 2 is:	<p>Bike Plan 2024 is endorsed as per Attachment 1 with the following amendment:</p> <ul style="list-style-type: none"> - The removal of the Marsden Street Cycleway. <p><u>If Option 2 is the preferred option of Council, the current Recommendation (b) of this Council Report needs to be deleted and replaced with the following:</u></p> <p><i>(b) That Council,</i></p> <ul style="list-style-type: none"> 1 <i>Adopt the Parramatta Bike Plan 2024 as provided at Attachment 1 with the removal of the Marsden Street Cycleway;</i> 2 <i>Seek advice from the Minister for Planning and Public Spaces about whether the removal of the Marsden Street cycleway is</i>

supported given it is identified in the State Government's Greater Sydney Strategic Cycleways Corridors Plan 2023 and was also part of Council's justification for the higher densities in the Parramatta CBD Planning Proposal and supporting Integrated Transport Plan 2022.

- 3 *Receive a report detailing the Minister's response to Council's request detailed in (2) above; and the action Council should take (including timeframes and cost) to:*
 - *amend the CBD Contributions Plan 2023 to remove the Marsden Street Cycleway from the Works Program,*
 - *approve an amendment to the Land Reservation Acquisition (LRA) Map in Parramatta Local Environmental Plan 2023 to remove the Regional Cycleways on the Marsden Street alignment; and that this amendment to the LRA Map occur as part of the next Housekeeping Local Environmental Plan (LEP).*
 - *approve an amendment to Parramatta Development Control Plan 2023 to remove controls and amend diagrams that incorporate the Marsden Street Cycleway; and that this amendment to the DCP occur as part of the next Housekeeping Development Control Plan.*

Council officer comments:

1. *Consequential implications* of the amendment to remove the Marsden Street cycleway from the Bike Plan are:
 - a. The CBD Contribution Plan 2023 must be amended to remove the Marsden Street Cycleway from the Works Program. To amend the Contribution Plan, Council must publicly exhibit this amendment; and
 - b. The Land Reservation Acquisition (LRA) Map in Parramatta Local Environmental Plan 2023 must be amended to remove the LRA associated with Regional Cycleways on the Marsden Street alignment; and
 - c. Parramatta Development Control Plan 2023 and the draft new controls for the Church Street North Precinct (that at the time of writing was on public exhibition) must be amended to remove controls and amend diagrams that incorporate the Marsden Street Cycleway.
2. *Risks with this option:* There is a risk that the removal of the Marsden Street cycleway may not be supported by the State Government or the community for the following reasons:
 - a. The Marsden Street Cycleway was part of the Integrated Transport Plan endorsed by Council in 2022 as part of its transport justification for the CBD Planning Proposal (finalised in the same year). To support the significant density increase implemented via the CBD Planning Proposal, cycleways were one of the measures Council indicated would be put in place to address the transport impacts associated with the additional density. The Department will need to consider whether they accept this change from the Integrated Transport Plan in determining whether the LRA should be removed.
 - b. A north-south cycleway link through the CBD is part of the State Government's 'Greater Sydney Strategic Cycleways Corridors Plan' 2023. The Marsden Street Cycleway proposal achieves the objectives of the Greater Sydney Strategic Cycleways Corridors Plan much better than the O'Connell Street cycleway for the following reasons:

	<ul style="list-style-type: none"> ○ Separation between pedestrians and cyclists, ○ lower and safer traffic speeds, ○ opportunities for higher amenity with street tree planting, ○ closer proximity to where people will be riding to and from (employment, education, public transport). <p><i>Council Officers do not recommend this option given the inconsistency with the strongest theme from the community feedback to the public exhibition, CBD Integrated Transport Plan and State Government's Strategic Cycleways Corridors Plan 2023 discussed above.</i></p>
Option 3 is:	<p>Bike Plan 2024 is endorsed as per Attachment 1 with the following amendments:</p> <ul style="list-style-type: none"> - The Marsden Street Cycleway is replaced by a route along O'Connell Street. <p><u>If Option 3 is the preferred option of Council, the current Recommendation (b) of this Council Report needs to be deleted and replaced with the following:</u></p> <p>(c) That Council,</p> <ol style="list-style-type: none"> 1 Adopt the Parramatta Bike Plan 2024 as provided at Attachment 1 with the removal of the Marsden Street Cycleway and O'Connell Street route identified as the regional route; 2 Seek advice from the Minister for Planning and Public Spaces about whether the removal of the Marsden Street cycleway is supported given it is identified in the State Government's Greater Sydney Strategic Cycleways Corridors Plan 2023 and was also part of Council's justification for the higher densities in the Parramatta CBD Planning Proposal and supporting Integrated Transport Plan 2022. 3 Receive a report detailing the Minister's response to Council's request detailed in (2) above; and the action Council should take (including timeframes and cost) to: <ul style="list-style-type: none"> ○ amend the CBD Contributions Plan 2023 to remove the Marsden Street Cycleway from the Works Program, ○ approve an amendment to the Land Reservation Acquisition (LRA) Map in Parramatta Local Environmental Plan 2023 to remove the Regional Cycleways on the Marsden Street alignment; and that this amendment to the LRA Map occur as part of the next Housekeeping Local Environmental Plan (LEP). ○ approve an amendment to Parramatta Development Control Plan 2023 to remove controls and amend diagrams that incorporate the Marsden Street Cycleway; and that this amendment to the DCP occur as part of the next Housekeeping Development Control Plan. <p><u>Council officer comments:</u></p> <ol style="list-style-type: none"> 3. <i>Consequential implications</i> of the amendment to replace the Marsden Street cycleway from the Bike Plan are: <ol style="list-style-type: none"> a. The CBD Contribution Plan 2023 must be amended to remove the Marsden Street Cycleway from the Works Program. To amend the Contribution Plan, Council must publicly exhibit this amendment; and b. The Land Reservation Acquisition (LRA) Map in Parramatta Local Environmental Plan 2023 must be amended to remove the LRA associated with Regional Cycleways on the Marsden Street alignment; and

	<p>c. Parramatta Development Control Plan 2023 and the draft new controls for the Church Street North Precinct (that at the time of writing was on public exhibition) must be amended to remove controls and amend diagrams that incorporate the Marsden Street Cycleway.</p> <p>4. <i>Risks with this option:</i> There is a risk that the removal of the Marsden Street cycleway may not be supported by the State Government or the community for the following reasons:</p> <p>a. The Marsden Street Cycleway was part of the Integrated Transport Plan endorsed by Council in 2022 as part of its transport justification for the CBD Planning Proposal (finalised in the same year). To support the significant density increase implemented via the CBD Planning Proposal, cycleways were one of the measures Council indicated would be put in place to address the transport impacts associated with the additional density. The Department will need to consider whether they accept this change from the Integrated Transport Plan in determining whether the LRA should be removed.</p> <p>b. A north-south cycleway link through the CBD is part of the State Government’s ‘Greater Sydney Strategic Cycleways Corridors Plan’ 2023. The Marsden Street Cycleway proposal achieves the objectives of the Greater Sydney Strategic Cycleways Corridors Plan much better than the O’Connell Street cycleway for the following reasons:</p> <ul style="list-style-type: none"> o Separation between pedestrians and cyclists, o lower and safer traffic speeds, o opportunities for higher amenity with street tree planting, o closer proximity to where people will be riding to and from (employment, education, public transport). <p>c. As O’Connell Street is part of the CBD Inner Ring Road any cycling provision will be relegated to shared paths on either side. This would be contrary to multiple key themes from the community consultation:</p> <ul style="list-style-type: none"> o Volumes and speeds of cyclists will be higher, but they will be forced to share the entire journey with pedestrians, o O’Connell Street has a speed limit of 60km/h, this will be less safe, less enjoyable, and also reduces opportunities for street trees, o Priority crossings of side streets may not be supported if vehicles giving way top path users queue back into O’Connell Street, subsequently impacting traffic, o It is further away from destinations in the CBD, thereby likely increasing the number of riders on alternatives such as Civic Link. <p><i>Council Officers do not recommend this option given the inconsistency with the strongest theme from the community feedback to the public exhibition, CBD Integrated Transport Plan and State Government’s Strategic Cycleways Corridors Plan 2023 discussed above.</i></p>
<p>Option 4 is:</p>	<p>Bike Plan 2024 is endorsed as per Attachment 1, with a moratorium on all new cycling routes on CBD streets for 5 years.</p> <p><u>If Option 4 is the preferred option of Council, the current Recommendation (b) of this Council Report needs to be deleted and replaced with the following:</u></p>

	<p>(a) <i>That Council adopt the Parramatta Bike Plan 2024 as provided at Attachment 1 with a moratorium on all new separated bike paths in the CBD for 5 years.</i></p> <p><u>Council officer comment:</u></p> <ul style="list-style-type: none"> - <i>Council Officers do not support his option because:</i> <ul style="list-style-type: none"> o The city is rapidly densifying. As new employees, students and residents arrive in Parramatta an opportunity will be missed to provide safe and enjoyable cycling infrastructure that supports the health and wellbeing of people. o Currently along the length of Marsden Street, there are a number of city blocks, intersections and crossing points that do not meet current standards, nor community expectations. o The Marsden Street Cycleway is an opportunity to invest along the entire 2km corridor with the support of the State Government and increase safety, amenity and improve the experience of walking or riding through the city. o Council's Development Control Plans support riding to employment and recreation through the provision of End of Trip facilities and bicycle parking and as a result developments are delivering in line with these requirements. To not provide safe riding facilities is counter-productive to this policy. o The financial investment to date in the development of the Marsden Street Cycleway would also be lost, as during the moratorium site conditions, planning context and movement would have changed.
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ISSUES/OPTIONS/CONSEQUENCES – ADDRESSING THE ISSUES RAISED DURING THE EXHIBITION PERIOD

15. The key themes across all consultation platforms can be generally grouped into:

- a) **Safety:** Separated paths for cyclists, pedestrians and vehicles, or wider shared paths. Local improvements at locations like sharp corners, removing lips on kerb ramps and improved crossing points. A number of requests were made for slower speed limits where cyclists are mixing with traffic.

Response

In this update of the Bike Plan a focus was increased separation on key regional routes where space allows. In particular, the river paths (where it is possible to separate or widen them) are now fully funded for construction between the CBD and Melrose Park. There are some limitations on where separation can be provided as it generally has a higher cost and can have impacts on open space, ecology, parking and traffic circulation that need to be balanced. However, the Bike Plan only identifies routes at a strategic level, and Council will continue to investigate separation on key routes as funding becomes available, and in response to existing or future predicted speeds and volumes of users.

b) **Behaviour:** Education of all users on shared paths is needed.

- Cyclists Issues - ringing of bells, slowing down in high traffic areas, management of speed, need to be considerate of pedestrians (particularly young children, hearing impaired or those with a disability) and
- Pedestrians Issues - keeping to the left on shared paths, the use of retractable leads on shared paths, managing dogs off leash.

Response

Council has an ongoing program of “Polite Path” activation that targets both cyclists and pedestrians, with frequent activations planned for 2024. Council officers have also made contact with the local Police Area Commands to request support in helping the small minority of users who are consistently inconsiderate of other paths users.

The “Sharing the Path” programs identified in the draft Bike Plan 2023 were moved to Program 1, and the wording strengthened to reflect this as the area of greatest community interest. Should Bike Plan 2024 be adopted by Council, this program could be expanded subject to the usual Council budgetary processes.

c) **Connectivity and Access:** More paths to different locations and new kerb ramps to improve access to existing paths.

Response

Where supported, routes were modified or added to improve access and connectivity. Small, site-specific requests have been referred to Council’s Assets team for their consideration.

d) **Supporting Infrastructure:** Respondents highlighted the need for lighting, bins, bike parking, shade and bathroom facilities, as well as improved wayfinding and signage.

Response

The Bike Plan now explicitly references the need for more supporting infrastructure in both the ‘Network Design Principles’ and in ‘Policy’ sections.

e) **Site specific comments on proposed routes** (online pin submissions):

- 194 expressed support for the plan, a proposed route or facility,
- 151 requested changes to the plan that were investigated, but not supported, i.e. a particular street should be 30km/h, or new/widened bridges that were not feasible,
- 58 were comments that resulted in minor changes to the plan i.e. routes changed, removed or added,
- 60 were comments that were already resolved within the plan i.e. *provide a path along the railway line for a grade separated crossing of the Cumberland Hwy*. This route is proposed in the Bike Plan.
- 54 resulted in advocacy to other bodies where the issue was outside of the control of Council (Greater Sydney Parklands, Sydney Olympic Park Authority, adjacent Councils, Transport for New South Wales),

- 54 resulted in referrals for minor matters or traffic related issues to Council's Traffic or Asset's team for their consideration,
- 13 identified mistakes that are corrected in the final Bike Plan i.e. existing paths that were not on the map,
- 8 were comments that were general in nature,
- 3 were outside of scope i.e. proposed Light Rail extensions.

Response

The changes and corrections that were made to the route maps as a result of the consultation are shown as bold lines in Figure 4, with a larger map provided at **Attachment 3**. A detailed list of all comments and responses is available on the Participate Parramatta Portal at <https://participate.cityofparramatta.nsw.gov.au/bike-plan-refresh>. The most significant change was to correct the map to show every existing shared path within, and close to Sydney Olympic Park.

The other most significant post-exhibition change is the potential extension of the Hunts Creek shared path to Lake Parramatta fire trail through the back of The King's School. A link for the community is supported by The King's, however the School advised Council Officers that Section 83C of the *Education Act 1990 (NSW)* prevents formal access being provided as it is not core to the activities of the school. Should regulations associated with the Education Act 1990 change and resources become available, a connection could be delivered and is now shown on the plan. On the 12th of February 2024, Council resolved:

- (a) That Council authorise the Executive Director, City Planning and Design to lodge a submission on the NSW Government's Review of section 83C of the Education Act 1990 (NSW).*
- (b) That the submission outline Council's concern that the regulation of nongovernment schools should not preclude the ability of any school to assist in providing potentially valuable community uses and wider community benefits on non-government school land, such as the Hunts Creek connection identified in Council's Parramatta Bike Plan 2024.*

Subsequently, on the 19th of February 2024 Council made a written submission to the S83 Review in line with Council's resolution.

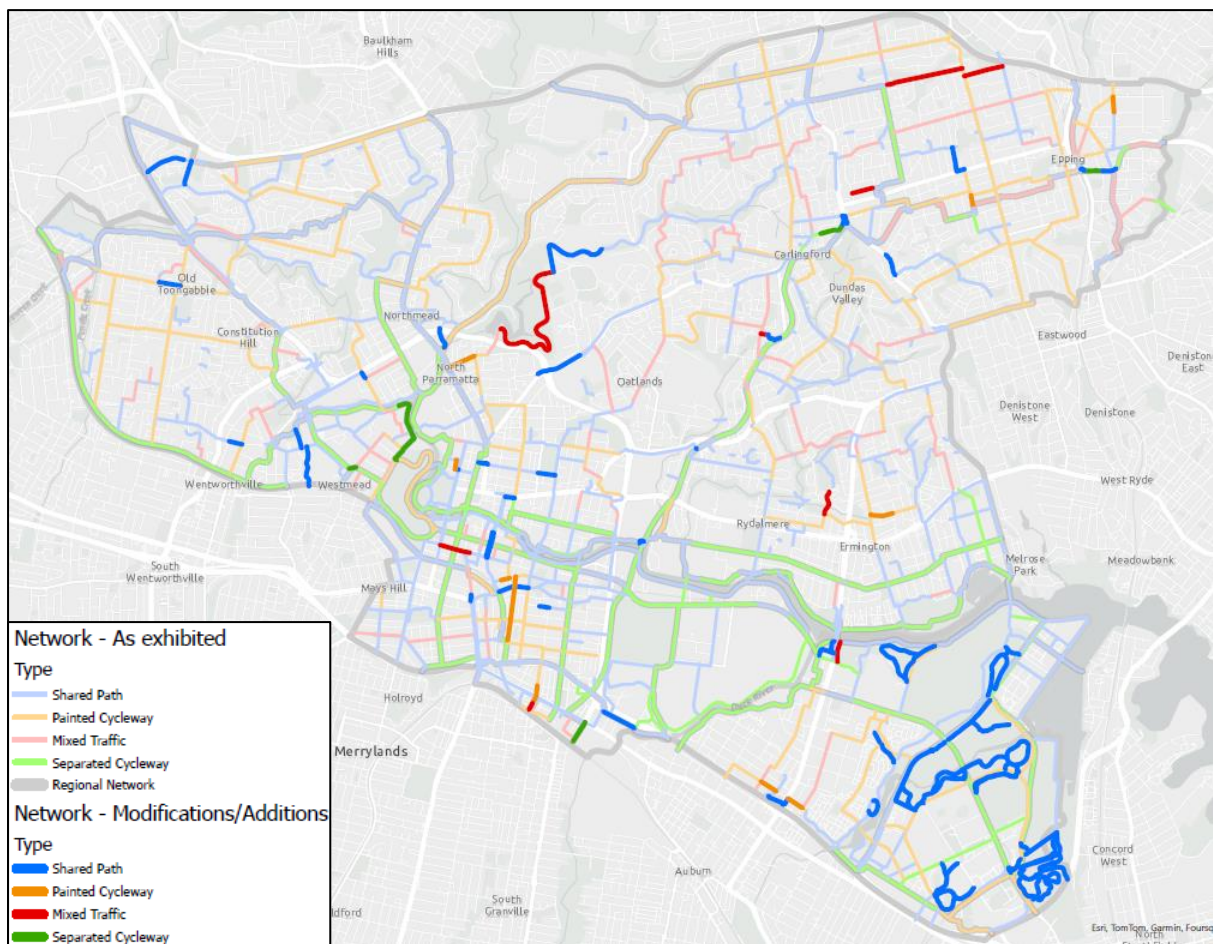


Figure 4: Map of route changes

- The changes to the text of the draft Bike Plan resulting from the consultation are provided with a marked-up version of the Bike Plan provided at **Attachment 4**.

CONSULTATION & TIMING

Stakeholder Consultation

- The following stakeholder consultation has been undertaken during and just after the public exhibition in relation to this matter:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
1-31 August 2023	Community	See comments in the report above and at Attachment 2	See comments in the report above and at Attachment 2	Group Manager City Strategic Planning
2 August 2023	Parramatta Park Trust officers	Requested some changes to path alignments and typologies within the Park	Changes made to the plan.	Group Manager City Strategic Planning

4 September 2023	The King's School	A connection for the community along Hunts Creek is supported, however regulations currently prevent this from being delivered.	A connection along Hunts Creek will be put on the Bike Plan, should regulations change Council would look to deliver a connection pending resources being available at the time.	Group Manager City Strategic Planning
19 September 2023	Active Travel Advisory Committee	Reviewed draft Bike Plan in detail	Comments are noted. These and ongoing consultation with ATAC will be considered during implementation of the Bike Plan	Group Manager City Strategic Planning
7 November 2023		In principle support for draft Bike Plan		

Councillor Consultation

18. The following Councillor consultation has been undertaken in relation to this matter during and after the exhibition of the Plan:

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
21 August 2023	Clr Darley (comment during exhibition)	<p>More must be done to address behaviour on the paths.</p> <p>It is important that kids can learn to ride somewhere that is well-located, possibly with riding tracks for teenagers.</p> <p>Bike Plan should also support bike parking and repair stations.</p>	<p>Bike Plan programs will emphasise that behaviour and ride to school are the top two priorities.</p> <p>Bike Plan will note existing locations of pump tracks (BMX) and infant/child dinky tracks and identify that a 'learn to ride' facility location should be identified.</p> <p>Policy updated to encourage provision of bike parking across the LGA and repair stations in key locations.</p>	Group Manager City Strategic Planning
19 February 2024	Councillor Workshop	Provide maps of the CBD showing existing paths, paths currently	Provided at following workshop.	Group Manager City Strategic Planning

		<p>in delivery, future paths.</p> <p>Include in the public facing Bike Plan the delivery process.</p> <p>Provide a process document outlining the project development process.</p>	<p>Provided at following workshop</p> <p>Provided at following workshop</p>	
2 April 2024	Councillor Workshop	<p>Provide map with the prioritization and indicative time for development of the future bike paths shown on the CBD.</p> <p>Report back on Marsden Street cycleway project development including previous decisions and consultations with Councillors, possible staging, need for property acquisition, funding, and design/construction.</p>	<p>Provided at following workshop.</p> <p>Provided at following workshop</p>	Group Manager City Strategic Planning
6 May 2024	Councillor Workshop	<p>O'Connell Street is an alternative to Marsden Street.</p> <p>Too much car parking would be lost on Villers Street.</p>	<p>O'Connell Street is part of the CBD Ring Road and the only feasible cycling infrastructure is a shared path next to a busy road with limitations on street trees.</p> <p>There are a number of options and trade-offs for each block between Victoria Road and Harold Street, including options that minimise car parking loss. Councillors would be consulted prior to any exhibition.</p>	Group Manager City Strategic Planning

LEGAL IMPLICATIONS FOR COUNCIL

19. There are no legal implications if Council endorses this report as recommended.

FINANCIAL IMPLICATIONS FOR COUNCIL

20. If Council resolves to approve this report in accordance with the recommendation, there are no unbudgeted financial implications for Council's budget.

	FY 24/25	FY 25/26	FY 26/27	FY 27/28
Revenue				
Internal Revenue				
External Revenue				
Total Revenue	Nil	Nil	Nil	Nil
Funding Source	N/A	N/A	N/A	N/A
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

Robert Cologna
Group Manager, Strategic Land Use Planning











Anthony Newland
Group Manager Infrastructure Planning & Design

Jennifer Concato
Executive Director City Planning and Design

John Angilley
Executive Director Finance & Information

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

- | | | | |
|---|---|---|----------|
| 1 |   | Parramatta Bike Plan 2024 - Final for endorsement | 44 Pages |
| 2 |   | Engagement Evaluation and Key Findings Report | 44 Pages |
| 3 |   | Parramatta Bike Plan 2024 - Post exhibition changes map | 1 Page |
| 4 |   | Bike Plan 2024 - Post-exhibition changes | 44 Pages |
| 5 |   | Cycling Projects Development Procedure | 2 Pages |

REFERENCE MATERIAL



Parramatta Bike Plan 2024



Acknowledgement of Country

City of Parramatta acknowledges the Traditional Owners of the land, the Darug people.

For over 60,000 years, the area comprising present day Parramatta City has been occupied by the Burramattagal people, a clan of the Darug, who first settled along the upper reaches of the Parramatta River.

The word Burramattagal is derived from the Aboriginal word for 'place where the eels lie down' to breed within the Parramatta River. The Burramattagal have a close connection with the Parramatta River.

The Darug peoples have cared for and nurtured the habitat, land and waters in Parramatta and its surrounding areas for thousands of generations.

We seek to reflect and embrace the rich culture and heritage of the Darug people, and their deep connection to the River, in strategic directions regarding the future of the City of Parramatta.

City of Parramatta Council
Bike Plan 2024

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1

Introduction

At the heart of Greater Sydney, the Central River City is one of the fastest-growing areas in Australia. The unprecedented rate of change provides challenges, as well as opportunities to enable growth that aligns with best practice land use and infrastructure planning.

Communities are also increasingly realising the benefits of reducing dependency on cars, while the trend towards other travel modes such as cycling is on the rise. Cycling will grow to be an integral part of a city's transport system and has the potential to support and deliver the City of Parramatta's Vision to be Sydney's Central City. Cycling can help sustain and support growth through the provision of access to jobs, shopping, education and recreation via a healthy and low-cost alternative that can help alleviate congestion.

The Parramatta Bike Plan 2024 is an evolution of previous work that takes into account recent changes in land use, community sentiment as well as travel behaviour patterns. The Plan was exhibited in August 2023 with the community engaging through drop in sessions, online surveys, the social pinpoint tool and written submissions. Just over 1,200 points of engagement were recorded and have resulted in some changes to the routes, policies and the Bike Plan as well.

What is a Bike Plan?

A Bike Plan is a high level document that identifies the cycling routes, policies and programs at a strategic level in the Local Government Area.

Routes have indicative alignments and typologies that are further refined if they progress into feasibility and design.

Programs are identified that reflect best practice and feedback from the community and stakeholders.

Policies that should be followed in relation to cycling in the LGA are identified.

A Bike Plan should be updated every 5 to 10 years, and include reporting against the targets, programs and infrastructure identified in the Bike Plan 2024. All are subject to prioritisation and the normal Council budgetary processes before they are implemented.

02

City of Parramatta Council



Progress so far

Since 2017, with the support of the State and Federal Governments, Council has delivered 8.5km of improved cycling infrastructure to the value of \$53M. This investment has resulted in a continual increase in patronage, particularly once the river foreshore paths unlocked 20km of completely offroad cycling network from Olympic Park and Melrose Park through to Parramatta Park.

Where to from here?

In the short term Council is looking to further build on this success with continued support from the State and Federal Governments, and with a combined budget of \$135M will plan, deliver, design and construct almost 20km of bike paths, shared paths, bridges, boardwalks and safer crossing facilities to 2027. The Bike Plan 2024 outlines the vision to continue advocating, planning and delivering both infrastructure and programs to support riding in the Central City for decades to come.





04

City of Parramatta Council

2

Vision

Cycling will play an important role in realising the vision for the Central River City. Cycling will support the liveability of Greater Parramatta by enabling residents, workers, students and visitors to have more transport choices as the city grows. Cycling will support growth by helping people access jobs, shopping, education and recreation through a healthy and low-cost alternative to private vehicle use.

The aspiration of the *Parramatta Bike Plan 2024* is:

► **To enhance the accessibility, sustainability, productivity and liveability of Parramatta** through an increase in cycling, helping foster healthy and connected residents, students, workers and visitors.



► **For cycling to be safe,** and perceived as a safe and attractive option for all members of the community, for those aged 8 to 88.

► **To increase the proportion of people cycling in Parramatta** to 5% of all trips to work, and 10% for those ending in the CBD by 2043 (2% of all work trips are currently by cycling and walking, for work trips ending in the Parramatta CBD it is 6%).



3

State policy

Future Transport Strategy 2022

Future Transport Strategy sets out the long-term planning blueprint for enhancing integrated transport options in NSW. This strategy is an update to the Future Transport Strategy 2056 (2018) with new perspectives and directions that reflect the unprecedented changes in travel behaviour of people during the COVID-19 pandemic. The 2022 strategy identifies the importance of meeting net zero emissions targets by prioritising walking, cycling, micro-mobility and public transport while reiterating the commitment made in the previous transport strategy to double the investment in active transport infrastructure. The Strategic Cycleway Corridors Program 2023 has been rolled out for each of the six cities to support this. Future Transport also outlines steps and actions to support councils in the delivery and expansion of their local bicycle networks through planning and funding from NSW Government programs.

Active Transport Strategy 2022

The NSW *Active Transport Strategy* provides a 5-year plan to guide investment and prioritise actions to deliver safe and accessible active transport infrastructure. The strategy defines five focus areas to make walking and bike riding a preferred mode of transport for short trips and a viable, safe and efficient option for longer trips. This is to be achieved through enabling 15-minute neighbourhoods, delivering connected and continuous cycling networks, providing safer and better precincts and main streets, and encouraging behaviour change.

Strategic Cycleway Corridors – Central River City 2023

Through the *Strategic Cycleway Corridor Program*, Transport for NSW plans to provide a safe and connected cycleway network across Metropolitan Sydney and the six Cities. The Central River City Strategic Cycleway Corridor Program identifies 32 corridors within a 340 km network.

GSC Central City District Plan 2018

The *Central City District Plan* outlines a 20-year program for enhancing the economic competitiveness and liveability of Sydney and highlights the significance of developing Parramatta as Sydney's Central CBD. The importance of cycling as a sustainable form of mobility is highlighted throughout the Plan through the Greater Sydney Green Grid.

06

City of Parramatta Council

Sydney Green Grid – West Central District 2017

The *Sydney Green Grid* Strategic Framework provides an overview of regional open space opportunities as project opportunity clusters. The key goal of this framework is to connect people with regional open space through the planning and design of a liveable green network of high-quality active transport links that connect key destinations, opportunities and facilities.

NSW State Infrastructure Strategy 2022–2042: Staying Ahead

This strategy forms a 20-year plan to guide policy and investment priorities in NSW in conjunction with *Future Transport Strategy 2056*, the Greater Sydney Region Plan and the Regional Development Framework. Included are recommendations for funding and delivering active transport infrastructure programs to support liveability and 15-minute neighbourhoods, including a connected metropolitan cycling network for Greater Sydney and major regional centres.

NSW Movement and Place Framework

The *NSW Movement and Place Framework* is a cross-disciplinary, “place-based” approach to the planning, design, delivery, and operation of transport networks in NSW. The framework considers the whole street including footpaths, from one property line to another and focuses on the needs of all users including pedestrians, cyclists, freight, private vehicles, and public transport.

TfNSW Cycleway Design Toolbox 2020

The *TfNSW Cycleway Design Toolbox* guides practitioners on cycleway design across NSW. In concurrence with the NSW Movement and Place Framework, the design, principles and recommendations provided in the toolbox aim to address both the movement function and place character of the location. The toolbox provides a specific range of road and intersection configurations for different cycleway typologies that can be implemented through temporary and permanent initiatives.



4

Local policy

Parramatta Bike Plan 2017

The *Bike Plan 2017* formed the basis for the Bike Plan 2024, and at the time consolidated the five existing Bike Plans into a single document through an exhaustive community engagement process. It has guided the development of policy, programs and the cycling network to date.

Community Strategic Plan 2018–2038

Accessibility is a key goal outlined within the plan, to connect the city with safe, equitable and enjoyable networks for pedestrians and cyclists. This aligns with the central aim to 'shift reliance on car use towards more sustainable transport options'. The Plan works to strategise, deliver, and advocate for streets that improve transport outcomes and reduce traffic congestion.

Parramatta CBD Planning Framework 2021

The vision for this plan supports the City of Parramatta's broader plan to be liveable, sustainable and productive. The Parramatta CBD Planning Proposal is fundamental to this vision, as it is estimated to result in a significant increase of transport trips starting and ending in Parramatta CBD. The trips generated from the increased intensity will increase from around 51,000 to almost 111,000 in AM peak alone. To counter the dominance of private vehicle use, the plan states that a transformation in the city will require a considerable leap in transport planning initiatives and delivery, to dramatically increase the number of walking, cycling and public transport trips. Council has developed high-level concept plans to achieve this within the Marsden Street (short term priority) and George Street (long term priority) corridors.

Local Strategic Planning Statement 2020

Council's *Local Strategic Planning Statement (LSPS)* provides a strategic direction for the City of Parramatta's planning for the next 20 years and lays out key priorities for the region such as improving walking and cycling infrastructure, as well as access to public and shared transport in the LGA.

Disability Inclusion Action Plan

The *City of Parramatta Council Disability Inclusion Action Plan (DIAP) 2022–2026* provides practical measures and actions to remove the barriers preventing individuals from participating fully. The plan lays out goals and actions under four focus areas, one of which includes creating liveable communities with improved transport and parking options.

Parramatta Ways Walking Strategy 2017

The *Parramatta Ways Walking Strategy* plans to create a safe and accessible walking network across Parramatta. Targets set out in the plan include identifying and completing missing pedestrian network connections, and increasing the number of people walking to school, public transport, and local centres. The plan supports the Sydney Green Grid Framework plan to back overall planning in Parramatta by identifying and prioritising important connections, including cycling and walking.

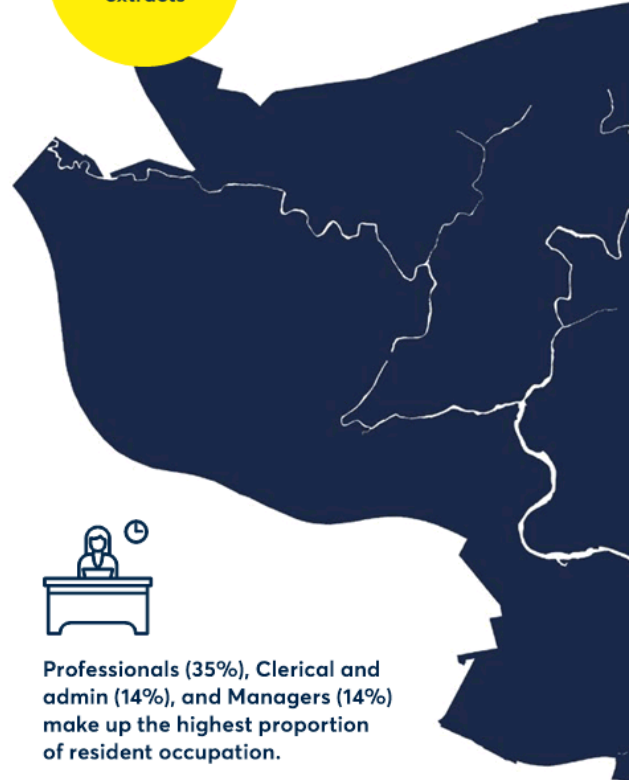


5

Our Parramatta

Parramatta is experiencing significant change, having seen an increase in population of 13.5 per cent between the 2021 and 2016 census. This is projected to continue as Parramatta grows into Sydney's Central River City. Understanding the demographics of a region is crucial to delivering a Plan that supports and reflects the needs and aspirations of residents, workers, students and visitors. Parramatta is a diverse and welcoming community, with a wide range of ethnicities and cultural backgrounds. Figure 2 shows some of the key highlights from the recent 2021 census data.

Figure 1:
2021 Census
extracts



Professionals (35%), Clerical and admin (14%), and Managers (14%) make up the highest proportion of resident occupation.



33% of residents travel to work by car, 7% by public transport and 2% by active transport. 57% of residents now work from home.



For persons employed within Parramatta, 21% choose active travel to get to work for journeys ≤ 2.5km. For persons whose journey to work is ≤ 10km, 6% choose active travel.



In 2016 there were 226,000 residents within the Parramatta LGA. This grew to 256,000 residents in 2021.



256,729 persons reside within the Parramatta LGA. Of these 50.1% are male and 49.9% are female.



The average age of residents is 35, which is below the NSW average of 39.



There are 21,059 students in primary education, 14,148 in secondary education and 12,926 in tertiary education.



Parramatta is a diverse region, with Chinese (22%), English (14%), Australian (14%), Indian (11%) and Korean (6%) making up the top five ancestries of residents.



62% of residents do not use English as their first language at home. The most frequent languages spoken are Mandarin, Cantonese, Korean, Hindi and Arabic.

Community needs

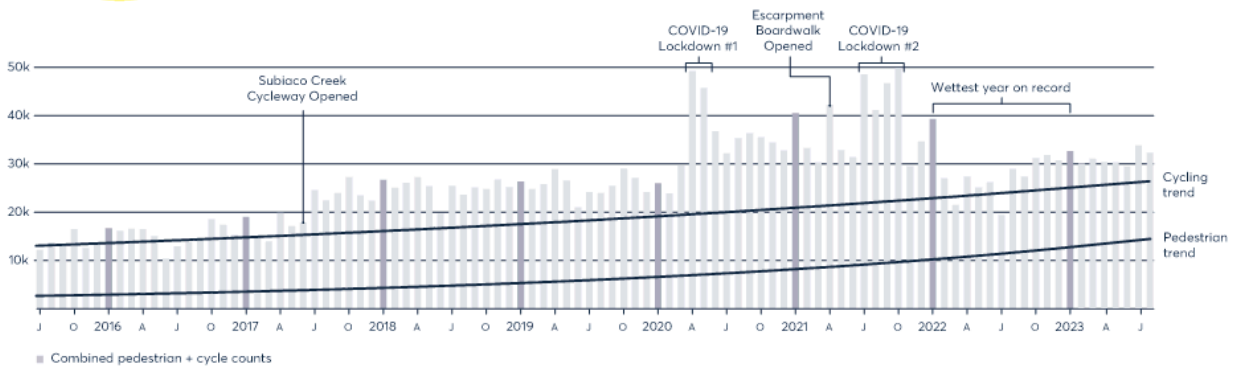
A comprehensive consultation process informed both *Bike Plan 2017* and 2023, the results of which had strong common themes. In 2017, respondents wanted more and better infrastructure, greater protection from general traffic and an improved sense of safety, especially through the CBD. In 2023 the greater number of people using the paths resulted in the strongest theme of the current network is not meeting the needs of users now, let alone in the future. Both pedestrians and cyclists requested greater separation for the two groups, and a number of submissions also asked Council to consider changing painted bike lanes to paths that physically separate cyclists from general traffic.

In the intervening years, data has been collected in select locations that captures the changes in bike path usage, particularly during COVID as per Figure 2 below.

To help understand the changing needs and attitudes of a part of the community as transport options changed in a specific area with a significant increase in density. The annual Carlingford and Epping Travel Survey was conducted from 2019 to 2023. During this consultation process, we found that:

- ▶ More of the community thought cycling across the region had become easier +5%
- ▶ There has been a distinct increase in the number of participants who cycle overall +8%
- ▶ 5% of respondents said they rode once a month or less, and that quiet and wide streets encouraged them to ride.
- ▶ The majority of participants (80%) indicated that at the moment, they never cycle, which provides a significant change opportunity.

**Figure 2:
Active transport trends along the Parramatta River**



6

What we heard in 2023

The draft Bike Plan was publicly exhibited in August 2023 and advertised online, in the local paper, with pavement stickers and through social media. Face to face drop in sessions were offered and officers spoke to 531 people. An online interactive map allowed users to drop themed pins that "support", "object" or just "comment". A total of 612 pins were placed with strong concentrations around the CBD, Epping and along regional routes. A total of 73 written submissions were received from individuals, community groups, the local Bicycle User Groups (BUG) and peak cycling advocacy group in NSW.

The key themes across all the consultation platforms can be grouped into:

Safety

Separated paths for cyclists, pedestrians and vehicles, or wider shared paths. Suggestions were made for improvements at specific locations like sharp corners, removing lips on kerb ramps, as well as improved crossing points. A number of requests were made for slower speed limits where cyclists are mixing with traffic. The introduction of Light Rail into the CBD by TfNSW has excluded cyclists from a large number of streets and intersections for safety reasons.

In the Bike Plan re-refresh a focus was increased separation on key regional routes where space allows. In particular, the river paths with separation or widening now fully funded (where possible) between the CBD and Melrose Park. However there are limitations on where separation can be provided as it needs to be balanced with the higher cost, and impacts on open space, ecology, parking and traffic circulation. However, the Bike Plan only identifies routes at a strategic level, and Council will continue to investigate separation on key routes as funding becomes available, and in response to existing or future projected speeds and volumes of users. Council will continue to advocate to TfNSW to find a safe solution to track crossings, and provide safe and convenient alternative routes within the CBD.

Behaviour

Education for all shared path users needed. Cyclists: ringing of bells, slowing down in high traffic areas, management of speed, being more considerate of pedestrians (particularly young children, hearing impaired or those with a disability). Pedestrians: keeping to the left on shared paths, more thoughtful use of retractable leads on shared paths, dogs off leash generally.

Council has an ongoing program of "Polite Path" activation that targets both cyclists and pedestrians, with monthly activations planned for 2024. Council officers have also made contact with the local Police Area Commands to request support in helping the small minority of users who are consistently inconsiderate of other paths users.

Supporting infrastructure

Respondents highlighted the need for lighting, bins, bike parking, shade and bathroom facilities, as well as improved wayfinding and signage.

Policies and Network Design Principles have been strengthened to ensure supporting infrastructure is considered during the delivery of cycling infrastructure.

Connectivity and access

More paths to different locations and new kerb ramps to improve access to existing paths.

Requests for new paths, ramps, facility types or path removals / re-alignments were reviewed by Council officers in consultation with the relevant teams. Sometimes links could not be proposed where topography, ecology or cost precluded their inclusion. Where requests were supported, the cycling network map was updated – please follow QR code below, along with some corrections and to accommodate State agency requests. Follow the QR code to the online portal where each comment has been addressed.

Scan the QR code to view the City of Parramatta's dedicated community engagement site.



7

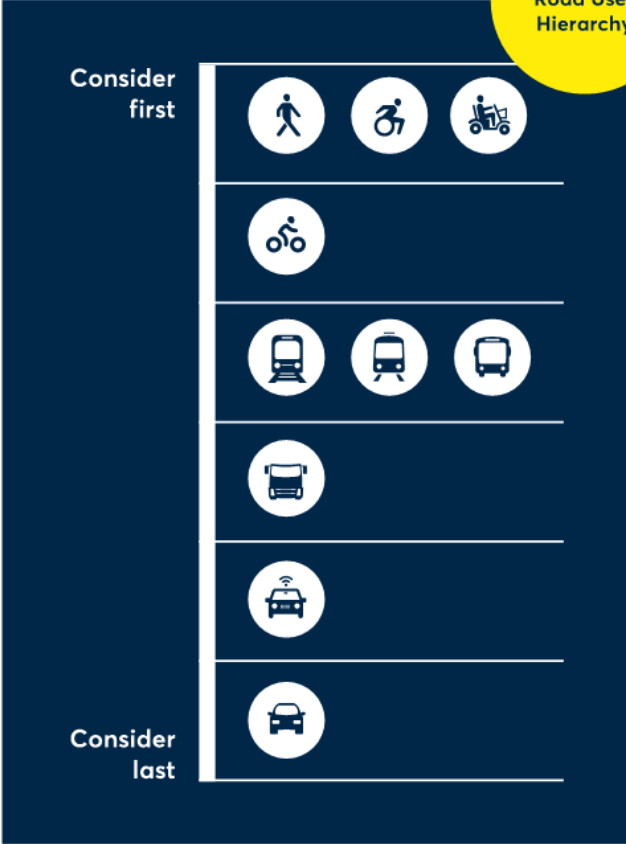
Infrastructure for a cycling city

The approach

A number of initiatives have been identified to increase the bicycle friendliness of Parramatta. These factors are designed to overcome the key barriers identified to cycling in Parramatta.

Over the next two decades, Parramatta’s transport network will evolve to meet the challenges associated with rapid growth. The Road User Hierarchy shown in Figure 3 provides a road space allocation framework that represents current best practice transport planning. Pedestrians receive the highest priority, followed by cycling, public transport, freight through to single occupant motor vehicles. Applying the Road User Hierarchy helps guide difficult decisions where road space is contested. Bike Plan 2024 is focused on creating a door-to-door experience that makes cycling the obvious choice for trips under 10km, with a key focus on trips under 5km.

Figure 3: Road User Hierarchy



Building the bicycle network

The community have a strong preference for separated cycle facilities where speeds and volumes make mixing with traffic or pedestrians uncomfortable, along with intersection treatments that prioritise the safety of people on bicycles. A continuous, coherent network will minimise the gaps that can reduce the safety and enjoyment of cycling, helping to make cycling an option for a greater spectrum of the Parramatta population.

Network design principles

The following design principles have been used in the development of the Parramatta bicycle network. The design principles have been taken from consultation with experts and the community, the TfNSW Cycleway Design Toolbox and feature the five internationally recognised design principles required for providing cycling-friendly infrastructure. Cycleways are required to be safe, connected, direct, attractive and comfortable, with the additional principle of being adaptable and integrated into TfNSW cycleway design principles.

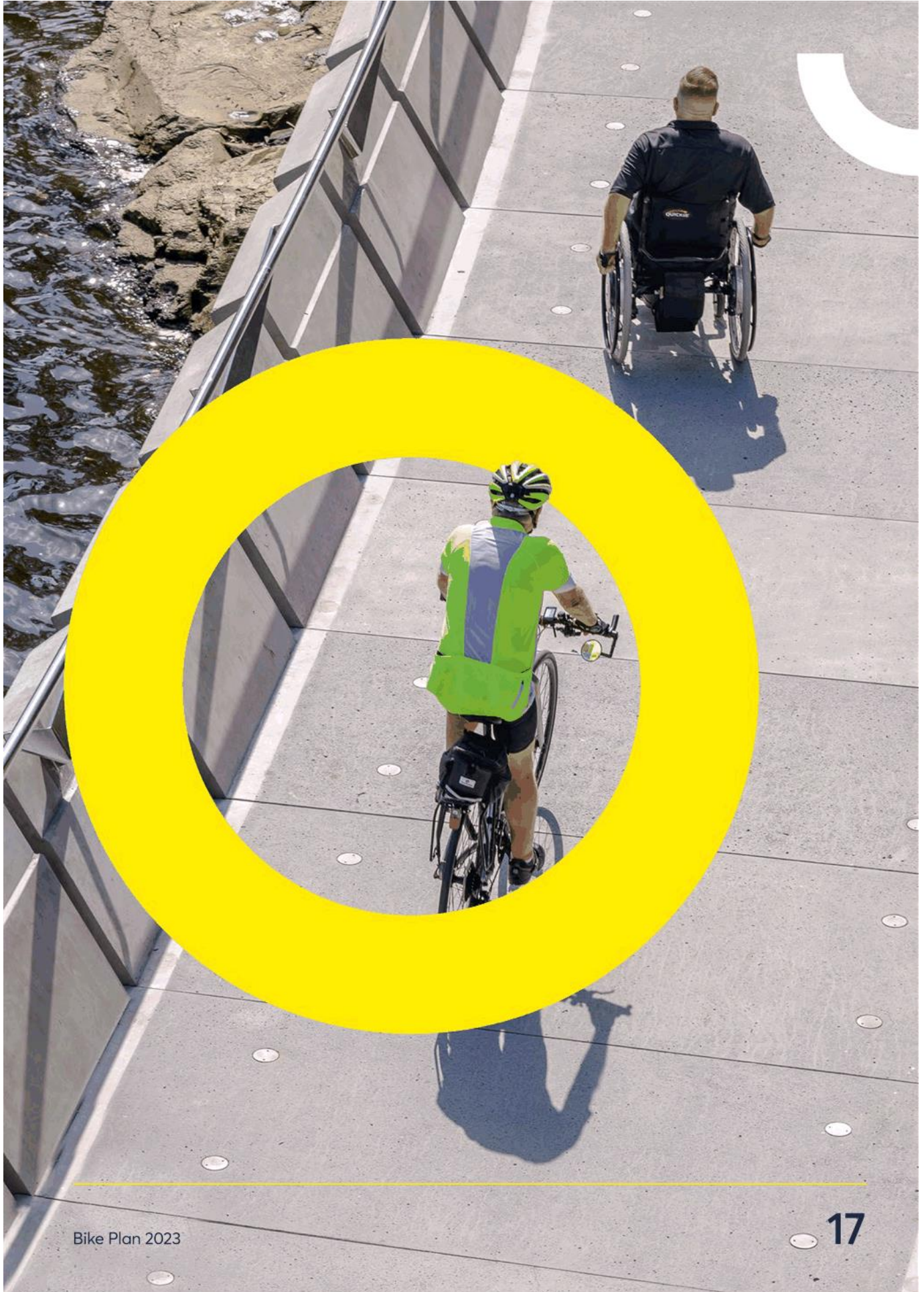
The principles are defined as:

- ▶ **Safe** – ensure that bicycle riders are provided with safe facilities.
- ▶ **Connected** – Enable bicycle riders to reach their destinations easily via routes that are connected across the network.
- ▶ **Direct** – Provide people cycling with the most direct route.
- ▶ **Attractive** – Deliver safe and attractive surroundings that help to deliver well-designed public spaces.
- ▶ **Comfortable** – Ensure that riders of all ages and abilities can ride at a speed they are comfortable.
- ▶ **Adaptable** – Incorporate flexibility in design to accommodate changes in user needs and demand over time.

Key infrastructure initiatives to grow cycling participation in Parramatta include:

- ▶ A cycle-friendly CBD: Creating a network of physically separated, protected bicycle lanes within the CBD, accompanied by lower speed limits in the core.
- ▶ Connecting schools to the local and regional network. Within the Parramatta LGA, schools with the densest catchments have been prioritised to achieve the greatest participation.

- ▶ Identify one-way streets that can accommodate either contra-flow bicycle lanes, contra-flow cycling, or shared zones to increase permeability.
- ▶ Amenity and comfort is key to an enjoyable cycling experience, additional trees, water, lighting and bathroom facilities will be considered during project development.
- ▶ Where space allows, investigate paired uphill bike lanes with downhill in-lane riding to improve safety on steep roads.
- ▶ Sufficient bike parking in the CBD, transport hubs, local centres, recreational facilities and key destinations.
- ▶ To reduce run off and minimise local impacts, projects will strive to minimise the introduction of additional paved surfaces. This could be through re-purposing existing street surfaces, or consolidating paths where possible.
- ▶ Improve way finding on new and existing routes through signage and pavement marking
- ▶ The network will be continuously reviewed and updated to reflect community needs and development.
- ▶ The future network will need to address future micromobility needs as they grow and evolve, including e-scooters, e-bikes, cargo bikes and other personal devices.



8

Policy

Policies supporting the transition to a cycling city

Proposed land use controls

The urban intensification occurring in Parramatta provides an important opportunity to build bicycle-friendly design into the buildings (bike parking) and streets (separated bicycle infrastructure). The Parramatta CBD and Outside-CBD Development Control Plans (DCPs) were recently updated to reflect best practice, appropriate controls to support both pedestrians and cyclists. These will be periodically reviewed as the city evolves and grows.

Speed limits

Council will work with TfNSW to increase the areas within, and in close proximity to the CBD to reduce speed limits where appropriate. Council will initiate discussions with TfNSW to reduce the speed limit on local quiet residential streets outside of the CBD where appropriate and in consultation with the community.

Network development policy

- ▶ Council will apply the Road User Hierarchy (see Figure 3) in road space allocation and transport investment decisions.
- ▶ Whenever a road is resurfaced, consideration will be given to adding painted bicycle infrastructure on identified routes in Bike Plan 2024, unless there is a compelling reason not to, from a safety or road width perspective.
- ▶ Whenever a road treatment project is planned, consideration of the impact on cycling safety is required.
- ▶ Whenever road works occur that involve the removal and replacement of road surfaces on a designated cycling route, any bicycle line markings or symbols that are disturbed must be replaced when the works have been completed.
- ▶ Any white bicycle logo (PS-2) should be painted where the rider is intended to be, i.e. in the middle of the travel lane for routes mixing with traffic.
- ▶ All routes involving roundabouts are to consider Australian, and where possible world's best practice for cyclist visibility and safety.
- ▶ Drainage grates with longitudinal slots are to be replaced with bicycle-friendly covers.
- ▶ Suitable locations for tool stands/bike pumps and bike hoops will be identified.
- ▶ Opportunities to minimise impact to vegetation, improve canopy cover and minimal additional hard surfaces should be pursued during feasibility and design.

Technology

Continue to update bicycle counter technology to improve reliability and increase the coverage of counters, as well as promote the data available to the community on Council's website.

9

Programs

Four core behavioural programs have been prioritised based on best practice and feedback from the community during the development of the Bike Plan.



Program 1: Sharing the path

Inconsiderate use of the existing shared path network by both pedestrians and cyclists was the highest behavioural priority in the feedback from the exhibition of the draft Bike Plan re-fresh. Shared paths accommodate a number of users who have different needs that sometimes come into conflict. During the community consultation for the 2017 Bike Plan and in subsequent years, it was reported that many people have negative experiences on the network because of a lack of understanding of how this type of facility should be used. Parramatta has many such paths and more are planned in the future.

1.1 Desired outcomes

- ▶ Raise awareness among all users of being on a shared path.
- ▶ Improve relations between people riding and people walking on shared paths.
- ▶ Increase a sense of safety, especially for vulnerable users.

1.2 Behavioural goals

1. Bike riders to give way to pedestrians.
2. Bike riders to slow down and pass at a safe distance.
3. Increase and normalise the use of bike bells.
4. Walkers and bike riders keep left.
5. Keep animals on leads and close by.

1.3 Key actors

- ▶ All path users, including cyclists, pedestrians, runners/joggers, dog walkers etc. police, contractors.



**Program 1:
Sharing the path**
(cont.)

1.4 Program components

- ▶ Engage with the key actors at the sites where and when conflict is most prevalent, to help pedestrians and cyclists understand perspectives of other users.
- ▶ Deliver activations on shared paths that offer an incentive to stop and have a conversation with trained contractors i.e. refreshments, bike tune up, giveaways.
- ▶ Engage with local Police Area Commands to target known areas of conflict and reach the small proportion of path users who would not engage with standard activations.
- ▶ Share the negotiated etiquette with the wider community:
 - the photos will be shared using social media - participants will be encouraged to share photos using their own social media accounts to promote their involvement among their social network.
- ▶ Use various media to share the outcomes with the wider community:
 - utilise Council and community social media to share the outcomes from the on-site activations; and,
 - invite the community to contribute to etiquette online and to rate the outcomes of the activation.
- ▶ Use behavioural signage to communicate the new shared path etiquette with users of the shared path and with the wider community:
 - place the messages at site-specific locations, such as where people make turns off the path or where riders interact with people crossing the path;
 - utilise empathetic messaging techniques in the design; and,
 - use high-impact messaging.



Program 2: Riding to education



The following provides initiatives to increase cycling opportunities for school children. Further information can be found on the NSW Education promoting [safe travel website](#).

2.1 Support safe routes to school

- ▶ Provide shared paths to schools to allow space for cycling and for parents to legally continue their onward journey or return home on a path.
- ▶ Wayfinding and route orientation to students to help them identify safe routes to schools. Additionally, this can be extended to the public to reduce driving on these routes.
- ▶ Investigate opportunities to connect local streets through upgrading cul-de-sac or park footpaths to be cyclable and enable riding on quiet local streets.
- ▶ Investigate opportunities for other infrastructure treatment improvements, which could include the installation of drop-kerbs, refuge islands, raised crossings and the widening of medians.
- ▶ Provide crossing opportunities away from main roads and intersections to enable more direct routes.
- ▶ Provide longer crossing times at signalised intersections during school bell times where possible.

2.2 Provide educational development and advice

- ▶ Work with schools to provide and maintain support for cycling-to-school initiatives such as walking and cycling school buses and the Ride2School initiative.
- ▶ Distribute information in the form of cycling guidelines to increase the awareness of dangers to children and provide tips for cycling and bicycle maintenance.
- ▶ Hold workshop days with schools to provide free learn to ride, tuning and repairs to bikes.
- ▶ Regularly remind students, parents and carers about the importance of riding safely, wearing a helmet and storing their wheeled devices in the right place at school.

2.3 Support safe, growth initiatives

- ▶ Investigate temporary traffic management opportunities to trial programs such as "School Streets". Modal filters can be placed outside of schools which only allow pedestrians and cyclists to enter. Improving the safety and attractiveness of active transport. The open street can be demonstrated as a key event that is adaptable, low-cost, and has minimal impact on the surrounding community.
- ▶ Provide engagement opportunities with schools, parents and the community to identify areas of concern and improvement opportunities.

Program 3: Supporting the community to ride

3.1 Support existing and promote new community initiatives

- ▶ Promote and support events, such as Biketober, Ride2Work days and activities.
- ▶ Explore creating a small grants program for local groups who want to support cycling in Parramatta, particularly those focused on under represented groups in the community.

3.2 Support integrating cycling with local events

- ▶ Explore options to provide bicycle parking at all major local events.
- ▶ Ensure the promotion of cycling to and bicycle parking facilities at associated events.

3.3 Support new cyclists to develop skills and confidence to cycle

- ▶ Explore options to provide regular classes for novice riders.
- ▶ Provision should be made for female-only classes, as evidence shows that some women feel more comfortable and confident when learning physical skills with other women.
- ▶ Provision should be made for on-road training to ensure that practical experience is gained in real-life conditions.

3.4 Provide a central source of key information

- ▶ Develop and maintain a section of the current Council website dedicated to cycling, including digital and static network maps; guidelines for using facilities; road rules for cyclists & cyclist's legal rights; calendar of local events; contact details for all local organisations promoting or supporting cycling.

3.5 Support cycling growth through leadership in the community

- ▶ Explore options for staff with transport and city design responsibilities to attend a bicycle planning and design course, either provided through TfNSW or another accredited provider, to ensure they have the skills and awareness to build bicycle-friendly design into their work.
- ▶ Provide a range of bicycle types for staff to use for a variety of journey types at workplaces across Parramatta.
- ▶ Develop and make available maps of safe and convenient routes between regular destinations for staff
- ▶ Run bicycle skills and maintenance training for staff.
- ▶ Develop a promotional pack and an introduction to 'Cycling at Work' as part of staff inductions.



**Program 3:
Supporting
the community
to ride**
(cont.)

3.6 Support local businesses to enable cycling among staff

- ▶ Explore running a workplace cycling competition to encourage competition among local businesses.
- ▶ Help local businesses with information and guidelines on how and where to ride to work, as well as help implement a Green Travel Plan.
- ▶ Encourage businesses to engage with the Get Healthy @ Work program.
- ▶ Run bicycle skills and maintenance training classes in cooperation with local business associations.

3.7 Support new riders through subsidised rental

- ▶ Explore options to subsidise short-term rental (3-6 months) of bikes and e-bikes to new riders and families to encourage participation and seed riding as an option for residents and workers.

3.8 Support the promotion of a more inclusive cycling culture

- ▶ Create a campaign promoting a cross-section of local bike riders who already cycle to challenge currently-held beliefs and attitudes that limit participation and stereotypes ensuring a cross-section of age, gender, and ethnicity are covered in the campaign.
- ▶ Maximise the use of different channels, such as social media, print and online video.
- ▶ Showcase personal stories that demonstrate the potential to cycle for everyday journeys in everyday clothes and using a range of user groups. While acknowledging sports cycling and other leisure pursuits, it is important to promote short, local everyday transport journeys.



Program 4: Sharing the road

The provision of separated, or even dedicated, bicycle routes cannot always be accommodated for several reasons, including physical and financial constraints. On this basis, the interaction between bike riders and other road users will be commonplace. As such, steps must be taken to improve the coexistence of all road users.

4.1 Desired outcome

- ▶ To support the coexistence of bike riders and drivers of motorised vehicles on the roads and streets of Parramatta.

4.2 Behavioural goals

1. Drivers of motor vehicles leave the legally mandated space (1 – 1.5m, depending on posted speed limits) when driving in the presence of bike riders on all roads and streets of Parramatta.
2. Ensure bike riders, particularly new or inexperienced riders, understand and are able to ride defensively and confidently when sharing road space with motorised traffic.
3. All road users, cyclists and drivers, understand the road rules that support their safety and the safety of others.

4.3 Key actors

- ▶ All road users - but engaged as communities of road users (e.g. truck drivers, bus drivers, taxi drivers, sports bike riders, everyday bike riders, commuter drivers etc.).

4.4 Program components

- ▶ Council will support and collaborate with external agencies who already run relevant initiatives, such as the Amy Gillett Foundation's 'A Metre Matters' campaign.
- ▶ Council will provide and promote easily accessible information on road rules for interactions between bike riders and drivers of motor vehicles.
- ▶ Council will develop - separately or in collaboration with external stakeholders - an intervention to create empathy and understanding among road users by providing opportunities to experience the road from each other's perspective, by:
 - bringing people together at existing community-wide events and activities hosted by Council; and,
 - sharing personal stories of the real impact on bike riders who have been involved in crashes and near misses with motor vehicles.
- ▶ Council will develop an intervention to humanise bike riders through:
 - the personal stories of the diversity of riders in Parramatta (by age, gender, ethnicity, motivations for riding etc.) and local people who cycle and drive.
 - Support or provide defensive cycling and confidence-building training courses



10

Our network

Wayfinding

The implementation of wayfinding is a key element in providing a successful cycling network. It is an essential aspect of recreational cycling, allowing users to navigate without the need for a map or mobile phone. The strategic placement of wayfinding throughout a network allows cyclists to easily explore, whilst providing safer journeys.

Good wayfinding can promote cycling by raising awareness of the region's network. This helps increase the visibility of the network to users, which encourages more people to take up cycling. Additionally, it helps allow residents and visitors to overcome barriers and constraints including safety concerns and severance, through a lack of knowledge of the area. Good wayfinding is achieved by providing prompts such as signage and maps, as well as landmarks, and patterns amongst other signals.

Figure 4:
Example
wayfinding
signage



Signage

To achieve success in the application of wayfinding throughout the region's network, good, clear and concise signage is required. Achieving this reduces confusion and increases rider confidence in the information presented.

Figure 5:
Example
signage



TfNSW sets out a clear plan for the application of signage across the state. This ensures consistency throughout NSW, which is easily recognisable and informative. Signage is produced to meet specific standards which can be found on the government website. Examples of signage found across NSW are shown in Figure 4, Figure 5, and Figure 6.

Figure 6:
Example
signage



Typology

The following typologies have been used when developing the proposed network:

- ▶ On-road, physically separated bicycle lanes (using raised kerbs)
 - Single direction each side (pairs)
 - Bi-directional on one side
- ▶ On road, painted bicycle lanes (as a pair, or one side only)
- ▶ Off-road, separated paths for pedestrians and cyclists
- ▶ Off-road, shared paths
- ▶ Mixed traffic streets – painted white bicycle logo

On an ongoing basis, City of Parramatta will be exploring all options to provide a network with a greater extent of physically separated routes to maximise safety and amenity, should sufficient funding become available. Priority will generally be given to routes currently identified for dedicated bicycle lanes (painted), for upgrade to separated, particularly for regional routes, over local routes. Each of these routes will be assessed to ensure there is sufficient space within the road reserve and the design will be optimised for all users and subject to additional consultation at the detailed design stage.

The proposed bicycle network in Bike Plan 2024 has been developed to achieve the vision set by Council, by creating a street and path network that makes cycling an attractive, safe and convenient choice. The analysis of transport data, community and stakeholder consultation outcomes, and the evaluation of existing conditions have all been used to inform the creation of the proposed network.



Figure 7:
On-road, physically separated –
single direction each side.

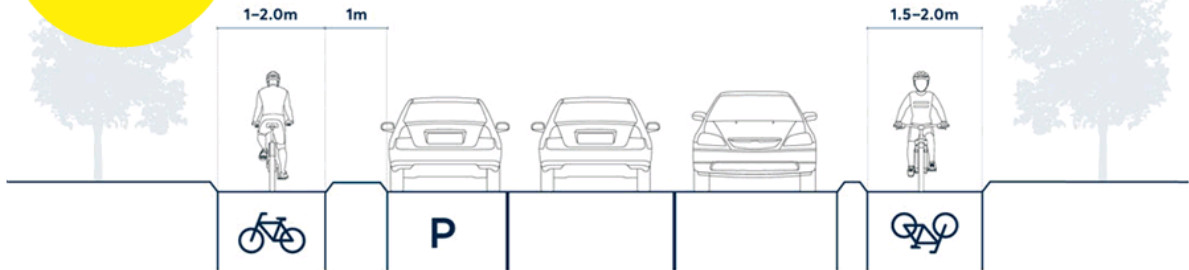


Figure 8:
On-road, physically separated –
bi-directional on side.

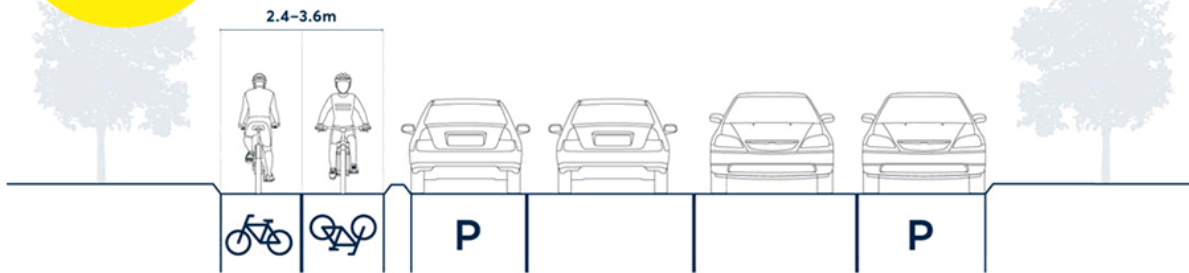


Figure 9:
On-road, painted bicycle lanes

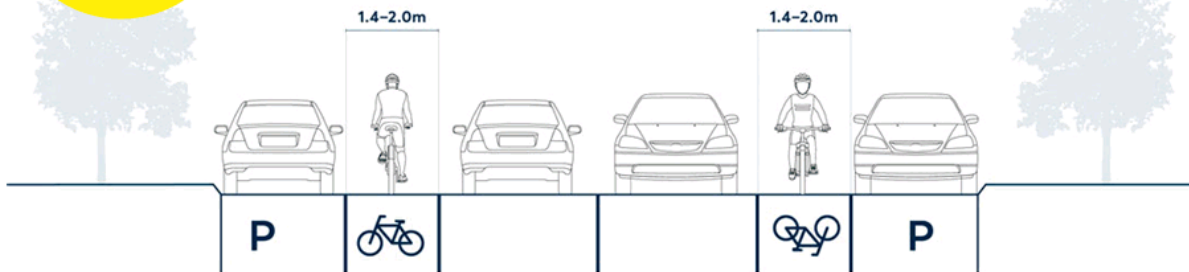


Figure 10:
Off-road,
separated paths
for pedestrians
and cyclists.

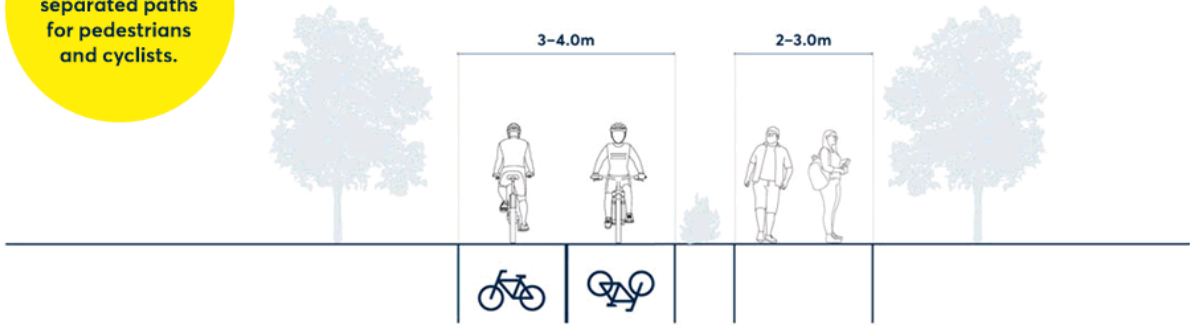


Figure 11:
Off-road,
shared path.

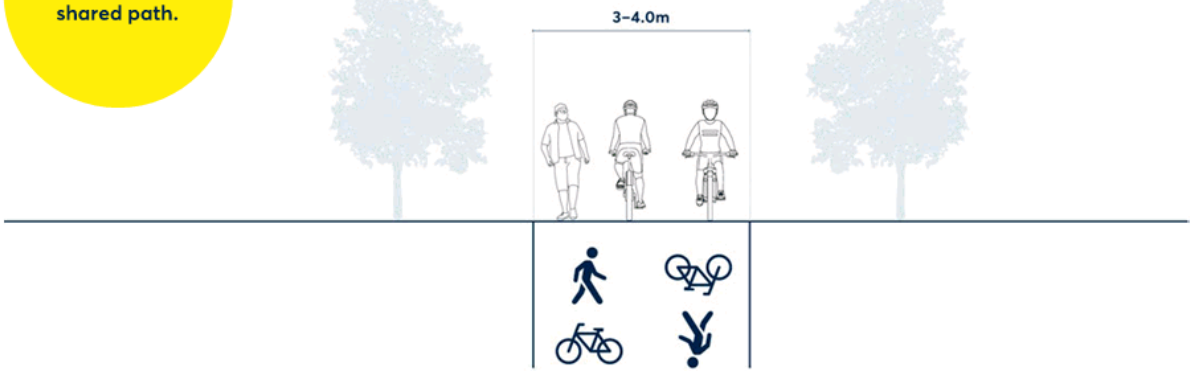
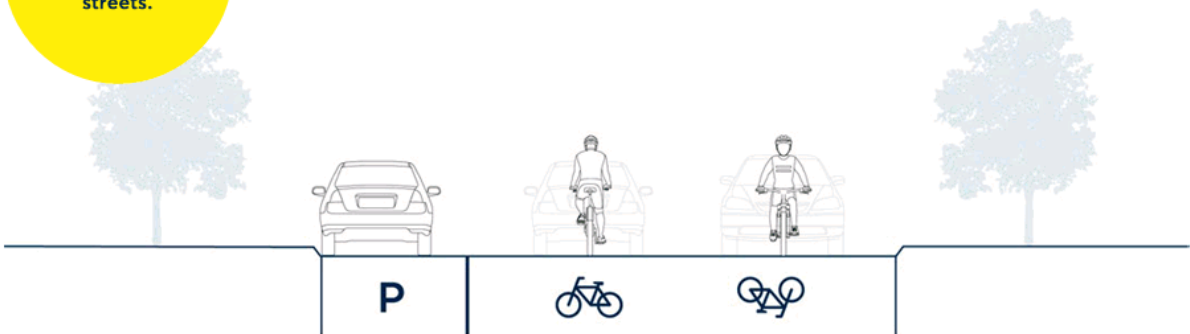
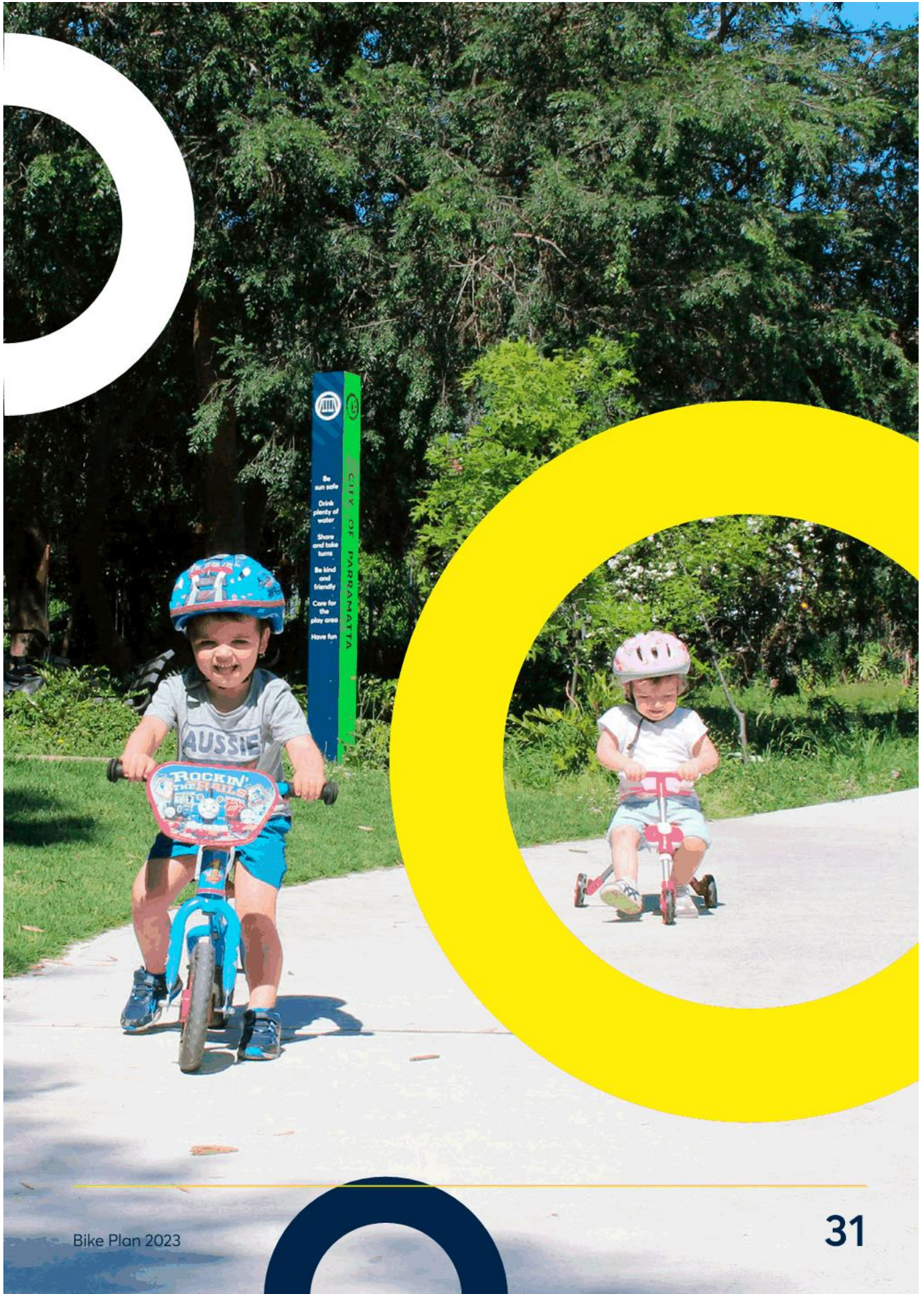


Figure 12:
Mixed traffic
streets.





11

Network delivery

Priorities

Routes proposed in Bike Plan 2024 will be delivered in stages when funding or opportunities become available. Regional routes are prioritised based on alignment with NSW Government priorities, policy alignment, network value, potential ridership as well as corridor availability.

Local routes that are prioritised largely based on funding availability, ability to service local schools and centres with a known dense local catchment, and alignment with other Council programs and plans. Council funding is prioritised based on the endorsed Development Contributions Plan that groups networks within areas of the LGA (see Table 1 below).

Please refer to Council's Cycling Homepage for up to date information on the network delivery and individual projects:
www.cityofparramatta.nsw.gov.au/cycling

Table 1: Priorities within the Outside CBD City of Parramatta Contributions Plan Amendment 1 (May 2023)

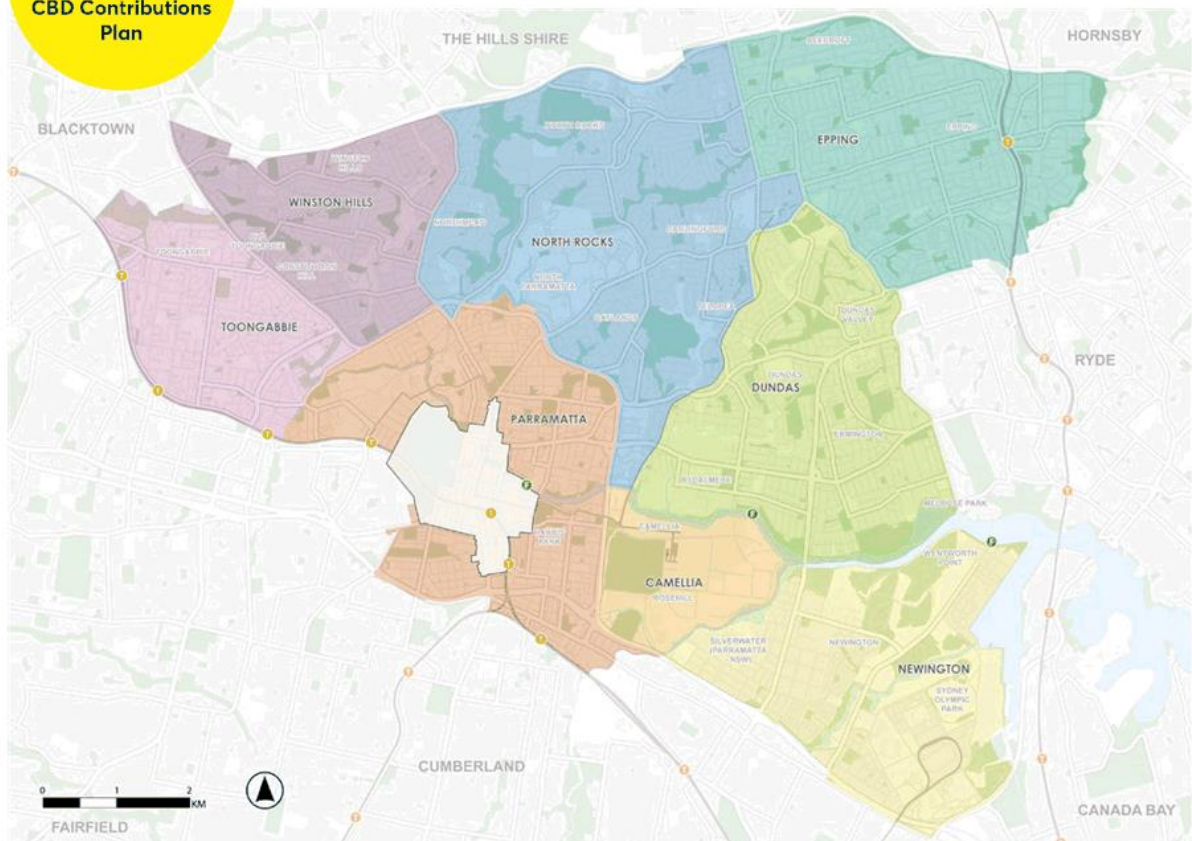
Priority	Network
0–5 years	Epping Local & Regional Networks
0–10 years	Parramatta Local & Regional Networks
0–10 years	Dundas Local & Regional Networks
0–10 years	Newington Local & Regional Networks
10–20 years	North Rocks Local & Regional Networks
10–20 years	Winston Hills Local & Regional Networks
10–20 years	Toongabbie Local & Regional Networks
10–20 years	Camellia Local & Regional Networks

Table 2: Priorities within the CBD Contributions Plan (October 2022)

Priority	Network
Short	Marsden Street Cycleway
Short	George Street Cycleway
Short	Queens Wharf Reserve
Short	Under James Ruse Drive to 10–12 River Road West
Short	Western CBD Shared Paths
Short	Queens Road to George Street
Short	Church Street South West
Short	Parkes Street North
Medium	Church Street South East



Figure 13:
Network areas
within the Outside
CBD Contributions
Plan



Legend

□ CBD contribution plan

Local and Regional Network Areas (Outside CBD)

- Camellia
- Dundas
- Epping
- Newington
- North Rocks
- Parramatta
- Toongabbie
- Winston Hills



Funding

Costs and benefits

The proposed future network consists of 337km, of upgraded or proposed bicycle infrastructure (shared path, separated, painted lines). The price per linear kilometre for the different typologies varies greatly between typologies and along routes themselves as elements such as traffic lights, bridge structures and drainage adjustments have significant cost impacts.

There are a number of current and potential funding options available for the construction of bicycle infrastructure. Many of the bicycle infrastructure options contained in this Bike Plan are unlikely to be financed by local government alone, and substantial portions of the network, particularly along regional routes that include physical separation from general traffic will need complementary State and/or Federal Government funding.

The Contributions Plan outside of the CBD anticipates Council will contribute 50% of the cost of local networks and 10% to regional connections. A full breakdown between each network, the nexus to development and timelines for delivery are available within the Contributions Plans.

NSW Government funding programs

The [Get NSW Active](#) funding program is designed by TfNSW to provide local Councils with the opportunity to improve and create safe, easy and enjoyable walking and cycling trips. It is intended that by doing so, it will help alleviate pressures on the road network and improve the lives and health of the surrounding communities. The program is refreshed each year, with successful applications detailed on the website.

Get NSW Active's strategic objectives are aimed at:

- ▶ improving bike riding to and within centres, neighbourhoods and key destinations
- ▶ enabling vibrant centres and liveable neighbourhoods through the creation of street environments that prioritise walking and cycling.
- ▶ Transport for NSW under this grants program, encourages councils to plan ahead, develop a program of works and consider different funding options for proposed projects.

Projects that make changes to the public domain involve careful consideration of budget as well as trade-offs between different users and elements. These all need to be carefully considered during the design process that follows on from a Bike Plan being endorsed. Feedback from the community and their representatives the Councillors, is critical for a successful project. Once a design has been prepared for the community to provide feedback, prior to public exhibition Councillors are consulted and Council endorsement sought. Community feedback is sought during exhibition (for a minimum of 28 days under the Roads Act 1993 for any on-street projects), and this is reported back to Councillors, Council and Parramatta Traffic Committee for their consideration and decision.

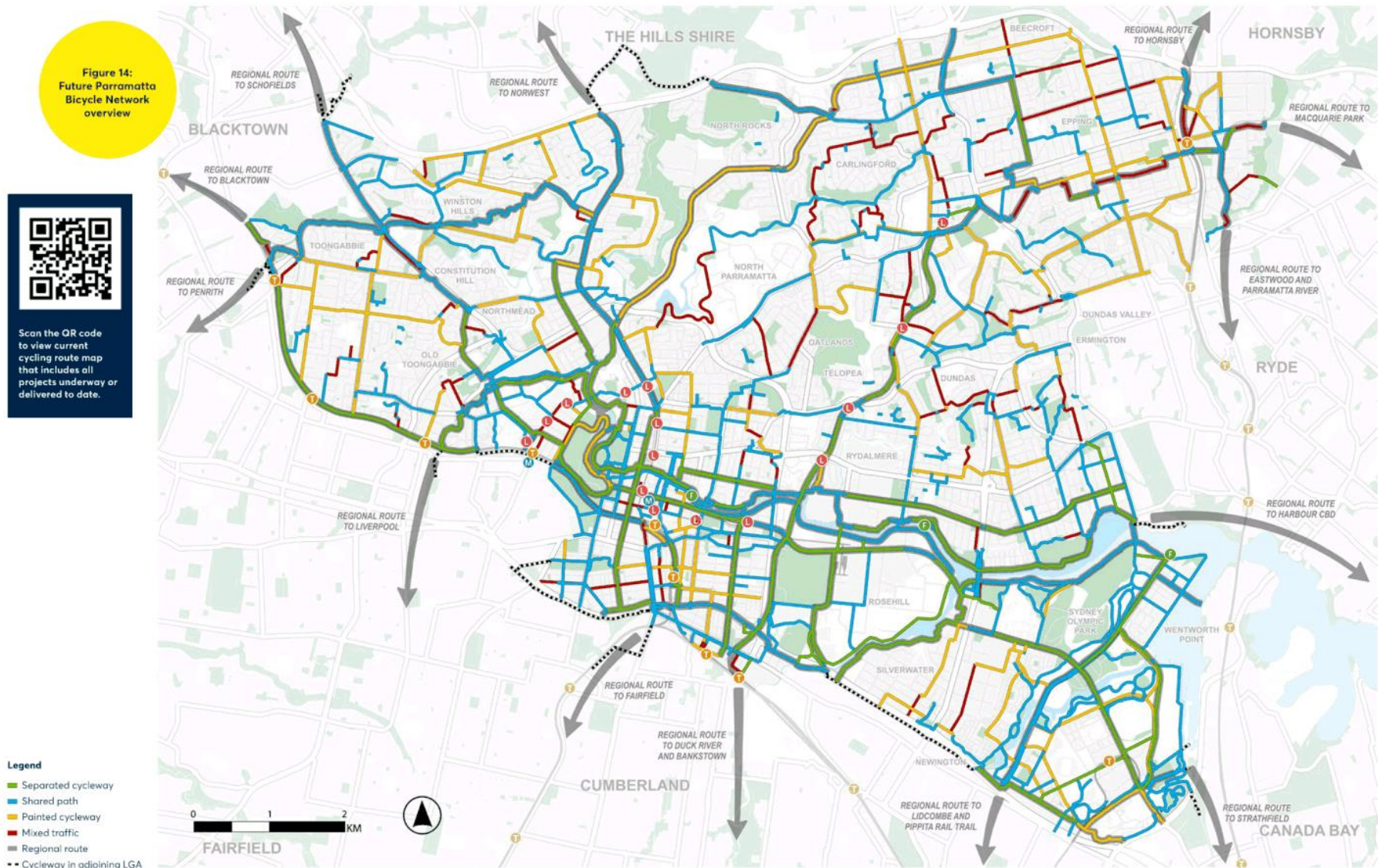
12

Future networks

The following maps detail our proposed future bicycle network and how the proposed network differs depending on the type of infrastructure proposed. The typologies vary from riding in mixed, lower-speed traffic, to fully separated paths and lanes.

The following maps are provided:

- ▶ Figure 14: Future Parramatta Bicycle Network (Overview)
- ▶ Figure 15: Future Parramatta Bicycle Network (Central)
- ▶ Figure 16: Future Parramatta Bicycle Network (Northeast)
- ▶ Figure 17: Future Parramatta Bicycle Network (Northwest)
- ▶ Figure 18: Future Parramatta Bicycle Network (Southeast)



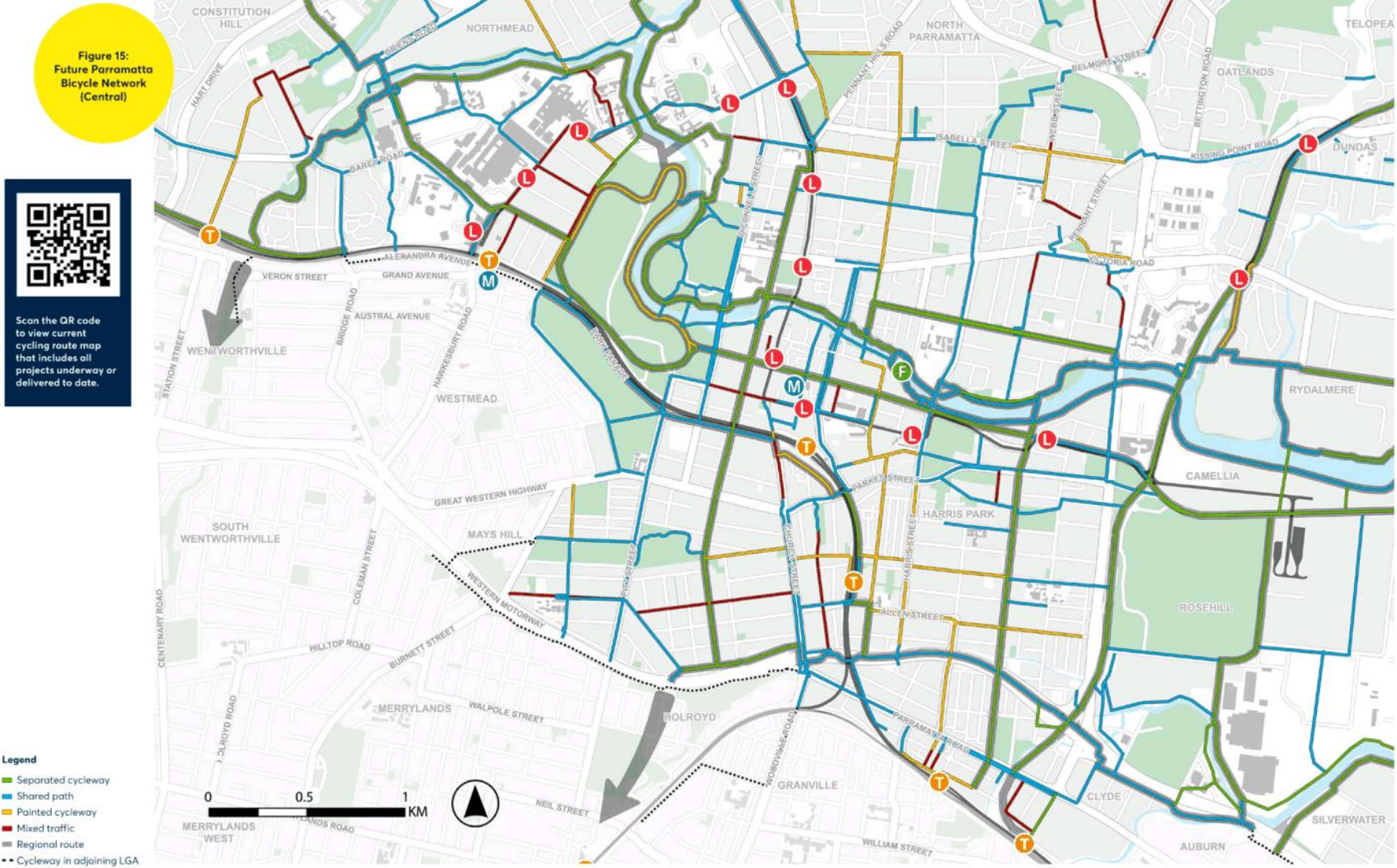


Figure 16: Future Parramatta Bicycle Network (Northeast)



Scan the QR code to view current cycling route map that includes all projects underway or delivered to date.

- Legend**
- Separated cycleway
 - Shared path
 - Painted cycleway
 - Mixed traffic
 - Regional route
 - - - Cycleway in adjoining LGA

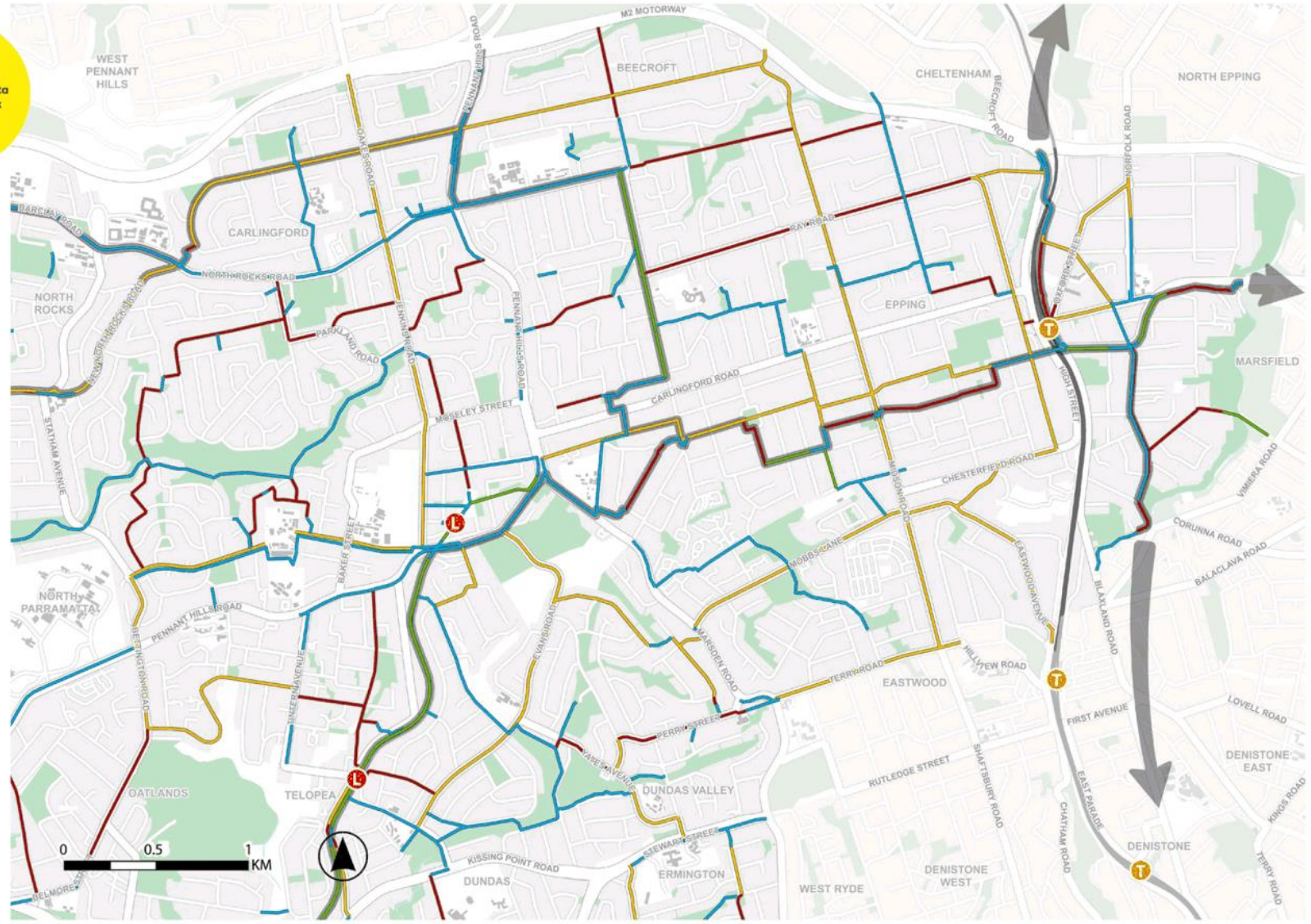


Figure 17:
Future Parramatta
Bicycle Network
(Northwest)



Scan the QR code to view current cycling route map that includes all projects underway or delivered to date.

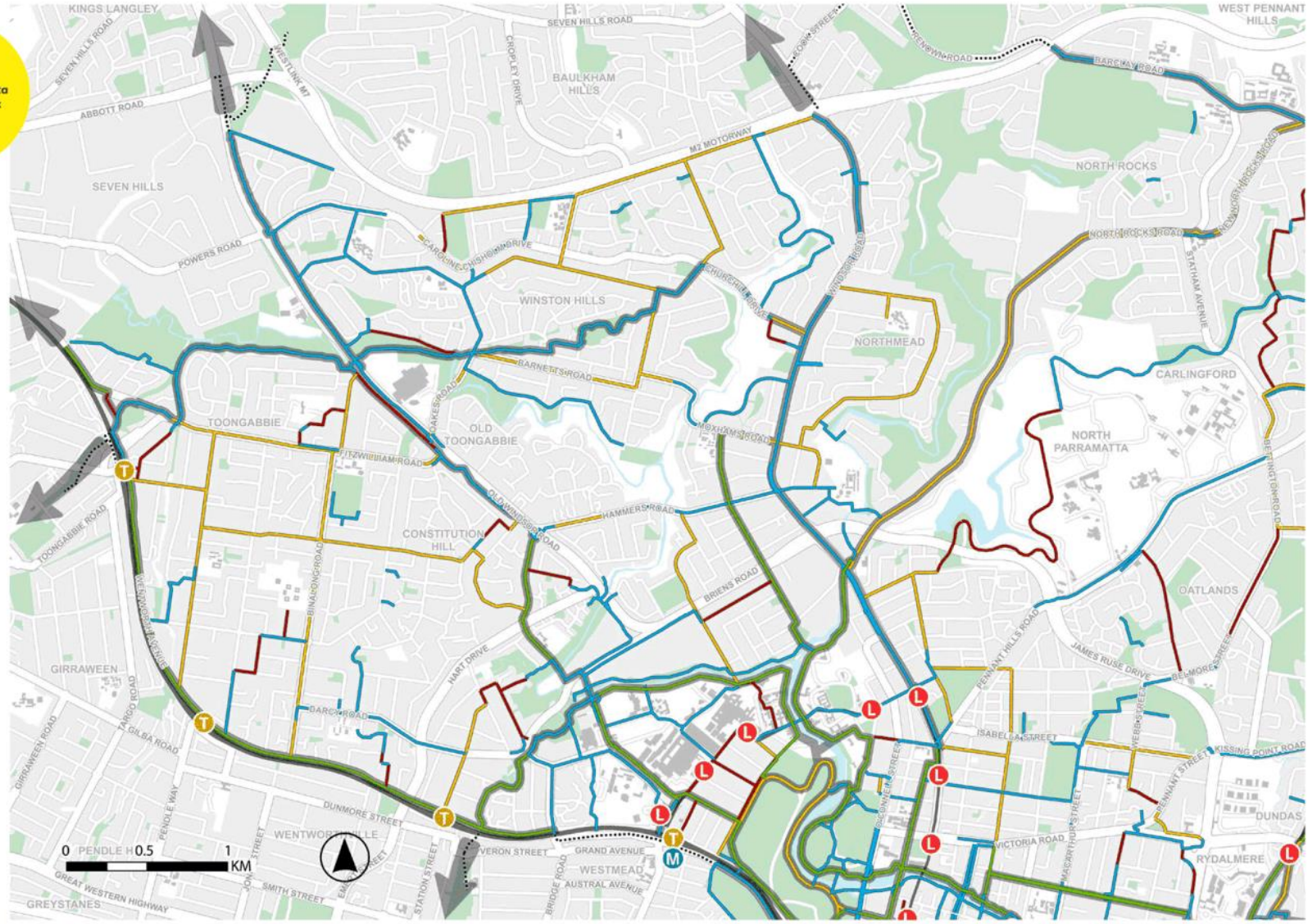
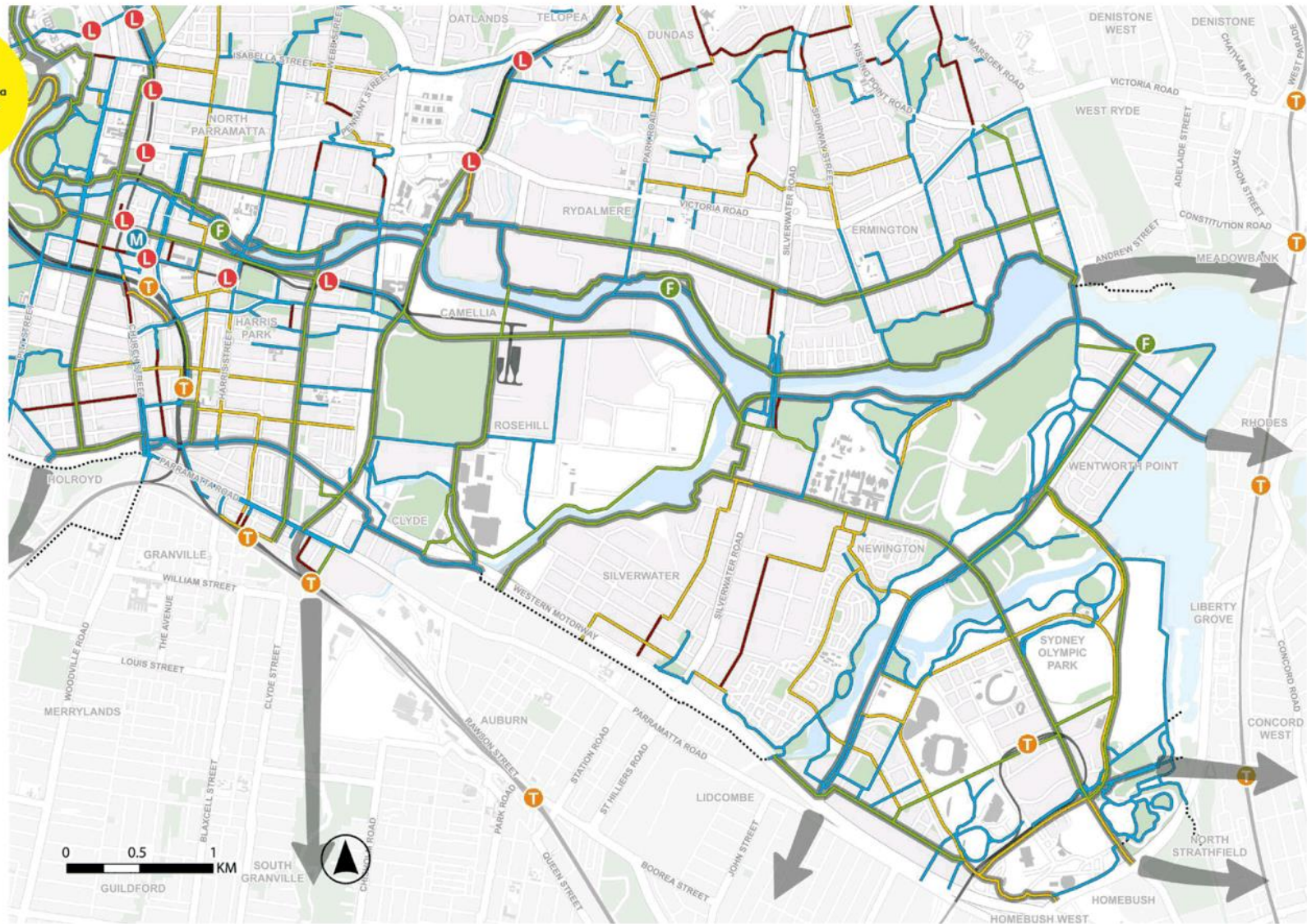


Figure 18: Future Parramatta Bicycle Network (Southeast)



Scan the QR code to view current cycling route map that includes all projects underway or delivered to date.



📞 For non-English speakers, phone interpretation services are available via TIS National on 131 450.

KOREAN

본 소식지와 관련해 통역 지원이 필요하신 경우, TIS (131 450)에 전화하여 Parramatta Customer Service (9806 5050)를 연결해 달라고 요청하시면 됩니다. 업무시간은 월요일에서 금요일, 오전 8시 30분부터 오후 5시까지입니다.

CHINESE

如果你需要翻译协助阅读这份新闻简报, 请联系 TIS, 电话131 450, 要求他们代表你接通巴拉玛打市议会顾客服务处, 电话 9806 5050。顾客服务处的工作时间是每星期一至星期五, 上午8:30至下午5:00。

ARABIC

إذا كنت بحاجة للمساعدة في ترجمة هذه النشرة، اتصل بـ TIS على الرقم 131 450 واطلب منهم الاتصال نيابة عنك بخدمة زبائن باراماتا على الرقم 9806 5050 من الإثنين إلى الجمعة بين الساعة 8:30 صباحاً و 5:00 مساءً.

HINDI

यदि आपको यह सूचना-पत्र समझने में सहायता चाहिए तो कृपया TIS को 131 450 पर फ़ोन करें और उनसे कहें कि आपकी तरफ़ से पैरामाटा कस्टमर सर्विस को 9806 5050 पर फ़ोन करें। यह सेवा सोमवार से शुक्रवार, सुबह 8.30 बजे से शाम 5.00 तक उपलब्ध है।

**Address: 126 Church St, Parramatta
PO Box 32, Parramatta NSW, 2124**

Phone: 1300 617 058

Email: council@cityofparramatta.nsw.gov.au

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 @cityofparramatta

 @cityofparramatta



Parramatta Bike Plan 2024



PARRAMATTA

cityofparramatta.nsw.gov.au
atparramatta.com



Bike Plan Public Exhibition

Engagement Evaluation and Key Findings Report

September 2023

cityofparramatta.nsw.gov.au

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1. Introduction

Public exhibition of the draft Parramatta Bike Plan formally commenced on Monday 31 July 2023 and concluded at 5pm on Thursday 31 August 2023. The draft Plan was exhibited for a total of 4 and a half weeks.

The community were given the opportunity to provide feedback through the following methods:

- directly via email or post
- a series of pop-ups hosted around the LGA
- an interactive map and online submission form hosted on the Parramatta Bike Plan Refresh Project Page on Council's engagement portal, '[Participate Parramatta](#)'
- a verbal submission form was also offered on the Participate Parramatta project page for community members who could not provide or may have found it difficult to provide a written submission.

To assist with the accessibility of the engagement, the community were provided with:

- The project background
- The draft Bike Plan 2023 embedded on the project page
- The draft Bike Plan 2023 as a PDF under the resources section – downloaded 177 times during the exhibition period.
- An interactive map displaying the existing and proposed cycleway networks
- Details of the different methods to provide feedback
- Answers to frequently asked questions
- Information around how to access additional support

2. Engagement Evaluation

This section provides a summary of the communications and engagement channels undertaken during the exhibition period to promote the Bike Plan 2023 Refresh.

Numerous channels were engaged to reach as many community members as possible. These channels directed them to the project page on 'Participate Parramatta' to discover the new Bike Plan and provide feedback either via the interactive map or the online submission form.

Overall, **approximately 149,250 people** saw/received promotional content across all the different promotional channels including social media, EDMs, news ads, pop-ups, etc

2.1. Participate Parramatta

The Bike Plan Refresh project page on Participate Parramatta was **viewed 6,480 times by 3,173 unique visitors** during the public exhibition period. This resulted in:

- 598 comments on the interactive map
- 57 submissions via the online submission form
- 13 direct submissions

2.2. Social Media

The project was promoted across Council's social media channels through both paid advertisements campaigns and organic posts.

Approximately 56,200 people had the opportunity to see posts and advertisements across Council's main social media accounts and the Participate Parramatta social media account at the time of the exhibition of the Bike Plan.

- City of Parramatta Facebook – 44,600 followers
- Participate Parramatta Facebook – 7,000 followers
- Liveable Parramatta Facebook – 4,600 followers

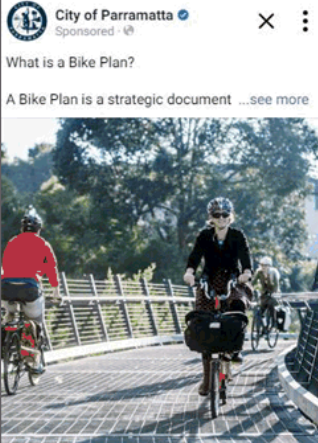


Paid advertisements across Council's main social media channels achieved the following results.

Paid advertisements		
Metric	Campaign Result	Benchmark
Spend	\$499.77	n/a
Reach	29,597	n/a
Impressions	57,086	n/a
Frequency (no. times ad seen p/p)	2.57	2-3
Link clicks	1,225	n/a
CPC (cost per click)	\$0.41	\$0.50-\$1
CTR (click through rate)	2.15%	More than 1%
Post engagements	1,383	n/a
Engagement rate (ER)	2.42%	More than 2%

Overall, the paid campaign performed well with the cost per click, click through rate, as well as the engagement rate surpassing Council benchmarks. The frequency fell within the target range, indicating the allocated spend was appropriate for the campaign length and audience size.

The positive engagement rate can be attributed to the high level of interest in the campaign as well as the use of relevant and relatable imagery that doesn't present as stock images.

Top performing ads

 <p>City of Parramatta Sponsored · 🌐</p> <p>What is a Bike Plan? A Bike Plan is a strategic document ...see more</p> <p>participate.cityofparramatta.n... Have your say before 5pm Thursday 31 August 2023</p> <p>Learn more</p>	 <p>City of Parramatta Sponsored · 🌐</p> <p>What is a Bike Plan? A Bike Plan is a strategic document ...see more</p> <p>participate.cityofparramatta.n... Have your say before 5pm Thursday 31 August 2023</p> <p>Learn more</p>	 <p>City of Parramatta Sponsored · 🌐</p> <p>What is a Bike Plan? A Bike Plan is a strategic document ...see more</p> <p>participate.cityofparramatta.n... Have your say before 5pm Thursday 31 August 2023</p> <p>Learn more</p>
774 link clicks, \$0.40 CPC	447 link clicks, \$0.42 CPC	4 link clicks, \$0.44 CPC

The following results were achieved via organic advertisements on

Participate Parramatta's social media channels.

Organic posts	
Reach	237
Engagement	13
Link clicks	5

2.3. City of Parramatta Banner

The project and the feedback opportunity for the draft Bike Plan was also advertised as a banner item on the CoP external website from Friday 4 August 2023 until Monday 21 August.

In this period, approximately 15,923 people visited the CoP homepage and saw the opportunity to provide feedback.

2.4. Electronic Direct Mail

The feedback opportunity for the draft Bike Plan was also promoted through the following Electronic Direct Mailouts (EDMs):

- The Participate Parramatta Community newsletter went out to 15,094 subscribers on 3 August 2023. Of the recipients, 5,977 people (40%) opened the email. Of the people that opened the email, 130 people clicked on the link directing them to the Bike Plan page.
- The Participate Parramatta Community newsletter was sent out again on Tuesday 8 August 2023 to 14,956 subscribers. It was opened by 5,894 subscribers (39%). Of these people, 91 clicked on the link directing them to the project page on Participate Parramatta.
- The Community Connective EDM which went out to approximately 1,400 subscribers on 7 August 2023.
- The City News EDM which went out to approximately 30,000 subscribers on 1 August.

2.5. Pop-ups

In addition to the online submission form, the community were provided with the opportunity to deliver feedback directly to Council Staff at the following pop-ups:

- 7:00am - 10:00am on Wednesday 9 August at the CBD Foreshore near the escarpment boardwalk
- Midday - 1:00pm on Wednesday 16 August at the Parramatta Farmer's Market in Centenary Square
- 8:00am - 11:00am on Thursday 17 August at Dundas Station
- 6:30am - 10:30am on Saturday 19 August at the CBD Foreshore near the escarpment boardwalk
- 2:30pm - 5:30pm on Wednesday 23 August at the CBD Foreshore near the escarpment boardwalk
- 2:00pm - 5:00pm on Friday 25 August at the eastern side of Epping Station

At these pop-ups, Council staff encouraged the community members to either provide feedback on the spot or to visit the Participate Parramatta page. To help facilitate the conversation, bananas were handed out and the tagline of 'Banana for your thoughts?' was utilised. A total of approximately 70kg of bananas were given away to help promote the project and feedback opportunity.



The feedback opportunity was well taken up by the community.

See the table below for the breakdown of how many people were engaged with at these sessions:

Date	Location	People engaged with
Wednesday 9 August 2023	CBD Foreshore near the escarpment boardwalk	105
Wednesday 16 August 2023	Parramatta Farmer's Market in Centenary Square	15
Thursday 17 August 2023	Dundas Station	16
Saturday 19 August 2023	CBD Foreshore near the escarpment boardwalk	99
Wednesday 23 August 2023	CBD Foreshore near the escarpment boardwalk	166
Friday 25 August 2023	Eastern side of Epping Station	130
Total:		531

Noticeably, there was a significant number of community members at the CBD Foreshore location who were already aware of the project. Additionally, there was a small number of who stopped by specifically because they knew about the pop-up and wanted to speak with the project team.

For the data gathered during these sessions, please refer to section 3.2 of this report.

2.6. Post-cards and on-site signage

To promote and raise the profile of the project, physical collateral was developed which featured a QR code leading participants to the Bike Plan Refresh project page on Participate Parramatta. Physical collateral developed for the project included:

- Postcards
- Footpath decals

A total of 600 postcards and 25 footpath decals were printed to support the project. This resulted in a total of 268 scans from the following sources:

- 263 scans from the QR code on the postcards
- 5 scans from the footpath decals



2.7. Parra News Advertisement

The project was also promoted via Parra News (the local Parramatta newspaper) during the exhibition period on Tuesday 1 August 2023.

3. Key Findings

This section of the report provides an overview of the feedback received from the community over the course of the public exhibition.

A total of **801 contributions** were received for the draft Bike Plan over the exhibition period.

These contributions were received from the following sources:

- 598 comments on the interactive map
- 133 comments from the pop-up
- 57 completions of the online submission form
- 13 submissions direct to the Transport Planning team and/or the Participate Parramatta team

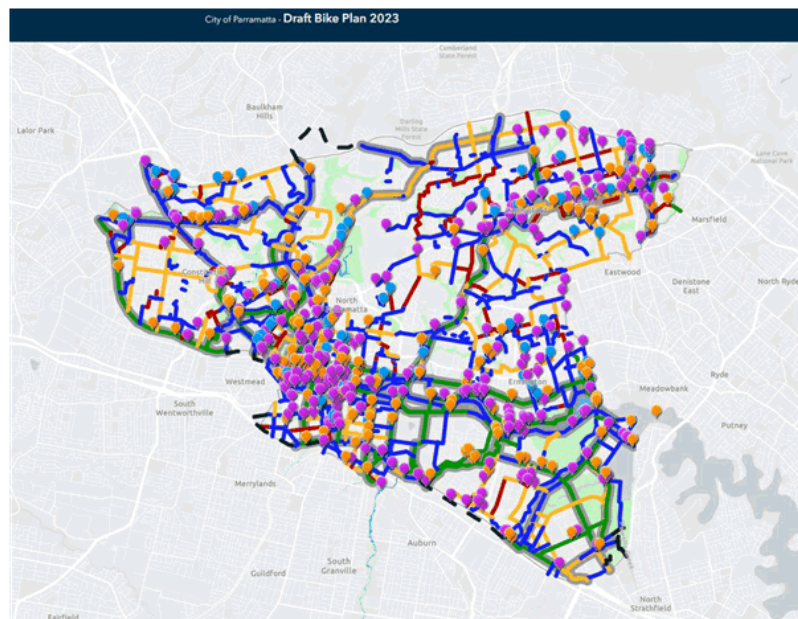
For a more detailed breakdown of the community comments from each feedback method, please refer to the respective sections below.

3.1. Interactive Map

598 pins were dropped onto the interactive map over the course of the public exhibition period. These pins were sorted into three categories:

1. Support
2. Object
3. Comments

This section of the report breaks down the map responses based on these categories. The majority of comments received on the map were





site specific. The project team will be leading the spatial analysis of the interactive map comments.

This section of the report is a high-level summary of the responses from each category and focuses on the reasoning behind the comment.

For the full list of raw map comments, please refer to the excel spreadsheet available at the Participate Parramatta Bike Plan Re-fresh website.

Support

180 pins of support were dropped on the map.

Of these, 29 did not provide any further comments i.e. the comment boxes were left blank or just stated 'support'. Of the remaining, the main reasons of support included:

- Support for the greater connection and linkages throughout the LGA which will allow community members greater access to a range of locations including local schools, open spaces, cultural and natural features (mentioned in 65 comments)
- Improved safety provided by the planned routes and sites (mentioned in 22 comments)
- Support for planned crossings or bridges (16 comments)

- Appreciation for the additional options the Bike Plan provides in terms of shortcuts or providing alternate routes to destinations while avoiding traffic (15 comments)
- Appreciation for the anticipated separate paths for cyclists and pedestrians (mentioned in 14 comments)
- Appreciation for the creation of shared paths in certain specific locations (mentioned in 11 comments)

22 of the comments mentioned additional suggestions for Council to consider, including:

- Additional infrastructure including lights
- Restrictions on cars and traffic in certain locations
- Extensions or rerouting of certain paths
- Creating more shared paths in specific locations i.e. Old Windsor Road
- Immediate delivery of painted cycle lanes while waiting for additional funding for separated paths
- Additional crossings
- Removal of some on-street parking to provide additional road space for separated paths and create better line of sight

A question around additional amenity (around lighting on bike paths) was also raised.

It should be noted that some comments provided more than one reason of support.

Object

90 pins of objection were dropped on the map. Two of the pins had no explanatory comments.

When discussing why they didn't support particular sites, participants stated:

- The proposed bike paths or infrastructure are unnecessary in the specific location (25 comments)
- The need for traffic calming and the introduction of speed limits to ensure the safety of cyclists (23)
- The need for separated paths (mentioned in 18 comments)
- The need for additional or improved infrastructure including access and transitions (10 comments)
- The level of environmental impact (9 comments)
- The infrastructure would be better suited to another nearby location (6 comments)

- The existing conditions i.e. roads too steep to be safely cycled (5 comments)

It should be noted that some comments raised more than one objection.

General Comments

342 general comment pins were dropped on the map. Of these, 9 did not include any further comment.

The main topics discussed in the participants' comments include:

- Safety concerns in relation to specific sites with people emphasising some sites are too steep, do not provide adequate line of sight, are too crowded, too close to heavy traffic or are not constructed with suitable materials (117)
- Additional connection or cycle links (115)
- Need for additional facilities or amenities such as lights, signage, kerb ramps, bike parking, mirrors, seating, water stations (61)
- Need for separated paths in specific locations (40)
- Need for traffic calming measures to minimise motorist-cyclist conflict (40)
- Need for additional crossings at certain locations (37)
- Site specific questions (36)

It should be noted that some comments provided could did cut across multiple topics.

Emerging themes

Looking at the comments received on the map across these three categories, some themes have emerged including:

- Safety
 - Separated pedestrian and cycle paths to prevent cyclist-pedestrian incidents
 - Appropriate cycle paths i.e., not too steep, good visibility, capacity to support activity
 - Traffic calming to minimise cyclist-motorist conflict
- Connectivity and access
 - More cycling paths to connect different locations
 - Kerb ramps and crossings to support cycling
- The need for supporting amenity
 - Lights along paths

- Additional signage (behavioural and awareness)
- Bike parking
- Mirrors
- Seating and water stations along cycling routes

3.2. Pop-ups

Session 1: CBD Foreshore near the escarpment boardwalk

Time: 7:00am - 10:00am

Date: Wednesday 9 August at the

See the table below for notes from the session:

	Community Comments
1.	The bullnose at George and gasworks underpass is dangerous
2.	Bike paths need to lead to places, not just for recreation
3.	Western edge of Escarpment Boardwalk is a pinch point
4.	More exclusive biking paths
5.	There is no turning splay from the Active Transport Link to the river foreshore when going westbound
6.	Appropriate infrastructure is important, otherwise conflict between pedestrians and cyclists. Police need to be checking regularly.
7.	More separation between pedestrians and riders
8.	E-bikes go too fast on Escarpment Boardwalk
9.	Love the river
10.	Don't take lanes of busy roads for cyclists
11.	More toilets
12.	Having the paths not shared is a good idea
13.	E-scooters are a challenge
14.	Cyclists need to slow down
15.	Riders should call or ring their bell when passing walkers
16.	Westmead to Parramatta offroad is very hard

17.	Need to think about bikes at end of life - re-using them or recycling them
18.	Its great, but keeping left is a challenge
19.	The River path is great, more paths for cyclists
20.	Need to fix Marsden underpass as it is dangerous
21.	Talk to the federal government about banning the importation of e-bikes as they cannot be recycled easily
22.	Lighting is important between the new bridge and James Ruse Drive.
23.	A logo on the road is not a safe bike path

Session 2: Parramatta Farmer's Market in Centenary Square

Time: Midday - 1:00pm

Date: Wednesday 16 August

See the table below for notes from the session:

	Community Comments
1.	Fix panels that are loose on the boardwalks, I like the river
2.	I wish there were more paths like the river
3.	We are visitors, but I am all for bike riding
4.	Bike paths along river - fast cyclists are a menace - need separation
5.	Note that it is a mistake to narrow perfectly good riding roads for separated bike lanes.

Session 3: Dundas Station

Time: 8:00am - 11:00am

Date: Thursday 17 August

See the table below for notes from the session:

	Community Comments
1.	Like shared paths
2.	More signs for cyclists and pedestrian i.e. slow down for cyclists, and stay on the left and keep kids to the left for pedestrians

3.	Need a Parramatta to Epping connection
4.	Appreciate this walkway
5.	We're pretty lucky - we've got a good path here
6.	Near Carlingford - Brant St needs an exit ramp
7.	We need to balance the needs of pedestrians and cyclists, especially on shared paths
8.	Tell cyclists to ring their bell
9.	E-bikes are too fast. Petrol scooter - how do you discourage their use of paths?
10.	Generally ok but some cyclists are too fast going down hill
11.	Separated paths are needed - some cyclists are too fast and it's a safety issue. What happens if someone is hit by a cyclist? Who's the person responsible if someone is hit by a cyclist?
12.	Paths are good - in my country, we don't have this (cycling paths). We are very lucky here
13.	Some people are too fast going downhill. Saturday and Sunday mornings are particularly bad.
14.	More signage RE the detour near the ferry stop in Parramatta
15.	Bike plan is very thorough! Glad it talks about educating pedestrians about appropriate behaviours.
16.	Cycling in Parramatta is good. I can ride to Homebush and back. Good sharing of paths here generally.
17.	I ride to Cumberland Hospital and I'd like bike path access that doesn't take you through the buildings
18.	The shared path here is amazing
19.	Better connection with Carlingford
20.	I follow the cycleway along Pennant Hills Road but there are no ramps. A ramp there would be fabulous!

Session 4: CBD Foreshore near the escarpment boardwalk

Time: 6:30am - 10:30am

Date: Saturday 19 August

See the table below for notes from the session:

Community Comments	
1.	Love cycling in the area!

2.	George Kendall detour could be better marked
3.	Some cyclists are too fast
4.	Separate bike and pedestrian paths
5.	CSS: not enough shade for summer especially in wheelchair (unlike old shelter)
6.	The river is not bad
7.	Like Charles Street Square
8.	Flood barriers to ensure safety
9.	Good for your health
10.	We (cyclists and pedestrians) can all co-exist. We just need some common sense and courtesy
11.	Behaviour of cyclists - some are too fast and aggressive
12.	love the escarpment, just too busy now
13.	The steel slippery slide just here is too dangerous - there are too many accidents i.e. kids falling off and getting burnt in the summer
14.	Bathroom facilities on cycling paths
15.	Wide shared paths with designated walking and cycling sections
16.	Parramatta has been doing some good stuff! Love Alfred Street bridge!
17.	Cycling in Parramatta is good
18.	More lights along cycling routes
19.	It is a very good one, very beneficial to the community
20.	Love Parramatta and cycling!
21.	Read the plan, it's excellent! Cycling here is great!
22.	Separate paths would be good - some cyclists are too fast
23.	Speed limit for the few on the river
24.	More trees for summer
25.	The paths are okay for tandem bikes, the only real problem area is going up to Silverwater Bridge
26.	Too much crowding in some areas
27.	Tunnel under the railway in Epping has no kerb ramp on the western end and the area needs maintenance (Kandy Ave)

28.	This cycle path is great
29.	Path here is great but the lights weren't working last night
30.	Retractable dog leads or earphones where people don't listen need to be courteous
31.	I live in Merrylands but cycle in the Parramatta area. Cycling in Parramatta is great but across in Cumberland, the facilities aren't great.
32.	I have a comment about paths. When the concrete paths have been dug up and replaced with bitumen, it doesn't match the character of the area
33.	I bought our bikes because of the Bridge (Alfred St)
34.	Please use bell if approaching pedestrians from behind
35.	Lots of trees
36.	Separate lanes is better
37.	The Carlingford cycleway is very good, we need to build more like it
38.	Pedestrian training walk on the left
39.	Rules for Bikes consider 15km/hr from WSU area to Marsden St Bridge too fast for people with disabilities
40.	Love the new Carlingford paths
41.	Dangerous around some corner here - lack visibility
42.	Cyclists need to be more mindful of pedestrians, especially hearing impaired, young people and old people who might not hear the bells or be able to move out of the way in time
43.	Cyclists should dismount at corners or tighter areas
44.	Bikes need to be slower
45.	Need bins with doggy bags
46.	More tracks everywhere
47.	I prefer separate paths
48.	Don't mind shared paths but some cyclists are inconsiderate
49.	Hazard when some cyclists are too fast - speed limit if shared paths
50.	Cycling is good
51.	No feedback - cycling here is good
52.	We love cycling in Parramatta

53.	More separate paths. It gets congested on Saturday mornings
54.	Parramatta does a good job with cycling - one of the better ones
55.	Some bicycle and pedestrian lights
56.	The crossing across the river can be a little wilder for the cyclists to pass through without stopping

Session 5: CBD Foreshore near the escarpment boardwalk

Time: 2:30pm - 5:30pm

Date: Wednesday 23 August

See the table below for notes from the session:

	Community Comments
1.	Hammers Rd is a poor on-road cycle route
2.	Can Council give us a clear route to Parramatta station?
3.	Make cycleways designated as with an aging population in Parramatta there is a risk to the hearing impaired
4.	Suggested allocated days for cyclist and pedestrians to use paths: one day cyclists use the path, then on another pedestrians
5.	Educate cyclists and pedestrians on how to use the cycleway. The cyclists don't want to slow down
6.	Cyclists riding too fast. Resident loves shared paths, but cyclists are too fast. Also can signs be put up to help keep the River clean? Also signs to encourage cyclists to share the path and not pass too fast.
7.	Keep lights on / maintain the lights on the Escarpment boardwalk as these are attractive at night - these have been off for a number of weeks, but recently are on again
8.	Need to look at regulatory system for e-bikes. 25km/h speed limited e-bikes are too slow for on-road use. For on-street parking, keep some empty for bike refuges as sometimes on-road riders need relief from stresses, including passing parked cars and their doors being opened unexpectedly
9.	Educate pedestrians on use of shared path
10.	Keep cycleways away from traffic
11.	Longer route is OK for cyclists if safe and attractive (aka away from traffic)
12.	Publicise the e-bikes are legal. Make e-bikes more powerful and faster to keep up with on-road traffic

13.	Put lights in for Parramatta Park paths
14.	Make riders use shared path rather than ride on-road
15.	More signage to remind cyclists to give way to pedestrians
16.	Westmead residents who work in Parramatta should be able to ride easily to encourage social riding
17.	Make joining up cycleways a priority
18.	Re issues with on-street parking and car-dooring, maybe Council could survey their own waste service staff on incidence of car-dooring while collecting waste
19.	Cyclists should ring their bells (the kids seem to ring their bells)
20.	M7 cycleway is the best and built for zero interaction with traffic - why can't Parramatta's cycleways be built to similar standard?
21.	Council's vision on cycleways should be built away from traffic
22.	Cycling takes 10 minutes from Northmead and is quicker than driving - this should be more widely known
23.	Make Escarpment Boardwalk wider. It's too small / not wide enough to fit cyclists and people walking at the same time
24.	Police should stop e-scooter and e-skateboard riders as these are illegal

Session 6: Eastern side of Epping Station

Time: 2:00pm - 5:00pm

Date: Friday 25 August

See the table below for notes from the session:

	Community Comments
1.	Cyclists need to warn pedestrians by ringing bell if on path with pedestrians
2.	Scooters are too fast on paths
3.	I moved here from Kensington. I feel cyclists here are more considerate
4.	Bike riding here is scarier than in Denmark, yet encouraged by infrastructure here
5.	Lift at Epping Station on Beecroft Rd needs to be fixed. This is an access issue which Council should advocate for. It has been out of service for 2 weeks

Emerging themes:

In addition to comments of general support of both the draft Bike Plan and cycling in the area, some further themes have emerged as a result of examination of the comments received from the pop-ups, including:

- Safety
 - Participants saw the need for **separated pedestrian and cycle paths** or for **wider paths if shared**
 - **Educate pedestrian and cyclists** on expected behaviours and balancing the needs of cyclists and pedestrians on shared paths
 - Cyclists – ringing of bells, slowing down in high traffic areas, management of speed, need to be considerate of pedestrians (particularly young children, hearing impaired or those with a disability)
 - Pedestrians – Keeping to the left on shared paths, the use of retractable leads on shared paths
- Connectivity and access
 - More cycling paths to connect different locations
 - Wayfinding and signage for cycle paths and detours
 - Kerb ramps
- The need for supporting amenity
 - Lights along paths
 - Provision of bins
 - Provision of bathroom facilities along cycle routes
 - Provision of shade and canopy along cycle routes

The themes here strongly align with the themes in the interactive map activity.

3.3. Form

57 submissions were received via the online submission form on the Participate Parramatta project page. The online submission form was made up of two sections - demographics and feedback.

The feedback section asked for the following:

- The level of support for the draft Bike Plan
- Any further comments for Council to consider
- Any supporting documents

The about you section asked for the following:

- The participants relationship to the area
- The suburb they live in

This report has removed any information that can be used to identify the participants. This section of the report will focus on the responses received for each question.

The feedback section:

1. Do you support the draft Bike Plan?

57 responses were received for this question. Participants said:

Response	Number	Percentage *
Yes	32	56%
Yes, to an extent	20	35%
Unsure	4	7%
No	1	2%
Total	57	100%

Note: these have been rounded to the nearest percentage

2. Do you have any comments in relation to the draft Bike Plan or the cycling network for Council to consider?

All 57 respondents answered this question. Six comments expressed general support and a further three comments stated they had no further comments for consideration.

To summarise the remaining comments, participants prioritised:

- Separated paths for pedestrians and cyclists to address safety issues
- Greater consideration given to existing traffic conditions on roads where bike paths are planned
- Additional connections to existing biking facilities i.e. bike lockers
- Supporting infrastructure including bike racks, appropriate crossings, lighting on cycle paths, and facilities to carry bikes on public transport
- Up to date signage to indicate a change in conditions, help with wayfinding and to address behaviour

See the table below for the detailed responses:

	Comments
1.	<p>Shared paths are still not a great solution, as they ultimately prioritise cars and force pedestrians and bike riders to share space and get frustrated with each other. Shared paths are unlikely to encourage less confident riders to cycle regularly, and also frustrate those more competent riders.</p> <p>Existing shared paths should not be assumed to be adequate or part of a good network, as in the examples on Argyle St, O'Connell, or Church St, etc. And not integrating cycleways with the light rail has been a serious oversight that is going to delay things further. I support the development of new separated and safe cycleways to encourage users of all types to ride in the area, particularly the CBD, which is very flat and should accommodate this infrastructure.</p> <p>Many aspects of the messaging still indicate cycling as a recreational pursuit and "alternative", and even this survey won't allow me to respond accurately because I ride to the station in the morning AND the evening, and to the shops during the day.</p>
2.	<p>It looks great!</p>
3.	<p>I don't really like the cycle paths running through Elizabeth street and Thomas street. I almost hit cyclists when leaving for work from my apartment on Elizabeth Street. Its difficult enough to be watching for pedestrians when leaving the apartment, but last thing I need is to deal with cyclists zooming past more frequently when leaving my apartment.</p>
4.	<p>The introduction of dedicated bike lanes on some roads is fantastic to see, especially the north/south connection along Marsden/Villers.</p> <p>However, there is a lack of clear bike routes leading to the Parramatta Station bike shed. This seriously limits the accessibility for actually riding a bike to the train station.</p> <p>Specific problems include a gap between the route along Argyle St west of the station and the bike shed on the north eastern end of the station.</p> <p>There is also a gap in the Wilde Ave/Smith St bike route that provides northern access to Parramatta station, and connection to Victoria Rd.</p> <p>I also want to give full support for a two way bike route along the western edge of Parramatta Park, or Park Pde. This will provide a much more direct bike connection</p>

	between Westmead Hospital and Parramatta (instead of needing to do the full 1 way loop around Parramatta Park).
5.	Bike paths on shared roads should have a divider to be safe from cars. Seen in Melbourne
6.	Draft plan looks good! Building dedicated cycling infrastructure is absolutely needed.
7.	no
8.	<p>The Bike Plan looks good and will make a great network if it is implemented, even better if some of the missing links are fixed where possible. It cannot come soon enough and deserves more funding - as our city grows and increases in density, our car-first infrastructure is causing community disconnect and this provides a change to change this. It was very telling that the state MP for Bennelong, when announcing the Epping Bridge improvement said "Just last night I was taking my kids to netball training at North Epping and got stuck in traffic here for about 45 minutes". The journey between his office and the netball courts in North Epping is a 30 min walk or 10 min bike ride, yet the solution is \$250m on an unsolvable problem rather than making the bike/walk journey safe enough to consider.</p> <p>In the US, the use of advisory bike lanes seem to be increasing (https://altago.com/resources/advisory-bike-lanes-north-america/) as well as being implemented in Napier Street, Fitzroy. I would like council to consider these as an alternative to mixed traffic sections of the network.</p> <p>Additionally, on other bike networks I have used, the transition between different treatments is usually difficult to navigate (i.e. how do you go from a shared path to an on-road path). It would be good to have standard designs included in the plan so that these are always front of mind.</p>
9.	cyclist should be allowed to ride on the foot path, also all public transports are equipped to carry bicycles
10.	No consideration to the heavy traffic in the B street's. No one is listening at Parramatta council. The roads here are small, no room to park a car and drive a car down the road. Old Windsor Road and Kleins RD is a dangerous intersection. The intersection is extremely dangerous to cross even in quiet times with the amount of cars, buses and trucks. Redbank and Old Windsor Road is equally dangerous intersection due to the traffic flow going to and from the hospital precinct. Even worst now due to construction, which never stops. The afternoons is especially dangerous

	<p>where drivers crossed double lines on the wrong side of the road and block intersections to try and get onto old Windsor Rd. This also causes congestion withing the B Street's.</p>
11.	<p>It's great to see that path separation is the goal, though the separation at Rydalmere is confusing</p> <p>Things I would like to see added to the Bike Plan are:</p> <ul style="list-style-type: none"> - More bike parking, particularly at PHIVE, Lake Parramatta and Halvorsen Park, and making sure it's standard to include a suitable amount of bike parking racks along shared paths at cafes, parks, shops and other places people stop - addition of community bike repair stations - ways to slow down cyclists on shared paths in areas with high foot traffic - clearer indication of which new paths etc will be delivered over the next few years - more places for kids to learn to ride, as well as pump tracks
12.	<ul style="list-style-type: none"> - Pedestrian/cyclist refuge in order to cross Victoria Rd at the end of Brickfield street. This is a key route for cyclists travelling into Parramatta CBD - Good cycling connectivity to the pool. - The more separated cycleways the better as these are safer for families who ride to school and work. - cycle way to access the lake - A great plan generally. The Parramatta area is so well suited to cycling due to the topography and proximity of amenities. It's good to see this being capitalised on.
13.	<p>As already stated on the map, the pathways crossing the Silverwater Bridge are very narrow. They either need to be widened or made one way. This would have to involve lights or a crossing on the northern end of the bridge.</p> <p>Also, the Wentworth Park, Bennelong Parkway section is problematic. A crossing is required after Haslam's Creek</p>
14.	<p>Painted lines are not sufficient cycling infrastructure. As per the page for this plan "For cycling to be safe, and perceived as a safe and attractive option for all members of the community, for those aged 8 through to 88." When would it be safe for an 8 year old to cycle side by side with motor vehicles ? ... it wouldn't be. We need separated bike lanes, shared paths where streets cannot support separated bike lanes - in fact painted lines can cause safety issues & concerns - https://www.heraldtribune.com/story/lifestyle/health-fitness/2019/05/28/are-painted-bike-lanes-worse-than-nothing/5050976007/</p> <p>There should also be some allowance for cycling on footpaths in areas which are not</p>

	<p>wide enough to be shared paths - and cannot be modified due to drainage, trees or other issues - regardless of age and ability - so long as the footpaths are a) on council roads & streets b) not used by a large number of pedestrians.</p> <p>Additionally local road speed limits should be reduced to 30km/h - on local streets, 50km/h for roads & sub-arterial roads.</p>
15.	<p>As the Business Manager of Medibank, Australia's largest health insurance company, I am eager to express our strong interest in participating in this event. We believe that our involvement would not only be beneficial for us but also contribute significantly to its success. Medibank is committed to promoting health and well-being in our community, and we see this event as an excellent opportunity to further our mission. Furthermore, we are more than willing to provide additional support by offering necessary resources and materials to enhance the event's impact.</p> <p>Please do not hesitate to reach out to us with any further details or requirements. We look forward to working collaboratively and making a meaningful impact together. Thank you for considering Medibank as a partner in this important initiative.</p>
16.	<p>Include future Parramatta Light Rail Stage 2 and Sydney Metro West stations.</p>
17.	<p>As a cyclist living in North Parramatta who regularly cycles down Brickfield St, which is noted on the map as 'painted cycleway', the experience of riding on a 'painted cycleway' is no different than riding on the road. A painted cycleway does not count as cycling infrastructure and should not be considered as such for the purpose of this plan. It feels like a cheap cop out that provides no real safety for cyclists. Drivers don't treat it any differently. Shared paths are somewhat better, however pedestrians do not enjoy sharing the path with cyclists. Please consider adding more genuine cycleways (separated cycleways) to major routes into the Parramatta CBD.</p>
18.	<p>Please ensure there is signage and local surrounding map on the cycling network, similar to what has been implemented along the Parramatta light rail shared path. Please also ensure there is sufficient street lighting on shared and bike path.</p>
19.	<p>Make sure to upgrade signs. Today they are not always where needed and I have ended up on detours.</p>
20.	<p>I strongly believe that a shared footpath between cyclists and pedestrians is an accident waiting to happen.</p> <p>For the safety of all We need two completely separate paths for cyclists and pedestrians. I have a family as have many others who I have witnessed numerous of times when we as pedestrians are currently using shared paths have our young</p>

	<p>children and toddlers, pets walking with us or riding there little bikes and the amount of times a cyclist comes flying past is beyond and boy if we pedestrians are in any way in the way or are not to their speed do we hear about it.</p> <p>You guys have signs up to say to cyclists slow down shared foot path but in all honesty that isn't doing a thing. And the families that try to go out and enjoy a walk with their family, dogs or teach their child or toddler to ride cannot do this with comfort we are forever looking over our shoulder or up ahead to make sure we steer clear of getting in one's way.</p> <p>So I do please ask to consider two separate foot paths for cyclists and pedestrians it is a much safer and enjoyable option for all.</p> <p>One I'm sure the cyclists would definitely appreciate too</p>
<p>21.</p>	<p>I no longer bike but I walk the trails. Where the trails are shared bike/walk/run we need to educate bikers to let people know they are coming up on them. Some bikers are riding quite fast and cut corners. Signage instructions to ring bell or call out "on your right" . Also bikers are not obeying dismount signs in congested areas. There are some narrow bridges over Parramatta River - especially in Parramatta Park. Please have bikers dismount across bridges.</p> <p>Support all efforts to separate bike ways from car traffic and from walkers.</p>
<p>22.</p>	<p>This website is difficult to use. I have tried to suggest an alternative route to avoid 3 sets of traffic lights at the intersection of Cumberland Hwy and Old Windsor Road. Some time ago there was a suggestion from the Council to have cyclist continue down Ferndale Close then cross Cumberland Hwy Into Harris road with constriction of new paths across to Briens Road at the intersection of the NW Transitway. A great idea but nothing became of it....</p>
<p>23.</p>	<p>I ride my bike to work (just under 10km one way). There needs to be more roads/paths marked or remarked as shared paths (e.g. O'Connell street an Parramatta river foreshore shared path blue paint line has worn away). Pedestrians also need to be educated to stay to the left side of the path (certain ethnic groups always walk on the right, old habit) as I often have to manoeuvre around them and it becomes annoying. Harris Park is particularly dodgy to ride through where extra vigilance is required (again remark the roads and make it clear that it is a shared path). Would never ride through the CBD as I don't want to be hit by a car (education again?)Of note is the outlying suburbs won't be fixed up for 10 to 20 years, this is too far away.</p>

24.	<p>The plan demonstrates a comprehensive network across the entire area, and targets where the most uplift can be seen. I am aware that this is a revision of previous plans, and commend the council for their work on continuing improvement, leaning towards increased separation instead of shared paths.</p> <p>Further detail may be required in the North-east region to create as much of a comprehensive network, especially for links towards Dundas and Carlingford. Likewise with the north-west region.</p> <p>I understand that from an overarching strategy that going into details around prioritisation is not the remit, however, I would encourage council to put forward a top ten list for the community for feedback, which will assist in gaining grants from the NSW Get Active scheme. I would also encourage the council to have an option to nominate where bicycle parking is needed, similar to what City of Sydney has available.</p> <p>Note Question 4 "When do you normally cycle" assumes people only cycle once a day. If it is for work purposes, then it would be at minimum twice a day. Multiple options aren't allowed on the form which will skew data</p>
25.	<p>Suggestion #1: Consider creating a bike rental/hire in Parramatta Park to provide more options apart from Sydney Olympic Park to allow park goers more options to cycle. It could be done near the cafe area if possible where there are options for food, toilets and carparks.</p> <p>Suggestion #2: Consider making some of the ones mentioned as Cycle paths only to Shared Paths as they are actually good water view areas so both cyclists and regular walkers/runners/photo enthusiasts can enjoy.</p>
26.	<p>Thank you for taking action to address the longstanding need for a comprehensive bike plan in Parramatta. The initiative is a crucial step forward, considering the numerous close calls that have occurred – from cyclists navigating pedestrians on walkways to vehicles expressing frustration with slower-moving cyclists on the roads.</p> <p>I wholeheartedly endorse the expansion of dedicated cycling paths within and around the Parra CBD. However, I urge a cautious approach when it comes to shared paths on main roads. It is essential that a clear demarcation between pedestrian and cycling zones is established to mitigate potential conflicts. Given that some pedestrians may not always be attentive while walking, the creation of distinct cycleways within the CBD becomes imperative to ensure the safety of all road users.</p>

	<p>Moreover, enhancing bicycle parking facilities is equally essential. The current state of bike storage cages near Parramatta station raises concerns, as surveillance cameras have proven ineffective in preventing theft. To encourage cycling as a preferred mode of transportation for citizens, we must proactively address security issues. Implementing robust measures to safeguard bicycles from theft is paramount, ultimately fostering an environment that promotes cycling as a secure and convenient means of getting around.</p>
27.	<p>I am particularly supportive of the proposed shared path along Marsden Street from North Parramatta to the Parramatta River Cycleway. I think a shared path (where cyclists share with pedestrians and do not have to ride on the road) is an excellent opportunity to open up access to the established river cycle path. I live only 1.5km from the river path, but I am not a confident road cyclist and the necessity of riding on the road (across Victoria Road in particular) stops me from using the river path from safety concerns. If this cycleway was established, I would use it several times per week.</p>
28.	<p>Shared paths. I am all for safe cycling but pedestrians need to be catered for too. Too many shared paths are not obvious at all and create confusion. Take for example Station St East at Harris Park. The shared path is not wide enough to accommodate both bikes and people. There are far too many pedestrians using that street, especially as you get closer to Parkes St where the railway bridge is, to have bikes in the same space is madness and dangerous to pedestrians. It would be much less dangerous if the bikes used the roadway.</p>
29.	<p>Concerned about shared paths in high pedestrian areas, for example Parramatta CBD, O'Connell Street, especially on stadium event days and Church St Mall. Liability for injuries for riders in a shared zone is problematic, I have personal experience in being hit by a cyclist on an ebike and the only recourse to recover costs is via civil litigation.</p>
30.	<p>I cycle to work from Wentworthville to Parramatta. There is a need to ensure path for cyclists are clearly marked, and ensuring that there are no points where the path of cyclist suddenly disappears without clear indication of where the cyclists are to go for the benefit of both cyclists and drivers. There is a need for more parking places better distributed in Parramatta CBD, train stations and across other key areas.</p>
31.	<p>Figure 9 p29 is not safe cycling infrastructure. Figure 12 p30 needs a speed limit of 30 to be considered bike infrastructure. P32 - priorities need to be significantly more ambitious, 0-10 years is essentially</p>

	<p>kicking the can down the road.</p> <p>P36 - showing painted cycleway and mixed traffic routes as part of the network is disingenuous unless speeds are 30 or below. Painted cycleways take up just as much room as a bidirectional cycleway, they should not be part of the strategy. A more useful style of map would be the City of Sydney style, that shows hierarchy of routes and if it is complete or not.</p> <p>In general for shared paths to work, they need continuous crossings to give proper priority. As it stands in this plan, I don't see too much of a strategy, but more a collection of lines that bike riders could kill themselves on. Take this network seriously as a way to actually move people, especially with all the PT infrastructure coming on line and the significant investment being seen in the CBD. Spend some time in city of Sydney at peak hour and see what is possible (they are the best in Sydney but honestly there is an incredible amount left to do). Reflect your principles in the mapping! When networks are provided, it becomes more than just a way for people to have fun, it allows people to carry out their daily lives without a car. Enable the people of this council area to make healthy choices!</p> <p>Overall, it's great to see this getting a refresh, but please be more ambitious!</p>
32.	Lighting from Marsden Rd underpass to Stadium
33.	Bike speed limits on paths shared with walkers. Consider speed cameras.
34.	<p>I support the council's proactive approach to engaging the community on cycling and encouraging increasing active transport. I think the Bike Plan is a fantastic initiative and it is good to see a plan for how to progressively improve the aspects of cycling it highlights holistically.</p> <p>I ride my children in a cargo bike almost everyday, I recreate on my personal bicycle frequently and I walk work in the CBD multiple times a week. The updates to connectivity and safety are vital. As a frequent user, I commend in particular the network design principles, program aspects including: 1.1 safe route to schools, supporting the community to ride and investigating how to share the road better. I urge the council to consider 3 things:</p> <ol style="list-style-type: none"> 1. Collaboration on improvements to bicycle route safety with Transport for NSW, particularly the Brickfield/Elizabeth St intersection with Victoria Rd. This is highly frequented by pedestrians and bicycles, and on a designated cycle route, yet remains incredibly dangerous. Please investigate preventing/further limiting cars from crossing/turning at this intersection, as well as other means to making crossing there safer.

	<p>2. Improved access to Bayanami school as a matter of priority in CBD bicycling upgrades - including assessing footpath quality.</p> <p>3. Use of incentives such as rebates on bike servicing to uplift local business that support cycling.</p>
35.	<p>Fantastic plans, especially the separate cycleway on Alfred St linking the M4 to the riverside and the new bridge.</p> <p>Can't wait to the south side of the river to also take shape!</p>
36.	<p>Shared cycling and walkways don't work and are extremely dangerous. I live along the river and use the walkway to assess Parramatta. I'm often abused by speeding cyclists and often witness collisions between cyclists and people walking. Electric bucks and scooters often pass doing well in excess of 60kph.</p>
37.	<p>I think there needs to be separate lanes for bicycles like I came from the Netherlands and lived in a small town as like parramatta and I used bike for EVEYRHING even picking kids from day care</p>
38.	<p>It's a good initiative</p>
39.	<p>It's good strategies to the bike rider .</p>
40.	<p>I'm glad that you're putting in a bike path along the river between Parramatta Park and Westmead. I avoid the Queen's Rd separated cycleway when riding towards Parramatta because cars don't stop and look and there is no room to move to avoid them.</p> <p>A shared path along the south side of Briens Rd is also welcome. I've had more near misses riding through the industrial area on the north side of Briens Rd than anywhere else on my 16 km commute. Adding crossing lights linking this to the Northwest T-way (on the western side of the intersection) would be helpful.</p> <p>Finally, there is a place to cross Hawkesbury Rd at Queens' Rd, but it is not a crossing. Cars have right of way. Some cars stop and others don't. Some pedestrians and cyclists give way to cars and others don't. Can a crossing be put in to avoid this confusion.</p> <p>By the way, thank you for asking for feedback.</p>
41.	<p>I think it's a great to offset carbon emissions and support healthy activity the old ones so the Medicare bill can be reduced and so we have more disposable income</p>
42.	<p>Nice connection through Carlingford connecting Parramatta.</p>
43.	<p>Nah</p>

44.	No
45.	<p>These have been suggested earlier to Georgina Valjak and Mark Crispin, but nothing seems to have been taken up.</p> <ul style="list-style-type: none"> - In North Rocks Park there needs to be a footpath or shared bicycle path from the bottom of the carpark along the side of the new childcare to the footpath on Farnell Ave. There is a well worn muddy path there now with a tricky steep bit at the end. The new path needs to be hard against the Childcare to get the shallowest possible gradient. This is a safe, not as steep exit, from the park rather than just riding on the road. - A short new bike path would be a real improvement running from the lane at the end of Citrus Grove down to Hunts Creek Bike Path across the existing bridge and then up a lane to Sun Valley Place. This would allow a safe bicycle route (not Jenkins Rd) from North Rocks Rd, down Farnell over the new track, Baker St (quiet except school morning and afternoons), Felton Rd and then on to the new bike track following the new Light Rail to the Parramatta River Bike Track and on to Parramatta CBD. -To avoid M2 bike lane or North Rocks Rd when travelling west out of North Rocks I suggest the upgrading of existing walking tracks. Woodbury St to Andrew Pl and then Randall Cres down Rifle Range Ck and across Darling Mills Ck to meet the existing dirt road to Ventura Rd. From this point using quieter streets and Toongabbie Cr bike path, Blacktown Rd at Prospect and beyond can be very safely reached. -The draft seems rather Parramatta centric
46.	<p>A lot of the streets designated as painted lanes or mixed traffic 'should' be low speed local roads but have higher speed traffic in practice. Would be good if streets included in the bike plan have their speeds reviewed by TfNSW as a lot of the network looks to fall under the 40km/h classification written in the standards (https://standards.transport.nsw.gov.au/search-standard-specific/?id=TBA%20-%200004459:2022). In combination with traffic calming where appropriate, this could lead to a lot of quick wins.</p> <p>Other than that, the network is starting to look impressive and could soon outshines City of Sydney's if work is done quickly enough. The light rail corridor is excellent, and really contrasts with other major thoroughfares (parramatta road, Victoria road, Epping road)</p>

47.	We need to do something regarding using electric-only vehicles on the path. The path is for active transport and is at risk of being taken over by non-complying electric bicycles (especially couriers), electric skateboards and scooters. Please see https://drive.google.com/file/d/1Eu-xxLG70mulTGc6Tx7hu-SwsxnGF_8u/view?usp=sharing for an extreme example.
48.	Where Victoria rd meets James Rise drive is extremely hostile to pedestrians and cyclists. This intersection needs a better pedestrian and cycle crossing. The current method of crossing via foot or bike is circuitous and awful. Just the worst outcome. So bad. So dangerous. We can do better. So much better.
49.	See attached document, prepared on behalf of CAMWEST Bicycle User Group.
50.	The most important thing is to make sure all priority bike routes are separated (from both vehicles and pedestrians) and safe. This is key to making cycling accessible to everyone and taking cars off the road, which has huge mobility, health, quality of life and environmental benefits.
51.	See uploaded comments
52.	The network is extensive and the future vision very exciting. However, the safe cycling network shouldn't include on-road painted bicycle lanes. Mixed traffic routes are fine speed limits and traffic volumes are properly constrained. It would also be useful to understand what routes are existing and what is proposed, and when delivery is planned.
53.	A detailed submission from Bicycle NSW is attached
54.	Thank you for refreshing the Parramatta bicycle plan. As the city is progressing quickly, it is a good opportunity to integrate walking and cycling into the CBD and areas surrounding it. I have made suggestions in the Have Your Say map. I hope the plan can also have a look at peds & bikes treatments at gateways into the CBD & strengthen connection to transport interchanges.
55.	Hi! 1) The upgrades to the Parramatta Valley Cycleway are a vast improvement. The ride from Silverwater Bridge to Parramatta is nice and much improved. 2) The new traffic island on the corner of Hill Road and Bennelong Parkway (turning left from Hill Road onto Bennelong Parkway) is too narrow. It's now more dangerous for cyclists. There isn't enough room for a cyclist and a car. This forces cyclists to either take the lane to prevent cars behind them from trying to come past them. Motorists will not always give way to cyclists (I've had a motorist fail to let me go ahead and I've had to

	stop to let the car through). A small separated lane in the traffic island to allow cyclists and cars to go through together would be safer, in my opinion. Submission attached. I also have videos if you are interested. Thanks!
56.	Parramatta is a good city for riding and not for driving. But the bike paths are still lacking. We want to ride when possible.
57.	I wholeheartedly support the enhancement of connectivity, rideability, and safety, especially during evening commutes. Improved visibility and user-friendly wayfinding systems are essential steps. It's vital to establish an environment that not only promotes nighttime travel but also cultivates confidence and fearlessness among women. Moreover, these efforts can also attract bike tourism, contributing to a vibrant and welcoming community.

3. If you have any supporting documents, please upload them here.

5 participants uploaded attachments in response to this question.

For the full responses, refer to the attachments included in the reporting package.

The demographic section:

1. What is your relationship to the area?

57 participants responded to this question. For this particular question, participants were asked to select all that apply. Participants said they:

Response	Number	Percentage *
Live in the area	43	75%
Cycle in the area	32	56%
Work in the area	23	40%
Are a ratepayer	18	32%
Own a business in the area	5	9%
Other	4	7%
Study in the area	3	5%

Note: these have been rounded to the nearest percentage.

For the four participants that selected other, they stated they represent an organisation (2), walk trails in the area (1) and their family cycles in the area (1).

If participants selected 'they cycled in the area', they were asked the following logic questions:

a. How often do you cycle in the area?

31 participants responded to this question, with participants allowed to select more than one option. Participants nominated that they cycled:

Response	Number	Percentage *
Daily	11	35%
Weekly	14	45%
Fortnightly	2	6%
Monthly	5	16%
Other	2	6%

Note: these have been rounded to the nearest percentage.

Participants that selected other were asked for specifics, one respondent stated they cycle 2-3 times a week while the other stated it varies.

b. Which cycleways do you use?

31 responses were received for this question. See the table below for the detailed comments from participants.

	Comments
1.	there aren't any cycleways at the moment. on the weekends I will sometimes ride along the river on the shared paths, but when I ride to the station from North Parramatta during the week there are no cycleways along the route, in the CBD or near the station.
2.	Pitt St and Argyle St between Ollie Web Reserve and Parra station as a daily commute.

	<p>Parramatta Valley Cycleway on the weekends for recreation.</p> <p>Pitt St and Parramatta Park for access between Ollie Web Reserve and Westmead Hospital (my partners route for getting to work at the hospital).</p>
3.	Whitehaven Road, Kleins Road, around Northmead and Winston Hills
4.	parramatta valley cycle way from Parramatta to Rhodes
5.	Along the river from Melrose to Parramatta Park and the circuit over the Silverwater Bridge and Ryde Bridge. Also the cycle way from Carlingford to Parramatta which is great.
6.	<p>There are no "real" formal cycleways near me - there is one shared path that I make use of but that's it ... how am I supposed to get to the more proper cycling infrastructure in a safe fashion - ?</p> <p>What about the father and his teenage daughter who often cycle through the street that I live on - after school ?</p> <p>https://www.monash.edu/news/articles/what-do-women-want-to-ride-a-bike-without-fear-of-injury-and-harassment?utm_source=miragenews&utm_medium=miragenews&utm_campaign=news</p>
7.	Parramatta Park, Parramatta River, Sydney Olympic Park
8.	Brickfield St
9.	Mostly Carlingford to Parramatta, and Carlingford to Homebush/Olympic Park area. Occasionally Carlingford to Epping, and Carlingford to North Rocks.
10.	O'Connell street, River foreshore, Macarthur street towards M4. I back street the rest as it's too dangerous.
11.	Haslam's Creek, Parramatta Valley Cycleway, Trails around Olympic Park
12.	by the river around Parra River to Sydney Olympic Park, within the CBD (main streets e.g. George, Hassall, Macquarie, Philip etc)
13.	River cycleway paths
14.	Wentworthville to Parramatta, Parramatta Valley Cycle Way to Sydney Olympic Park

15.	Mainly along Parra river
16.	Parramatta river, parramatta park, CBD cycle routes, Brickfield cycle route
17.	Harris St, Harris Park / M4 Cycleway/ River Foreshore
18.	Riverside - Parramatta to Meadowbank
19.	Northwest T-way, Mons Rd, Darcy Rd, Hawkesbury Rd, Queen's Rd, Parramatta Park, Parramatta River (north bank), Elizabeth St Cycle Park. By the way, I also ride in the afternoon, but in the next question I could only select one time of day.
20.	No specific route
21.	Carlingford to Parramatta Active Transport Link Hunts Cr Bikepath Parramatta to Homebush riverside Bikepaths M4 Bikepath
22.	Epping to Carlingford Epping to Macquarie park
23.	Parramatta river, Olympic Park, Parramatta park, Tramway
24.	Light rail ATP and parramatta river path.
25.	A number of different paths.
26.	Various
27.	Streets in and around Parramatta CBD, Parramatta River Cycleway, M4 Cycleway, Parramatta - Liverpool Cycleway, Carlingford line cycleway, Olympic Park cycleways, M2 cycleway, Westmead - Toongabbie, North Rocks, etc.
28.	Parramatta Valley cycleway, light rail ATL, trails in the SOP, M4 cycleway.
29.	The Louise Savage pathway. The Parramatta River Cycleway.
30.	Parramatta park, not O'Connell st, Elizabeth st over the oars bridge
31.	Transit-ways (T-ways) M4 Path links Parramatta Park

Active transport link between Carlingford and Parramatta Parramatta Valley Cycleway Sydney Olympic Park River Walk Oconnel st - lake Parramatta and Nth Parramatta Heritage Precinct/Cumberland Hospital

c. When do you normally cycle?

31 participants responded to this question, with participants allowed to select more than one option. See the table below for a breakdown of when participants cycle:

	Morning	Afternoon	Evening	I don't cycle on this day
Monday	11	5	1	13
Tuesday	11	5	2	12
Wednesday	10	7	1	12
Thursday	13	6	2	9
Friday	10	6		14
Saturday	12	13	1	5
Sunday	10	11	2	7

2. Suburb?

57 responses were received for this question. Participants stated they lived in the following suburbs:

Suburb	Count
Parramatta LGA	
Baulkham Hills	1
Carlingford	5

Clyde	1
Eastwood	1
Epping	6
Ermington	1
Newington	1
North Parramatta	8
Northmead	2
Parramatta	18
Rydalmere	2
Wentworth Point	1
Wentworthville	1
Westmead	2
Winston Hills	1
Outside of LGA	
Fairlight	1
Lakemba	1
Sydney	1
Waterloo	1
Wollstonecraft	1

3.4. Direct Submissions:

A total of 13 direct submissions were received by the Transport Planning team and/or the Participate Parramatta team.

For a summary of those submissions, refer to the table below:

	Organisation	Support	Summary
1.	Bicycle NSW	Yes	<p>General support for the plan but some concerns in relation to safety, the data, the suitability/appropriateness of some of the proposed cycling infrastructure.</p> <p>They also saw the need:</p> <ul style="list-style-type: none"> ▪ To leverage targets for active travel to school ▪ For discussion on the ongoing issues caused by the Light Rail
2.	The Walking Volunteers Inc	Yes	<p>General support but have some site-specific concerns. The concerns related to</p> <ul style="list-style-type: none"> ▪ the safety of pedestrians and cyclists ▪ impact on current residents ▪ archaeological impact
3.	Stakeholder	Yes	<p>Did not like having to provide contact details for every comment and raised concerns around privacy</p>
4.	Stakeholder	Yes	<p>General support but raised concerns in relation to safety on shared paths. Raised the need for signage and wayfinding, as well as speed limits.</p>
5.	Centre for Population Health (CPH), Western	Yes	<p>General support for the plan and saw the opportunity for Council embed the '<i>Connecting with Country Framework</i>' within</p>

	Sydney Local Health District		the Bike Plan and for Council to collaborate more closely with CPH.
6.	Stakeholder	N/A	Raised safety concerns in relation to pedestrian behaviour on shared path i.e. not keeping to the left and saw the need for shared path centre lines and keep left signs on the Parramatta River Cycleway.
7.	Stakeholder		Raised site-specific safety concerns around Hassall Street in relation to the behaviour of drivers and pedestrians.
8.	Winston Hills and Toongabbie Bushcare Friends of Toongabbie Creek Network	No	Raised concern in relation to the potential ecological impact of the proposed infrastructure, the lack of specific input from the First Nations community, as well as 'inter-generational equity' along the Winston Hills – Toongabbie and North Parramatta Riparian Precinct.
9.	Stakeholder	Yes	<p>1. The refresh is timely and importantly recognises the wide array of cycling types, people, preferences etc. We are a broad church.</p> <p>2. It was good to hear from representatives that safety concerns along the Parramatta River - including under the bridges at Marsden and O'Connell and near the ferry - will be addressed. It would be good to see a timetable for this in the final document.</p> <p>3. The majority of bicycles in 10 years time will be e-bikes of some form. Parra has a high concentration of e-bikes already for reasons of high-density, demographics and the gig economy. The refresh could better consider the impact of e-bikes on infrastructure, eg, whether current infrastructure is appropriate etc, as well as in road sharing terms.</p> <p>4. E-bike batteries are clearly a growing problem. The final document should: a) acknowledge this; b) make provision for e-bike, bicycle and battery recovery in the Parramatta LGA; c) take an advocacy position to the Federal and State</p>

			<p>Governments to regulate the importation of sub-standard e-bikes and producer responsibility for their end-of-life impacts.</p> <p>5. Bike equity is the idea that we use bikes to promote opportunity and social cohesion. Parramatta Council could consider further enacting bike equity through: a) the provision of a free, shared bike scheme for local children without access to a bike; b) promotion of existing kids' share bikes through programs such as Pedal Club.</p>
10.	Stakeholder	N/A	<p>Can you please legislate that, on shared footpaths that cyclist must use a bell to alert pedestrians of their presence and that they must slow down when approaching pedestrians and bus stops.</p> <p>Many a time a cyclist has swooped past me on footpaths, and, on the t-way at Constitution Hill after alighting from a bus.</p>
11.	Stakeholder	Yes	<p>Congratulations on the bike plan refresh consultation. It was annoying that I had to supply my email with every comment. I signed in hoping that if I supplied it once then I wouldn't have to retype it. But now I am concerned that it is visible to all who sign in. I don't think that is necessary and would like my privacy protected. I can see others' email addresses when I'm signed in.</p>
12.	Stakeholder	N/A	<p>I am writing to you as a concerned citizen who walks and rides a bike often through the Parramatta CBD.</p> <p>There are currently no separated bicycle paths through the CBD that I know of, there is also no 30 km an hour zones.</p> <p>This makes it extremely difficult to get from the train station to the start of the Carlingford bike path and or the Parramatta River by bicycle.</p> <p>I believe it is illegal to ride your bicycle in the light rail corridor or near them. This is understandable because people could fall in front of them.</p> <p>I find it very disappointing that all this, money billions of dollars has been spent on the light rail and yet no money has been spent on an active transport. East-west North South route through the CBD.</p>

			<p>We're in a time of extreme climate crisis. We need to be doing everything we can to get people to use less emissions That includes via electric vehicles. More people are moving into the Parramatta region every year and bicycling and walking are the most efficient and space saving methods to get around. Please have a rethink and build these separated active transport paths. Share paths do not work. We also re need to rethink the speed limit in the Parramatta CBD and make it 30 km an hour. This will discourage people from using their cars and encourage people to walk and cycle. Cars should be treated as guests within the Parramatta CBD, cyclists and pedestrians should be given priority. It's the cheapest and easiest way forward and will mean that the Parramatta City Council will reduce their emissions and make Parramatta a nicer place to live.</p>
13.	Stakeholder	Yes	<p>Thanks for your email. We hope to see more painted cycleways around Parramatta to assure our safety as we often have to watch for sudden door openings and other vehicles trying to overtake without safe calculation. I love cycling to work but not in the ambulance, although both end up going to the same destination. Thank you for improving our cycleway.</p>

4. Recommendations

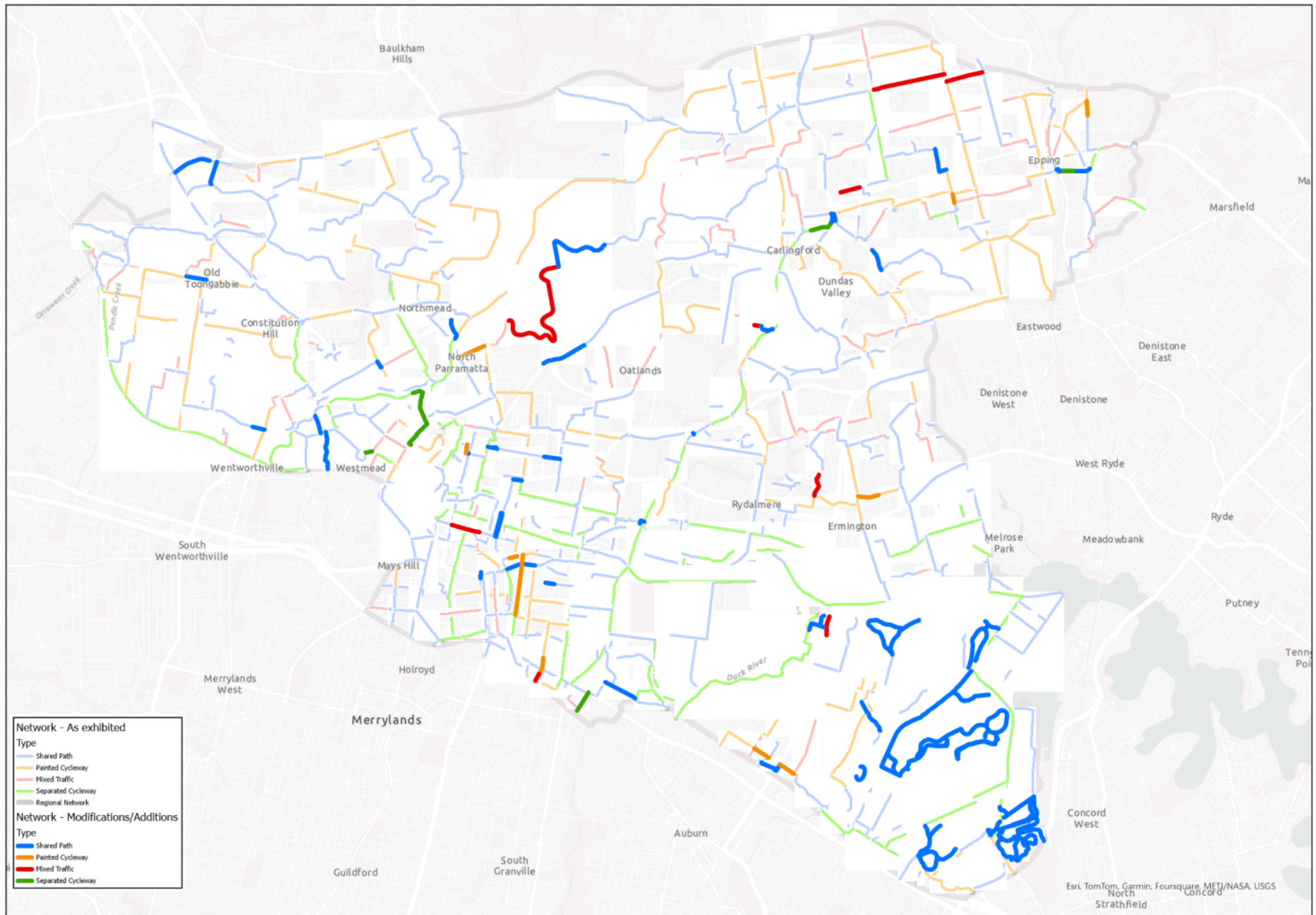
This report presents and analyses the engagement for the Parramatta Bike Plan Refresh consultation.

Following engagement, Council officers are recommended to:

- thoroughly review all community feedback received
- respond directly to queries received from the community
- share engagement findings internally with decision makers and relevant stakeholders
- summarise findings and report back to the community (when appropriate but in a timely manner), highlighting how community feedback has been considered and shaped the project
- collaborate with the Community Engagement Team to notify participants of updates to the project, including notifying the community of pertinent Council meetings and the results of the Council meetings

These recommendations are in line with Council's engagement principles and commitments outlined in the *Community Engagement Strategy*.

"We make our decisions in an open and transparent way and provide feedback to our stakeholders in order to explain our decisions and let them know how their input has been considered".





Parramatta Bike Plan 2024

MARKED UP VERSION:
POST-EXHIBITION



| PARRAMATTA

Acknowledgement of Country

City of Parramatta acknowledges the Traditional Owners of the land, the Darug people.

For over 60,000 years, the area comprising present day Parramatta City has been occupied by the Burramattagal people, a clan of the Darug, who first settled along the upper reaches of the Parramatta River.

The word Burramattagal is derived from the Aboriginal word for 'place where the eels lie down' to breed within the Parramatta River. The Burramattagal have a close connection with the Parramatta River.

The Darug peoples have cared for and nurtured the habitat, land and waters in Parramatta and its surrounding areas for thousands of generations.

We seek to reflect and embrace the rich culture and heritage of the Darug people, and their deep connection to the River, in strategic directions regarding the future of the City of Parramatta.

City of Parramatta Council
Bike Plan 2024

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1

Introduction

DRAFTING NOTE FOR HIGHLIGHT:

New text to summarise 2023 engagement

At the heart of Greater Sydney, the Central River City is one of the fastest-growing areas in Australia. The unprecedented rate of change provides challenges, as well as opportunities to enable growth that aligns with best practice land use and infrastructure planning.

Communities are also increasingly realising the benefits of reducing dependency on cars, while the trend towards other travel modes such as cycling is on the rise. Cycling will grow to be an integral part of a city's transport system and has the potential to support and deliver the City of Parramatta's Vision to be Sydney's Central City. Cycling can help sustain and support growth through the provision of access to jobs, shopping, education and recreation via a healthy and low-cost alternative that can help alleviate congestion.

The Parramatta Bike Plan 2024 is an evolution of previous work that takes into account recent changes in land use, community sentiment as well as travel behaviour patterns. The Plan was exhibited in August 2023 with the community engaging through drop in sessions, online surveys, the social pinpoint tool and written submissions. Just over 1,200 points of engagement were recorded and have resulted in some changes to the routes, policies and the Bike Plan as well.

DRAFTING NOTE FOR BREAK OUT BOX HIGHLIGHT:

Additional explanation box to help the community understand what a Bike Plan is.

What is a Bike Plan?

A Bike Plan is a high level document that identifies the cycling routes, policies and programs at a strategic level in the Local Government Area.

Routes have indicative alignments and typologies that are further refined if they progress into feasibility and design.

Programs are identified that reflect best practice and feedback from the community and stakeholders.

Policies that should be followed in relation to cycling in the LGA are identified.

A Bike Plan should be updated every 5 to 10 years, and include reporting against the targets, programs and infrastructure identified in the Bike Plan 2024. All are subject to prioritisation and the normal Council budgetary processes before they are implemented.

02

City of Parramatta Council



Progress so far

Since 2017, with the support of the State and Federal Governments, Council has delivered 8.5km of improved cycling infrastructure to the value of \$53M. This investment has resulted in a continual increase in patronage, particularly once the river foreshore paths unlocked 20km of completely offroad cycling network from Olympic Park and Melrose Park through to Parramatta Park.

Where to from here?

In the short term Council is looking to further build on this success with continued support from the State and Federal Governments, and with a combined budget of \$135M will plan, deliver, design and construct almost 20km of bike paths, shared paths, bridges, boardwalks and safer crossing facilities to 2027. The Bike Plan 2024 outlines the vision to continue advocating, planning and delivering both infrastructure and programs to support riding in the Central City for decades to come.





04

City of Parramatta Council

2

Vision

Cycling will play an important role in realising the vision for the Central River City. Cycling will support the liveability of Greater Parramatta by enabling residents, workers, students and visitors to have more transport choices as the city grows. Cycling will support growth by helping people access jobs, shopping, education and recreation through a healthy and low-cost alternative to private vehicle use.

The aspiration of the *Parramatta Bike Plan 2024* is:

- ▶ **To enhance the accessibility, sustainability, productivity and liveability of Parramatta** through an increase in cycling, helping foster healthy and connected residents, students, workers and visitors.



- ▶ **For cycling to be safe,** and perceived as a safe and attractive option for all members of the community, for those aged 8 to 88.

- ▶ **To increase the proportion of people cycling in Parramatta** to 5% of all trips to work, and 10% for those ending in the CBD by 2043 (2% of all work trips are currently by cycling and walking, for work trips ending in the Parramatta CBD it is 6%).



3

State policy

Future Transport Strategy 2022

Future Transport Strategy sets out the long-term planning blueprint for enhancing integrated transport options in NSW. This strategy is an update to the Future Transport Strategy 2056 (2018) with new perspectives and directions that reflect the unprecedented changes in travel behaviour of people during the COVID-19 pandemic. The 2022 strategy identifies the importance of meeting net zero emissions targets by prioritising walking, cycling, micro-mobility and public transport while reiterating the commitment made in the previous transport strategy to double the investment in active transport infrastructure. The Strategic Cycleway Corridors Program 2023 has been rolled out for each of the six cities to support this. Future Transport also outlines steps and actions to support councils in the delivery and expansion of their local bicycle networks through planning and funding from NSW Government programs.

Active Transport Strategy 2022

The NSW *Active Transport Strategy* provides a 5-year plan to guide investment and prioritise actions to deliver safe and accessible active transport infrastructure. The strategy defines five focus areas to make walking and bike riding a preferred mode of transport for short trips and a viable, safe and efficient option for longer trips. This is to be achieved through enabling 15-minute neighbourhoods, delivering connected and continuous cycling networks, providing safer and better precincts and main streets, and encouraging behaviour change.

Strategic Cycleway Corridors – Central River City 2023

Through the *Strategic Cycleway Corridor Program*, Transport for NSW plans to provide a safe and connected cycleway network across Metropolitan Sydney and the six Cities. The Central River City Strategic Cycleway Corridor Program identifies 32 corridors within a 340 km network.

GSC Central City District Plan 2018

The *Central City District Plan* outlines a 20-year program for enhancing the economic competitiveness and liveability of Sydney and highlights the significance of developing Parramatta as Sydney's Central CBD. The importance of cycling as a sustainable form of mobility is highlighted throughout the Plan through the Greater Sydney Green Grid.

06

City of Parramatta Council

Sydney Green Grid – West Central District 2017

The *Sydney Green Grid* Strategic Framework provides an overview of regional open space opportunities as project opportunity clusters. The key goal of this framework is to connect people with regional open space through the planning and design of a liveable green network of high-quality active transport links that connect key destinations, opportunities and facilities.

NSW State Infrastructure Strategy 2022–2042: Staying Ahead

This strategy forms a 20-year plan to guide policy and investment priorities in NSW in conjunction with *Future Transport Strategy 2056*, the Greater Sydney Region Plan and the Regional Development Framework. Included are recommendations for funding and delivering active transport infrastructure programs to support liveability and 15-minute neighbourhoods, including a connected metropolitan cycling network for Greater Sydney and major regional centres.

NSW Movement and Place Framework

The *NSW Movement and Place Framework* is a cross-disciplinary, “place-based” approach to the planning, design, delivery, and operation of transport networks in NSW. The framework considers the whole street including footpaths, from one property line to another and focuses on the needs of all users including pedestrians, cyclists, freight, private vehicles, and public transport.

TfNSW Cycleway Design Toolbox 2020

The *TfNSW Cycleway Design Toolbox* guides practitioners on cycleway design across NSW. In concurrence with the NSW Movement and Place Framework, the design, principles and recommendations provided in the toolbox aim to address both the movement function and place character of the location. The toolbox provides a specific range of road and intersection configurations for different cycleway typologies that can be implemented through temporary and permanent initiatives.



4

Local policy

Parramatta Bike Plan 2017

The *Bike Plan 2017* formed the basis for the Bike Plan 2024, and at the time consolidated the five existing Bike Plans into a single document through an exhaustive community engagement process. It has guided the development of policy, programs and the cycling network to date.

Community Strategic Plan 2018–2038

Accessibility is a key goal outlined within the plan, to connect the city with safe, equitable and enjoyable networks for pedestrians and cyclists. This aligns with the central aim to 'shift reliance on car use towards more sustainable transport options'. The Plan works to strategise, deliver, and advocate for streets that improve transport outcomes and reduce traffic congestion.

Parramatta CBD Planning Framework 2021

The vision for this plan supports the City of Parramatta's broader plan to be liveable, sustainable and productive. The Parramatta CBD Planning Proposal is fundamental to this vision, as it is estimated to result in a significant increase of transport trips starting and ending in Parramatta CBD. The trips generated from the increased intensity will increase from around 51,000 to almost 111,000 in AM peak alone. To counter the dominance of private vehicle use, the plan states that a transformation in the city will require a considerable leap in transport planning initiatives and delivery, to dramatically increase the number of walking, cycling and public transport trips. Council has developed high-level concept plans to achieve this within the Marsden Street (short term priority) and George Street (long term priority) corridors.

Local Strategic Planning Statement 2020

Council's *Local Strategic Planning Statement (LSPS)* provides a strategic direction for the City of Parramatta's planning for the next 20 years and lays out key priorities for the region such as improving walking and cycling infrastructure, as well as access to public and shared transport in the LGA.

Disability Inclusion Action Plan

The *City of Parramatta Council Disability Inclusion Action Plan (DIAP) 2022–2026* provides practical measures and actions to remove the barriers preventing individuals from participating fully. The plan lays out goals and actions under four focus areas, one of which includes creating liveable communities with improved transport and parking options.

Parramatta Ways Walking Strategy 2017

The *Parramatta Ways Walking Strategy* plans to create a safe and accessible walking network across Parramatta. Targets set out in the plan include identifying and completing missing pedestrian network connections, and increasing the number of people walking to school, public transport, and local centres. The plan supports the Sydney Green Grid Framework plan to back overall planning in Parramatta by identifying and prioritising important connections, including cycling and walking.

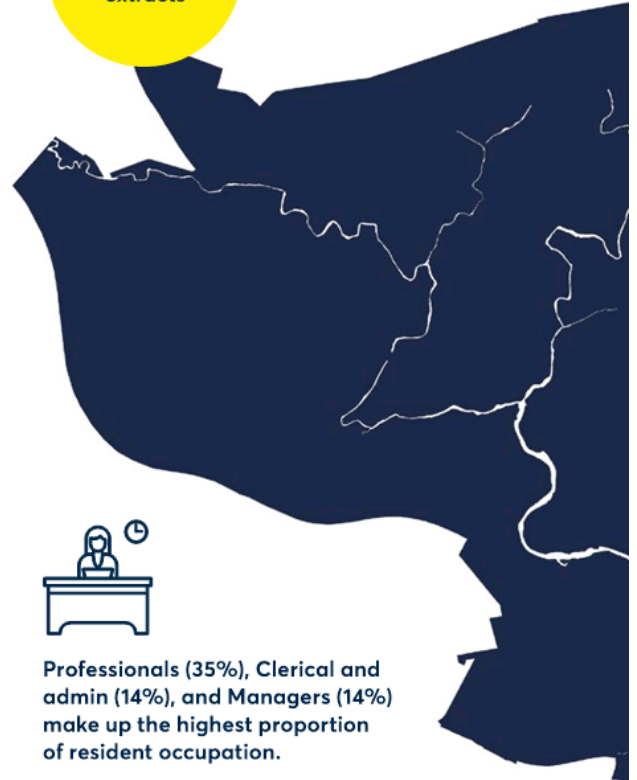


5

Our Parramatta

Parramatta is experiencing significant change, having seen an increase in population of 13.5 per cent between the 2021 and 2016 census. This is projected to continue as Parramatta grows into Sydney's Central River City. Understanding the demographics of a region is crucial to delivering a Plan that supports and reflects the needs and aspirations of residents, workers, students and visitors. Parramatta is a diverse and welcoming community, with a wide range of ethnicities and cultural backgrounds. Figure 2 shows some of the key highlights from the recent 2021 census data.

Figure 1:
2021 Census
extracts



Professionals (35%), Clerical and admin (14%), and Managers (14%) make up the highest proportion of resident occupation.



33% of residents travel to work by car, 7% by public transport and 2% by active transport. 57% of residents now work from home.



For persons employed within Parramatta, 21% choose active travel to get to work for journeys ≤ 2.5km. For persons whose journey to work is ≤ 10km, 6% choose active travel.



In 2016 there were 226,000 residents within the Parramatta LGA. This grew to 256,000 residents in 2021.



256,729 persons reside within the Parramatta LGA. Of these 50.1% are male and 49.9% are female.



The average age of residents is 35, which is below the NSW average of 39.



There are 21,059 students in primary education, 14,148 in secondary education and 12,926 in tertiary education.



Parramatta is a diverse region, with Chinese (22%), English (14%), Australian (14%), Indian (11%) and Korean (6%) making up the top five ancestries of residents.



62% of residents do not use English as their first language at home. The most frequent languages spoken are Mandarin, Cantonese, Korean, Hindi and Arabic.

Community needs

A comprehensive consultation process informed both *Bike Plan 2017* and *2023*, the results of which had strong common themes. In 2017, respondents wanted more and better infrastructure, greater protection from general traffic and an improved sense of safety, especially through the CBD. In 2023 the greater number of people using the paths resulted in the strongest theme of the current network is not meeting the needs of users now, let alone in the future. Both pedestrians and cyclists requested greater separation for the two groups, and a number of submissions also asked Council to consider changing painted bike lanes to paths that physically separate cyclists from general traffic.

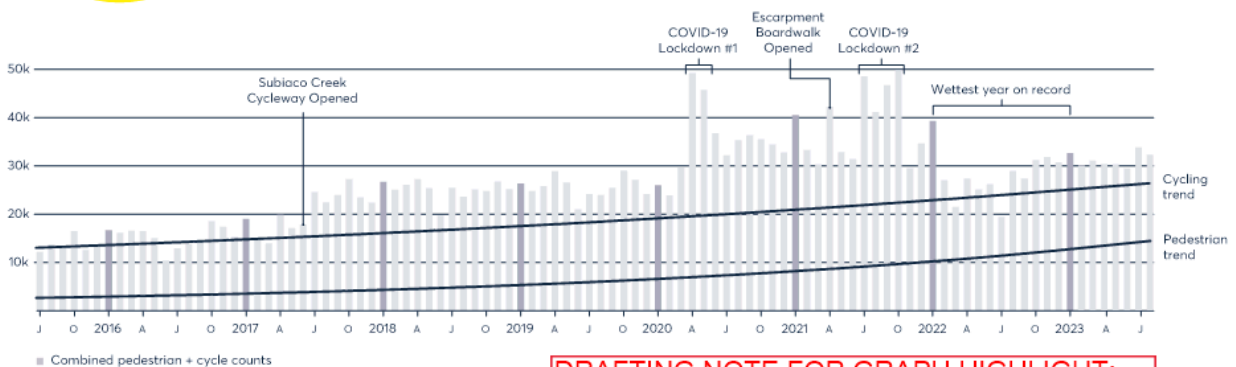
In the intervening years, data has been collected in select locations that captures the changes in bike path usage, particularly during COVID as per Figure 2 below.

To help understand the changing needs and attitudes of a part of the community as transport options changed in a specific area with a significant increase in density. The annual Carlingford and Epping Travel Survey was conducted from 2019 to 2023. During this consultation process, we found that:

- ▶ More of the community thought cycling across the region had become easier +5%
- ▶ There has been a distinct increase in the number of participants who cycle overall +8%
- ▶ 5% of respondents said they rode once a month or less, and that quiet and wide streets encouraged them to ride.
- ▶ The majority of participants (80%) indicated that at the moment, they never cycle, which provides a significant change opportunity.

**Figure 2:
Active transport trends along the Parramatta River**

DRAFTING NOTE FOR HIGHLIGHTS:
Community needs summary updated to include key findings from 2023 consultation



DRAFTING NOTE FOR GRAPH HIGHLIGHT:
Additional data added

6

What we heard in 2023

DRAFTING NOTE FOR SUMMARY HIGHLIGHTS:
Summary of 2023 consultation

The draft Bike Plan was publicly exhibited in August 2023 and advertised online, in the local paper, with pavement stickers and through social media. Face to face drop in sessions were offered and officers spoke to 531 people. An online interactive map allowed users to drop themed pins that "support", "object" or just "comment". A total of 612 pins were placed with strong concentrations around the CBD, Epping and along regional routes. A total of 73 written submissions were received from individuals, community groups, the local Bicycle User Groups (BUG) and peak cycling advocacy group in NSW.

The key themes across all the consultation platforms can be grouped into:

Safety

DRAFTING NOTE FOR SAFETY HIGHLIGHTS:
2023 consultation added

Separated paths for cyclists, pedestrians and vehicles, or wider shared paths. Suggestions were made for improvements at specific locations like sharp corners, removing lips on kerb ramps, as well as improved crossing points. A number of requests were made for slower speed limits where cyclists are mixing with traffic. The introduction of Light Rail into the CBD by TfNSW has excluded cyclists from a large number of streets and intersections for safety reasons.

In the Bike Plan re-refresh a focus was increased separation on key regional routes where space allows. In particular, the river paths with separation or widening now fully funded (where possible) between the CBD and Melrose Park. However there are limitations on where separation can be provided as it needs to be balanced with the higher cost, and impacts on open space, ecology, parking and traffic circulation. However, the Bike Plan only identifies routes at a strategic level, and Council will continue to investigate separation on key routes as funding becomes available, and in response to existing or future projected speeds and volumes of users. Council will continue to advocate to TfNSW to find a safe solution to track crossings, and provide safe and convenient alternative routes within the CBD.



Behaviour

Education for all shared path users needed. Cyclists: ringing of bells, slowing down in high traffic areas, management of speed, being more considerate of pedestrians (particularly young children, hearing impaired or those with a disability). Pedestrians: keeping to the left on shared paths, more thoughtful use of retractable leads on shared paths, dogs off leash generally.

DRAFTING NOTE FOR HIGHLIGHTS:
2023 consultation added

Council has an ongoing program of "Polite Path" activation that targets both cyclists and pedestrians, with monthly activations planned for 2024. Council officers have also made contact with the local Police Area Commands to request support in helping the small minority of users who are consistently inconsiderate of other paths users.

Supporting infrastructure

Respondents highlighted the need for lighting, bins, bike parking, shade and bathroom facilities, as well as improved wayfinding and signage.

Policies and Network Design Principles have been strengthened to ensure supporting infrastructure is considered during the delivery of cycling infrastructure.

Connectivity and access

More paths to different locations and new kerb ramps to improve access to existing paths.

Requests for new paths, ramps, facility types or path removals / re-alignments were reviewed by Council officers in consultation with the relevant teams. Sometimes links could not be proposed where topography, ecology or cost precluded their inclusion. Where requests were supported, the cycling network map was updated – please follow QR code below, along with some corrections and to accommodate State agency requests. Follow the QR code to the online portal where each comment has been addressed.

DRAFTING NOTE FOR THIS HIGHLIGHT:
Detailed responses to consultation comments are hosted online

Scan the QR code to view the City of Parramatta's dedicated community engagement site.



7

Infrastructure for a cycling city

DRAFTING NOTE FOR HIGHLIGHT:
 People with mobility aids raised to highest in hierarchy

The approach

A number of initiatives have been identified to increase the bicycle friendliness of Parramatta. These factors are designed to overcome the key barriers identified to cycling in Parramatta.

Over the next two decades, Parramatta’s transport network will evolve to meet the challenges associated with rapid growth. The Road User Hierarchy shown in Figure 3 provides a road space allocation framework that represents current best practice transport planning. Pedestrians receive the highest priority, followed by cycling, public transport, freight through to single occupant motor vehicles. Applying the Road User Hierarchy helps guide difficult decisions where road space is contested. Bike Plan 2024 is focused on creating a door-to-door experience that makes cycling the obvious choice for trips under 10km, with a key focus on trips under 5km.

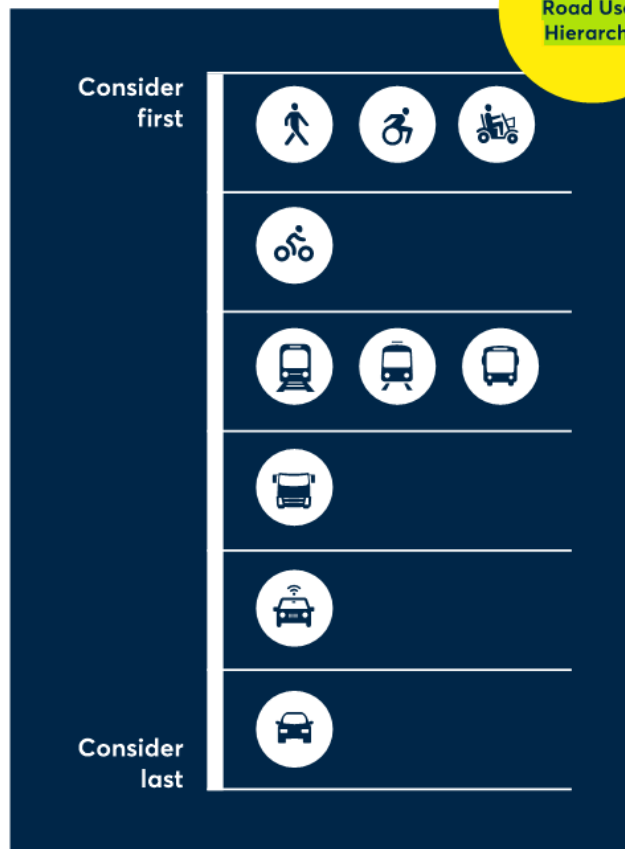


Figure 3: Road User Hierarchy



Building the bicycle network

The community have a strong preference for separated cycle facilities where speeds and volumes make mixing with traffic or pedestrians uncomfortable, along with intersection treatments that prioritise the safety of people on bicycles. A continuous, coherent network will minimise the gaps that can reduce the safety and enjoyment of cycling, helping to make cycling an option for a greater spectrum of the Parramatta population.

Network design principles

The following design principles have been used in the development of the Parramatta bicycle network. The design principles have been taken from consultation with experts and the community, the TfNSW Cycleway Design Toolbox and feature the five internationally recognised design principles required for providing cycling-friendly infrastructure. Cycleways are required to be safe, connected, direct, attractive and comfortable, with the additional principle of being adaptable and integrated into TfNSW cycleway design principles.

The principles are defined as:

- ▶ **Safe** – ensure that bicycle riders are provided with safe facilities.
- ▶ **Connected** – Enable bicycle riders to reach their destinations easily via routes that are connected across the network.
- ▶ **Direct** – Provide people cycling with the most direct route.
- ▶ **Attractive** – Deliver safe and attractive surroundings that help to deliver well-designed public spaces.
- ▶ **Comfortable** – Ensure that riders of all ages and abilities can ride at a speed they are comfortable.
- ▶ **Adaptable** – Incorporate flexibility in design to accommodate changes in user needs and demand over time.

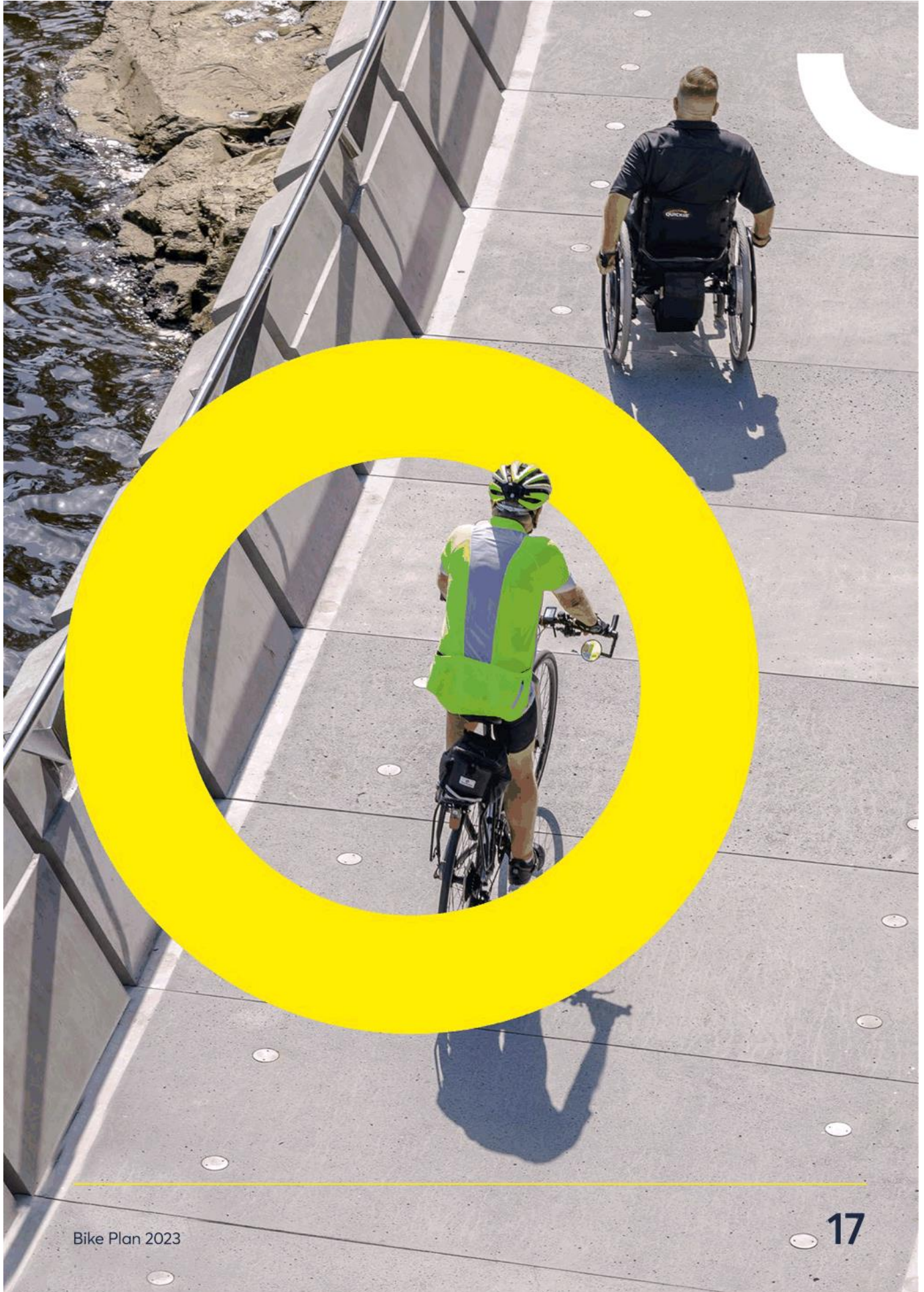
Key infrastructure initiatives to grow cycling participation in Parramatta include:

- ▶ A cycle-friendly CBD: Creating a network of physically separated, protected bicycle lanes within the CBD, accompanied by lower speed limits in the core.
- ▶ Connecting schools to the local and regional network. Within the Parramatta LGA, schools with the densest catchments have been prioritised to achieve the greatest participation.

DRAFTING NOTE FOR HIGHLIGHTS:

Additional principles to reflect community feedback

- ▶ Identify one-way streets that can accommodate either contra-flow bicycle lanes, contra-flow cycling, or shared zones to increase permeability.
- ▶ Amenity and comfort is key to an enjoyable cycling experience, additional trees, water, lighting and bathroom facilities will be considered during project development.
- ▶ Where space allows, investigate paired uphill bike lanes with downhill in-lane riding to improve safety on steep roads.
- ▶ Sufficient bike parking in the CBD, transport hubs, local centres, recreational facilities and key destinations.
- ▶ To reduce run off and minimise local impacts, projects will strive to minimise the introduction of additional paved surfaces. This could be through re-purposing existing street surfaces, or consolidating paths where possible.
- ▶ Improve way finding on new and existing routes through signage and pavement marking
- ▶ The network will be continuously reviewed and updated to reflect community needs and development.
- ▶ The future network will need to address future micromobility needs as they grow and evolve, including e-scooters, e-bikes, cargo bikes and other personal devices.



8

Policy

Policies supporting the transition to a cycling city

Proposed land use controls

The urban intensification occurring in Parramatta provides an important opportunity to build bicycle-friendly design into the buildings (bike parking) and streets (separated bicycle infrastructure). The Parramatta CBD and Outside-CBD Development Control Plans (DCPs) were recently updated to reflect best practice, appropriate controls to support both pedestrians and cyclists. These will be periodically reviewed as the city evolves and grows.

Speed limits

Council will work with TfNSW to increase the areas within, and in close proximity to the CBD to reduce speed limits where appropriate. Council will initiate discussions with TfNSW to reduce the speed limit on local quiet residential streets outside of the CBD where appropriate and in consultation with the community.

Network development policy

- ▶ Council will apply the Road User Hierarchy (see Figure 3) in road space allocation and transport investment decisions.
- ▶ Whenever a road is resurfaced, consideration will be given to adding painted bicycle infrastructure on identified routes in Bike Plan 2024, unless there is a compelling reason not to, from a safety or road width perspective.
- ▶ Whenever a road treatment project is planned, consideration of the impact on cycling safety is required.
- ▶ Whenever road works occur that involve the removal and replacement of road surfaces on a designated cycling route, any bicycle line markings or symbols that are disturbed must be replaced when the works have been completed.
- ▶ Any white bicycle logo (PS-2) should be painted where the rider is intended to be, i.e. in the middle of the travel lane for routes mixing with traffic.
- ▶ All routes involving roundabouts are to consider Australian, and where possible world's best practice for cyclist visibility and safety.
- ▶ Drainage grates with longitudinal slots are to be replaced with bicycle-friendly covers.
- ▶ Suitable locations for tool stands/bike pumps and bike hoops will be identified.
- ▶ Opportunities to minimise impact to vegetation, improve canopy cover and minimal additional hard surfaces should be pursued during feasibility and design.

DRAFTING NOTE FOR HIGHLIGHT:

Additional policy principles to reflect community feedback

Technology

Continue to update bicycle counter technology to improve reliability and increase the coverage of counters, as well as promote the data available to the community on Council's website.

9

Programs

Four core behavioural programs have been prioritised based on best practice and feedback from the community during the development of the Bike Plan.



Program 1: Sharing the path

DRAFTING NOTE FOR HIGHLIGHT:

Sharing the path program elevated to the first priority of Council

Inconsiderate use of the existing shared path network by both pedestrians and cyclists was the highest behavioural priority in the feedback from the exhibition of the draft Bike Plan re-fresh. Shared paths accommodate a number of users who have different needs that sometimes come into conflict. During the community consultation for the 2017 Bike Plan and in subsequent years, it was reported that many people have negative experiences on the network because of a lack of understanding of how this type of facility should be used. Parramatta has many such paths and more are planned in the future.

1.1 Desired outcomes

- ▶ Raise awareness among all users of being on a shared path.
- ▶ Improve relations between people riding and people walking on shared paths.
- ▶ Increase a sense of safety, especially for vulnerable users.

1.2 Behavioural goals

1. Bike riders to give way to pedestrians.
2. Bike riders to slow down and pass at a safe distance.
3. Increase and normalise the use of bike bells.
4. Walkers and bike riders keep left.
5. Keep animals on leads and close by.

1.3 Key actors

- ▶ All path users, including cyclists, pedestrians, runners/joggers, dog walkers etc. police, contractors.



**Program 1:
Sharing the path**
(cont.)**1.4 Program components**

- ▶ Engage with the key actors at the sites where and when conflict is most prevalent, to help pedestrians and cyclists understand perspectives of other users.
- ▶ Deliver activations on shared paths that offer an incentive to stop and have a conversation with trained contractors i.e. refreshments, bike tune up, giveaways.
- ▶ Engage with local Police Area Commands to target known areas of conflict and reach the small proportion of path users who would not engage with standard activations.
- ▶ Share the negotiated etiquette with the wider community:
 - the photos will be shared using social media - participants will be encouraged to share photos using their own social media accounts to promote their involvement among their social network.
- ▶ Use various media to share the outcomes with the wider community:
 - utilise Council and community social media to share the outcomes from the on-site activations; and,
 - invite the community to contribute to etiquette online and to rate the outcomes of the activation.
- ▶ Use behavioural signage to communicate the new shared path etiquette with users of the shared path and with the wider community:
 - place the messages at site-specific locations, such as where people make turns off the path or where riders interact with people crossing the path;
 - utilise empathetic messaging techniques in the design; and,
 - use high-impact messaging.



Program 2: Riding to education



The following provides initiatives to increase cycling opportunities for school children. Further information can be found on the NSW Education promoting [safe travel website](#).

2.1 Support safe routes to school

- ▶ Provide shared paths to schools to allow space for cycling and for parents to legally continue their onward journey or return home on a path.
- ▶ Wayfinding and route orientation to students to help them identify safe routes to schools. Additionally, this can be extended to the public to reduce driving on these routes.
- ▶ Investigate opportunities to connect local streets through upgrading cul-de-sac or park footpaths to be cyclable and enable riding on quiet local streets.
- ▶ Investigate opportunities for other infrastructure treatment improvements, which could include the installation of drop-kerbs, refuge islands, raised crossings and the widening of medians.
- ▶ Provide crossing opportunities away from main roads and intersections to enable more direct routes.
- ▶ Provide longer crossing times at signalised intersections during school bell times where possible.

2.2 Provide educational development and advice

- ▶ Work with schools to provide and maintain support for cycling-to-school initiatives such as walking and cycling school buses and the Ride2School initiative.
- ▶ Distribute information in the form of cycling guidelines to increase the awareness of dangers to children and provide tips for cycling and bicycle maintenance.
- ▶ Hold workshop days with schools to provide free learn to ride, tuning and repairs to bikes.
- ▶ Regularly remind students, parents and carers about the importance of riding safely, wearing a helmet and storing their wheeled devices in the right place at school.

2.3 Support safe, growth initiatives

- ▶ Investigate temporary traffic management opportunities to trial programs such as "School Streets". Modal filters can be placed outside of schools which only allow pedestrians and cyclists to enter. Improving the safety and attractiveness of active transport. The open street can be demonstrated as a key event that is adaptable, low-cost, and has minimal impact on the surrounding community.
- ▶ Provide engagement opportunities with schools, parents and the community to identify areas of concern and improvement opportunities.

Program 3: Supporting the community to ride

3.1 Support existing and promote new community initiatives

- ▶ Promote and support events, such as Biketober, Ride2Work days and activities.
- ▶ Explore creating a small grants program for local groups who want to support cycling in Parramatta, particularly those focused on under represented groups in the community.

3.2 Support integrating cycling with local events

- ▶ Explore options to provide bicycle parking at all major local events.
- ▶ Ensure the promotion of cycling to and bicycle parking facilities at associated events.

3.3 Support new cyclists to develop skills and confidence to cycle

- ▶ Explore options to provide regular classes for novice riders.
- ▶ Provision should be made for female-only classes, as evidence shows that some women feel more comfortable and confident when learning physical skills with other women.
- ▶ Provision should be made for on-road training to ensure that practical experience is gained in real-life conditions.

3.4 Provide a central source of key information

- ▶ Develop and maintain a section of the current Council website dedicated to cycling, including digital and static network maps; guidelines for using facilities; road rules for cyclists & cyclist's legal rights; calendar of local events; contact details for all local organisations promoting or supporting cycling.

3.5 Support cycling growth through leadership in the community

- ▶ Explore options for staff with transport and city design responsibilities to attend a bicycle planning and design course, either provided through TfNSW or another accredited provider, to ensure they have the skills and awareness to build bicycle-friendly design into their work.
- ▶ Provide a range of bicycle types for staff to use for a variety of journey types at workplaces across Parramatta.
- ▶ Develop and make available maps of safe and convenient routes between regular destinations for staff
- ▶ Run bicycle skills and maintenance training for staff.
- ▶ Develop a promotional pack and an introduction to 'Cycling at Work' as part of staff inductions.



**Program 3:
Supporting
the community
to ride**
(cont.)

3.6 Support local businesses to enable cycling among staff

- ▶ Explore running a workplace cycling competition to encourage competition among local businesses.
- ▶ Help local businesses with information and guidelines on how and where to ride to work, as well as help implement a Green Travel Plan.
- ▶ Encourage businesses to engage with the Get Healthy @ Work program.
- ▶ Run bicycle skills and maintenance training classes in cooperation with local business associations.

3.7 Support new riders through subsidised rental

- ▶ Explore options to subsidise short-term rental (3-6 months) of bikes and e-bikes to new riders and families to encourage participation and seed riding as an option for residents and workers.

3.8 Support the promotion of a more inclusive cycling culture

- ▶ Create a campaign promoting a cross-section of local bike riders who already cycle to challenge currently-held beliefs and attitudes that limit participation and stereotypes ensuring a cross-section of age, gender, and ethnicity are covered in the campaign.
- ▶ Maximise the use of different channels, such as social media, print and online video.
- ▶ Showcase personal stories that demonstrate the potential to cycle for everyday journeys in everyday clothes and using a range of user groups. While acknowledging sports cycling and other leisure pursuits, it is important to promote short, local everyday transport journeys.



Program 4: Sharing the road

The provision of separated, or even dedicated, bicycle routes cannot always be accommodated for several reasons, including physical and financial constraints. On this basis, the interaction between bike riders and other road users will be commonplace. As such, steps must be taken to improve the coexistence of all road users.

4.1 Desired outcome

- ▶ To support the coexistence of bike riders and drivers of motorised vehicles on the roads and streets of Parramatta.

4.2 Behavioural goals

1. Drivers of motor vehicles leave the legally mandated space (1 – 1.5m, depending on posted speed limits) when driving in the presence of bike riders on all roads and streets of Parramatta.
2. Ensure bike riders, particularly new or inexperienced riders, understand and are able to ride defensively and confidently when sharing road space with motorised traffic.
3. All road users, cyclists and drivers, understand the road rules that support their safety and the safety of others.

4.3 Key actors

- ▶ All road users - but engaged as communities of road users (e.g. truck drivers, bus drivers, taxi drivers, sports bike riders, everyday bike riders, commuter drivers etc.).

4.4 Program components

- ▶ Council will support and collaborate with external agencies who already run relevant initiatives, such as the Amy Gillett Foundation's 'A Metre Matters' campaign.
- ▶ Council will provide and promote easily accessible information on road rules for interactions between bike riders and drivers of motor vehicles.
- ▶ Council will develop - separately or in collaboration with external stakeholders - an intervention to create empathy and understanding among road users by providing opportunities to experience the road from each other's perspective, by:
 - bringing people together at existing community-wide events and activities hosted by Council; and,
 - sharing personal stories of the real impact on bike riders who have been involved in crashes and near misses with motor vehicles.
- ▶ Council will develop an intervention to humanise bike riders through:
 - the personal stories of the diversity of riders in Parramatta (by age, gender, ethnicity, motivations for riding etc.) and local people who cycle and drive.
 - Support or provide defensive cycling and confidence-building training courses



10

Our network

Wayfinding

The implementation of wayfinding is a key element in providing a successful cycling network. It is an essential aspect of recreational cycling, allowing users to navigate without the need for a map or mobile phone. The strategic placement of wayfinding throughout a network allows cyclists to easily explore, whilst providing safer journeys.

Good wayfinding can promote cycling by raising awareness of the region's network. This helps increase the visibility of the network to users, which encourages more people to take up cycling. Additionally, it helps allow residents and visitors to overcome barriers and constraints including safety concerns and severance, through a lack of knowledge of the area. Good wayfinding is achieved by providing prompts such as signage and maps, as well as landmarks, and patterns amongst other signals.

Figure 4:
Example
wayfinding
signage



Signage

To achieve success in the application of wayfinding throughout the region's network, good, clear and concise signage is required. Achieving this reduces confusion and increases rider confidence in the information presented.

Figure 5:
Example
signage



TfNSW sets out a clear plan for the application of signage across the state. This ensures consistency throughout NSW, which is easily recognisable and informative. Signage is produced to meet specific standards which can be found on the government website. Examples of signage found across NSW are shown in Figure 4, Figure 5, and Figure 6.

Figure 6:
Example
signage



Typology

The following typologies have been used when developing the proposed network:

- ▶ On-road, physically separated bicycle lanes (using raised kerbs)
 - Single direction each side (pairs)
 - Bi-directional on one side
- ▶ On road, painted bicycle lanes (as a pair, or one side only)
- ▶ Off-road, separated paths for pedestrians and cyclists
- ▶ Off-road, shared paths
- ▶ Mixed traffic streets – painted white bicycle logo

On an ongoing basis, City of Parramatta will be exploring all options to provide a network with a greater extent of physically separated routes to maximise safety and amenity, should sufficient funding become available. Priority will generally be given to routes currently identified for dedicated bicycle lanes (painted), for upgrade to separated, particularly for regional routes, over local routes. Each of these routes will be assessed to ensure there is sufficient space within the road reserve and the design will be optimised for all users and subject to additional consultation at the detailed design stage.

The proposed bicycle network in Bike Plan 2024 has been developed to achieve the vision set by Council, by creating a street and path network that makes cycling an attractive, safe and convenient choice. The analysis of transport data, community and stakeholder consultation outcomes, and the evaluation of existing conditions have all been used to inform the creation of the proposed network.



Figure 7:
On-road, physically separated – single direction each side.

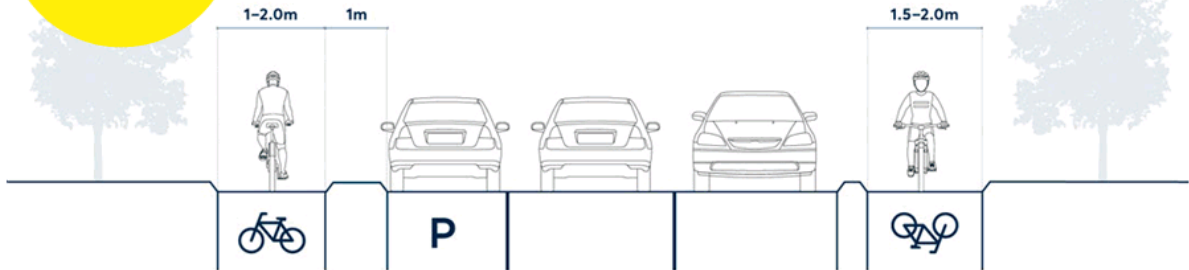


Figure 8:
On-road, physically separated – bi-directional on side.

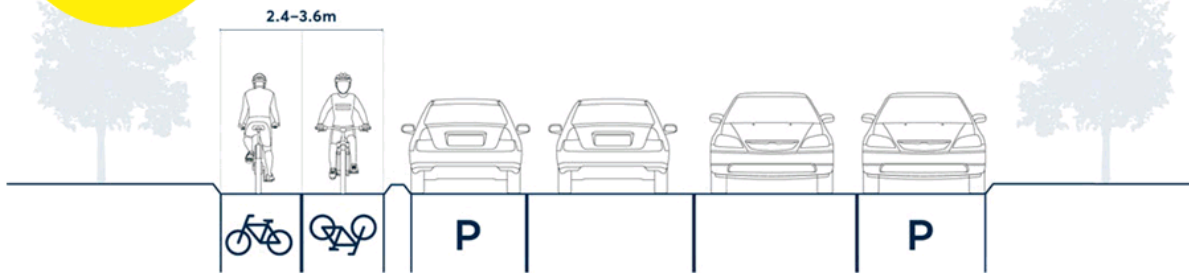


Figure 9:
On-road, painted bicycle lanes

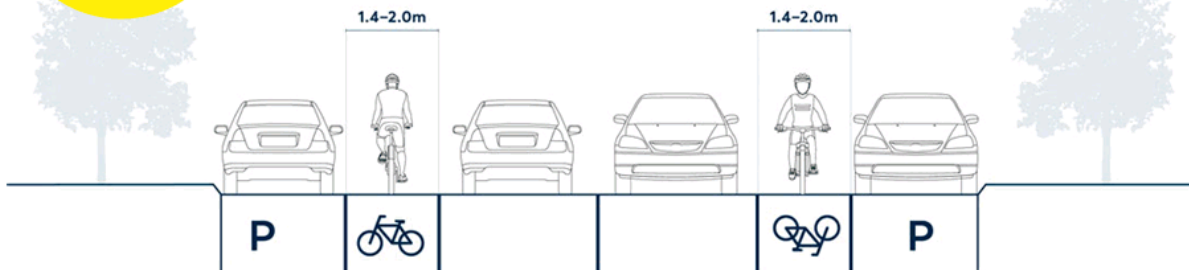


Figure 10:
Off-road,
separated paths
for pedestrians
and cyclists.

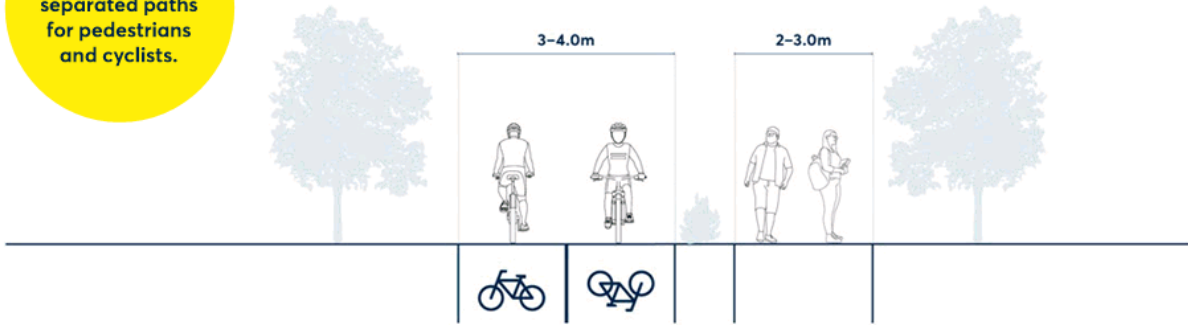


Figure 11:
Off-road,
shared path.

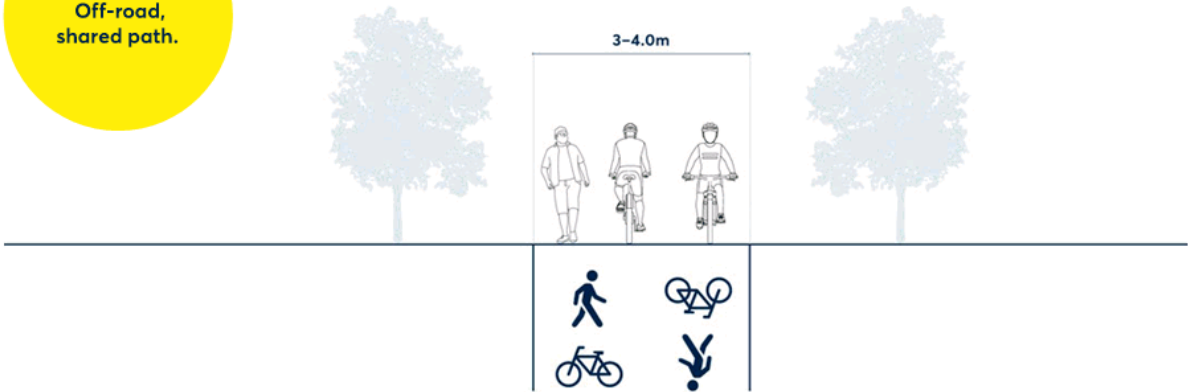
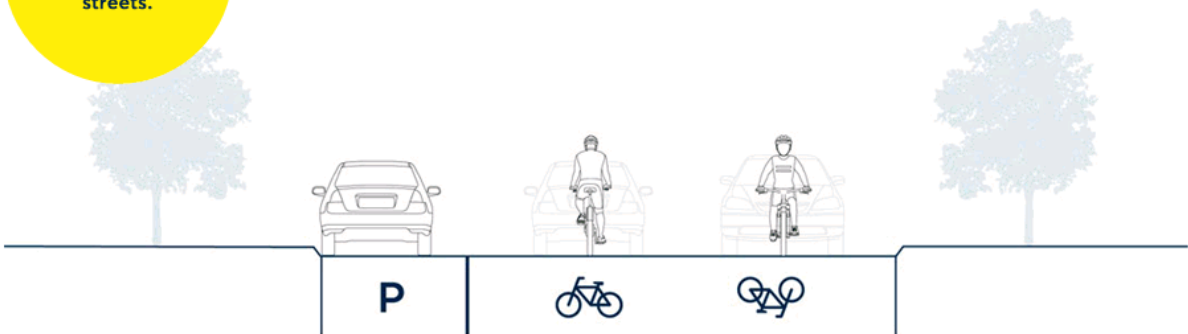
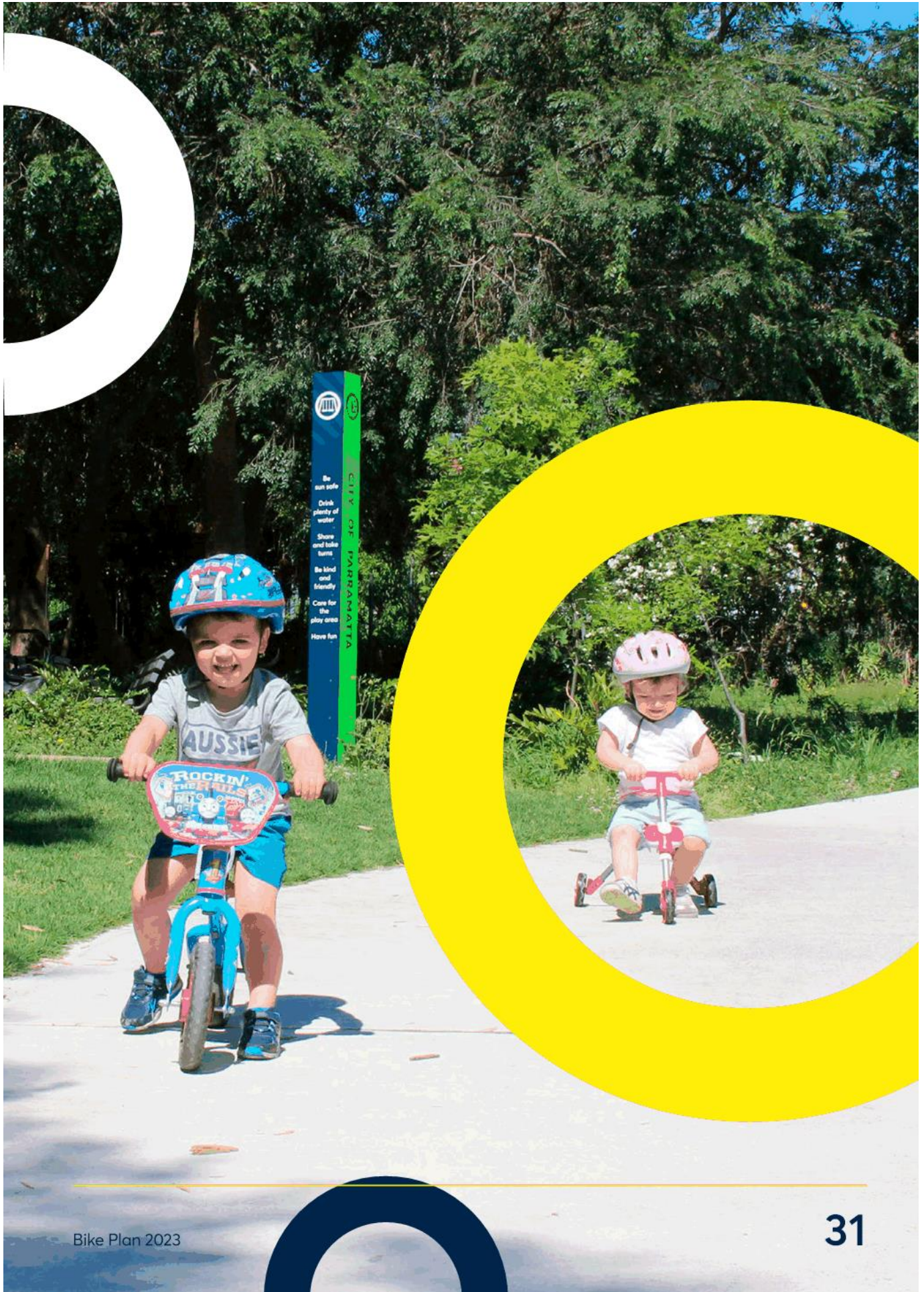


Figure 12:
Mixed traffic
streets.





11

Network delivery

Priorities

DRAFTING NOTE FOR HIGHLIGHTS:
Additional clarity on the prioritisation of network delivery

Routes proposed in Bike Plan 2024 will be delivered in stages when funding or opportunities become available. Regional routes are prioritised based on alignment with NSW Government priorities, policy alignment, network value, potential ridership as well as corridor availability.

Local routes that are prioritised largely based on funding availability, ability to service local schools and centres with a known dense local catchment, and alignment with other Council programs and plans. Council funding is prioritised based on the endorsed Development Contributions Plan that groups networks within areas of the LGA (see Table 1 below).

Please refer to Council's Cycling Homepage for up to date information on the network delivery and individual projects:
www.cityofparramatta.nsw.gov.au/cycling

Table 1: Priorities within the Outside CBD City of Parramatta Contributions Plan Amendment 1 (May 2023)

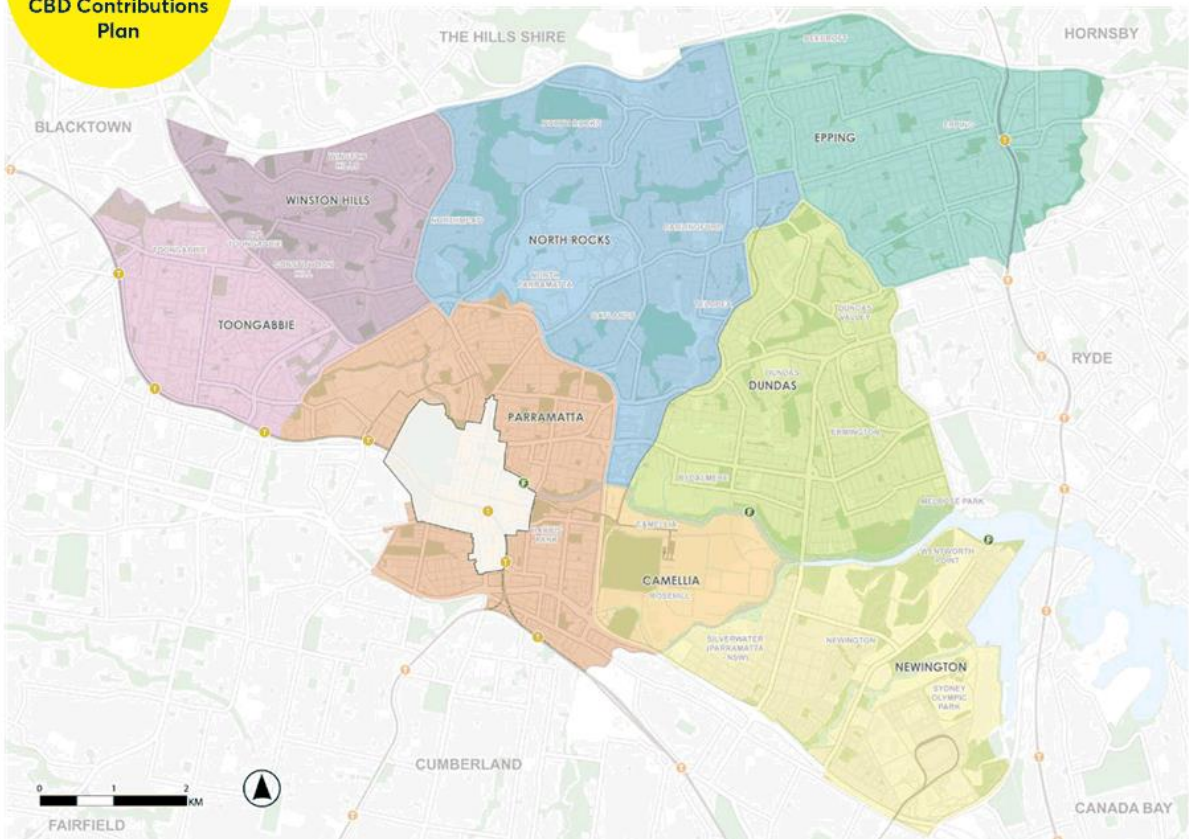
Priority	Network
0-5 years	Epping Local & Regional Networks
0-10 years	Parramatta Local & Regional Networks
0-10 years	Dundas Local & Regional Networks
0-10 years	Newington Local & Regional Networks
10-20 years	North Rocks Local & Regional Networks
10-20 years	Winston Hills Local & Regional Networks
10-20 years	Toongabbie Local & Regional Networks
10-20 years	Camellia Local & Regional Networks

Table 2: Priorities within the CBD Contributions Plan (October 2022)

Priority	Network
Short	Marsden Street Cycleway
Short	George Street Cycleway
Short	Queens Wharf Reserve
Short	Under James Ruse Drive to 10-12 River Road West
Short	Western CBD Shared Paths
Short	Queens Road to George Street
Short	Church Street South West
Short	Parkes Street North
Medium	Church Street South East



Figure 13:
Network areas
within the Outside
CBD Contributions
Plan



Legend

□ CBD contribution plan

Local and Regional Network Areas (Outside CBD)

- Camellia
- Dundas
- Epping
- Newington
- North Rocks
- Parramatta
- Toongabbie
- Winston Hills



Funding

Costs and benefits

The proposed future network consists of 337km, of upgraded or proposed bicycle infrastructure (shared path, separated, painted lines). The price per linear kilometre for the different typologies varies greatly between typologies and along routes themselves as elements such as traffic lights, bridge structures and drainage adjustments have significant cost impacts.

There are a number of current and potential funding options available for the construction of bicycle infrastructure. Many of the bicycle infrastructure options contained in this Bike Plan are unlikely to be financed by local government alone, and substantial portions of the network, particularly along regional routes that include physical separation from general traffic will need complementary State and/or Federal Government funding.

The Contributions Plan outside of the CBD anticipates Council will contribute 50% of the cost of local networks and 10% to regional connections. A full breakdown between each network, the nexus to development and timelines for delivery are available within the Contributions Plans.

NSW Government funding programs

The Get NSW Active funding program is designed by TfNSW to provide local Councils with the opportunity to improve and create safe, easy and enjoyable walking and cycling trips. It is intended that by doing so, it will help alleviate pressures on the road network and improve the lives and health of the surrounding communities. The program is refreshed each year, with successful applications detailed on the website.

Get NSW Active's strategic objectives are aimed at:

- ▶ improving bike riding to and within centres, neighbourhoods and key destinations
- ▶ enabling vibrant centres and liveable neighbourhoods through the creation of street environments that prioritise walking and cycling.
- ▶ Transport for NSW under this grants program, encourages councils to plan ahead, develop a program of works and consider different funding options for proposed projects.

DRAFTING NOTE FOR HIGHLIGHTS:

Break out box added to describe the cycling project delivery process

Projects that make changes to the public domain involve careful consideration of budget as well as trade-offs between different users and elements. These all need to be carefully considered during the design process that follows on from a Bike Plan being endorsed. Feedback from the community and their representatives the Councillors, is critical for a successful project. Once a design has been prepared for the community to provide feedback, prior to public exhibition Councillors are consulted and Council endorsement sought. Community feedback is sought during exhibition (for a minimum of 28 days under the Roads Act 1993 for any on-street projects), and this is reported back to Councillors, Council and Parramatta Traffic Committee for their consideration and decision.

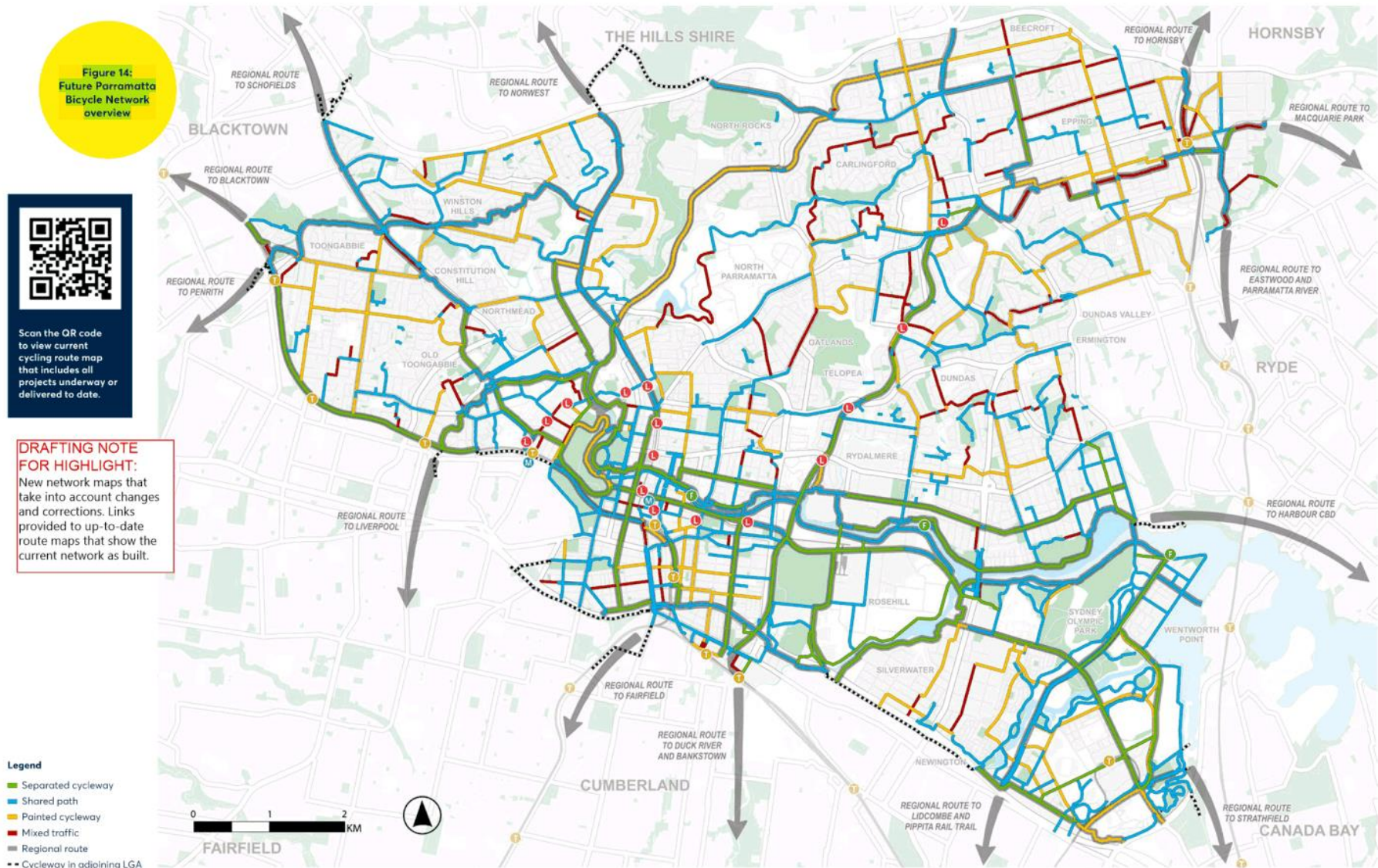
12

Future networks

The following maps detail our proposed future bicycle network and how the proposed network differs depending on the type of infrastructure proposed. The typologies vary from riding in mixed, lower-speed traffic, to fully separated paths and lanes.

The following maps are provided:

- ▶ Figure 14: Future Parramatta Bicycle Network (Overview)
- ▶ Figure 15: Future Parramatta Bicycle Network (Central)
- ▶ Figure 16: Future Parramatta Bicycle Network (Northeast)
- ▶ Figure 17: Future Parramatta Bicycle Network (Northwest)
- ▶ Figure 18: Future Parramatta Bicycle Network (Southeast)



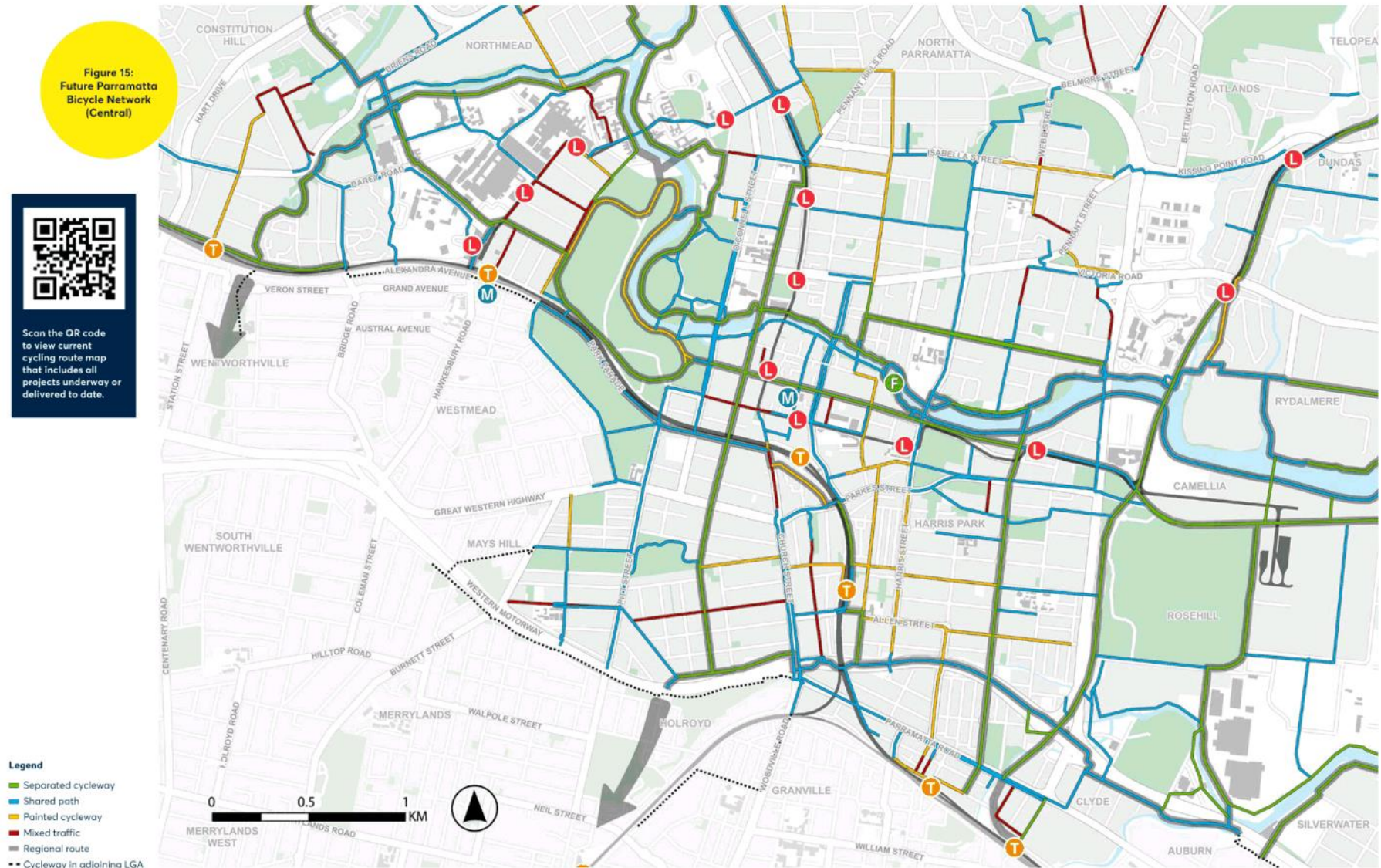


Figure 16: Future Parramatta Bicycle Network (Northeast)



Scan the QR code to view current cycling route map that includes all projects underway or delivered to date.

- Legend**
- Separated cycleway
 - Shared path
 - Painted cycleway
 - Mixed traffic
 - Regional route
 - - - Cycleway in adjoining LGA

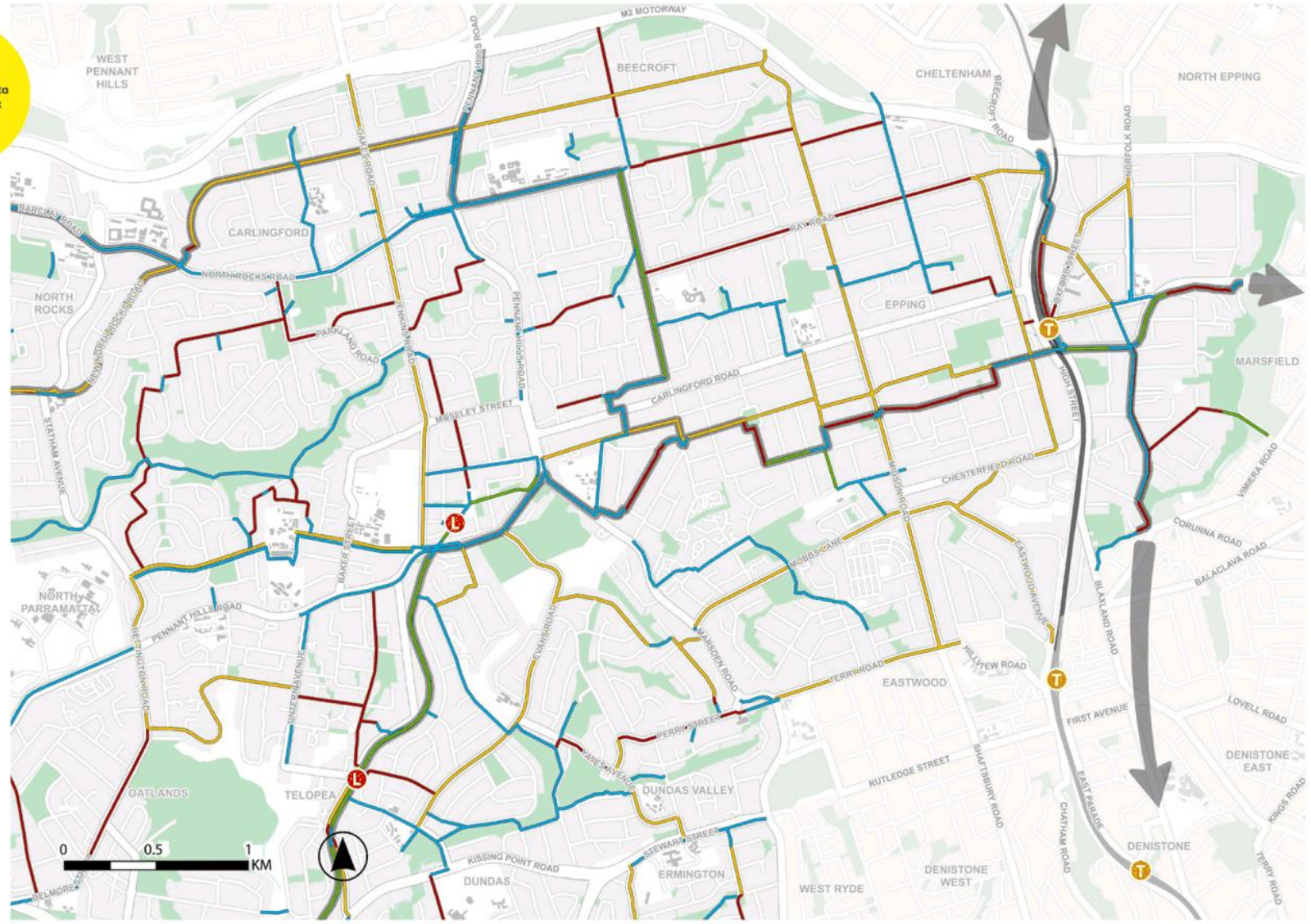


Figure 17:
Future Parramatta
Bicycle Network
(Northwest)



Scan the QR code to view current cycling route map that includes all projects underway or delivered to date.

- Legend**
- Separated cycleway
 - Shared path
 - Painted cycleway
 - Mixed traffic
 - Regional route
 - - - Cycleway in adjoining LGA

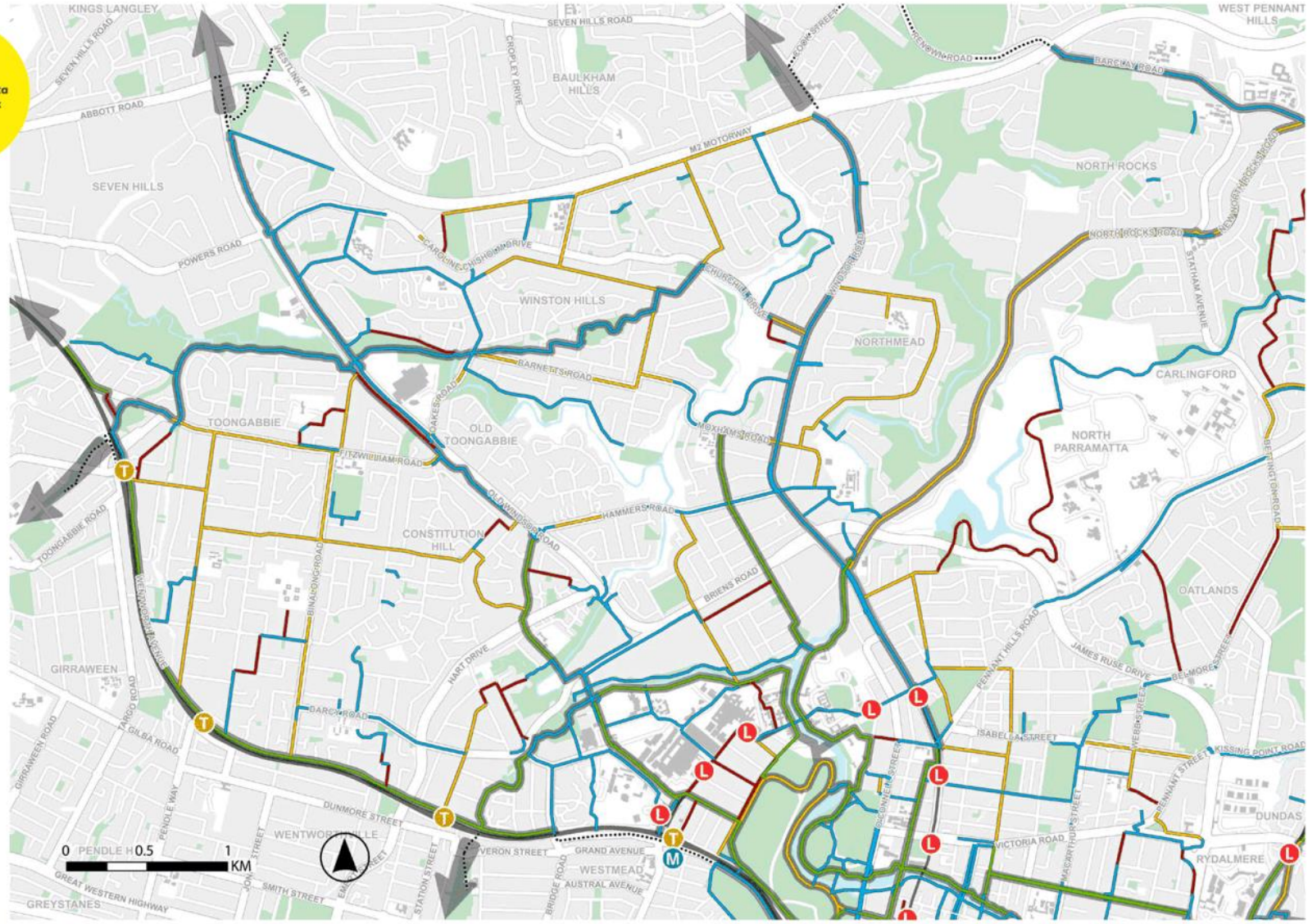
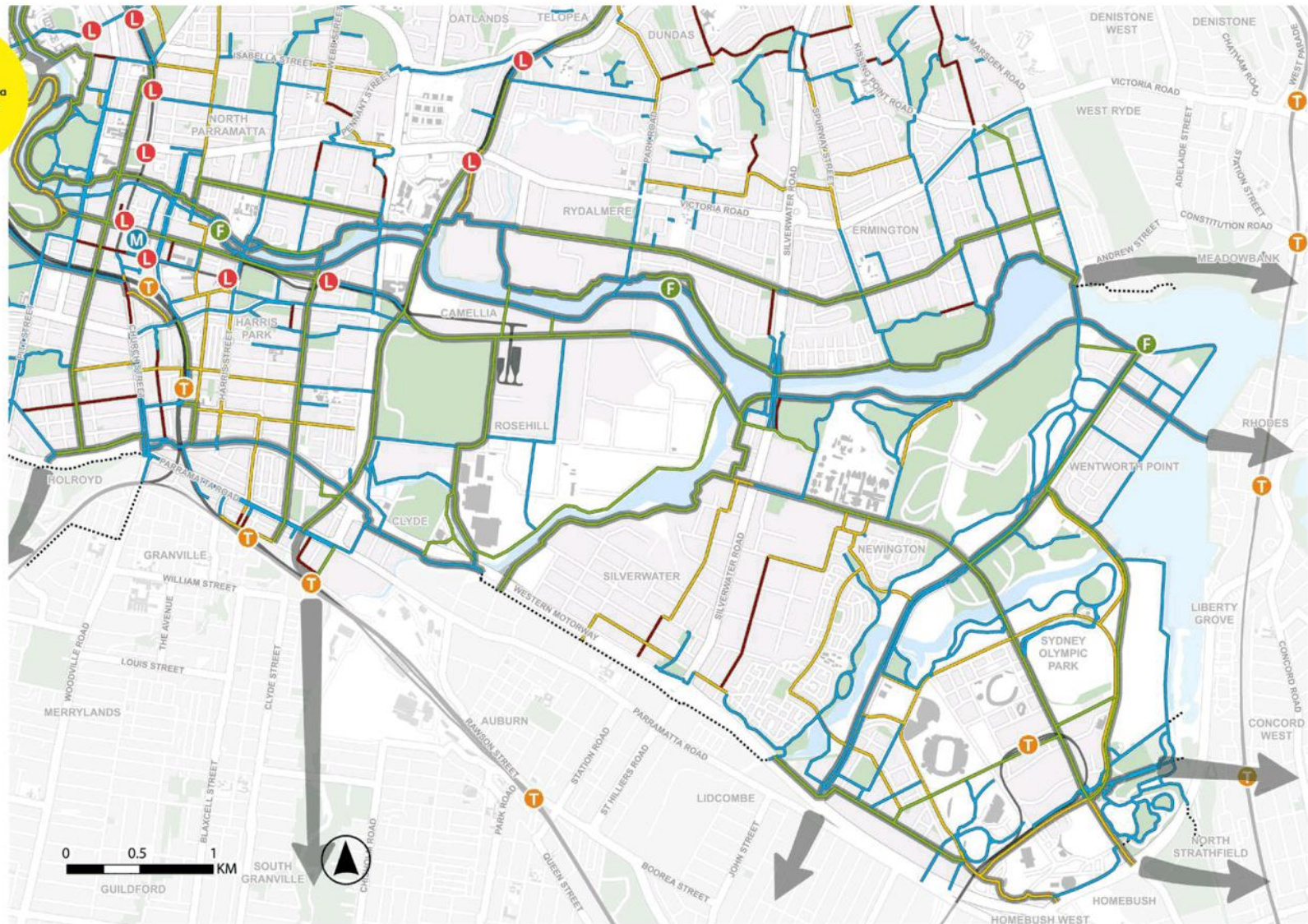


Figure 18:
Future Parramatta
Bicycle Network
(Southeast)



Scan the QR code to view current cycling route map that includes all projects underway or delivered to date.

- Legend**
- Separated cycleway
 - Shared path
 - Painted cycleway
 - Mixed traffic
 - Regional route
 - - - Cycleway in adjoining LGA



📞 For non-English speakers, phone interpretation services are available via TIS National on 131 450.

KOREAN

본 소식지와 관련해 통역 지원이 필요하신 경우, TIS (131 450)에 전화하여 Parramatta Customer Service (9806 5050)를 연결해 달라고 요청하시면 됩니다. 업무시간은 월요일에서 금요일, 오전 8시 30분부터 오후 5시까지입니다.

CHINESE

如果你需要翻译协助阅读这份新闻简报, 请联系 TIS, 电话131 450, 要求他们代表你接通巴拉玛打市议会顾客服务处, 电话 9806 5050。顾客服务处的工作时间是每星期一至星期五, 上午8:30至下午5:00。

ARABIC

إذا كنت بحاجة للمساعدة في ترجمة هذه النشرة، اتصل بـ TIS على الرقم 131 450 واطلب منهم الاتصال نيابة عنك بخدمة زبائن باراماتا على الرقم 9806 5050 من الإثنين إلى الجمعة بين الساعة 8:30 صباحاً و 5:00 مساءً.

HINDI

यदि आपको यह सूचना-पत्र समझने में सहायता चाहिए तो कृपया TIS को 131 450 पर फ़ोन करें और उनसे कहें कि आपकी तरफ़ से पैरामाटा कस्टमर सर्विस को 9806 5050 पर फ़ोन करें। यह सेवा सोमवार से शुक्रवार, सुबह 8.30 बजे से शाम 5.00 तक उपलब्ध है।

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Phone: 1300 617 058

Email: council@cityofparramatta.nsw.gov.au

Web: cityofparramatta.nsw.gov.au

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 @cityofparramatta

 @cityofparramatta



Parramatta Bike Plan 2024



PARRAMATTA

cityofparramatta.nsw.gov.au
atparramatta.com



Cycling Projects Development Procedure – April 2024

1. Scope

All cycling projects within City of Parramatta Council.

2. Purpose

Projects that make changes to the public domain often involve careful consideration of budget as well as trade-offs between different uses, for example (but not limited to): parking, movement, outdoor dining, landscaping, pedestrian and cyclist access, DDA compliance etc. They also incorporate detailed specialist inputs such as detailed land survey, archaeology, lighting compliance or tree root zones. These all need to be carefully considered during the concept and detail design process. Feedback from the community and their representatives, the Councillors, is all critical to the success of these projects. This document outlines when this level of detail is available, and also ensuring projects have the appropriate review points at each stage of the process.

3. Procedure

Stage	Details	Councillor involvement
Strategic	The Bike Plan: it identifies routes for cyclists and overarching typologies at a high level (point to point), at which time it is not possible to provide the detail on all impacts to the public domain.	Councillors briefed prior to exhibition. Chamber to adopt the plan post-exhibition to come into effect.
Concept / Detail Design	Individual projects are identified for development. A design team will gather evidence and specialist input to prepare plans of the public domain. Plans respond to environmental, physical and technical constraints including parking, topography and all other elements of a street or place. Any projects related to streets must be exhibited for 28 days under the Roads Act 1993. Council's advisory committees provide feedback either before public exhibition or during.	Prior to public exhibition, Ward Councillors are consulted on plans (CBD projects consulted with all Councillors). Chamber to endorse plans before public exhibition.
Approvals	Technical review of public exhibition is undertaken by Parramatta Traffic Committee (PTC). PTC will recommend the project to Council for approval should it be technically sound.	After exhibition, the outcomes are communicated with Ward Councillors (or all Councillors if in the CBD) through a briefing note or workshop, prior to project proceeding.



		<p>Post-exhibition projects will be reported to Council for review and endorsement:</p> <ul style="list-style-type: none">• directly for projects not in a road related area,• Projects in a road related area that receive greater than 20 objections, then to PTC.• Projects in a road related area that receive less than 20 objections, to PTC, then Council through the PTC minutes.
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REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.2
SUBJECT	DEFERRED FROM OCM 27 MAY 2024 - Adoption of Media Policy 2024
REFERENCE	F2024/00282 - D09469612
REPORT OF	Group Manager Communications & Customer Engagement
CSP THEME:	Fair

WORKSHOP/BRIEFING DATE: Policy Review Committee - 26 July 2023
Council Meeting - 14 August 2023
Councillor Workshop - 4 March 2024
Policy Review Committee - 30 April 2024
Council Meeting (Deferred) - 27 May 2024

PURPOSE:

To seek Council's adoption of the Media Policy 2024 (Policy 224).

RECOMMENDATION

- (a) That Council notes the submission received during public exhibition of the draft Media Policy 2024.
- (b) That Council adopt the Media Policy 2024 as attached to this report.

BACKGROUND

1. A draft Media Policy was prepared in accordance with the Office of Local Government's Model Media Policy 2022.
2. The exhibited draft Policy was considered by Council at its meeting on 27 May 2024 for adoption.
3. Concern was raised by Councillors that the Policy contained new clauses that may restrict a Councillor's ability to interact with the media, notably Clause 3.6.2(f) which requires a Councillor to seek information and guidance prior to engaging with the media.
4. Council officers confirmed that the clause was not new, and had already been considered on multiple occasions by Councillors and had also been previously adopted by Council for public exhibition in 2023 within the draft Media Policy.
5. Consideration of the report was subsequently deferred to Council's meeting on 11 June 2024 to enable staff to review any inconsistencies between the OLG's Model Media Policy and Council's draft Media Policy.
6. For the information of Councillors, the table below compares the consistency between the Policy clauses and outlines the dates when Council has previously considered the specific clause relating to Councillor obligations when engaging with the media.

Table: Timeline of Consideration of Clause 3.6.2(f)

<p>NSW Office of Local Government</p> <p>Model Media Policy 2022</p> <p>Model Clause 3.2</p>	<p>When engaging with the media Councillors:</p> <p>3.2 <u>Must</u> seek information and guidance from the General Manager/Media Coordinator where appropriate before providing comment to the media to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.</p>
<p>City of Parramatta</p> <p>Policy Review Committee Meeting 26 July 2023</p> <p>Draft Media Policy</p> <p>Recommended Clause 3.6.2(f)</p>	<p>When engaging with the media, Councillors:</p> <p>3.6.2(f) <u>Must</u> seek information and guidance from the Corporate Affairs Manager where appropriate before providing comment to the media, to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.</p>
<p>City of Parramatta</p> <p>Council Meeting 14 August 2023</p> <p>Draft Media Policy</p> <p>Adopted Clause 3.6.2(f) for exhibition</p>	<p>When engaging with the media, Councillors:</p> <p>3.6.2(f) <u>Must</u> seek information and guidance from the Corporate Affairs Manager where appropriate before providing comment to the media, to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.</p>
<p>City of Parramatta</p> <p>Councillor Workshop 4 March 2024</p> <p>Draft Media Policy</p> <p>Exhibited Clause 3.6.2(f)</p>	<p>When engaging with the media, Councillors:</p> <p>3.6.2(f) <u>Must</u> seek information and guidance from the Corporate Affairs Manager where appropriate before providing comment to the media, to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.</p>
<p>City of Parramatta</p> <p>Policy Review Committee 30 April 2024</p>	<p>When engaging with the media, Councillors:</p> <p>3.6.2(f) <u>Must</u> seek information and guidance from the Corporate Affairs</p>

<p>Draft Media Policy</p> <p>Recommended Clause 3.6.2(f)</p>	<p>Manager where appropriate before providing comment to the media, to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.</p>
<p>City of Parramatta</p> <p>Council Meeting 27 May 2024</p> <p>Recommended Clause 3.6.2(f)</p>	<p>When engaging with the media, Councillors:</p> <p>3.6.2(f) <u>Must</u> seek information and guidance from the Corporate Affairs Manager where appropriate before providing comment to the media, to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.</p>

7. Following Council's deferral of the matter, officers have reviewed the operational Procedures Guide and clarified that the Procedures do not form part of the adopted Policy. Council officers will ensure that the final version of the Procedures are consistent with the final adopted Media Policy 2024, should Council make further changes to the Policy.

Sally White

Group Manager Communications & Customer Engagement



Angela Jones-Blayney

Executive Director City Engagement & Experience

Gail Connolly

Chief Executive Officer

ATTACHMENTS:

1	Media Policy 2024	8
	For Information only - Media Policy Review 2024 - Markup of administrative amendments post-exhibition	8 Pages
3	For Information only - Media Procedures Guide 2024	6
		Pages

REFERENCE MATERIAL



Media Policy

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1. Scope

- 1.1 This Policy applies to all City of Parramatta Council (**Council**) Officials, including Councillors and Staff, who engage with the Media.
- 1.2 The Policy applies to all engagement with the Media on Council-related matters, whether face-to-face, online, by phone, any phone messaging system or in writing, and whether acting in an official capacity on behalf of Council or not.
- 1.3 This Policy does not apply to Social Media use, the framework for which is established under Council’s Social Media Policy.
- 1.4 A Media Procedures Guide has been designed to assist with clarity for Councillors of their obligations under the Media Policy. The Media Procedures Guide does not form part of the Media Policy.

2. Purpose

- 2.1 This Policy provides a framework for the administration and management of Council's interactions with the Media.
- 2.2 This Policy aims to ensure Media engagement by Council Officials is consistent, accurate, and professional, and enhances Council's reputation.

3. Policy

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Principles

3.1 Council is committed to upholding and promoting the following principles of Media engagement:

Openness	Council will promote an open exchange of information between Council and the Media.
Consistency	Council will ensure consistency by all Councillors and Staff when communicating with the Media in an official capacity.
Accuracy	The information Council shares with the Media will be a source of truth for the community, and Council will endeavour to correct inaccuracies when they occur.
Timeliness	Council will ensure that Media enquiries are responded to in a timely manner.

Administrative Framework for Engagement with the Media

3.2 The Chief Executive Officer (CEO) will appoint a suitably qualified member of Staff to be Council's Media Coordinator.

3.2.1 The CEO may appoint more than one Media Coordinator.

3.3 The Media Coordinator's role is to:

- be the lead point of contact for all Media enquiries, requests for interviews, and requests to film or photograph Council Staff, facilities, or events for news and current affairs purposes;
- be responsible for managing the preparation of Media statements prior to their release;
- liaise with relevant Staff regarding Media enquiries and requests, where appropriate;
- ensure that Media statements are approved by the Lord Mayor and/or CEO prior to their release, as appropriate;
- develop Media training and/or induction to be provided to relevant Staff and Councillors;

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- (f) maintain a record of all Media enquiries and responses;
- (g) ensure that Media organisations and their representatives are treated by Council professionally, equally, and without bias;
- (h) ensure that Media enquiries are dealt with promptly; and
- (i) ensure that all Media releases are published on Council's website.

Who Can Engage with the Media

3.4 The CEO:

3.4.1 The CEO is the official spokesperson for Council on operational and administrative matters.

3.4.2 The CEO may delegate to other Staff to speak on their behalf where appropriate, such as where the Staff member has professional expertise regarding the subject matter, or where the CEO is unavailable.

3.5 The Lord Mayor:

3.5.1 Pursuant to section 226(c) of the *Local Government Act 1993* (NSW), the Lord Mayor is the principal member and spokesperson of the Governing Body of Council, including representing the views of Council as to its local priorities.

3.5.2 Where the Lord Mayor is unavailable, the Lord Mayor and CEO will determine an appropriate delegate to be the Council's spokesperson.

3.6 Councillors:

3.6.1 As a member of the Governing Body and as a representative of the community, Councillors are free to express their personal views to the Media, subject to the requirements set out in this Policy.

3.6.2 When engaging with the Media, Councillors:

- (a) must not purport to speak for the Council unless authorised to do so;

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- (b) must clarify when speaking to the Media that they are expressing their personal views as an individual Councillor and that they are not speaking for Council, unless authorised to do so;
- (c) must act in accordance with the attached Media Procedures;
- (d) must uphold and accurately represent the policies and decisions of Council;
- (e) must not disclose Council information, unless authorised to do so; and
- (f) must seek information and guidance from the Group Manager Communications and Customer Engagement where appropriate before providing comment to the Media, to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.

3.6.3 In the interests of promoting a positive, safe, and harmonious organisational culture, Councillors should endeavour to resolve personal differences privately and must not prosecute grievances publicly through the Media.

3.6.4 Where Councillors (including the Lord Mayor) become aware of potential issues that could result in Media interest, they should provide this information to the Group Manager Communications and Customer Engagement.

3.7 Council Staff:

3.7.1 Staff must not speak to the Media about matters relating to Council unless approved as a delegate by the CEO and Lord Mayor, and authorised by the Media Coordinator to do so.

3.7.2 If Staff receive a Media enquiry or are invited to comment to the Media on a matter relating to Council, they must refer the enquiry to the Media Coordinator.

3.7.3 Staff are free to express their personal views to the Media on matters that do not relate to Council, but in doing so, must not make comments that reflect badly on Council or that bring it into disrepute.

3.7.4 If authorised to speak to the Media, Staff:

- (a) must uphold and accurately represent the policies and decisions of Council;
- (b) must not disclose Council information, unless authorised to do so by the Media Coordinator; and

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- (c) must seek information and guidance from the Media Coordinator, where appropriate, before providing comment to the Media to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.

3.7.5 Where Staff become aware of potential issues that could result in Media interest, they should provide this information to the Media Coordinator.

Standards of Conduct When Engaging with the Media

- 3.8 All Media engagement by Council Officials must be conducted in a professional, timely, and respectful manner.
- 3.9 Council Officials must comply with Council's Code of Conduct when engaging with the Media in an official capacity, or in connection with their role as a Council Official.
- 3.10 Council Officials must not share information or make comments to the Media, through either direct or indirect mechanisms, that:
- (a) are defamatory, offensive, humiliating, threatening, or intimidating to other Council Officials or members of the public;
 - (b) contains profane language or is sexual in nature;
 - (c) constitutes harassment and/or bullying within the meaning of Council's Code of Conduct, or is unlawfully discriminatory;
 - (d) is contrary to their duties under the *Work Health and Safety Act 2011* (NSW) and their responsibilities under any policies or procedures adopted by Council to ensure workplace health and safety;
 - (e) contains content about the Council, Council Officials, or members of the public that is misleading or deceptive;
 - (f) divulges confidential Council information;
 - (g) breaches the privacy of other Council Officials or members of the public;
 - (h) contains allegations of suspected breaches of Council's Code of Conduct or information about the consideration of a matter under the *Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW*;
 - (i) could be perceived to be an official comment on behalf of Council where they have not been authorised to make such comment;
 - (j) commits Council to any action;

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- (k) violates an order made by a court;
- (l) breaches copyright; or
- (m) advertises, endorses, or solicits commercial products or business.

Use of Media During Emergencies

- 3.11 During emergencies, such as natural disasters or public health incidents, the Group Manager Communications and Customer Engagement will be responsible for coordinating Media releases and statements on behalf of Council.
- 3.12 Council Officials must not provide comment or information to the Media that is inconsistent with official advice issued by Council and any other agency coordinating the emergency response.

Media Engagement in the Lead up to Elections

- 3.13 This Policy does not prevent the Lord Mayor or Councillors who are candidates at a local government or any other election from providing comment to the Media in their capacity as candidates at the election.
- 3.14 Any Media comment provided by the Lord Mayor or Councillors who are candidates at a local government or another election must not be provided in an advertisement, newspaper column, or a radio or television broadcast paid for by Council, or produced by Council or with Council resources.

4. Delegation

- 4.1 There are Administrative and/or Legislative Delegations applicable to this Policy, which are provided for in Council's Delegations Manual.

5. Procedure

- 5.1 Media content created and received by Council Officials acting in their official capacity is a Council record. These records must be managed in accordance with the requirements of the *State Records Act 1998* (NSW), and Council's records management policies and procedures.

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- 5.1.1 Media content created and received by Council Officials acting in their official capacity may be subject to information access applications made under the *Government Information (Public Access) Act 2009* (NSW).
- 5.2 Council may provide training to Council Officials who engage or are authorised to engage regularly with the Media.
- 5.2.1 Media engagement training may be provided to Councillors as part of their induction or refresher training, or as part of their ongoing professional development program.
- 5.2.2 Council will ensure a suitably trained media spokesperson is available to represent Council during times of emergency.
- 5.3 Councillors must direct any questions about their obligations under this Policy to the Group Manager Communications and Customer Engagement.
- 5.4 Concerns or complaints about the administration of Council's engagement with the Media should be made to the Media Coordinator in the first instance.
- 5.5 Alleged breaches of this Policy will be dealt with by following the processes set out in Council's Code of Conduct.
6. Definitions

Councillor	A person elected or appointed to civic office as a member of the Governing Body of Council, including the Lord Mayor.
Council Official	Refers to Councillors, members of Staff, and delegates of Council including members of committees
Governing Body	The elected representatives, called Councillors, comprise the Governing Body of City of Parramatta Council.
Media	Refers to print, broadcast and online media used for communicating information to the public, including, but not limited to, newspapers, magazines, internet publishers, radio, and television broadcasters. For the purposes of this Policy, Media does not include Social Media.
Media Coordinator	Means a person appointed under clause 3.2 of this Policy

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Social Media	Online platforms and applications, such as but not limited to social networking sites, wikis, blogs, microblogs, video and audio sharing sites, and message boards, that allow people to easily publish, share and discuss content. Examples of Social Media platforms include, but are not limited to Facebook, Twitter, Snapchat, LinkedIn, Yammer, YouTube, Instagram, WeChat, TikTok, Flickr, and Wikipedia.
Staff	A person who is directly employed by Council on a full time, part time, temporary, or casual basis.

REFERENCES	<i>Government Information (Public Access) Act 2009 (NSW)</i> <i>Local Government Act 1993 (NSW)</i> <i>State Records Act 1998 (NSW)</i> <i>Work Health and Safety Act 2011 (NSW)</i>
ASSOCIATED POLICIES	Code of Conduct Councillor and Staff Interaction Policy Social Media Policy Media Procedures Guide
ATTACHMENTS	Nil

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- be responsible for managing the preparation of Media statements prior to their release;
- liaise with relevant Staff regarding Media enquiries and requests, where appropriate;
- ensure that Media statements are approved by the Lord Mayor and/or CEO prior to their release, as appropriate;
- develop Media training and/or induction to be provided to relevant Staff and Councillors;

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- (f) maintain a record of all Media enquiries and responses;
- (g) ensure that Media organisations and their representatives are treated by Council professionally, equally, and without bias;
- (h) ensure that Media enquiries are dealt with promptly; and
- (i) ensure that all Media releases are published on Council's website.

Who Can Engage with the Media

3.4 The CEO:

3.4.1 The CEO is the official spokesperson for Council on operational and administrative matters.

3.4.2 The CEO may delegate to other Staff to speak on their behalf where appropriate, such as where the Staff member has professional expertise regarding the subject matter, or where the CEO is unavailable.

3.5 The Lord Mayor:

3.5.1 Pursuant to section 226(c) of the *Local Government Act 1993* (NSW), the Lord Mayor is the principal member and spokesperson of the Governing Body of Council, including representing the views of Council as to its local priorities.

3.5.2 Where the Lord Mayor is unavailable, the Lord Mayor and CEO will determine an appropriate delegate to be the Council's spokesperson.

3.6 Councillors:

3.6.1 As a member of the Governing Body and as a representative of the community, Councillors are free to express their personal views to the Media, subject to the requirements set out in this Policy.

3.6.2 When engaging with the Media, Councillors:

- (a) must not purport to speak for the Council unless authorised to do so;

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(b) must clarify when speaking to the Media that they are expressing their personal views as an individual Councillor and that they are not speaking for Council, unless authorised to do so;

(c) must act in accordance with the attached Media Procedures;

(c)(d) must uphold and accurately represent the policies and decisions of Council;

(d)(e) must not disclose Council information, unless authorised to do so; and

(e)(f) must seek information and guidance from the Corporate Affairs Group Manager Communications and Customer Engagement where appropriate before providing comment to the Media, to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.

3.6.3 In the interests of promoting a positive, safe, and harmonious organisational culture, Councillors should endeavour to resolve personal differences privately and must not prosecute grievances publicly through the Media.

3.6.4 Where Councillors (including the Lord Mayor) become aware of potential issues that could result in Media interest, they should provide this information to the Corporate Affairs Group Manager Communications and Customer Engagement.

3.7 Council Staff:

3.7.1 Staff must not speak to the Media about matters relating to Council unless approved as a delegate by the CEO and Lord Mayor, and authorised by the Corporate Affairs Manager Media Coordinator to do so.

3.7.2 If Staff receive a Media enquiry or are invited to comment to the Media on a matter relating to Council, they must refer the enquiry to the Corporate Affairs Manager Media Coordinator.

3.7.3 Staff are free to express their personal views to the Media on matters that do not relate to Council, but in doing so, must not make comments that reflect badly on Council or that bring it into disrepute.

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- (b) must not disclose Council information, unless authorised to do so by the [Corporate Affairs Manager](#)[Media Coordinator](#); and
- (c) must seek information and guidance from the [Corporate Affairs Manager](#)[Media Coordinator](#), where appropriate, before providing comment to the Media to ensure they have the most up-to-date and relevant information and have considered reputational or other risks.

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Standards of Conduct When Engaging with the Media

- 3.8 All Media engagement by Council Officials must be conducted in a professional, timely, and respectful manner.
- 3.9 Council Officials must comply with Council's Code of Conduct when engaging with the Media in an official capacity, or in connection with their role as a Council Official.
- 3.10 Council Officials must not share information or make comments to the Media, through either direct or indirect mechanisms, that:
- (a) are defamatory, offensive, humiliating, threatening, or intimidating to other Council Officials or members of the public;
 - (b) contains profane language or is sexual in nature;
 - (c) constitutes harassment and/or bullying within the meaning of Council's Code of Conduct, or is unlawfully discriminatory;
 - (d) is contrary to their duties under the *Work Health and Safety Act 2011* (NSW) and their responsibilities under any policies or procedures adopted by Council to ensure workplace health and safety;
 - (e) contains content about the Council, Council Officials, or members of the public that is misleading or deceptive;
 - (f) divulges confidential Council information;
 - (g) breaches the privacy of other Council Officials or members of the public;
 - (h) contains allegations of suspected breaches of Council's Code of Conduct or information about the consideration of a matter under the *Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW*;

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- (i) could be perceived to be an official comment on behalf of Council where they have not been authorised to make such comment;
- (j) commits Council to any action;
- (k) violates an order made by a court;
- (l) breaches copyright; or
- (m) advertises, endorses, or solicits commercial products or business.

Use of Media During Emergencies

- 3.11 During emergencies, such as natural disasters or public health incidents, the **Corporate Affairs Manager and Media Team Leader Group Manager Communications and Customer Engagement** will be responsible for coordinating Media releases and statements on behalf of Council.
- 3.12 Council Officials must not provide comment or information to the Media that is inconsistent with official advice issued by Council and any other agency coordinating the emergency response.

Media Engagement in the Lead up to Elections

- 3.13 This Policy does not prevent the Lord Mayor or Councillors who are candidates at a local government or any other election from providing comment to the Media in their capacity as candidates at the election.
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- 4.1 There are Administrative and/or Legislative Delegations applicable to this Policy, which are provided for in Council's Delegations Manual.

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requirements of the *State Records Act 1998* (NSW), and Council's records management policies and procedures.

5.1.1 Media content created and received by Council Officials acting in their official capacity may be subject to information access applications made under the *Government Information (Public Access) Act 2009* (NSW).

5.2 Council may provide training to Council Officials who engage or are authorised to engage regularly with the Media.

5.2.1 Media engagement training may be provided to Councillors as part of their induction or refresher training, or as part of their ongoing professional development program.

5.2.2 Council will ensure a suitably trained media spokesperson is available to represent Council during times of emergency.

5.3 Councillors must direct any questions about their obligations under this Policy to the [Corporate Affairs Group Manager Communications and Customer Engagement](#).

5.4 Concerns or complaints about the administration of Council's engagement with the Media should be made to the [Corporate Affairs Manager Media Coordinator](#) in the first instance.

5.5 Alleged breaches of this Policy will be dealt with by following the processes set out in Council's Code of Conduct.

6. Definitions

Councillor	A person elected or appointed to civic office as a member of the Governing Body of Council, including the Lord Mayor.
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Media	Refers to print, broadcast and online media used for communicating information to the public, including, but not

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Amendment: 3	Date of Next Review:	Review: 4



	limited to, newspapers, magazines, internet publishers, radio, and television broadcasters. For the purposes of this Policy, Media does not include Social Media.
Media Coordinator	Means a person appointed under clause 3.2 of this Policy
Social Media	Online platforms and applications, such as but not limited to social networking sites, wikis, blogs, microblogs, video and audio sharing sites, and message boards, that allow people to easily publish, share and discuss content. Examples of Social Media platforms include, but are not limited to Facebook, Twitter, Snapchat, LinkedIn, Yammer, YouTube, Instagram, WeChat, TikTok, Flickr, and Wikipedia.
Staff	A person who is directly employed by Council on a full time, part time, temporary, or casual basis.

REFERENCES	<i>Government Information (Public Access) Act 2009 (NSW)</i> <i>Local Government Act 1993 (NSW)</i> <i>State Records Act 1998 (NSW)</i> <i>Work Health and Safety Act 2011 (NSW)</i>
ASSOCIATED POLICIES	Code of Conduct Councillor and Staff Interaction Policy Social Media Policy Media Procedures Guide
ATTACHMENTS	Nil

Media Policy		
Owner: Group Manager Communications and Customer Engagement	Area: Corporate Affairs	POL No: 224
Date of Commencement: 2016	Approval Authority: Council	Date Approved:
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Schedule 1: Media Procedures Guide

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1. Scope

- 1.1 This procedure guides Councillors in their interactions with the media as elected officials.
- 1.2 This procedure does not apply to Council staff.

2. Purpose

- 2.1 This procedure guide does not form part of the Media Policy.
- 2.2 The procedure has been designed to provide clarity for Councillors of their obligations under the Media Policy and ensure media engagement by Councillors is at all times consistent with Council's approved policies.

3. Policy

Principles

- 3.1 Council is committed to upholding and promoting the following principles of Media engagement:

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Parent Policy: Media Policy	Approval Authority: CEO	Date Approved: 30/05/2024



Openness	Council will promote an open exchange of information between Council and the Media.
Consistency	Council will ensure consistency by all Council Officials when communicating with the Media.
Accuracy	The information Council shares with the Media will be a source of truth for the community, and Council will seek to correct inaccuracies when they occur.
Timeliness	Council will ensure that Media enquiries are responded to in a timely manner.

4. Delegation

- 4.1 There are Administrative and/or Legislative Delegations applicable to the Media Policy and this Guide, which are provided for in Council's Delegations Manual.

5. Procedure

- 5.1 Requirement to seek guidance prior to making comment

Councillors must seek guidance from the Group Manager Communications and Customer Engagement where appropriate before commenting or committing to an interview. This is to ensure that Councillors are aware of relevant facts and any other comments being provided by Council and have considered reputational or other risks. It does not prevent Councillors from making a comment.

Councillors are not required to seek guidance on media matters purely related to their capacity as candidates at an election including a local government election.

- 5.2 Seeking to be an alternate spokesperson for Council

Under section 3.5 of the Media Policy, the Lord Mayor can delegate their role as Council's spokesperson to other councillors where appropriate (for example, where another councillor is best placed to comment because the issue is within their particular area of expertise or interest).

Councillors seeking to be an alternate spokesperson on a matter should make the request in writing to the Lord Mayor via the Group Manager Communications and

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Customer Engagement. The Lord Mayor will then make a recommendation to the Group Manager and Media Co-ordinator.

Approval will be granted only for one-off interactions with the media.

Approval for all alternate spokespeople will be recorded by a designated Media Co-ordinator in Council's records management system.

5.3 Ensuring clarity on your capacity when making media comment

Councillors must not purport to speak for the Council unless authorised to do so. It is incumbent on Councillors to ensure it is made clear that they are expressing their personal views as an individual Councillor in either written or verbal statements made to media. For example, *"This is my personal view as a Councillor and not that of Council."*

Where expressing a personal view on a decision, Councillors should remain mindful of their obligation to uphold and accurately represent the policies and decisions of Council.

5.4 Use of Council fonts and letterhead

Individual Councillor media releases must not use Council letterhead, crest, font, Councillor headshot or photos or other information that could give the appearance it is an official Council media release, unless the Lord Mayor or CEO has delegated the Councillor to be official spokesperson on the matter. This does not prevent Councillors identifying themselves as Councillors on their media releases.

5.5 Seeking a factual correction on a published item

If Councillors identify a factual error in a published media item, they are encouraged to report the item with an explanation of what is incorrect to the Group Manager Communications and Customer Engagement. The Group Manager will then determine an appropriate course of action which may include approaching the publication to seek a correction or clarification.

Where the matter relates to a quote or information provided by a Councillor independently of the Corporate Affairs team and independent of any role as an

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alternate spokesperson for the Lord Mayor, any follow-up actions are a matter for Councillors.

5.6 Records Management

All information created, sent and received in your official capacity as an elected official is a record of the Council. This includes individual Councillor media releases, correspondence with a media outlet and social media content created, sent or received. These records must be managed in accordance with the requirements of the *State Records Act 1998* and Council's approved records management policies and practices.

Such correspondence may also constitute open access information or be the subject of an application to access information made under the *Government Information (Public Access) Act 2009*.

5.7 Potential media issues

Where Councillors become aware of potential issues that could result in media interest, they should notify the Group Manager Communications and Customer Engagement. This includes being approached for comment on an issue by media even if the offer is declined.

5.8 Complaints management

Complaints relating to Councillors' conduct in the media

Complaints about the conduct of Councillors in the media should be directed to the Chief Executive Officer consistent with the processes outlined in the Code of Conduct. Complaints will be managed as per the Procedures for the Administration of the Code of Conduct 2020.

Complaints relating to the Chief Executive Officer's conduct in the media

Complaints about the conduct of the Chief Executive Officer in engaging with the media should be directed to the Lord Mayor.

Complaints relating to Council staff conduct in the media

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If Councillors receive a complaint about Council staff engagement with the media, this should be lodged as a Councillor service request.

Complaints from the community made to Councillors

If a community member raises a complaint about media engagement with a Councillor, Councillors should first check if the community members have lodged their complaint or issue with Council already. If not, complaints should be lodged as Councillor service request. All complaints should be managed as per the Complaints Handling Policy.

5.8 Queries

Questions from Councillors relating to their obligations under the Media Policy and Media Procedure Guide or advice on media approaches should be directed to the Group Manager Communications and Customer Engagement.

6. Definitions

Councillor	A person elected or appointed to civic office as a member of the Governing Body of Council, including the Lord Mayor.
Council Official	Refers to Councillors, members of Staff, and delegates of Council including members of committees
Governing Body	The elected representatives, called Councillors, comprise the Governing Body of City of Parramatta Council.
Media	Refers to print, broadcast and online media used for communicating information to the public, including, but not limited to, newspapers, magazines, internet publishers, radio, and television broadcasters.
Media Coordinator	Means a person appointed under clause 5.1 of the Media Policy
Social Media	Online platforms and applications, such as but not limited to social networking sites, wikis, blogs, microblogs, video and audio sharing sites, and message boards, that allow people to easily publish, share and discuss content. Examples of Social Media platforms include, but are not limited to Facebook, Twitter, Snapchat, LinkedIn, Yammer, YouTube, Instagram, WeChat, TikTok, Flickr, and Wikipedia.

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Staff	A person who is directly employed by Council on a full time, part time, temporary, or casual basis.
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REFERENCES	<i>Government Information (Public Access) Act 2009 (NSW)</i> <i>Local Government Act 1993 (NSW)</i> <i>State Records Act 1998 (NSW)</i> <i>Work Health and Safety Act 2011 (NSW)</i>
ASSOCIATED POLICIES	Code of Conduct Media Policy Social Media Policy
ATTACHMENTS	Nil

Media Procedures Guide		
Owner: Group Manager Communications and Customer Engagement	Area: Corporate Affairs	Procedure No: 20
Parent Policy: Media Policy	Approval Authority: CEO	Date Approved: 30/05/2024

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.3
SUBJECT	2025 Annual Community Grants Program
REFERENCE	F2024/00282 - D09353414
REPORT OF	Community Capacity Building Officer
CSP THEME:	Fair

WORKSHOP/BRIEFING DATE: Grants Committee, 7 May 2024

PURPOSE:

To seek endorsement for the 2025 annual Community Grants Program.

RECOMMENDATION

- (a) That the 2025 Community Grants Program proceed with the categories and timeframes identified in this report, and the objectives and assessment criteria contained within Attachment 1.
- (b) That the 2025 Community Grants program be offered over two rounds across the 2024/2025 Financial Year and ongoingly, made up of:
 - i. a Community Round, running from July to December 2024, and
 - ii. a Cultural Round, running from January to June 2025.
- (c) That Council notes the following changes to the Annual Community Grants program:
 - i. grant funding pools have been increased due to historic CPI increases;
 - ii. the base funding cap for the Community Capacity Building grants is increased from \$10,000 to \$12,500;
 - iii. the addition of the Nighttime Creative Economy grant and the Heritage Activation Grant in the annual Community Grants program;
 - iv. the name change of the Cultural Heritage and History Projects Grants to the History, Culture and Stories Fund;
 - v. the increase in the Parramatta Representative Sports Grants pool (funded from a reallocation of funds from the Sport and Recreation Grants); and
 - vi. the Community Event grant will be offered across both the Community Round and the Cultural Round and includes a 10% weighting for events held outside the Parramatta CBD.
- (d) That Council note the 2025 Community Grants program will be administered in accordance with the Grants and Donations Policy (ie: the outcomes of the assessment process will be submitted to the Grants Committee prior to the officer's report to Council by December 2024 for the Community Round and prior to June 2025 for the Cultural Round).

BACKGROUND

1. To achieve its strategic community objectives, Council offers funding to the community through various grant programs. These grants are administered under Council's Grants and Donations Policy which sets out the principles, procedures and responsibilities to ensure that these programs are run in an efficient, effective and ethical manner. The policy guides grant-making activity made available by Council, as per s356 of the Local Government Act 1993 and independent of the regular procurement of goods, works and services. The policy has undergone regular reviews and was last endorsed by Council on 25 October 2021.
2. The Annual Community Grants program is the largest of the grant programs offered by Council. Initiated by the former Parramatta City Council in 2007, the Annual Community Grants program provides significant support to many community organisations, volunteer groups, sporting clubs, social enterprises, creative producers and heritage organisations.
3. The Annual Community Grants program is administered by the Community Capacity Building team within the Social and Community Services unit. The program is aligned with the FAIR community outcome in the Delivery Program and Operational Plan 2022-2026 (2.2): We can all benefit from the opportunities our City and neighbourhoods offer.
4. Council's Grants Committee provides advice and guidance on the design of grant programs, reviews the outcomes of assessment processes of major grants programs and provides recommendations for the consideration of Council, consistent with the roles and responsibilities described within the Grants and Donations Policy, Grants and Donations Procedures and Grant Program Guidelines. The members of the current Grants Committee are Lord Mayor Councillor P Esber, and Councillors K Darley, A Humphries, S Pandey and D Wang. The Executive Director Community and Culture is the CEO's delegate on the Committee.

ISSUES/OPTIONS/CONSEQUENCES

5. As part of a regular program of feedback and review, there are proposed changes to the 2025 round of the Annual Community Grants program. Consideration has been given to the feedback of the Grants Committee, the feedback of various internal business units that administer grant programs and feedback received from applicants and recipients in these programs.
6. The Grants Committee requested that Council Officers prepare a report comparing the City of Parramatta's Annual Community Grants program with that of other Local Councils in the Sydney Metropolitan Area. The review was presented to the Grants Committee on the 28 March 2024. Of the eight other Sydney Councils included in the report, the City of Parramatta offers the most diverse range of grants and offers the highest total dollar figure for a grants program. However, when this figure is viewed as spend per 100,000 residents or as a percentage of Council's operating budget the City of Parramatta ranks in the middle of the group.

7. A number of options for possible changes to the Annual Community Grants Program were identified in the review, including consideration of CPI increases, budget increases, running multiple rounds per year, changes to funding caps, and the consolidation of several Council grant programs. Many of the changes proposed for the 2025 Community Grants program have been informed by the Grants review results.
8. The recommended program for the coming year increases the grant funding pool levels to account for CPI impacts over time. Like many other Councils, the City of Parramatta has not allocated annual CPI increases to the Grants pool, with this practice having lasted for over 10 years. The 2024/2025 budget that was endorsed for public exhibition includes a \$50,000 increase in the Community Grants budget in line with this proposal.
9. It is proposed that the \$50,000 be, generally, shared proportionally across the existing categories but with slight adjustments being made to allow funding pools to remain as round numbers. Round numbers are easier for potential applicants to understand and aligns with the associated with the funding caps for each grant. Two categories have not been allocated additional funds as they are proportionally smaller grant pools and the need for change not as pronounced in those categories. The proposed funding pool adjustments are detailed in the table below.

Grant Category	Current pool total	Increase	New Pool total
Community Capacity Building	\$225,000	\$20,000	\$245,000
Growing Social Enterprise in Parramatta	\$75,000	\$5,000	\$80,000
Creative Projects	\$60,000	\$5,000	\$65,000
Parramatta Artist Studio Creative Fellowship	\$20,000	\$0	\$20,000
History, Culture and Stories Fund	\$20,000	\$0	\$20,000
Community Events	\$75,000	\$5,000	\$80,000
Quarterly Grants/ Representative Sport	\$100,000	\$15,000	\$115,000
TOTAL	\$575,000	\$50,000	\$625,000

10. Two new grant categories will be included in the Annual Community Grants program, these are the **Night Time Creative Economy Grant** and the **Heritage Activation Grant**. The City Culture team within the Community & Culture Directorate act as subject matter experts for these categories and they are aligned to the developing Cultural Strategy. Each grant has a funding pool of \$50,000. These funds are additional to the program budget discussed in Paragraph 9.

11. The **Night Time Creative Economy Grant** is an evolution of the Night Time Economy Diversification Grants program, which has been operating since 2019 under the *Night City Framework 2020-2024*. The grant aims to enable local businesses, community groups, event producers, and creatives to participate in the growth of Parramatta's night time creative economy. Applicants can apply for up to \$10,000 in funding as a contribution to a project.
12. The **Heritage Activation Grant** is a new grant category developed in response to stakeholder feedback received through the recent consultation for the Cultural Strategy Refresh and seeks to increase visitation to heritage sites and foster civic pride related to our heritage assets. The grant aims to activate sites and enhance visitor experiences at heritage locations in Parramatta. Applicants can apply for up to \$10,000 in funding as a contribution to a project.
13. The addition of these two grant programs takes the total of the 2025 Annual Community Grants program to \$725,000. All of the objectives and assessment criteria to be applied across all of the grant rounds and categories are listed in Attachment 1.
14. It is proposed that the 2025 Annual Community Grants runs with two grant rounds over the year. The first round will be a Community Round, running from July 2024 to December 2024. The second round will be a Cultural Round, running from January 2025 to June 2025.
15. The Community Round will include the grant categories of Community Capacity Building grants, Growing Social Enterprise in Parramatta grants and Round One of the Community Event grants and will focus on funding community projects by not-for-profits, community organisations and social enterprises.
16. The Cultural Round will include the grant categories of Creative Projects grant, History, Culture and Stories Fund, Parramatta Artist Studio Creative Fellowship, Round Two of the Community Event grants plus new grant categories Heritage Activation grant, and the Nighttime Creative Economy Grant and will focus on funding local organisations, businesses and creatives to run projects, programs and events to promote heritage and cultural activations across the LGA.
17. Running two separate grant rounds per year will provide Council with more opportunities to raise community awareness of Council's grant programs as well as increasing the opportunities for the community to apply for a grant. A separate Cultural Grant Round will provide an elevated focus on Council's Cultural offerings and support, which aligns with the objectives of the Parramatta 2050 vision and the upcoming Cultural Strategy refresh.
18. The Community Events grants category will be offered in both the Community and Cultural Grant rounds. A return to offering this grant twice a year will provide event organisers with more opportunity to participate in the community events grants program due to the cyclical nature of events occurring throughout the calendar year. The twice-a-year offer will also allow community event organisers to re-submit their applications when advice is provided which indicates improvements to their grant applications can be made for consideration in the next round.

19. The Community Events grants will include 10% assessment criteria weighting for applications that propose to hold events outside of the CBD (but still in the LGA). The City of Parramatta CBD is host to many wonderful events, however recent consultation with the community has indicated they would like to see more events closer to their neighbourhoods. This change to the assessment criteria would encourage event organisers to consider hosting their events and festivals in locations which are in line with this sentiment.
20. The Community Events grant pool of \$80,000 will allocate up to \$50,000 to be available in Round One (Community round) with the remaining \$30k available in the Round Two (Cultural round). It is worth noting that it is proposed that any unallocated funds in the Round One are automatically carried over to Round Two within the same financial year.
21. It is proposed to increase the funding cap for the Community Capacity Building Grants from \$10,000 to \$12,500. This is to recognise the reduced buying power of a \$10,000 grant over time, and that a small increase is a meaningful uplift to enable community organisations to run effective projects.
22. It is proposed to change the name of the Cultural Heritage and History Projects Fund to the History, Culture and Stories Fund. This name change aims to encourage projects which offer different ways to celebrate and document Parramatta's history and culture and to appeal to a broader audience.
23. It is proposed to increase the grant pool for the Representative Sports Grants, with the additional funds being reallocated from the Sport and Recreation Grants funding pool. The Representative Sports Grant is an increasingly popular grant and provides meaningful financial assistance to community members competing in high level sporting competitions. This proposal is made in recognition of the consistent trend in previous years toward reallocating funds from the underutilised Sport and Recreation grant pool into the Representative Sports grant pool, in an effort to meet the demand in this category. Promotion efforts continue to focus on increasing applications to the Sport and Recreation Grants. An increase in applications will still be able to be accommodated from the available funding pools.
24. The table below provides a summary of the proposed changes to the Community Grants Program discussed above:

Component	Current Status	Proposed Change	Rationale
Category Funding Pools	Funding pools have remained static for ten years	Increase funding pools to take into account CPI increases over recent years	Rather than applying very small CPI increases annually, Council seeks to provide a larger sum periodically to ensure funding pools retain meaningful round figures.
Annual Community Grant round	Offered once per year, with all seven categories available	Two rounds per year. Community Round (July-Dec) &	The community can focus on Council's Annual Grants Program twice per year, with increased opportunities to apply across the year.

		Cultural Round (Jan – June)	Having distinct Community and Cultural rounds enables more targeting of grant round promotion and support to applicants
Heritage Activation Grant & Nighttime Cultural Economy Grant	Individual Grant programs run by the Cultural Strategy Team.	Incorporate into the Annual Community Grants program.	Combine all arts and culture-based grant programs into one grant round to improve communication, awareness and engagement with Council's cultural program.
Community Event Grant	One round per year. The location of the event is not part of the assessment criteria	Two rounds per year with \$50,000 available in the Community round and \$30,000 in the Cultural round; A 10% assessment criteria weighting to be given to events being run outside the Parramatta CBD	Two rounds per year provides event organisers with more opportunity to participate in the Community Events grants program due to the cyclical nature of events occurring throughout the calendar year. The 10% weighting will encourage community events to be run in local neighbourhoods across the LGA, in line with community sentiment.
Funding Cap for Community Capacity Building Grant	Current base funding cap is \$10,000. Additional funds can be applied for to a funding cap of \$20,000	Increase funding cap to \$12,500. Additional cap of \$20,000 will remain unchanged.	Recognition of the relative value of the base funding cap diminishing for community organisations since the original cap was put in place.
Cultural Heritage and History Projects Fund	Current Name: Cultural Heritage and History Projects Fund	Name Change: <i>History, Culture and Stories Fund</i>	Encourage projects which offer different ways to celebrate and document Parramatta's history and culture
Parramatta Representative Sport Funding Pool	Current funding pool is \$30,000	Increase funding pool to \$45,000.	An increasingly popular grant category that has regularly received unallocated funds from other small grants categories to top up the funding pool. The additional funds will be reallocated from the Parramatta Sport and Recreation funding pool reducing this from \$30,000 to \$24,000 (this figure includes the CPI increase)

25. A summary of the proposed 2025 Community Grants Program is outlined in the tables below.

Community Grant Round July – December 2024			
Category	Funding pool	Funding cap	Time frame
Community Capacity Building	\$245,000	\$12,500 Additional funds can be applied for to a funding cap of \$20,000	Annual round July-Dec 2024
Growing Social Enterprise in Parramatta	\$80,000	\$25,000	Annual round July-Dec 2024
Community Events (Round 1)	\$50,000	\$10,000	One of two rounds

Cultural Grant Round January – June 2025			
Category	Funding pool	Funding cap	Time frame
Creative Projects	\$65,000	\$20,000	Annual round Jan-June 2025
History, Culture and Stories Fund	\$20,000	\$5,000	Annual round Jan-June 2025
Parramatta Artist Studio Creative Fellowship	\$20,000	One Fellow	Annual round Jan-June 2025
Heritage Activation Grant	\$50,000	\$10,000	Annual round Jan-June 2025
Nighttime Cultural Economy Grant	\$50,000	\$10,000	Annual round Jan-June 2025
Community Events (Round 2)	\$30,000 (plus remainder from Round 1)	\$10,000	One of two rounds

All Year Round (Categories not in the annual rounds)			
Category	Funding pool	Funding cap	Time frame
Small Grants Fund & Social Enterprise Business Planning Grants	\$46,000	\$2,000	Quarterly round
Parramatta Sport & Recreation Grants	\$24,000	\$2,000	Quarterly round
Parramatta Representative Sport Grants	\$45,000	\$1,000	Open all year

26. The 2025 Annual Community Grants round will be administered according to the current Grants and Donations Policy, including outcomes of the assessment process being presented to the Grants Committee in November 2024 (Community Round) and May 2025 (Cultural Round). Recommendations will be presented to Council for approval in December 2024 (Community Round) and June 2025 (Cultural Round).
27. The changes to the 2025 Annual Community Grants round will be promoted through general advertisement strategies, including email promotion, social media, information on the Council's Community Grants webpage and information sessions will be run for each grant program. In addition, a targeted communications campaign will be developed to promote each of the Rounds of the annual program to the relevant audience.
28. Within Attachments 2 and 3 is a current status report of recipients within the Quarterly Grant programs and Representative Sports Grants program. Applications will continue to be assessed throughout June.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
February 2024	Grant applicants and community peak bodies	Feedback on past grant process and information to inform grant comparative review.	Information has informed recommendations.	Social and Community Services / Community and Culture

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
28 March	Grants Committee	Councillors noted the results of the Grants Review	Response contained within this report	Social & Community Services
7 May 2024 (information provided to Grants)	Grants Committee	Committee indicated their support for the proposed	Response contained within this report	Social & Community Services

Committee on additional proposed changes via email on 17 May)		changes to the Annual Grants Program		
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LEGAL IMPLICATIONS FOR COUNCIL

31. There are no legal implications for Council associated with this report. The content of the revised Policy remains in line with the requirement of s356 of the *Local Government Act 1993*.

FINANCIAL IMPLICATIONS FOR COUNCIL

32. All funding associated with the 2024 Community Grants program are allocated within existing endorsed budgets in the Community and Culture Directorate. Community Event Grants budgets are accounted for within the City Engagement and Experience Directorate.
33. The table below summarises the financial impacts on the budget arising from approval of this report. These have been reflected in the 2024/25 budget recently on exhibition.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Revenue				
Internal Revenue				
External Revenue				
Total Revenue	NIL	NIL	NIL	NIL
Funding Source				
Operating Result				
External Costs				
Internal Costs			\$50,000	\$50,000
Depreciation				
Other				
Total Operating Result	NIL	NIL	\$50,000	\$50,000
Funding Source				
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	NIL	NIL	NIL	NIL

Rodrigo Gutierrez
Community Capacity Building Manager

Gregory Radford
Acting Group Manager Social and Community Services

John Angilley
Executive Director Finance & Information

David Moutou
Acting Executive Director Community & Culture

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

- | | | |
|---|---|----------|
| 1  | Attachment A - Annual Community Grants Program Category Objectives and Criteria | 14 Pages |
| 2  | Attachment B - FY23-24 Representative Sports Recipients | 3 Pages |
| 3  | Attachment C - FY23-24 Quarterly Grants Recipients | 3 Pages |

REFERENCE MATERIAL

Annual Community Grant Category Objectives and Assessment Criteria		
Community Capacity Building		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> • Support community-based groups, sport and recreation clubs, and service organisations to develop effective projects that address the social, economic and/or environmental needs of residents in the Parramatta LGA, as described in City of Parramatta Council's Community Strategic Plan; • Maximise access to and use of community resources, services and facilities, including equity of access for people experiencing social exclusion, marginalisation or isolation; • Encourage community participation in the development and delivery of projects and activities; • Support the development of networks and partnerships between communities, local community groups, agencies and City of Parramatta Council 	Applicant clearly demonstrates a compelling need, opportunity or demand, and provides supporting evidence. Project aligns with Grant program objectives	25%
	Applicant clearly demonstrates that they are utilizing networks, collaborations and partnerships that could support project outcomes and demonstrate best practice. The project provides opportunities for community members (target group) to participate in project development, and/or delivery.	20%
	Key activities are indicated, and reasons are provided for the approach, addressing the identified needs of (opportunity with) the intended participants or community. This includes consideration in project design for the impact of gender on planned activities	30%
	Extent to which the budget is cost effective, realistic and reflects expenses relevant to delivery of the intended project outcomes. Sustainability of the project outcomes beyond the funding period are addressed. Sustainability of the project outcomes beyond the funding period are addressed	25%

Community Events		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> • Support events that are: <ul style="list-style-type: none"> ○ Free or low-ticket cost to the public; ○ Are a fresh offering, complementing the Parramatta events calendar; ○ Encourage new visitors to the City; ○ Aim to deliver social, community, recreational and cultural benefits to the people of Parramatta and visitors; ○ Are presented within the Parramatta local government area and principally benefit Parramatta residents. 	Extent to which the project addresses and is relevant to the Vision Statement	25%
	Extent to which this event is unique, signature or one-of-a-kind to Parramatta	10%
	Extent to which the project addresses one or more of the Primary Priorities	15%
	Event location held outside of the Central Business District but within the Local Government Area	10%
	Extent to which the organisation has articulated clear details of the event purpose and activities	10%
	Extent to which the event will promote Parramatta to a metro/national audience	5%
	Demonstrated inclusiveness and engagement with Parramatta and the broader community to attend	10%
	Extent to which the application demonstrates the importance for an connection to the City of Parramatta or our community	10%
	Extent to which the event promotes a Council open space, facility, park or a venue	5%

Creative Projects		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> Develop the skills of our local creative talent; Increase participation in arts and creative sectors; Stimulate connection to community, through the development of works and/or activities that explore the identity of the Parramatta region; Encourage growth and increase the value of the creative sector to the Parramatta community, culture and economy. Foster innovation in the arts and creative sectors. 	Degree to which the project demonstrates a significant contribution to the development of local creative talent from/or working in the Parramatta LGA	20%
	Potential for development of new audiences and new participants in arts and creative endeavour	20%
	Clear description of project results/output and demonstration of how it can be shared with or presented to the local arts sectors, communities or other interested parties	25%
	Degree to which the project fosters innovation and contributes to the growth of the arts and creative sectors	20%
	Well researched and realistic budget clearly indicating what Council funds would be spent on and the sources and application of matching contributions	15%
Growing Social Enterprise in Parramatta		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> The funding of a specific growth activity by a successful social enterprise that is already located with the Parramatta LGA; or 	Degree to which the Social Enterprise's social, environmental or cultural mission is clearly described	10%

<ul style="list-style-type: none"> The re-location of a successful social enterprise to the Parramatta LGA or a replication of the social enterprise, either as a physical presence or as a commitment to running ongoing programs, within the Parramatta LGA. 	Degree to which the organisation identifies why Parramatta is a good fit for their project/Enterprise and can demonstrate some level of engagement already undertaken with organisations/communities in Parramatta LGA	10%
	Degree to which the activities of the project/Enterprise will benefit the communities of Parramatta	15%
	Degree to which the project is clearly described and identifies who the intended audience/participants are and the benefits the project will deliver	10%
	Degree to which the impact of the project/Enterprise can and will be measured	10%
	Extent to which the project plan exhibits a realistic, achievable, effective process to deliver the intended project	15%
	Extent to which the budget exhibits the quality, cost-effectiveness and realism required to achieve the desired outcomes with clear costings for all aspects of the project	15%

	Evidence of the likely success of the project (e.g. previous experience with similar projects; existing collaborations/partnerships; demonstrated success in meeting their social enterprise mission)	15%
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Heritage Site Activation		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> • Activate heritage sites and sites of historical significance within the Parramatta LGA beyond the current programming offerings • Develop skills and provide professional network development opportunities to organisations, businesses and individuals contributing to Parramatta's Visitor Economy • Increase visitation to heritage sites or sites of historical significance through extending hours of access to sites and the diversification of creative and cultural programming and events • Stimulate connection to community, through the development of works and/or activities that explore the unique identity and rich histories of the Parramatta region. • Celebrate and amplify Parramatta's complex histories through supporting visitor economy organisations and businesses to expand their cultural activities. 	How the proposal addresses the intended objectives of the Grants Program. The applicants should demonstrate how their proposed projects will support the growth and diversification of Parramatta's visitor economy.	25%
	Does the project assist the development of new strategies, capabilities, operating models or methods that could support future creative visitor economy activity? Does the project assist in the development of networks, collaborations and partnerships that could support future creative economy activity? Does the project provide employment and/or development opportunities for local workers?	30%
	Does the project assist in the development of networks, collaborations and partnerships that could support future creative economy activity? Does the project provide opportunities for our community to participate in or engage with cultural and visitor economy activity?	20%
	Well researched and realistic budget clearly indicating what Council funds will be spent on, and the sources and application of the matching contributions.	15%

	Are the activities or programs delivered outside of the heritage site opening hours (i.e. after 6pm)?	10%
History, Culture & Stories Fund		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> • Supports projects which add to and support the knowledge of Parramatta's history and cultural heritage. Priority will be given to research projects which explore: • Aboriginal heritage (traditional and contemporary culture); • Social histories (aspects of everyday life, people who have made significant contribution to the community); • Cultural heritage of our diverse communities (Chinese, Lebanese, Indian, etc.); • Significant heritage sites and structures in the Parramatta LGA (built or natural environment); • Contemporary heritage (living histories, or contemporary cultural trends) 	Extent of significance of the topic to Parramatta's cultural history, heritage and key themes	20%
	Extent that contributions to gaps in knowledge regarding local history will be made	25%
	Clearly describes the final delivery format of the project (e.g. website, book) and how it will be accessed by the target audience	20%
	Demonstrates appropriate merit and methodology	20%
	Quality, cost effectiveness and realism of the budget to achieve desired outcomes with clear costing for all aspects of the project	15%
Night Time Creative Economy		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> • Develop skills and provide professional development opportunities to the local cultural and creative community in night time programs • Increase participation in night time arts, live music and creative programming and events 	How the proposal addresses the intended objectives of the Grants Program. The applicants should demonstrate how their proposed projects will support the growth and diversification of the creative night time economy.	25%

<ul style="list-style-type: none"> • Stimulate connection to community, through the development of works and/or activities that explore the identity of the Parramatta region • Encourage growth and increase the value of the creative sector to the Parramatta community, culture and night time economy • Innovative and unique programming, for example programming that takes place in the late evening, past 11pm. 	<p>Does the project assist the development of new strategies, capabilities, operating models or methods that could support future creative night time economy activity? Does the project assist in the development of networks, collaborations and partnerships that could support future creative economy activity? Does the project provide employment and/or development opportunities for local workers?</p>	30%
	<p>Does the project assist in the development of networks, collaborations and partnerships that could support future creative economy activity? Does the project provide opportunities for our community to participate in or engage with cultural and creative nighttime economy activity?</p>	20%
	<p>Well researched and realistic budget clearly indicating what Council funds will be spent on, and the sources and application of the matching contributions.</p>	15%
	<p>Are the activities or programs delivered by First Nations led and/or First Nations majority owned businesses? Are the activities or programs delivered by women and gender diverse led or majority owned businesses?</p>	10%

Parramatta Artists Studios Creative Fellowship		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> • Provide an opportunity for a professional artist or creative worker to develop their practice in the Parramatta region. • Stimulate connection to community and/or explore the identity of Parramatta through the development and presentation of new works and/or activities. • Foster innovation and contribute to the growth of the arts and creative sectors. 	Merit of existing work and experience as a practicing artistic/creative professional	15%
	Potential for the Fellowship to significantly progress the applicant's practice/career	20%
	Potential for completion of significant new work/s as a tangible outcome of the Fellowship	15%
	Potential for the acquisition of significant new skills as an outcome of the Fellowship	20%
	How new work and/or skills can be shared with or presented to the local arts sectors, communities and other interested parties	30%
Small Grants Fund		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> • Support community-based groups, sport and recreation clubs, and service organisations to develop effective projects that address the social, economic and/or environmental needs of residents in the Parramatta Local Government Area, as described in City of Parramatta Council's Community Strategic Plan; • Maximise access to and use of community resources, services and facilities, including equity of access for people experiencing social exclusion, 	Degree to which the project addresses City of Parramatta's vision statement and at least one of the 8 priorities	10%
	Degree to which the need for the project is evident and/or clearly explained	25%
	Degree to which the project benefits the residents of the Parramatta LGA and/or positively impacts the Organisation	25%

marginalisation or isolation; <ul style="list-style-type: none"> • Encourage community participation in the development and delivery of projects and activities; • Support the development of networks and partnerships between communities, local community groups, agencies and City of Parramatta Council. 	Extent to which the budget exhibits the quality, cost-effectiveness and realism required to achieve desired outcomes	20%
	Extent to which the funding is linked to a discrete and defined activity or project and exhibits sound project management	20%

Social Enterprise Business Planning		
OBJECTIVES	CATEGORIES	
<ul style="list-style-type: none"> Assist existing local social enterprises to engage an external professional service that can assist with the ongoing operation and sustainability of the business (such as marketing, web design, and book-keeping) Provide funding for existing not-for-profit organisations who are at the concept development stage of a social enterprise project and need assistance in the research, development and writing of a social enterprise business plan. 	To engage in a professional Service:	
	Degree to which the Social Enterprise's social, environmental or cultural mission is clearly described	15%
	Degree to which the mission of the Social Enterprise benefits the residents of the Parramatta LGA	20%
	Degree to which the need for this proposal is clearly explained	25%
	Degree that the professional service will assist with the sustainability of the social enterprise or assist with business planning into the future	25%
	The extent that the cost of services provided in the quote(s)/budget is realistic in achieving intended outcomes	15%
	Development of a social enterprise business plan:	
	Degree to which the proposed Social Enterprise's social, environmental or cultural mission is clearly described	20%

	Degree to which the activities of the proposed Social Enterprise could benefit the residents of the Parramatta LGA	25%
	Degree to which it has demonstrated that a social enterprise model is the best model for the proposed organisation/activities	20%
	Degree that evidence of business planning experience and relevant skills to undertake the project has been provided (this includes skills of internal staff if doing the plan in-house, or external specialists being engaged to undertake the work)	20%
	The extent that the cost of services provided in the quote(s)/budget is realistic in achieving intended outcomes	15%
Parramatta Sport & Recreation		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> • Increase participation in local sport and recreation activities, particularly in regard to the inclusion of: <ul style="list-style-type: none"> ○ Aboriginal and Torres Strait Islanders; disengaged young people; ○ Newly arrived migrants, refugees and humanitarian entrants; ○ People experiencing homelessness; ○ People from culturally and linguistically diverse backgrounds. 	Degree the project addresses City of Parramatta's vision statement and at least one of the 8 priorities and the need for the project is evident and/or clearly Explained	35%
	Degree to which the project benefits the residents of the Parramatta LGA and/or positively impacts the organisation	35%

<ul style="list-style-type: none"> ○ People living with disabilities; ○ People of diverse genders and/or sexuality (LGBTI); ○ People over 55 years of age, particularly those living alone; ○ Women and girls. ● Address barriers to participation in sport and recreation; ● Increase the capacity of local clubs by improving the knowledge and skills capacity of their volunteers; ● Increase the availability of resources and equipment within local sport and recreation clubs. 	<p>Extent to which the budget exhibits the quality, cost-effectiveness and realism required to achieve desired outcomes</p>	<p>30%</p>
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Parramatta Representative Sports		
OBJECTIVES	CRITERIA	
<ul style="list-style-type: none"> • Support people (i.e. athletes, coaches, umpires, referees and team managers) who are excelling at sport and representing Parramatta at a state, national or international level; • Reduce financial pressure on individuals and families presented by excelling in representative sport; • Role modelling active lifestyles and fair play to the Parramatta community. • Promote and develop athlete pathways; • Leverage off/disseminate knowledge and experience with other athletes; • Develop leaders to promote participation pathways in their chosen sport or recreation field. 	1The quality and clarity of the budget. Event costs are clear and evidence provided of event expenses	25%
	Clarity of documentation to support the application. Documentation clearly and concisely states event details, applicant's selection and event expenses. All documentation required is included in the application	25%
	Degree to which the proposal is clearly explained and submitted within an acceptable time frame	25%
	Degree to which the event supports the applicant to further their sporting pathways	25%

Attachment B – Representative Sports Grant: Grant Pool = \$30,000 - 30 Successful Recipients to date**FY 23/24 Spend: \$26,766.07 so far - with one more assessment round to go before the end of the Financial Year**

No.	Applicant Name	Sport	Competition	Competition Location	Ward/Area	Total Funding
1.	Ms Shona Stewart	Dragon Boating	16th IDBF World Dragon Boat Racing Championships	Thailand	Epping	\$750.00
2.	Mr Mark Wee	Ultimate Frisbee	Asia Oceanic Ultimate & Guts Championships	Philippines	Parramatta	\$1,000.00
3.	Miss Summer Giddings	Blind and Low Vision Tennis	2023 IBSA World Games	England	Rosehill	\$1,000.00
4.	Mr George Dimech	Dragon Boating	16th IDBF World Dragon Boat Racing Championships	Thailand	Rosehill	\$818.00
5.	Miss Kayla Robson	Indoor Cricket	Junior World Series of Indoor Cricket U16	Dubai	North Rocks	\$1,000.00
6.	Mr Chase Zhao	Tennis Australia	ITF Juniors J30 Noumea	New Caledonia	Epping	\$1,000.00
7.	Mr Steffan Nero	Goalball	2023 Australian Goalball National Championships	WA, Australia	Parramatta	\$408.20
8.	Mr Lior Cohen	Taekwondo	2023 Australian Taekwondo National Championships	WA, Australia	North Rocks	\$1,000.00
9.	Mr Darren Candra	Archery	National Target Archery Championship 2023	QLD, Australia	Parramatta	\$1,000.00
10.	Miss Aaliyah Batey	Softball	School Sports Australia 12 Years & Under Championships	SA, Australia	Parramatta	\$1,000.00
11.	Miss Matilda Webb	Athletics	2023 Chemist Warehouse Australian All Schools Athletics Championships	WA, Australia	Parramatta	\$1,000.00

12.	Miss Renee Yuen	Figure Skating	ISU Junior Grand Prix Figure Skating 2023	Thailand	Parramatta	\$1,000.00
13.	Mr Kieran Hart	Gymnastics	Gymnastics Australia 2023 National Clubs Carnival	QLD, Australia	North Rocks	\$1,000.00
14.	Mr Asher Ooi	Badminton	BWF World Junior Mixed Team Champions/BWF World Junior Championships 2023	United States of America	Epping	\$1,000.00
15.	Mr Zachary Thompsett	Basketball	2023 U14 Australian National Basketball Club Championships	VIC, Australia	Parramatta	\$1,000.00
16.	Mr Bryan Minns	AFL	National AFL Masters Carnival	QLD, Australia	North Rocks	\$1,000.00
17.	Miss Eliza Matthews	Netball	NSW Netball Academy Games	NSW, Australia	Epping	\$375.00
18.	Miss Maria Ynez Ruiz	Ultimate Frisbee	Asia Oceanic Ultimate & Guts Championship	Philippines	Rosehill	\$1,000.00
19.	Mr Branen Tse	Archery	National Target Archery Championship 2023	QLD, Australia	Parramatta	\$1,000.00
20.	Miss Ashley Purcell	Futsal	National Futsal Championships	QLD, Australia	North Rocks	\$1,000.00
21.	Ms Shayla Curtis	Netball	2023 INNSW Junior Tour	QLD, Australia	Parramatta	\$500.00
22.	Mr Cohen Ryan	Baseball	Australian Youth Championships	NSW, Australia	North Rocks	\$1,000.00
23.	Mr Dallo Sandy	Football	Australian Schools Football U16 Schoolboys Tour	Republic of Ireland	Parramatta	\$1,000.00
24.	Joshua Smith	Athletics	2023 Chemist Warehouse All Schools Athletics Championships	WA, Australia	Parramatta	\$1,000.00
25.	Miss Jennifer Ott	Tennis	2024 U14 Australian Grasscourt Championships	VIC, Australia	Epping	\$1,000.00
26.	Miss Elissa Freney	Ultimate Frisbee	World Junior Ultimate Championships	United Kingdom	Rosehill	\$1,000.00
27.	Ms Felix Hamilton	Dragon Boat Racing	Australian National Dragon Boat Championship	WA, Australia	Parramatta	\$501.00

28.	Miss Hannah Lambert	Athletics	2024 Australian Junior U13-U20 Championships	QLD, Australia	Dundas	\$1,000.00
29.	Miss Casey Cook	Sport Climbing – Bouldering & Lead	2024 National Youth Climbing Championships	QLD, Australia	Dundas	\$1,000.00
30.	Mr Samuel Ennals	Dragon Boat Racing	Australian National Dragon Boat Championship	WA, Australia	Parramatta	\$413.87

Attachment C – Quarterly Grants Program: Grant Pool \$70,000 - 15 Successful Recipients to date**FY 23/24 Spend: \$30,000 – with one more assessment round to go before the end of the Financial Year**

No.	Organisation	Project	Category	Project Description	Ward/Area	Total Funding
1.	The Beecroft Orchestre Inc	Concerts 3 & 4	Small Grants Fund	Upcoming Term 3 & 4 concerts require rehearsal space at Carlingford High School, concert space at Cheltenham Girls High School, and payments for their musical director/conductor.	Epping	\$2,000.00
2.	Carlingford Seniors Community Morning Tea Club	2024 Senior Clubs Excursion & Marketing Update	Small Grants Fund	This grant will fund a day trip for isolated senior men, who often stay home. Rising costs for coaches, entry fees, and limited senior resources make these excursions difficult to arrange.	Parramatta	\$2,000.00
3.	Rydalmere Public School Parents Association	Celebrating Families	Small Grants Fund	An inclusive event in March 2024 will focus on the mental and physical wellbeing of women from diverse communities, featuring information and wellbeing sessions. Participants will receive resources like swim passes for continued wellness.	Rosehill	\$2,000.00
4.	Edmund Rice Community Services Limited	Empowerment Through Art	Small Grants Fund	This program will equip Afghani girls aged 10 – 18 with fine art skills to express their shared history and heal personal experiences. It aims to help process trauma, promote cross-cultural understanding, and encourage community engagement.	Parramatta	\$2,000.00
5.	SEDA College NSW t/a GOAL College	Indigenous Artwork Development	Small Grants Fund	This project will engage a local Indigenous Artist to work collaboratively with their students to create artworks that represent	Rosehill	\$2,000.00

				students, the College, and its story on the lands of the Wannagal Clan of the Eora Nation.		
6.	Blacktown & District TPI Social & Welfare Club	Coach Excursion and Mid-Winter Lunch Subsidy	Small Grants Fund	Subsidise excursion day for the Seniors including a mid-winter luncheon.	Whole of Parramatta	\$2,000.00
7.	Deaf Connect	Deaf Festival Sydney 2024	Small Grants Fund	The Sydney Deaf Festival celebrates Deaf culture, history, community spirit, and Auslan. It is the largest Deaf community event in the State and Australia, featuring a main stage with Deaf artists, performers, stalls and workshops.	Rosehill	\$2,000.00
8.	HeartKids Limited	HeartKids Food Pantry Westmead Hospital	Small Grants Fund	HeartKids offers a pantry in the Edgar Stephan Ward at Westmead Hospital, providing staple items like noodles, oats, soups, cookies, coffee and hot chocolate to patients and families. This helps provide relief and connects parents with HeartKids for support.	Whole of Parramatta	\$2,000.00
9.	Guide Dogs NSW/ACT	School Presentations	Small Grants Fund	GDN/ACT is seeking funding to host two presentations at primary and secondary schools in the Parramatta LGA. These presentations will focus on disability inclusion, specifically educating students on interacting appropriately with individuals living with low vision or blindness in their community.	Whole of Parramatta	\$2,000.00
10.	Hope Connect	Defibrillator for Telopea Shed	Small Grants Fund	Equipment purchase for a portable onsite defibrillator at Telopea Shed.	Dundas	\$2,000.00

11.	North Rocks Carlingford Little Athletics Centre	2023/2024 Little Athletics Season – Equipment Refresh	Sport & Recreation Grant	The new Little Athletic season starts in mid-September. Refreshing equipment helps athletes and volunteers excel and enhances weekly competitions.	Norths Rocks	\$2,000.00
12.	PCYC Parramatta	PCYC Programs	Sport & Recreation Grant	This grant will fund activities and workshops such as boxing tournaments, youth programs, and sports equipment. These initiatives will support the community in developing healthy habits and improving both physical and mental health.	Parramatta	\$2,000.00
13.	North Rocks Softball Club	Community Safety at North Rocks Park	Sports & Recreation Grant	North Rocks Softball Club trains at North Rocks Park every Wednesday afternoon and evening during the season. The park's walking track is used by the community, raising concerns about potential injuries during training. The club will use the grant to purchase safety equipment.	North Rocks	\$2,000.00
14.	FABS Creative Media Incorporated	Talent Fest – Identifying, Encouraging and Promoting Musical Talent and Newly Arrived Migrants	Sports & Recreation Grant	This project will encourage newly arrived migrants to showcase their musical talents, fostering connections and integration into Australian society. It will also provide entertainment at meetups and strengthen ethnic communities by preserving their art and culture.	Parramatta	\$2,000.00
15.	Parramatta City Football Club	Uniform Purchase	Sport & Recreation Grant	Uniform Purchase to save costs for community registration fees.	Parramatta	\$2,000.00

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.4
SUBJECT	Public Exhibition of Draft Pensioner Rates Rebate Policy 2024
REFERENCE	F2024/00282 - D09390134
REPORT OF	Policy Officer

CSP THEME: Fair

WORKSHOP/BRIEFING DATE: Finance Committee – 23 May 2024
Policy Review Committee – 23 May 2024

PURPOSE:

To seek Council's endorsement to place the draft Pensioner Rates Rebate Policy 2024 (Policy 215) on public exhibition.

RECOMMENDATION

- (a) That the draft Pensioner Rates Rebate Policy 2024 be placed on public exhibition for a period of 28 days.
- (b) That Council authorises the Chief Executive Officer to make any necessary editorial and content changes to the draft Pensioner Rates Rebate Policy 2024 for public exhibition to give effect to Council's resolution.
- (c) That following public exhibition, officers submit the final Pensioner Rates Rebate Policy 2024 to Council for adoption.

BACKGROUND

1. Council's existing Voluntary Pensioner Rebate Policy (Policy 215) was last adopted by Council on 10 July 2017 and is due for periodic review.

ISSUES/OPTIONS/CONSEQUENCES

2. Before adopting the draft Policy, Council must place the document on public exhibition for a period of 28 days. This report is seeking Council's approval to place the draft Pensioner Rates Rebate Policy on public exhibition.
3. Once submissions have closed a further report will be presented to Council incorporating any public comment at the next available meeting, where Council will be required to adopt the final Policy. This document will become effective once it is adopted by Council.

CONSULTATION & TIMINGStakeholder Consultation

4. The following stakeholder consultation has been undertaken in relation to this matter:
 - Executive Team;

- Finance Committee (23 May 2024); and
- Policy Review Committee (23 May 2024).

Anticipated timeframe

- Public Exhibition
 - Exhibition dates approximately 17 June to 15 July 2024.
- Council Meeting – 12 August 2024 (pending community feedback)
 - Council adopts the final Policy.

LEGAL IMPLICATIONS FOR COUNCIL

5. The draft Policy was reviewed by Council's Legal Services Unit, and the Policy recommended for public exhibition does not present any legal concerns.

FINANCIAL IMPLICATIONS FOR COUNCIL

6. If Council resolves to approve this report in accordance with the proposed resolution, there are no unbudgeted financial implications for Council associated with the exhibition and adoption of this Policy.

Melissa McIsaac
Policy Officer




Anna Maunder
Rates & Receivables Manager

Amit Sharma
Chief Financial Officer

John Angilley
Executive Director Finance & Information

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

1 	For Public Exhibition - Draft Pensioner Rates Rebate Policy 2024	5
2 	For Information - Pensioner Rates Rebate Policy Review 2024 - Summary of Proposed Changes	1 Page
3 	For Information - Voluntary Pensioner Rebate Policy 2017	3 Pages

REFERENCE MATERIAL



Pensioner Rates Rebate Policy

Contents

1. Scope 1

2. Purpose 1

3. Policy 1

4. Delegation 3

5. Procedure 3

6. Definitions 4

1. Scope

1.1 This Policy applies to Eligible Pensioners, who:

- (a) own a property in the City of Parramatta Council (Council) local government area (LGA);
- (b) are responsible for the payment of Rates; and
- (c) occupy the dwelling for which they are paying Rates, as their sole or principal place of living.

1.2 This Policy does not extend to any pensioner rebates offered by Council outside of Council Rates and charges.

2. Purpose

2.1 This Policy establishes a framework for Council to provide Eligible Pensioners with appropriate financial concessions for their annual Council Rates and Charges, in accordance with the *Local Government Act 1993* (NSW) (LG Act).

3. Policy

3.1 Council will provide a reduction in Rates and Charges to Eligible Pensioners, by way of a mandatory and a voluntary rebate, as follows:

Pensioner Rates Rebate Policy		
Owner: Rates & Receivables Manager	Area: Rates	POL No: 215
Date of Commencement: 1995	Approval Authority: Council	Date Approved:
Amendment: 3	Date of Next Review:	Review: 4



3.1.1 Mandatory rebate

Pursuant to section 575 of the LG Act, Council will provide a mandatory rebate for Eligible Pensioners of up to \$250 per financial year.

3.1.2 Voluntary rebate

In addition to the mandatory rebate (as show above), pursuant to section 582 of the LG Act, Eligible Pensioners who have owned and occupied a dwelling within the LGA for a minimum of five full consecutive financial years, may apply to Council to receive an additional voluntary rebate of \$100 per financial year.

3.2 Council will apply granted rebates on an ongoing annual basis, where the Ratepayer remains eligible under this Policy.

3.2.1 Granted rebates will be applied to the Eligible Pensioner's Rates from the current financial year, and will not be backdated.

3.3 Where a Ratepayer is granted an Eligible Pensioner rebate after the day on which a Rate or charge is made and levied, pursuant to section 575 of the LG Act, the mandatory rebate will be calculated proportionate to the quarterly periods remaining for that financial year.

3.3.1 Where an Eligible Pensioner's change of circumstances impacts their entitlements under this Policy, pursuant to section 584 of the LG Act the rebate will cease on the last day of a quarterly period.

3.3.2 Council's voluntary rebate will also be calculated proportionately using these principles from sections 575 and 584 of the LG Act.

3.4 Pursuant to section 577 of the LG Act, Council will grant the applicable rebates where an Eligible Pensioner, who is not the owner of the property, has a life tenant interest in the property in the LGA and is responsible for the payment of Rates and Charges.

3.5 Where a rebate has been granted to an Eligible Pensioner, the rebate(s) will continue to apply after the Eligible Pensioner enters aged care, provided that the property is vacant and not being rented during that time.

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4. Delegation

- 4.1 There are Administrative and/or Legislative Delegations applicable to this Policy, which are provided for in Council's Delegations Manual.

5. Procedure

- 5.1 To request an Eligible Pensioner rebate under this Policy, Ratepayers must apply to Council in writing, using the Pensioner Rebate Application form.

- 5.1.1 Completed Pensioner Rebate Application forms may be submitted through one of the options below:

- (a) digitally via [Council's website](#);
- (b) by email, to council@cityofparramatta.nsw.gov.au;
- (c) by mail, to City of Parramatta, PO Box 32, Parramatta NSW 2124; or
- (d) in-person, at the PHIVE Customer Service Desk.

- 5.1.2 Applicants requiring assistance with completing the application form may contact Council's Rates & Receivables Unit, including by:

- (a) phoning Council Customer Service at 1300 617 058; or
- (b) attending Council's Customer Service Centre at PHIVE.

- 5.1.3 Council may verify evidence of the applicant's Eligible Pensioner status, through Centrelink and the Department of Veteran Affairs, such as:

- (a) a current Pension Concession Card issued by Centrelink;
- (b) a Department of Veterans Affairs' Gold Card; or
- (c) a Department of Veterans Affairs' Total Permanent Incapacitated or Extremely Disabled Adjustment Card.

- 5.1.4 Applications made on the basis of having a life tenant interest in the property must be supported by documentation such as:

- (a) confirmation in writing, preferably from a legal representative, with a copy of the Will of a deceased estate;
- (b) a copy of the Certificate of Title, if the life tenancy is registered there on; or

Pensioner Rates Rebate Policy		
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- (c) a Statutory Declaration that the applicant is the person who is responsible for paying the Rates.

5.1.5 Once assessed, the applicant will be notified in writing of Council's decision, the rebate amount granted, and the balance of Rates payable.

- 5.2 Where an Eligible Pensioner's concession card is cancelled while the individual is overseas, the Eligible Pensioner must reapply for the rebate upon their return to Australia, using their newly issued Pensioner Concession Card.
- 5.3 Eligible Pensioners may only claim a rebate for their principal place of residence at any one time. A new application is required for the Eligible Pensioner to move their rebate to another property within the LGA.
- 5.4 Verification of continued eligibility for Ratepayers receiving a rebate under this Policy will be carried out periodically during the year, in conjunction with Centrelink and the Department of Veteran Affairs.
 - 5.4.1 Where verification results do not confirm the Ratepayer's eligibility, Council will remove any concessions for which the Ratepayer is no longer eligible. Any subsequent reinstatement of a concession will require submission of a new application.
- 5.5 Eligible Pensioners experiencing financial hardship should refer to Council's Debt Management and Hardship Assistance Policy for information regarding additional available supports for Ratepayers.

6. Definitions

Eligible Pensioner	As defined in the Dictionary to the LG Act and section 134 of the <i>Local Government (General) Regulation 2021 (NSW)</i> , means: (a) persons who receive a pension, benefit or allowance under Chapter 2 of the <i>Social Security Act 1991</i> of the Commonwealth, or a service pension under Part III of the <i>Veterans' Entitlements Act 1986</i> of the Commonwealth, and who are entitled to a pensioner concession card, issued by or on behalf of the Commonwealth government, or (b) persons who receive a pension from the Commonwealth Department of Veterans' Affairs
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Date of Commencement: 1995	Approval Authority: Council	Date Approved:
Amendment: 3	Date of Next Review:	Review: 4



	<p>and who are entitled to a pensioner concession card, issued by or on behalf of the Commonwealth government, or</p> <p>(c) persons who have received a lump sum mentioned in section 234(1)(b) of the <i>Military Rehabilitation and Compensation Act 2004</i> of the Commonwealth or are receiving a weekly amount mentioned in that paragraph, and who are entitled to a pensioner concession card, issued by or on behalf of the Commonwealth government, or</p> <p>(d) persons who receive a general rate of pension adjusted for extreme disablement under section 22(4) of the <i>Veterans' Entitlements Act 1986</i> of the Commonwealth, or a special rate of pension under section 24 of that Act, or</p> <p>(e) persons who receive, or who at some point in their life have been eligible for, a Special Rate Disability Pension under the <i>Military Rehabilitation and Compensation Act 2004</i> of the Commonwealth.</p>
Rates	Refers to all amounts charged in accordance with section 546 of the LG Act.
Ratepayer	The person/s who are the owner of rateable land or a person/s responsible for a lease where the LG Act provides that a Rate is to be paid to Council.

REFERENCES	<p><i>Local Government Act 1993</i> (NSW)</p> <p><i>Local Government (General) Regulation 2021</i> (NSW)</p>
ASSOCIATED POLICIES	<p>Complaints Handling Policy</p> <p>Debt Management and Hardship Assistance Policy</p> <p>Privacy Management Policy and Plan</p>
ATTACHMENTS	Pensioner Rebate Application Form

Pensioner Rates Rebate Policy		
Owner: Rates & Receivables Manager	Area: Rates	POL No: 215
Date of Commencement: 1995	Approval Authority: Council	Date Approved:
Amendment: 3	Date of Next Review:	Review: 4

**Pensioner Rates Rebate Policy 2024 –
Summary of Proposed Changes**

Changes made to the Policy as a result of the review are summarised below:

Type	Description	Reason
Update	<p>Policy 215 Voluntary Pensioner Rebate Policy has been expanded to be a comprehensive Pensioner Rates Rebate Policy.</p> <p>Added direction regarding Council's administration of the Mandatory Pensioner Rates Rebate, as required for Council to provide under the Local Government Act.</p> <p>Added procedural clarification regarding application process for the Pensioner Rates Rebate, and process for Council's handling of applications.</p> <p>No changes are proposed to existing Policy provisions and eligibility requirements for Council's Voluntary Pensioner Rates Rebate component.</p>	<p>The elaborated Policy sets out a consistent and transparent approach for Council to administer both types of Pensioner Rates Rebates as established under the Local Government Act. Including provisions for both rebate types will align Council's policy with the approach taken by other councils.</p>
Update	<p>Added references to applicable Local Government Act provisions which inform the policy framework for Pensioner Rates Rebates. Updated clauses to ensure accurate representation of applicable Local Government Act requirements.</p>	<p>To ensure Council's compliance with applicable legislation</p>
Update	<p>Transferred content to current Policy Template branding</p>	<p>To ensure consistent formatting across Council's policy portfolio</p>
Update	<p>Updated phrasing</p>	<p>To improve clarity, accuracy, and to ensure consistency with applicable Council and legal standards.</p>



CITY OF PARRAMATTA

Voluntary Pensioner Rebate Policy

Contents

1. Scope
2. Purpose
3. Policy
4. Relationship to Legislation and Associated Documents

1. Scope

This policy applies to all ratepayers that qualifies for the mandatory pensioner rebate under section 575 of Local Government Act 1993 and who have owned and continuously resided in City of Parramatta Local Government District for 5 successive financial years.

Qualifying ratepayers, in all cases, is deemed to include residents whose property is now included within the City of Parramatta LGA as a result of boundary changes.

2. Purpose

To provide an additional rate rebate to qualifying ratepayers in the City of Parramatta LGA

3. Policy

The Voluntary Council Rebate applicable under Section 582 of the Local Government Act, 1993 is as follows:

- 3.1 Only ratepayers living within the local government area are granted rebates.
- 3.2 To qualify for the voluntary rebate a pensioner must have owned and continuously resided on a property in the City of Parramatta Council area for at least five (5) successive financial years prior to claiming the rebate.
- 3.3 If a person becomes entitled to the proportionate mandatory pensioner rate rebate under Section 575, then the voluntary council pensioner rate rebate will apply at the same pro-rata percentage as the mandatory pensioner rate rebate.

Name of Policy		
Owner: Rates	Area: Finance	POL No: 215
Date of Commencement: 1995	Approval Authority: Council	Date Approved: 10 July 2017
Amendment 2	Date of Next Review:2019	Review period: every 2 years



CITY OF PARRAMATTA

- 3.4 Regardless of how many lots of land and cottages the rate payer owns, the council pensioner rebate will only apply to the property occupied by the ratepayer.
- 3.5 Where a pensioner dies or sells a property, a rebate will not be granted for the remaining full quarters of the current financial year from the date of death or settlement date unless the property is jointly owned with another eligible pensioner.
- 3.6 Where an applicant has sold part of the property and makes a claim in respect of the part of the property retained, a separate valuation is required before an allowance can be made.
- 3.7 Where an applicant is not shown in the Council's records as the owner of the property, and it is appearing in the name of a Deceased Estate, an allowance is made to the applicant subject to submission of a Statutory Declaration that the applicant is the person who would be responsible for paying the rates on that property. Note: It is not a requirement that the applicant be related to the deceased.
- 3.8 Where an applicant is not shown in Council's records as the property owner, but has been granted life tenancy, an allowance will be made to the applicant upon receipt of documentation proving life tenancy and submission of a Statutory Declaration stating that the applicant is the person responsible for paying the rates. Note: ehas been identified as the life tenant on the property owners will.
- 3.9 The procedures to followed to assess each Voluntary Pensioner Rebate claim will be determined by the Rates Manager.

4. Relevance to Legislation and Associated documents

Local Government Act 1993
Policy 327: Rates Hardship Policy

Entitlement to a rebate under Section 575

The Local Government (General) Regulation 2005 defines "eligible pensioners" as follows:

- a) Persons who receive a pension, benefit or allowance under Chapter 2 of the Social Security Act 1991 of the Commonwealth, or a service pension under Part III of the Veterans' Entitlements Act 1986 of the Commonwealth, and who are entitled to a pensioner concession card issued by or on behalf of the commonwealth government:
or
- b) Persons who receive a pension from the Commonwealth Department of Veterans' Affairs and are the holders of a pension concession card issued by Centrelink.

Name of Policy		
Owner: Rates	Area: Finance	POL No: 215
Date of Commencement: 1995	Approval Authority: Council	Date Approved: 10 July 2017
Amendment 2	Date of Next Review:2019	Review period: every 2 years



CITY OF PARRAMATTA

REFERENCES	Nil
POLICIES	Nil
ATTACHMENTS	Voluntary Rebate Processing Checklist

ATTACHMENT 1

Voluntary Rebate Processing Checklist

Rebate application:

- ❖ Customer enquiry received about a pensioner rates rebate
- ❖ Confirm ownership per Council rates account - are they the owner or part owner
- ❖ Customer to attend Council office to fill out a Pension Concession form, voluntary rebate form and statutory declaration if applicable and provide original Pension Concession card for Council to view and take a copy of both sides of the card.
- ❖ If customer is unable to attend council, e.g. house bound or advanced age, vision impaired, a pension concession form, voluntary rebate form and statutory declaration will be sent out with letter informing the pensioner on how to complete the forms including attaching a photocopy of both sides of pension concession card to be sent in for processing.
- ❖ Once form/s and photocopy of both sides of pension concession card is received, form is checked to make sure that all details have been filled out and signed in corresponding areas.
- ❖ Once all forms are received and all details are completed, an online Centrelink applicant confirmation will be sort on CLINK (Centrelink) or DVA (Veterans affairs)
- ❖ If details are validated the application is approved and the discount is applied to the rate account.

Name of Policy		
Owner: Rates	Area: Finance	POL No: 215
Date of Commencement: 1995	Approval Authority: Council	Date Approved: 10 July 2017
Amendment 2	Date of Next Review:2019	Review period: every 2 years

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.5
SUBJECT	Approval of Scope of Works - Bennelong Parkway Bridge and Connecting Paths Project, Wentworth Point
REFERENCE	F2024/00282 - D09394433
REPORT OF	Senior Project Officer Transport Planning

CSP THEME: Accessible

WORKSHOP/BRIEFING DATE: Nil

PURPOSE:

To seek Council's endorsement for the scope of works for the Bennelong Parkway Bridge and connecting paths project in Wentworth Point.

RECOMMENDATION

- (a) That Council note the feedback from the community consultation (provided at Attachments 1 and 2).
- (b) That Council approve the scope of works to support walking and cycling along Bennelong Parkway, as set out below, for submission to the Parramatta Traffic Committee for its consideration:
 - i. Install a new 5m wide pedestrian and cyclist bridge over Haslams Creek,
 - ii. Install a separated bike path on the northern verge of Bennelong Parkway between the Badu Mangroves and Hill Road,
 - iii. Install a wide footpath on the northern verge of Bennelong Parkway between the Badu Mangroves and Foreshore Promenade access path,
 - iv. Install two new raised pedestrian and cyclist priority crossings of Bennelong Parkway at the Archery Centre and Wentworth Common,
 - v. Install new center median planting,
 - vi. Install new raised bicycle priority crossing over The Piazza,
 - vii. Re-build the roundabout at the intersection of The Piazza and Bennelong Parkway to meet modern standards, improve circulation and reduce vehicle speeds,
 - viii. Retain the westbound bike lane and shared path on southern side of Bennelong Parkway.
- (c) That Council note that the full cost of construction of the project is not currently budgeted and commencement is subject to the receipt of external grant funding.

BACKGROUND

1. On 11 March 2024 Council considered draft plans for the *Homebush Bay Circuit* – Bennelong Parkway Pedestrian and Cyclist Bridge and Paths at **Figure 1** and **Figure 2** and resolved:

- (a) That Council approve the draft Homebush Bay Circuit – Bennelong Parkway Bridge and Paths at Attachment 1 for the purposes of public exhibition.
- (b) That the draft plans be placed on exhibition for a minimum period of 28 days.
- (c) That the outcomes of public exhibition of the plan be reported to Parramatta Traffic Committee and Council.

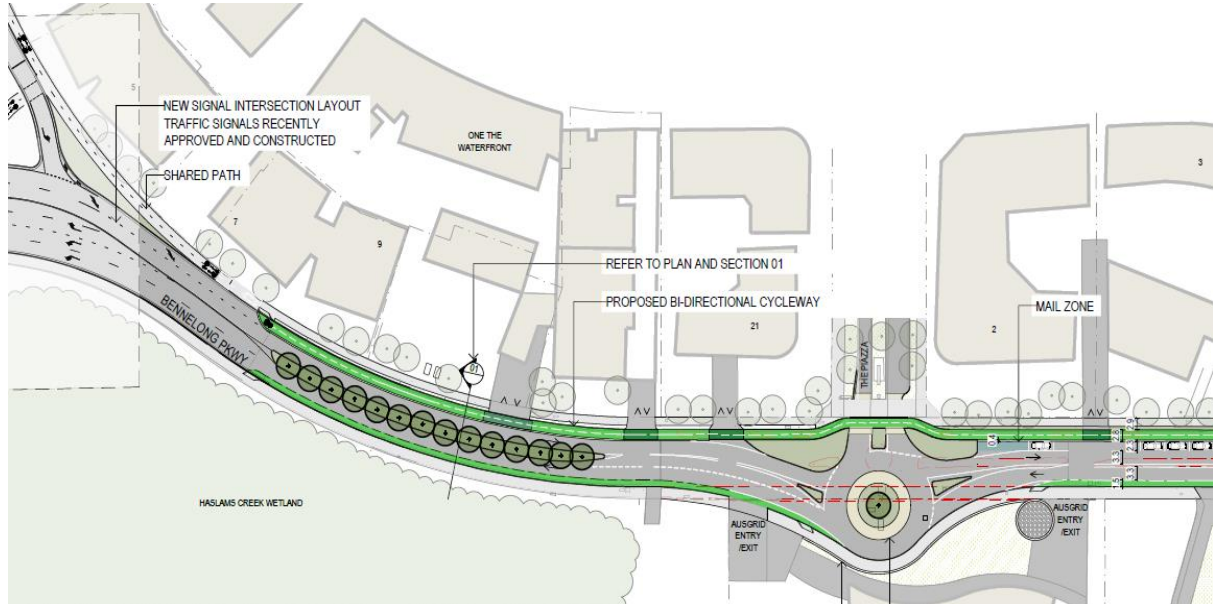


Figure 1: Connecting paths to the west

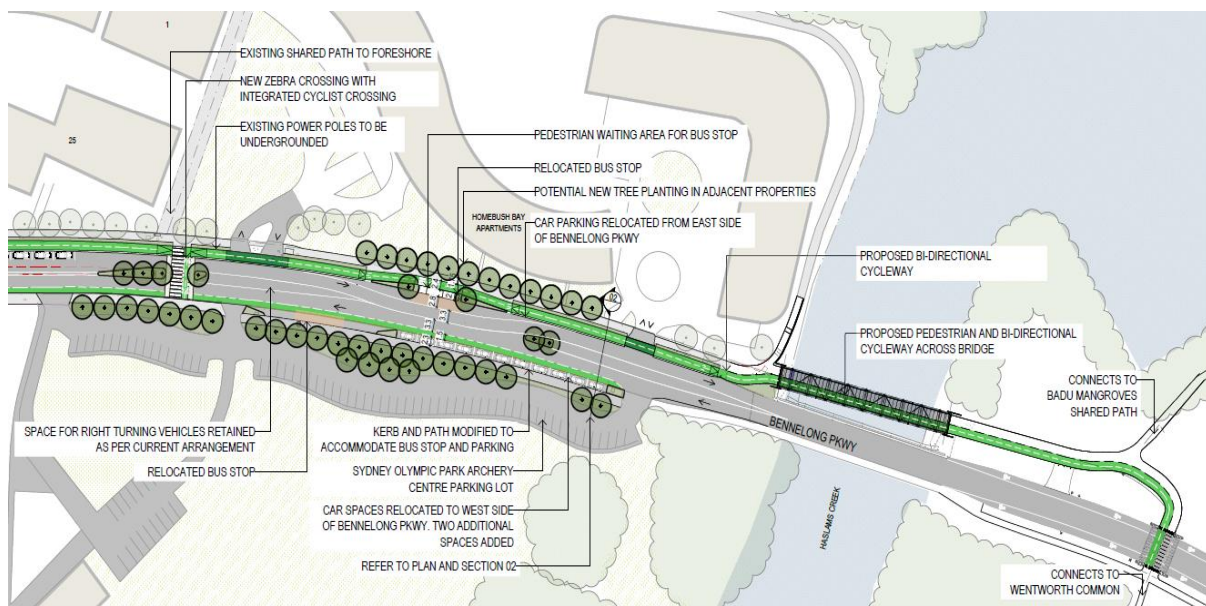


Figure 2: Bridge with connecting paths either side

2. In line with Council’s resolution, letters were sent to local residents and businesses on 28 March 2024 inviting submissions on the proposal within 28 days. The consultation area is shown in **Figure 3**. Additional notifications were given to all Strata Plans and Community Associations in Wentworth Point (see **Figure 4**). On 2 April 2024, the proposal was also advertised in the local newspaper in accordance with the Roads Act 1993 and on Council’s website. Two community drop-in sessions were also staffed by Council officers.

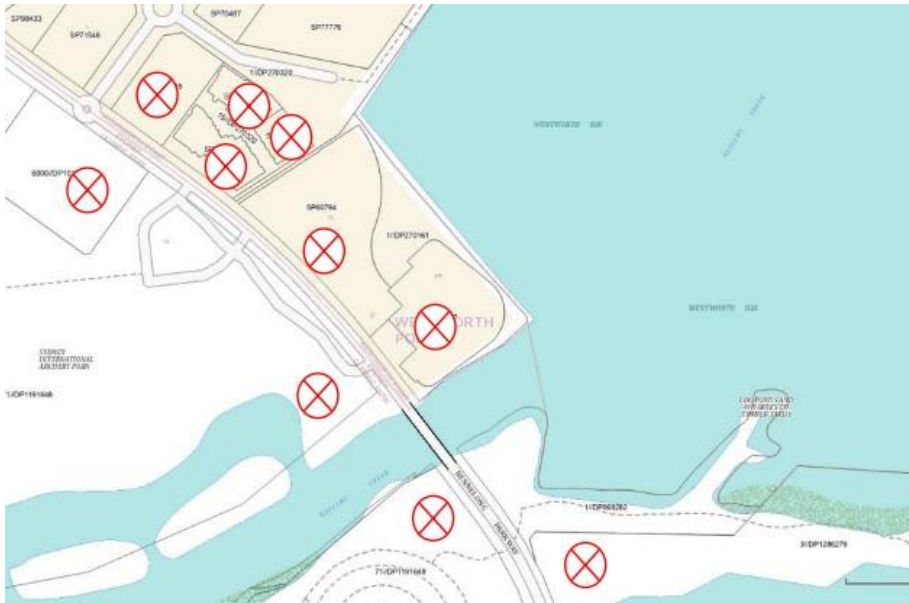


Figure 3: Notification area to all owners and occupiers



Figure 4: Notification area to Strata Managers and Community Associations

3. The proposed bridge is also within a mapped coastal area, therefore co-exhibition of an Environmental Impact Statement (EIS) was required that identifies the impacts and any mitigation measures in detail. The EIS was hosted on the NSW Department of Planning, Housing and Infrastructure website. A link to the EIS exhibition was provided on Council’s Participate Parramatta page for the project. The EIS is being assessed by an independent planner, and is scheduled to be reported to the Local Planning Panel later this calendar year, in parallel with the Parramatta Traffic Committee (PTC) approvals process.
4. In late 2023, Council placed a load limit on the existing Bennelong Parkway road bridge due to concerns about the condition. The temporary load limit will be in

place until a repair methodology is developed and implemented. The proposed bridge the subject of this report will be a new standalone bridge that will not impact on that process.

5. To ensure the pedestrian and cyclist bridge is of adequate width for current and future volumes, and also to maintain adequate clearance to the Ausgrid assets on the existing road bridge, ongoing public access needs to be secured to a small triangular portion of land at 29 Bennelong Parkway, see Figure 5. Securing this access is currently being negotiated with the landowners.

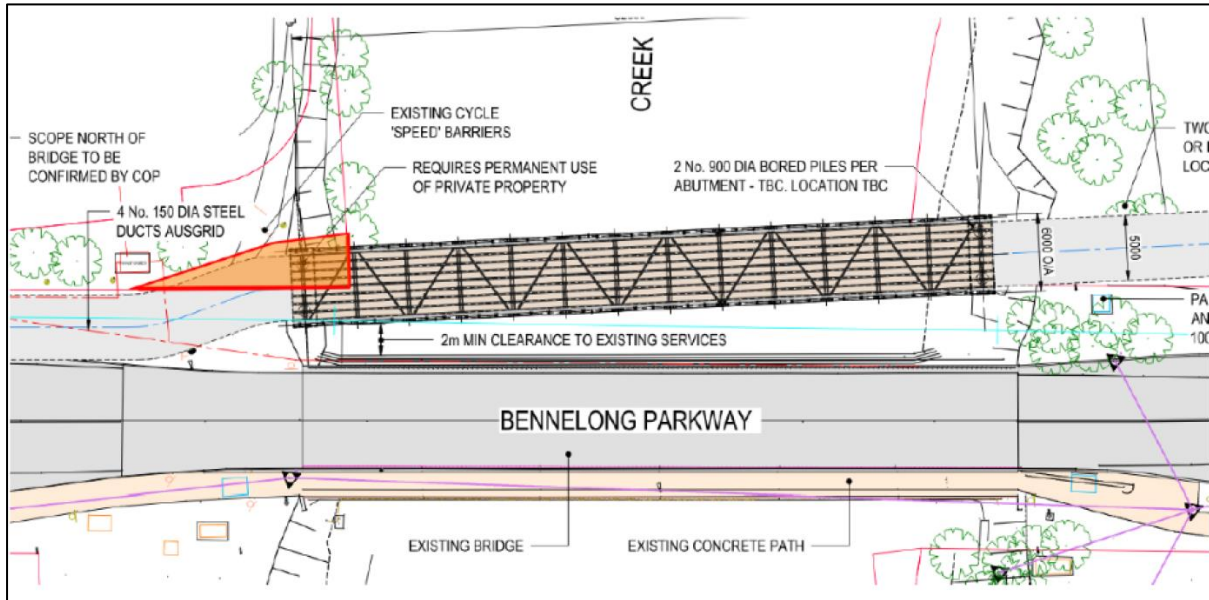


Figure 5: Proposed acquisition area

ISSUES/OPTIONS/CONSEQUENCES

6. Should Council endorse the project as recommended, it would be reported to the next available PTC for their review and consideration. The key themes and issues are discussed in the following section as raised by the consultation.

CONSULTATION & TIMING

Public Consultation

7. A total of 82,000 opportunities to give feedback were provided to the community through targeted emails, newspaper ads, digital advertising, social media, in-person popups and surface mail. This resulted in in 8,048 views of the Participate Parramatta project page and 275 engagements (121 survey, 151 quick polls and three email submissions). See **Attachment 3** – Engagement Evaluation.
8. The quick poll results were 126 yes (84%), 9 yes to an extent (6%), 16 against (10%). A total of 124 written responses (direct email and survey) were received from the community, all with the exception of 13 were from within the City of Parramatta Local Government Area. Eighty-three responses were received from residents of Wentworth Point. Of all responses received, 88 (71%) supported the proposed plans, 16 (13%) gave qualified support, and 21 (17%) were opposed or unsure. Within Wentworth Point, 53 (64%) supported the proposed plans, 11 (13%) gave qualified support, and 19 (23%) were opposed or unsure. This

feedback is provided in full at **Attachments 1 and 2**, including detailed Council Officer responses.

9. Key themes from the consultation are summarised below in **Table 1** in order of frequency.

Table 1: Key consultation themes

Count	Comment / Theme	Officer Response
33	The project is an important upgrade for pedestrian and cyclist safety (including feedback on reducing the need to cross Bennelong Parkway)	Noted, the primary purpose of this project is improved safety of vulnerable road users.
20	The project should be built as quickly as possible.	Noted, however the project must be considered through community consultation, approval and design processes, as well as funding secured before construction is considered.
16	The location of two-way cycle traffic in the northern verge of Bennelong Parkway will increase conflicting movements between cars, pedestrians and cyclists, and will degrade safety and increase frustration for all users.	Moving the bike path to the southern side was investigated, however this would require users to cross Bennelong Parkway twice. Bennelong Parkway carries 18,000 vehicles per day, this is more than three times the combined movements at all driveways and the Piazza. This would greatly increase the number of interactions for pedestrians and cyclists with vehicles, and also delays to the flow of traffic. A bi-directional cycleway is a common treatment in Sydney and across NSW including in high density areas and is considered the safest option in these circumstances.
9	The speed limit on Bennelong Parkway should be reduced, and/or the 50 km/h limit in Wentworth Point be extended beyond the proposed crossing at Wentworth Common.	The proposed larger roundabout and two raised crossings will help to slow traffic speeds in line with the posted 50km/h speed limit. The 50km/h speed limit is proposed to be extended 100m east of the Wentworth Common crossing point, subject to the approval of Transport for NSW.
8	Strong support for project (including reference to a key missing link in the local pedestrian and cyclist network).	Noted.
6	Pedestrians and cyclists should have separate facilities.	Separated paths are proposed as part of this project along the main alignments, a shared path is retained on the southern side of Bennelong Parkway where user volumes will be lower.

6	The project will impact on Bennelong Parkway traffic.	To use the Homebush Bay Circuit (the largest flow of users), pedestrians and cyclists currently have to cross Bennelong Parkway twice. The proposed path and bridge in the northern verge will mean they no longer need to cross. However, for those crossing to Wentworth Common, the Archery Centre or bus stop on the southern side, the two proposed raised crossings proposed will provide safer crossing points for vulnerable road users.
6	Fixing the existing road bridge should be prioritised.	The proposed pedestrian and cyclist bridge and the existing road bridge are separate projects. The proposed pedestrian and cyclist bridge can be delivered in parallel with any solutions for the road bridge.
6	Impacts to native flora and fauna must be considered and reduced.	The location of the bridge, connecting path to the east and crossing at Wentworth Common were located to minimise impacts to the environment. An Environmental Impact Statement (EIS) was prepared for these elements. It closely considered impacts to plants and animals, and mitigations required for planning approval. The concept plan for the connecting paths to the west has also been carefully planned to minimise ecological impacts, and is proposing a significant increase in street tree canopy along Bennelong Parkway.
5	The project should connect directly to active transport facilities at each end, and with the Homebush Bay foreshore path.	The project connects to existing facilities at Hill Road and the Badu Mangroves path at each end without gaps. The connecting path through to the foreshore promenade is shared between two separate community title lots. Upgrade of this path may be considered following the proposed works on Bennelong Parkway, subject to the approval of the landowners. The endorsed Homebush Bay Circuit identified extending the pedestrian and cyclist paths on the eastern edge of Bennelong Parkway down to Olympic Park, however this is currently unfunded.
5	Planned changes at driveways will make it difficult to access strata plan properties on the northern side of Bennelong Parkway.	A turning bay is retained in the middle of Bennelong Parkway for residents of 27 and 29 Bennelong Parkway to use. This will allow them to only address one lane of traffic at a time. West of 27 Bennelong Parkway, volumes of pedestrians and cyclists will be much lower as most will proceed to the foreshore promenade. The

		Piazza roundabout is being enlarged to slow traffic and provide storage for one standard vehicle outside of the roundabout circulation. Specific issues on sightlines at driveways will be addressed in the detail design.
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Councillor Consultation

10. In addition to pre-exhibition Councillor consultation, the following consultation has been undertaken in relation to this matter:

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
13/5/2024 (update email and offer for a briefing)	Rosehill Ward Councillors	No request for briefing received	Nil	Group Manager City Strategic Planning

LEGAL IMPLICATIONS FOR COUNCIL

11. There are no legal implications for Council associated with the recommendation of this report.

FINANCIAL IMPLICATIONS FOR COUNCIL

12. If Council resolves to approve this report in accordance with the recommendation, there are no unbudgeted financial implications for Council's budget as construction would be subject to successful external grants.
13. During the 2023 NSW State election, the local MP made an election commitment to the project of \$8 million, and an application was also made to the TfNSW Get NSW Active program for the balance of the funding. Both applications are still being assessed by TfNSW.




Robert Cologna
Group Manager, Strategic Land Use Planning

Jennifer Concato
Executive Director City Planning and Design

John Angilley
Executive Director Finance & Information

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

- | | | |
|--|---|----------|
| 1  | Bennelong Parkway Bridge and Paths - Long form written submissions | 9 Pages |
| 2  | Community Feedback and Officer Responses - Bennelong Parkway Bridge and Paths | 13 Pages |
| 3  | Engagement Report - Bennelong Parkway Bridge and Paths | 10 Pages |

REFERENCE MATERIAL

Long form written submission from resident of Wentworth Point

I consider this a “cost-effective” (cheap) and unsafe attempt to solve a complex access problem. The proposal doesn’t address resident concerns (amplifies them), does not consider safety concerns (saying that some people just need to give way won’t prevent accidents), as well as ignoring current needs for road bridge and public transport access. The plan appears more aimed at creating an “attraction” cycle circuit, than genuinely trying to create a better neighbourhood for residents.

Preferred course of action: Should be to replace the existing Bennelong road bridge with a bridge wide enough to have pedestrian and cycle paths continuous with Bennelong Parkway existing paths and cycle lanes on both the North and South side. This is the safest option and will allow safe vehicle access to return, in particular the return of the much-needed buses and school buses which are now difficult to access. Add a 40km vehicle limit on Bennelong Parkway through Wentworth point and then to after the crossing point between Wentworth common and the wetlands access point. Add proper pedestrian crossings in at least 3 locations.

Challenges with proposal:

1. Height of bridge. If the water levels are going to rise to that height by 2100 then most of the WWP peninsular will be under water. This seems unnecessarily high. This additional height will:

- reduce privacy for the corner apartment in 29 Bennelong Parkway
- increase the ramp gradient, particularly coming down to the driveway on Bennelong parkway. Increasing the gradient makes it more difficult to access for wheelchair, older residents use etc.
- increase ramp gradient will increase the speed of cyclists coming downhill and across the driveways on Bennelong Parkway
- changes the access gradient to the waterfront on the private land in front of 29 Bennelong Pwy

2. Safe drive access: I live in 29 Bennelong Parkway. There will be poor visibility of cyclists travelling along the bridge due to the angles (both up and to the north). It will be almost impossible to turn from behind the footpath to get across to the new proposed turn out lane and get safe visibility both east and west.

There is likely to be increased waiting times to turn right into the driveway also, with little space for multiple cars to wait before the narrow traffic bridge. It will also be difficult for a car turning right into the driveway to see cyclists approaching over the new bridge and down the hill across the driveways.

If there are multiple cars trying to enter or exit at the same time this is going to become very dangerous.

Parramatta Council officer who visited our building suggested we just turn out left and then U-turn to come back to access west bound Bennelong parkway. This is not only not legally possible due to road markings, but also highlights an important planning problem with WWP. Once you cross the driveway for 29 Bennelong Pwy, there is no where to turn around unless you do a complete loop of SOP, some kilometres. This makes it difficult for visitors, taxis, uber, delivery etc to correct their direction safely if they miss the numbers on the street.

While 27/29 Bennelong Parkway are only 2 buildings, they have hundreds of apartments, residents and cars, more than equivalent to a standard street’s worth of ratepayers. You should

consider access to our driveway to the same respect you would a residential street with 300-500 residents.

If you build the pedestrian/cycle bridge at an increased height and angled across the bay and meters north of the existing road bridge, you are going to cause a very unsafe situation for both residents in their vehicles and unsuspecting cyclists who will also be unable to view cars waiting in the drive.

Currently, residents pull out across the footpath and edge their nose onto the road to wait to turn right. This can take up to ten minutes to turn out in peak periods. A turning lane will not alleviate the problem when there is a 2way cycle lane with right of way in front of the building. It feels as though the council wants our land to get the cheapest fix to our safety issue but not to accommodate our safety, or the safety of particularly cyclists. Any modifications to access on Bennelong parkway should consider:

- Residents
- pedestrian access
- Cyclist access
- Vehicular access
- Public transport
- Safety
- Wildlife and eco systems

Current proposal seems to ignore residents, vehicular access, public transport, wildlife and safety. Please do better before throwing millions at a plan that doesn't solve the problems.

At a minimum, the traffic on Bennelong Parkway needs to be reduced to 40km/hr to reflect the high density residential, cyclist and pedestrian use.

Safe options for pedestrian crossings need to be expedited urgently – not wait for inadequate bridge plans that are band aid options anyway.

3. Environment: Our building is not even allowed to have pets to protect the fragile ecosystems in the bay and surrounding bird sanctuary. This proposal will significantly increase visitors onto our private property. Visitors with pets, louder noises/sounds and echoes on the water. I also object to the removal of the mangrove trees to facilitate the building of this bridge. We should be working to restore more of the trees to aid in removing the toxins from the bay, not removing them. Also trees and shrubs help manage the sounds of increased visitors. The sound is likely to be amplified by the water and have an impact on residents as well as wildlife.

The continued approval of height increases to buildings in the area already places heavier maintenance requirements on our grounds than was every expected when the building was planned to the original WWP master plan in the late 1990s. At this point, the buildings cannot be set further back from the waters' edge like in later builds in WWP around the bay, but is increasingly difficult for management.

3. Crossings Having the cycle/pedestrians concentrated on the north side of Bennelong Pwy does NOT alleviate the need for crossings. People need to be able to cross freely between the

archery park and the Common and the access to the wetlands and buildings. This plan should look at meeting the needs of access for all the sites, not just pulling new visitors in to race around our suburb in bikes.

4. Visual/aesthetics: The large truss works sticking up into the air are very obtrusive and at odds with the current visual of the quiet creek and low-key road bridge. This directly impacts on the view that residents had when purchasing their home. This along with the chosen angled path across the creek unnecessarily increases its impact negatively.

5. Start investing in WWP: We pay the same rates as other Parramatta residents, but we also have to pay higher strata to maintain our streets, green spaces, bay frontage etc. At this point, Parramatta council only provides us with garbage collection. No parks, no programs, no streetscape, no pedestrian crossings. No facilities in walking distance. Years of fighting to get one major intersection upgraded. Parramatta council was full of promises when it took over from Auburn council but we have seen costly delays, immobility and half-baked plans. No public parks still. Still waiting for our local soccer field. No proper spaces for our children to play. No planning consideration for community spaces in the WWP masterplan. No advocacy to help with the dreadful school planning. No advocacy for proper community planning or services. Please listen to the residents who have lived here for many years and sincerely care about both their home and the visitors to the area. We love our home but if you go ahead with this plan it may make it very difficult for us to stay (or maybe to leave??)

In summary: I have been advocating for improved pedestrian and cycle safety in the area for years. I have called the council and written to local members several times asking them for assistance, both with problems with accessing driveway and seeing too many near misses involving cyclists, pedestrians and vehicles on Bennelong Pwy. Glad you are doing something, just so sincerely disappointed that NONE of the residents concerns were addressed in the plans proposed.



6th May 2024

Bennelong Parkway Bridge and Connecting Paths Plan Feedback

Thank you for the opportunity to comment on the Bennelong Parkway and Connecting Paths Plan (*The Plan*).^[1]

These comments have been prepared on behalf of CAMWEST, a Bicycle NSW affiliated Bicycle User Group with a focus on advocating for and encouraging cycling in Western Sydney.

Overall CAMWEST is very supportive of *The Plan* as outlined. The improved connectivity with Hill Rd and Wentworth Point as well as the improved crossing of Bennelong Parkway on the eastern side of Haslams Creek will be very welcome additions to the area's shared path network and should act as a catalyst for more people to use active transport both for recreation and commuting.

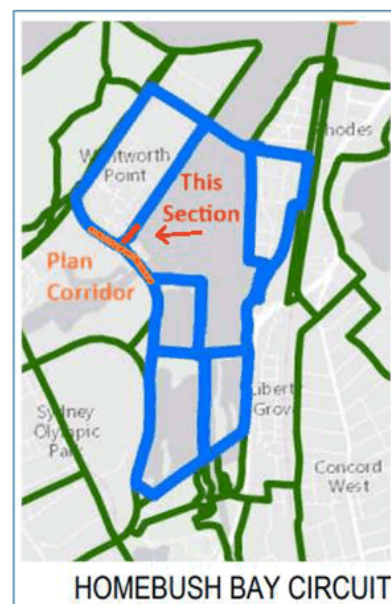
We do however have several reservations with the current plan and propose suggestions to help overcome some of our perceived shortcomings. We acknowledge that some of these may be outside Council's remit but would encourage Council to work with the appropriate bodies for satisfactory outcomes.

➤ Reservations:

1. Issues with the existing Foreshore shared path and questions related to the intersection of this pathway with the proposed Bennelong Parkway Path.

There are two existing parallel paths separated by a median strip that run for approximately 75m between their start at Bennelong Parkway and the point at which they can merge and lead across a wetlands bridge to the start of the Wentworth Point Promenade. They are described below as the western and eastern paths. This section of pathway is defined in *The Plan* as part of the Homebush Bay Circuit.

The western pathway is just under 2m in width and runs alongside the Positano and Monte Carlo buildings. There are two blind 'emergency' exits from the building basements with stairs up to the pathway. The pathway has an NBN Comms cabinet at the Bennelong Parkway end which partially blocks linear access to the path. An angled concrete apron has been added to maintain the width past this box. There is a mid-width kerb-ramp down to the current Bennelong Parkway road shoulder opposite this path. When visited the pathway had bark mulch across sections of it, and grass plants growing across the edges, effectively narrowing the usable width.



Marked-up image from *The Plan*

The eastern pathway is 1.8m wide, has no kerb-ramp, and is free of mulch and overhanging plants. There is a bollard on the pathway at the northern end.



Rider crossing at existing Bennelong Parkway crossing and heading up western pathway. Pedestrians coming down eastern pathway.



Looking back across Bennelong Parkway from western path, with NBN cabinet partially obscuring path and bark mulch on pathway.



Looking up western pathway, with eastern pathway on the right.



Looking up the eastern pathway. One of the 'blind' building emergency exits can be seen on the left of the western path.



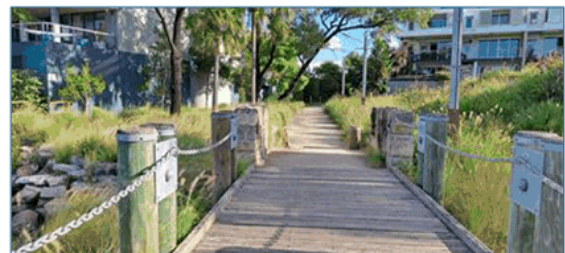
Extra concrete apron added to widen western path around the NBN cabinet.



Effective narrowing of western pathway due to grass overhang, just before meeting with the eastern path.



Looking back towards Bennelong Parkway from the wider path leading to the wetlands bridge and Wentworth Point Promenade, with the eastern path with bollards on the left, and the western path on the right. The eastern path can be seen continuing into a narrower footpath.

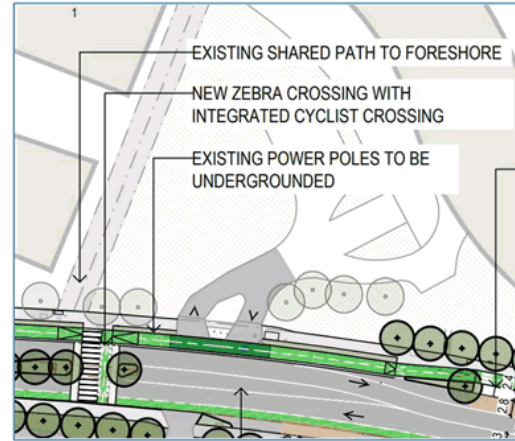


Looking back towards Bennelong Parkway from the wetlands bridge. The bollards from the previous photo can be seen in the distance.

We believe that pedestrian and cycling traffic along the foreshore pathway will increase once the new Bennelong Parkway bridge and path are constructed, and the next section of the Promenade towards Bennelong Bridge opens.

Neither the western or eastern pathways meet current minimum shared or separated path width guidelines. Are either meant to be bi-directional or one way? There is currently no signage indicating either, or as previously noted, no kerb-ramp on the eastern path to Bennelong Parkway roadway.

- The pathway on The Plan doesn't appear to accurately reflect the current median strip separating the two paths.
- Clarification is required as to whether these are shared or separated paths, one way or bi-directional.
- If bi-directional, we'd suggest that the eastern path requires widening.
- Once the above are clarified, the design in The Plan may need to be modified to produce a smooth flow of riders between the Foreshore and Bennelong Parkway paths.



Part of The Plan, indicating the Foreshore path and the Bennelong Parkway path.

2. Separated Path Width

The recommendation in the Cycleway Design Toolbox^[2] is for separated paths to be at least 3.0m wide where possible.

“In constrained areas where insufficient usable space is available, a narrower bicycle path can be considered. As a minimum, the bicycle path of 2.4m may be suitable for specific locations”.

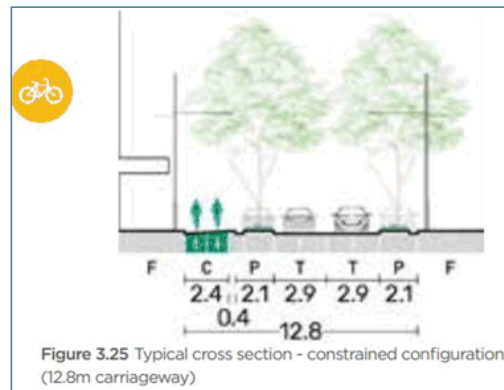


Figure 3.25 Typical cross section - constrained configuration (12.8m carriageway)

Taken from the Cycleway Design Toolbox^[2]

The Guide for Road Design Part 6A – Paths for Walking and Cycling^[3] has the following table:

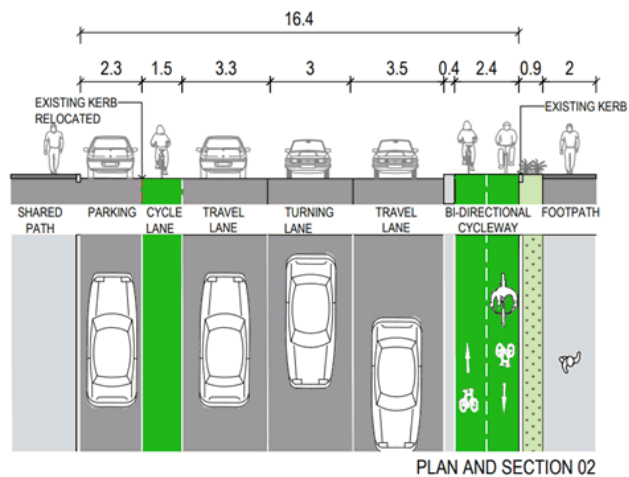
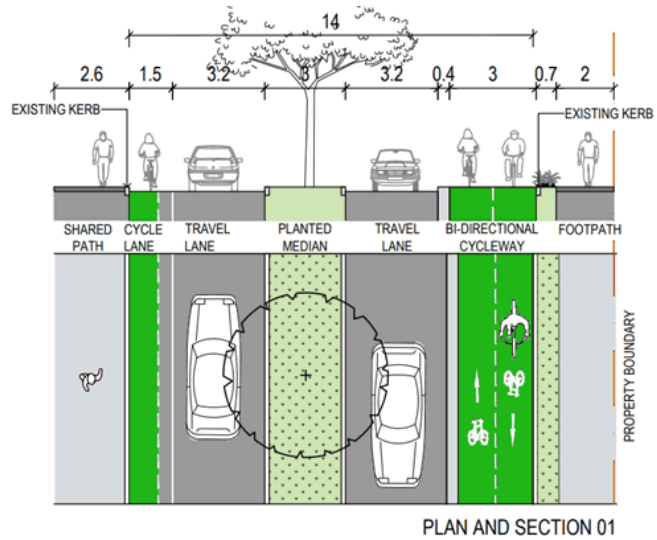
Table 5.4: Separated two-way path widths

	Suggested path width (m)		
	Bicycle path	Pedestrian path	Total
Desirable minimum width	2.5	2.0	4.5
Minimum width – typical maximum	2.0– 3.0	≥ 1.5	≥ 4.5

We were wondering why 'Plan and Section 02' has a separated path width of 2.4m (less than the recommended Part 6A document minimum of 2.5m) when the road travel lanes are 3.3m and 3.5m wide respectively (with a turning lane of 3.0m width) – which are wider than the suggested 2.9m width in a confined corridor, and when travel lanes in 'Plan and Section 01' are each 3.2m wide, with a separated path width of 3.0m?

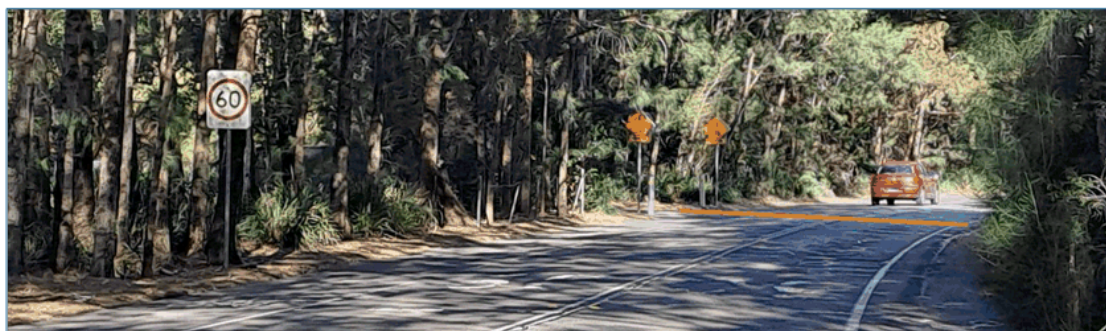
Of slightly less concern is another section where the separated path width is 2.8m and the travel lanes are each 3.3m wide. Could this be 3.0m separated lanes and 3.2m travel lanes?

There is no indication as to the width of the separated path on or either side of the proposed Haslams Ck bridge. Will there be a physical separation barrier between the cycleway and pedestrian path on and either side of the bridge?



3. Eastern Crossing of Bennelong Parkway

Although an improvement on the current crossing, we still have safety concerns around the proposed crossing. We don't believe the current sightlines for drivers are particularly good, especially for those coming from the Haslams Ck bridge heading east.



Marked-up photo looking east, with the orange line showing the current crossing.

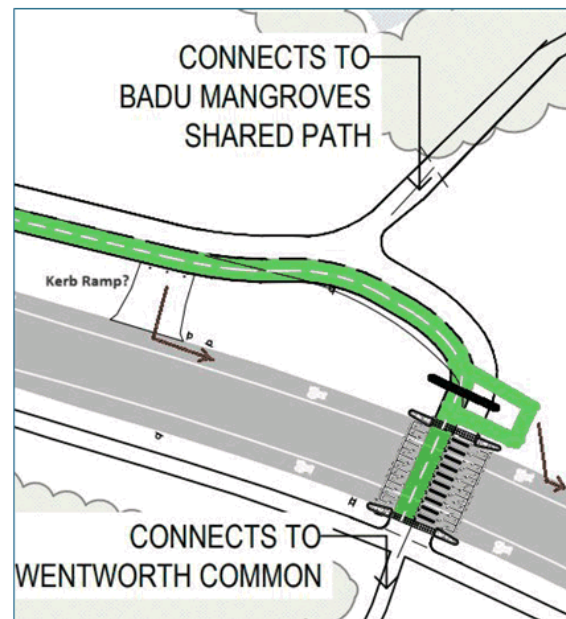


Looking from the current shared path through the trees to the Bennelong Parkway, just before the crossing.

Are there proposals for removing some of the trees around the crossing?

In the current design riders coming either from the proposed Haslams Ck bridge or the Badu Mangroves shared path could approach the Bennelong Parkway crossing at some speed, giving drivers less time to react and stop.

- a. We'd like consideration given to having a way of slowing down riders approach the intersection. Although going across the pedestrian path, something like the thick green line in this mock-up seems safer, where riders approaching the crossing would be able to see oncoming eastbound traffic, while westbound drivers would also be able to see riders for longer before they entered the crossing.
- b. We'd like to see the speed restriction signs moved. At present the crossing is in a 60 kmph area, just outside a 50 kmph zone. At a minimum we'd like to see the 50 kmph zone extended further east to encompass the crossing. Ideally the 50kmph zone along this stretch would be made either 40 or 30 kmph.



Mark-up for points 3 & 4.

- c. We also have reservations about the safety of riders crossing from the Wentworth Comon side of Bennelong Parkway to the northern side. Visibility for road users is better than for those crossing in the other direction, but still not ideal.

4. East-bound riders re-joining cycling lane/shoulder

We assume that's a kerb ramp down to the cycle lane in the above drawing (Left brown arrow). Would riders be better re-joining AFTER the crossing (right brown arrow) – although that would take riders across the path of pedestrians?

➤ Closing Comments:

- As the traffic has increased on Bennelong Parkway over the years, the pedestrian and cyclist crossing east of Haslams Creek has become more challenging to safely cross. We're now very reluctant to use this crossing on our group rides, which is a pity as the crossing is an integral part of some fantastic recreational loop rides.

We believe there are a couple of things which could help improve the usability of this crossing before any substantial works are started:

- While there is plenty of pole mounted signage on both approaches to the crossing, the current road markings are very faded. We'd like consideration given to re-marking the crossing and the approaches.
- As mentioned above, we'd also like considerations given to extending the reduced speed zone (currently 50 kmph) further east so it encompasses the crossing.

We would expect patronage on the paths around the crossing to increase if the above steps could be implemented.

- We'd like to see at least the 2.4m wide sections of the separated cycleway widened. With the additional connectivity afforded by this project, we believe the path could become quite popular and outgrow the currently planned 'constrained' corridor width. Put another way, instead of designing for today, we'd like to see the corridor future proofed.
- Does part of the width calculations of the separated paths include the road gutter? As a gutter is a place where road debris tends to gravitate and is generally the wettest place during and immediately after rain events, we believe it should be excluded from any path width calculations, and riders should not be expected to use it.

If gutters do have to form part of a separated path, great care and regular monitoring need to take place to ensure the concrete gutter and road bitumen are at the same level. This minimises the risk of riders catching their tyres and falling when longitudinally transitioning between the two surfaces.

- We look forward to the additional amenity and safety this route will provide when complete. It should be a major boon to Active Transport in the area.
- We're happy to clarify any of the points outlined in this document or assist in any other way that we can.
- This feedback was prepared by Rob Kemp on behalf of CAMWEST Bicycle User Group Inc.

References:

1. <https://participate.cityofparramatta.nsw.gov.au/bennelong-parkway-bridge>
2. <https://www.transport.nsw.gov.au/system/files/media/documents/2023/Cycleway-Design-Toolbox-Web.pdf>
3. <https://austroads.com.au/publications/road-design/agrd06a>

Bennelong Parkway Bridge and Connecting Paths - Written feedback with officer response			
Location	Support	Feedback - NOTE ANY MISSPELLING HAS BEEN CORRECTED, BUT NO CHANGES TO THE SUBMISSIONS HAVE BEEN MADE	Officer Response
Wentworth Point	Yes to an extent	Right now there are great cycle paths around WWP but they aren't connected. You have to hap-hazard cross the road several times which is impossible with kids. With such a young vibrant and growing population in the area these bridges/cycle paths definitely need to be improved for safety.	Noted
Outside LGA	Yes to an extent	The only part of this proposal is the pedestrian/cycle path across Haslams Creek as it will provide better access to Wentworth Point Promenade provide cyclists and pedestrians are separated on the bridge	Noted, it is proposed that the bridge will be 5m wide and have visual separation between pedestrians and cyclists.
Wentworth Point	Yes to an extent	The bike lane will create havoc for turning in and out of the driveways. The lanes put cyclists at risk of getting injured and drivers at risk of trauma and police prosecution if they hit a cyclist. Cyclist will not slow down yet drivers will be at fault. Bike lanes need to remain in the direction of the traffic only to eliminate confusion and risk of injury and harm to mental health	A bi-directional (two way) cycleway is proposed for the northern edge of Bennelong Parkway west of the bridge as it means any cyclist wishing to use the new bridge will not be required to cross Bennelong Parkway. This kind of treatment is very common across NSW, and one has been operating in Queens Road, Westmead since 2017 with no significant issues raised to date. Any vehicle crossing the pedestrian or cyclist path will be required to give way to all users, as they must do so now to any pedestrians or 16 and under on wheels, or bikes in the eastbound bike lane. Cyclists will still be able to ride in the westbound bike lane or the eastbound travel lane if they do not wish to ride on the path.
Wentworth Point	Yes to an extent	I write on behalf of building Positano. The bridge is supported however the bike lane will be extremely unsafe for drivers and cyclists. Even to turn left drivers will need to give way to 2 lanes of bikes in both directions.	A bi-directional (two way) cycleway is proposed for the northern edge of Bennelong Parkway west of the bridge as it means any cyclist wishing to use the new bridge will not be required to cross Bennelong Parkway. This kind of treatment is very common across NSW, and one has been operating in Queens Road, Westmead since 2017 with no significant issues raised to date. Any vehicle crossing the pedestrian or cyclist path will be required to give way to all users, as they must do so now to any pedestrians or 16 and under on wheels, or bikes in the eastbound bike lane.
Wentworth Point	Yes to an extent	I have concerns regarding the safety of pedestrians cyclists and motorists along the north-side of Bennelong Parkway. A dual cycle path crossing across 6 apartment complex's driveways that house a minimum of 600 homes 1500 residents and 700 cars utilising these driveways at least twice a day is unwise. Existing decreased visibility will require standing vehicles on the dual cycle path to see a safe opening to exit increasing risk of cyclist collisions. And having a dual cycle path crossing across the roundabout at the entrance to the Piazza creates blind spots for oncoming cyclists on our left when turning left into the Piazza and will cause traffic delays in both directions while waiting for cyclists to cross the intersection. I recommend building the cycle path on the south-side of Bennelong Parkway for a safer unobstructed journey for all and creating specific loading zones for Australia Post and other couriers including moving & delivery services to safely stand. A reminder that the increased risk of accidents may open up City of Parramatta to legal action being liable for negligence occasioning injury or death as a result of government infrastructure installed without consideration of the safety of the public it would impact when safer infrastructure options were available. Please reconsider placement of the dual cycle path moving to the south-side for a safer solution for pedestrians cyclists and motorists. Thank you.	Moving the bike path to the southern side has been investigated, however this would require people to cross Bennelong Parkway at the archery carpark. Even though The Piazza hosts 4,000 vehicle movements per day and the driveways that were counted had a couple of hundred, Bennelong Parkway carries an average of 18,000 vehicles per day. To require people to cross over Bennelong Parkway instead of The Piazza and the driveways exposes them to a greater number of interactions with traffic, and will also interrupt the flow of three times the number of vehicles. Anyone exiting or entering a driveway will need to take due care and give way at all times, as they do now to any pedestrian or rider under the age of 16 on the footpath. It is unclear what is referenced about blind spots at the roundabout, there will be the appropriate "no stopping" on approaching and departing the roundabout to ensure there should be no obstructions to the sightlines of pedestrians, cyclists and drivers. A road safety audit will also be prepared during the detail design should the project proceed.
Wentworth Point	Yes to an extent	(attached) This is a design for future traffic accidents. The dedicated cycle way & footpath will both cross entrance/exit to the Piazza & a number of driveways into buildings from & onto Bennelong Parkway. 1 driveway is very close to the slip-road & is for heavy vehicles into the 1 the Waterfront Building. People going in or out of these driveways or the Piazza are going to need to look out for people bicycles & cars all going both ways & at different speeds. Cars coming from Hill Rd onto the slip-lane to Bennelong Pkwy are not looking to their left but looking for traffic on their right & accelerating to merge. Slip-lanes are implemented to improve safety & traffic flow for vehicles turning left. While people must give way to vehicles on the road they're turning into they will not be considering the traffic from driveways or the roundabout at the Piazza. We know this from current driver behaviour. Bicycles will come around the corner from Hill Rd & will close the gap so quickly even drivers who did check may find a bike crossing their path in the time taken to check for traffic on Bennelong Pkwy. Pedestrians may not stand out due to colours they're wearing size & the time of day. The design requires people exiting or entering Bennelong Pkwy into driveways or the Piazza to observe pedestrian 2-way traffic bicycle two-way traffic & vehicular two-way traffic including traffic on the Piazza roundabout.	Regarding the merge from the slip lane, it is proposed to have cyclists behind the concrete kerb even as they transition down to the bike path, there should be no interaction at that point. Moving the bike path to the southern side has been investigated, however this would require people to cross Bennelong Parkway at the archery carpark. Even though The Piazza hosts 4,000 vehicle movements per day and the driveways that were counted had a couple of hundred, Bennelong Parkway carries an average of 18,000 vehicles per day. To require people to cross over Bennelong Parkway instead of The Piazza and the driveways exposes them to a greater number of interactions with traffic, and will also interrupt the flow of three times the number of vehicles. Anyone exiting or entering a driveway will need to take due care and give way at all times, as they do now to any pedestrian or rider under the age of 16 on the footpath. Similarly, a bridge on the southern side of Bennelong Parkway was investigated, however it still required pedestrians and cyclists to cross Bennelong Parkway twice, and there were greater environmental impacts to a listed Endangered Ecological Community as well as potential impacts to utilities.

Wentworth Point	Yes to an extent	As a resident on level 4 directly next to the Parkway & overlooking Haslams Bridge I've endured significant noise disturbances from traffic compounded by the unique acoustic impacts from the body of water. This amplifies noise for residents exemplified by conversations heard from across the current Bridge. The ongoing disturbance severely affects my family's quality of life disrupting sleep relaxation & concentration & has completely removed our enjoyment of our balcony let alone having windows open at anytime. Excessive noise has significantly impacted real estate sales & rentals in my tower deterring buyers due to persistent disturbances lowering property values & prolonging listing times. The noise has also adversely affected the local bird population with a noticeable decline in bird activity since 2013 due to increased traffic noise from the bridge. Despite raising concerns with Council a sound wall hasn't been considered dismissed as akin to a pedestrian path. I strongly disagree as the unique water proximity exacerbates noise challenges. I urge the Council to install a sound wall on the Pedestrian Haslams Bridge & surrounding land to mitigate disturbances for residents & preserve the local wildlife. I urge you to prioritise our wellbeing.	It is not proposed to build a noise wall to mask the sound of pedestrians and cyclists walking and riding along the edge of a public street or on the bridge. How water transmits noise will not change as a result of this proposal. The lighting on the bridge has been designed to minimise any impact to fauna through the choice of colours, limited timing and removing any feature lighting from the bridge entirely.
Wentworth Point	Yes to an extent	The dual bike lane that is planned for in front of all the driveways is not safe. It is hard enough for us to exit out of our driveways let alone look for additional bike riders. I suggest you try and get out of all the driveways of the buildings which each driveway would have approximately 200 cars entering or exiting as it is hard enough at the moment to see traffic. We have 4 builds use the one driveway to get in/out. This will be a very big safety issue if the dual bike lane goes ahead.	A bi-directional (two way) cycleway is proposed for the northern edge of Bennelong Parkway west of the bridge as it means any cyclist wishing to use the new bridge will not be required to cross Bennelong Parkway. This kind of treatment is very common across NSW, and one has been operating in Queens Road, Westmead since 2017 with no significant issues raised to date. Any vehicle crossing the pedestrian or cyclist path will be required to give way to all users, as they must do so now. East of the foreshore promenade access path, driveways will have a centre turning lane that will allow drivers to only navigate one lane of traffic at a time, west of the path the number of pedestrians and cyclists will be lower. Entry and exit will also be assisted by the proposed larger roundabout and two raised crossings will lower traffic speeds.
Wentworth Point	Yes to an extent	A shared path is the wrong way to go. Cyclists require their own path and pedestrians their own. It is important to consider that the cyclists' objective is to keep moving - be it for exercise or to reach their destination. A pedestrian is simply out for a stroll. The pedestrian will be an obstacle ahead of the cyclist and the cyclist will be a nuisance to the pedestrian. The objective of a cyclist path is to allow cyclists to exercise or commute or family to enjoy time together on a bicycle - moving. To place pedestrians - familys - etc in their way - is a disservice to the community. At present the majority of the shared paths - cyclists / pedestrians have become congested with both parties. WWP and SOP have become HIGH DENSITY communities therefore it is no-longer the case of a random cyclist or a pedestrian occupying the same space. It is BOTH of them being a nuisance to the other. Kindly consider revising the plan to create isolated paths for cyclists and pedestrian. Also it would be worth revisiting the existing shared paths to isolate them as well. Perhaps you can run a survey - asking cyclists and pedestrians what they think of the existing shared paths! A shared path is a waste of funds.	The proposal in this location is for separated pedestrian and cyclist paths on the key route, the southern shared path is retained but it is not anticipated to have significant patronage.
LGA	Yes to an extent	Plan and section 01 - looks good. Plan and section 02 - does not look very safe perhaps I have missed some details or have misunderstood the design but * The southern portion of it has a cycle lane 1.5m wide next to car parking that is said to be 2.3M with no separation or space to prevent cyclists being hit by the opening and closing of doors. https://bicycleinfrastructuremanuals.com/manuals3/NSW%20bicycle%20guidelines.pdf "To give riders some protection from opening car doors a 0.4-1.0m separating strip should be provided between the edge of the bicycle lane and parking". I'll note that the car parking width is said to be 2.3M which seems to be less than the standard 2.4M for parking spots. Is there a reason why the cycle lane on the south side cannot be moved & given sufficient space or removed - in the interests of safety ... as there is a bi-directional cycle path on the north side	The NSW Bicycle Guidelines have since been superseded and the Austroads Guide to Cycling (2017) has been used as a reference document for the design. Current on street parking standards have a minimum of 2.1m and are dependant on the context. In this location it is proposed that only the outer 1.0m of the bike lane is to be painted green, allowing for a 0.5m buffer. However, opportunities to widen the bike lane or buffer will be explored in the detail design should the project be supported.
Outside LGA	Yes to an extent	Strongly support the proposal build as soon as possible. Not sure what the purpose of retaining the cycle lane on the south side is. Better to narrow the traffic lanes reduce the speed and do more planting, do not need more space for cars to race past cyclists. Consider some sort of pavement delineation for the parking to visually narrow the roadway to reduce vehicle speeds. look at parking bay treatments along gadigal ave north of o'dea ave in waterloo for inspiration. Gadigal ave supports an all day every 10 minute bus so there is not much need to go wider than what is there.	The bike lane on the southern side is retained to match the existing facility as SOP has an "one way pair" bike lane network that is used extensively. The travel lanes widths proposed cannot be narrowed any further as they must allow for trucks and buses.

LGA	Yes to an extent	This will partially improve things for pedestrians and cyclists overall however it doesn't account for one journey that myself and many others complete daily. When travelling from Olympic Park to Hill Rd you cycle along Bennelong where there is a pinch point at the bridge and you have to take the lane then use the bike lane again until the roundabout go onto the footpath and cycle to the lights. None of this journey has been improved by the attached. From my understanding you'd have to cross onto the opposite side of the road over the new bridge then cross over again? The cycle lane between the roundabout and Hill Rd on the South side currently just abruptly ends and the cyclist cannot mount the share path because of the curb. I'm hoping this will be fixed (I can see in the drawing that maybe the curb will be fixed?) Having a contra-flow bike lane roundabout leading into the Piazza seems very unwise. Its a well used thoroughfare and visibility in the car is already difficult this is a dangerous roundabout with normal function education of drivers will be needed. Lastly please make the bridge very wide Bennelong bridge share path is so busy its a disaster to cycle and walk on most days. Thank you for trying to improve this section of road.	It is noted that the westbound bike lane (on the southern side of Bennelong Parkway) is merged into the travel lane at both the existing bridge and at The Piazza roundabout. The proposed paths resolve the Piazza roundabout by giving westbound cyclists a choice to either bypass the roundabout (with kerb ramps either side and a shared path), or merge with traffic. Adding a new structure or standalone structure to the southern side of the existing road bridge is not feasible, however cyclists using the westbound bike lane will have a choice to use the proposed priority crossings to safely use the new bridge, or merge with traffic. A bi-directional (two way) cycleway is proposed for the northern edge of Bennelong Parkway west of the bridge as it means any cyclist wishing to use the new bridge will not be required to cross Bennelong Parkway. This kind of treatment is very common across NSW, and one has been operating in Queens Road, Westmead since 2017 with no significant issues raised to date. Any vehicle crossing the pedestrian or cyclist path will be required to give way to all users, as they must do so now. The bridge is proposed to be 5m wide with visual separation between pedestrians and cyclists.
Wentworth Point	Yes to an extent	Please ensure the bridge is wide enough for two lanes of pedestrians AND bike traffic (e.g. minimum 3m-4m wide. Nothing will make it worse when it's a bottle neck of foot and bike traffic. Please ensure that bike lanes are clearly sign posted and marked on the roads to remove cyclists off the vehicle bridge.	The bridge is proposed to be 5m wide with visual separation between pedestrians and cyclists.
Wentworth Point	Yes to an extent	What visual aid and allowances are made for existing older owners in 29 Bennelong Parkway for oncoming traffic? Cycles or cars.	East of the foreshore promenade access path, driveways will have a centre turning lane that will allow drivers to only navigate one lane of traffic at a time, west of the path the number of pedestrians and cyclists will be lower. Sightlines for drivers will be checked as part of the detail design process as well as a road safety audit should the project proceed.
Newington	Yes to an extent	Having the bridge is a good thing - fully support that; my real comment though is as a pedestrian/cyclist that crossing of the road between Badu Mangroves and Wentworth Common is pretty dangerous and really needs a better pedestrian crossing with a safe island in the middle to allow crossing one direction at a time (instead of having to wait until both sides are semi-safe) - on weekends the roads are quite busy and it's a very difficult road to cross especially for children and older people. If a crossing like the two new raised zebra crossings in Newington could be done with pedestrian priority that would be much safer than today's version.	A raised priority crossing is proposed at Wentworth Common that is the same style as the two in Newington (a zebra stripe for pedestrians and two green paths for cyclists on top of a raised concrete platform).
Wentworth Point	Yes to an extent	The proposal for No 27 and SOPA look fine and I am pleased about the number of trees but this is additional to what is there and not removals. I am particularly interested in what is proposed to happen with the trees in front of 29 Bennelong Parkway and that is not clearly visible on the image you have sent me. Can you please send me the image for the frontage of No 29 Bennelong Parkway and its trees? I am sincerely hoping that your proposal does not mean you expect only two trees to remain in front of No 29 because that will make our frontage extremely ugly. If that is the case, I would see that as very unfair to us. The little I can see on your image of the No 29 frontage shows us as having almost no garden left and only two trees. What I was suggesting by my earlier email is moving the trees on the right of your image in our existing garden (to the right of the No 29 driveway) back towards the building rather than chopping down lovely trees and replacing them with small insignificant-looking trees. There are companies that do this work as I sent you. Regarding the original trees in front of No 29 (right of the driveway), they were removed by No 29 about four and a half years ago because they were getting too big (probably inappropriate plantings at the beginning by the original developers) and they were replaced soon after. They are now maturing nicely and finally the frontage looks half decent again, as I mentioned in my earlier email. I am seriously concerned about this garden and the appearance of No 29. From the little I can see it looks like No 29's frontage will look like a butchered garden and potentially very ugly. Could you send the image of your proposal for the No 29 frontage right of its driveway.	The current garden bed at no29 is currently on private property, but a small portion is proposed to be acquired by Council to deliver the bridge, therefore the garden bed would likely be cut back a little where it is close to Haslams Creek, The planting proposed outside of no 27 is on private land and would be subject to the approval of the Community Association (this permission has been requested by Council, but has yet to be answered). <i>NOTE: Resident has since responded that garden concerns have been resolved.</i>
Outside LGA	Yes	Completing this bridge and related paths will provide an excellent link between SOP and Newington Armory especially for children and less confident cyclists. The design looks really good and Council should be congratulated for their efforts in putting forward active transport infrastructure solutions. My only comments are that the new path should be completed before removing the old cycle lane (this did not occur on the recent works further west on Bennelong Parkway) and that the new works should appropriately tie into the infrastructure at each end (please don't leave gaps in paths).	Noted, it is proposed that the path to the east will connect to the Badu Mangroves and Wentworth Common paths, and to the west the Hill Road / Louise Savage Paths.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.

Wentworth Point	Yes	Great initiative that should be implemented as soon as possible.	Noted
LGA	Yes		No further correspondence beyond support for the project was provided.
Outside LGA	Yes	This much needed cycle infrastructure will make local cycling in the area much better. It will finally complete the Olympic Park cycling route which has had a dangerous crossing at Bennelong parkway for so long. Forcing cyclists onto the road at Bennelong parkway bridge has been a major safety issue for cyclists and motorists for a very long time. The new shared path bridge will be a huge improvement for pedestrians motorists and cyclists. I fully support this initiative.	Noted
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Outside LGA	Yes		No further correspondence beyond support for the project was provided.
LGA	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	Great idea	Noted
LGA	Yes	We need more cycling infrastructure in the area. Cycling is good for the local community and reduces the number of cars on the road.	Noted
Wentworth Point	Yes	whoever came up with the ability to provide feedback online needs to be thanked as well as those who implemented this. The bridge is a great idea. It has been a long time coming and a public safety need. The 2 points I would like you to consider is the bridge itself is ugly and does not fit into the surrounds. Perhaps a design inspired by Bennelong the person and Bennelong the area be considered. A combination of the industrial nature of the ship breaking facility and some aboriginal culture. I would prefer not to lose further greenery to make this project happen. A slight widening of the road to provide more space for pedestrians would do it. Whilst I am a cyclist expanding the paths here with concrete both destroys nature and looks pretty ugly and out of place.	The path on the eastern (Olympic) side is needed to provide a safe connection to the Badu Mangroves boardwalk with the area left as grass in anticipation of the path for some years now. If the project was adjacent the road, it would actually have a greater impact by removing a large number of she-oaks. Public art is proposed for the bridge, however it is still under internal review and approvals.
LGA	Yes	This is long overdue. There needs to be safe places for pedestrians to cross the road as well as cyclists	Noted
Wentworth Point	Yes	I live in the unit block next to the proposed bridge. I believe that the construction of the bridge is vital for safety as well as completing the last link in the bay walk. My wife and other ladies would like to walk in the park. However they are too afraid to make the two road crossings to enter the park. The last crossing is on an almost blind corner very dangerous.	Noted
Sydney Olympic Park	Yes	This is a much needed project which will be used by many walkers and bike riders. It will also be much safer by not having to cross Bennelong Rd.	Noted
Sydney Olympic Park	Yes	Brilliant idea	Noted
Outside LGA	Yes		No further correspondence beyond support for the project was provided.
Sydney Olympic Park	Yes		No further correspondence beyond support for the project was provided.
Outside LGA	Yes	The Council should prioritize the Bennelong Parkway Bridge and Connecting Paths project as it would enhance accessibility promote active transportation and improve connectivity within the community. Additionally investing in infrastructure like this can lead to long-term benefits for residents in terms of health convenience and quality of life.	Noted
Sydney Olympic Park	Yes	At present the route to the waterbird refuge is made dangerous by the road and bridge which aren't fit for purpose. The proposal represents a great improvement to this area opening up a beautiful and valuable community space to the public. I wholeheartedly support it and would recommend it be fast tracked to resolve the unnecessary danger currently present on site.	Noted
Wentworth Point	Yes	This project is well overdue. Presently there is significant risk to pedestrians crossing the road at this point especially during peak periods. Full support for this project.	Noted
Wentworth Point	Yes	I think it is an excellent idea	Noted
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.

Wentworth Point	Yes	As a cyclist walker and rate payer I support this project completely. My reason for fully supporting this project is on grounds of safety. Walkers and cyclist (people on wheelchairs) etc going between Wentworth Point and Bicentennial park have to cross the busy Bennelong Parkway twice which can be tricky at bust times.	Noted
LGA	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	Increase street lights on Bennelong Dr and hill rd. in warm white colour. Vision is way too dark. Road divider trees section needs better landscaping and attention. Footpaths also needs improvement.	Your feedback on street lighting and will be forwarded to the Assets team. The current centre lane landscaping will be removed and replaced, the footpath on the northern side will be widened to 2.0m between the bridge and the foreshore cut-through.
Wentworth Point	Yes	This is a great idea. It would save two road crossings for pedestrians/cyclists visiting the shipwrecks bird sanctuary and in to Rhodes.	Noted
Wentworth Point	Yes	Please consider how this will link with the new opening at Nuvolari Place and Verona Drive along the water. Please also consider that the bridge is wide enough so that it is safe for bikes and pedestrians.	There is an existing pair of paths that link the waterfront promenade to Bennelong Parkway. The bridge will be 5m wide with visual separation between pedestrians and cyclists.
Wentworth Point	Yes	Fabulous idea.	Noted
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Outside LGA	Yes	So excited to see this design! This would fix one of the worst parts of my ride to work. - The combined ped/cyclist wombat crossings look great. - Please ensure the car parking on the northern side near building 2 and 25 are designed to eliminate the risk of 'dooring' to path users (vehicle doors opening onto the path and hitting users) . - The crossing closest to building 5 appears to be proposed as a signalised crossing. As this is a slip lane at low speed (60kmh) it doesn't have to be part of the TCS site. Consider making this a combined ped/cyclist wombat crossing like the ones used elsewhere on the project. - Its unclear how the shared path connects at the northern end to the existing path. Please ensure it skips the carpark area. - Is the double left turn lane from Bennelong to Hill necessary for intersection capacity? The left turn should run twice during the signal phasing (during the Bennelong right turn and the Hill right turn phases). If this was a single lane would it be possible to use this space instead to continue the bi-direction cycleway all the way to and across Hill Road. - For the TCS site please include combined ped/cyclist lanterns on all crossings.	The bike path will have a 400mm wide concrete block that separates parked cars from the bike path. This is a common treatment across NSW that means the cyclists closest to the cars (travelling westbound) will be facing the parked vehicles and will have good visibility of anyone inside the vehicle who might be about to open the door, (and the car occupant visa versa). The western end of the project connects to the Hill Road paths with a shared path that was delivered as part of the Bennelong Parkway and Hill Road traffic lights (all legs have combined pedestrian / cyclist lanterns). There is no proposal to change the slip lane or arrangements of the lanes as it has only recently been delivered.
LGA	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	It is not clear how parking is safely managed along the cycleway east of the Piazza. Is there adequate separation available for cyclists? Very happy to see extra crossing points for pedestrians and cyclists across Bennelong Bvd. No mention of speed limit - hopefully it will be reduced especially approaching Wentworth Point from the east.	The bike path will have a 400mm spacer between the parked cars, with the outside bike path westbound. Cyclists closest to the cars will have good visibility of vehicle occupants and vice versa. This is a common treatment across Sydney and NSW. The 50km/h speed limit is proposed to be extended 100m east beyond the Wentworth Common crossing point, however the final decision lies with TfNSW
LGA	Yes	No	No further correspondence beyond support for the project was provided.
LGA	Yes	The proposal to put signals at Hill Rd and Bennelong Plkwy would solve the worst access issue for the area. It can take a long time to get across Hill Rd safely. Otherwise I think the existing infrastructure is not that bad - the shared/cycle path is wide enough and isn't usually congested. If council goes ahead with the new bridge please consider a more attractive design than the truss bridge depicted - it doesn't have to be as grand as the Parramatta Alfred St bridge but maybe an arch or cable-stayed bridge would look nicer.	Traffic lights have recently been installed at Hill Road and Bennelong. A through-truss bridge is the most efficient bridge for this location, it has a thin deck (minimal ramping) and the top is slightly arched to reduce the rectilinear look of the truss. Public art is proposed for the bridge, however it is still under internal review and approvals.
LGA	Yes	This makes it safer for cyclists and pedestrians alike	Noted
Wentworth Point	Yes	This bike path is sorely needed as the current bike and pedestrian access is extremely dangerous. Thank you for bringing this submission to the community it is a popular walk and would be well-used.	Noted
Wentworth Point	Yes	It's most important to fix the bridge for running bus 533 as usual first which is affecting everyday life of the residents in the area.	The existing bridge is a separate project and can proceed regardless of the pedestrian and cyclist bridge.
Sydney Olympic Park	Yes	This is definitely needed. I walk here regularly and hate having to dodge traffic not once but twice.	Noted
Wentworth Point	Yes	Get the bus533 back is the first priority for all the residents in this side. This is the only bus for us to travel around. The others are the extra.	As a matter of priority, Council's Assets team are currently reviewing the condition of the existing bridge and whether public buses can be re-introduced. Longer term repair options have also been identified with a view to commence construction in FY24-25.
Wentworth Point	Yes	Get construction started as soon as possible due to the increasing population of Wentworth Point and for the safety of children and elders.	Noted

LGA	Yes	Excellent project for filling a gap in the Parramatta River cycleway connection to Sydney Olympic Park. Council is to be commended on this project which will improve accessibility for walkers runner and cyclists from Wentworth Point and beyond to the beautiful Sydney Olympic Park.	Noted
Outside LGA	Yes	Fully supportive. I ride through here frequently and it is a major gap in the network and very unsafe to navigate crossing Bennelong Pwv	Noted
Wentworth Point	Yes	Fully support the proposal	Noted
Outside LGA	Yes		No further correspondence beyond support for the project was provided.
Sydney Olympic Park	Yes	Long overdue and will be a great link.	Noted
Sydney Olympic Park	Yes	There needs to be a ramp and bridge also for cyclists to cross Bennelong Parkway. Missed opportunity of you don't. Traffic is only going to get worse and you don't want traffic lights there. So integrate in to the new infrastructure a way for children to safely traverse that road to get to Wentworth Common.	Because the land around Bennelong Parkway is very flat, any bridge structure would need to have significant ramping that has much higher impacts. Raised priority crossings are currently the most appropriate treatment.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	Much needed SAFE access to Bicentennial Park for pedestrians. Having to cross Bennelong Parkway twice is difficult. There is a traffic refuge outside the apartment blocks to cross the road to the Archery Park side. Once over the bridge pedestrians have to cross back over Bennelong Parkway close to a sweeping bend where drivers (often speeding) cannot see far ahead. This is dangerous and many pedestrians avoid it. Please complete this addition to the bridge to increase safe access to Bicentennial Park. Also bike riders heading towards Australia St do not use the cycle way on the other side of the road but cycle in the car lane. This lane is not wide and this is a risk for cyclists.	Noted, a raised crossing at Wentworth Common is included in the scope of this project. The Bike Lane on the northern side is being incorporated into the bike path (behind the kerb). Cyclists will have the choice of riding in traffic or on the path.
Wentworth Point	Yes	I often walk the loop across Bennelong bridge through Rhodes Olympic park and then back to Wentworth point through this bridge area. The bridge area is always the worst part of the walk because you go from beautiful nature to dodging cars. adding away to get across where pedestrians can stay on the safe and scenic side of Wentworth point would be such a big win for the community.	Noted
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	This proposal will make it safer for residents to enter the Bicentennial Park. As a senior citizen I have found that it is dangerous to cross Bennelong Parkway given the increased level of traffic in the area. I have not been in the Park for over 3 years. Such a shame not to use such a wonderful resource.	Noted
Wentworth Point	Yes	Long overdue. This is all around excellent. The larger roundabout will be appreciated as well.	Noted
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	Please consider how to minimise disruption to users - both vehicle and active transport - of Bennelong Parkway during construction.	Noted, construction will be carefully managed to minimise disruption.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	Reduced traffic on Bennelong Parkway. Vehicle noise is too loud in a residential area. Need mechanism such as bumps to slow down traffic. Special events cause traffic congestion and will need better traffic control and redirection.	The proposed larger roundabout and two proposed raised crossings will help to slow traffic speeds in line with the posted 50km/h speed limit. Your feedback regarding special events will be passed onto SOPA for their consideration.
Wentworth Point	Yes	Right now the speed limit increases from 50 to 60km/h when leaving Wentworth Point just before the unmarked crossing to Wentworth Common. Vehicles accelerating in this area make the crossing dangerous. It's necessary to designate this unmarked crossing as a zebra crossing with the speed limit increasing after the crossing. Thank you.	It is proposed to shift the 50km/h speed limit to east of the proposed raised crossing, however the ultimate decision lies with TfNSW.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	Council need to finish it as soon as possible to ensure all the residents especially children and elders' safety and reduce any potential risks.	Noted

Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	I'm very supportive of your decision.	Noted
LGA	Yes	Build a wider road that can be used by people and bicycle	The road is being locally widened slightly to accommodate all users, but only where necessary.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	It's really great to have a pathway on the same side which increases road safety & reduces time of waiting for traffic twice! wish the project could start asap	Noted
Outside LGA	Yes	This bridge is long overdue. Every time I cross Haslams Creek here on foot or by bicycle I wonder at the absence of a safer crossing. Please design the detail to provide 1. A marked centre line to remind and encourage all path users to keep left especially those with dogs. 2 A clear connection with good visibility to the path back to the waterfront on the northern side of the bridge to maintain safety for both riders and walkers. 3. Can you liaise with Bicentennial Park to upgrade the connecting path on the southern side. Good luck with that last one.	1) The paths and bridge will have visual separation between pedestrians and cyclists, and the bike paths will have a centreline between them. 2) There is an existing pair of paths that provide a connection between Bennelong Parkway and the waterfront promenade. 3) The endorsed Homebush Bay Circuit Masterplan identifies a southern connection along Bennelong Parkway down to bi-centennial park, however it is currently not designed and is unfunded.
LGA	Yes	A safe path here is long overdue the traffic along the road is busier than ever and pedestrians are looking out around blind corners for cars travelling up to 60kph. There are many families who live in the area and use it for exercise and just getting around and in quantities that were surely not planned for when this connection was first built.	Noted
Sydney Olympic Park	Yes	Any cycling infrastructure that provides safe links for cyclists is great for all users in Sydney Olympic Park.	Noted
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	This safety upgrade is so important for the local community at Wentworth Point. As a mother pushing a stroller crossing Bennelong Parkway in a 60km zone literally makes my heart race and puts me in stress. I hope council can get the project started and finished as soon as possible.	Noted
Wentworth Point	Yes	No further comment	No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	As an avid user of this part of Wentworth Point for my thrice weekly exercise routine I am quite anxious every time I am forced to cross Bennelong Parkway in order to use the current footpath this is extremely dangerous. Council building a new bridge will greatly improve pedestrian safety and as a result I support this project to be delivered to the greatest extent possible. 100% in support.	Noted
Wentworth Point	Yes	Please make sure this project is funded and completed with the population boom in Olympic Park/Wentworth Point crossing the road to access the shared pathway is becoming more and more dangerous for pedestrians	Noted
Wentworth Point	Yes	Out front of the sub station is a large (fig?) tree - unclear from the plans if this is to be retained (looks like the footpath and wall re-alignment passes through the middle. If the tree is to be removed has consideration been given to re-locate this to the large grass area at the intersection of Hill road and Bennelong Parkway? A mature tree like this (with years of growth ahead) would create a visual market at the entry point to Wentworth Point - see attached tree location currently and suggested location.	There are no plans to remove the fig tree at the substation.
LGA	Yes	Please fast track this the potential for improved physical mental and emotional health as well as reduced congestion less pollution and better all-round quality of life for people who will be using this route is underestimated. I am so excited for the projects proposed and will bring Parramatta in line with city of Sydney's bike and active transport routes and will just by its own existence encourage councils and suburbs in between to work with their respective neighbours and create a more comprehensive cycling network attracting more income in varied ways for each LGA.	Noted

Outside LGA	Yes		No further correspondence beyond support for the project was provided.
Wentworth Point	Yes	Please ensure construction commences promptly. Please ensure pedestrian crossings are raised and that a minimum of two are implemented	The crossings will be raised and both are in scope of the project.
Wentworth Point	Yes	This is an essential safety initiative with several close calls as people cross over the road. Will also benefit sustainability efforts by encouraging cycling and pedestrian activity.	Noted
Wentworth Point	Yes	As a Wentworth Point resident and a cyclist I strongly support the concept design. The existing cycle path on Bennelong Parkway is perilous particularly at the roundabout entrance to the Piazza and Haslams Creek bridge. The concept design is excellent.	Noted
Wentworth Point	Yes	I'm not a strong cyclist but I like to cycle around to keep fit and join volunteer opportunities with SOPA or go shopping at Rhodes. Crossing that road now whether walking or cycling is nerve wracking including at the roundabout. I would strongly support a bridge and connecting lanes.	Noted
Bike North (LGA)	Yes	On behalf of Bike North, I have viewed the three cycleway proposals and would like to offer Bike North's strong endorsement. These proposals will address key links in our current cycleway network and make cycling as a transport method more attractive and effective. Our thanks to Parramatta Council for continuing to look for ways to improve cycling and walking facilities.	Noted
CAM West (LGA)	Yes	<p>A summary of the issues raised is provided below, for the full submission see separate PDF attachment of Council report. As a whole, CAMWest supports the project, but raised a number of issues:</p> <ol style="list-style-type: none"> 1) The connection between the project and the foreshore promenade in Wentworth point will not be fit for purpose one this project is in place. Is there a plan for this section? 2) In some locations, the bike path widths are the minimum recommended by the NSW Government guidance. They should be wider and travel lanes narrower. In other locations it is not clear what the widths are and how cyclists are separated from traffic. 3) Concerns about cyclist / vehicle speeds and sightlines at the Wentworth Common crossing point. 4) How do eastbound riders rejoin the bike lanes after using the bridge? 	<ol style="list-style-type: none"> 1) The connecting path through to the foreshore runs on two separate community title lots, and Council would need to negotiate with both to change any current arrangements. Should the project proceed this would be a logical next step. 2) The travel lane widths need to meet the requirements of both buses and heavy vehicles. Should the project move into detail design, an increase in the amount of space available to pedestrians and cyclists will be investigated. The path on the north does not include a gutter, it will be up at footpath level with a 400mm buffer to the kerb face from the outside edge of the bike path. The bridge will be 5.0m clear width, evenly split between pedestrians and cyclists with visual delineation. Similarly, the connecting path to the east will also be 5.0m with visual separation. 3) At the Wentworth Common crossing, there are some trees being removed and sightlines have been carefully checked based on the 50km/h speed limit being shifted 100m to the east. Consideration will also be given to refreshing the current line marking. Speed of riders on approach from the north has been considered, hence the sharp kink in the path, however we are also mindful of not creating an impediment to wider bicycles or longer recumbent bikes. 4) Cyclists can re-join the bike lane as the layback just west of the crossing, or at the crossing itself.
Outside LGA	Yes	<p>Bicycle NSW strongly supports the draft concept design for the lightweight bridge and the connecting paths.</p> <ul style="list-style-type: none"> •This is a long-awaited project that will add much-needed capacity to the active transport network and create a safe, protected, all ages-and-abilities foreshore path around Homebush Bay. Our members have been calling for a new or widened bridge across the creek for many years. •Pedestrians and cyclists will no longer be required to cross busy Bennelong Parkway twice to follow the foreshore. However, we are delighted that two new raised pedestrian/cyclist priority crossings will help path users who do need to cross Bennelong Parkway to reach other destinations. •The proposal to keep a cycling facility on each side of the street to allow road cyclists to continue using Bennelong Parkway is sensible and will reduce conflict on the lower speed, all ages-and-abilities separated bicycle path. •Although not shown on the plan, we understand that the 50km/h zone will start on the eastern side of the new crossing to Wentworth Common, approximately 100m from the crossing. This is very important to improve safety in the area as sightlines on the curved road make crossing here dangerous. Please update the plans to indicate the relocated 50 sign. •We work closely with local Bicycle User Group CAMWEST. Bicycle NSW aligns with CAMWEST's submission which draws on local knowledge and expertise to make detailed comments on elements of the proposal. •In particular, we would like City of Parramatta to explore reducing the widths of the travel lanes in locations where 'Plan and Section 02' applies to achieve a best-practice, future-proofed 3.0m wide separated bicycle path. •Bicycle NSW will help advocate to local and state politicians for funding to expedite the delivery of this significant project. 	<p>All comments are noted, plans will be updated to show the 50km/h relocation proposal. Lane widths on the street must meet minimum for buses and trucks, and this prevents us from achieving a 3.0m bike path. The westbound bike lane could be removed to widen the path, however that would disadvantage the current lap riders who use the SOPA one way bike lane system. Should the project move into detail design, an increase in the amount of space available to pedestrians and cyclists will be investigated.</p>

Wentworth Point	Unsure	You need to fix the bridge itself rather than do this. This is the main way into Wentworth Point from the city and therefore the access needs to be considered. It has issues currently with weight and this should be fixed to allow flow of buses etc rather than cyclists which are an absolute tiny percentage of our population	As a matter of priority, Council's Assets team are currently reviewing the condition of the existing bridge and whether public buses can be re-introduced. Longer term repair options have also been identified with a view to commence construction in FY24-25.
Wentworth Point	Unsure	What traffic calming infrastructure will be installed to make entry/exit to 29 Bennelong Parkway more safe? Ever increasing volumes of traffic from Olympic Park travelling west on Bennelong Parkway already travel quickly across the Haslam's Creek bridge making entry/exit to the road from 29 Bennelong Parkway difficult. Adding two-way cycle traffic will make the situation even more dangerous.	A bi-directional (two way) cycleway is proposed for the northern edge of Bennelong Parkway west of the bridge as it means any cyclist wishing to use the new bridge will not be required to cross Bennelong Parkway. This kind of treatment is very common across NSW, and one has been operating in Queens Road, Westmead since 2017 with no significant issues raised to date. Any vehicle crossing the pedestrian or cyclist path will be required to give way to all users, as they must do so now. East of the foreshore promenade access path, driveways will have a centre turning lane that will allow drivers to only navigate one lane of traffic at a time, west of the path the number of pedestrians and cyclists will be lower. Entry and exit will also be assisted by the proposed larger roundabout and two raised crossings will lower traffic speeds.
Wentworth Point	No	This proposal is not wanted by the majority of our suburb. It favours a limited few recreational activities (walking in the park) vs prioritising the overloaded traffic flow in one of two ways into the suburb (a couple hundred crossings vs nearly 20k cars on average daily. Two raised crossings will only cause traffic jams all the way to the dfo roundabout. A fence should be erected at the Wentworth commons area and foot traffic should be directed to a safe pedestrian island near SOPA. Change the entrance to went commons to be closer and directed to the bridge. There is no road biking needed from the Went. Commons (you also have to dismount to open the gate) so eliminate the bike lanes going to it and any foot traffic meant to cross the street is going on long walks not needing a shortest distance crossing that impedes traffic. These crossings will significantly increase pollution from vehicles unevenly stopping and accelerating over these bumps and will not best serve our suburb as this section already becomes congested without these additions. Negotiate with SOPA and the power station to widen the road and push back their car park and add more parking in the decorative grass area of the power station with a pathway through the trees. Cut trees back from the road as they are ruining the pavement and crowding the existing cycle lanes. This entire project proposal indicates an application of transport theory that does not translate to practical needs of the needed infrastructure.	Council exhibited the proposal to understand the views of the community, all of which will be reported to Council for a decision. The two raised crossings are proposed to ensure the most vulnerable road users have a safer opportunity to cross Bennelong Parkway. A refuge island was investigated, however this would have required pedestrians to cross wide travel lanes, as well as bike lanes, and would also require significant road widening. The proposal to widen the road, add new paths and parking will have a significant impact on the environment and is not within the scope of this project.
Wentworth Point	No	This proposal causes major safety risks to pedestrians cyclists and drivers due to the expected increase in the quantity of people trying to cross the busy entrance into the Piazza from Bennelong Parkway. Being a resident of the southern end of Wentworth Point accessing my home via The Piazza entrance everyday the Bennelong Parkway/The Piazza round-about intersection is busy enough with drivers making their way to/from Hill Rd. With the proposed cycle path encouraging more cyclists the new proposed bridge encouraging more pedestrians and the ever increasing quantity of traffic with multiple new developments underway or about to commence across Wentworth Point the quantity of traffic pedestrians and cyclists will increase to a point it will be a safety risk to use this entrance. A driver existing The Piazza will need to give way to three separate modes of transport; pedestrians & cyclists [in both directions] followed by vehicles before being able to negotiate entering the round-a-bout...it is too much. Plus if you are entering The Piazza you will also have to give way to cyclists coming from the left after monitoring for oncoming traffic speeding down Bennelong Parkway all increasing the risk of accidents. I appreciate what the council is trying to do in linking up the pathways down the river but this proposal (in particular the cycleway) is not fit for purpose in this location and does not factor in the ever growing traffic demand on Bennelong Parkway.	The Piazza roundabout is proposed to be increased in size to meet current standards, slow traffic and improve safety at the intersection. Moving the path to the southern side of Bennelong Parkway was investigated, but there would be even greater impacts. The Piazza hosts 4,000 vehicle movements per day and the driveways that were counted carry vehicles in the hundreds, Bennelong Parkway carries 18,000. To require people to cross over Bennelong Parkway instead of The Piazza and the driveways, exposes them to a greater number of interactions with traffic, and will also interrupt the flow of three times the number of vehicles. A majority of pedestrians and cyclists will use the foreshore cut through and this will reduce the scale of the above concerns for all drivers west of 25 Bennelong Parkway and The Piazza. However there will still be a number of pedestrians and cyclists who will wish to continue to Hill Road and the Louise Savage Paths.
Wentworth Point	No	The road is a main artery and any give ways would block up the traffic more than it already does.	The two raised crossings are proposed to ensure the most vulnerable road users have a safer opportunity to cross Bennelong Parkway, currently it is challenging for anyone who is older, or younger to cross Bennelong Parkway in safety and comfort.

Wentworth Point	No	<p>I have to drive 4 days a week in and out of Wentworth Point and although this proposal is seen to support pedestrians there is not enough public transport options or alternative routes for cars (for which there is already far too much traffic and accordion circumstances - slow/stop/go) which is also going to create more pollution and time added to people's already long commute in and out. I'm open to pedestrian safety but there has to be another way that priorities drivers getting to and from their destination rather than the few who go for a walk. I also walk a lot around and would love more middle embankments so that you can cross halfway and then safely move the other way. Simple. Doesn't impede traffic and cost effective. Please consider the lack of public transport and the increased amount of apartments being put up in a secluded area - traffic needs to be sorted before we can consider these proposals - which if they can be altered - I will be open to agreeing. But for now I'm against.</p>	<p>An inquiry was sent to the submitter enquiring: <i>With your proposal for more embankments, do you mean the traffic islands like the one at the Archery Carpark?</i> - however there was no response. The two raised crossings are proposed to ensure the most vulnerable road users have a safer opportunity to cross Bennelong Parkway. A refuge island was investigated at Wentworth Common, however this would have required pedestrians to cross wide travel lanes, as well as bike lanes, and would also require significant road widening.</p> <p>Council is strongly advocating for improved public transport to Wentworth Point, particularly the second stage of Parramatta Light Rail.</p> <p>There are significant benefits of building the bridge and paths to the broader community, the most prominent is that it will complete one of the key missing links in the Homebush Bay Circuit (HBC). On the HBC there are currently 17,000 cyclists and 11,500 pedestrians per month, peaking at 22,000 and 17,500 in summer. Council anticipates that there will be a significant boost in these numbers when the bridge opens, followed by the remaining foreshore opening at Block H and Nuvolari Place to Verona Drive. This is a crucial piece of infrastructure that will create greater connection in and out of Wentworth Point for cyclists and pedestrians.</p>
Wentworth Point	No	<p>As a resident at 29 Bennelong Pkwy I have many concerns about how this proposal will negatively affect residents particularly in my building. As far as I can see a new car/ cycle bridge would be so much better in the long term. It is very difficult for us now since the bridge was closed to buses. Also I have great concerns as to how we will get out of our driveway whilst at the same time giving way to the added cycle traffic. I do hope this has been well thought through! Also the height and size of the cycleway concerns me especially for those residents on the corner of our building(29). Please consider these issues as they are of great importance to residents!</p>	<p>As a matter of priority, Council's Assets team are currently reviewing the condition of the existing bridge and whether public buses can be re-introduced. Longer term repair options have also been identified with a view to commence construction in FY24-25.</p> <p>Any pedestrian and cyclist facility needs to be on the northern side to ensure vulnerable road users are not required to cross Bennelong Parkway twice.</p> <p>Regarding the driveway access, vehicles entering and existing will be required to give way to anyone on the path, like they do now to pedestrians or anyone 16 and under on wheels. For 27 and 29 Bennelong Parkway a centre turning space is proposed so that vehicles have a place to store our of traffic and only address one direction at a time.</p> <p>The size of the bridge is determined by standards (height - minimum clearances for users, widths - anticipated future numbers of users) and is the minimum possible.</p>
Wentworth Point	No	<p>I am an owner in 25 Bennelong Parkway. Vehicular access and egress appear to be diminished under these plans. When the current arrangements were put in place we lost our ability to drive into the carpark entrance when approaching from the south. We do battle now with speeding cars playing chicken at the roundabout! We appear now to have to deal with twin direction cyclists as well as the above speed freaks which given the huge increase in through traffic makes this all a slower process and of dubious safety benefit. I would still say (having noted this on previous 'improvements') that through traffic (off Silverwater Road) should be able to access Holker Street Bridge to Australia Drive. If you want to lower risk then remove elements that drive this equation up - less cars. I note that there appears to be a land change here and if that is the case what happens to our front entrance to the apartment block?</p>	<p>There are no changes to any existing driveway accesses, all movements currently possible have been retained. Vehicles entering or exiting the driveway will have to give way to anyone on the path with due care, as they must do now for pedestrians and anyone on wheels under the age of 16. The project also includes re-building the current roundabout to meet current standards. A larger roundabout will require greater sideways deflection for vehicles (particularly eastbound) to slow traffic down and make it safer.</p> <p>Outside of 25 Bennelong Parkway, the project is entirely within the Road reserve and SOPA land, the project has avoided impacts to private property wherever possible. Opening up the Holker Street Bridge to vehicles would be a matter for the NSW Government, your request can be passed onto TfNSW for their consideration.</p>
Wentworth Point	No	<p>As a resident of 25 Bennelong Parkway I believe that the duel bike lane will be a hazard to cyclists and drivers and will increase traffic congestion in the area as we will have to block the bike lane in order to exit our driveway and when we are entering our driveway we will be blocking the traffic for an extended period of time which will have an effect on traffic flow.</p>	<p>A bi-directional (two way) cycleway is proposed for the northern edge of Bennelong Parkway west of the bridge as it means any cyclist wishing to use the new bridge will not be required to cross Bennelong Parkway. This kind of treatment is very common across NSW, and one has been operating in Queens Road, Westmead since 2017 with no significant issues raised to date. Any vehicle crossing the pedestrian or cyclist path will be required to give way to all users, as they must do so now, and give way whilst in the driveway and behind the footpath or the bike path. These delays are likely to be momentary as the numbers of pedestrians and cyclists west of the foreshore cut-through will be lower. The proposal will not increase the number of vehicles on Bennelong Parkway, but will slow the traffic down outside of Wentworth Point and make it safer for all users.</p>

Wentworth Point	No	There needs to be further consideration to the safety of residents cyclists and pedestrians. The driveway to my parking space has already got added issues with parking and the flow of traffic since the traffic lights have been installed on hill Rd. With the inclusion on a cycling pathway it will force people leaving and entering the driving to make quick risky decisions to leave the driveway due to waiting periods. It would be better positioned on the other side of the road where there are no driveways.	Moving the bike path to the southern side has been investigated, however this would require people to cross Bennelong Parkway at the archery carpark. Even though The Piazza hosts 4,000 vehicle movements per day and the driveways that were counted had a couple of hundred, Bennelong Parkway carries an average of 18,000 vehicles per day. To require people to cross over Bennelong Parkway instead of The Piazza and the driveways exposes them to a greater number of interactions with traffic, and will also interrupt the flow of three times the number of vehicles. A bi-directional (two way) cycleway is proposed for the northern edge of Bennelong Parkway west of the bridge as it means any cyclist wishing to use the new bridge will not be required to cross Bennelong Parkway. This kind of treatment is very common across NSW, and one has been operating in Queens Road, Westmead since 2017 with no significant issues raised to date. Anyone exiting or entering a driveway will need to take due care and give way at all times, as they do now to any pedestrian or rider under the age of 16 on the footpath.
Wentworth Point	No	Right now the bike lane is only on 1 side (non-residential side) of Bennelong parkway. Having a dual lane bicycle access pathway running along both sides of Bennelong parkway means that the bicycle lanes will run across driveways as well - this raises some serious safety concerns to me as I have seen some cyclists just zoom by with little roadside awareness. This creates a safety issue for pedestrians cyclists and motorists alike. Even with a dedicated bicycle lane I have seen plenty of cyclists literally hoard the road (i.e. 6 or so cyclists riding SIDE BY SIDE blocking the entire single lane) meaning that cars trail behind at a snail's pace unable to safely overtake. This creates massive congestion in an already congested area. Having both sides of the road blocked is not a great idea.	There are currently (painted) bike lanes each side of Bennelong Parkway, Council is proposing to retain the southern (westbound one) but provide a two-way cycling path with improved pedestrian facilities on the north. Cyclists on the northern side would be "behind the kerb" up at path level and not mixing with traffic at all. Any vehicle crossing the pedestrian or cyclist path will be required to give way to all users with due, as they must do so now to pedestrians and any on wheels under 16. Currently, cyclists are able to ride 2 abreast in a vehicle lane, cyclists by law are not allowed to ride of 6 abreast, that would also likely be dangerous for them.
Wentworth Point	No	I have reviewed this as both a cyclist and as a resident leaving our car park. As a cyclist I welcome a better network but feel that I will be in an elevated risk at the mini roundabout and also from cars exiting both the Piazza and the 25 Bennelong Parkway. As a resident the only way I could see to pull out would be to go across the proposed cycle path. I feel a more natural position would be on the opposite side of the road and then place a cycle and pedestrian crossing at the bay marker / bi centennial cross over.	Moving the bike path to the southern side has been investigated, however this would require people to cross Bennelong Parkway at the archery carpark. Even though The Piazza hosts 4,000 vehicle movements per day and the driveways that were counted had a couple of hundred, Bennelong Parkway carries an average of 18,000 vehicles per day. To require people to cross over Bennelong Parkway instead of The Piazza and the driveways exposes them to a greater number of interactions with traffic, and will also interrupt the flow of three times the number of vehicles. Anyone exiting or entering a driveway will need to take due care and give way at all times, as they do now to any pedestrian or rider under the age of 16 on the footpath. Similarly, a bridge on the southern side of Bennelong Parkway was investigated, however it still required pedestrians and cyclists to cross Bennelong Parkway twice, and there were greater environmental impacts to a listed Endangered Ecological Community as well as potential impacts to utilities.
Wentworth Point	No	I live at the Positano building I am concerned on two fronts. As a driver of a car and as a cyclist with 3 children that cycle. The dual bike lane will be overly dangerous for cyclist drivers are not accustomed to looking for cyclists on their left - has their been an adequate risk assessment of the car driveways / roads that will now require drivers to do this and the likelihood that accidents will occur - this appears to be an unnecessary risk considering the simple alternatives that exist. It is not difficult to have bike or shared lanes on both sides of the road, the referenced application of pedestrian crossings accommodate any road crossing that is required by a cyclist. Any weekend warriors that are part of a peloton will not bother with the proposed dual bike lane - they will stick to riding in the car lane. Personally if I was a council member signing off on this plan I would not feel comfortable with the potential risk of serious harm or possible death that could occur to the less competent bike rider i.e. Children / elderly that do not give adequate consideration to cars crossing the dual bike lane and lack awareness of their duty to give way on their left. The overall concept is great but I would not progress the dual lane concept -stick with left and right side bike lane or shared lane.	A bi-directional (two way) cycleway is proposed for the northern edge of Bennelong Parkway west of the bridge as it means any cyclist wishing to use the new bridge will not be required to cross Bennelong Parkway. This kind of treatment is very common across NSW, and one has been operating in Queens Road, Westmead since 2017 with no significant issues raised to date. Being behind a kerb on a bike path instead of a bike lane is and feels safer, opening up riding a bike to a wider cross-section of the community. The Piazza hosts 4,000 vehicle movements per day and the driveways that were counted had a couple of hundred, Bennelong Parkway carries an average of 18,000 vehicles per day. To require people to cross over Bennelong Parkway instead of The Piazza and the driveways exposes them to a greater number of interactions with traffic, and will also interrupt the flow of three times the number of vehicles. Any vehicle crossing the pedestrian or cyclist path will be required to give way to all users, as they must do so now. Cyclists will still be able to ride in the westbound bike lane or the eastbound travel lane if they do not wish to ride on the path. A road safety audit will be conducted in the detail design phase should the project proceed.
Wentworth Point	No	It is going to create a safety hazard and inconvenience to owners at 1 Piazza and residents in the building as well as other SP PLANS on this side of the road as it will a nightmare to enter and exit the carpark during peak hours and during special events at Sydney Olympic park.	A bi-directional (two way) cycleway is proposed for the northern edge of Bennelong Parkway west of the bridge as it means any cyclist wishing to use the new bridge will not be required to cross Bennelong Parkway. This kind of treatment is very common across NSW, and one has been operating in Queens Road, Westmead since 2017 with no significant issues raised to date. Any vehicle crossing the pedestrian or cyclist path will be required to give way to all users, as they must do so now to all pedestrians or anyone on wheels under the age of 16.

LGA	No	I agree with keeping cycles off roads but it is dangerous to pedestrians for cycles to share paths with those on foot. This is increasingly the case as cycles become larger more powered and faster. Cyclists do not have licences registration or insurance and pedestrians are constantly at risk on shared paths. Council may get more people cycling but at the expense of fewer people undertaking walking exercise. Separate paths please.	Your concerns is shared amongst the broader community, therefore separated paths are proposed as part of this project along the main alignments, a shared path is retained on the southern side of Bennelong Parkway where user volumes will be lower.
Wentworth Point	No	The proposal is not critical and does not support the suburb needs. What we need is more entrance points to Wentworth Point because traffic during peak hours is horrible. The road get jammed with traffic from DFO roundabout all the way to Bennelong Parkway road where you are proposing to install pedestrian bridge. Also focus your efforts and funds on delivering the promised upgrades to Hill Road.	New street connections into Wentworth Point are not proposed as part of this project. Upgrades to Hill Road are being delivered concurrently to this project. There are significant benefits of building the bridge and paths to the broader community, the most prominent is that it will complete one of the key missing links in the Homebush Bay Circuit (HBC). On the HBC there are currently 17,000 cyclists and 11,500 pedestrians per month, peaking at 22,000 and 17,500 in summer. Council anticipates that there will be a significant boost in these numbers when the bridge opens, followed by the remaining foreshore opening at Block H and Nuvolari Place to Verona Drive. This is a crucial piece of infrastructure that will create greater connection in and out of Wentworth Point for cyclists and pedestrians.
Wentworth Point	No	Why don't you turn the existing - structurally weak - bridge into a bike / pedestrian bridge and build a larger bridge on the other side where are no buildings for cars and buses? Is there any reason why you can not build on that side? We will need more exit and entry points for Wentworth Point as thousands of new flats are getting built so traffic will increase. The new bridge should have 3 or 4 lanes to accommodate larger traffic. Your current plan is a waste of money as only solves half the problem also will disturb residences living on the corner of Bennelong. I am a bit shocked in your town planning for the suburb.	Re-use of the existing bridge and a new road bridge was explored in the feasibility, however there are significant utilities and listed Endangered Ecological Communities to the south as well as the cost being more than 4 times greater. Any proposal to widen the existing bridge to 3 or 4 lanes would require corresponding widening of Bennelong Parkway at each end with significant impacts, and this is beyond the scope of the current project.
Wentworth Point	No	As a owner of 27/29 Bennelong Parkway I was firmly in support of this plan initially when proposed to us. However my fellow owners encouraged me not to support it due to past bad council experiences. The following day the Haslams Creek bridge had a weight limit my bus stop was cancelled and council have yet to assist in returning the service despite my continual enquiries. Seeing as you wish to purchase our land to make this bridge you have now pushed me into the vote no group no longer believing councils proposal will look after us when essentially our already difficult to escape driveway will now be blocked by this bike path. I have done my research on councils proposals of additional space for a turning lane by observing other local turning lanes against Wentworth Point traffic and it simply won't work based on the overly busy traffic along Bennelong Parkway which still has not been addressed by council or NSW roads. I suggest council returns to the drawing board to find a proposal to avoid blocking residents driveways as difficult as that will be. I am also aware that other areas of the Homebush Bay Circuit have not been completed and seems silly to push forward with this plan on Wentworth Point's busiest road when it won't actually "complete the circuit". Hope you can find a better solution for cyclists and owners.	As a matter of priority, Council's Assets team are currently reviewing the condition of the existing bridge and whether public buses can be re-introduced. Longer term repair options have also been identified with a view to commence construction in FY24-25. The turning space will allow vehicles entering or exiting to address only one lane of traffic at a time, this project cannot address the broader traffic issues in Wentworth Point, but it can provide residents, workers and visitors, safe, non-vehicular alternatives. The rest of the Homebush Bay Circuit is being delivered and only 3 sections remain, this is a key missing link that will allow pedestrians and cyclists to use the existing foreshore promenade.
Wentworth Point	No	There is no need or value in building this bridge and it is a waste of ratepayers' money. There is already a bridge there and this is enough. I've seen very few or no cyclists using this route. This new bridge will not create a new route and is being built mostly to satisfy cyclists of which there are very few so overall there's next to no benefit to the community.	The greatest number of current (and projected users) will be pedestrians going for a local or wider recreational walk. They will no longer be required to cross Bennelong Parkway twice to enjoy a waterfront walk. The existing bridge only has a narrow pedestrian facility on one side. There are significant benefits of building the bridge and paths to the broader community, the most prominent is that it will complete one of the key missing links in the Homebush Bay Circuit (HBC). On the HBC there are currently 17,000 cyclists and 11,500 pedestrians per month, peaking at 22,000 and 17,500 in summer. Council anticipates that there will be a significant boost in these numbers when the bridge opens, followed by the remaining foreshore opening at Block H and Nuvolari Place to Verona Drive. This is a crucial piece of infrastructure that will create greater connection in and out of Wentworth Point for cyclists and pedestrians.
Sydney Olympic Park	No	I live in Sydney Olympic Park for more than 4 years now and pretty sure there is 0% need for this project and 100% sure it's purely a waste of taxpayers dollars. Instead of doing this council could potentially decrease the cost of paid parking spots around Rhodes Wentworth Point & Sydney Olympic Park. Or the money could be spent on improving the cleanliness of the parks & kids play area's which are full of dog shits and grass cover is becoming lower & lower without proper maintenance in bicentennial park most of the grass cover is completely dry and becoming non safe place for family picnics or small gathering. On top of everything there will be unnecessary traffic disruptions due to this unnecessary project and could result in additional CO2 emission and the project by itself is not environment friendly. Hence opposing the project from the bottom of my heart please don't do it and help people with the need instead due to current inflation.	It is unclear how the project will decrease the cost of paid parking in the area, or how improving pedestrian and cyclist safety will increase emissions. Your feedback regarding the cleanliness of the area will be passed onto SOPA for their consideration and review. There are significant benefits of building a bridge to the broader community, the most prominent is that it will complete one of the key missing links in the Homebush Bay Circuit (HBC). On the HBC there are currently 17,000 cyclists and 11,500 pedestrians per month, peaking at 22,000 and 17,500 in summer. Council anticipates that there will be a significant boost in these numbers when the bridge opens, followed by the remaining foreshore opening at Block H, and Nuvolari Place to Verona Drive. This is a crucial piece of infrastructure that will create greater connection in and out of Wentworth Point for cyclists and pedestrians. Your feedback about Bi-Centennial Park will be passed onto SOPA.

<p>Wentworth Point</p>	<p>no</p>	<p>A summary of the issues raised is provided below, for the full submission see separate PDF attachment of Council report. As a whole, the resident does not support the project and raised a number of issues: 1) The proposal does not resolve the issues of the current bridge (the current one should be replaced) 2) Does not address resident concerns 3) The proposal is only focussed on cyclists on the HBC circuit 4) Height of the bridge accounting for sea level rise and resultant impacts to adjacent residences. 5) Safety at driveways across the paths 6) Impacts to the environment, there will be more people making noise and walking along the foreshore (amplified by the water), impact to vegetation. 7) Increased density in Wentworth Point means the foreshore path on Mariners Cove (maintained by the building owners) is getting creased wear and therefore cost. 8) People still need to cross Bennelong Parkway, it is not just about facilitating the HBC loop. 9) The bridge is visually intrusive and made worse by the angled approach over the creek. 10) Wentworth Point needs investment in other areas than this project.</p>	<p>1) The proposed bridge is standalone, allowing the existing road bridge to be repaired / replaced / refurbished independently. As a matter of priority, Council's Assets team are currently reviewing the condition of the existing bridge and whether public buses can be re-introduced. Longer term repair options have also been identified with a view to commence construction in FY24-25. 2) All resident concerns have been responded to in detail either by email and in this Council report. Council will make the final decision on whether the project proceeds. 3) The project provides safer connections for pedestrians and cyclists along and across Bennelong Parkway, whilst balancing the needs of other users. The greatest number of users (pedestrians and cyclists) are anticipated on the Homebush Bay Circuit and therefore the project seeks to limit their interactions with traffic. 4) The bridge clearance is driven by asset protection (keeping it out of salty, tidal water in the future) and minimising any ramping at each end for users to access the bridge. There are no plans to raise it any higher. 5) Once the design moves out of the concept stage, we will check sightlines (which will be improved by shifting the parking to the south) and ensure there is adequate visibility. Giving way at a driveway is common to all accesses across NSW, and this includes many high density driveways with or without a bike path. The new crossings and larger roundabout will help slow traffic on approach to the driveways. It is also proposed to increase the extent of the 50km/h speed limit, and a request could be made to TfNSW to reduce that still further to 40km/h (speed limits are not controlled by Council).</p>
			<p>6) The bridge location has been identified for a long time, and was cited to minimise impact to ecology, putting it on the southern side would have a much greater impact (only two mangroves are currently affected). The transmission of sound across water are beyond the scope of the project. 7) Increases in density in Wentworth Point are beyond the scope of this project, however foreshore access for pedestrians was a condition of the Mariners Cove development. Any increase in pedestrians using this public right of way will reduce the number crossing the driveway. 8) There is a new raised crossing proposed at Wentworth Common, and an upgrade to the existing Archery Carpark refuge island to a priority crossing. Any further suggestions for crossing points are welcomed. 9) The truss is as small as possible, and curved slightly to reduce the visual scale and perceived bulk. Other bridge options were considered, however the greatest benefit of a truss is that it allows for a thinner deck, minimising the ramps and overall height of the bridge. The bridge was angled slightly to reduce the impact to ecology on the eastern side. 10) Calls for greater investment in Wentworth Point beyond this proposal is beyond the scope of this project.</p>



BENNELONG PARKWAY BRIDGE AND CONNECTING PATHS PROJECT

Engagement Evaluation
May 2024

cityofparramatta.nsw.gov.au

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1. INTRODUCTION

Bennelong Parkway Pedestrian and Cyclist Paths is a key missing link in completing the Homebush Bay Circuit, a completely off-road loop connecting Wentworth Point, Rhodes and Olympic Park. A proposed bridge will create a safe and direct connection to support the forecasted growth in the area, with onward connections to Rhodes.

Two sets of key messages were developed to align with two campaigns – a broader active transport campaign (made up of 3 projects all live concurrently) and a project specific campaign.

The broader campaign promotes the suite of cycling projects (including this project) and is centred around the benefits of active transport.

This report focuses the community feedback obtained during exhibition of the Bennelong Parkway Pedestrian and Cyclist Paths. The community feedback received will help inform the final design of the Bennelong Parkway bridge.

2. ENGAGEMENT EVALUATION

The consultation ran from 28 March to 7 May 2024, with the opportunity to share feedback presented on 81,216¹ occasions, culminating in 8,048 views of the project page and 275 engagements (121 survey, 151 quick polls and 3 email submissions).

The community had a good engagement rate of 9% on Participate Parramatta, indicating the project was relevant and of interest to the audience.

Organic and paid promotions were engaging and eye-catching, as seen by the positive engagement rate across all three campaigns.

2.1. Resources

- Organic and targeted paid social media campaign
- Community Connective, Active Parramatta, Your City News and Participate Parramatta e-newsletters
- Participate Parramatta project page
- Letterbox drop
- Postcards (to support pop-ups) with QR codes
- Parra Newspaper – ¼ page spread

2.2. Social Media Campaign

Paid campaign results:

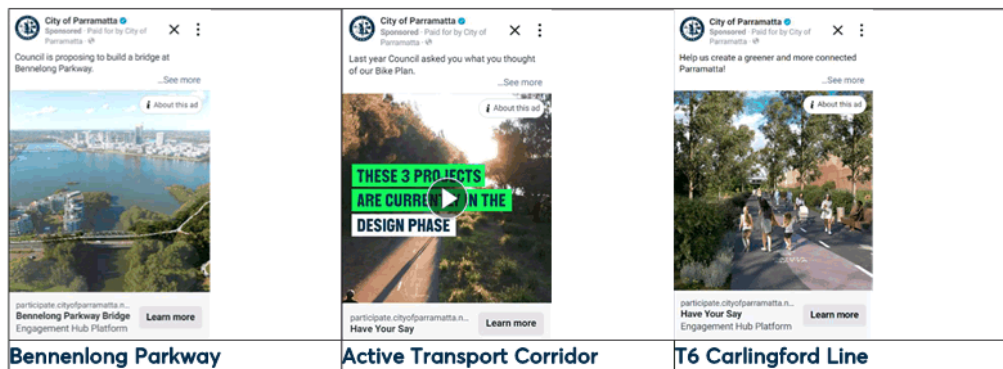
Paid Advertisements		Benchmarks
Total spend	\$249.54	n/a
Impressions	26,053	n/a
Reach	10,398	n/a
Link clicks	863	n/a
Frequency (no. times seen)	2.51	2-3
Cost per click	\$0.29	\$0.50-\$1
CTR (click through rate)	3.31%	More than 1%
Post engagements	975	n/a
Engagement rate (ER)	3.7%	More than 2%

Summary

¹ Combined total reach of Paid Advertisements, Facebook and Instagram, Participate and City News newsletters, Participate website, Pop-ups, QR codes and letterbox drops

- Good results for the campaign. All three cycling projects hit most CoP benchmarks, only a few had a touch higher CPC than we prefer.
- One reason for a high CPC could be that the audience didn't find the content overly engaging, and therefore weren't interested in clicking the link.
- Another thing to note is that during the three campaigns, Council had a lot of other campaigns running simultaneously with a similar audience, resulting in us competing against ourselves. This could have resulted in the CPC being higher for two campaigns.
- Creative was engaging and eye-catching, as seen by the engagement rate across all three campaigns.

Top performing ads:



Organic campaign results:

Participate Facebook		Benchmarks
Posts	1	n/a
Followers	6.9K	n/a
Reach	28	n/a
Post Engagements	3	n/a
Engagement rate	10.7%	2-3%

Participate Instagram		Benchmarks
Posts	1	n/a
Followers	566	n/a
Reach	26	n/a
Post Engagements	0	n/a
Engagement rate	0%	2-3%

Electronic Direct Notification

Channel	Emails sent	Open rate	Clicks
Participate Parramatta – 10 April 2024	17,518	43%	222
Your City News – 2 April 2024*	30,361	29%	292
Your City News – April (re-mail) 2024*	19,248	14%	68
TOTAL	67,127	n/a	582

*Listed as a combined cycling story, not as 3 separate projects

2.3. PARTICIPATE Parramatta

Promotion of the engagement directed community members to the Participate Parramatta website. The project page was viewed 8,048 times and generated 272 contributions.

Project Page Events	
Views	8,048
Visitors	2,976
Visits where at least 1 contribution was made	263
Total contributions*	272

*Survey and the quick poll combined.

Engagement highlights:

- The engagement rate was approx. 9% (normal range is 3-5%) indicating the project was relevant and of interest to the audience.

2.4. Email submissions

Interested stakeholders:

- Bicycle NSW made a submission in support
- Bike North made a submission in support
- CAMWEST made a submission in support

1 email submission against the Bennelong Parkway Bridge project was received.

2.5. Letterbox drop

964 letters were delivered in total. All owners and occupiers in the Environmental Impact Statement zone were notified via a letterbox drop in the following locations (shown as red crosses):



Notification letters were also distributed to the managers of all strata plans and community associations in Wentworth Point as courtesy.

2.6. Pop-ups and postcards

QR Code results (from postcards): 215 scans

2 Pop-ups were held on Sunday 21st April, 2024. These were located at:

- Wentworth Point Markets, 9 am to 12 pm – resulting in over 100 customer interactions.
- Near the Badu Mangroves with a representative of the Sydney Olympic Park Authority, 1–4 pm – resulting in over 100 customer interactions.

2.7. Parra Newspaper

A half page spread was published in the Parra News on 2 April 2024. Please see below screenshot for reference:

HAVE YOUR SAY!

Improve Active Transport in Parramatta

City of Parramatta is proposing to install Pedestrian and Cyclists facilities to improve walking and cycling safety and amenity in Wentworth Point, Granville, Clyde, Toongabbie, Pendle Hill, Wentworthville and Westmead as detailed below:

Bennelong Parkway between Hill Road and Wentworth Common, Wentworth Point

- A pedestrian and cyclist bridge over Haslams Creek,
- Raised pedestrian and cyclist priority crossings of Bennelong Parkway at Wentworth Common and the Archery Car park,
- Separated pedestrian and cyclist paths, and short sections of shared path on the northern side of Bennelong Parkway between Hill Road and Wentworth Common,
- The 50km/h speed limit on Bennelong Parkway extended east to 100m beyond the proposed raised priority crossing at Wentworth Common,
- Cyclist priority crossing over The Piazza at Bennelong Parkway,
- Re-built roundabout that meets current guidelines at the intersection of The Piazza and Bennelong Parkway.

Arthur Street and Hamilton Street, Granville, as well as Parramatta Road and Berry Street, Clyde

- Raised pedestrian and cyclist priority crossings of Arthur Street at the M4 path and Berry Street at Sutherland Street, Clyde,
- Raised shared environment intersection in Hamilton Street at Arthur Street,
- Separated pedestrian and cyclist paths in Arthur Street and Hamilton Street, Granville, and Berry Street, Clyde

- Shared paths in the former T6 corridor at Granville, and Parramatta Road between George Street and Berry Street, Clyde,

- Raised shared zone in Berry Street between Clyde Station and Sutherland Street.

Station Road and Premier Street, Toongabbie, the length of Wentworth Avenue in Toongabbie, Pendle Hill and Wentworthville, as well as Park Parade in Westmead

- A pedestrian and cyclist shared underpass of Wentworth Avenue between Premier Street and Toongabbie Station, Toongabbie,
- Widened shared path along Girraween Creek between Premier Street and Portico Parade,
- A pedestrian and cyclist overbridge of the Cumberland Highway at the Main Western Line at Wentworthville,
- Conversion of Wentworth Avenue between Reid Avenue and Bridge Road to one way westbound,
- Converting the pedestrian crossings in Station Road at McCoy Street, and in Wentworth Avenue at Railway Street to raised pedestrian and cyclist crossings,
- New raised pedestrian and cyclist crossings of Wentworth Avenue at Finlaysons Creek, and Bridge Road south of Byrne Street, Wentworthville,
- Separated cyclist path on Wentworth Avenue between Toongabbie Station, Pendle Hill Station, Wentworthville Station and Bridge Road, with short sections of shared path at all the stations.
- Separated pedestrian and cyclist paths on the southern side of Station Road between McCoy Street and Premier Street,

- A raised shared environment intersection at Station Road and Premier Street.

- A shared path on Burrabogee Road between Wentworth Avenue and Pendle Creek, Park Parade on the Parramatta Park frontage between Bailey Street and the Parramatta Aquatic Centre, Bridge Road between Byrne Street and the Main Western Line.

Should any of these projects be approved and supported, they would likely be delivered in stages over a number of years pending detail design and funding. A copy of all the detailed plans is available online at participate.cityofparramatta.nsw.gov.au

Submissions are welcome on all the proposals until **5pm, Tuesday 30 April 2024** via:

- Online: participate.cityofparramatta.nsw.gov.au and complete the online submission form on the respective pages

- Post: Attn: Transport Planning Team
City of Parramatta Council
PO Box 32, Parramatta NSW 2124

- Email: transportplanning@cityofparramatta.nsw.gov.au

Any concerns and comments regarding the proposal will be closely considered and amendments made to the design as appropriate. The outcomes of consultation and a recommendation will be reported to the Parramatta Traffic Committee and then the following Council meeting.

If you have any comments or enquires regarding the proposal, please email the address above or contact Council's Transport Planning Section on 9806 5632.

3. RECOMMENDATIONS

This report presents and analyses the engagement evaluation results from the recent consultation for the Bennelong Parkway Bridge - Pedestrian and Cyclist Project

Careful consideration should be given to all the feedback and data received before a decision is made.

Council should respond to each concern and suggestion raised.

A summary of findings should also be reported back to the community (when appropriate but in a timely manner), highlighting how community feedback has influenced the project. The final decision and reasons why should be made public and reported back to those who provided feedback.

These recommendations are in line with Council's engagement principles and commitments outlined in the Community Engagement Strategy and Community and Stakeholder Engagement Policy.

"We make our decisions in an open and transparent way and provide feedback to our stakeholders in order to explain our decisions and let them know how their input has been considered".

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.6
SUBJECT	Gateway Request - Parramatta CBD Supplementary Matters Planning Proposal
REFERENCE	F2024/00282 - D09389302
REPORT OF	Senior Project Officer
CSP THEME:	Innovative

WORKSHOP/BRIEFING DATE: 6 May 2024

APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL: Nil

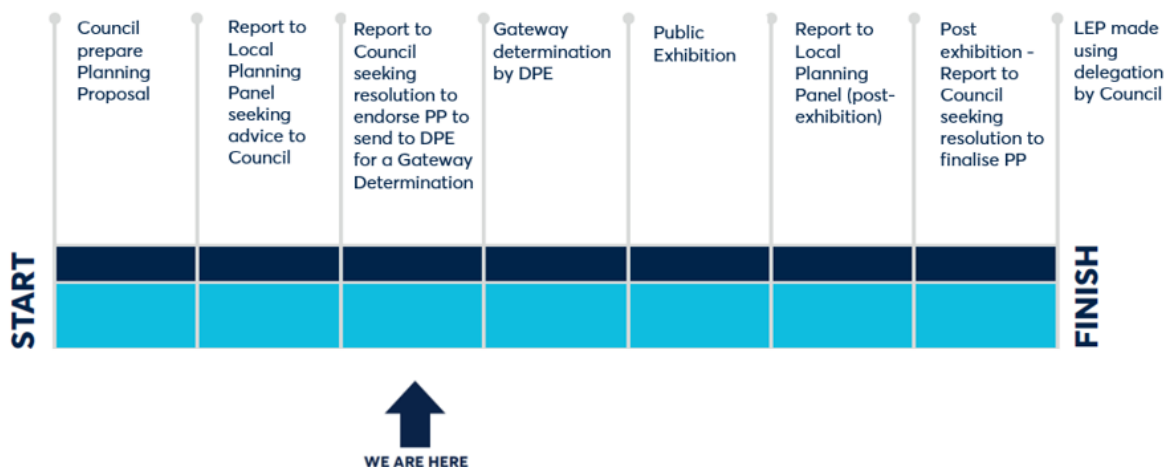
PURPOSE:

To seek Council's approval to forward the Parramatta CBD Supplementary Matters Planning Proposal for the land in the Parramatta City Centre to the Department of Planning, Housing and Infrastructure (DPHI) for the purpose of seeking a Gateway Determination.

RECOMMENDATION

- (a) That Council approve the recommended pathways for resolving the outstanding "Orange Matters" arising from the exhibition of the Parramatta CBD Planning Proposal, as detailed in the table at **Attachment 1**.
- (b) That Council approve the Parramatta CBD Supplementary Matters Planning Proposal at **Attachment 2**, subject to it being updated to include "creative industries" as permitted with consent in the E2 Commercial Centre zone, for the purpose of seeking a Gateway Determination from the Department of Planning, Housing and Infrastructure.
- (c) That Council advise the Department of Planning, Housing and Infrastructure that the CEO will be seeking to exercise its plan-making delegations for this Planning Proposal, as authorised by Council on 26 November 2012.
- (d) That Council delegates authority to the CEO to correct any minor anomalies of a non-policy and administrative nature that arise during the plan-making process.
- (e) That Council note the Parramatta Local Planning Panel's advice to Council (refer to **Attachment 3**) is consistent with Council officers' recommendation in the report.
- (f) That Council resolve to prepare a separate strategic precinct planning proposal for the Westfield site at 142 and 171 Church Street, Parramatta, given its strategic significance to the Parramatta CBD, and that Council officers prepare further urban design, land use and economic analysis to inform the policy framework for this planning proposal.

PLANNING PROPOSAL TIMELINE



BACKGROUND

1. During the exhibition period of the Parramatta CBD Planning Proposal, Council received submissions from landholders and other stakeholders seeking changes to controls for certain land within the Parramatta CBD. At its meeting of 15 June 2021, Council endorsed the final Parramatta CBD Planning Proposal with minor post exhibition changes and resolved to further investigate some matters raised from the submissions through a separate planning proposal process referred to in the Report as Decision Pathway 3 – Orange Matters. A list of the ‘Orange Matters’, as endorsed by Council 15 June 2021, is summarised in **Attachment 1** to this report.
2. The “Orange Matters” are generally outstanding matters remaining from the exhibition of Parramatta CBD Planning Proposal, that:
 - (a) were generally consistent with Council’s policy framework for the CBD, but were more significant changes, and if integrated into the Parramatta CBD Planning Proposal in the immediate post-exhibition period would have triggered re-exhibition of the Parramatta CBD Planning Proposal at that time; and/or
 - (b) had some merit on preliminary review, but required further investigation to confirm whether they should be progressed.

FURTHER INVESTIGATION

3. In responding to the “Orange Matters” as resolved by Council on 15 June 2021, Council officers have undertaken further investigations, including:
 - (a) evaluation of the nature and extent of requested changes from relevant submissions that resulted in the formation of the “Orange Matters”;
 - (b) assessment on the relevance of each “Orange Matter” against endorsed planning policy changes that have occurred at both the State and local

- level since Council's resolution on 15 June 2021 (now almost 3 years ago);
- (c) assessment of planning merits for certain "Orange Matters" against relevant strategic planning policies and directions; and
 - (d) undertaking further urban design, land use planning and environmental sustainability analysis to inform suitable urban planning outcomes.
4. Following the completion of further investigations, Council officers have recommended two pathways, including justification, to address each of the "Orange Matters". These are articulated in detail at **Attachment 1**. In summary, the two pathways include the following:
- (a) matters that have strategic merit and are recommended to progress as a part of the Parramatta CBD Supplementary Matters Planning Proposal (provided at **Attachment 2**);
 - (b) matters that are recommended to not proceed as a part of the Parramatta CBD Supplementary Matters Planning Proposal as they have since been resolved or superseded by another planning project or not considered to have adequate planning merit, or alternatively require significantly more analysis and are therefore recommended to proceed as a separate strategic precinct planning proposal.
5. On 21 May 2024, the Parramatta Local Planning Panel (the Panel) considered the Parramatta CBD Supplementary Matters Planning Proposal and supported Council Officer's recommendations to progress the Planning Proposal to request a Gateway Determination from DPHI, subject to it being updated to include "creative industries" as permitted with consent in the E2 Commercial Centre zone. For more information in relation to Panel's consideration of this matter, refer to the discussion below in the "**LOCAL PLANNING PANEL MEETING**" section of this report, and also to the Council officer's planning report to the Panel, and the Panel's subsequent advice, at **Attachment 3**.

PLANNING PROPOSAL

Overview

6. As outlined above, the Planning Proposal contained at **Attachment 2** to this report includes "Orange Matters" that are recommended by Council officers to progress to amend the Parramatta LEP 2023. In addition to addressing certain "Orange Matters", this Planning Proposal also makes an update to the BASIX points exceedance targets in clause 7.25(3)(c)(ii) of the Parramatta LEP 2023.
7. This Planning Proposal has been prepared consistent with Council's endorsed position on 15 June 2021 in relation to the "Orange Matters" (refer to **Attachment 1**) and sections 3.31 & 3.33 of the *Environmental Planning and Assessment Act 1979* (the EPA Act). This Planning Proposal explains the intent and justification

for the amendments to Parramatta LEP 2023. The proposed amendments by this Planning Proposal include:

- (a) rezoning of some land;
 - (b) extending the application of Area B of the Special Provisions Area Map to the rezoned land so that clause 7.28 (Additional floor space ratio for office premises) also applies;
 - (c) amendment to the land reservation acquisition area of some land;
 - (d) additional permitted use for the Parramatta CBD area; and
 - (e) amendment to some local provisions (i.e. car parking rates and high performing building design) applicable to the Parramatta CBD area.
8. The Planning Proposal is collectively referred as the 'Parramatta CBD Supplementary Matters Planning Proposal' and generally applies to the Parramatta City Centre and specific land within the Parramatta City Centre, as described in column 1 of Table 1 below.

Summary of Proposed Changes

9. Table 1 below provides a summary of the changes proposed under the Planning Proposal contained at **Attachment 2**. Further information about the initiator of each 'Orange Matter', and whether the proposed change aligns with the relevant original submission request, is available at Table 1 of **Attachment 1**.

Table 1 – Summary of changes proposed under the Planning Proposal

Site	Proposed Change(s)	Summary Justification
Land Reservation Acquisition (LRA) Map Notations: a. 328 Church Street, Parramatta (proposed lane); b. Marsden Lane, being part of 215 Church Street, Parramatta; c. Firehorse Lane, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta; d. Woodhouse Lane, being part of 21 Wentworth Street, Parramatta; e. Charles Street/Hassall Street Intersection, being part of 2 Charles Street, Parramatta; and f. Parkes Street widening, being part of 24 Parkes Street, Harris Park.	a. Deletion of entire LRA. b. Deletion of entire LRA. c. Partial deletion of LRA. d. Insertion of new splay corner LRA notation. e. Insertion of new road widening/splay corner LRA notation. f. Insertion of new road widening LRA notation.	The proposed LRA amendments are in response to the findings of the Parramatta Integrated Transport Plan (ITP) and updated urban design analysis, and they also minimise the financial implications for Council (ie. Overall, the proposed LRA removal area is significantly larger than the proposed new additions). The changes will improve safety, promote active transportation, and facilitate better traffic circulation and movement throughout the Parramatta CBD.
Walker Corporation Landholdings - 10-12 Darcy Street, Parramatta, also	Rezone from MU1 Mixed Use zone to E2 Commercial Centre zone. Extend application of Area B of the Special Provisions Area Map to the	E2 Commercial Centre zone aligns with the current significant office tower development on site, and

known as 4 & 6 & 8 Parramatta Square	rezoned land so that clause 7.28 (Additional floor space ratio for office premises) applies.	will enable consistency with the zoning and application of clause 7.28 to the other office towers at Parramatta Square.
High Performing Building Design – Clause 7.25 Update (applicable to residential development)	<p>Updates the BASIX Energy exceedance targets as specified in clause 7.25(3)(c)(ii), so that for buildings with an FSR ranging from 6:1 to 16:1, developers would need to exceed BASIX standards by the following BASIX points in order to utilise the 5% FSR bonus:</p> <ul style="list-style-type: none"> • 5-15 Storeys – 25 points • 16-30 storeys – 20 points • 31-40 storeys – 15 points • 41 or more storeys – 15 points 	<p>Updates are needed as the BASIX system has been revised through the introduction and commencement of <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> in October 2023.</p> <p>Updates are supported by a study, being the Parramatta High Performance Building Study Review (Kinesis, November 2023).</p>
Additional land use permissibility – E2 Commercial Centre zone – Water recycling facilities	Add ‘water recycling facility’ as a permissible use with consent in the E2 Commercial Centre zone.	<p>Will enable consistency between the MU1 Mixed Use zone and E2 Commercial Centre zone in the Parramatta CBD, noting that ‘water recycling facilities’ are currently permissible in MU1, but prohibited in E2. This change will enable maximum flexibility for recycled water systems, thereby improving environmental and sustainability outcomes.</p>
Maximum Residential Car Parking Rate for certain land at North Parramatta (being the part of the Parramatta CBD north of Victoria Road)	<p>Introduce a new Land Use and Transport Integration (LUTI) Map, which will identify Category A and B residential car-parking rate areas (refer to Figure 5 of Attachment 1).</p> <p>Category A will retain the current more restrictive maximum car parking rates, whereas Category B will introduce less restrictive maximum rates in the area of the Parramatta CBD north of Victoria Road.</p> <p>Amend the table in clause 7.17 to show the existing car parking rates for “Residential flat buildings, dual occupancies and multi dwelling housing” will apply to land shown as ‘Category A’ on the LUTI Map. Further, add a new Land Use type in the table for “Residential flat buildings, dual occupancies and multi dwelling housing – Category B land” (as shown on the LUTI Map), with the following rates:</p> <p><i>“The sum of the following— Resident spaces:</i></p>	<p>Changes will retain the current more restrictive maximum car parking rates for residential development on land to be referred to as Category A (which has good access to heavy rail and metro stations) and apply less restrictive rates to land referred to as Category B (in the Parramatta CBD north of Victoria Road), as this land is located well away from heavy rail and metro stations.</p> <p>The new car parking framework is based on the recommendations of the Parramatta CBD Integrated Transport Plan (ITP).</p>

	<p>(a) 0.2 space for each studio dwelling</p> <p>(b) 0.4 space for each dwelling containing 1 bedroom</p> <p>(c) 0.8 space for each dwelling containing 2 bedrooms</p> <p>(d) 1.1 spaces for each dwelling with 3 or more bedrooms</p> <p>Visitor spaces (calculated cumulatively):</p> <p>(e) 0.167 space for each dwelling up to 30 dwellings</p> <p>(f) 0.1 space for each dwelling more than 30 and up to 70 dwellings</p> <p>(g) 0.05 space for each dwelling more than 70 dwellings”</p>	
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STRATEGIC PRECINCT PLANNING PROPOSAL – PARRAMATTA WESTFIELD SITE

10. The Parramatta Westfield landholdings is situated at 142 and 171 Church Street, Parramatta, consisting of multiple blocks extending along Argyle Street, Aird Street, Marsden Street, Campbell Street, Fitzwilliam Street and Church Street. The site is the single largest private land holding in the Parramatta CBD, measuring 6.43 ha in land area. In comparison, this is larger than Parramatta Square (including public domain) at about 2.84 ha, the Powerhouse Museum site at about 1.81 ha, and the Parramatta Metro site at about 1.76 ha, combined.
11. Consistent with Council’s resolution of 15 June 2021, Council officers undertook further investigations in relation to this matter (refer to **Attachment 1**). Following these further investigations, Council officers are of the view that further analysis is needed to appropriately determine the future planning policy framework for this highly significant site. This further analysis needs to consider at least the following:
- a. **Land Economics** – The impacts of the COVID pandemic on both the office and retail market are continuing to evolve and will impact the future for this site. Further economic analysis is needed to help inform the policy framework for this significant site.
 - b. **Land Use and Urban Design** – Given its strategic location near the Parramatta Transport Interchange and Parramatta Square, and also its large size, this site has significant potential in providing for future employment generation for the Parramatta CBD, in particular in large floor plate commercial office towers to match those of Parramatta Square. Further analysis is needed to determine the appropriate scale/type of residential development that would be suitable for the site, including site location considerations, so that strategic commercial and residential land use objectives can be properly balanced and managed.
12. In light of the above considerations, associated site complexities, and the significance of this large site in the Parramatta CBD, Council officers

recommend not progressing this matter as a part of this planning proposal, and rather that Council commence preliminary work on a separate strategic precinct planning proposal specifically for the Westfield site, given its strategic importance, and also to allow more time where these issues can be further investigated.

PLANNING PROPOSAL ASSESSMENT

13. An assessment of the strategic merits of the Planning Proposal, including key planning considerations, is provided in the Council officer's report to the Panel – refer to copy at **Attachment 3**.

LOCAL PLANNING PANEL MEETING

14. The matter was considered by the Panel at its Meeting on 21 May 2024 (report at **Attachment 3**) and the Panel provided the following advice to Council:
 - (a) *That Council approve the recommended pathways for resolving the outstanding "Orange Matters" arising from the exhibition of the Parramatta CBD Planning Proposal, as detailed in the table at **Attachment 1**.*
 - (b) *That Council approve the Parramatta CBD Supplementary Matters Planning Proposal at **Attachment 2**, subject to it being updated to include "creative industries" as permitted with consent in the E2 Commercial Centre zone, for the purpose of seeking a Gateway Determination from the Department of Planning, Housing and Infrastructure.*
 - (c) *That Council advise the Department of Planning, Housing and Infrastructure that the CEO will be seeking to exercise its plan-making delegations for this Planning Proposal, as authorised by Council on 26 November 2012.*
 - (d) *That Council delegates authority to the CEO to correct any minor anomalies of a non-policy and administrative nature that arise during the plan-making process.*
 - (e) *That Council resolve to prepare a separate strategic precinct planning proposal for the Westfield site at 142 and 171 Church Street, Parramatta, given its strategic significance to the Parramatta CBD, and that Council officers prepare further urban design, land use and economic analysis to inform the policy framework for this planning proposal.*
15. It should be noted that in providing their advice to Council, the Panel recommended that the Planning Proposal be *"updated to include "creative industries" as permitted with consent in the E2 Commercial Centre zone"*. This was in response to a submission to the Panel made by Walker Corporation in relation to the proposed rezoning of their land at Parramatta Square under the Planning Proposal. In their submission, Walker Corporation noted that the proposed rezoning from MU1 Mixed Use to E2 Commercial Centre would make

“creative industries” prohibited development on their land. This was of concern as it would make the newly approved ABC Studios on their land a prohibited land use, as this development was characterised as a “creative industry” in their approved development application (DA/482/2022).

16. Under the provisions of *Parramatta LEP 2023*, “creative industries” are defined as follows:

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

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

- a. The Parramatta CBD area primarily consists of two main zones, being the MU1 Mixed Use zone and the E2 Commercial Centre zone. The primary difference between the two zones is the permissibility of residential development. “Creative industries” are already permissible with consent in the MU1 zone. This change to make “creative industries” permissible in the E2 zone would ensure that “creative industries” are permissible with consent across the entire Parramatta CBD area.

- b. The “creative industries” use is consistent with the objectives of the E2 Commercial Centre zone, in particular the following:

i. To strengthen the role of the commercial centre as the centre of business, retail, community and cultural activity.

ii. To encourage investment in commercial development that generates employment opportunities and economic growth.

iii. To strengthen the role of Parramatta City Centre as a regional business, retail and cultural centre and as a primary retail centre in the Six Cities Region.

- c. “Creative industries”, including recording studios, set design and production facilities, are strategically desired for the Parramatta CBD area as they bring significant economic benefits, including supporting businesses and job creation, add to the cultural fabric of the CBD, and are a compatible land use with office development, as evident with the approval of the ABC Studios at Parramatta Square.

18. The Panel’s advice to Council, including making “creative industries” permissible with consent in the E2 Commercial Centre zone, is consistent with the Council Officer’s recommendation now provided in this report. Subject to Council endorsement, the Planning Proposal at **Attachment 2** will be updated to include “creative industries” as permitted with consent in the E2 Commercial Centre zone, prior to it being forwarded to DPHI for the purpose of seeking a Gateway Determination.

PLAN MAKING DELEGATIONS

19. It is recommended that Council request to DPHI to exercise its plan making delegations for this Planning Proposal. This means that after the Planning Proposal has received a Gateway Determination, complied with any conditions (including any requirements for public exhibition), Council officers can deal directly with the Parliamentary Counsel on the legal drafting and finalisation of the amendment to the LEP facilitated by this Planning Proposal.

CONSULTATION & TIMING

Stakeholder Consultation

20. Council officers contacted the original submitters (associated with private land holdings) who lodged submissions to the Parramatta CBD Planning Proposal that were later resolved as the 'Orange Matters' to advise them of this project. Further consultation with all affected landowners will occur during the public exhibition of the Planning Proposal.

Councillor Consultation

21. Table 2 below provides a summary of the Councillor consultation that has been undertaken in relation to this matter.

Table 2 – Consultation undertaken with Councillors in relation to the CBD 'Orange Matters'.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
24 April 2024	Councillor Briefing Note provided	No comments received.	N/A.	Group Manager City Strategic Planning
6 May 2024	Councillor workshop	Councillors provided comments in relation to the proposed Category B car parking rates and also the proposed pathway to address the Westfield site.	Council officers explained that the position for the car parking rates is supported by the Parramatta ITP and the suggested pathway for the Westfield site is due to the complexities associated with this site and its strategic significance.	Group Manager City Strategic Planning

22. The project timeline is detailed in Part 6 of the Planning Proposal (refer to **Attachment 2**). The timeline indicates that the Planning Proposal should be completed within 12 months, subject to all necessary approvals from both Council and DPHI throughout the statutory planning process.

LEGAL IMPLICATIONS FOR COUNCIL

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

FINANCIAL IMPLICATIONS FOR COUNCIL

24. Under this Planning Proposal, 79sqm of land is being added to the Land Reservation Acquisition Map, but 1,098sqm is being removed, resulting in a net reduction of 1,019sqm of land being identified for acquisition by Council (refer to Table 3). This significant net reduction in land acquisition area will result in an associated net reduction in Council's financial liability in terms of acquisition costs, should the land not be secured through redevelopment opportunities.

Table 3 – Land area changes to Land Reservation Acquisition Map under the Planning Proposal

Site	Additions (sqm)	Retention (sqm)	Deductions (sqm)
2 Charles St, Parramatta (splay corner)	40		
24 Parkes St, Harris Park (road taper)	35		
Firehorse Lane, Parramatta (part removal)		71	473
21 Wentworth St, Parramatta (splay corner)	4		
215 Church St, Parramatta (Marsden Lane)			187
328 Church St, Parramatta (full removal)			438
Totals	79	71	1,098

25. There are no financial impact on the budget arising from approval of this report as recommended.

CONCLUSION AND NEXT STEPS

26. The Planning Proposal demonstrates both strategic and site-specific planning merits and is consistent with the Parramatta CBD planning policy framework, as established by the Parramatta CBD Planning Proposal. It is recommended the Planning Proposal be endorsed by Council, updated as per the Panel's advice to include "creative industries" as permitted with consent in the E2 Commercial Centre zone, and then forwarded to DPHI for a Gateway determination.
27. Subject to Council's endorsement of the Planning Proposal (including the update as advised by the Panel) and recommended pathways to address the 'Orange Matters', Council officers will forward the updated Planning Proposal to DPHI seeking a Gateway Determination, and then commence preliminary work to inform the policy framework for a separate strategic precinct planning proposal for the Westfield site.




Robert Cologna
Group Manager, Strategic Land Use Planning

Jennifer Concato
Executive Director City Planning and Design

John Angilley
Executive Director Finance & Information

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

1	↓	Recommendations to the Parramatta CBD Planning Proposal	31
		 'Orange Matters'	Pages
2	↓	Parramatta CBD Supplementary Matters Planning Proposal	95
			Pages
3	↓	Parramatta Local Planning Panel Council Officer Report and	20
		 Panel's Advice	Pages

REFERENCE MATERIAL

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

ATTACHMENT 1 – Summary of Council Officers' Recommendations to the Parramatta CBD Planning Proposal "Orange Matters"

This document outlines Council officers' recommendations and justification to address the list of "Orange Matters" as resolved by Council on 15 June 2021 in response to submissions received in relation to the public exhibition of the Parramatta CBD Planning Proposal.

"Orange Matters" listed in Table 1 and Table 2 of this document are based on two pathways recommended by Council officers, as follows:






- **Table 1** lists the matters that are supported and recommended to be progressed through the Parramatta CBD Supplementary Matters Planning Proposal.
- **Table 2** covers matters that have been resolved, superseded and/or are not supported, and are recommended to not proceed as a part of this Planning Proposal, or alternatively require significantly more analysis and are therefore recommended to proceed as a separate strategic precinct planning proposal.

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification



Table 1 – 'Orange Matters' to be progressed via the Parramatta CBD Supplementary Matters Planning Proposal

Description of Orange Matter	Recommendation	Justification
<p><u>Affected sites:</u></p> <p>Multiple existing and proposed laneways/splay corners/road widenings within the Parramatta CBD area, including:</p> <ol style="list-style-type: none"> Marsden Lane, being part of 215 Church Street, Parramatta; Fire Horse Lane, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta; Woodhouse Lane, being part of 21 Wentworth Street, Parramatta; Charles Street/Hassall Street Intersection, being part of 2 Charles Street, Parramatta; and Parkes Street widening, being part of 24 Parkes Street, Harris Park. <p><u>Orange Matter (summary):</u></p> <p>Council resolved to investigate any amendments to the Local Road Reservations following the public exhibition of the Integrated Transport Plan and endorsement by Council of any amendments as part of an alternative planning pathway.</p> <p><u>Orange Matter Initiator:</u></p> <p>The proposed Land Reservation Acquisition (LRA) Map amendments are in response to the findings of the Parramatta CBD Integrated Transport Plan (ITP).</p> <p>Note: The changes included in the Planning Proposal are consistent with relevant recommendations in the ITP.</p>	<p>Proceed as a part of this Planning Proposal.</p>	<p>Council officers have further investigated this matter following the public exhibition of the Parramatta CBD Integrated Transport Plan (ITP) and have recommended changes to be progressed as part of the Planning Proposal.</p> <p>The Planning Proposal seeks to amend the Land Reservation Acquisition (LRA) Map (including removals and additions) to five specific LRA matters, regarding laneways, splay corners and road widenings. The proposed LRA amendments are in response to the findings of the Parramatta ITP. The changes will improve safety, promote active transportation, and facilitate better traffic circulation and movement throughout the Parramatta CBD.</p> <p>Justification for each proposed LRA change is outlined as below:</p> <ol style="list-style-type: none"> Full deletion of Marsden Lane is needed as it no longer serves any community purpose. The service lane is for access to private properties only, it is not required for use by the public and therefore there is no need for it to be acquired as a public laneway. The delivery of Fire Horse Lane as a shared zone has removed the need to widen along the extent of Fire Horse Lane, however the small portion at the bottom is still required to provide adequate width to convert the existing one-way section to two-way movement. Addition of a 3m x 3m LRA on the south-west corner of 21 Wentworth Street will improve convenience for turning vehicles, and also improve sight lines for oncoming traffic. The proposed new LRA on the south-west corner of 2 Charles Street will provide for better traffic circulation. This is to improve the view line of oncoming vehicles and facilitate better traffic circulation. Extension of the existing LRA from 26-30 Parkes Street LRA tapering to 24 Parkes Street will widen the left turn lane and improve safety and convenience for turning vehicles.

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

<p>Recommendation:</p> <p>Current LRA under PLEP2023 Proposed LRA – Indicative</p>   <p>Proposal: Full deletion of current LRA notation (shown cross-hatched).</p>   <p>Proposal: Partial deletion of current LRA notation (shown cross-hatched).</p> <p>n/a</p>  <p>Proposal: Insertion of new splay corner LRA notation (shown coloured yellow).</p>		<p>Further justifications for the proposed amendments are available in the Planning Proposal.</p>
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Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

<p>n/a</p>	 <p>Proposal: Insertion of new road-widening/splay corner LRA notation (shown coloured yellow).</p>		
<p>n/a</p>	 <p>Proposal: Insertion of new road-widening LRA notation (shown coloured purple).</p>		
<p>Affected site:</p> <p>328 Church Street, Parramatta</p> <p>Orange Matters (summary):</p> <p>For 328 Church Street, Council resolved to investigate the financial implications for Council regarding the Land Reservation Acquisition notation as it currently applies to this land in relation to a proposed laneway.</p>		<p>Proceed as a part of this Planning Proposal.</p>	<p>Council officers have further investigated this matter and recommended a change to be progressed as part of the Planning Proposal.</p> <p>The Planning Proposal seeks to remove the entire LRA notation applying to 328 Church Street, Parramatta. Justification for the proposed amendment is summarised as below:</p> <ul style="list-style-type: none"> The LRA notation on the site has been in place for many years (prior to the Parramatta CBD Planning Proposal) and is an existing financial liability for Council. Should Council be required to acquire this site for a proposed laneway, Council officers estimate (based on a review of recent land sales in the Parramatta CBD) this would cost approximately \$5.28 million to \$10.12 million, which is a significant financial expense.

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

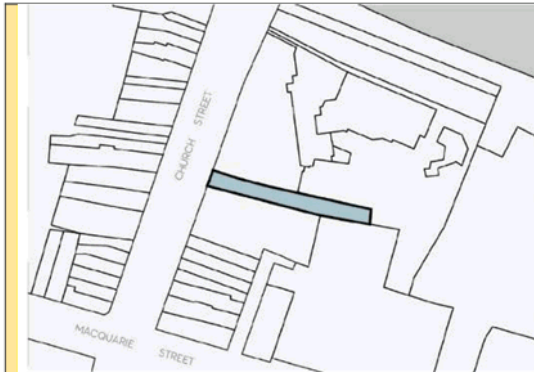


Figure 1 – Site location 328 Church St, Parramatta

Orange Matter Initiator:

Landowner submission to Parramatta CBD Planning Proposal.

Note: The submitter requested the changes that are recommended in the Planning Proposal.

Recommendation:

Current LRA



Proposed LRA




Proposal: Full deletion of current LRA notation to 328 Church St Parramatta

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

Further to the above, it is also noted that the original submission to the Parramatta CBD Planning Proposal also requested the removal of this LRA notation. At the time, the submission suggested an alternative where the site could be redeveloped inclusive of a 3 metre wide connection at the existing ground level, but redevelopment could occur in the airspace above the link. This suggestion in the submission at that time is generally consistent with the approach supported by Council officers now in this Planning Proposal, as discussed above.

As such, Council officers recommended to progress this matter as part of the Planning Proposal. Further justification for the proposed change is available in the Planning Proposal.

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

<p>Affected site:</p> <p>Walker Corporation landholdings: 10-12 Darcy Street, Parramatta, also known as 4 & 6 & 8 Parramatta Square.</p> <p>Orange Matter (summary):</p> <p>For Walker Corporation landholdings at Parramatta Square, Council resolved to investigate rezoning the land from B4 Mixed Use (as exhibited) to B3 Commercial Core.</p> <p>Orange Matter Initiator:</p> <p>Landowner submission to Parramatta CBD Planning Proposal.</p> <p>Note: The submitter requested the changes that are recommended in the Planning Proposal.</p> <p>Recommendation:</p> <table border="1" data-bbox="311 834 835 1038"> <tr> <td>Current control</td> <td>MU1 Mixed Use zone</td> </tr> <tr> <td>Proposed amendments</td> <td> <ul style="list-style-type: none"> • Rezone from MU1 Mixed Use zone to E2 Commercial Centre zone. • Extend application of Area B of the Special Provisions Area Map to the rezoned land so that clause 7.28 (Additional floor space ratio for office premises) applies. </td> </tr> </table>	Current control	MU1 Mixed Use zone	Proposed amendments	<ul style="list-style-type: none"> • Rezone from MU1 Mixed Use zone to E2 Commercial Centre zone. • Extend application of Area B of the Special Provisions Area Map to the rezoned land so that clause 7.28 (Additional floor space ratio for office premises) applies. 	<p>Proceed as a part of this Planning Proposal.</p>	<p>Council officers have further investigated this matter and recommend changes to be progressed as part of the Planning Proposal.</p> <p>The Planning Proposal seeks to rezone part of the Walker Corporation landholdings from MU1 Mixed Use to E2 Commercial Centre (see Figure 3) and extend application of Area B of the Special Provisions Area Map to the rezoned land so that clause 7.28 (additional floor space ratio for office premises) applies (see Figure 4). It is noted that in their original submission to the Parramatta CBD Planning Proposal, Walker Corporation had requested the application of the B3 Commercial Core zone (now referred to as E2 Commercial Centre zone) over their landholdings, given that the approved commercial office development is consistent with the B3 zone.</p>  <p>Figure 3 - Proposed area to be rezoned from MU1 to E2</p>
Current control	MU1 Mixed Use zone					
Proposed amendments	<ul style="list-style-type: none"> • Rezone from MU1 Mixed Use zone to E2 Commercial Centre zone. • Extend application of Area B of the Special Provisions Area Map to the rezoned land so that clause 7.28 (Additional floor space ratio for office premises) applies. 					

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification



Figure 2 – Site location of Walker Corporation Landholdings and current zoning.

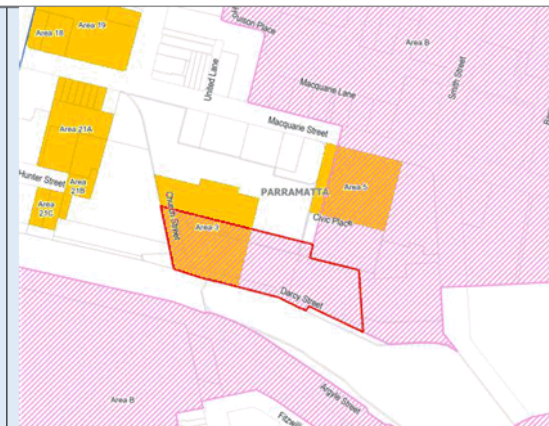


Figure 4 – Proposed area to which Area B of the Special Provisions Area Map will be extended

Justification for the proposed change is summarised as below:

- The current commercial office uses of these newly completed office towers at Parramatta Square strongly align with the objectives of the E2 Commercial Centre zone.
- Rezoning the land from MU1 Mixed Use to E2 Commercial Centre would ensure the continuity with the existing office uses, facilitation of employment, and intended use of Parramatta Square as a commercial core in the heart of the Parramatta CBD.
- The proposed amendment is also supported by the *Achieving A-Grade Office Space in the Parramatta CBD Economic Review* (Urbis 2019) prepared for the Parramatta CBD, which recommended the expansion of commercial core to include Parramatta Square to realise its potential to accommodate significant A-Grade office premises. Despite the *Achieving A-Grade Office Space in the Parramatta CBD Economic Review* (Urbis, 2019) being completed prior to COVID and the pandemic's associated impacts on the office market, its recommendations to expand the CBD's commercial core to include this land at Parramatta Square is still considered valid given the significant commercial office towers that have since been completed at Parramatta Square. The rezoning would also ensure consistency with the E2 Commercial Centre zoning of the other office towers at Parramatta Square, including the NAB Tower, Western

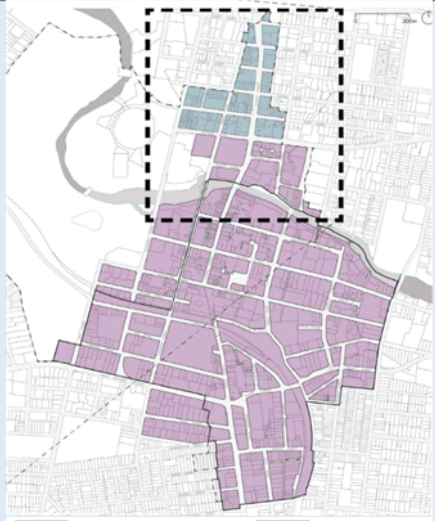
Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

		<p>Sydney University Tower, and the Sydney Water Tower, by extending the E2 Commercial Centre zoning west over the subject land.</p> <ul style="list-style-type: none"> The proposed extension of Area B of the Special Provisions Area map so that clause 7.28 of the Parramatta LEP 2023 applies – Clause 7.28 allows a building to exceed the maximum permissible FSR if the consent authority is satisfied the additional GFA will be used only for office premises. This will further incentivise additional office premises on this land if future circumstances allow this to happen. It will also enable consistency with the other towers in Parramatta Square where clause 7.28 also applies. <p>As such, Council officers recommended to progress this matter as part of the Planning Proposal. Further justification for the proposed changes is available in the Planning Proposal.</p>
<p>Affected site:</p> <p>Land use permissibility within E2 Commercial Centre zone – 'water recycling facilities'</p> <p>Orange matter (summary):</p> <p>Council resolved to investigate the inclusion of 'water recycling facilities' as a permissible use within the E2 Commercial Centre zone and investigate the inclusion of 'water supply systems' within the E2 Commercial Centre and MU1 Mixed Use Zones, to provide for maximum flexibility for water supply systems.</p> <p>Orange Matter Initiator:</p> <p>Parramatta River Catchment Group submission to Parramatta CBD Planning Proposal.</p> <p>Note: The submitter's requested change relating to 'water recycling facilities' permissibility has been recommended in the Planning Proposal. The submitter's requested change relating to 'water supply systems' permissibility has not been recommended in the Planning Proposal.</p>	<p>Proceed as a part of this Planning Proposal.</p>	<p>Council officers have further investigated this matter and recommend changes to be progressed as part of the Planning Proposal.</p> <p>This Planning Proposal proposes to make 'water recycling facility' as permissible with consent in the E2 Commercial Centre zone, which applies to the Parramatta CBD area. This was in response to an issue that was raised by the Parramatta River Catchment Group in their submission to the Parramatta CBD Planning Proposal.</p> <p>Under Parramatta LEP 2023, 'water recycling facility' is defined as follows:</p> <p><i>"water recycling facility means a building or place used for the treatment of sewage effluent, stormwater or waste water for use as an alternative supply to mains water, groundwater or river water (including, in particular, sewer mining works), whether the facility stands alone or is associated with other development, and includes associated—</i></p> <ol style="list-style-type: none"> retention structures, and treatment works, and irrigation schemes." <p>Land in the Parramatta CBD is predominantly subject to two zones, being E2 Commercial Centre and MU1 Mixed Use. However, 'water recycling facility' is permitted with consent only in the MU1 Mixed Use zone, but is prohibited in the E2 Commercial Centre zone.</p> <p>Under the Parramatta CBD Planning Proposal, clause 7.24 (Dual Water Systems) was introduced into Parramatta LEP 2023 across the entire Parramatta CBD area, which requires dual water reticulation systems</p>

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<p>Recommendation:</p> <table border="1"> <tr> <td data-bbox="313 287 470 414">Current control</td> <td data-bbox="481 287 862 414">MU1 Mixed Use zone permits 'water recycling facility' with consent. E2 Commercial Centre zone prohibits 'water recycling facility'.</td> </tr> <tr> <td data-bbox="313 422 470 502">Proposed amendments</td> <td data-bbox="481 422 862 502">Make 'water recycling facility' permissible with consent in the E2 Commercial Centre zone. No change to current permissibility in the MU1 Mixed Use zone.</td> </tr> </table>	Current control	MU1 Mixed Use zone permits 'water recycling facility' with consent. E2 Commercial Centre zone prohibits 'water recycling facility'.	Proposed amendments	Make 'water recycling facility' permissible with consent in the E2 Commercial Centre zone. No change to current permissibility in the MU1 Mixed Use zone.		<p>containing pipes for potable water and recycled water for all inside and outside water uses in all new buildings. The purpose of this clause is to ensure the security of water supply in the Parramatta CBD.</p> <p>Ensuring that 'water recycling facilities' are permissible in both the E2 and MU1 zones across the entire Parramatta CBD area, and not just the MU1 zone, will complement the requirements for dual water systems under clause 7.24, and will provide maximum flexibility for recycled water systems, thereby improving environmental and sustainability outcomes.</p> <p>As such, Council officers recommend progressing the permissibility of 'water recycling facility' in the E2 zone as part of the Planning Proposal. Further justification for the proposed change is available in the Planning Proposal.</p> <p>Further to the above, Council's analysis also considered 'water supply systems' as a potential permissible use, as originally suggested in the "orange matter". However, this was considered unnecessary as:</p> <ul style="list-style-type: none"> 'water recycling facility' is sufficient to support the purpose of dual piping provision (clause 7.24) under the Parramatta LEP 2023; 'water recycling facility' includes all necessary requirements for the facility to produce an alternative water supply; addition of a 'water supply facility' is not needed to complement a 'water recycling facility'; and a 'water supply facility' will permit many uses that provide no benefit to the dual piping objectives in the Parramatta LEP 2023.
Current control	MU1 Mixed Use zone permits 'water recycling facility' with consent. E2 Commercial Centre zone prohibits 'water recycling facility'.					
Proposed amendments	Make 'water recycling facility' permissible with consent in the E2 Commercial Centre zone. No change to current permissibility in the MU1 Mixed Use zone.					
<p>Affected site:</p> <p>Residential car parking rate for certain land at North Parramatta</p> <p>Orange matter (summary):</p> <p>Council resolved to investigate potential refinements to the car parking rates following the public exhibition of the Integrated Transport Plan and endorsement by Council of any amendments as part of an alternative planning pathway.</p>	<p>Proceed as a part of this Planning Proposal.</p>	<p>Council officers have further investigated this matter following the public exhibition of the Parramatta CBD Integrated Transport Plan (ITP) and recommend changes to be progressed as part of the Planning Proposal.</p> <p>The ITP was finalised on 3 August 2021 and adopts two categories of parking rates, being Category A and Category B, as outlined in the table below:</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Maximum Parking Rate</th> </tr> </thead> <tbody> <tr> <td>Category A</td> <td>0.1 spaces per studio dwelling 0.3 spaces per 1-bedroom dwelling 0.7 spaces per 2-bedroom dwelling 1 space per 3 or more bedroom dwelling</td> </tr> </tbody> </table>	Category	Maximum Parking Rate	Category A	0.1 spaces per studio dwelling 0.3 spaces per 1-bedroom dwelling 0.7 spaces per 2-bedroom dwelling 1 space per 3 or more bedroom dwelling
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 <p>Figure 5 – Subject land at North Parramatta (marked as blue/Category B)</p> <p>Orange Matter Initiator:</p> <p>The proposed changes to the car parking rates are in response to the findings of the Parramatta CBD Integrated Transport Plan (ITP). It is also noted that the car parking rates issue was raised in various submissions to the Parramatta CBD Planning Proposal, including from a landowner in the North Parramatta area of the CBD seeking to redevelop their site, Property Council of Australia, and also Transport for NSW.</p> <p>Note: The recommended changes in this Planning Proposal seeking to introduce Category A and B parking rates, consistent with the recommendations of the ITP, address the issues raised in the submissions received that relate to this matter.</p>		<table border="1" data-bbox="1198 240 1848 531"> <tr> <td>Category B</td> <td> 0.2 spaces per studio dwelling 0.4 spaces per 1-bedroom dwelling 0.8 spaces per 2-bedroom dwelling 1.1 spaces per 3 or more -bedroom dwelling For each dwelling up to 30 dwellings – 0.167 spaces* For each dwelling more than 30 and up to 70 dwellings – 0.1 spaces* For each dwelling more than 70 dwellings – 0.05 spaces* </td> </tr> <tr> <td colspan="2"> *Note: These final 3 rates relate to the provision of visitor car parking and are calculated cumulatively. Whilst the reference to visitor parking is not explicitly made in the ITP, the original source of these rates is from clause 7.5 of Sydney LEP 2012, which does reference visitor car parking for these rates. </td> </tr> </table> <p>Currently, Parramatta LEP 2023 specifies the more restrictive Category A car parking rate for all residential development within the entire Parramatta CBD area, other than the area referred to as "Area A" on the Special Provisions Area Map, which preserves the original car parking rates from Parramatta LEP 2011. Consistent with the ITP and Council resolution of 15 June 2021, this Planning Proposal proposes to amend the car parking rate that is applicable to residential development for the subject land within North Parramatta, as shown as 'Category B' in Figure 5, to the higher maximum Category B car parking rates.</p> <p>The allocation of categories in the ITP is based on proximity to stations (heavy rail and metro) within the Parramatta CBD area. Category B areas will permit a higher maximum rate of on-site parking for residential dwellings. This is due to their greater distance from the metro and rail stations, necessitating the likely need for more residents to own a car for their daily needs and visitors to use cars when accessing these areas. Under this Planning Proposal, the Category B areas have been identified in the northern part of the Parramatta City Centre, at land in North Parramatta located north of Victoria Road. This is land is located away from the metro and heavy rail stations on the fringe of the CBD and is consistent with the recommendations of the ITP.</p> <p>The proposed new Category A and B parking policy framework would serve as a driver to encourage a greater shift towards sustainable and active transport modes and investment in infrastructure that would support and facilitate the use of these modes, providing environmental, access and amenity benefits, which will be critical to the success of the city going forward. Enabling some more car parking spaces in Category B areas will provide improved car access for areas that are not well located close to heavy rail or metro stations. Further, it is noted that the proposed Category A and B</p>	Category B	0.2 spaces per studio dwelling 0.4 spaces per 1-bedroom dwelling 0.8 spaces per 2-bedroom dwelling 1.1 spaces per 3 or more -bedroom dwelling For each dwelling up to 30 dwellings – 0.167 spaces* For each dwelling more than 30 and up to 70 dwellings – 0.1 spaces* For each dwelling more than 70 dwellings – 0.05 spaces*	*Note: These final 3 rates relate to the provision of visitor car parking and are calculated cumulatively. Whilst the reference to visitor parking is not explicitly made in the ITP, the original source of these rates is from clause 7.5 of Sydney LEP 2012, which does reference visitor car parking for these rates.	
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Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

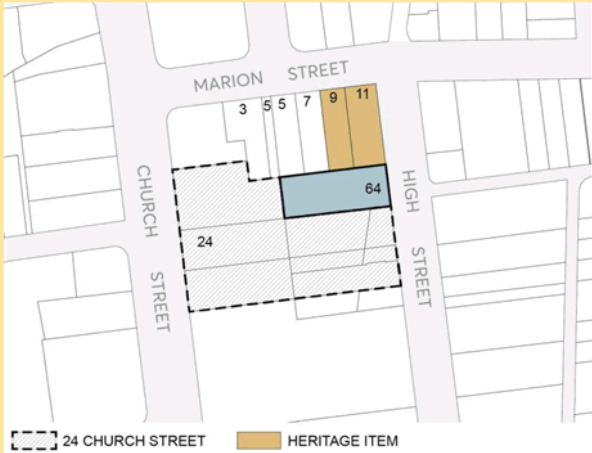
<p>Recommendation:</p>		<p>parking policy framework for the Parramatta City Centre is also consistent with the findings of the ITP.</p> <p>It is noted that the car parking rates issue was raised in various submissions to the Parramatta CBD Planning Proposal, including from a land owner in the North Parramatta area of the CBD seeking to redevelop their site, Property Council of Australia, and also Transport for NSW. The proposed changes in this Planning Proposal seeking to introduce Category A and B parking rates, consistent with the recommendations of the ITP, address the issues raised in these submissions.</p> <p>As such, Council officers recommend progressing this matter as part of the Planning Proposal. Further justification for the proposed change is available in the Planning Proposal.</p>
<p>Current control</p>	<p>Multi dwelling housing with 1, 2 or 3 bedrooms and residential flat buildings</p> <p>The sum of the following— (a) 1 space for every dwelling, (b) 1 visitor space for every 5 dwellings</p> <p><i>Note: Subject land falls within 'Area A', as identified on the Special Provisions Area Map, therefore clause 7.19 maximum car parking rates currently apply until 30 June 2024.</i></p>	
<p>Current control (from 1 July 2024 onwards)</p>	<p>Residential flat buildings, dual occupancies and multi dwelling housing</p> <p>The sum of the following— 0.1 space for each studio dwelling 0.3 space for each dwelling containing 1 bedroom 0.7 space for each dwelling containing 2 bedrooms 1 space for each dwelling with 3 or more bedrooms</p> <p><i>Note: Subject land will be removed from 'Area A' from 1 July 2024 via State Environmental Planning Policy Amendment (Church Street North Precinct) 2023, and therefore general car parking rates under clause 7.17 will apply. These rates are consistent with the Category A rates as proposed in the Parramatta Integrated Transport Plan.</i></p>	
<p>Proposed amendments</p>	<ul style="list-style-type: none"> • Insert a new 'Land Use and Transport Integration Map' into Parramatta LEP 2023. • Identify the subject land at North Parramatta as Category B on the new Land Use and Transport Integration Map, with all remaining land to be identified as Category A, as shown in Figure 5 above. • Category A land on the Land Use and Transport Integration Map to retain their existing car parking rates, but the residential car parking rates for Category B land will change to those shown below. • Amend the table to clause 7.17 to show the existing car parking rates for "Residential flat buildings, dual occupancies and multi dwelling housing" will apply to land shown as a 'Category A' on the Land Use and Transport 	

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

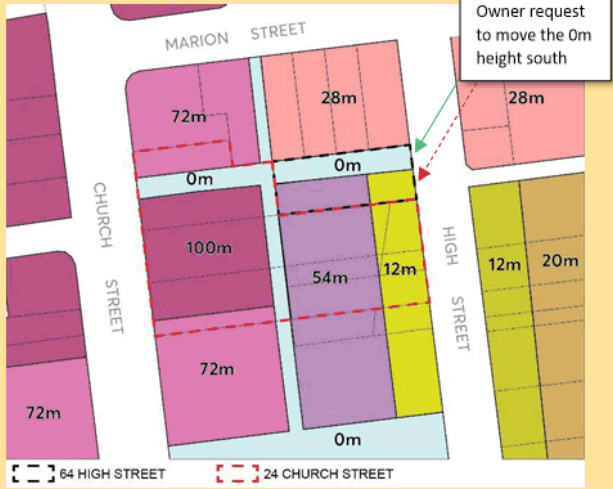
	<p>Integration Map. Further, add a new Land Use type in the table for "Residential flat buildings, dual occupancies and multi dwelling housing – Category B land as shown on the Land Use and Transport Integration Map", with the following rates:</p> <p>Residential flat buildings, dual occupancies and multi dwelling housing - Category B land as shown on the Land Use and Transport Integration Map:</p> <p>The sum of the following— Resident spaces:</p> <ul style="list-style-type: none"> (a) 0.2 space for each studio dwelling (b) 0.4 space for each dwelling containing 1 bedroom (c) 0.8 space for each dwelling containing 2 bedrooms (d) 1.1 spaces for each dwelling with 3 or more bedrooms <p>Visitor spaces (calculated cumulatively):</p> <ul style="list-style-type: none"> (e) 0.167 space for each dwelling up to 30 dwellings (f) 0.1 space for each dwelling more than 30 and up to 70 dwellings (g) 0.05 space for each dwelling more than 70 dwellings <p><i>Note: These rates are consistent with the Category B maximum car parking rates as proposed in the Parramatta Integrated Transport Plan.</i></p>		
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Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

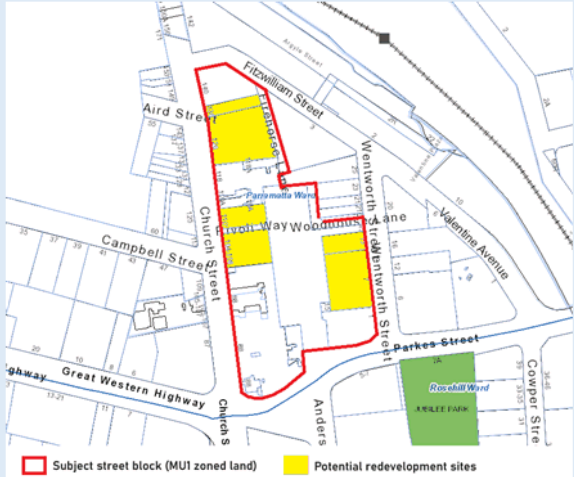
Table 2 – Matters recommended to not proceed as a part of this Planning Proposal (i.e. resolved/superseded/not supported)

Description of Orange Matter	Recommendation	Justification
<p>Affected site:</p> <p>64 High Street, Parramatta and 24 Church Street, Parramatta</p> <p>Orange Matter (summary):</p> <p>Council resolved to investigate the realignment of the east-west laneway between High St and Church St shown on the Height of Building Map with a 0-metre height notation to the southern boundary of 64 High Street, Parramatta (refer to Figures 6 and 7).</p>  <p>Figure 6 - Site location of 64 High Street and 24 Church St, Parramatta</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>Council officers have further investigated this matter and concluded that no further action is required, due to the concerns of undesired lot fragmentation to the existing large E2 Commercial Centre zoned land parcel at 24 Church Street, adjoining this site.</p> <p>As shown in Figure 7, the 0-metre height laneway is located at the northern boundary of both 64 High Street and 24 Church Street. Land located at 24 Church Street contains multiple lots fronting both Church Street and High Street and are under one single ownership. Sites at 9 & 11 Marion Street contain two heritage items listed with local heritage significance (refer to Figure 6).</p> <p>The 0-metre height laneway was originally proposed as part of the Parramatta CBD Planning Proposal and was intended to improve local road connectivity and safety. During the exhibition of the Parramatta CBD Planning Proposal, a submission was received on behalf of the landowner who owns the sites at 64 High Street as well as 7 & 9 Marion Street. The submission made a request to remove the 0-metre proposed laneway and delist the heritage item at 9 Marion Street, which was not supported by Council officers during the assessment of the Parramatta CBD Planning Proposal. However, at that time, Council officer acknowledged there maybe potential planning merits to realign the laneway.</p> <p>In reviewing this orange matter, while Council officers acknowledged that relocating the 0-metre height proposed laneway to the southern boundary of 64 High St would allow continuous developable area for sites at 7 & 9 Marion St and 64 High St, it would result in an undesired lot fragmentation of the E2 Commercial Centre zoned site at 24 Church St. This section of 24 Church St, which has a height limit of 100m and a regular shaped, contiguous area of approximately 2,400 sqm, is of a suitable size to accommodate a large floor plate commercial office tower in the future (refer to Figure 7). Retention of this site for a large floor plate commercial office tower fronting Church Street is also consistent with the findings of the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019), which supported the Parramatta CBD Planning Proposal.</p>

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 <p>Figure 7 – HOB of 64 High Street and 24 Church Street (extract from HOB map of Parramatta LEP 2023)</p> <p>Orange Matter Initiator:</p> <p>Landowner submission to Parramatta CBD Planning Proposal.</p>		<p>As such, this orange matter is recommended to not proceed.</p>
<p>Affected site:</p> <p>MU1 Mixed Use zoned land in the block bound by Fitzwilliam Street, Parkes Street, Church Street and Wentworth Street</p> <p>Orange Matter (summary):</p> <p>Council resolved to undertake further investigation of the FSR only of the MU1 Mixed Use (previous B4) zoned land bound by Fitzwilliam Street, Parkes Street, Church Street and Wentworth Street at a later stage as a part of a separate piece of strategic work.</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>This matter arose from a submission from the former landowner of 7-9 Wentworth Street seeking an increase of FSR from 6:1 to 10:1. It is noted that Council is now the landowner of this site, where its new Administration Centre will be based in the Parramatta CBD.</p> <p>Urban design analysis of the MU1 Mixed Use zoned land in the block bound by Fitzwilliam Street, Parkes Street, Church Street and Wentworth Street was undertaken in response to this orange matter. The analysis noted that due to existing significant mixed use tower development and Council's car park in this block, the only real remaining potential development parcels were the sites at (showed coloured yellow at Figure 8):</p>

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 <p>Figure 8 – Site location of subject street block</p> <p>Orange Matter Initiator:</p> <p>Landowner (7-9 Wentworth Street) submission to Parramatta CBD Planning Proposal. Note: Council is now the landowner of this site, where its new Administration Centre will be based in the Parramatta CBD from July 2024.</p>	<ul style="list-style-type: none"> • 7-9 and 13 Wentworth Street • 104-108 and 110-112 Church Street • 126 and 136 Church Street <p>The urban design analysis found that the existing FSR of 6:1 should be retained for 7-9 and 13 Wentworth Street, and also Council's car park site, as there is no additional capacity within the Jubilee Park Solar Access Plane. Further, the analysis found there is some capacity for 104-108, 110-112, 126 and 136 Church Street to have a marginal increase in FSR, but this was subject to certain lot amalgamations and potential lane realignment. The additional capacity was due to the location of these sites further north in the Jubilee Park Solar Access Plane.</p> <p>Give the unique site complexities associated with these Church Street sites involving certain lot amalgamations and potential lane realignment, it is recommended that any proposed increase in FSR be considered as future site-specific planning proposals, should landowners wish to pursue this pathway in consultation with Council.</p> <p>As such, this orange matter is recommended to not proceed at this time as a part of this Planning Proposal.</p>
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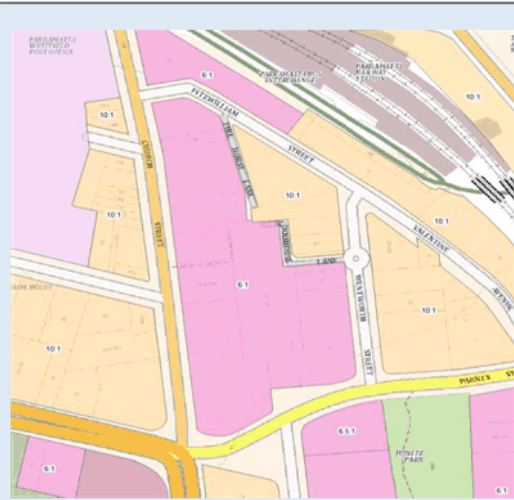


Figure 9 – Existing FSR 6:1 & 10:1 for the entire block (includes MU1 and E2 zoned land)

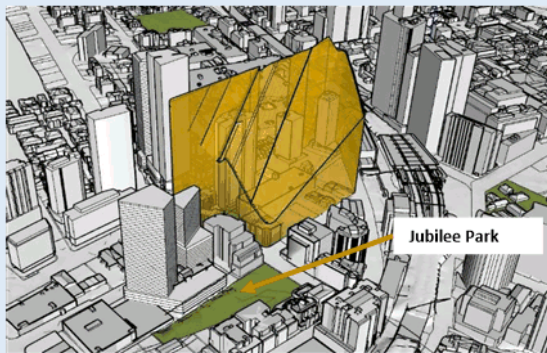
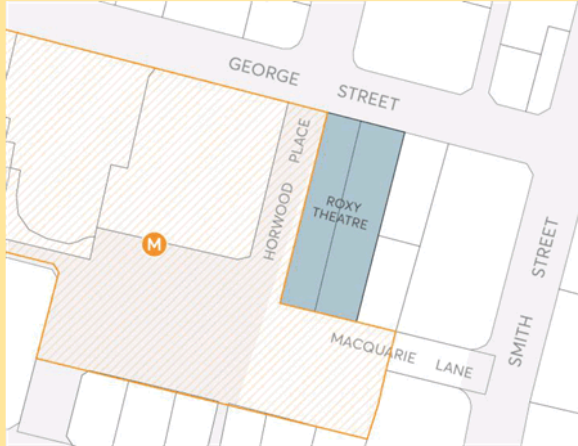
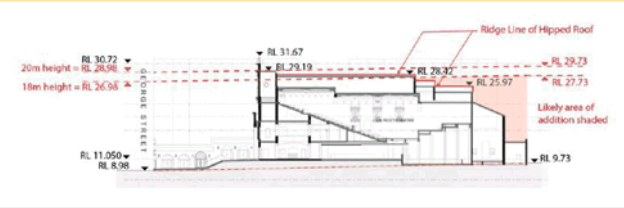


Figure 10 – Jubilee Park Solar Access Plane – looking north-west

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<p>Affected site:</p> <p>Roxy Theatre – 69 George Street, Parramatta</p> <p>Orange matter (summary):</p> <p>Council resolved to undertake further investigations to determine whether the height of building control applicable to the Roxy Theatre could potentially be increased to respond to strategic planning work for Civic Link and Sydney Metro, to allow possible transition of the building to a larger, modern theatre venue (including a 'fly tower').</p>  <p>Figure 11 - Site location of Roxy Theatre relative to the new Metro Station</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>This site is currently heritage listed in both the LEP and State Heritage Register and has an FSR of 10:1 and a height control of 18m.</p> <p>In the original submission to the exhibition of the Parramatta CBD Planning Proposal, the landowner sought deletion of the proposed 18m height control (as exhibited), and to:</p> <ul style="list-style-type: none"> (a) reinstate the former height control (which was in the range of 137m (RL) in the south-east corner to 179m (RL) in the north-west corner under the Lancer Barracks Sun Access Protection (SAP) plane), and (b) maintain the 10:1 FSR. <p>In consideration of this submission at the time, Council officers noted that the height control of 18m was developed on the premise of ensuring the retention of the building's form and fabric and that any redevelopment would not compromise the heritage setting of the item. At the time, Council officers were of the view (based on outcomes from a Land and Environment Court case affecting the site) that the Roxy Theatre must be predominantly retained, which effectively ruled out any kind of tower element on the site. The 18m building height would bring the greatest public benefit because it not only ensures retainment of the theatre's building fabric and form, but also provides some room for minor adaptive additions. In response to the submission, Council resolved to undertake further investigations into a potential height increase to allow possible transition of the building to a larger, modern theatre venue.</p> <p>Urban design analysis to consider a potential height increase of 2m has since been undertaken in response to this orange matter, to help enable the building to potentially transition to a larger, modern theatre venue, including a fly tower.</p> <p>The urban design analysis noted that the Roxy was originally built as a cinema. It was not a performance theatre and therefore does not have space in plan and within the volume of the existing structure to accommodate back of stage functionality and a fly tower.</p> <p>The urban design analysis shows that increasing the height by 2m to an overall 20m height of building control could have a negative impact on the rear of the building where an addition is possible (see red shaded area in Figure 12). Retention of the 18m height control reinforces any likely addition at the rear to be below the ridge line of the existing hipped roof. This is a more sympathetic form which prioritises the main building fabric.</p> <p>As such, this orange matter is recommended to not proceed.</p>
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 <p>Figure 12 - Section of the Roxy showing the existing 18m height control. While some of the existing building is above the height, the likely area where an addition is possible (shaded red) is below the ridge line of the existing hipped roof.</p> <p>Orange Matter Initiator:</p> <p>Landowner submission to Parramatta CBD Planning Proposal, and also Council resolution of 15 June 2021, part (b2)(iv), which reads as follows:</p> <p><i>“(iv) Reinstate the exhibited draft height control for the Roxy Theatre (69 George Street) of 18m when sending the CBD PP to DPIE for finalisation and undertake further investigations at a later stage (under Decision Pathway 3 – Orange), including heritage investigations, to determine if this height could potentially be increased to respond to strategic planning work for Civic Link and Sydney Metro, and also to allow possible transition of the building to a larger, modern theatre venue.”</i></p>		
<p>Affected site:</p> <p>57 Macquarie Street, 41-43 Hunter Street, 45 Hunter Street and 87 Marsden Street, Parramatta</p> <p>Orange matter (summary):</p> <p>Council resolved to investigate the mapping of 57 Macquarie Street, 41-43 Hunter Street, 45 Hunter Street and 87 Marsden Street on the Additional Local Provisions Map with the Minimum Commercial Provision (MCP) notation. Note - The MCP provision, as proposed under the Parramatta CBD Planning Proposal, would have allowed unlimited commercial FSR.</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>Council officers have investigated this matter and are recommending to not proceed due to ongoing site-specific planning proposals at 45 Hunter Street and 57 Macquarie Street, as well as constrained site conditions (e.g. small site area, narrow site width) at 41-43 Hunter Street and 87 Marsden Street.</p> <p>The subject sites include five individual parcels and are located to the west of St John’s Anglican Church site fronting Macquarie Street, Hunter Street and Marsden Street (see Figure 13). The sites are zoned MU1 Mixed Use with height of building controls of RL 211m and FSR 10:1 under Parramatta LEP 2023.</p> <p>The Parramatta CBD Planning Proposal proposed a Minimum Commercial Provision (MCP) clause and relevant mapping layer for certain MU1 Mixed</p>

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Figure 13 – Site location of subject sites

Orange Matter Initiator:

Landowner submissions to Parramatta CBD Planning Proposal.


Use zoned lands, which required a minimum commercial provision of FSR 1:1 and allowed unlimited commercial FSR (beyond the required minimum 1:1) for sites that had an area of at least 1,800sqm. The proposed provision was intended to apply to lands in the vicinity of the subject sites, but not to apply to the subject sites under the Parramatta CBD Planning Proposal. The submitters requested the provisions (i.e. unlimited commercial FSR) be applied to the subject sites.

However, during the finalisation of the Parramatta CBD Planning Proposal, the Department removed the proposed MCP provision and undertook a further review for those lands as part of the subsequent SEPP Amendment (Parramatta CBD) (No 2) 2022 ('SEPP 2'). SEPP 2 resolved to only give some lands an additional FSR 4:1 bonus for commercial premises – refer to clause 7.5 of Parramatta LEP 2023 ("Area 5" of the Additional Local Provisions Map"). In accordance with clause 7.5(3) and (4), this area must be used for commercial purposes and is subject to minimum dimension requirements. Further, SEPP 2 allows for a 5% FSR bonus for commercial development on lands identified as Areas 1, 2, 3, 4 and 5 of the Additional Local Provisions Map specified under clause 7.26 of Parramatta LEP 2023, subject to that development incorporating water sensitive urban design. It is noted that the Department's SEPP 2 did not support the 4:1 bonus commercial FSR for MU1 Mixed Use zoned land in the vicinity of the subject land, only the 5% commercial FSR bonus (for water sensitive urban design) was supported.


In responding to this orange matter, Council officers have undertaken additional urban design analysis to test whether the subject sites present opportunities for additional commercial FSR. The urban design analysis considered sites at 41-43 Hunter Street (approx. 1,481sqm combined) and 87 Marsden Street (approx. 1,554sqm), but did not consider sites at 45 Hunter Street and 57 Macquarie Street, as these two sites are subject to separate site-specific planning proposal processes.

The urban design analysis concluded that sites at 41-43 Hunter Street and 87 Marsden Street are not viable for commercial tower development. A 646sqm floorplate was tested for 87 Marsden Street. Given the site orientation, street frontage and inability to achieve inter-building separation and street setbacks, it is too small for a feasible commercial tower development. This is supported by the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019), which recommended that a viable floorplate for commercial tower development within Parramatta CBD is at least 1,300sqm, with most major tenants wanting 1,500sqm.

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

		<p>For 41-43 Hunter Street, the potential commercial floorplate would be even smaller, as the site is narrow in width and the combined site area is smaller than 87 Marsden Street, as outlined above. In addition, the site at 41 Hunter Street contains an existing heritage building, which further constrained the developable commercial floorplate area due to the setback from the heritage building and protection of heritage significance.</p> <p>As such this matter is recommended to not proceed.</p>
<p>Affected site:</p> <p>Two street blocks bound by Pitt Street, Campbell Street, Marsden Street and the Great Western Highway (refer to Figure 14).</p> <p>Orange matter (summary):</p> <p>Council resolved to investigate potential increased height and FSR controls for the two street blocks bound by Pitt Street, Campbell Street, Marsden Street and the Great Western Highway.</p>  <p>Figure 14 - Site location for the subject two street blocks</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>No further work is recommended in this precinct as this has been superseded by the work undertaken by the Department in preparing the Parramatta CBD Transition Area Review 2022 and State Environmental Planning Policy Amendment (Parramatta CBD) (No 2) 2022 ('SEPP 2').</p> <p>As a result of this work and implementation of SEPP 2, these blocks are subject to the following:</p> <ul style="list-style-type: none"> • 5% commercial FSR bonus where development incorporates water sensitive urban design (given the blocks are located within Areas 1 and 5 of the Additional Local Provisions Map, clause 7.26 is applicable) (refer to Figure 15); • A minimum 1:1 FSR must be allocated to commercial uses (given the blocks are located within Areas 1 and 5 of the Additional Local Provisions Map, clause 7.26 is applicable) (refer to Figure 15); and • The northern section of the eastern block (bound by O'Connell Street, Campbell Street, Marsden Street and Great Western Highway), shown as Area 5 of the Additional Local Provisions Map (refer to Figure 15), can pursue an additional 4:1 bonus FSR for commercial premises in accordance with clause 7.5 (subject to certain site and design requirements). <p>Note - The mapped heights were not increased as a part of SEPP 2. Also, the FSRs on the FSR map were not changed, however additional bonus FSR was offered under SEPP 2 in the identification of Areas 1 and 5 in the Additional Local Provisions Map, as explained above.</p> <p>As such, Council officers recommend to not proceed with this matter as a part of this Planning Proposal as it has been considered and resolved as part of the Department's SEPP 2 process.</p>


Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

 <p>Figure 15 – Additional Local Provisions Map (extracted from Parramatta LEP 2023)</p> <p>Orange Matter Initiator:</p> <p>Landowner submissions to Parramatta CBD Planning Proposal.</p>		
<p>Affected site:</p> <p>RE1 Public Recreation zone</p> <p>Orange matter (summary):</p> <p>Council resolved to investigate inserting new objectives for the RE1 (Public Recreation) zone related to protection and enhancement of ecological values, e.g. to preserve and enhance tree canopy, wildlife corridors and natural habitat, including waterways and riparian vegetation.</p> <p>Orange Matter Initiator:</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>Council officers have investigated this matter and concluded that this matter has been resolved as part of the Harmonisation LEP process, which was finalised in March 2023, now known as Parramatta LEP 2023.</p> <p>Following the finalisation of the Parramatta CBD Planning Proposal, a similar objective for the RE1 Public Recreation zone that captures this request has been adopted into the new Parramatta LEP 2023, as follows:</p> <p>Zone RE1 Public Recreation Objectives of zone</p> <ul style="list-style-type: none"> To conserve, enhance and promote the natural and cultural heritage value of parks and open space in the zone. <p><i>This objective replaced the previous zone objective for RE1 under the former Parramatta LEP 2011, as below:</i></p>

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

<p>Environment, Energy and Science Group (State Government Agency) submission to Parramatta CBD Planning Proposal.</p>		<ul style="list-style-type: none"> To conserve, enhance and promote the natural assets and cultural heritage significance of Parramatta Park. <p>As majority of Parramatta Riverbank corridor is zoned under RE1 Public Recreation, the updated zone objective specified the protection of ecological values for all parks and open space, including the Parramatta River riparian corridor, rather than just Parramatta Park.</p> <p>As such, this matter has been resolved as part of the Harmonisation LEP 2023 process and no further action is required.</p>
<p>Affected site:</p> <p>N/A - Related to provision of parking spaces for car share vehicles</p> <p>Orange matter (summary):</p> <p>Council resolved to consider an additional provision requiring parking spaces for car share vehicles in each new development.</p> <p>Orange Matter Initiator:</p> <p>Council Resolution on 15 June 2021, part (b1), based on Local Planning Panel (LPP) advice. Resolution reads as follows:</p> <p><i>“(b1) That Council approve the inclusion in Table 3 of Attachment 1 (‘Changes that have merit for further investigation (via Decision Pathway 3 - Orange)’) consideration of an additional subclause in Clause 7.3 (parking) requiring the provision of parking spaces for car share vehicles in each new development.”</i></p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>Council officers have further investigated the car share parking provision for new development and concluded that this item has been resolved as part of the Harmonisation DCP process finalised in May 2023, now known as Parramatta DCP 2023.</p> <p>Parking provision for carshare vehicles in new development has been addressed under controls C.01 to C.06 of Section 6.1.1 - Carshare of the Parramatta DCP 2023, which requires car share parking spaces for residential development of more than 50 units and commercial development with floor space of 5,000sqm or above.</p> <p>As such, this matter has been resolved and no further action is required.</p>

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

<p>Affected site:</p> <p>56 Station Street East, Harris Park</p> <p>Orange matter (summary):</p> <p>Council resolved to investigate a potential increased height control for 56 Station Street East, Harris Park at a later stage as a part of a separate piece of strategic work.</p>  <p>Figure 16 – Site location of 56 Station Street East, Harris Park</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>The subject property at 56 Station Street East, Harris Park is zoned E2 Commercial Centre and has a site area of approximately 2,200sqm. The property has a FSR control of 10:1 and a height control of 72m, or an FSR of 11.5:1 and a height of 82.8m, when applying the 15% Design Excellence (DE) bonus.</p> <p>The site is also identified within Area B on the Special Provisions Area Map, which means it is subject to clause 7.28 that allows the land to exceed the maximum permissible FSR if the consent authority is satisfied the additional GFA will be used only for office premises. To utilise this bonus FSR under clause 7.28, sites must have a minimum area of 1,800sqm and a DCP addressing certain urban design matters must be prepared for the land.</p> <p>In response to this orange matter, urban design analysis was undertaken to assess the appropriateness of potential additional height on this site.</p> <p>The subject site is situated within the block bound by Hassall Street, Station Street East, Parkes Street and Charles Street. Lots within the block are mainly oriented north-south with frontages to both Hassell Street and Parkes Street. 56 and 60 Station Street East are the exception as corner lots (refer to Figure 16). 56 and 60 Station Street East are existing commercial buildings and zoned E2 Commercial Centre, whereas the remainder of the block is zoned MU1 Mixed Use.</p> <p>The predominant height within the subject site block is 72m. Taller, established tower controls on 5-7 Hassell Street and 11 Hassell Street are the exception. A potential tower at 5-7 Hassell Street has a permissible height of 122m (+ 15% DE bonus) and would be sited on the northern part of the property on Hassell Street with a significant setback (approximately 30m) from Parkes Street (given the land shape). The existing tower at 11 Hassell Street has a permissible height of 130m (+15% DE bonus) and is sited in the middle of the property with a generous setback (approximately 20m) from Parkes Street. This establishes a clear predominant scale to the north side of Parkes Street in this block, which matches with the 80m height datum along the west of the railway line south of Parkes Street, and also the established tower at 12A Parkes Street (refer to Figures 17 and 18).</p> <p>56 Station Street East sits forward of other buildings along the northern side of Parkes Street (refer to Figure 16). It is located within a visually prominent location in the street and is an important building in establishing the continuity along Parkes Street and with the planned envelopes along the western side of the rail line.</p>
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Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

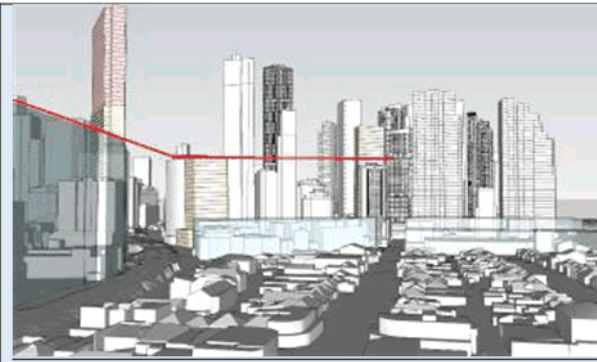


Figure 17 – View from HCA with 80m height datum along Parkes St north

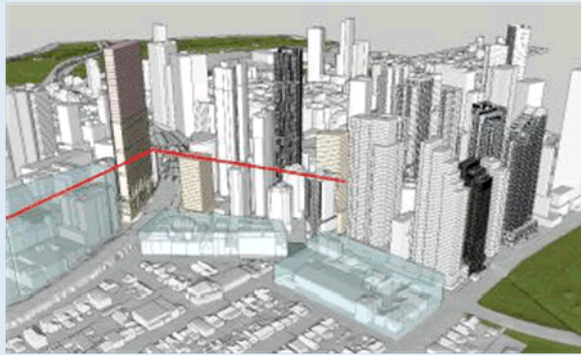


Figure 18 – Birds eye view with 80m height datum along Parkes St north


Orange Matter Initiator:

Landowner submission to Parramatta CBD Planning Proposal.

The urban design analysis recommended to maintain the LEP height of 72m for 56 Station Street East (equivalent 82.8m inclusive of 15% DE bonus) to reinforce the established and planned height datums along Parkes Street west of Wigram Street and along the rail line west of the HCA.

Given the result of the urban design analysis, this has not been included in this Planning Proposal.

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

<p>Affected site:</p> <p>12A Parkes Street, Harris Park</p> <p>Orange matter (summary):</p> <p>Council resolved to investigate potential increased height and FSR controls for 12A Parkes Street, at a later stage as a part of a separate piece of strategic work.</p>  <p>Figure 19 – Site location - 12A Parkes Street, Harris Park</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>In the original submission to the Parramatta CBD Planning Proposal in relation to the subject site a request was made to increase the height from 72m to 122m, and to increase the FSR from 8:1 to 10:1. It is noted that additional FSR analysis was undertaken during the assessment of the DA modification (DA/1263/2016/B) for the new tower on the subject site, which resulted in an approved overall FSR of 10.23:1 (inclusive of a Design Excellence bonus and a justified variation). There was no variation to the current height control under the DA modification, with 2 additional floors being allowed through additional height permitted by utilising Clause 5.6 (Architectural roof features) of the Parramatta LEP 2023. The DA modification was approved on 15 October 2021, and the mixed use tower on site is now almost completely finalised in its construction.</p> <p>Further to the above, urban design analysis was also undertaken in relation to this orange matter. The urban design analysis indicates that the height of the newly constructed building on the subject site contributes to a stepped transition in building height from the block to the north bounded Macquarie Street, Charles Street and Hassall Street with a permissible height of 145m; to the subject site block bounded by Charles Street, Hassall Street, Wigram Street and Parkes Street with a permissible height of 72m; to the blocks south of Parkes Street with a height of 28m; and to the low scale Heritage Conservation Area (HCA) (refer to Figure 20). Retention of the existing height control of 82.8m (including Design Excellence) on the subject site also reinforces the predominant scale of the 80m height datum along Parkes Street north, and along the west of the railway line south of Parkes Street, as discussed above in relation to 56 Station Street East, Harris Park, which is located in close proximity to this site (refer to Figures 17 and 18).</p> <p>It is noted that Council also recently resolved on 8 April 2024 to endorse a site-specific planning proposal (SSPP) for 124 Wigram Street, Harris Park for the purposes of seeking a Gateway Determination from the Department of Planning, Housing and Infrastructure. This site immediately adjoins the subject site to the north. The SSPP proposes to increase the height of that site from 72m to 103m (118.45m including the Design Excellence bonus). The City Design team recommended this height to fit within the shadow of the block to the north and to reinforce the stepped skyline down to the HCA.</p> <p>Shadow analysis carried out by the City Design team indicates that the shadow of the development on the subject site at 12A Parkes Street (within its current height control of 82.8m, including Design Excellence) will be confined within the shadow of the block to the north (145m height control) and will have no additional adverse impact to the HCA.</p>
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Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification




Figure 20 – LEP Height Map. Subject site outlined in red.

Orange Matter Initiator:


Landowner submission to Parramatta CBD Planning Proposal.

Given the above considerations, this site has not been included in the Planning Proposal.

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

<p>Affected site:</p> <p>60 Phillip Street, Parramatta (refer to Figure 21)</p> <p>Orange matter (summary):</p> <p>For 60 Phillip Street, Council resolved to undertake further urban design investigations to determine if additional bonus FSR (under the high performing buildings, unlimited commercial floor space and Opportunity Sites clauses) can potentially be achieved within the height established under the exhibition version of the Parramatta CBD Planning Proposal, despite its size of approximately 1,580sqm (i.e. less than the 1,800sqm normally required to meet these FSR bonuses), given this site's unique circumstances as an isolated site bound by three public roads and the river foreshore.</p>  <p>60 Phillip Street, Parramatta</p> <p>Figure 21 - 60 Phillip Street, Parramatta</p> <p>Orange Matter Initiator:</p> <p>Landowner submission to Parramatta CBD Planning Proposal.</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>In relation to the orange matter associated with 60 Phillip Street, Parramatta, it is noted that the Department's <i>State Environmental Planning Policy Amendment (Parramatta CBD) (No 2) 2022</i> ('SEPP 2') has now since applied bonus FSR controls to this site, as follows:</p> <ul style="list-style-type: none"> • Clause 7.26 of Parramatta LEP 2023 applies, which requires a minimum 1:1 FSR be provided for commercial premises, and also allows a 5% FSR bonus for wholly commercial premises, where a development incorporates water sensitive urban design (as the site is identified in "Area 2" on the Additional Local Provisions Map). • Clause 7.28A of Parramatta LEP 2023 applies, which allows a bonus FSR of 3.5:1 to apply if the building is no more than 25m wide when viewed from Parramatta River (as the site is identified in "Area 2" on the Additional Local Provisions Map). The clause also allows a bonus height of 13m to apply. <p>Further, it is noted that with these changes, the capacity of this site for a mixed use tower has increased from FSR 6.9:1, Height 92m (inclusive of bonuses) under former controls (Parramatta LEP 2011), to FSR 10.4:1, Height 105m (inclusive of bonuses) under current controls (Parramatta LEP 2023).</p> <p>Given the above provisions have now been inserted into Parramatta LEP 2023 via the Department's SEPP 2 process, this matter is now considered resolved and no further action is required in relation to 60 Phillip Street, Parramatta. Consequently, the matter is not included in the Planning Proposal.</p>
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Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

<p>Affected Site:</p> <p>Phillip Street Block, Parramatta (refer to Figure 22)</p> <p>Orange matter (summary):</p> <p>Council resolved to undertake further investigation of building separation in the Phillip Street Block as a part of the Parramatta CBD DCP preparation.</p>  <p>Figure 22 - Phillip Street Block, Parramatta</p>	<p>Do not proceed as a part of this Planning Proposal.</p>	<p>In relation to the orange matter of building separation control for the Phillip Street Block (as per Council's resolution of 15 June 2021), <i>State Environmental Planning Policy Amendment (Parramatta CBD) (No 2) 2022</i> ('SEPP 2') introduced urban design requirements that requires maximum building width requirements, as specified under clause 7.28A of Parramatta LEP 2023. Further, Part 9 of Parramatta DCP 2023, particularly <i>Section 9.5.1.2 City East Block</i>, requires several river links of 6m or 8m wide to be delivered through the Phillip Street Block for public access. Those controls are intended to provide suitable building separations and facilitate the delivery of appropriate open-to-sky laneways for the block connecting the river to Phillip Street. Given these changes, the Council's resolution of 15 June 2021 in relation to building separation is now considered to be addressed and no further action is required.</p> <p>Further to the above, it should also be noted that Council is currently working on the following matters in the Phillip Street Block:</p> <ul style="list-style-type: none"> (a) Assessment of a site-specific planning proposal (SSPP) for the site at 90-94 Phillip Street, Parramatta, located on the eastern side of the Phillip Street Block. This SSPP will consider height, FSR and building width requirements. It is anticipated this SSPP will be reported to Council for consideration in the coming months. (b) Assessment of a development application (DA/346/2023) for the site at 66 Phillip Street, Parramatta, for the restoration of an existing heritage cottage and adaptive reuse, the construction of a 22-storey commercial building, basement, and ground floor retail use. Urban design and heritage are key issues being considered in the assessment of this development application. (c) Preparation of a Phillip Street Block Urban Design Study, informed by the Parramatta River Strategy 2015, investigates the creation of an upper level promenade to provide flood egress and building activation

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

<p>Orange Matter Initiator:</p> <p>Council resolution of 15 June 2021, part (b2)(iii), which reads as follows:</p> <p><i>(iii) That as part of the preparation of the Draft Parramatta CBD Development Control Plan that controls be investigated to ensure that there are separations between buildings for the Phillips Street block (referred to in (i) above) from ground level upwards and including the tower elements to maintain visual and physical connectivity between the river and the broader CBD to the south."</i></p>		<p>along the river frontage for properties within the block. The findings of this study may include additional considerations of suitable planning controls for the block to allow the delivery of the promenade. The study recommendations are expected later this year.</p> <p>Given the above considerations, this matter has not been included in the Planning Proposal but issues being investigated above may lead to this being reviewed and a future Planning Proposal being considered.</p>
<p>Affected site:</p> <p>Parramatta Westfield site – 142 & 171 Church Street, Parramatta (multiple blocks, extending along Argyle St, Aird St, Marsden St, Campbell St, Fitzwilliam St and Church St – refer to Figure 23)</p> <p>Orange Matter (summary):</p> <p>For the Westfield landholdings, Council resolved to investigate rezoning the land from B4 Mixed Use to B3 Commercial Core (as exhibited) with a potential Additional Permitted Use (APU) for a residential tower, consistent with the Urbis A-Grade Office Space Study recommendations (given the large size of this site that could accommodate both residential and commercial towers) and also further urban design analysis to determine the appropriate size of the residential tower (which would be referenced accordingly in an APU notation).</p>	<p>Do not proceed as a part of this Planning Proposal, rather, as a separate strategic precinct planning proposal specifically for the Westfield site given its strategic importance.</p>	<p>In their original submission to the Parramatta CBD Planning Proposal ('CBD PP'), Westfield objected to the proposed rezoning from B4 Mixed Use (now referred to as MU1 Mixed Use) to B3 Commercial Core (now referred to as E2 Commercial Centre). The basis for their objection at that time was for the following reasons:</p> <ul style="list-style-type: none"> • The proposed zone lacks strategic merit because the <i>Achieving A-Grade Office Space in the Parramatta CBD Economic Review</i> (Urbis 2019) ('the Urbis study'), which supports the CBD PP, demonstrates there is already a sufficient pipeline of office floorspace to more than provide for the forecast need for office floorspace to 2036. • The job growth and additional floorspace predictions are no longer robust, in view of disruption and changing working practices as a result of the COVID 19 pandemic, plus the evidence of softening take up and increased vacancy rates. • The proposed zone is a more restrictive zoning and risks sterilising the land and limits development vitality, reducing flexibility. This increases development risk and uncertainty of supportive economic returns to trigger redevelopment of existing uses. This may impact investment interests. • Flexibility in land uses creates exciting, vibrant, active places throughout the day and night, where people live, work and spend leisure time in close proximity. Successful places support all three activities – and are best placed to attract investment and occupiers. • The proposed zone does not support the changing nature of shopping centres, the diversification of the uses and activity they support, and their growing connection and integral role to the communities they serve.

Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

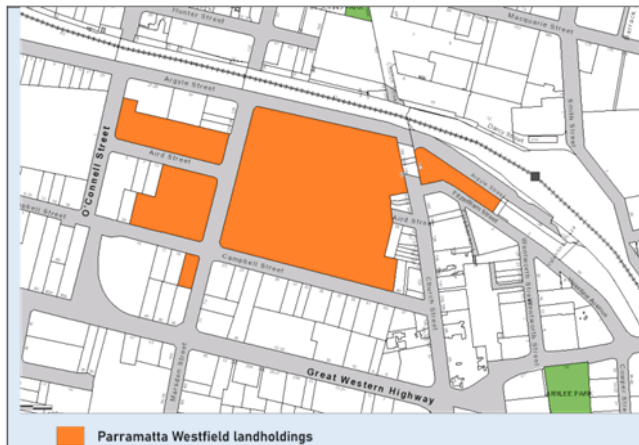


Figure 23 – Site location of Westfield landholdings.

Orange Matter Initiator:

Landowner submission to Parramatta CBD Planning Proposal.

Council officers have further investigated this matter, which has included reviewing the previous urban design and economic studies undertaken as a part of the Parramatta CBD Planning Proposal ('CBD PP') that relate to this site, and also reviewing the draft zoning, height and FSR controls as exhibited for this site under the CBD PP. It is noted that under the CBD PP, the scale of changes proposed for this site would have been significant. Council officer's calculations indicate that under the CBD PP, additional GFA of 323,233sqm would have been permitted under the proposed FSR changes, which is a significant increase in floorspace capacity, being the equivalent of around 14 Sydney Water towers.

In relation to the issue of land use flexibility, it is noted that the primary difference between the current MU1 Mixed Use zone and a proposed E2 Commercial Centre zone is the permissibility of residential development, noting that residential is permissible in the MU1 zone, but prohibited in the E2 zone. Aside from this, the E2 zone offers a flexible range of land uses to support a centre, and all typical centre-based land uses that are permissible in the MU1 zone are also permissible in the E2 zone, including amusement centres, commercial premises (includes business premises, office premises and retail premises), educational establishments, entertainment facilities, function centres, hotel or motel accommodation, medical centres and recreation facilities (indoor), to name a few key ones. Notwithstanding the prohibition of residential in the E2 zone under *Parramatta LEP 2023*, it is noted that *State Environmental Planning Policy (Housing) 2021* ('the Housing SEPP') does offer build-to-rent housing as a permissible use in this zone.

Following these further investigations, Council officers are of the view that further analysis is needed to appropriately determine the future planning policy framework for this highly significant site. This further analysis needs to consider at least the following matters:

- **Land economics** – The impacts of the COVID pandemic on both the office and retail market are continuing to evolve and will impact the future for this site. Further economic analysis is needed to help inform the policy framework for this significant site.
- **Land use and urban design** – Given its strategic location near the Parramatta Transport Interchange and Parramatta Square, and also its large size, this site has significant potential in providing for future employment generation for the Parramatta CBD, in particular in large floor plate commercial office towers to match those of Parramatta Square. Despite this potential, the current MU1 Mixed Use zone does allow for residential flat buildings. Whilst a proposed rezoning to E2 Commercial

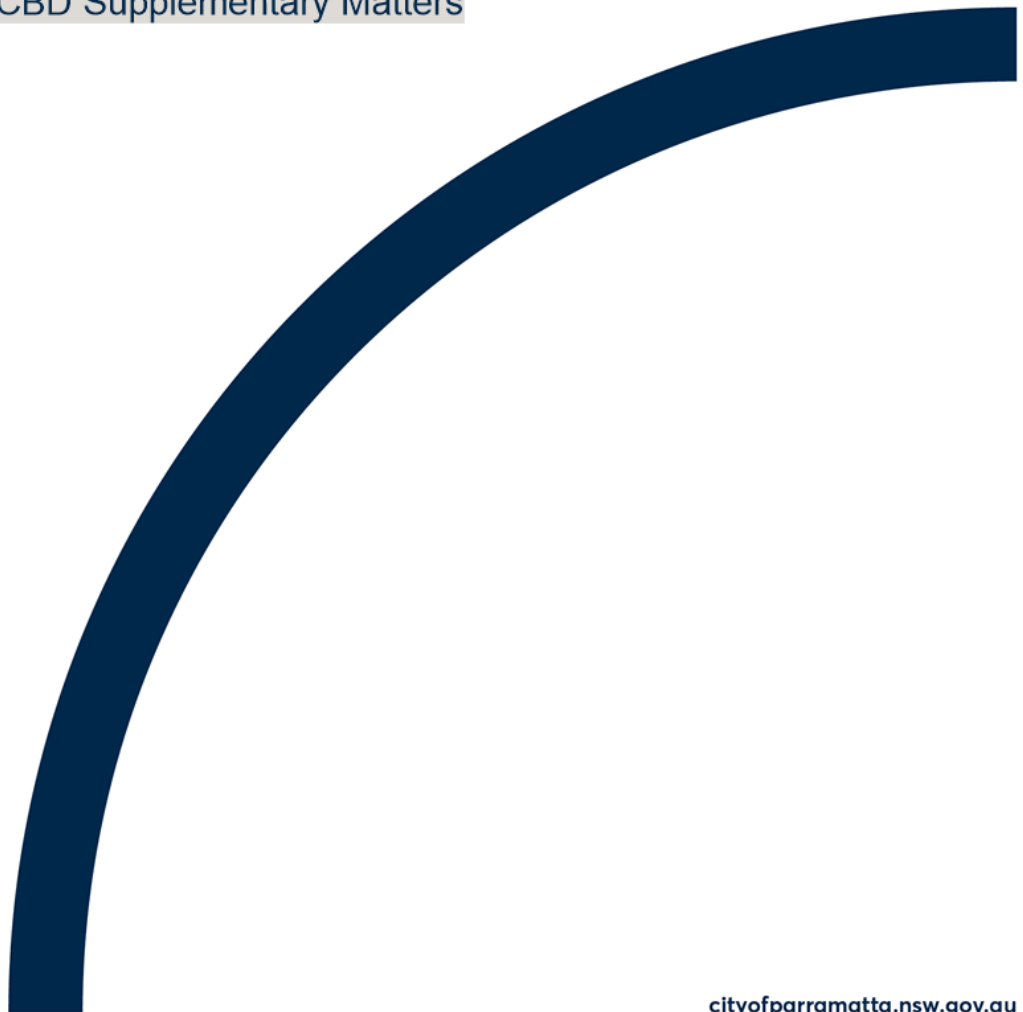
Parramatta CBD Supplementary Matters Planning Proposal | Summary of Council Officers' recommendations and justification

		<p>Centre may prohibit residential flat buildings, build-to-rent housing would still be permissible under the Housing SEPP. The predominant difference between residential flat buildings in the current MU1 zone, and build-to-rent housing in a proposed E2 zone, is that the former can be subdivided and individually sold off, whereas the latter cannot be subdivided and remain in single ownership. Therefore, whilst increasing heights and FSRs on the site, as envisaged under the CBD PP, may significantly increase the capacity for office towers, it would likewise also increase capacity for build-to-rent housing. Given these complex factors, further land use and urban design analysis is needed to determine the appropriate scale/type of residential development that would be suitable for the site, including site location considerations, so that strategic commercial and residential land use objectives can be properly balanced and managed.</p> <p>In light of the above considerations, associated site complexities, and the significance of this large site to the Parramatta CBD, Council officers recommend not progressing this matter as a part of this planning proposal, and rather that Council commence preliminary work on a separate strategic precinct planning proposal specifically for the Westfield site, given its strategic importance, and also to allow more time where these issues can be further investigated.</p>
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PLANNING PROPOSAL

Parramatta CBD Supplementary Matters



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PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Planning Proposal drafts

No.	Author	Version
1.	Council staff, City of Parramatta	May 2024 – Report to Local Planning Panel on the planning proposal

INTRODUCTION

1.1 Background and context

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

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

During the exhibition period, Council received submissions from landowners and other stakeholders seeking changes to certain land within the Parramatta CBD. At its meeting of 15 June 2021, Council endorsed the Parramatta CBD Planning Proposal with minor post exhibition changes and resolved to further investigate some matters raised in submissions received to be dealt with through a separate planning proposal process referred to in the report as 'Decision Pathway 3 – Orange Matters'. A list of the 'Orange Matters' and relevant Council resolution is attached as **Appendix 1** to this planning proposal.

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

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

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

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

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

This planning proposal was endorsed by Council at their meeting of *[to be inserted the meeting date]* and has been prepared consistent with sections 3.31 & 3.33 of the *Environmental Planning and Assessment Act 1979* (the EPA Act), and the Local Environmental Plan Making Guideline 2023 published by the Department of Planning, Housing and Infrastructure (DPHI).

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

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

Affected Land

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

1. Walker Corporation Landholdings – 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square).
2. Multiple laneways/splay corners/road widenings within the Parramatta CBD area, including:
 - Marsden Lane, being part of 215 Church Street, Parramatta;
 - Fire Horse Lane, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta;
 - Woodhouse Lane, being part of 21 Wentworth Street, Parramatta;
 - Charles Street/Hassall Street Intersection, being part of 2 Charles Street, Parramatta;
 - Parkes Street widening, being part of 24 Parkes Street, Harris Park; and
 - 328 Church Street, Parramatta.
3. Certain land at North Parramatta (being the part of the Parramatta CBD north of Victoria Road).

1.2. The Proposal

The sites included in the planning proposal are discussed below.

Amendments to Land Reservation Acquisition Map

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

- a. 328 Church Street, Parramatta (proposed lane);
- b. Marsden Lane, being part of 215 Church Street, Parramatta;
- c. Fire Horse Lane, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta;
- d. Woodhouse Lane, being part of 21 Wentworth Street, Parramatta;

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- e. Charles Street/Hassall Street Intersection, being part of 2 Charles Street, Parramatta; and
- f. Parkes Street widening, being part of 24 Parkes Street, Harris Park.

Multiple laneways/splay corners/road widenings

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

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

LRA at 328 Church Street, Parramatta

Council also resolved on 15 June 2021 to investigate the financial implications for Council regarding the Land Reservation Acquisition notation that currently applies to the site located at 328 Church Street, Parramatta as an ‘Orange Matter’. The site is zoned MU1 Mixed Use under the Parramatta LEP 2023 with an approximate site area of 445sqm with a 7m frontage and 45m depth. The site has a mapped FSR of 10:1. However, given its small size, the site is subject to the FSR sliding scale at clause 7.3 of the Parramatta LEP 2023, and therefore results in an FSR of 6:1, without amalgamation with adjacent properties. The maximum height controls applicable are 12m, for the western portion of the site fronting Church Street (in the area 12m from the street boundary), and then RL 211m beyond that for the remaining portion of the site.

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

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



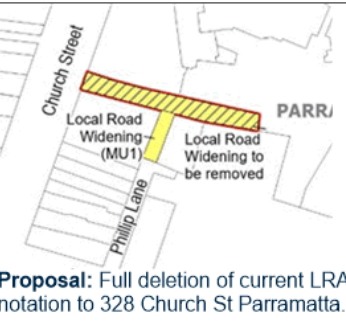
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to remove the entire LRA applicable to the site at 328 Church Street. Table 1 outlines the existing and proposed LRAs proposed as part of the planning proposal:

Table 1 – Current and Proposed LRAs (including removals)

LRA	Site location	Current LRA under PLEP2023	Proposed LRA - Indicative
1	Marsden Lane, being part of 215 Church Street, Parramatta	<p>— Subject site ■ LRA to be acquired</p>	<p>Proposal: Full deletion of current LRA notation.</p> <p>— Subject site ■ LRA deletion</p>
2	Fire Horse Lane, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta	<p>— Subject site ■ LRA to be acquired</p>	<p>Proposal: Partial deletion of current LRA notation.</p> <p>— Subject site ■ LRA deletion</p>
3	Woodhouse Lane, being part of 21 Wentworth Street, Parramatta	N/A	<p>Proposal: Insertion of new splay corner LRA notation.</p> <p>— Subject site ■ LRA addition</p>
4	Charles Street/Hassall Street Intersection, being part of 2 Charles Street, Parramatta	N/A	<p>Proposal: Insertion of new road-widening/splay corner LRA notation.</p> <p>— Subject site ■ LRA addition</p>

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5	Parkes Street widening, being part of 24 Parkes Street, Harris Park	N/A	 <p>Proposal: Insertion of new road-widening LRA notation.</p> <p>— Subject site ■ LRA addition</p>
6	328 Church Street, Parramatta	 <p>— Subject site ■ LRA to be acquired</p>	 <p>Proposal: Full deletion of current LRA notation to 328 Church St Parramatta.</p> <p>— Subject site ■ LRA deletion</p>

Conclusion

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

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

Site	Additions (sqm)	Retention (sqm)	Deductions (sqm)
2 Charles Street, Parramatta (splay corner)	40		
24 Parkes Street, Harris Park (road taper)	35		
Fire Horse Lane – 3 Fitzwilliam and 35 Wentworth Street Parramatta		71	473
21 Wentworth Street Parramatta (splay corner)	4		
215 Church Street Parramatta (Marsden Lane)			187

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328 Church Street Parramatta			438
Totals	79	71	1,098

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

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

Council's resolution of 15 June 2021 resolved that Walker Corporation landholdings at Parramatta Square be further investigated for rezoning from MU1 Mixed Use (as per current controls and as exhibited under the Parramatta CBD Planning Proposal) to B3 Commercial Core, now referred to as E2 Commercial Centre.

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

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

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

In addition to the proposed rezoning, and consistent with the original intent of the Parramatta CBD Planning Proposal for the B3 Commercial Core zone (now referred to as the E2 Commercial Centre zone), it is also proposed to extend the application of Area B of the Special Provisions Area Map to the rezoned land (as per Figure 1) so

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that Clause 7.28 (Additional floor space ratio for office premises) of the Parramatta LEP 2023 applies. Clause 7.28 allows a building to exceed the maximum permissible FSR if the consent authority is satisfied the additional GFA will be used only for office premises. This will further incentivise additional office premises on this land if future circumstances allow this to happen.

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

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

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

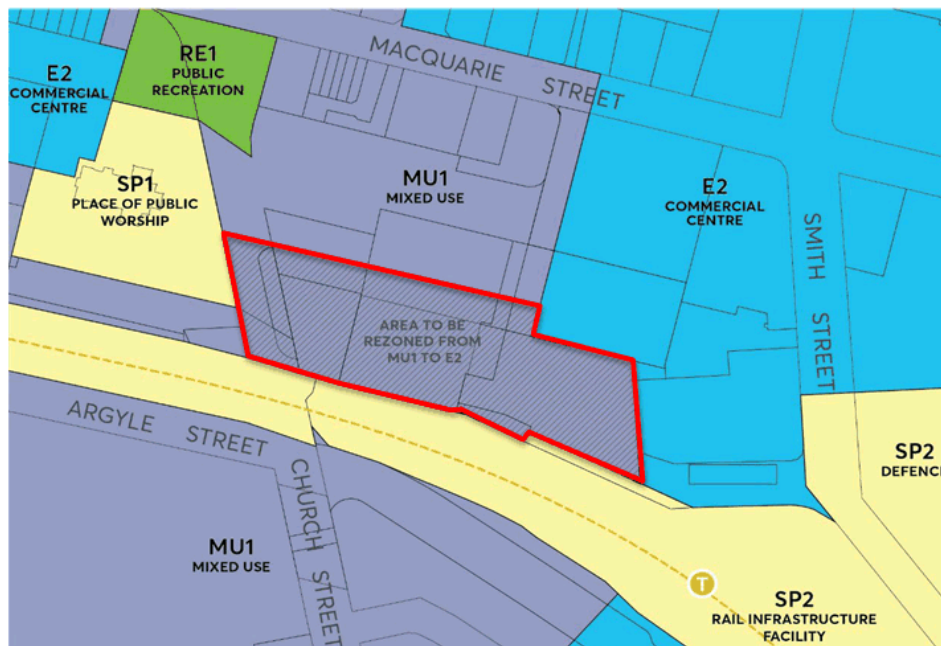


Figure 1 – Land proposed to be rezoned from MU1 Mixed Use to E2 Commercial Centre (shown in thick red edging)

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

High Performing Building Design – Clause 7.25 Update

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

However, the BASIX system has been revised through the introduction and commencement of *State Environmental Planning Policy (Sustainable Buildings) 2022*

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

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

Table 4 - Current and proposed BASIX Energy exceedance targets

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

Additional land use permissibility - E2 Commercial Centre – Water recycling facilities

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

“water recycling facility means a building or place used for the treatment of sewage effluent, stormwater or waste water for use as an alternative supply to mains water, groundwater or river water (including, in particular, sewer mining works), whether the

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facility stands alone or is associated with other development, and includes associated—

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

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

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

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

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

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

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

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

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available at Appendix 4 to this planning proposal (refer to section 5 and Figure 93 in the ITP, which shows the recommended Category A and B areas).

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

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

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

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

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

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

Note: At the time of writing Version 1 of this planning proposal, the subject land at North Parramatta is currently identified within the preserved area referred to as 'Area A' on the Special Provisions Area Map under the Parramatta LEP 2023 (refer to Figure 4). However, the subject land at North Parramatta identified for change to Category B parking rates as part of this planning proposal will be removed from 'Area A' due to the finalisation of State Environmental Planning Policy Amendment (Church Street North Precinct) 2023 commencing on 1 July 2024 (refer to Figure 5). As such, it is unnecessary for this planning proposal to introduce amendments removing the subject land from 'Area A' of the Special Provisions Area Map.

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

<p>Current control under Parramatta LEP 2023 (up to and including 30 June 2024) – refer to Figure 4</p>	<p>Multi dwelling housing with 1, 2 or 3 bedrooms and residential flat buildings</p> <p>The sum of the following— (a) 1 space for every dwelling, (b) 1 visitor space for every 5 dwellings</p> <p><i>Note: Subject land falls within 'Area A', as identified on the Special Provisions Area Map, therefore clause 7.19 maximum car parking rates currently apply until 30 June 2024.</i></p>
<p>Current control under Parramatta LEP 2023 (from 1 July 2024 onwards – due to the finalisation of State Environmental Planning Policy Amendment (Church Street North Precinct) 2023 commencing on 1 July 2024) – refer to Figure 5</p>	<p>Residential flat buildings, dual occupancies and multi dwelling housing</p> <p>The sum of the following— 0.1 space for each studio dwelling 0.3 space for each dwelling containing 1 bedroom 0.7 space for each dwelling containing 2 bedrooms 1 space for each dwelling with 3 or more bedrooms</p> <p><i>Note: Subject land will be removed from 'Area A' from 1 July 2024 via State Environmental Planning Policy Amendment (Church Street North Precinct) 2023, and therefore general car parking rates under clause 7.17 will apply. These rates are consistent with the Category A rates as proposed in the ITP.</i></p>
<p>Proposed amendments (under this planning proposal) – refer to Figure 6</p>	<ul style="list-style-type: none"> • Insert a new 'Land Use and Transport Integration Map' into Parramatta LEP 2023.

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	<ul style="list-style-type: none"> • Identify the subject land at North Parramatta as Category B on the new Land Use and Transport Integration Map, with all remaining land to be identified as Category A, as shown in Figure 3 above. • Category A land on the Land Use and Transport Integration Map to retain their existing car parking rates, but the residential car parking rates for Category B land will change to those shown below. • Amend the table to clause 7.17 to show the existing car parking rates for “Residential flat buildings, dual occupancies and multi dwelling housing” will apply to land shown as ‘Category A’ on the Land Use and Transport Integration Map. Further, add a new Land Use type in the table for “Residential flat buildings, dual occupancies and multi dwelling housing – Category B land” (as shown on the Land Use and Transport Integration Map), with the following rates: <ul style="list-style-type: none"> <i>The sum of the following—</i> <i>Resident spaces:</i> <ul style="list-style-type: none"> (a) 0.2 space for each studio dwelling (b) 0.4 space for each dwelling containing 1 bedroom (c) 0.8 space for each dwelling containing 2 bedrooms (d) 1.1 spaces for each dwelling with 3 or more bedrooms <i>Visitor spaces (calculated cumulatively):</i> <ul style="list-style-type: none"> (e) 0.167 space for each dwelling up to 30 dwellings (f) 0.1 space for each dwelling more than 30 and up to 70 dwellings (g) 0.05 space for each dwelling more than 70 dwellings <p><i>Note: These rates are consistent with the Category B maximum car parking rates as proposed in the ITP.</i></p>
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Figures 4, 5 and 6 below show in order the timeline of changes to the parking rates (as described in Table 7 above) as applicable to the Parramatta CBD Area.

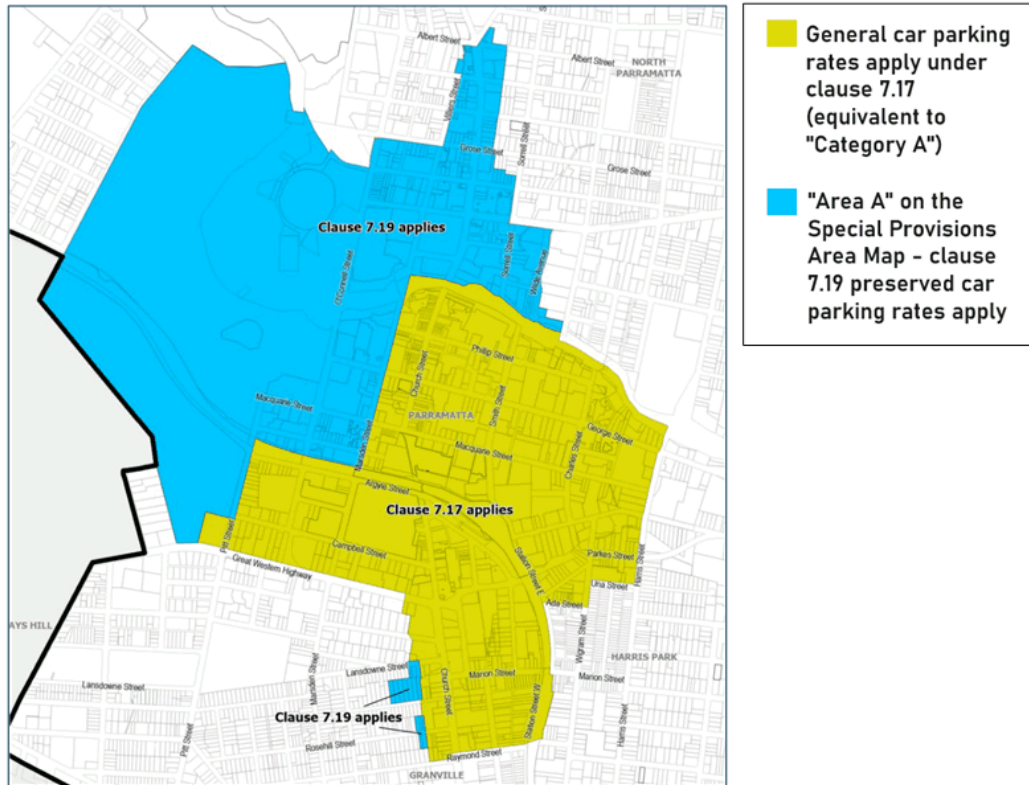


Figure 4 – Current Parking Rates (up to and including 30 June 2024)

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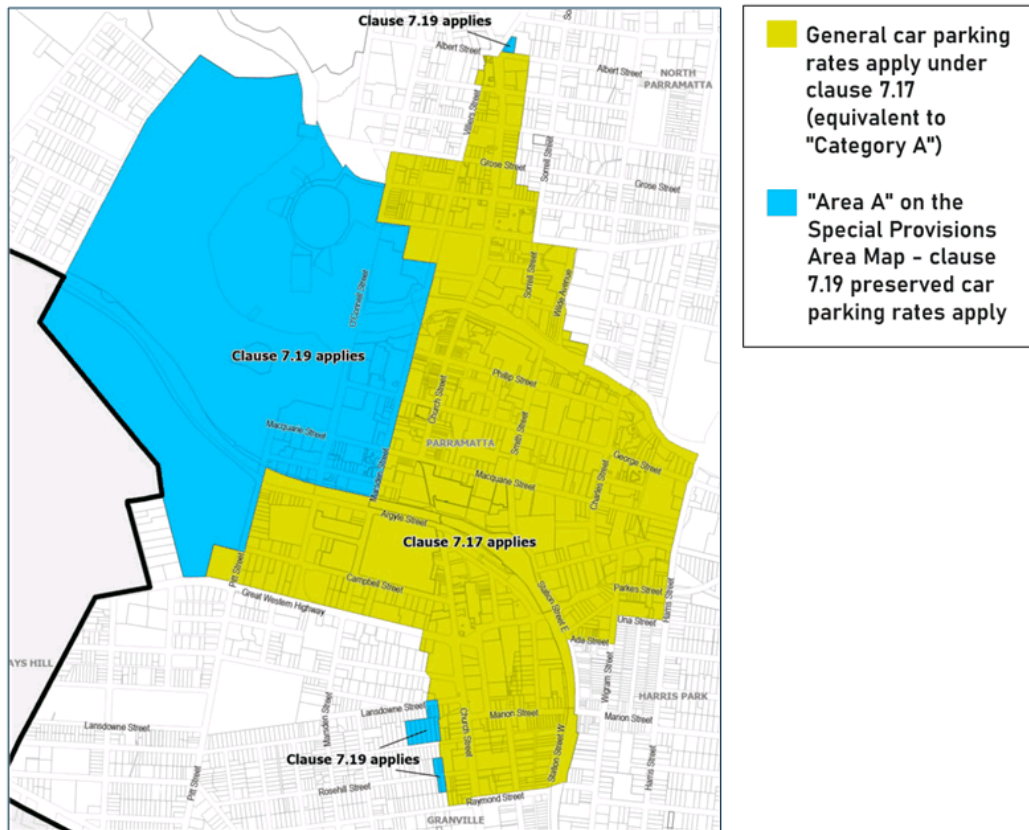


Figure 5 - Current Parking Rates (from 1 July 2024 onwards – due to the finalisation of State Environmental Planning Policy Amendment (Church Street North Precinct) 2023 commencing on 1 July 2024)

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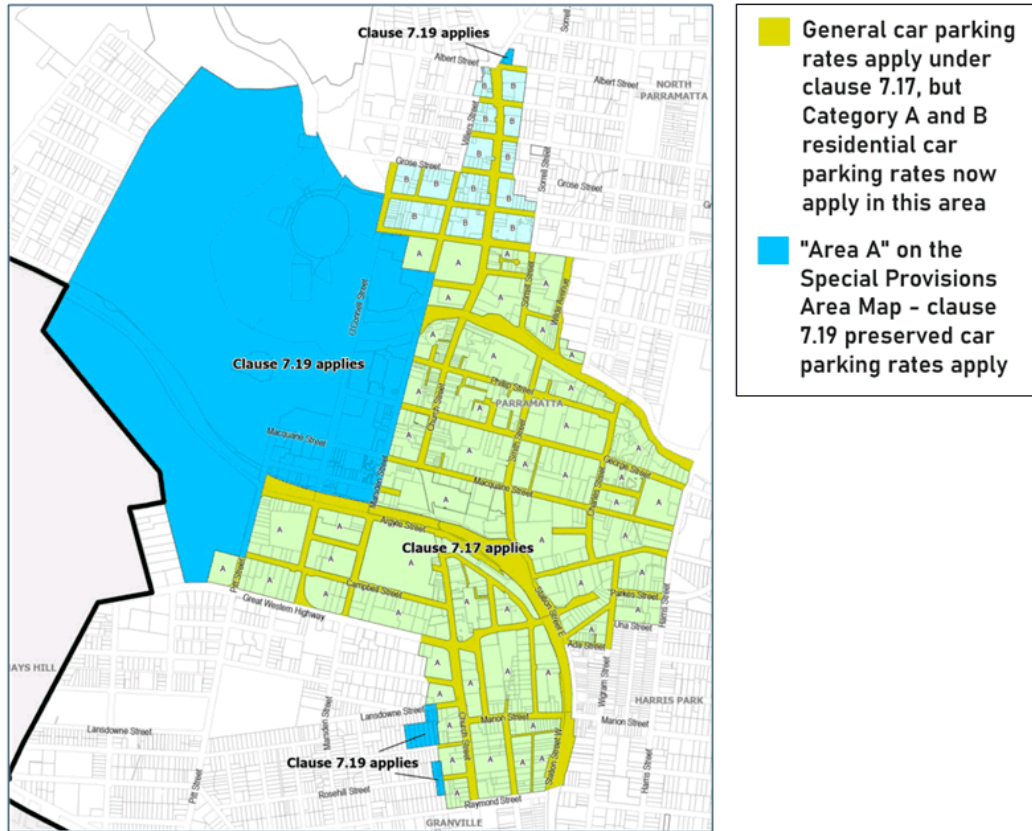


Figure 6 – Proposed amendments to parking rates (under this planning proposal)

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PART 1 – OBJECTIVES OR INTENDED OUTCOMES

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

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

PART 2 – EXPLANATION OF PROVISIONS

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

2.1 Land use rezoning

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

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

2.2 Built form controls

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

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

2.3 Land reservation acquisition map amendments

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

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

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

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

2.4 Additional provisions - sustainability

Additional land use permissibility

The planning proposal seeks an amendment to the Land Use Table of the Parramatta LEP 2023 to add 'water recycling facility' as a land use permitted with consent in the E2 Commercial Centre zone (Item 3), which only applies to the Parramatta CBD area. The proposed amendment is shown in red below:

Zone E2 Commercial Centre

3 Permitted with consent

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

High Performing Building Design

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

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

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

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

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

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

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

PART 3 – JUSTIFICATION

This part describes the reasons for the proposed outcomes and development standards in the planning proposal.

3.1 Section A - Need for the planning proposal

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

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

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

- Parramatta CBD Integrated Transport Plan (Appendix 4),
- Update of Parramatta Floodplain Risk Management Plans (Appendix 5), and
- Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Appendix 2).

Further, a Parramatta CBD High Performance Building Study Review (Appendix 3) has also been prepared in support of this planning proposal in relation to the proposed updates to the BASIX exceedance targets.

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

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

3.2 Section B – Relationship to strategic planning framework

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

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

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

A Metropolis of Three Cities

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

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

Liveability

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

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

Liveability Direction	Relevant Objective	Comment
Housing the city	O10: Greater housing supply	While the planning proposal seeks to rezone the Walker Corporation landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square) from MU1 Mixed Use to E2 Commercial Centre, it is not considered the proposal will reduce the overall permissible residential density of land, given the build-to-rent housing, a form of residential development, is permissible in both the
	O11: Housing is more diverse and affordable	

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		<p>MU1 and E2 zone under the Housing SEPP.</p> <p>In addition, the Walker Corporation landholdings are already subject to significant commercial office tower development which was only recently completed and therefore unlikely to be utilised for residential development despite the current MU1 zoning.</p> <p>The existing office tower development better aligns with the proposed E2 zone and expansion of the commercial core is also supported by the A-Grade Office Space in the Parramatta CBD Economic Review (Urbis 2019).</p> <p>As such, the planning proposal is consistent with this direction.</p>
<p>A city of great places</p>	<p>O13: Environmental heritage is identified, conserved and enhanced</p>	<p>The planning proposal seeks no changes to the heritage framework for the Parramatta CBD and any potential impacts on existing heritage items or HCAs are likely to be considered minimal or negligible.</p> <p>The proposed extension of the application of Area B of the Special Provisions Area Map to the rezoned Walker Corporation land at Parramatta Square so that</p>

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	<p>clause 7.28 (Additional FSR for office premises) applies is unlikely to have any significant heritage impact as heights are not changing and this land has only recently been developed with significant office tower development.</p> <p>As such, the proposal is consistent with this direction.</p>
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Productivity

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

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

Productivity Direction	Relevant Objective	Comment
A well connected city	O14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	<p>The planning proposal will secure and incentivise the provision of office development in the Parramatta City Centre, which will facilitate more jobs close to the public transport network, including heavy rail, light rail, metro and buses, and also access to cycling and walking.</p> <p>The increase of E2 Commercial Centre zoned land at 4 & 6 & 8 Parramatta Square and incorporation of relevant office floor space incentive provisions as included in this planning proposal, will contribute to the</p>

	<p>MU1 to E2 Commercial Centre (i.e. Walker Corporation landholdings at Parramatta Square) to secure and incentivise capacity for longer term employment and business growth for the Parramatta City Centre and Central City District.</p> <p>As such, the planning proposal is consistent with this direction.</p>
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Sustainability

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

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

Sustainability Direction	Relevant Objective	Comment
An efficient city	<p>O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.</p> <p>O34: Energy and water flows are captured, used and re-used</p>	<p>The planning proposal includes amendments to Clause 7.25 (High performing building design) to continue incentivising high-quality building design in the city centre. This would encourage building design for efficient energy consumption and contribute to the net-zero emission targets and mitigate climate change.</p> <p>The proposal also proposes to include new land use permissibility of ‘water recycling facility’ under the E2 Commercial Centre zone. This is to allow flexible water management solutions for future</p>

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		<p>development and encourage efficient water usage, which would mitigate the climate change and contribute to the net-zero emissions.</p> <p>As such, the planning proposal is consistent with this direction.</p>
<p>A resilient city</p>	<p>O37: Exposure to natural and urban hazards is reduced</p>	<p>Most land within Parramatta CBD is flood affected. Developments within the Parramatta City Centre are regulated under Clause 7.11 Floodplain Risk Management under the Parramatta LEP 2023 and other relevant flooding risk management plans and policies.</p> <p>The planning proposal is a continuity of the Parramatta CBD Planning Proposal and is consistent with relevant policy framework for the Parramatta CBD area, including Clause 7.11 (Floodplain Risk Management) of Parramatta LEP 2023 and the Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 5), which was prepared to support the Parramatta CBD Planning Proposal.</p> <p>This planning proposal does not seek amendments to any flooding controls applicable to the Parramatta City Centre.</p> <p>The proposed increase in density envisaged under this planning proposal is generally consistent with that proposed under the Parramatta CBD Planning</p>

		<p>Proposal, and therefore continued application of Clause 7.11 (Floodplain risk management) is considered appropriate to address any flooding risks.</p> <p>Detailed flooding assessment will be undertaken at development application stage complying with the relevant flood risk management plan and policies (including relevant LEP and DCP controls).</p> <p>As such, the planning proposal is consistent with this direction.</p>
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Implementation

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

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

Implementation Direction	Relevant Objective	Comment
Implementation	O39: A collaborative approach to city planning	<p>This planning proposal aims to promote orderly development that aligns with local, district and regional planning frameworks.</p> <p>The planning proposal will ensure a collaborative approach to city planning is achieved through consultation with relevant state agencies and the Department of Planning, Housing and Infrastructure. Additionally, the planning proposal will be placed on public exhibition for community consultation and feedback.</p>

	<p>The planning proposal supports the objectives of Parramatta’s Community Engagement Strategy. This strategy is consistent with the Greater Sydney Region Plan and outlines a collaborative approach with the community throughout planning, design, development and management.</p> <p>As such, the planning proposal is consistent with this direction.</p>
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Central City District Plan

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

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

Infrastructure and Collaboration

An assessment of the planning proposal’s consistency with the CCDP’s relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 12 below:

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

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
<p>A city supported by infrastructure O1: Infrastructure supports the three cities O2: Infrastructure aligns with forecast growth – growth</p>	<p>PP C1: Planning for a city supported by infrastructure •A1: Prioritise infrastructure investments to support the vision of A</p>	<p>This planning proposal is a continuity of Parramatta CBD Planning Proposal and is consistent with the planning policy framework including the existing and</p>

<p>infrastructure compact</p> <p>O3: Infrastructure adapts to meet future need</p> <p>O4: Infrastructure use is optimised</p>	<p><i>Metropolis of Three Cities</i></p> <ul style="list-style-type: none"> • 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 	<p>planned infrastructure capacity for the CBD area.</p> <p>The planning proposal includes changes that address some outstanding matters arising from the exhibition of the Parramatta CBD Planning Proposal and will not generate significant additional growth in the CBD area beyond that envisaged in the Parramatta CBD Planning Proposal, instead it seeks to align some existing commercial uses to the suitable zone and secure and incentivise capacity for jobs that is close to existing infrastructure. This proposal will promote a dynamic and diverse Parramatta City Centre and optimise the use of current and planned local and state infrastructure.</p> <p>The planning proposal also establishes two categories for car parking rates, consistent with the Parramatta CBD Integrated Transport Plan. Category A, which is located closer to the metro and heavy rail stations, will retain the current more restrictive car parking rates, whereas Category B land, which is located in North Parramatta further away from this public transport infrastructure,</p>
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	<p>will have less restrictive rates. This will ensure optimised use of this public transport infrastructure.</p> <p>As such, the planning proposal is consistent with this direction.</p>
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Liveability

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

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

Liveability Direction	Planning Priority/Action	Comment
<p>Housing the city</p> <p>O10: Greater housing supply</p> <p>O11: Housing is more diverse and affordable</p>	<p>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</p>	<p>Refer to the response against the GSRP above, O10 and O11 in Table 8.</p>
<p>A city of great places</p> <p>O13: Environmental heritage is identified, conserved and enhanced</p>	<p>PP C6: Creating and renewing great places and local centres, and respecting the District’s heritage</p> <p>• A19: Identify, conserve and enhance environmental heritage</p>	<p>Refer to the response against the GSRP above, O13 in Table 8.</p>

Productivity

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

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

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

		<p>close to the heavy rail and metro stations will enable increased business opportunities and more workers close to public transport.</p> <p>As such, the planning proposal is consistent with this direction.</p>
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Sustainability

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

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

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

O37: Exposure to natural and urban hazards is reduced	<ul style="list-style-type: none"> • A85: Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD 	
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3.2.2. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or (the former) GCC, or another endorsed local strategy or strategic plan?

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

Parramatta CBD Planning Strategy

Council adopted the "Parramatta CBD Planning Strategy" at its meeting of 27 April 2015. The Strategy is the outcome of detailed technical studies which reviewed the current planning framework and also a significant program of consultation with stakeholders and the community. The Parramatta CBD Planning Strategy informed the Parramatta CBD Planning Proposal (Amendment 56 to the Parramatta LEP 2011).

The objectives of the Strategy are as follows:

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

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

Community Strategic Plan 2018-2038 (City of Parramatta)

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

- the development of Parramatta CBD, Westmead, Camellia and Rydalmere;
- a Light Rail network and Local and Regional Ring Roads;
- the Parramatta River entertainment precinct; and

- a connected series of parks and recreation spaces.

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

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

Parramatta Local Strategic Planning Statement

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

This planning proposal meets the planning priorities and policy directions in the LSPS. The LSPS concentrates job growth within the City's Strategic Centres and the Greater Parramatta Metropolitan Centre (including the Parramatta CBD) where employees can access major transport infrastructure and other high-level facilities, amenities and services. The expansion of the E2 Commercial Centre zone as proposed under this planning proposal will help to focus jobs and business growth in the Parramatta CBD, consistent with the LSPS.

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

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

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

LSPS Planning Priority	Planning Proposal mechanism
<p><i>Planning Priority 1</i> - Expand Parramatta's economic role as the Central City of Greater Sydney</p> <p><i>Planning Priority 11</i> - Build the capacity of the Parramatta CBD, Strategic Centres, Local Centres and Employment Lands to be strong, competitive and productive</p>	<ul style="list-style-type: none"> • Expansion of E2 Commercial Centre zone. • Expansion of land where clause 7.28 (Additional floor space ratio for office premises) applies.

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<p><i>Planning Priority 10</i> - Improve active walking and cycling infrastructure and access to public and shared transport</p>	<ul style="list-style-type: none"> • Land Reservation Acquisition Map amendments. • Changes to parking controls to introduce Category A and B rates based on transport access.
<p><i>Planning Priority 15</i> - Reduce emissions and manage energy, water, and waste efficiently to create better buildings and precincts and solve city planning challenges</p>	<ul style="list-style-type: none"> • Updating of BASIX exceedance targets for high performing buildings as applicable to residential development. • Making water recycling facilities permissible with consent in the E2 Commercial Centre zone.

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

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

1.2.3 Is the planning proposal consistent with any other applicable state and regional studies or strategies?

This planning proposal is consistent with the State and Regional strategic planning framework as below.

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

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

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

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

1.2.4 Is the planning proposal consistent with applicable SEPPs?

The following State Environmental Planning Policies (SEPPs) are of relevance

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to this planning proposal (refer to Table 17 below).

Table 17 – Consistency of planning proposal with relevant SEPPs

State Planning (SEPPs)	Environmental Policies	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP and 2021	(Biodiversity Conservation)	✓	Consistent. The planning proposal is only considering land that is within the Parramatta CBD. It is mainly developed urban land and does not have any significant biodiversity value. The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.
SEPP 2008	(Exempt and Complying Development Codes)	✓	Consistent. The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.
SEPP (Housing) 2021		✓	Consistent. The planning proposal is consistent with the principles of the Housing SEPP to encourage housing diversity including 'built-to-rent' housing. While the planning proposal seeks to rezone the Walker Corporation landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square) from MU1 Mixed Use to E2 Commercial Centre, it is noted that the SEPP allows ' build-to-rent housing ' in both the MU1 and E2 zones .

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			<p>In addition, the Walker Corporation landholdings are already subject to significant commercial office tower development, which was only recently completed and therefore is unlikely to be utilised for residential development, despite the current MU1 zoning.</p> <p>As such, the planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.</p>
SEPP (Industry and Employment) 2021	✓		<p>Consistent.</p> <p>The planning proposal would enable provision of jobs within the Parramatta CBD.</p> <p>The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.</p>
SEPP (Planning Systems) 2021	✓		<p>Consistent.</p> <p>The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.</p>
SEPP (Precincts – Central River City) 2021	✓		<p>Consistent.</p> <p>The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.</p>
SEPP (Sustainable Buildings) 2022	✓		<p>Consistent.</p> <p>The planning proposal updates the BASIX exceedance targets for residential development in the Parramatta CBD and also introduces 'water recycling facilities' as a permissible land use in the E2 Commercial Centre zone. These measures will encourage more sustainable building design and are generally consistent with this SEPP.</p>

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		The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.
SEPP (Transport and Infrastructure) 2021	✓	Consistent. The planning proposal does not contain any provision that contradict or would hinder the application of the SEPP.

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

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

1. Planning Systems and Planning Systems – Place Based
2. Design and Place
3. Biodiversity and Conservation
4. Resilience and Hazards
5. Transport and Infrastructure
6. Housing
7. Industry and Employment
8. Resources and Energy
9. Primary Production

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

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

Relevant Direction	Comment	Compliance
1. Planning Systems and Planning Systems – Place Based		
Direction 1.1 – Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	The planning proposal applies to land within the Parramatta City Centre that is located at the heart of Greater Sydney's Central City. The planning proposal is consistent with the goals, directions and actions contained in the Greater Sydney Region Plan 'A Metropolis of Three Cities', as outlined above in Table 8, Table 9, Table 10 and Table 11.	Yes
Direction 1.3 – Approval and Referral Requirements	The planning proposal does not contain provisions requiring concurrence, consultation or referral of a Minister or public authority, nor does	Yes

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<p>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p>	<p>it identify development as designated development.</p>	
<p>Direction 1.4 – Site Specific Provisions The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls.</p>	<p>The planning proposal does not allow a particular development to be carried out on a specific site via a site-specific clause.</p>	<p>Yes</p>
<p>Direction 1.7 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan The objective of this direction is to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the Interim Plan)</p>	<p>The planning proposal achieves the overall intent of the Plan and does not undermine the achievement of its objectives, planning principles and priorities for the Greater Parramatta Priority Growth Area. The planning proposal aims to support the commercial focus of Parramatta CBD as a key employment and business centre for the growing community of Western Sydney.</p>	<p>Yes</p>
<p>3 Biodiversity and Conservation</p>		
<p>Direction 3.2 – Heritage Conservation The objective of this direction is to protect and conserve environmentally sensitive areas.</p>	<p>The planning proposal seeks no changes to the heritage framework for the Parramatta CBD and any potential impacts on existing heritage items or HCAs are likely to be considered minimal or negligible. The proposed extension of the application of Area B of the Special Provisions Area Map to the proposed</p>	<p>Yes</p>

	<p>rezoned Walker Corporations land at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square) so that clause 7.28 (Additional FSR for office premises) applies is unlikely to have any significant heritage impact as heights are not changing and this land has only recently been developed with significant office tower development.</p>	
<p>4 Resilience and Hazards</p>		
<p>Direction 4.1 – Flooding The objectives of this direction are to:</p> <p>(a) Ensure that development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</p> <p>(b) Ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.</p>	<p>Most land within Parramatta CBD is flood affected. Developments within the Parramatta City Centre are regulated under Clause 7.11 Floodplain Risk Management under the Parramatta LEP 2023 and other relevant flooding risk management plans and policies.</p> <p>The planning proposal is a continuity of the Parramatta CBD Planning Proposal and is consistent with relevant policy framework for the Parramatta CBD area, including Clause 7.11 (Floodplain Risk Management) of Parramatta LEP 2023 and the Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 5), which was prepared to support the Parramatta CBD Planning Proposal.</p> <p>This planning proposal does not seek amendments to any flooding controls applicable to the Parramatta City Centre.</p> <p>The only site under this planning proposal that envisages some form of increased development density, which is affected by flooding up to the PMF*, is the Walker Corporation land holdings at 10-12 Darcy Street,</p>	<p>No. However the planning proposal is in accordance with the Council adopted Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 5).</p>

	<p>Parramatta (also known as 4 & 6 & 8 Parramatta Square).</p> <p><i>*N.B. – Council has prepared a new draft flood model which has been publicly exhibited. The flood level affectation of these sites may potentially change once the new model has been formally adopted.</i></p> <p>The planning proposal seeks to apply clause 7.28 (additional office floorspace) to the Walker Corporation landholdings to allow additional floorspace for office premises only, subject to conditions. The proposed increase in density envisaged under this planning proposal is considered to be generally consistent with the overall increase in density proposed under the Parramatta CBD Planning Proposal for the CBD area, and therefore continued application of Clause 7.11 (Floodplain risk management) is considered appropriate to address any flooding risks.</p> <p>This Ministerial Direction does not allow a planning proposal to permit a significant increase in development density for land in the flood planning area. However, a planning proposal may be inconsistent with the direction if the planning proposal is in accordance with a floodplain risk management plan adopted by the Council. As this planning proposal is in effect a continuity of the Parramatta CBD Planning Proposal, and the proposed increase in density is considered to be generally consistent with the Parramatta CBD Planning Proposal, this planning proposal is considered to be in accordance with the Council adopted Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 5), which was prepared in support of the Parramatta CBD Planning Proposal.</p>	
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PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

<p>Direction 4.4 – Remediation of Contaminated Land</p> <p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.</p>	<p>The land is not within an investigation area within the meaning of the Contaminated Land Management Act 1997 and has not been subject to development as described in Table 1 of the contaminated land planning guidelines.</p> <p>As such, the planning proposal is consistent with this direction.</p>	<p>Yes</p>
<p>Direction 4.5 - Acid Sulfate Soils</p> <p>The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p>	<p>The planning proposal includes land identified as Class 4 and 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2023. Clause 6.1 (Acid sulfate soils) of the Parramatta LEP 2023 will continue to apply to this land. Any future development applications in this area will be subject to assessment under clause 6.1 (Acid sulfate soils). This planning proposal does not propose an intensification of land uses in terms of the proposed rezoning of certain land from MU1 Mixed Use to E2 Commercial Centre in the context of the Parramatta CBD area.</p> <p>As such, the planning proposal is consistent with this direction.</p>	<p>Yes</p>
<p>5 Transport and Infrastructure</p>		
<p>Direction 5.1 – Integrating Land Use and Transport</p> <p>The objective of this direction is to ensure that development reduces dependence on cars, increases the choice of available transport and improves access to housing, jobs and services by walking, cycling and public transport.</p>	<p>The planning proposal is consistent with this direction, in that it will secure and incentivise the provision of office premises in proximity to the existing Parramatta Transport Interchange, which will enable workers to utilise the rail and bus network to travel to and from work.</p> <p>The planning proposal also establishes a new categorisation for residential car parking rates. More restrictive maximum residential car parking rates will apply to Category A land, which is close to public transport, and less restrictive residential car parking rates</p>	<p>Yes</p>

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	<p>will apply to Category B land, which is further away from public transport. This is consistent with the Parramatta CBD Integrated Transport Plan (ITP).</p> <p>As such, the planning proposal is consistent with this direction.</p>	
<p>Direction 5.2 – Reserving Land for Public Purposes</p> <p>The objectives of this direction are to facilitate the provision of public services and facilities by reserving land for public purposes and facilitate the removal of reservations where the land is no longer required for acquisition.</p>	<p>The planning proposal will amend the Land Reservation Acquisition (LRA) map for several laneways, splay corners and road widenings (existing and proposed) across the Parramatta CBD area. It proposes to remove the reserved laneways (including removal of LRA at 328 Church Street Parramatta) that are no longer required for acquisition due to changes in urban development and add new ones where needed to promote safe road connections for the general public. The proposed amendments are consistent with the Parramatta CBD Integrated Transport Plan and recent urban design analysis.</p> <p>As such, the planning proposal is consistent with this direction.</p>	Yes
6 Housing		
<p>Direction 6.1 – Residential Zones</p> <p>The objectives of this direction are to encourage a variety and choice of housing types, make efficient use of existing infrastructure and services and minimise the impact of residential development.</p>	<p>Whilst this planning proposal seeks to rezone some land from MU1 Mixed Use (which permits residential development) to E2 Commercial Centre (which prohibits residential development), it is not considered to reduce the overall permissible residential density of land, given that build-to-rent housing, a form of residential development, is still permissible in the E2 Commercial Centre zone under the Housing SEPP.</p> <p>Further to the above, the following is also considered relevant:</p> <ul style="list-style-type: none"> The land being rezoned, being the Walker Corporation landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 	Yes

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	<p>Parramatta Square), is already subject to significant commercial office tower development, which was only recently completed and therefore unlikely to be utilised for residential development, despite the current MU1 Mixed Use zoning. This development better aligns with the proposed E2 Commercial Centre zoning.</p> <ul style="list-style-type: none"> • The expansion of the commercial core is supported by a study, being the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis 2019) (refer to copy at Appendix 2). <p>As such, the planning proposal is consistent with this direction.</p>	
7 Industry and Employment		
<p>Direction 7.1 – Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> (a) Encourage employment growth in suitable locations, (b) Protect employment land in business and industrial zones; and (c) Support the viability of identified centres. 	<p>The planning proposal does not seek to reduce the total potential floor space area for employment uses in employment areas. The expansion of the E2 Commercial Centre zone, including expanding the application of clause 7.28 (Additional FSR for Office Premises), will facilitate and incentivise employment and business uses (and associated floor space) in the Parramatta City Centre area.</p> <p>It is also noted that the proposed expansion of the commercial core is supported by a study, being the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis 2019) (refer to copy at Appendix 2)</p> <p>As such, the planning proposal is consistent with this direction.</p>	<p>Yes</p>

1.3 Section C – Environmental, social and economic impact

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

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

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

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

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

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

These are described in more detail below.

Urban Design and Built Form

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

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

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

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

Expansion of the E2 Commercial Centre zone will allow for intensification of commercial and business uses on this land, which is centrally located close to the Parramatta Transport Interchange. The existing newly constructed commercial office towers at Parramatta Square are consistent with the proposed zoning. Expansion of the E2 Commercial Centre zone is also consistent with the recommendations of the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019) (refer to Appendix 2).

Transport and Accessibility

Residential Parking Controls

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

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

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

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

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

Proposed amendments to Land Reservation Acquisition Map

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

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

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

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

Table 19 – Proposed LRA amendments and justification

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

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Partial removal of the Fire Horse Lane LRA, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta	<p>The partial removal is consistent with the strategic intent of the ITP.</p> <p>The delivery of Fire Horse Lane as a shared zone has removed the need to widen along the extent of Fire Horse Lane, however the small portion at the bottom is still required to provide adequate width to convert the existing one-way section to two-way movement.</p>
New addition of a 3m x 3m splay LRA on Woodhouse Lane, being part of 21 Wentworth Street, Parramatta	<p>The addition is consistent with the strategic intent of the ITP.</p> <p>Addition of 3m x 3m LRA on the south-west of 21 Wentworth Street will improve convenience for turning vehicles, and also improve sight lines for oncoming traffic.</p>
New addition of a small splay on Charles Street / Hassall Street intersection, being part of 2 Charles Street, Parramatta	<p>The addition is consistent with the strategic intent of the ITP.</p> <p>The proposed new LRA on the south-west corner of 2 Charles Street will provide for better traffic circulation. This is to improve the view line of oncoming vehicles and facilitate better traffic circulation.</p>
New addition of LRA for Parkes Street widening, being part of 24 Parkes Street, Harris Park	<p>The addition is consistent with the strategic intent of the ITP.</p> <p>Extension of the existing LRA from 26-30 Parkes Street LRA tapering to 24 Parkes Street will widen the left turn lane and improve safety and convenience for tuning vehicles.</p>

Sustainability and Environment

High Performing Building Design – BASIX Exceedance Targets

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

However, the BASIX system has been revised through the introduction and commencement of State Environmental Planning Policy (Sustainable Buildings) 2022 ('Sustainable Buildings SEPP') in October 2023. This includes revised compliance targets as well as BASIX calculator updates that incorporate policy, technology and industry trends. Table 20 shows the translation between BASIX Energy target under the older governance system and the updated BASIX Energy target under the

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Sustainable Buildings SEPP that took effect from 1 October 2023. The updated BASIX energy target shows a significant increase for buildings ranging from low rise (3 storeys) to high rise (20 storeys and higher). Despite the changes to the energy target, there were no changes to the BASIX water target.

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

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

Clause 7.25 of the Parramatta LEP 2023 effectively allows a high performing building FSR bonus of 5% where residential development can show that it can exceed the BASIX standards by a certain number of BASIX points. As a result of the changes to the BASIX standards in the Sustainable Buildings SEPP, these BASIX points exceedance targets likewise needed to be updated. This was to ensure that these standards continue to incentivise high performing building design over and above BASIX. Council commissioned Kinesis to undertake a study to determine these new BASIX exceedance targets – a copy of their study is available at Appendix 3. The Kinesis study has modelled two sustainability pathways across various building height and FSRs to understand what BASIX scores are achievable across different building heights and which pathways are cost-effective across different FSRs.

The Kinesis study concluded that the achievability of higher BASIX standards depends on building height and recommended new targets that are feasible for developers to achieve. These new BASIX exceedance targets have been adopted in this planning proposal so that clause 7.25 can be updated accordingly. The recommended targets included in this planning proposal are outlined in Table 4 in Part 1. These updated targets will ensure that new residential buildings in the Parramatta CBD continue to be incentivised to deliver high performing building design that is better than BASIX and thereby promote more sustainable environmental outcomes for the city.

Water recycling facilities in the E2 Commercial Centre zone

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

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

The proposed change will promote a sustainable built environment across the CBD area in terms of water supply. The proposed permissibility of 'water recycling facility'

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

Flooding

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

The planning proposal is a continuity of the Parramatta CBD Planning Proposal and is consistent with relevant policy framework for the Parramatta CBD area, including Clause 7.11 (Floodplain Risk Management) of Parramatta LEP 2023 and the Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 5), which was prepared to support the Parramatta CBD Planning Proposal.

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

**N.B. – Council has prepared a new draft flood model which has been publicly exhibited. The flood level affectation of these sites may potentially change once the new model has been formally adopted.*

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

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

The planning proposal addresses the following social effects:

- More car parking will be provided for those residents who are not located close to a heavy rail or metro station. This will provide opportunities for more residents in these areas to access a car for transportation, including to access services and work.
- The planning proposal removes the need for some proposed laneways that are no longer required – this will enable more public funds to be made available for other community infrastructure projects that are needed.

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

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

Proposed change	Economic Effects
<p>Proposed expansion of the E2 Commercial Centre zone and application of clause 7.28 (Additional FSR for office premises) over the Walker Corporation landholdings at Parramatta Square.</p>	<p>This will reaffirm the significance of Parramatta Square as a major premium A-Grade office precinct as a part of the city’s commercial core. This measure will secure jobs and business opportunities, and also allow for potential intensification of commercial and business uses on this land, which is centrally located close to the Parramatta Transport Interchange</p> <p>Expansion of the E2 Commercial Centre zone is also consistent with the recommendations of the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019) (refer to Appendix 2). Despite the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019) being completed prior to COVID and the pandemic’s associated impacts on the office market, its recommendations to expand the CBD’s commercial core to include this land at Parramatta Square is still considered valid given the significant commercial office towers that have since been completed at Parramatta Square. The rezoning would also ensure consistency with the E2 Commercial Centre zoning of the other office towers at Parramatta Square, including the NAB Tower, Western Sydney University Tower, and the Sydney Water Tower, by extending the E2 Commercial Centre zoning west over the subject land.</p>

3.4 Section D – State and Commonwealth Interests

3.4.1 Is there adequate public infrastructure for the planning proposal?

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

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flat rate levy (based on cost of works) on new development of 5% for residential development, and 4% for commercial development.

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

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

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

PART 4 – MAPPING

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

4.1 Mapping

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

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

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

4.2 Other Provisions

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

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

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

4.3 Existing mapping controls

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

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

- Existing MU1 Mixed Use Zone

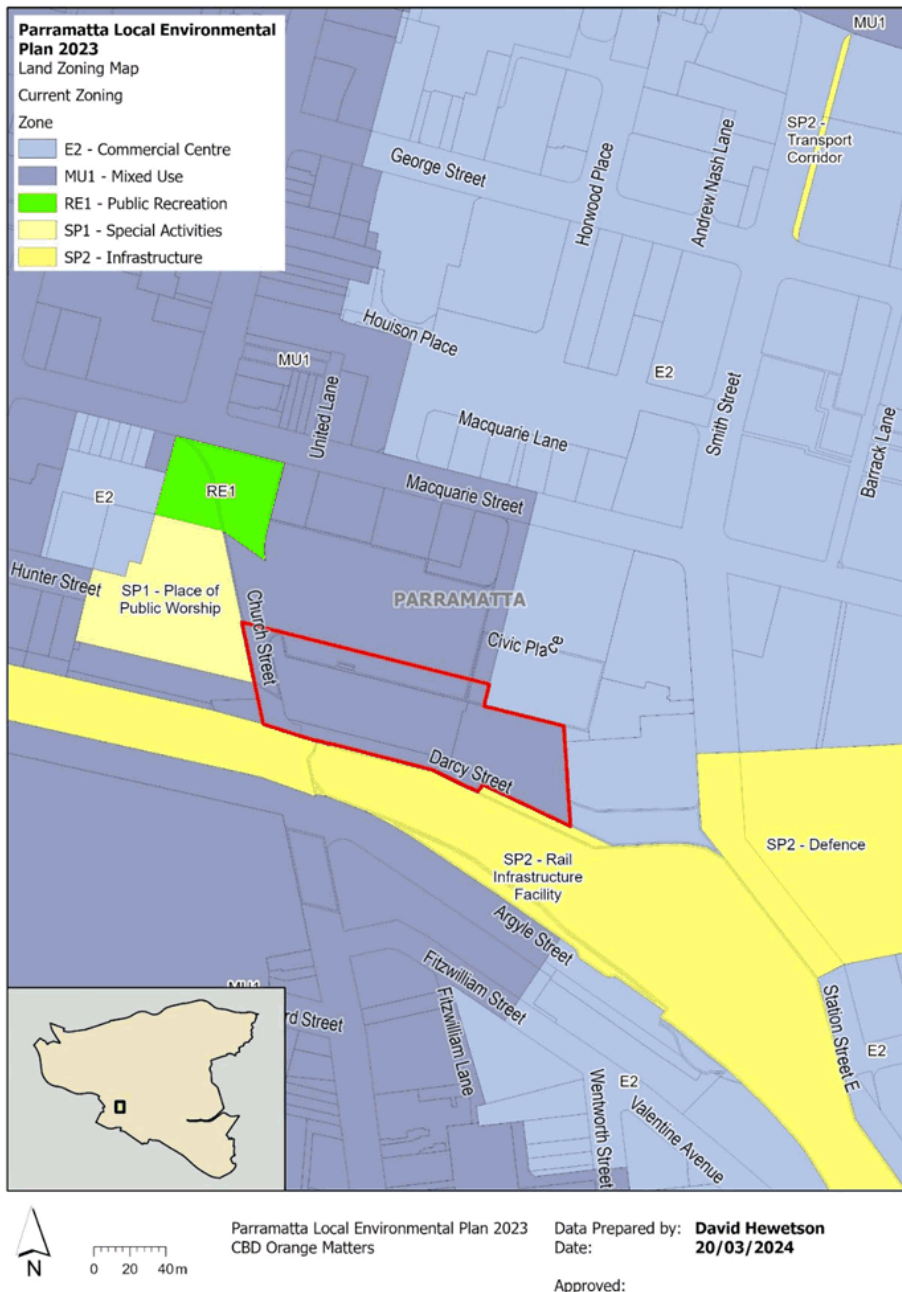


Figure 7 - Existing zoning for Walker Corporation Landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square)

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- Existing Special Provisions Area Map

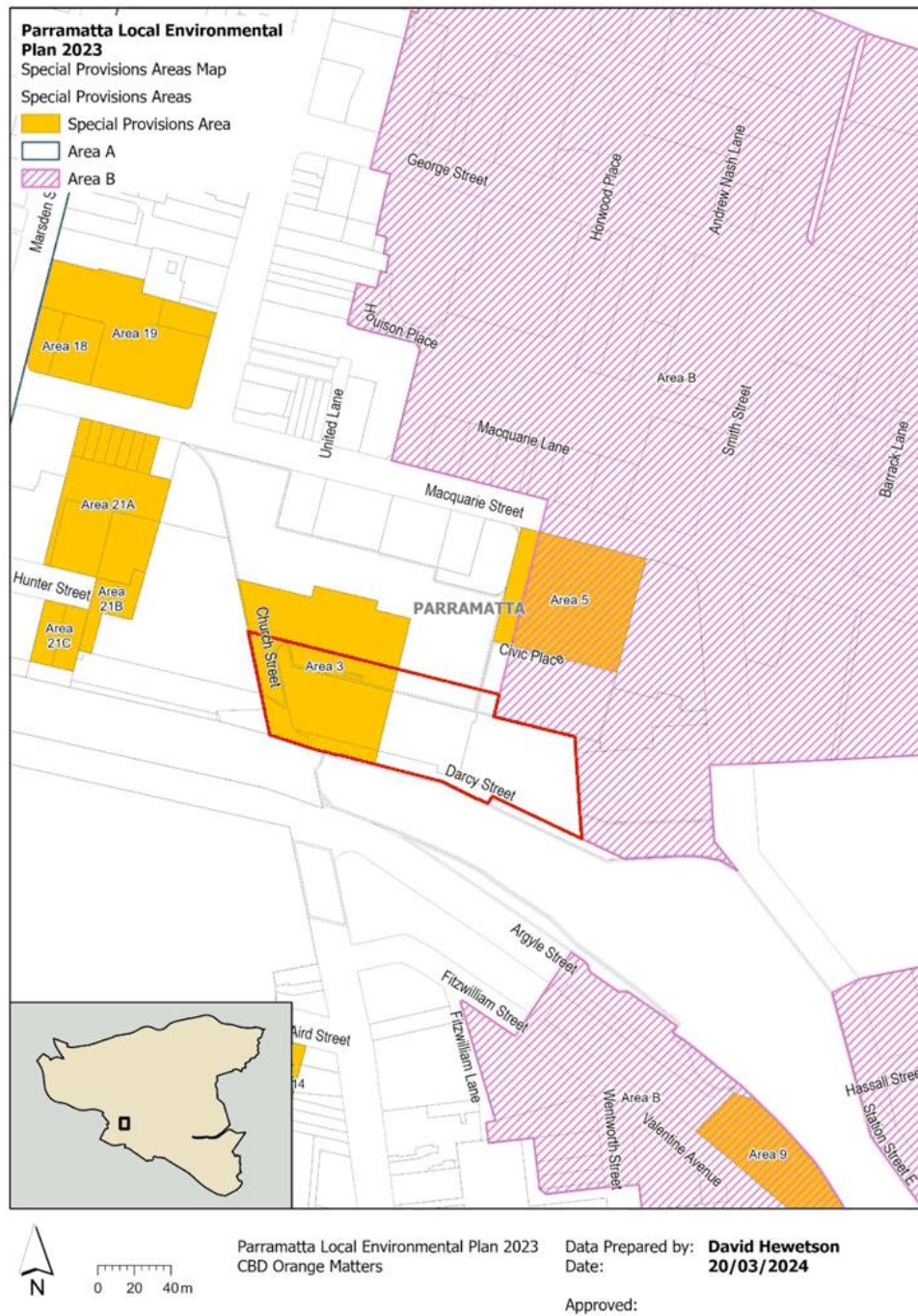
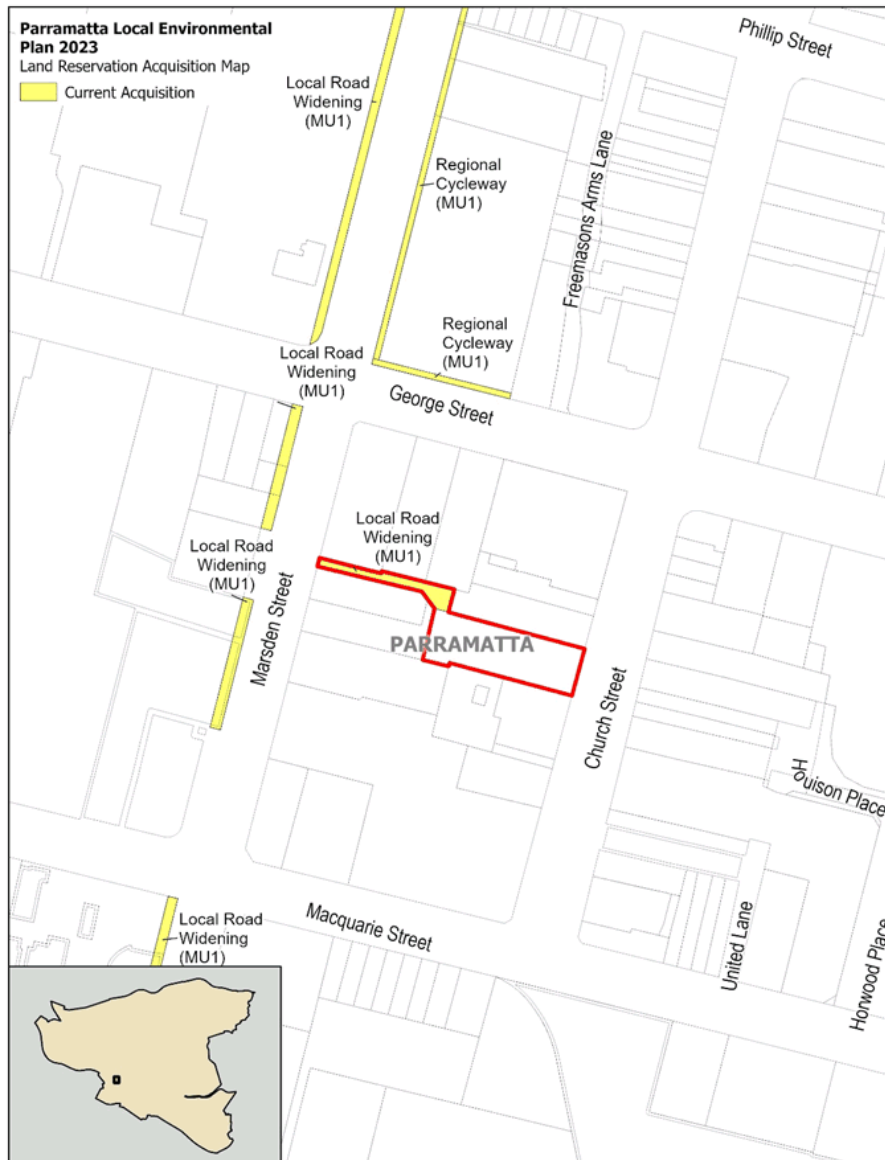


Figure 8 - Existing Special Provisions Area Map – Walker Corporation Landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square)

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

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



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Parramatta Local Environmental Plan 2023
CBD Orange Matters

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

Approved:

Figure 9 - Existing LRA Map at Marsden Lane - 215 Church Street, Parramatta

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

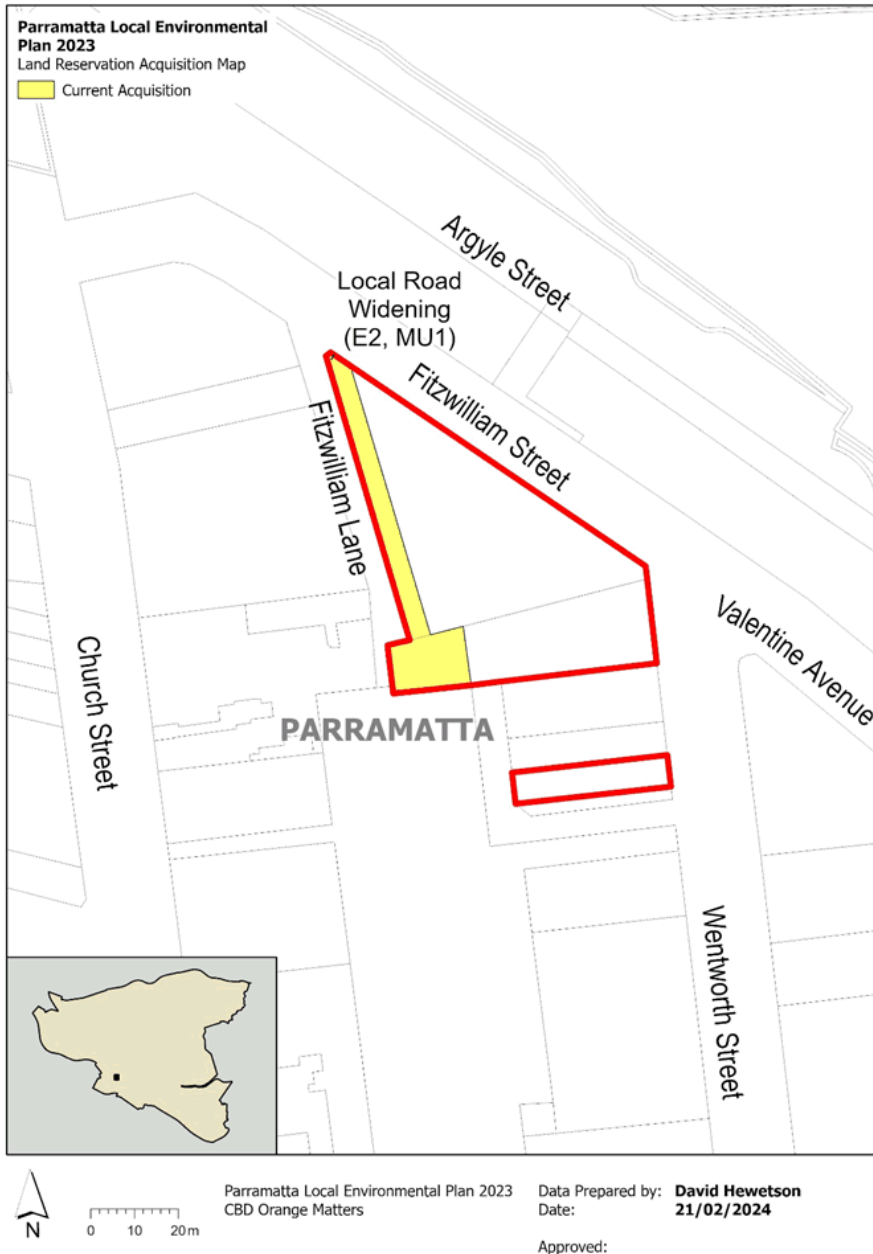


Figure 10 - Existing LRA Map at Fire Horse Lane & Woodhouse Lane

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- Existing LRA Map at 328 Church Street, Parramatta

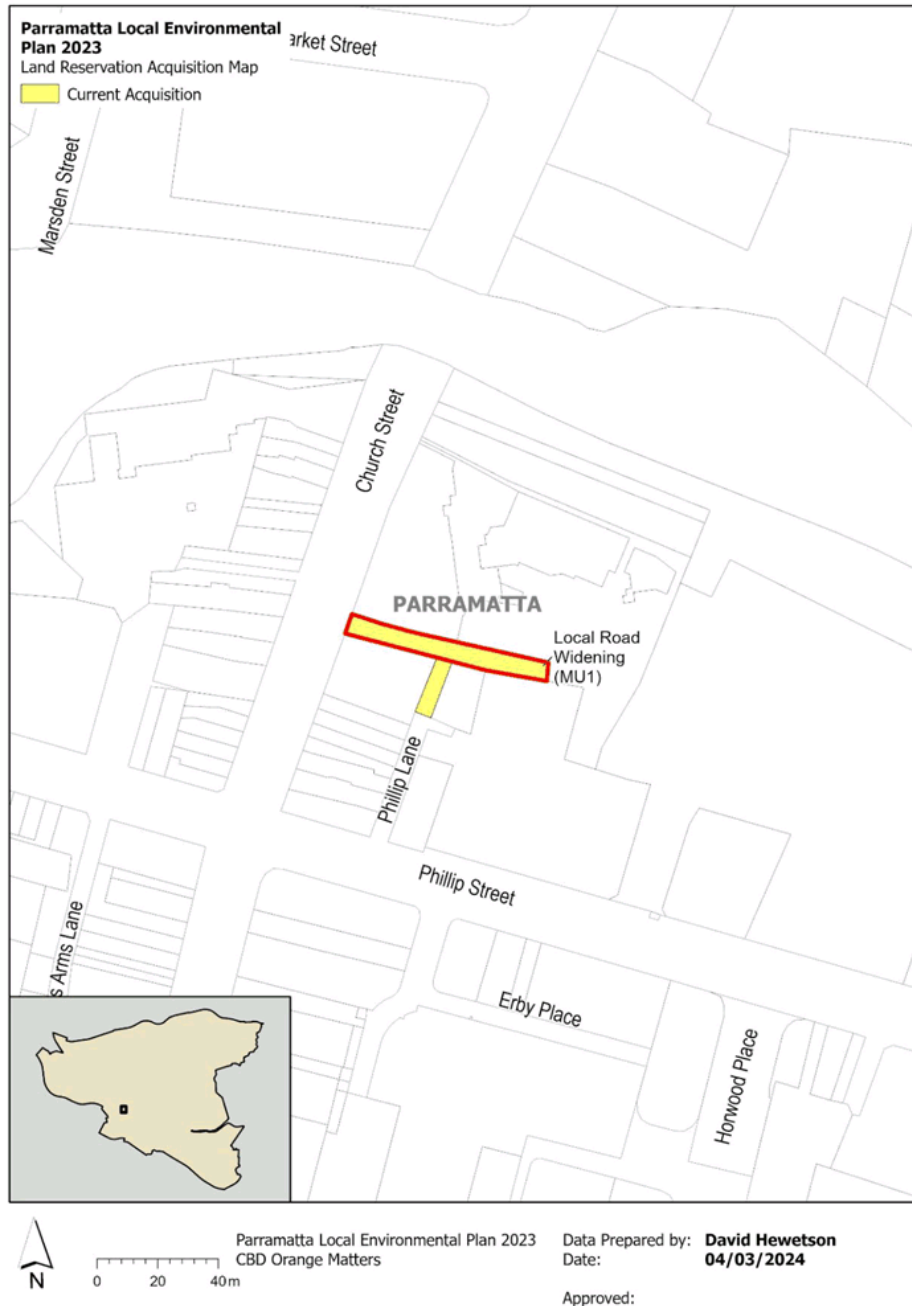


Figure 12 - Existing LRA Map at 328 Church Street, Parramatta

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4.4 Proposed mapping controls

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

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

- Proposed Land Zoning Map

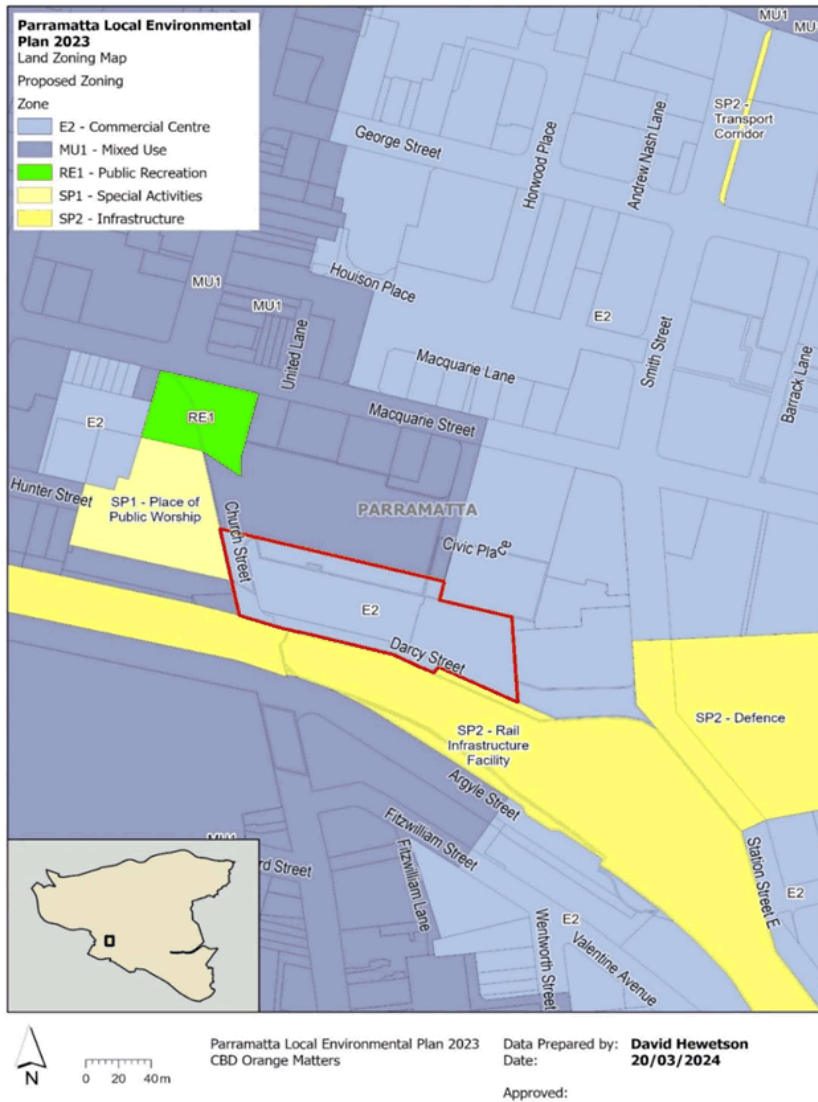


Figure 13 - Proposed zoning for Walker Corporation Landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square)

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Proposed Land Reservation Acquisition (LRA) Map changes

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

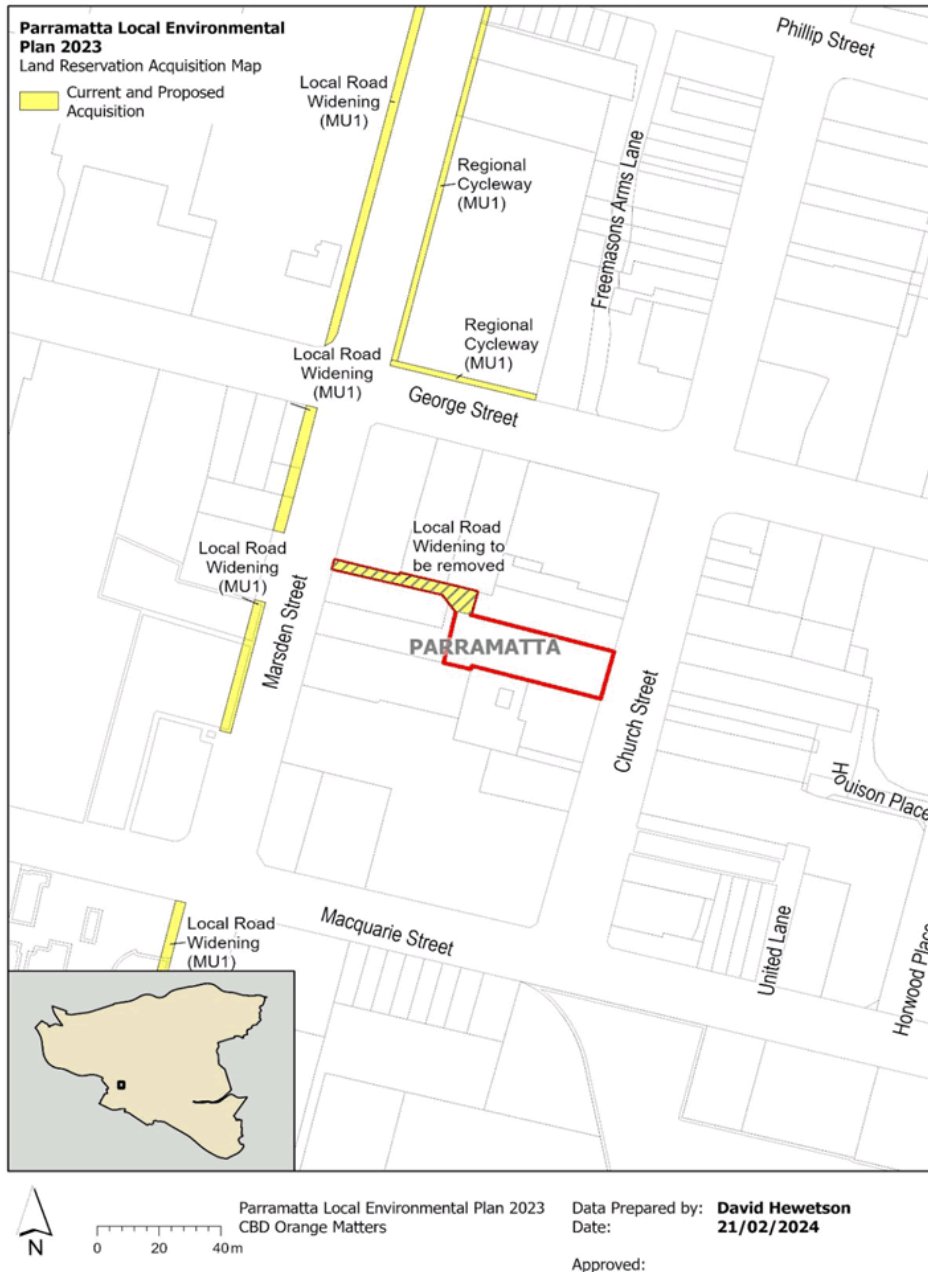


Figure 15 - Proposed LRA Map amendment to Marsden Lane - 215 Church Street, Parramatta

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

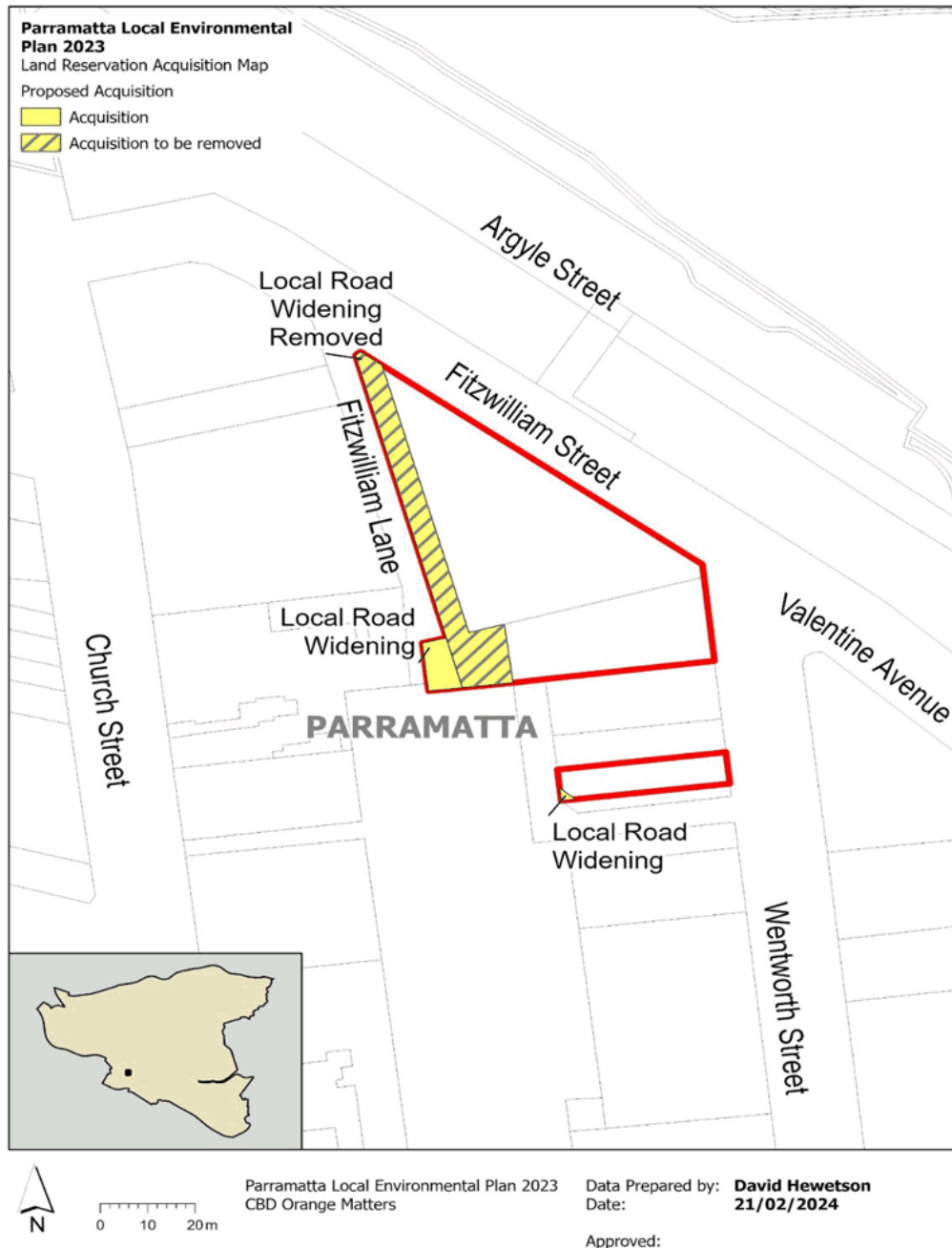
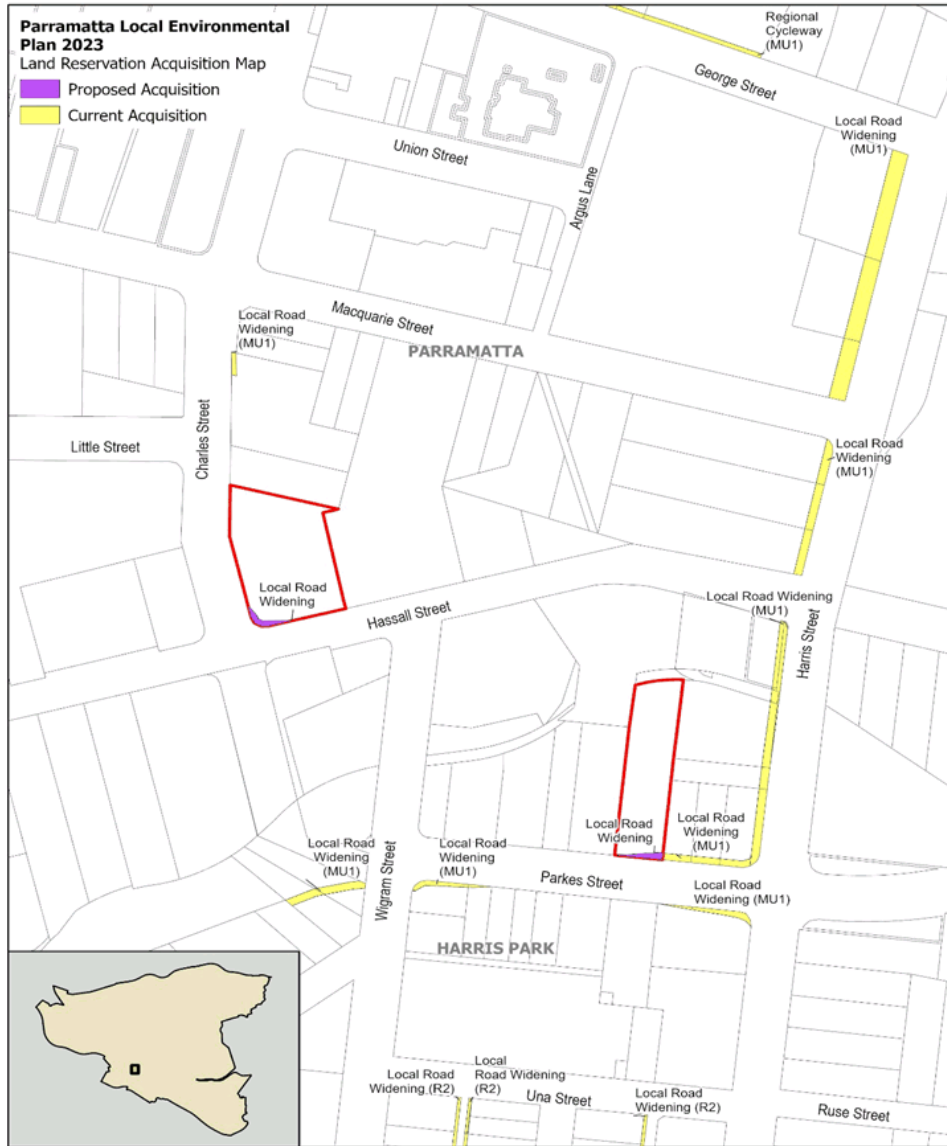


Figure 16 - Proposed LRA Map amendments to Fire Horse Lane - 3 Fitzwilliam Street, Parramatta and Woodhouse Lane - 21 Wentworth Street, Parramatta

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

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



Parramatta Local Environmental Plan 2023
CBD Orange Matters

Data Prepared by: **David Hewetson**
Date: **03/04/2024**

Approved:

Figure 17 - Proposed LRA Map amendments to Charles Street/Hassall Street Intersection - 2 Charles Street, Parramatta & 24 Parkes Street, Harris Park

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

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

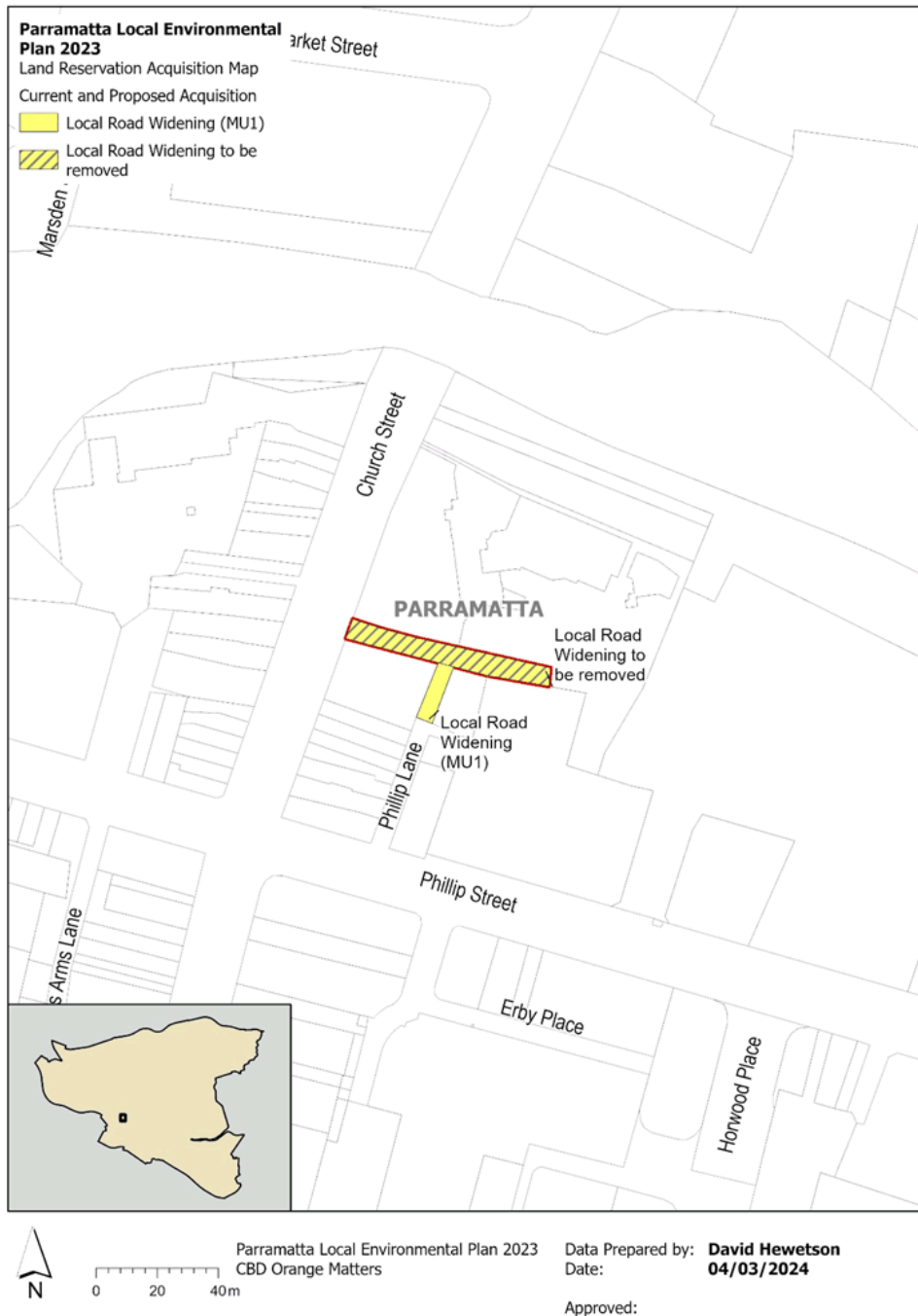


Figure 18 - Proposed LRA Map amendment at 328 Church Street, Parramatta

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Proposed Land Use and Transport Integration Map

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



Figure 19 - Proposed Land Use and Transport Integration Map showing Category A and Category B residential car parking rate areas

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

4.5 Other Provisions (Technical Details)

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

High Performing Building Design – Clause 7.25

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

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

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

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

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

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

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

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

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

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

Land use permissibility in the E2 Commercial Centre zone (Item 3) – “Water recycling facilities”

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

Zone E2 Commercial Centre (Item 3)**3 Permitted with consent**

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

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

Zone E2 Commercial Centre (Item 3)**3 Permitted with consent**

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

Amendments to clause 7.17 – Car parking—general

- **Existing clause 7.17(2)**

Clause 7.17 Car parking—general

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

Land Use	Maximum number of car parking spaces
-----------------	---

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Residential flat buildings, dual occupancies and multi dwelling housing

The sum of the following—
 0.1 space for each studio dwelling,
 0.3 space for each dwelling containing 1 bedroom,
 0.7 space for each dwelling containing 2 bedrooms,
 1 space for each dwelling with 3 or more bedrooms

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

- Proposed clause 7.17(2) (changes in red)

Clause 7.17 Car parking—general

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

Land Use

Residential flat buildings, dual occupancies and multi dwelling housing (for land identified as 'Category A' on Land Use and Transport Integration Map).

Residential flat buildings, dual occupancies and multi dwelling housing (for land identified as 'Category B' on Land Use and Transport Integration Map).

Maximum number of car parking spaces

The sum of the following—
 (a) 0.1 space for each studio dwelling,
 (b) 0.3 space for each dwelling containing 1 bedroom,
 (c) 0.7 space for each dwelling containing 2 bedrooms,
 (d) 1 space for each dwelling with 3 or more bedrooms

The sum of the following—
 Resident spaces:
 (a) 0.2 space for each studio dwelling,
 (b) 0.4 space for each dwelling containing 1 bedroom,
 (c) 0.8 space for each dwelling containing 2 bedrooms,
 (d) 1.1 space for each dwelling containing 3 or more bedrooms,
 Visitor spaces (calculated cumulatively):
 (e) 0.167 space for each dwelling up to 30 dwellings,
 (f) 0.1 space for each dwelling more than 30 and up to 70 dwellings,
 (g) 0.05 space for each dwelling more than 70 dwellings

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

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

PART 5 – COMMUNITY CONSULTATION

The planning proposal will be publicly exhibited for community consultation subject to receipt a Gateway Determination. The gateway determination will specify the level of public consultation that must be undertaken in relation to the planning proposal including consultation with relevant 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 and Council has received a Gateway determination accordingly, the anticipated project timeline will be further refined, including at each major milestone throughout the planning proposal's process.

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

Table 22 – Anticipated timeframe for the planning proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	May 2024
Report to Council on the assessment of the PP	June 2024
Referral to Minister for Gateway determination	July 2024
Date of issue of the Gateway determination	October 2024
Commencement and completion dates for public exhibition period	November 2024 – December 2024
Commencement and completion dates for government agency notification	November - December 2024
Consideration of submissions	January 2025 – February 2025
Consideration of planning proposal post exhibition and associated report to Council	March 2025
Submission to the Department to finalise the LEP	April 2025
Notification of instrument	June 2025

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

APPENDICES

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Appendix 1 – Council Resolution of 15 June 2021 – Decision Pathway 3 – Orange Matters

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

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

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Appendix 2 – Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019)

Economic Review – Achieving A- Grade Office Space in the Parramatta CBD

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Appendix 3 – Parramatta High Performance Building Study (Kinesis, 2023)



PARRAMATTA CBD HIGH PERFORMANCE BUILDING STUDY REVIEW

PREPARED BY KINESIS FOR CITY OF PARRAMATTA

FINAL REPORT – 6 DECEMBER 2023





REPORT
SECTION

PARRAMATTA CBD HIGH PERFORMANCE BUILDING STUDY
CREDITS

Note: This report is provided subject to some important assumptions and qualifications:

The results presented in this report are modelled estimates using mathematical calculations. The data, information and scenarios presented in this report have not been separately confirmed or verified. Accordingly, the results should be considered to be estimates only and subject to such confirmation and verification.

Energy, water and greenhouse consumption estimates are based on local climate and utility data available to the consultant at the time of the report. These consumption demands are, where necessary, quantified in terms of primary energy and water consumptions using manufacturer's data and scientific principles.

Generic precinct-level cost estimates provided in this report are indicative only based on Kinesis's project experience and available data from published economic assessments. These have not been informed by specific building design or construction plans and should not be used for design and construct cost estimates.

The Kinesis software tool and results generated by it are not intended to be used as the sole or primary basis for making investment or financial decisions (including carbon credit trading decisions). Accordingly, the results set out in this report should not be relied on as the sole or primary source of information applicable to such decisions.

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3	3/8/2023	Harish Moro, Senior Consultant
4	7/11/2023	Harish Moro, Senior Consultant
5 (Final)	7/12/2023	Harish Moro, Senior Consultant

REPORT PARRAMATTA CBD HIGH PERFORMANCE BUILDING STUDY
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REVISED PATHWAYS.....	4
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CONTEXT FOR THIS ADDENDUM

The City of Parramatta’s LEP incentivises higher sustainability in new residential and mixed-use developments through a floorspace bonus scheme. The incentive structure requires a set of BASIX targets linked to the height of the proposed building and FSR.

The BASIX system is undergoing an overhaul through the introduction of Sustainable Buildings SEPP. This includes revised compliance targets as well as BASIX calculator updates that incorporate policy, technology and industry trends.

The City has engaged Kinesis to understand the impact of these updates to the BASIX system and recommend updated targets for the LEP controls to continue to incentivise high performance buildings in Parramatta CBD.

This is an addendum report that details the modelling and evidence base for updated BASIX targets. It should be read alongside the original report that provides further context.

REVISED PATHWAYS

Kinesis has modelled two sustainability pathways across various building heights and FSRs to understand 2 things:

- **Achievability - What BASIX scores are achievable across different building heights**
- **Feasibility - Which pathways are cost-effective across different FSRs**

The three pathways modelled are described in Table 1.

- Pathway 1 configured to simulate an all electric development that just complies with the new BASIX targets. Note there are many pathways to achieve compliance and this represents one such pathway.
- Pathway 2 incorporates building efficiency sustainability interventions that are readily available in the market. No solar PV is assumed to consider challenges including limited roof space given green roof requirements, overshadowing, etc.
- Pathway 3 incorporates the building efficiency interventions from pathway 2 + rooftop solar PV

It should be noted that a connection to a recycled water system or a rainwater reuse system is considered under all three pathways.

PATHWAY TECHNOLOGY ASSUMPTIONS

	Compliance pathway	Pathway 2	Pathway 3
Dwellings			
NatHERS	7-star average	8-star average	8-star average
Hot Water	Electric instantaneous hot water with internal piping insulated (R-value of 0.6)	Individual electric heat pump hot water systems with 41-45 STCs	Individual electric heat pump hot water systems with 41-45 STCs
Space Heating & Cooling	2.5-star average zone A/C (living & bedroom areas)	5-star average zone A/C (living & bedroom areas)	5-star average zone A/C (living & bedroom areas)
Lighting	LED lighting	LED lighting	LED lighting
Solar			Typically 0.02 kW per sqm site area (BASIX data of residential mixed use apartment buildings in Parramatta).
Appliances	Not mentioned	5-star energy & water dishwasher, 9-star clothes dryer, electric oven and induction cooktop, indoor (or under-cover) clothes drying line	5-star energy & water dishwasher, 9-star clothes dryer, electric oven and induction cooktop, indoor (or under-cover) clothes drying line
Water Fixtures	4-star WELS toilet, 5-star WELS taps, 4-star WELS showerhead	4-star WELS toilet, 5-star WELS taps, 4-star WELS showerhead	4-star WELS toilet, 5-star WELS taps, 4-star WELS showerhead
Ventilation	Individual fans in laundry, kitchen & bathroom with ducted to façade or roof and manual switch	Individual fans in laundry, kitchen & bathroom with ducted to façade or roof and manual switch	Individual fans in laundry, kitchen & bathroom with ducted to façade or roof and manual switch
Common area + Central Systems			
Underground carpark	LED lighting with time clock and motion sensors for carpark. Supply and exhaust ventilation with CO sensor and VSD fan installed	LED lighting with time clock and motion sensors for carpark. Supply and exhaust ventilation with CO sensor and VSD fan installed	LED lighting with time clock and motion sensors for carpark. Supply and exhaust ventilation with CO sensor and VSD fan installed
Lift	Gearless traction with VVVF motor	Gearless traction with VVVF motor & regenerative drive	Gearless traction with VVVF motor & regenerative drive
Parking	0.6 spaces/dwelling + EV charging	0.6 spaces/dwelling + EV charging	0.6 spaces/dwelling + EV charging
Water reuse (Recycled Water or Rainwater 50L per dwelling tank)		Connected for irrigation, toilet and laundry	Connected for irrigation, toilet and laundry
Parking	LED lighting with time clock and motion sensors for carpark. Supply and exhaust ventilation with CO sensor and VSD fan installed	LED lighting with time clock and motion sensors for carpark. Supply and exhaust ventilation with CO sensor and VSD fan installed	LED lighting with time clock and motion sensors for carpark. Supply and exhaust ventilation with CO sensor and VSD fan installed

Table 1: Pathway technology assumptions



BASIX COMPLIANCE TARGETS BY BUILDING HEIGHT

Table 2 below shows the translation between BASIX Energy targets under the old governance system and the updated BASIX Energy targets under the Sustainable Buildings SEPP that take effect from 1 October 2023. The old BASIX Energy targets did not differentiate by height above 6 storeys. The new ones do. BASIX Water targets remain unchanged.

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

Table 2: Old and New BASIX targets under the Sustainable Buildings SEPP

The two pathways were modelled across different building heights ranging from 5 storeys to over 40 storeys. The modelling was undertaken using the BASIX Sandbox calculator and validated through Kinesis' own precinct modelling software to manage for any bugs and issues with the BASIX sandbox calculator. Through the modelling, Kinesis identified four height bands between which the BASIX scores achievable from the pathways varied significantly. They can be summarised as:

- **5-15 storey**
Can achieve high BASIX overcompliance
- **16-30 storey**
A step change in common area and centralised energy loads. E.g., increased lifts, common area lighting, etc.
- **31-40 storeys**
Limited roof space reduces the impact of on-site renewables on higher BASIX scores. Increased non-residential floorspace and associated centralised energy demand further decreases BASIX scores achievable through efficiency measures.
- **Beyond 40 storeys**
Difficult to achieve BASIX overcompliance without best practice efficiency measures and appropriate lift efficiency settings including regenerative lifts and optimised/ efficient servicing of floors.

*Note: As buildings get taller common area energy loads increase from more lifts, lighting, ventilation, etc. Typically buildings over 40 storeys have 4-5 lifts. These lifts need to be regenerative and configured to efficiently service the various floors of the building to achieve BASIX overcompliance. Solar PV also has a smaller impact as buildings get taller. This is because the energy generated from the solar PV remains constant but the energy demands increase as height increases. The specific BASIX scores

achievable under the three pathways for each of the 4 building height bands are outlined in Table 3. Pathway 1 simulates compliance. Pathway 2 and 3 can exceed BASIX compliance by the number of points indicated by "+X".

Note: BASIX Energy compliance scores are 63 for high rises over 21 storeys and 60 for high rises between 6-20 storeys. The overcompliance scores in the table below incorporates this higher compliance score. That is, for example if pathway 2 is implemented for a building 16-30 storeys tall, it would BASIX Energy 70 for buildings between 16-20 storeys and BASIX Energy 73 for buildings between 21-30 storeys.

BASIX PERFORMANCE UNDER THE THREE PATHWAYS BY BUILDING HEIGHT BAND

	Pathway 1	Pathway 2	Pathway 3
5-15 storeys	Compliance	BASIX Energy +12 BASIX Water +15	BASIX Energy +25 BASIX Water +15
16-30 storeys	Compliance	BASIX Energy +10 BASIX Water +15	BASIX Energy +20 BASIX Water +15
31-40 storeys	Compliance	BASIX Energy +10 BASIX Water +15	BASIX Energy +15 BASIX Water +15
Greater than 40 storeys*	Compliance	BASIX Energy +10 BASIX Water +15	BASIX Energy +15 BASIX Water +15

Table 3: BASIX performance under the three pathways by building height band

Note on achieving 8 star NatHERS

- The maximum energy load thermal for 7 star NatHERS is 30 MJ per sqm per annum
- The maximum energy load thermal for 8 star NatHERS is 22 MJ per sqm per annum

8 star NatHERS can be achieved through well considered materials, façade design, dwelling layout/ orientation and sizing, shading elements, glass performance, and acoustic treatment. Two example apartment buildings that have achieved 8 star NatHERS are provided below.

[Omega Apartments with 8 star NatHERS ESD rating - Cottee Parker](#)
[Australia's greenest apartments set to take shape in Clar... \(urban.com.au\)](#)

Note on recycled water

- Recycled Water is the recommended mechanism under Pathway 2 and 3 to achieve higher BASIX Water scores.
- At the scale of development expected for the CBD, the implementation of a precinct wide recycled water system would be most effective.
- The performance standards above incorporate a recommendation that dual reticulation is incorporated into residential buildings for both internal and external uses to enable recycled water in the future (see *Performance Standards for Future Proofing in original report*).



TESTING THE FEASIBILITY OF THE PATHWAYS BY FSR

A floor space bonus is proposed for new residential development that meets higher BASIX targets. In order to determine whether the costs associated with improved development outcomes are of a magnitude that ensures the floorspace bonus is taken up, the value of the floor space bonus must be determined. This can be done from two lenses.

1. A land value uplift lens which considers how Council can leverage the financial benefit from increased land value to incentivise higher sustainability performance. This is limited in its consideration of incentives and costs associated with the floorspace bonus scheme.
2. A more holistic approach which considers the additional revenue and costs associated with delivering additional dwellings from the floorspace incentive scheme.

LENS 1 - LAND LIFT VALUE = THE VALUE OF INCREASED LAND AREA

In Lens 1, the value the floorspace bonus has been calculated based on a land lift calculation. Land lift calculates the additional value added to the land which is attributable to the increased floor space. The increased floor space can be compared to creating new land and the value of this land can be calculated based on current land values. The lift in value is determined by multiplying the additional floor space by the "buildable rate". The buildable rate is the current land value divided by the floor area allowed by the current FSR.

Land Lift = ((Land Area x Land Value) / Base Floor Area) x New Additional Floor Area

This simplifies to:

Land Lift = Land value x Land area x 0.05

Example:

- Land Area = 5,000 m2
- Base floor area under current FSR = 30,000 m2
- Current land value = \$12,000 per m2 of land
- Additional floor space under FSR Bonus = 1,500 m2
- Land lift = \$3,000,000

Under this approach the additional financial benefit attributed to increased land value is attributed to Council and can be used to deliver improved performance outcomes while the additional financial benefit derived from the additional development (e.g. sale of apartments) flows through to the developer. Typically, cities around the world capture between 50% and 100% of this land lift for use in the delivery of improved development, environmental or social outcomes. An example of a floorspace incentive introduced by the NSW state government can be seen here: [Social and affordable housing reform – Frequently asked questions \(nsw.gov.au\)](#). This example shows that the structure of Parramatta's floorspace incentive scheme is similar to NSW Government's scheme.

To maximise the utilisation of the floor space bonus scheme, it is important to ensure the benefits of the floor space bonus are of a magnitude that provides adequate incentive for developers to meet this enhanced standard. This was determined by comparing the land lift value to the expected marginal capital cost incurred under Pathways 2 and 3 that would deliver BASIX overcompliance. For the purposes of this analysis, feasibility is defined as instances where the land lift value exceeds the cost of implementing these higher BASIX pathways. FSRs up to 16:1 have been included in the modelling in the case of clause 4.6 variations and as an evidence base for planning proposals.

COST BENEFIT ANALYSIS - LAND LIFT VALUE VS COST OF HIGHER BASIX

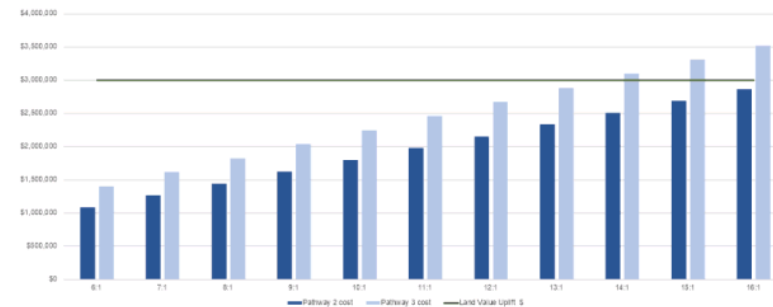


Figure 1: Land Lift Value compared to marginal cost of implementing the two sustainability pathways Land Lift Value is higher that the marginal cost of higher building performance under both pathways.

For a given site area, as the FSR increases:

- The 5% floorspace bonus results in the same land lift value (assuming land value is the same across all lots)
- The cost of implementing the pathways increases with number of dwellings or residential floorspace

Kinesis has considered a standard lot area and estimated the costs and the benefit under each of the pathways for all viable FSRs ranging from 6:1 to 16:1. Noting that the Council team has informed Kinesis that there is a FSR incentive cap of 16:1 in the Parramatta CBD. The cost of implementing the pathways is however sensitive to:

- Delivery costs for various sustainability interventions*
- Number of dwellings

Lens 2 aims to consider these incentives and costs more holistically from the perspective of the market as shown in the next page.



LENS 2 – ADDITIONAL REVENUE = THE VALUE OF ADDITIONAL FLOORSPACE & DWELLINGS AND THE COSTS ASSOCIATED WITH ITS DELIVERY
Number of dwellings

This approach considers the potential financial benefit from additional development (through the sale of additional apartments) that can be realised by the market through the floorspace bonus scheme. The analysis shown here is indicative of the incentive available. Developers will need to do a feasibility analysis on a case-by-case basis.

The revenue, costs and margins that developers can realise through the floorspace bonus scheme under pathways 2 and 3 are shown in the charts to the right.

- The cost of delivering higher BASIX to become eligible for the floorspace bonus is indicated in blue bars.
- The revenue from selling additional apartments built using the floorspace bonus is shown by the purple line.
- The various cost associated with delivering the additional dwellings is shown in shades of orange. They include construction costs, finance costs and infrastructure costs associated with delivering the dwellings.
- The margin that developers can realise from the additional dwellings delivered through the floorspace bonus scheme is shown in green.

As such, developers can make a margin under pathways 2 and 3. Through this lens, pathway 3 is feasible for all FSRs from 6:1 to 16:1.

Other costs of building out such as land costs, professional fees, marketing and sales are regarded as fixed costs that would have been incurred irrespective of the additional dwellings that can be delivered through the Floorspace bonus scheme. As such, they are not included in this comparison.

COST BENEFIT ANALYSIS OF PATHWAY 2 – REVENUE VS COSTS

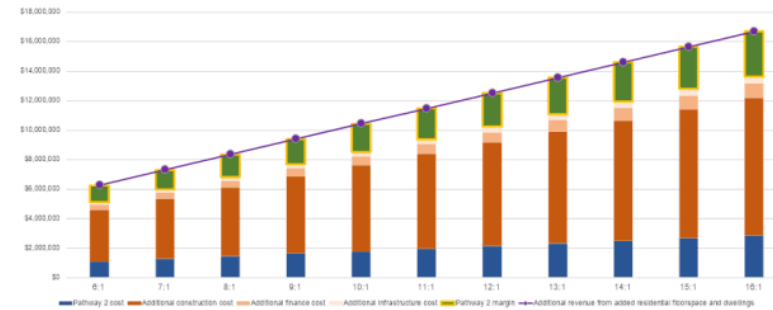


Figure 2: Revenue and costs of floorspace bonus under pathway 2

COST BENEFIT ANALYSIS OF PATHWAY 3 – REVENUE VS COSTS

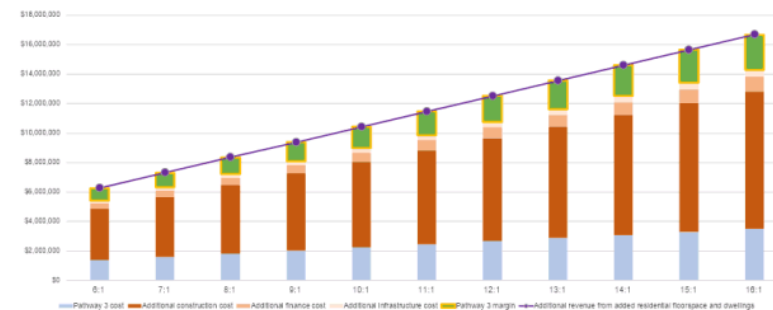


Figure 3: Revenue and costs of floorspace bonus under pathway 3



REPORT

PARRAMATTA CBD HIGH PERFORMANCE BUILDING STUDY

SECTION

REVISED PATHWAYS

Feasibility modelling notes:

Given that the cost of the pathways vary based on delivery costs and number of dwellings, the feasibility of the pathways would need to be tested on a case by case basis by developers. This analysis simply provides a rule of thumb as to which pathways are feasible across different FSRs. As a minimum, Pathway 2 is feasible under all FSRs and the targets have been set accordingly. Key assumptions used in this analysis are outlined below.

1. Land area and land value

- Standard lot area of 5,000 sqm across each FSR from 6:1 to 16:1
- Land value of \$12,000 per sqm of land (land value estimate based on data from realcommercial.com.au, Valuer General NSW and domain.com.au). Land value will likely vary based on FSR zoning but there is insufficient data to determine this appropriately. As such, consistent land value of \$12,000 per sqm has been applied across the board.

2. Marginal capital cost of delivering Pathways 2 and 3 relative to compliance Pathway 1

	Pathway 1 – compliance	Pathway 2	Pathway 3
Marginal Capital Cost	\$0 / dwelling	\$5,000/ dwelling + \$20k extra for regenerative lifts	\$7,000/ dwelling + \$20k extra for regenerative lifts + 100k for 100 kW (0.02 kW per sqm site x 5000 sqm)

Table 4: Marginal capital cost for pathways 2 and 3

Kinesis has undertaken market research and provided an estimate of the marginal capital cost of delivering Pathways 2 and 3 relative to Pathway 1 (simulating compliance). These costs however can vary significantly as for example, with appliance costs. We have obtained appliance costs from a range of retailers. Appliances with the same rated performance come in a range of prices depending on the brand and the retailer. Sometimes, the prices can deviate from the median price by over 20%. For example, a 9 star heap pump dryer can be priced anywhere between \$1,500 to \$2,500. Kinesis has collated the range of capital costs under all three pathways in Table 4. Our analysis has assumed the lower end of capital costs. This is reasonable as developers can negotiate large purchase agreements and realise cost efficiencies while implementing the pathways.

3. Number of dwellings

The cost of implementing the pathways scale with the number of dwellings whereas the land lift value from the FSR benefit does not. In this analysis, the typical number of dwellings has been estimated for each FSR. Through analysis of the BASIX certificates, we have estimated the average proportion of residential floorspace to total GFA in a building as 50% and average apartment sizes as 72-73 sqm. Therefore, for a 5,000 sqm site, Table 5 provides the yield metrics that are relevant to the calculations

FSR	6	7	8	9	10	11	12	13	14	15	16
Baseline GFA (sqm)	30k	35k	40k	45k	50k	55k	60k	65k	70k	75k	80k
Bonus GFA	1.5k	1.75k	2k	2.25k	2.5k	2.75k	3k	3.25k	3.5k	3.75k	4k
Total dwellings	205	240	274	308	342	376	411	445	479	513	548
Additional dwellings	10	12	14	15	17	19	21	22	24	26	27

Table 5: Estimate of number of dwellings by FSR

4. Additional revenue and cost assumptions

The median price of an apartment dwellings in Parramatta CBD is \$610,000 as at October 2023.

Source: <https://www.realestate.com.au/nsw/parramatta-2150/>

The RBA has provided indicative cost of building out in Sydney. The three cost items relevant for this analysis is shown below.

[The Cost of Building Out | RDP 2020-04: The Apartment Shortage | RBA](#)

Cost of Building out (Sydney average)	\$ per apartment dwelling
Construction cost	340,000
Finance	36,000
Infrastructure charges	18,000



RECOMMENDED TARGETS BY FSR & HEIGHT BANDS

City of Parramatta have noted that the floor space bonus is available to residential and mixed-use developments in the CBD for various height brackets.

The findings in this report have outlined that:

1. Achievability of higher BASIX depends on building height and
2. Both sustainability pathways are feasible for the range of FSRs

Based on the modelled BASIX performance by building height band (Table 3) and the cost benefit analysis in Figure 3.

- Table 6 highlights the BASIX performance standards that are achievable for new residential and mixed-use development across the Parramatta CBD over and above the BASIX compliance standards proposed in the Sustainable Buildings SEPP to take effect from October 2023.
- Developers can achieve these targets by pursuing Pathway 3 for FSR ranging from 6:1 to 16:1

Building height	BASIX overcompliance requirements
5-15 storeys	BASIX Energy +25, BASIX Water +15
16-30 storeys	BASIX Energy +20, BASIX Water +15
31-40 storeys	BASIX Energy +15, BASIX Water +15
41+storeys	BASIX Energy +15, BASIX Water +15

Table 6: BASIX performance targets by building height band for full range of FSRs

The prescribed targets by discrete building height bands have been developed by observing consistent sustainability performance across building heights within each of the height bands – 5-15 storeys, 16-30 storeys, 31-40 storeys and 40+ storeys.

Two examples,

1. A developer intending to build a 20-storey residential development with a 14:1 FSR in Parramatta CBD would need to achieve BASIX Energy +20 and BASIX Water +15 over proposed BASIX compliance requirements through the Sustainable Buildings SEPP of BASIX Energy 60 and BASIX Water 40.
2. A developer intending to build a 55-storey residential development with a 11:1 FSR in Parramatta CBD would need to achieve BASIX Energy +15 and BASIX Water +15 over current BASIX compliance requirements of BASIX Energy 63 and BASIX Water 40.



IMPACTS TO DEVELOPERS FROM PROPOSED CHANGES TO FSR BONUS SCHEME TARGETS

The Sustainable Buildings SEPP has made significant changes to the BASIX system. In summary:

- Homes built to the current BASIX standard range between 5.5 and 6 star NatHERS on average. The new thermal performance standards will increase to 7 stars. This is the same thermal performance as that proposed for the National Construction Code in 2022.
- BASIX energy standards have increased as described in Table 2.
- The greenhouse gas emission factor is the amount of emissions (expressed as kilograms of carbon dioxide equivalent (kg CO₂-e)) generated and transmitted from each unit of grid electricity to households. BASIX currently uses an emission factor of 1.062 kg CO₂-e for each kilowatt-hour (kWh) of electricity. Under the new system, a 10-year average from 2022 to 2031 (or 0.67 kg CO₂-e/kWh) will be adopted for calculating BASIX energy scores from 2022.
- Current industry practice such as LED lighting and appliance efficiency is assumed as default in the BASIX calculator.

These changes do make it slightly harder to achieve higher BASIX targets but as outlined in the modelling, there are feasible, practical pathways to achieve this.

Consider the following two development examples of differing site area and typology:

Address	14-20 Parkes Street	180 George Street
Site Area (sqm)	2,829.7	7979
Base FSR (ratio)	10	10
Design Excellence Bonus FSR (ratio)	1.4 (+15%)	1.5 (+15%)
Total FSR (ratio)	11.4	11.5
Total GFA (sqm)	32280	91753
Total Apartments (dwellings)	331	767
Bonus GFA (sqm)	1415	3989
Additional dwellings (dwellings)	14	33

Cost-benefit through lens 1

Address	14-20 Parkes Street	180 George Street
Land value uplift	\$1.4m	\$4.1m
Cost of higher BASIX pathway 3	-\$1.7m	-\$4m
Total construction cost	\$69m	\$228m
Cost of higher BASIX as % of total construction cost	3%	2%

Sources for development value:
14-20 Parkes Street; 180 George Street

Cost-benefit through lens 2

Address	14-20 Parkes Street	180 George Street
Additional revenue from additional dwellings	\$8.8m	\$20.3m
Cost of higher BASIX pathway 3	-\$1.7m	-\$4.0m
Construction cost of additional dwellings	-\$4.9m	-\$11.3m
Finance cost of additional dwellings	-\$0.5m	-\$1.2m
Infrastructure charges of additional dwellings	-\$0.25m	-\$0.6m
Developer margin	+\$3.1m	+\$7.2m



REPORT PARRAMATTA CBD HIGH PERFORMANCE BUILDING STUDY
SECTION REVISED PATHWAYS

FUTURE PROOFING FOR FURTHER UPDATES TO BASIX POLICY

After its introduction in 2004, there were only two changes to BASIX targets. Once in 2017 and in October 2023 through the Sustainable Buildings SEPP.

Despite these changes, the benchmark or baseline remains 3,292 kilograms of carbon dioxide per person per year, which was the average for pre-BASIX homes. The two changes in 2017 and 2023 have been to the minimum compliance targets and the levers in the BASIX calculator.

Based on this history, we could assume that the BASIX benchmark may remain the same but the compliance requirements (required performance relative to this benchmark) can change.

Substantial additional work is required to provide pathways that avoid frequent future reviews with minor changes to the BASIX. Such work can be undertaken only when there are significant changes in BASIX requirements, such as a certain percentage increase in compliance scores, rather than every minor change.

Notwithstanding, we have provided two recommendations to manage for updates to the BASIX policy.

1. Council may consider replacing the current BASIX +X targets with the equivalent percentage improvement over BASIX compliance targets. See the last column.

Building height	New BASIX compliance targets from Sustainable Buildings SEPP (from 1 October 2023)	BASIX overcompliance requirements (incremental BASIX points)	BASIX overcompliance requirements (actual targets)	BASIX overcompliance requirements (% increase over compliance targets)
5-15 storeys	BASIX Energy 60, BASIX Water 40	BASIX Energy +25, BASIX Water +15	BASIX Energy 85, BASIX Water 55	BASIX Energy – 42% BASIX Water – 38%
16-20 storeys	BASIX Energy 60, BASIX Water 40	BASIX Energy +20, BASIX Water +15	BASIX Energy 80, BASIX Water 55	BASIX Energy – 33% BASIX Water – 38%
20-30 storeys	BASIX Energy 63, BASIX Water 40	BASIX Energy +20, BASIX Water +15	BASIX Energy 83, BASIX Water 55	BASIX Energy – 32% BASIX Water – 38%
31-40 storeys	BASIX Energy 63, BASIX Water 40	BASIX Energy +15, BASIX Water +15	BASIX Energy 78, BASIX Water 55	BASIX Energy – 24% BASIX Water – 38%
41+storeys	BASIX Energy 63, BASIX Water 40	BASIX Energy +15, BASIX Water +15	BASIX Energy 78, BASIX Water 55	BASIX Energy – 24% BASIX Water – 38%

2. Over the long term, it is expected that the industry moves towards net zero buildings or BASIX 100. As this approaches, it is unclear how the BASIX policy will maintain its relevance in this setting. BASIX Energy compliance targets are already above 60 points and the overcompliance requirements under the floorspace bonus scheme puts it at 78-85 points. In the next upgrade of BASIX, council can consider proactive adjusting the floorspace bonus scheme incentive to completely move away from BASIX target and simply require delivery of net zero buildings.



REPORT

PARRAMATTA CBD HIGH PERFORMANCE BUILDING STUDY

SECTION

REVISED PATHWAYS

KEY DATA SOURCES

- BASIX Standards Calculator ([Increase to BASIX Standards | Planning Portal - Department of Planning and Environment \(nsw.gov.au\)](#))
- Land value data from Valuer General NSW, [realcommercial.com.au](#), [domain.com.au](#).
- BASIX sandbox tool
- Historical BASIX data, [BASIX Dwelling Certificates 2011-2020 | Dataset | NSW Planning Portal](#)
- Cost assumptions from
 - online appliance retailers including Appliances Online, Harvey Norman, Bing Lee, The Good Guys,
 - Kingspan water tanks
 - Solar choice - solar PV
- ACADS-BSG Australian Climatic Data (Reference Meteorological Year, RMY) for hourly temperature, insulation and humidity.
- Bureau of Meteorology local rainfall and evaporation data
 - Data is from the representative weather station for the local climate zone
 - The RMY (Representative Meteorological Year) is synthesized from a composite of 12 typical meteorological months that best represent the historic average of the specified location using post-1986 data in addition to the earlier weather data for each of the 69 climate zones in Australia.
- Sydney Water (2009) Rouse Hill 15 minute and daily demand profiles (Kinesis request, unpublished)
- Department of Resources, Energy and Tourism, 2010, Energy in Australia – 2010, ABARE, Canberra
- Kinesis 2014, Additional water end use breakdowns derived from first principle analysis of residential and non-residential building types.
- National Water Commission, 2011, National performance report 2009-2010: urban water utilities, National Water Commission, Canberra
- NSW Department of Planning, BASIX Residential Water Consumption Data (2010)
- Sydney Water Best Practice Guidelines for water conservation in commercial office buildings and shopping centres (2007), http://www.sydneywater.com.au/web/groups/publicwebcontent/documents/document/zgrf/mdu0/~edisp/dd_054580.pdf
- Sydney Water Best Practice Guidelines for holistic open space turf management (2011), www.sydneywater.com.au/web/groups/publicwebcontent/documents/document/zgrf/mdq1/~edisp/dd_045253.pdf
- Water Corporation. (2014). Mapping water use at school. from <https://www.watercorporation.com.au/home/teachers/lesson-plans-and-teaching-resources/lesson-plan-search/lesson-plan/?id=%7BD9516524-4A2C-4B98-A113-3891D59F1AAA%7D>
- Department of Resources, Energy and Tourism, 2010, Energy in Australia – 2010, ABARE, Canberra
- Department of Infrastructure and Transport, 2011, Road vehicle kilometres travelled: estimations from state and territory fuel sales, Australian Government, Canberra
- Department of the Environment, 2014, National Greenhouse Accounts Factors, <http://www.environment.gov.au/system/files/resources/b24f8db4-e55a-4deb-a0b3-32cf763a5dab/files/national-greenhouse-accounts-factors-2014.pdf>
- Energy Use in the Australian Residential Sector, 1986 – 2020, Australian Government Department of the Environment, Water, Heritage and the Arts (DEHWA), 2008.
- Energy Efficient Strategies (2009), Appliance Energy Consumption in Australia: Equations for Appliance Star Ratings
- Building Code of Australia (2007) Energy Efficiency Requirements in Commercial Buildings
- Transport Data Centre (2006) The Development of a Sydney VKT Regression Model
- ABS (2010) 'Household Expenditure Survey, Australia: Summary of Results', catalogue number 65300DO001_200910, Australian Bureau of Statistics, Canberra.

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www.kinesis.org

Parramatta CBD High Performance Building Study 12

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Appendix 4 – Parramatta Integrated Transport Plan (2021)

Parramatta CBD Integrated Transport Plan 2021

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Appendix 5 – Update of Parramatta Floodplain Risk Management Plans (Molino Stewart, 2021)

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

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PLANNING PROPOSAL

ITEM NUMBER	6.2
SUBJECT	Gateway Request - Parramatta CBD Supplementary Matters Planning Proposal
REFERENCE	F2023/00276 - N/A
APPLICANT/S	City of Parramatta Council
OWNERS	Multiple landowners
REPORT OF	Senior Project Officer

PURPOSE

To seek the Local Planning Panel advice on the Parramatta CBD Supplementary Matters Planning Proposal for land in the Parramatta City Centre for the purposes of seeking a Gateway Determination from the Department of Planning, Housing and Infrastructure (DPHI).

RECOMMENDATION

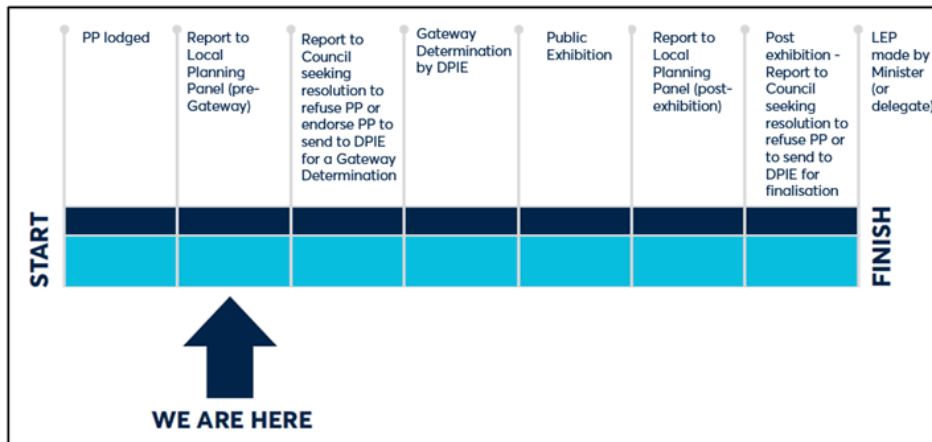
That the Parramatta Local Planning Panel (the Panel) consider the following Council Officer recommendation in its advice to Council:

- (a) That Council approve the recommended pathways for resolving the outstanding "Orange Matters" arising from the exhibition of the Parramatta CBD Planning Proposal, as detailed in the table at **Attachment 1**.
- (b) That Council approve the Parramatta CBD Supplementary Matters Planning Proposal at **Attachment 2** for the purpose of seeking a Gateway Determination from the Department of Planning, Housing and Infrastructure.
- (c) That Council advise the Department of Planning, Housing and Infrastructure that the CEO will be seeking to exercise its plan-making delegations for this Planning Proposal, as authorised by Council on 26 November 2012.
- (d) That Council delegates authority to the CEO to correct any minor anomalies of a non-policy and administrative nature that arise during the plan-making process.
- (e) That Council resolve to prepare a separate strategic precinct planning proposal for the Westfield site at 142 and 171 Church Street, Parramatta, given its strategic significance to the Parramatta CBD, and that Council officers prepare further urban design, land use and economic analysis to inform the policy framework for this planning proposal.

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PLANNING PROPOSAL TIMELINE



BACKGROUND

1. Council finalised the Parramatta CBD Planning Proposal, which established a new planning framework for the Parramatta CBD, including new zoning, FSR, height and associated planning controls. The Parramatta CBD Planning Proposal was the result of extensive technical studies and community and stakeholder consultation over many years. The Parramatta CBD Planning Proposal was finalised as *Parramatta LEP 2011 (Amendment No 56)*, which was published on 6 May 2022 and came into effect on 14 October 2022.
2. During the exhibition period of the Parramatta CBD Planning Proposal, Council received submissions from landholders and other stakeholders seeking changes to controls for certain land within the Parramatta CBD. At its meeting of 15 June 2021, Council endorsed the final Parramatta CBD Planning Proposal with minor post exhibition changes and resolved to further investigate some matters raised from the submissions through a separate planning proposal process referred to in the Report as Decision Pathway 3 – Orange Matters. A list of the 'Orange Matters', as endorsed by Council 15 June 2021, is summarised in **Attachment 1** to this report.
3. The "Orange Matters" are generally outstanding matters remaining from the exhibition of Parramatta CBD Planning Proposal, that:
 - (a) were generally consistent with Council's policy framework for the CBD, but were more significant changes, and if integrated into the Parramatta CBD Planning Proposal in the immediate post-exhibition period would have triggered re-exhibition of the Parramatta CBD Planning Proposal at that time; and/or
 - (b) had some merit on preliminary review, but required further investigation to confirm whether they should be progressed.

FURTHER INVESTIGATION

4. In responding to the "Orange Matters" as resolved by Council on 15 June 2021, Council officers have undertaken further investigations, including:
 - (a) evaluation of the nature and extent of requested changes from relevant submissions that resulted in the formation of the "Orange Matters";
 - (b) assessment on the relevance of each "Orange Matter" against endorsed planning policy changes that have occurred at both the State and local level since Council's resolution on 15 June 2021 (now almost 3 years ago);
 - (c) assessment of planning merits for certain "Orange Matters" against relevant strategic planning policies and directions; and
 - (d) undertaking further urban design, land use planning and environmental sustainability analysis to inform suitable urban planning outcomes.
5. Following the completion of further investigations, Council officers have recommended two pathways, including justification, to address each of the "Orange Matters". These are articulated in detail at **Attachment 1**. In summary, the two pathways include the following:
 - (a) matters that have strategic merit and are recommended to progress as a part of the Parramatta CBD Supplementary Matters Planning Proposal (provided at **Attachment 2**);
 - (b) matters that are recommended to not proceed as a part of the Parramatta CBD Supplementary Matters Planning Proposal as they have since been resolved or superseded by another planning project or not considered to have adequate planning merit, or alternatively require significantly more analysis and are therefore recommended to proceed as a separate strategic precinct planning proposal.

PLANNING PROPOSAL

Overview

6. As outlined above, the Planning Proposal contained at **Attachment 2** to this report includes "Orange Matters" that are recommended by Council officers to progress to amend the Parramatta LEP 2023. In addition to addressing certain "Orange Matters", this Planning Proposal also makes an update to the BASIX points exceedance targets in clause 7.25(3)(c)(ii) of the Parramatta LEP 2023 (this is discussed in further detail in the table below).
7. This Planning Proposal has been prepared consistent with Council's endorsed position on 15 June 2021 in relation to the "Orange Matters" (refer to **Attachment 1**) and sections 3.31 & 3.33 of the *Environmental Planning and Assessment Act 1979* (the EPA Act). This Planning Proposal explains the intent and justification for the amendments to Parramatta LEP 2023. The proposed amendments by this Planning Proposal include:
 - (a) rezoning of some land;

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- (b) extending the application of Area B of the Special Provisions Area Map to the rezoned land so that clause 7.28 (Additional floor space ratio for office premises) also applies;
 - (c) amendment to the land reservation acquisition area of some land;
 - (d) additional permitted use for the Parramatta CBD area; and
 - (e) amendment to some local provisions (i.e. car parking rates and high performing building design) applicable to the Parramatta CBD area.
8. The Planning Proposal is collectively referred as the 'Parramatta CBD Supplementary Matters Planning Proposal' and generally applies to the Parramatta City Centre and specific land within the Parramatta City Centre, as described in column 1 of Table 1 below.

Summary of Proposed Changes

9. Table 1 below provides a summary of the changes proposed under the Planning Proposal contained at **Attachment 2**.

Table 1 – Summary of changes proposed under the Planning Proposal

Site / Matter	Proposed Change(s)	Summary Justification
Land Reservation Acquisition (LRA) Map Notations: a. 328 Church Street, Parramatta (proposed lane); b. Marsden Lane, being part of 215 Church Street, Parramatta; c. Firehorse Lane, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta; d. Woodhouse Lane, being part of 21 Wentworth Street, Parramatta; e. Charles Street/Hassall Street Intersection, being part of 2 Charles Street, Parramatta; and f. Parkes Street widening, being part of 24 Parkes Street, Harris Park.	a. Deletion of entire LRA. b. Deletion of entire LRA. c. Partial deletion of LRA. d. Insertion of new splay corner LRA notation. e. Insertion of new road widening/splay corner LRA notation. f. Insertion of new road widening LRA notation.	The proposed LRA amendments are in response to the findings of the Parramatta Integrated Transport Plan (ITP) and updated urban design analysis, and they also minimise the financial implications for Council (ie. Overall, the proposed LRA removal area is significantly larger than the proposed new additions). The changes will improve safety, promote active transportation, and facilitate better traffic circulation and movement throughout the Parramatta CBD.
<p><u>Orange Matter Initiator:</u></p> <p>The LRA Map change in relation to 328 Church Street, Parramatta is in response to a landowner submission. The other proposed LRA Map amendments are in response to the findings of the Parramatta CBD Integrated Transport Plan (ITP).</p> <p>Note: The submitter requested the changes that are recommended in the Planning Proposal. The other changes included in the Planning Proposal are consistent with</p>		

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relevant recommendations in the ITP.		
<p>Walker Corporation Landholdings - 10-12 Darcy Street, Parramatta, also known as 4 & 6 & 8 Parramatta Square</p> <p><u>Orange Matter Initiator:</u></p> <p>Landowner submission to Parramatta CBD Planning Proposal.</p> <p>Note: The submitter requested the changes that are recommended in the Planning Proposal.</p>	<p>Rezone from MU1 Mixed Use zone to E2 Commercial Centre zone. Extend application of Area B of the Special Provisions Area Map to the rezoned land so that clause 7.28 (Additional floor space ratio for office premises) applies.</p>	<p>E2 Commercial Centre zone aligns with the current significant office tower development on site, and will enable consistency with the zoning and application of clause 7.28 to the other office towers at Parramatta Square.</p> <p>Expansion of the commercial core is supported by a study, being the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis 2019)</p>
<p>High Performing Building Design – Clause 7.25 Update (applicable to residential development)</p> <p><u>Orange Matter Initiator:</u></p> <p>These updates are not a result of an “Orange Matter”. Rather, the updates are needed as the BASIX system has been revised through the introduction and commencement of <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> in October 2023.</p>	<p>Updates the BASIX Energy exceedance targets as specified in clause 7.25(3)(c)(ii), so that for buildings with an FSR ranging from 6:1 to 16:1, developers would need to exceed BASIX standards by the following BASIX points in order to utilise the 5% FSR bonus:</p> <ul style="list-style-type: none"> • 5-15 Storeys – 25 points • 16-30 storeys – 20 points • 31-40 storeys – 15 points • 41 or more storeys – 15 points 	<p>Updates are needed as the BASIX system has been revised through the introduction and commencement of <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> in October 2023.</p> <p>Updates are supported by a study, being the Parramatta High Performance Building Study Review (Kinesis, November 2023).</p>
<p>Additional land use permissibility – E2 Commercial Centre zone – Water recycling facilities</p> <p><u>Orange Matter Initiator:</u></p> <p>Parramatta River Catchment Group submission to Parramatta CBD Planning Proposal.</p> <p>Note: The submitter’s requested change relating to ‘water recycling facilities’ permissibility has been recommended in the Planning Proposal. The submitter’s requested change relating to ‘water supply systems’ permissibility has not been recommended in the Planning Proposal.</p>	<p>Add ‘water recycling facility’ as a permissible use with consent in the E2 Commercial Centre zone.</p>	<p>Will enable consistency between the MU1 Mixed Use zone and E2 Commercial Centre zone in the Parramatta CBD, noting that ‘water recycling facilities’ are currently permissible in MU1, but prohibited in E2. Further, this will also enable better alignment with clause 7.24 (Dual water systems). This change will enable maximum flexibility for recycled water systems, thereby improving environmental and sustainability outcomes.</p>
<p>Maximum Residential Car Parking Rate for certain land at</p>	<p>Introduce a new Land Use and Transport Integration (LUTI)</p>	<p>Changes will retain the current more restrictive maximum car</p>

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<p>North Parramatta (being the part of the Parramatta CBD north of Victoria Road)</p> <p><u>Orange Matter Initiator:</u></p> <p>The proposed changes to the car parking rates are in response to the findings of the Parramatta CBD Integrated Transport Plan (ITP). It is also noted that the car parking rates issue was raised in various submissions to the Parramatta CBD Planning Proposal, including from a landowner in the North Parramatta area of the CBD seeking to redevelop their site, Property Council of Australia, and also Transport for NSW.</p> <p>Note: The recommended changes in this Planning Proposal seeking to introduce Category A and B parking rates are consistent with the recommendations of the ITP and address the issues raised in the submissions received that relate to this matter.</p>	<p>Map, which will identify Category A and B residential car-parking rate areas (refer to Figure 5 of Attachment 1).</p> <p>Category A will retain the current more restrictive maximum car parking rates, whereas Category B will introduce less restrictive maximum rates in the area of the Parramatta CBD north of Victoria Road.</p> <p>Amend the table in clause 7.17 to show the existing car parking rates for "Residential flat buildings, dual occupancies and multi dwelling housing" will apply to land shown as 'Category A' on the LUTI Map. Further, add a new Land Use type in the table for "Residential flat buildings, dual occupancies and multi dwelling housing – Category B land" (as shown on the LUTI Map), with the following rates:</p> <p><i>"The sum of the following—</i> <i>Resident spaces:</i> <i>(a) 0.2 space for each studio dwelling</i> <i>(b) 0.4 space for each dwelling containing 1 bedroom</i> <i>(c) 0.8 space for each dwelling containing 2 bedrooms</i> <i>(d) 1.1 spaces for each dwelling with 3 or more bedrooms</i> <i>Visitor spaces (calculated cumulatively):</i> <i>(e) 0.167 space for each dwelling up to 30 dwellings</i> <i>(f) 0.1 space for each dwelling more than 30 and up to 70 dwellings</i> <i>(g) 0.05 space for each dwelling more than 70 dwellings"</i></p>	<p>parking rates for residential development on land to be referred to as Category A which has good access to heavy rail and metro stations.</p> <p>Less restrictive maximum car parking rates will apply to land referred to as Category B on land in the Parramatta CBD north of Victoria Road, as this land is located well away from heavy rail and metro stations.</p> <p>The new car parking framework is based on the recommendations of the Parramatta CBD Integrated Transport Plan (ITP).</p>
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STRATEGIC PRECINCT PLANNING PROPOSAL – PARRAMATTA WESTFIELD SITE

10. The Parramatta Westfield landholdings is situated at 142 and 171 Church Street, Parramatta, consisting of multiple blocks extending along Argyle Street, Aird Street, Marsden Street, Campbell Street, Fitzwilliam Street and Church Street – refer to Figure 1 below. The site is the single largest private land holding in the Parramatta CBD, measuring 6.43 ha in land area. In comparison, this is larger than Parramatta Square (including public domain) at about 2.84 ha, the Powerhouse Museum site at about 1.81 ha, and the Parramatta Metro site at about 1.76 ha, combined.

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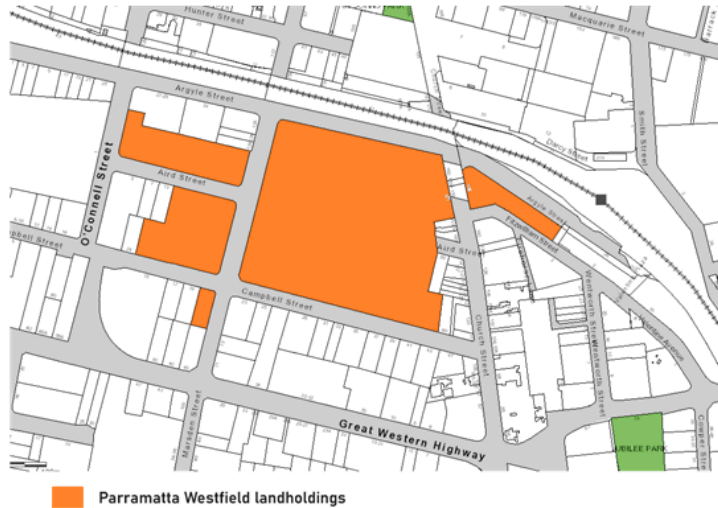


Figure 1 – Parramatta Westfield landholdings

11. Under the Parramatta CBD Planning Proposal ('CBD PP'), the site was proposed to be rezoned from B4 Mixed Use (now referred to as MU1 Mixed Use) to B3 Commercial Core (now referred to as E2 Commercial Centre). Under the CBD PP, it was also proposed to significantly increase heights and FSRs across the site, which would have resulted in a significant increase in density. Council officer's calculations indicate that under the CBD PP, *additional* GFA of 323,233sqm would have been permitted under the proposed FSR changes, which is a significant increase in floorspace capacity, being the equivalent of around 14 Sydney Water towers.
12. During the exhibition of the CBD PP, the landowner objected to the proposed rezoning. The primary basis for their objection at the time was the loss of flexibility in land uses offered by the proposed zone. Council consequently resolved to not progress the controls proposed under the CBD PP, and to undertake further investigations as a "orange matter". Council officers have further investigated this matter, which has included reviewing the previous urban design and economic studies undertaken as a part of the CBD PP that relate to this site, and also reviewing the draft zoning, height and FSR controls as exhibited for this site under the CBD PP.
13. In relation to the issue of land use flexibility, it is noted that the primary difference between the current MU1 Mixed Use zone and a proposed E2 Commercial Centre zone is the permissibility of residential development, noting that residential is permissible in the MU1 zone, but prohibited in the E2 zone. Aside from this, the E2 zone offers a flexible range of land uses to support a centre, and all typical centre-based land uses that are permissible in the MU1 zone are also permissible in the E2 zone. Notwithstanding the prohibition of residential in the E2 zone under *Parramatta LEP 2023*, it is noted that *State Environmental Planning Policy (Housing) 2021* ('the Housing SEPP') does offer build-to-rent housing as a permissible use in this zone, although acknowledging this cannot be subdivided and individually sold off.

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14. Following these further investigations, Council officers are of the view that further analysis is needed to appropriately determine the future planning policy framework for this highly significant site. This further analysis needs to consider at least the following:
 - a. **Land Economics** – The impacts of the COVID pandemic on both the office and retail market are continuing to evolve and will impact the future for this site. Further economic analysis is needed to help inform the policy framework for this significant site.
 - b. **Land Use and Urban Design** – Given its strategic location near the Parramatta Transport Interchange and Parramatta Square, and also its large size, this site has significant potential in providing for future employment generation for the Parramatta CBD, in particular in large floor plate commercial office towers to match those of Parramatta Square. Further analysis is needed to determine the appropriate scale/type of residential development that would be suitable for the site, including site location considerations, so that strategic commercial and residential land use objectives can be properly balanced and managed.
15. In light of the above considerations, associated site complexities, and the significance of this large site in the Parramatta CBD, Council officers recommend not progressing this matter as a part of this planning proposal, and rather that Council commence preliminary work on a separate strategic precinct planning proposal specifically for the Westfield site, given its strategic importance, and also to allow more time where these issues can be further investigated.

PLANNING PROPOSAL ASSESSMENT

Strategic Merits

16. This Planning Proposal is consistent with the relevant Parramatta CBD planning framework. Further, it is noted that this Planning Proposal is supported by following technical studies, which were prepared to support the Parramatta CBD Planning Proposal:
 - (a) Parramatta CBD Integrated Transport Plan (2021) (refer to Appendix 4 of the Planning Proposal at **Attachment 2**);
 - (b) Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019) (“the Urbis study”) (refer to Appendix 2 of the Planning Proposal at **Attachment 2**);
 - (c) Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to Appendix 5 of the Planning Proposal at **Attachment 2**).
17. Further, the Parramatta CBD High Performance Building Study Review (Kinesis, 2023) (refer to Appendix 3 of the Planning Proposal at Attachment 2) has also been prepared in support of this Planning Proposal in relation to the proposed updates to the BASIX exceedance targets in clause 7.25(3)(c)(ii) of the Parramatta LEP 2023.
18. Despite the Urbis study being completed prior to COVID and the pandemic’s associated impacts on the office market, which continue to evolve, its recommendation to expand the CBD’s commercial core to include the Walker

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landholdings at Parramatta Square is still considered valid given the significant commercial office towers that have since been completed at Parramatta Square. The rezoning of this land would also ensure consistency with the E2 Commercial Centre zoning of the other office towers at Parramatta Square, including the NAB Tower, Western Sydney University Tower, and the Sydney Water Tower.

19. The Planning Proposal demonstrates general consistency against relevant State Planning Policies and Ministerial Directions. It aligns with relevant planning priorities of the Greater Sydney Region Plan, the Central City District Plan, Local Strategic Planning Statement, Local Housing Strategy, Parramatta CBD Planning Strategy, Community Infrastructure Strategy, and Parramatta 2038 Community Strategic Plan. Further assessment of the strategic merits is provided at Part 3 of the Planning Proposal at **Attachment 2**.

Key Planning Considerations

Urban Design/Built Form and Economic Outcomes

20. The urban design/built form and economic considerations of the proposed changes under the Planning Proposal are summarised in Table 2 below.

Table 2 – Urban design/built form and economic considerations of the proposed changes

Proposed change	Urban Design/Built form & Economic considerations
Expansion of the E2 Commercial Centre zone and application of clause 7.28 (Additional FSR for office premises) over the Walker landholdings at Parramatta Square.	<p>Expansion of the E2 Commercial Centre zone over the Walker Corporation Landholdings at Parramatta Square will allow for intensification of commercial and business uses on this land, which is centrally located close to the Parramatta Transport Interchange. The existing newly constructed commercial office towers at Parramatta Square are consistent with the proposed zoning. Expansion of the E2 Commercial Centre zone is also consistent with the recommendations of the <i>Achieving A-Grade Office Space in the Parramatta CBD Economic Review</i> (Urbis, 2019).</p> <p>Clause 7.28 allows proponents to exceed the maximum permissible FSR, but only if this is to be used for office premises. Further, in order to utilise clause 7.28, the site must have an area of at least 1,800sqm and a development control plan must be prepared which must provide for a number of matters, including compatibility with desired future character, minimising impacts on view corridors, land suitability, heritage and streetscape constraints, bulk and massing, street frontage heights, environmental impacts, and the public domain.</p> <p>These changes will reaffirm the significance of Parramatta Square as a major premium A-Grade office precinct as a part of the city's commercial core and will generate jobs and business opportunities.</p>

Transport and Accessibility

21. Consistent with the Parramatta Integrated Transport Plan (ITP), this Planning Proposal includes amendments to several existing and proposed laneways, splay corners and road widenings, as outlined in Table 1. The proposed changes are in response to recent developments and urban design analysis, and will improve safety, active transportation, better traffic circulation, and movement throughout the Parramatta CBD.

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22. The proposed new Category A and B parking policy framework for the Parramatta CBD (as outlined in Table 1) would serve as a driver to encourage a greater shift towards sustainable and active transport modes and investment in infrastructure that would support and facilitate the use of these modes, providing environmental, access and amenity benefits, which will be critical to the success of the city going forward. Enabling some more car parking spaces in Category B areas will provide improved car access for areas that are not well located close to heavy rail or metro stations. Further, it is noted that the proposed Category A and B parking policy framework is also consistent with the findings of the Parramatta ITP.

Sustainability and Environment

23. The Planning Proposal includes updates to the BASIX points exceedance targets in clause 7.25 (high performing building design) to ensure the incentive of providing high performing buildings in the Parramatta City Centre remains effective and up-to-date. This update would encourage high quality building design for efficient energy consumption and contribute to sustainable environmental outcomes.
24. The Planning Proposal also proposes to include new land use permissibility for 'water recycling facilities' in the E2 Commercial Centre zone. This is to allow flexible water management solutions for future development and encourage efficient water usage. Ensuring that 'water recycling facilities' are permissible in both the E2 Commercial Centre and MU1 Mixed Use zones across the entire Parramatta CBD area, and not just the MU1 zone (as is currently the case), will complement the requirements for dual water systems under clause 7.24, and will provide maximum flexibility for recycled water systems, thereby improving environmental and sustainability outcomes.

Flooding

25. Most land within the Parramatta CBD is flood affected. Developments within the Parramatta City Centre are regulated under clause 7.11 (Floodplain Risk Management) under the Parramatta LEP 2023 and other relevant flooding risk management plans and policies. The Planning Proposal is consistent with the relevant policy framework for the Parramatta CBD area, including clause 7.11 (Floodplain Risk Management) of Parramatta LEP 2023 and the Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 5 of the Planning Proposal at **Attachment 2**), which was prepared to support the Parramatta CBD Planning Proposal.
26. This Planning Proposal does not seek amendments to any flooding controls applicable to the Parramatta CBD. The proposed increase in density envisaged through the expansion of the applicability of clause 7.28 (Additional floor space ratio for office premises) over the Walker landholdings (that is affected by the Probable Maximum Flood), is generally consistent with the overall density proposed under the exhibited Parramatta CBD Planning Proposal, which was supported by the Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021). Therefore, continued application of clause 7.11 (Floodplain risk management) is considered appropriate to address any flooding risks.

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27. Further details of above key planning considerations of the Planning Proposal are available at section 3.3.2 of the Planning Proposal at **Attachment 2**.

PLAN MAKING DELEGATIONS

28. Plan making delegations were announced by the then Minister for Planning and Infrastructure in October 2012 allowing councils to make LEPs of local significance. On 26 November 2012, Council resolved to accept the delegation for plan making functions, and for these functions be delegated to the Chief Executive Officer.
29. It is recommended that Council request to the Department of Planning, Housing and Infrastructure to exercise its plan making delegations for this Planning Proposal. This means that after the Planning Proposal has received a Gateway Determination, complied with any conditions (including any requirements for public exhibition), Council officers can deal directly with the Parliamentary Counsel on the legal drafting and finalisation of the amendment to the LEP facilitated by this Planning Proposal.

FINANCIAL IMPLICATIONS FOR COUNCIL

30. Under this Planning Proposal, 79sqm of land is being added to the Land Reservation Acquisition Map, but 1,098sqm is being removed, resulting in a net reduction of 1,019sqm of land being identified for acquisition by Council (refer to Table 3). This significant net reduction in land acquisition area will result in an associated net reduction in Council's financial liability in terms of acquisition costs, should the land not be secured through redevelopment opportunities.

Table 3 – Land area changes to Land Reservation Acquisition Map under the Planning Proposal

Site	Additions (sqm)	Retention (sqm)	Deductions (sqm)
2 Charles St, Parramatta (splay corner)	40		
24 Parkes St, Harris Park (road taper)	35		
Firehorse Lane, Parramatta (part removal)		71	473
21 Wentworth St, Parramatta (splay corner)	4		
215 Church St, Parramatta (Marsden Lane)			187
328 Church St, Parramatta (full removal)			438
Totals	79	71	1,098

CONCLUSION AND NEXT STEPS

31. Council officers have recommended two pathways to address the 'Orange Matters' resolved by Council on 15 June 2021. These are articulated in detail at **Attachment 1**. In summary, the two pathways include the following:
- (a) matters that have strategic merit and are recommended to progress as a part of the Parramatta CBD Supplementary Matters Planning Proposal (provided at **Attachment 2**);

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- (b) matters that are recommended to not proceed as a part of the Parramatta CBD Supplementary Matters Planning Proposal as they have since been superseded or resolved by another planning project or not considered to have adequate planning merit, or alternatively require significantly more analysis and are therefore recommended to proceed as a separate strategic precinct planning proposal.
32. The Planning Proposal demonstrates both strategic and site-specific planning merits and is consistent with the Parramatta CBD planning policy framework, as established by the Parramatta CBD Planning Proposal. It is recommended the Planning Proposal be endorsed by Council and forwarded to the Department of Planning, Housing and Infrastructure for Gateway determination.
33. Following the consideration of the report by the Panel, a report will be prepared to Council incorporating advice from the Panel seeking a resolution to endorse the recommended pathways to address the outstanding "Orange Matters" arising from the public exhibition of the Parramatta CBD Planning Proposal (as detailed in **Attachment 1**) and progress the Planning Proposal contained at **Attachment 2**.
34. Further to the above, Council officers are also recommending that Council prepare a separate strategic precinct planning proposal for the Westfield site given its strategic importance, and also to allow more time for further urban design, land use and economic analysis to be undertaken.

Joyce Jiang
Senior Project Officer

Roy Laria
Team Leader Land Use Planning

Robert Cologna
Group Manager, Strategic Land Use Planning

Jennifer Concato
Executive Director City Planning and Design

ATTACHMENTS:

1 Recommendations to the Parramatta CBD Planning Proposal "Orange Matters"	31 Pages
2 Parramatta CBD Supplementary Matters Planning Proposal	436 Pages

REFERENCE MATERIAL



**CITY OF
PARRAMATTA**

MINUTES

**Parramatta Local Planning Panel
Tuesday, 21 May 2024
3.30pm**

**Level 3, PHIVE
Parramatta Square, Parramatta**

PANEL MEMBERS

Julie Walsh (Chairperson)
 Steve Driscoll (Expert Member)
 Michael Evesson (Expert Member)
 James Cowie (Community Member)

STAFF MEMBERS

Development Assessment Manager – Claire Stephens, Team Leader, Development Assessment - Sara Smith, Team Leader, Development Assessment - Jonathan Cleary, Team Leader Development Assessment - Alicia Hunter, Senior Development Manager - Belinda Borg, Senior Development Assessment Officer - Denise Fernandez, Development Assessment Officer - Mathu Stephen, Group Manager Major Projects and Precincts - David Birds, Team Leader Land Use Planning - Roy Laria, Senior Project Officer – Simon Coleman, Team Leader Land Use Planning - Carmel O'Connor, Land Use Planning Manager – Michael Rogers, Senior Project Officer - Amberley Moore, Team Leader City Projects - Mark Dillon, Work Experience Student – Joshua Qullotto, Governance Officer (minute secretary) – Neeli Sharma

1. ACKNOWLEDGEMENT TO TRADITIONAL OWNERS OF LAND

The Chairperson, acknowledged the Burramattagal people of The Dharug Nation as the traditional land owners of land in Parramatta and paid respect to their ancient culture and to their elders past, present and emerging.

2. WEBCASTING ANNOUNCEMENT

The Chairperson advised that this public meeting is being recorded. The recording will be archived and made available on Council's website.

3. APOLOGIES

There were no apologies made to this Local Planning Panel.

4. DECLARATIONS OF INTEREST

There were no declarations of interest made to this Local Planning Panel.

4A. PUBLIC SPEAKERS

The meeting commenced at 3.30 pm. The Chair invited registered speakers to address the Parramatta Local Planning Panel ('the Panel') on the item listed below:

Speaker	Item number	Title
Asher Richardson	5.1	150-152 Briens Road, NORTHMEAD NSW 2152 (Lot 111 in DP 1160038)
James Webb	5.1	150-152 Briens Road, NORTHMEAD NSW 2152 (Lot 111 in DP 1160038)
Janine Steele	5.2	10/11 Blaxland Avenue, NEWINGTON NSW 2127 (Lot 40 SP 58861)
Gabor Szathmari	5.2	10/11 Blaxland Avenue, NEWINGTON NSW 2127 (Lot 40 SP 58861)
Kyle Leong	5.2	10/11 Blaxland Avenue, NEWINGTON NSW 2127 (Lot 40 SP 58861)
Mitchell Favalaro	6.1	Gateway Request -Planning Proposal for land at 31 O'Connell Street and 9 Albert Street, North Parramatta

Nicholas Byrnes	6.1	Gateway Request -Planning Proposal for land at 31 O'Connell Street and 9 Albert Street, North Parramatta
Emily Jacobsson	6.1	Gateway Request - Planning Proposal for land at 31 O'Connell Street and 9 Albert Street, North Parramatta
Adam Coburn	6.2	Gateway Request - Parramatta CBD Supplementary Matters Planning Proposal
David Cullen	6.3	Gateway Request - Planning Proposal for land at 53-61 Rawson St, Epping
Jordan Faeghi	6.3	Gateway Request - Planning Proposal for land at 53-61 Rawson St, Epping

5. REPORTS - DEVELOPMENT APPLICATIONS

5.1 SUBJECT OUTSIDE PUBLIC MEETING: 150-152 Briens Road, NORTHMEAD NSW 2152 (Lot 111 in DP 1160038)

DESCRIPTION Construction and use of multi-unit industrial warehouse and ancillary offices, storage premises, carparking & signage. The application is Nominated Integrated Development under the Water Management Act 2000.

APPLICANT/S Hannas Contracting Services Pty LTD

OWNERS Briens River Pty Ltd

REPORT OF Group Manager Development and Traffic Services

PANEL DECISION

(a) That the Parramatta Local Planning Panel, exercising the function of the consent authority, grant **deferred commencement development consent** to DA/19/2023 for the construction and use of multi-unit industrial warehouse and ancillary offices, storage premises, carparking and signage subject to the conditions in the Council Officer's report with the deletion of conditions 40 (e) and 53 for the following reasons:

- a. The development is permissible in the IN1 General Industrial zone pursuant to the Parramatta Local Environmental Plan 2011 and satisfies the requirements of all applicable planning standards controls.
- b. The development will protect the natural environment.
- c. The development will not adversely impact on the visual character of the area.
- d. For the reasons given above, approval of the application is in the public interest.

(b) That the Parramatta Local Planning Panel, approve the Clause 4.6 variation to the Height for the following reasons:

- a. The departure representing a variation of 21.5% from the standard is reasonable and allows for a transition of height that is sympathetic with the existing topography whilst providing good urban design and an appropriate building platform.
 - b. The departure does not result in adverse amenity impacts to adjoining developments and to the reserve.
 - c. Despite the departure the development remains generally consistent with the controls and provisions of DCP 2011.
 - d. The variation to the height does not result in unreasonable perception of bulk and scale.
- (c) That the Parramatta Local Planning Panel, approve the Clause 4.6 variation to the FSR for the following reasons:
- a. The variation is a 2.5% departure to the standard and is minor in this instance and is a result of floor area located within the basement which does not unreasonably result in a bulky development.
 - b. The development remains generally compliant with building setbacks, articulation, landscaping and good urban design so that any exceedance in FSR is negligible on the streetscape and neighbouring developments.
 - c. The minor departure to the FSR does not result in unreasonable vehicular or pedestrian traffic that would otherwise be expected for similar developments within this location.
 - d. The minor variation to the FSR does not result in unreasonable overshadowing of adjoining development or to the reserve, loss of amenity to neighbouring developments or loss of views.

VOTING
Unanimous

- 5.2 **SUBJECT** PUBLIC MEETING: 10/11 Blaxland Avenue,
NEWINGTON NSW 2127 (Lot 40 SP 58861)
- DESCRIPTION** Change of use of an existing room within the dwelling for
a home business
- APPLICANT/S** Kah Seng Leong
- OWNERS** Kah Seng Leong
- REPORT OF** Group Manager Development and Traffic Services

PANEL DECISION

- (a) That the Parramatta Local Planning Panel exercising the functions of Council as the consent authority, grant development consent to DA/731/2023 on land at 10/11 Blaxland Road

Newington, subject to the conditions of consent in the Council Officer's report amended as follows:

1. The consent is for a trial period of 12 months only. The applicant should it wish to continue the use, shall lodge a new development application no later than ten (10) months of the date of this consent.

2. Condition 10 shall be replaced with the following condition:

All preparation, cooking, and storage of ingredients shall occur wholly within the kitchen which has a floor area of 8.4 square metres.

3. Add the following words at the end of Conditions 2 and 6:

This consent does not authorise the carrying out of any works to the common property of the strata plan. If any such works are required, a separate development application with written owner's consent of the Owners Corporation of the strata plan is required.

(b) That the submitters are advised of the decision.

REASONS FOR APPROVAL

Subject to the amendments to the conditions set above the development application is acceptable for approval for the following reasons:

1. The development is permissible in the R4 High Density zone pursuant to Parramatta Local Environmental Plan 2023 and satisfies the requirements of the applicable planning framework.
2. The development will be compatible with the emerging and planned future character of the area.
3. The development will promote land use that provides a facility to meet the day-to-day needs of Parramatta Council occupants.
4. The proposal provides non-residential land use where any amenity impacts that can be appropriately managed.
5. The development is in the public interest because it is consistent with the objectives of development in the R4 High Density zone.

VOTING
Unanimous

6. REPORTS – PLANNING PROPOSALS

6.1 SUBJECT Gateway Request - Planning Proposal for land at 31 O'Connell Street and 9 Albert Street, North Parramatta

APPLICANT/S Peterose Pty Ltd

OWNERS Peterose Pty Ltd

REPORT OF Senior Project Officer

PANEL ADVICE

The Local Planning Panel advises as follows:

- (a) That Council approve for the purposes of seeking a Gateway determination, the Planning Proposal for land at 31 O'Connell Street and 9 Albert Street, North Parramatta, which seeks the following amendments to Parramatta Local Environmental Plan (LEP) 2023:
 - 1) Increase the Height of Buildings control from part 21 metres, part 28 metres and part 66 metres to part 0 metres, part 30 metres, part 53 metres and part 77 metres (maximum height of approximately 22 storeys).
 - 2) ii. Increase the Floor Space Ratio control from part 2.4:1 and part 3.3:1 to 3.9:1.
- (b) That Council request the applicant to update the following documents, in accordance with this report, prior to the Planning Proposal being placed on public exhibition
 - 1) Traffic Impact Assessment
 - 2) Stormwater Management Plan
- (c) That Council request the DPHI to provide Council with delegation to exercise its plan-making delegations for this Planning Proposal.
- (d) That Council approve the draft site-specific Development Control Plan (DCP) for the purposes of public exhibition with the Planning Proposal.
- (e) That a Planning Agreement be prepared in accordance with the applicant's Letter of Offer at **Attachment 12** and placed on public exhibition with the Planning Proposal and site-specific DCP.
- (f) That Council authorise the CEO to correct any minor anomalies of a non-policy and administrative nature that arise during the plan-making process.

VOTING
Unanimous

6.2 **SUBJECT** Gateway Request - Parramatta CBD Supplementary Matters Planning Proposal

APPLICANT/S City of Parramatta Council

OWNERS Multiple landowners

REPORT OF Senior Project Officer

PANEL ADVICE

The Local Planning Panel advises as follows:

- (a) That Council approve the recommended pathways for resolving the outstanding "Orange Matters" arising from the exhibition of the Parramatta CBD Planning Proposal, as detailed in the table at **Attachment 1**.
- (b) That Council approve the Parramatta CBD Supplementary Matters Planning Proposal at **Attachment 2**, subject to it being updated to include "creative industries" as permitted with consent in the E2 Commercial Centre zone, for the purpose of seeking a Gateway Determination from the Department of Planning, Housing and Infrastructure.
- (c) That Council advise the Department of Planning, Housing and Infrastructure that the CEO will be seeking to exercise its plan-making delegations for this Planning Proposal, as authorised by Council on 26 November 2012.
- (d) That Council delegates authority to the CEO to correct any minor anomalies of a non-policy and administrative nature that arise during the plan-making process.
- (e) That Council resolve to prepare a separate strategic precinct planning proposal for the Westfield site at 142 and 171 Church Street, Parramatta, given its strategic significance to the Parramatta CBD, and that Council officers prepare further urban design, land use and economic analysis to inform the policy framework for this planning proposal.

VOTING
Unanimous

6.3 **SUBJECT** Gateway Request - Planning Proposal for land at 53-61 Rawson St, Epping

APPLICANT/S Mecone

OWNERS Canjs Pty Ltd

REPORT OF Project Officer Land Use**PANEL ADVICE**

The Local Planning Panel advises the following:

- a) That Council approve for the purposes of seeking a Gateway Determination from the Department of Planning, Housing and Infrastructure (DPHI), the Planning Proposal for land at 53-61 Rawson Street, Epping (**Attachment 1**) which seeks to amend the Parramatta Local Environmental Plan 2023 (PLEP 2023) in relation to the subject site by:
 - i. Introducing an additional local provision to allow an additional Floor Space Ratio (FSR) of 1.5:1 for commercial premises only (proposed mapping provided at **Attachment 2**).
 - ii. Amending the height of buildings control from 48m (15 storeys) to part 103m RL (22m or 5 storeys), part 197m RL (112m or 33 storeys) and part 206m RL (122m or 36 storeys) (proposed mapping provided at **Attachment 2**).
- b) That Council request the DPHI to provide Council with the authorisation to exercise its plan-making delegations for this Planning Proposal.
- c) That Council authorise the CEO:
 - i. To amend the Parramatta Development Control Plan (PDCP) in accordance with the draft Site-Specific Development Control Plan (SSDCP) (**Attachment 3**) to align with the Planning Proposal and to address the matters described in this report; and
 - ii. If a Gateway Determination is issued by DPHI, to place the draft SSDCP on public exhibition concurrently with the Planning Proposal.
- d) That Council authorise the CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process and finalisation of the documents.

VOTING
Unanimous

The meeting terminated at 4.10pm.



Chairperson

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.7
SUBJECT	Adoption of the Social Sustainability Strategy 2024 - 2033
REFERENCE	F2024/00282 - D09100348
REPORT OF	Strategy Manager
CSP THEME:	Fair, Welcoming

WORKSHOP/BRIEFING DATE: 19 September 2022, 25 November 2022, 20 February 2023, 26 April 2023, 31 July 2023 and 6 May 2024

PURPOSE:

To seek Council's adoption of the final Social Sustainability Strategy 2024 – 2033.

RECOMMENDATION

- (a) That Council notes the community feedback received during public exhibition of the draft Social Sustainability Strategy 2024 - 2033.
- (b) That Council adopts the Social Sustainability Strategy 2024-2033 at **Attachment 1** to this report.
- (c) That Council delegate authority to the Chief Executive Officer (CEO) to make any administrative and/or non-policy editorial amendments to the Social Sustainability Strategy 2024 - 2033 during its publication.

SUMMARY OF EXHIBITION

1. Council endorsed the draft Social Sustainability Strategy (the Strategy) for exhibition at the 14 August 2023 meeting. The draft Strategy was exhibited from 21 August to 16 October 2023, along with three other draft strategies (Environmental Sustainability Strategy, Economic Development Strategy and Smart City and Innovation Strategy). Public exhibition was extended from six to eight weeks to allow stakeholders additional time to provide submissions.
 2. Engagement activities included:
 - a. Participate Parramatta portal
 - b. Future Parramatta social media campaign
 - c. Future Parramatta Luncheon for external delivery partners held on 7 September 2023
 - d. Four community pop-up sessions held at Phive, Wentworth Point Community Centre and Library, North Rocks Shopping Centre, and Parramatta Lanes Festival
 - e. Community engagement competition delivered online and at pop-ups
 3. Key engagement statistics from public exhibition include:
-

- a. 14,600 visits to the Future Parramatta page on Participate Parramatta
 - b. 685 visits to the Draft Social Sustainability Strategy page on Participate Parramatta
 - c. 191 community members engaged at pop-ups
 - d. 70+ attendees at the Future Parramatta luncheon
4. See **Attachment 2** for an overview of engagement activities.
 5. The three draft strategies that were simultaneously exhibited alongside the draft Social Sustainability Strategy are intended to be reported to Council over the coming months.

EXHIBITION RESPONSE SUMMARY

6. During the public exhibition period, 15 submissions were received on the draft Social Sustainability Strategy, of which nine were from community members and six from organisations.
7. All submissions on the draft Social Sustainability Strategy were supportive of the priorities and actions.
8. Submissions raised a range of matters, some of which were outside of the scope of the Social Sustainability Strategy. Matters outside the scope of this Strategy have been referred to relevant teams for consideration in future planning documents or for project implementation.
9. Key themes raised across the submissions and Council Officer responses are summarised below:

Theme	Summary of Council Officer response
Community infrastructure – need for indoor recreation facilities, community gardens, and parks with accessible amenities	The importance of community infrastructure is emphasised in <i>Priority 1 – A socially connected community</i> . Feedback on community infrastructure will be considered as part of <i>Action 1.1.1 Evaluate and update Council’s Community Infrastructure Strategy and release a regular report card on progress</i> .
Housing – need for affordable housing, improved high density living options, and increased support for people experiencing homelessness	The Social Sustainability Strategy addresses housing affordability and diversity in <i>Priority 4 – A City with affordable and diverse homes for all</i> . Submissions expressed support for actions relating to housing, which is noted and appreciated.
Health - collaboration to improve health outcomes for disadvantaged communities and the need to address food insecurity	The Social Sustainability Strategy addresses housing in <i>Priority 3 – A community where people can live healthy lives</i> . The draft Strategy adopts a holistic understanding of health and acknowledges the 'social determinants of health', the non-medical factors that influence health and wellbeing

	outcomes. It also addresses healthy equity. A new action has been added to address food insecurity.
Social cohesion, cultural diversity, and inclusion - celebration of cultural diversity as a key strength and recognition that we are on Dharug land	The Social Sustainability Strategy recognises and celebrates cultural diversity as City of Parramatta's strength. Council's commitment to partnering with Dharug and First Nations people is set out in the First Nations Strategy 2024-2029.
Safety – enhancing community safety	The Social Sustainability Strategy addresses safety in <i>Priority 2 - A safe, inclusive, and welcoming City</i> . Focus areas include domestic and family violence, crime prevention, and experiences of safety for LGBTQIA+ communities, women, and young people.
Partnerships between Council and external organisations to ensure a more equitable and resilient Parramatta.	Council recognises the importance of partnerships and welcomes external partners' willingness to collaborate.

10. See **Attachment 3** for more detailed Council Officer responses to submissions.

KEY CHANGES FOLLOWING EXHIBITION

11. Council officers recommend several post-exhibition amendments to the draft Social Sustainability Strategy, which are outlined in further detail in **Attachment 4**. In summary, changes include the following:

Proposed change	Rationale
Reworded and consolidated content throughout document	To streamline the document, improve clarity, and better utilise spreads
Reorganised actions to be included within each priority section, rather than as a standalone action plan at the end of the document	To enable the reader to read the priority and associated actions more easily
Removed "outputs" layer from action plan	To improve readability and clarity, as this layer was useful in the drafting of the document but not helpful for the reader
Changed timeframe of targets for indicators from two years to four years	To align the target with the duration of action plan for consistency
Added baseline data for indicators, where available	To provide context for four-year targets
One new action to address food insecurity	To include action in response to new Our City My Life data, which became available following public exhibition and highlighted the issue of food insecurity in our community. Food insecurity was also highlighted in Resilient Sydney's submission.

Removed four actions	To remove actions that were already completed, overlapped with other actions, and/or were not best placed in the Social Sustainability Strategy.
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CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholders	Stakeholder Comment	Council Officer Response	Responsibility
Late 2022 – early 2023	External stakeholders, including Greater Cities Commission, Sydney Olympic Park Authority, Department of Communities and Justice, Western Sydney Community Forum, Western Sydney Local Health District, and Resilient Sydney	Broad support was expressed for the direction of the draft Strategy, and stakeholders offered strategic views on Parramatta's future.	Feedback was considered while preparing the draft Strategy. Stakeholders were also invited to provide feedback during public exhibition.	City Strategy

Councillor Consultation

13. The following Councilor consultation has been undertaken in relation to this matter:

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
19 September 2022	Councillor Workshop – Timeline & engagement program	Councillors were supportive of the timeline and engagement program put forward. Councillors made suggestions to enhance the engagement program.	Council Officers ensured each ward and Parramatta CBD were covered by pop-up sessions and organised a half-day workshop to delve into content.	City Strategy
25 November 2022	Half-day Strategy workshop	Councillors provided feedback on trends, challenges, opportunities, and themes identified through research & engagement to date.	Councillor feedback was considered when progressing the draft Strategy.	City Strategy
20 February 2023	Councillor workshop	Councillors provided feedback on priorities and objectives.	Councillor feedback was considered when progressing the draft Strategy.	City Strategy

26 April 2023	Councillor workshop	Councillors provided feedback on proposed actions.	Council staff made minor updates to actions based on Councillor feedback.	City Strategy
31 July 2023	Councillor workshop	Councillors provided feedback on proposed indicators. Councillors asked if baseline data could be included.	Council staff added baseline data alongside the indicators, where available.	City Strategy
6 May 2024	Councillor workshop	Councillors provided feedback on proposed post-exhibition changes.	Council staff considered feedback in final draft.	Group Manager City Strategic Planning

LEGAL IMPLICATIONS FOR COUNCIL

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

FINANCIAL IMPLICATIONS FOR COUNCIL

15. If Council resolves to approve this report in accordance with the recommendations, there are no unbudgeted financial implications for Council. The various actions outlined in the Social Sustainability Strategy are able to be executed within Council's existing resources.

Mark Egan
Strategy Manager

Robert Cologna
Group Manager, Strategic Land Use Planning

Jennifer Concato
Executive Director City Planning and Design

John Angilley
Executive Director Finance & Information

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

- 1   Draft Social Sustainability Strategy 58 Pages
- 2   Engagement Report 5 Pages
- 3   Response to Submissions 7 Pages
- 4   Summary of Proposed Changes 6 Pages

REFERENCE MATERIAL



SOCIAL SUSTAINABILITY STRATEGY

An equitable and resilient Parramatta



PARRAMATTA

2024 – 2033

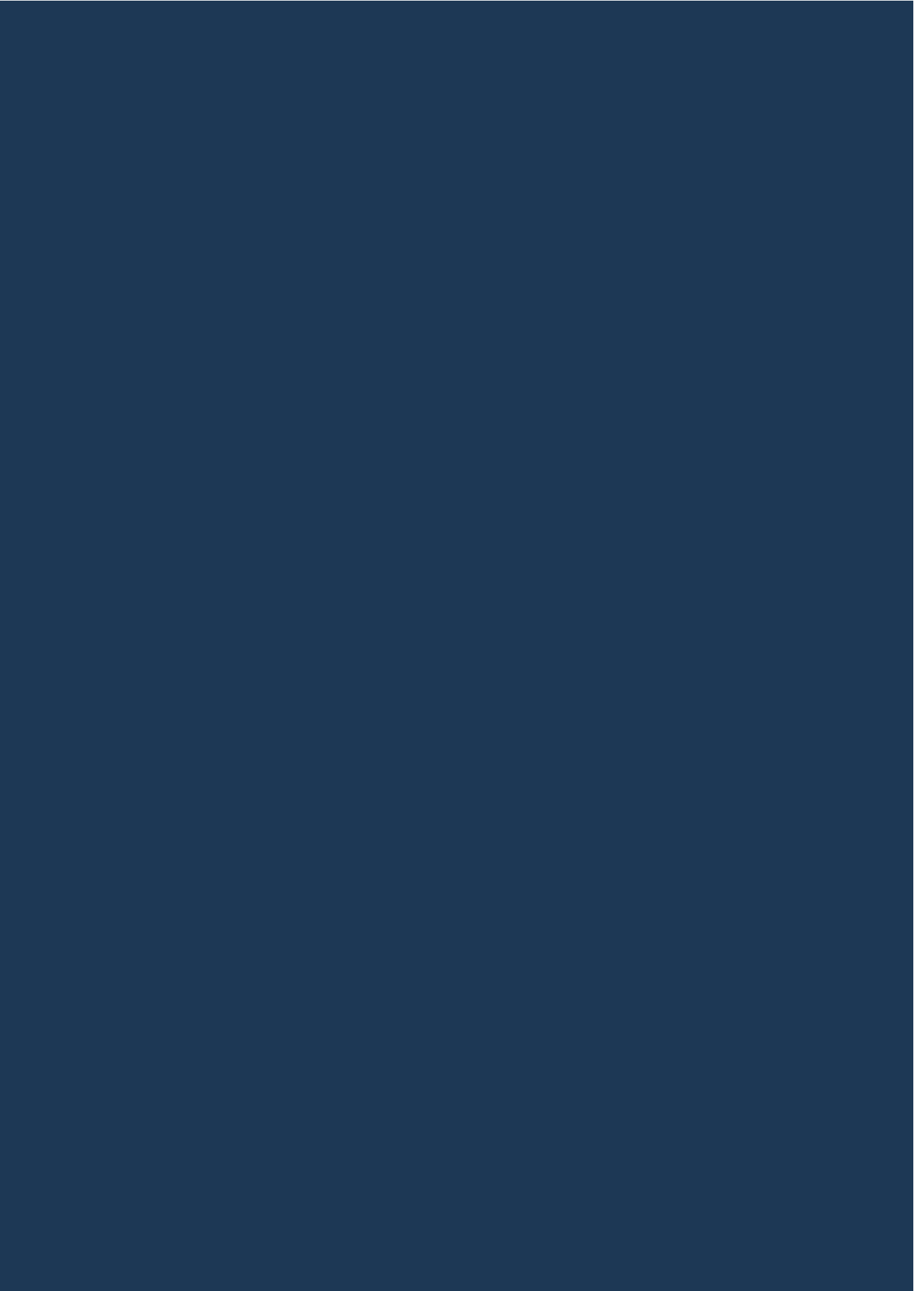


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FIRST NATIONS ACKNOWLEDGEMENT

Nunanglanungdyu baramada gulbangá mawa
naa Baramadaǵal daruǵ ngurráwa badura
baramada daruǵ

We respectfully acknowledge the Traditional
Owners of the land and waters of Parramatta,
the Baramadaǵal Clan of the Dharuǵ Nation.

For more than 60,000 years, Parramatta has been home to the Dharug people, the Traditional Owners of the land we call the City of Parramatta today. The Dharug people care for and nurture the habitat, land, and waters and maintain an ongoing connection to Parramatta and its surrounding areas.

Parramatta has always been an important meeting place for First Nations peoples, particularly the Parramatta River, which has provided life and vitality since the beginning of time. The name Parramatta is derived from the word Baramada/Burramatta or 'place where the eels lie down' (breeding location for eels within the Parramatta River). City of Parramatta recognises the significance of this area for all First Nations peoples as a site of early contact between First Nations people and colonists, and that Parramatta remains an important meeting place for First Nations peoples.

First Nations peoples continue to play a vital role in the ecological, economic, social, cultural life of Parramatta, while maintaining distinct cultures built on the principles of caring for Country, the primacy of family, and the dignity and governance of Elders. As a community, we can learn from the knowledge and community spirit of First Nations people to best ensure a sustainable City for all.

At City of Parramatta, we aspire to a future where the cultures, histories, and rights of all First Nations peoples are understood, recognised, and respected by all Australians. In advancing First Nations voices and aspirations, we seek to address the legacy of our past and ensure a great quality of life for First Nations people now and into the future. City of Parramatta is proud to acknowledge the ongoing stewardship of Country by Dharug and other First Nations people, and to celebrate their enduring culture and wisdom.

[Always Was, Always Will Be, Aboriginal Land](#)

LORD MAYOR MESSAGE

On behalf of the City of Parramatta, I am pleased to present our Social Sustainability Strategy. At the heart of this Strategy is a vision for an equitable and resilient city where residents are safe, socially connected and have what they need to live with dignity and to thrive.

Parramatta is proud to be a city that puts people first. A socially sustainable community strengthens cohesion within our diverse communities and allows all members to thrive. There is no doubt our city is transforming into an economic powerhouse, with our population set to reach 446,000 residents by 2041. Council seeks to guide growth so that the benefits are realised by all. In our city, 16.5% of households live on less than \$800 a week. We must work to reduce inequality and ensure our City is a place where everyone can participate.

To inform the Strategy, we conducted extensive engagement with the community through community workshops, pop-ups, and via the Participate Parramatta platform. We also engaged with delivery teams across Council and key external partners through interviews, focus groups, and detailed action planning. Through this engagement we were able to understand the key issues facing our community.

The Strategy has been developed in consideration with other Council Strategies and Plans, ensuring alignment of priorities over the next 10 years to 2032. Some of the key priorities canvassed include:

- > Access to quality green spaces and community facilities - these enable social interaction and foster a sense of belonging. We will work towards this objective by updating Council's Community Infrastructure Strategy and exploring innovative approaches to delivering public open space as the population grows.

- > Working to improve health outcomes for our community - we will work towards this objective by conducting research to inform future action, including around improving health outcomes for First Nations community members.
- > Ensuring that our City welcomes everyone - we will develop a socioeconomic inclusion framework to improve outcomes for people experiencing barriers to social and economic participation in our community.

We will work together with our community to achieve our aspirations. Our commitment is to monitor progress on our action plan annually, to ensure we are achieving our goals and also responding to opportunities as they emerge.

I look forward to working with our community to ensure the City of Parramatta continues to transform into an equitable and resilient city.

Councillor Pierre Esber, Lord Mayor



STRATEGY

> AT A GLANCE



VISION

Building on the long-term vision established in our Community Strategic Plan 2018-2038 (CSP), and further developed through consultation with our community and stakeholders, the Social Sustainability Strategy's vision is for an equitable and resilient Parramatta.

Through effectively managing the challenges associated with change and growth, Parramatta will be an equitable and resilient city, where residents are safe, socially connected, and have what they need to live with dignity and to thrive.

PRINCIPLES

The Social Sustainability Strategy is founded on six principles. These principles guide the implementation of our actions:

- > **Equitable**
Addressing systemic inequalities and the barriers that different people face.
- > **Inclusive**
Enhancing inclusion for individuals who experience greater barriers to participating in our City.
- > **Courageous**
Embracing the challenge and responsibility that comes with governing our City and taking action on complex problems.
- > **A holistic understanding of health**
Recognising that health is not merely the absence of disease; it is a state of complete physical, mental, and social wellbeing.
- > **Collaborative and democratic**
Ensuring all individuals and communities can be involved in shaping decision-making on issues that affect them.
- > **Transparent and accountable**
Communicating how and why decisions are made.



PRIORITIES

To achieve our vision of an equitable and resilient Parramatta, this Strategy establishes five priorities for the next 10 years:

- > **A socially connected community.** We will deliver quality public spaces, facilities, and programs that allow Parramatta's residents to build strong social networks.
- > **A safe, inclusive, and welcoming City.** We will work to ensure that residents and visitors feel empowered to participate in our City.
- > **A community where people can live healthy lives.** We will deliver places and services that support the health and wellbeing of our residents.
- > **A City with affordable and diverse homes for all.** We will plan and advocate to ensure access to quality and affordable housing that meets the needs of our residents at all stages of life.
- > **A City of learning and opportunity.** We will create opportunities for our residents to learn, grow, and thrive through all phases of their lives.

These priorities build on the strengths of our City, leverage ongoing growth and investment, and will guide decision-making.

ACTIONS

The 'What we are doing' sections identify actions that Council will undertake over four years to help us reach the objectives established within our five priorities and position our City for continued success.

Council has developed indicators to measure progress towards the objectives established within each of the five priorities. These indicators will measure the outcomes of the Strategy's implementation, rather than simply tracking whether actions have been delivered.

01 INTRODUCTION

"The richness of the members of our community is immeasurable"

Paul Moussa, Parramatta Mission



Credit: Parramatta Mission

OVERVIEW

WHAT IS SOCIAL SUSTAINABILITY?

Social sustainability means strengthening cohesion within our diverse communities. A socially sustainable community allows all members to thrive, while being resilient to climate change, pandemics, and other stresses.

In a socially sustainable community, we 'actively support the capacity of current and future generations to create healthy and liveable communities.'¹ A socially sustainable community puts people first, and this is the core of our vision for City of Parramatta.

WHAT DOES AN EQUITABLE AND RESILIENT PARRAMATTA LOOK LIKE?

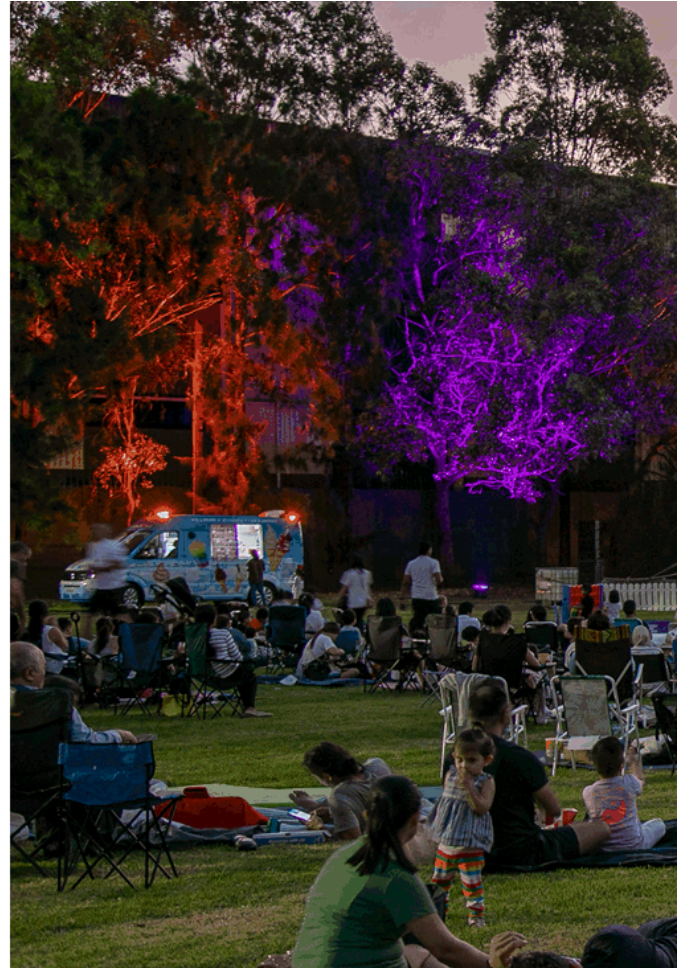
Through extensive community consultation and best practice research, Council identified a range of factors that impact people's quality of life and sense of connection. These factors are '**social determinants of health**' and have informed the development of this Strategy.

Social determinants of health are non-medical factors that impact health outcomes for our residents. These include:

- **Access to community infrastructure and green open space**
Access to these shared spaces improves health outcomes and provides opportunities for social interaction. They also offer places to spend time without a need to spend money and provide access to important public amenities such as internet and toilets.

- **Accessibility**
Every person, regardless of their age or ability, should be able to fully participate in our City. This means hassle-free access to all places residents need to go in their everyday lives.
- **Access to education and employment opportunities**
Lifelong learning and employment are associated with positive health and wellbeing outcomes, but not all residents have equal access to these opportunities.
- **Housing**
Access to adequate housing is a human right and a key social determinant of health. As more residents live in high density dwellings and continue to face cost of living pressures, we recognise the need to ensure affordable and diverse housing options are available.
- **Safety**
Positive experiences and perceptions of safety are essential for creating a welcoming and lively city.² While our community express that they tend to feel safe in our City, people from other areas still have negative perceptions of safety in Parramatta.

OUR JOURNEY SO FAR



Council's Socially Sustainable Parramatta Framework (SSPF) was endorsed in 2017 and established the vision of sharing the opportunities of growth with all members of the community.

There have been significant changes in our City since the SSPF was developed, with the population increasing by more than 12% between 2016 and 2021, significant transport infrastructure projects underway, and Parramatta Square coming to life. Our community has also been impacted by COVID-19, unprecedented lockdowns, and increasingly severe weather events.

LOCAL GROWTH AND CHANGE

There is significant NSW Government investment, a growing population, shifting demographics, and increasing housing density in Parramatta. This presents challenges as we work to meet the needs of an estimated 446,000 residents by 2041.³

Significant transport infrastructure projects, such as Parramatta Light Rail and Metro West, are currently underway, which will improve connectivity between suburbs across the LGA, and to Sydney CBD.

Investment and growth have brought significant benefits to Parramatta and Greater Sydney, including increased access to employment and tertiary education opportunities. However, we recognise that many residents face barriers to full participation in these offerings. In City of Parramatta, 16.5% of households live on less than \$800 a week, 4.2% live in social housing, and 5.7% of residents are unemployed.



EXTERNAL FACTORS

Whilst our City faces some unique challenges, it is also impacted by broader issues that affect both Greater Sydney and Australia. These issues include climate change, COVID-19, the rising cost of living, increasing interest rates, and the rental housing crisis. Environmental and economic stressors threaten the social sustainability of our community and disproportionately impact vulnerable residents.

"Parramatta has fully emerged as a city centre"

*The Hon Rob Stokes,
Six Cities Region Discussion Paper (2022)*

"Even when the vision for Sydney was expanded after the COVID-19 pandemic into a six-city region running from Newcastle in the north to Wollongong in the south, Parramatta remained at the heart of it all."

The Australian Financial Review (2023)

HOW WE DEVELOPED THIS STRATEGY

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Council conducted extensive engagement with the community and key stakeholders. This included pop-ups in each ward of the LGA, community workshops (including some targeting harder to reach groups), and engagement via the online community platform, Participate Parramatta. Engagement with stakeholders involved interviews, focus groups, and detailed action planning with Council delivery teams and key external partners.

The following challenges and opportunities were identified through the community and stakeholder engagement process.

CHALLENGES

- > There is not enough green open space to meet community needs as the population grows and high-density living becomes more prevalent.
- > Rapid population growth and increased housing density is putting pressure on existing infrastructure, including schools.
- > Housing is not affordable and the cost of living is high. Historically, people moved to Parramatta because it was more affordable, but this is no longer the case.
- > As major public transport infrastructure is still under construction, some people still find it hard to get to Parramatta.
- > More support is needed for vulnerable community members, including people experiencing homelessness or domestic and family violence, and people with disability.
- > More needs to be done to protect the natural environment now and into the future.

OPPORTUNITIES

- > Improve parks, open space, and the public domain across the LGA through upgrades and supporting infrastructure, which would make people more inclined to visit and stay longer.
- > Deliver a variety of activities, events, and programs across the LGA, not just in the Parramatta CBD.
- > Ensure programming is inclusive and affordable so all people can participate and reap the benefits.
- > Increase opportunities for community connection particularly as more residents live in high density dwellings.
- > Improve connectivity and accessibility including access to public transport and active transport links.
- > Celebrate Dharug peoples and culture, recognising that they are the Traditional Owners of the land that we call Parramatta.
- > Recognise and embrace cultural diversity as City of Parramatta's strength.

BEST PRACTICE RESEARCH

To develop an evidence-based Strategy, Council conducted research to identify best practice, including:

- **Literature review:** We conducted research on the factors that contribute to wellbeing, social sustainability, and liveable cities. Key insights were applied to the Parramatta context, informing the Strategy's principles and priorities.
- **Policy context review:** We reviewed existing policies and initiatives, on a local and global scale, to inform the Strategy.
- **Social strategy review:** We reviewed similar strategic documents from other local governments, both in Australia and abroad, to identify the strengths and weaknesses of the strategies.



Credit: Ken Leanfore

HOW WE PLAN

INTEGRATED PLANNING AND REPORTING

All planning at Council is conducted within the Integrated Planning & Reporting (IP&R) framework – a mandatory framework for all NSW councils (Figure 2).

City of Parramatta's Community Strategic Plan 2018 – 2038 (CSP) is the leading plan in this framework. The CSP sets out the City's long-term goals and outlines our vision to become:

"Sydney's Central City: sustainable, liveable and productive – inspired by communities".

The Social Sustainability Strategy has been developed to align with the CSP and addresses the challenges currently facing the community. It supports our CSP vision by establishing further priorities and action areas that foster an equitable and resilient Parramatta.

COUNCIL'S ROLE

Council plays a very broad role in delivering strategy across the City, and our level of control over outcomes can vary. To support clarity around our levels of responsibility, this Strategy uses a 'deliver, partner, advocate' model.

> DELIVER

Council delivers a wide range of programs and services including waste collection, libraries, childcare, maintenance of local roads and public spaces, recreation facilities and programs, community care, special events, and regulatory functions.

Example - We can drive social sustainability outcomes through planning and delivering community infrastructure, services, and programs for our residents, where and when they need it.

> PARTNER

Council builds strategic partnerships with federal and state government agencies, the private sector, community organisations, and a range of other stakeholders that will contribute to delivering the Strategy's objectives.

Example - We can partner with other organisations to collaboratively work towards shared goals and deliver long-term projects that are beyond the remit of Council alone, such as health, schools, housing, and homelessness.

> ADVOCATE

When we are not in partnership or do not have direct control over an issue, Council gives voice to the needs and aspirations of the community through advocacy. We advocate for action or policy change to government and industry to bring about the best outcomes for our community.

Example - We can advocate for planning and legislation changes at state or federal government levels to better address housing affordability for our local community.

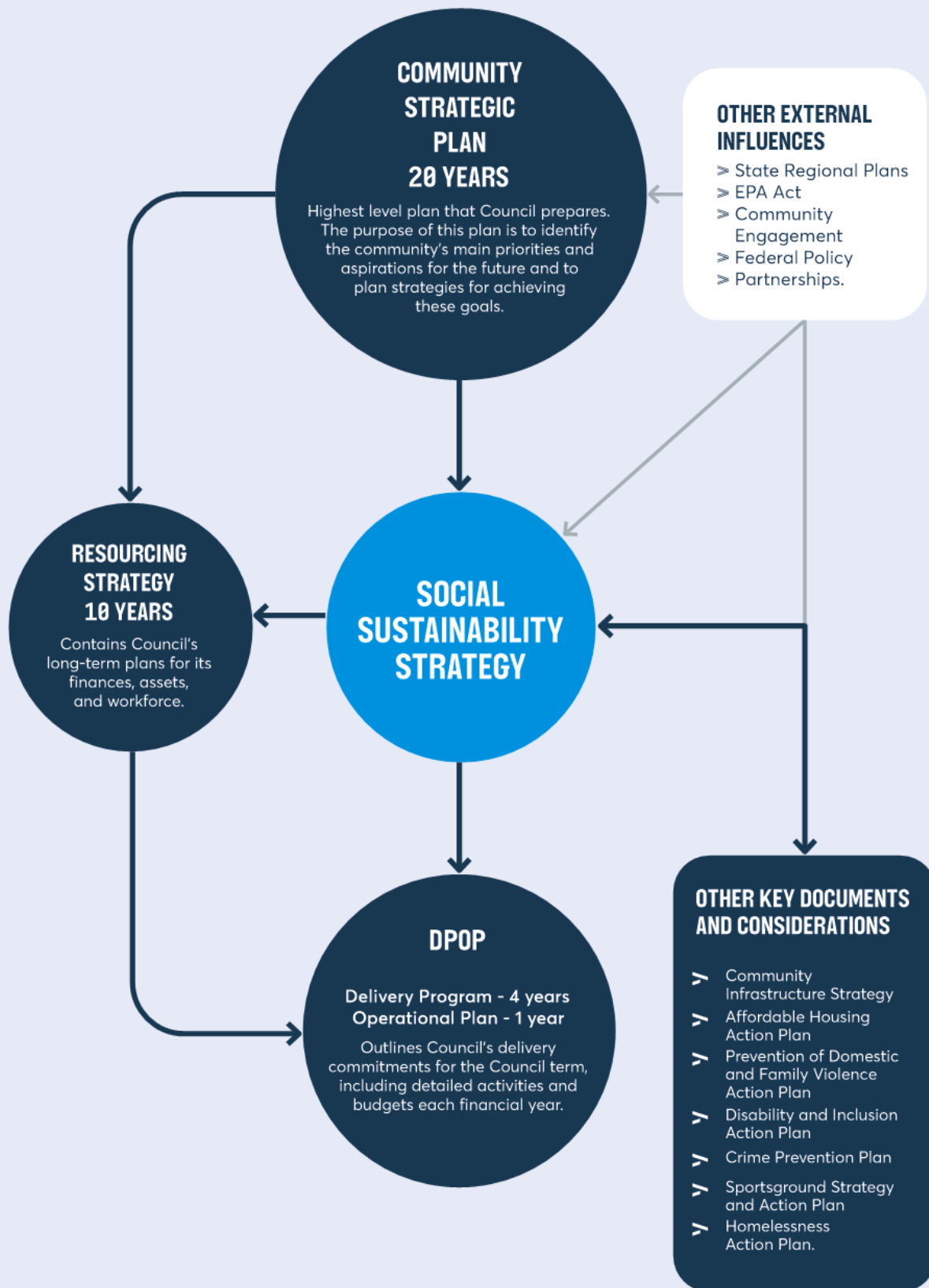


Figure 1: Council's Integrated Planning and Reporting Framework

02 PEOPLE & PLACE



Credit: James Horan Photography

OUR COMMUNITY

IF OUR COMMUNITY WAS MADE UP OF 100 RESIDENTS TODAY



CITIZENSHIP STATUS

69 Australian citizens
31 Non-citizens residents



SEX

50 Women
50 Men



FIRST NATIONS

1 First Nations person



COUNTRY OF BIRTH

53 People born overseas, of which:
11 were born in India
11 were born in China
4 were born in South Korea

69 People who have two parents born overseas



LANGUAGE

56 People who speak a language other than English at home

9 People who speak little or no English



RELIGION

39 Christian people
30 Non-religious people
13 Hindu people
6 Muslim people



WORK (PAID AND UNPAID)

62 People who participate in the labour force

11 Volunteers
9 Carers



EDUCATION

32 Students (from preschool through to tertiary education)

44 People with a Bachelor or higher degree

11 People with a vocational qualification



HEALTH

23 People with a long-term health condition

4 People need help in their day-to-day lives due to disability

Source: .id (informed decisions) Community Profile

CITY OF PARRAMATTA'S COMMUNITY IN THE FUTURE

OUR POPULATION WILL CONTINUE TO BE YOUNG AND FAST-GROWING

In 2041, it is estimated that over 446,000 people will be living in City of Parramatta, with 21% projected to be under the age of 18.



Figure 2: Population forecasts, 2021 to 2041, prepared by .id (informed decisions), December 2022.

THE CITY WILL CONTINUE TO BE HOME TO A SIGNIFICANT PROFESSIONAL AND HEALTH CARE WORKFORCE

With significant health infrastructure and relocation of both public and private sector offices to Parramatta, there will be increasing opportunities in the sectors that employ the highest proportion of residents, which includes healthcare and social assistance (14%) and professional, scientific and technical services (13%).⁴

OUR NEIGHBOURHOODS WILL CONTINUE TO BE UNIQUE

Each neighbourhood is different and requires a unique and tailored approach. Parramatta and Western Sydney will continue to be a centre of immigration for Australia, and a place where people are likely to call home.

OUR CITY WILL CONTINUE TO BE HOME TO DIVERSE FAMILY COMPOSITIONS

In 2041, the most common households types will be couples with children and lone person households.

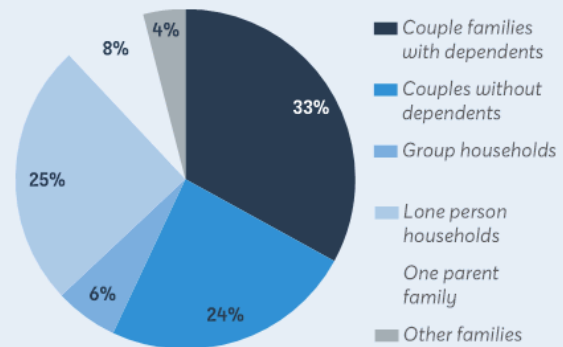


Figure 3: Household forecasts, 2021 to 2041, prepared by .id (informed decisions), December 2022.

OUR RESIDENTS WILL CONTINUE TO BE WELL-EDUCATED

In 2021, 44% of residents had a Bachelor or higher degree, increasing from 37% in 2016 and 32% in 2011.⁵ With this trend and the growing number of universities operating in Parramatta, our residents are likely to continue to be well-educated as the population grows.

OUR DIVERSE NEIGHBOURHOODS

City of Parramatta’s diversity is its strength, with people of different cultures, socio-economic backgrounds, ages, and family compositions choosing to call Parramatta home. Diversity across the LGA is evident when comparing the four suburbs below, which each start with the letter ‘W’ but are very different in terms of their communities and the way that people live.

Planning for the future of our City must respond to the various needs of our residents, recognising that one size does not fit all.

	Suburbs	Cultural Diversity		Age		Housing		
		Speak Mandarin at home	Born in India	0-4 yrs	55+ yrs	High density dwellings	Households that rent privately	Households that fully own
1	Winston Hills	4.1%	3.5%	6.4%	30.1%	0.1%	12.6%	37.8%
2	Wentworthville	3.3%	23.6%	5.8%	26.3%	5.7%	34.9%	24.1%
3	Westmead	3.1%	40.3%	9.6%	12.1%	81.9%	64.9%	5.8%
4	Wentworth Point	23%	3.8%	8%	11.5%	98.8%	56.8%	7.6%

Source: .id (informed decisions) Community Profile (2021)

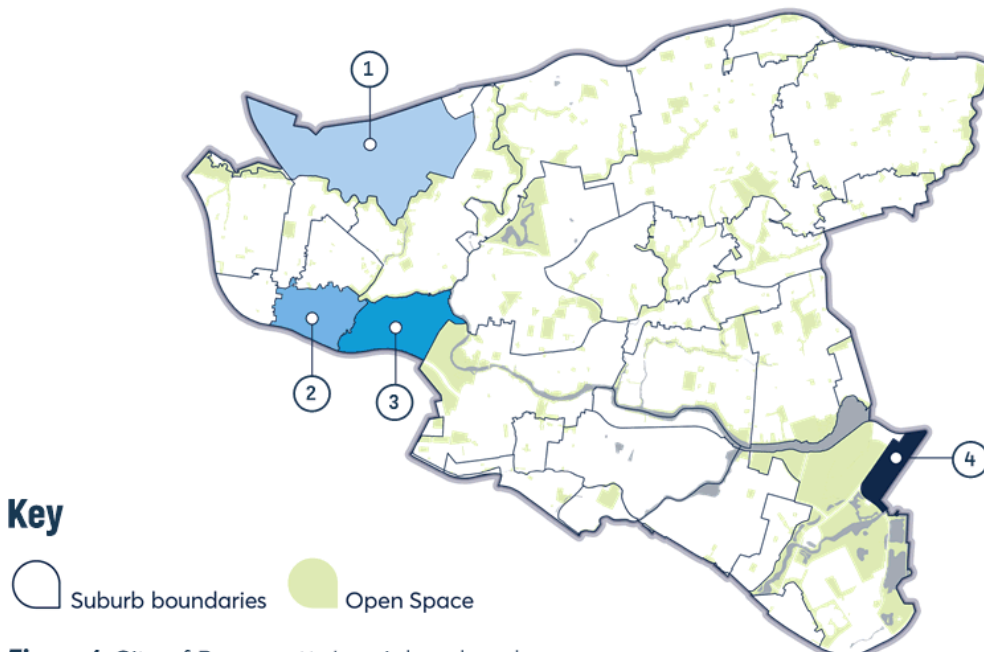


Figure 4: City of Parramatta’s neighbourhoods

03 THE STRATEGY



OUR VISION, PRINCIPLES, AND PRIORITIES

OUR VISION

An equitable and resilient Parramatta.

We want to build a Parramatta that is equitable and resilient. At the heart of this vision is a 'socially sustainable' community, where we 'actively support the capacity of current and future generations to create healthy and liveable communities. Socially sustainable communities are equitable, diverse, connected, democratic, and provide a good quality of life'.¹

Our goal is to manage the challenges associated with change and growth, so that individuals and communities can remain socially connected, live with dignity, and thrive.

While investment and growth have brought opportunities and benefits to Parramatta, we recognise these are not experienced by all residents equally. We know that some people do not have access to the necessary resources to foster resilience, meaning some groups are less equipped to deal with hazards and other stressors.⁶ Equity means that no one gets left behind.

To become a more equitable city, we must support our diverse communities, including those experiencing disadvantage.

Our community is faced with challenges as we continue to recover from the ongoing impacts of COVID-19, and grapple with increasingly frequent and severe weather events driven by climate change.

To become a more resilient city, we aspire to be a place where people feel socially connected, secure, and equipped to survive and thrive in the face of change.

"Parra is a culturally diverse hub providing all sorts of facilities to residents including senior citizens and kids. The schools, parks, library, shopping, eating everything is top of the class. The Parramatta community is our blessing."

Community member (2022)
(not pictured)

OUR IMPLEMENTATION PRINCIPLES

The Social Sustainability Strategy is founded on six core principles established through best practice research. We aim to be a role model for change and leadership in our community. As the heart of the Central River City, we are well-placed to be a vocal advocate for our neighbourhoods, our City, and for Western Sydney as a whole. Working with our community, Council can and should act boldly to address our shared challenges and move towards becoming a more equitable and resilient Parramatta.

In delivering this Strategy, we will ensure that our decision-making and actions are:

EQUITABLE

Equity means equal access and opportunity. This can be achieved by addressing systemic inequalities and barriers that different people face. We help those who need it most, strengthening the community as a whole and enabling everyone to thrive.

INCLUSIVE

An inclusive city is a place where everyone is 'enabled and empowered to fully participate in the social, economic, and political opportunities that are on offer.'⁷ We work to enhance inclusion for individuals and groups who experience greater barriers to participation in our City.

COURAGEOUS

Council embraces the challenge and responsibility that comes with governing our City. We are not afraid to take action on complex problems. We are at the forefront of innovation, adopting creative approaches to address our challenges.

A HOLISTIC UNDERSTANDING OF HEALTH

We build strong communities by prioritising the health and wellbeing of our residents. We adopt a holistic understanding of health, recognising that health is not merely the absence of disease; It is a state of complete physical, mental, and social wellbeing. We know that a range of non-medical factors contribute to people's health and quality of life. We seek to improve conditions of daily living where possible.

COLLABORATIVE AND DEMOCRATIC

A healthy city ensures all individuals and communities can be involved in decision-making on issues that affect them and the places they live, work, and play.⁸ We work with the community and key stakeholders across public, private, and not-for-profit sectors to develop solutions to address challenges and leverage opportunities.

TRANSPARENT AND ACCOUNTABLE

Council implements transparent and inclusive engagement processes to inform our decision-making. We clearly communicate how and why decisions are made.

OUR PRIORITIES

To achieve our vision of an equitable and resilient Parramatta, this Strategy establishes five priorities to guide Council's actions, partnerships, and advocacy over the next 10 years.

> PRIORITY 1. A SOCIALLY CONNECTED COMMUNITY

We will deliver high quality public spaces, facilities and programs that allow Parramatta's residents to build strong social networks.

> PRIORITY 2. A SAFE, INCLUSIVE, AND WELCOMING CITY

We will work to ensure that residents and visitors feel empowered to participate in our City.

> PRIORITY 3. A COMMUNITY WHERE PEOPLE CAN LIVE HEALTHY LIVES

We will deliver places and services that support the health and wellbeing of our residents.

> PRIORITY 4. A CITY WITH AFFORDABLE AND DIVERSE HOMES FOR ALL

We will plan and advocate to ensure access to quality and affordable housing that meets the needs of our residents through all phases of their lives.

> PRIORITY 5. A CITY OF LEARNING AND OPPORTUNITY

We will create opportunities for our residents to learn, grow, and thrive through all phases of their lives.

PRIORITY 01

A SOCIALLY CONNECTED COMMUNITY

We will deliver high quality public spaces, facilities, and programs that allow Parramatta's residents to build strong social networks.

City of Parramatta continues to transform and grow. Our population is projected to reach 446,000 by 2041, with an increasing proportion of residents living in high density housing.

These changes, in combination with other economic and health stressors, mean that our shared spaces and programs are more important than ever.

Social connection is about fostering strong relationships and positive interactions. In City of Parramatta, the shift toward higher density living and the impacts of COVID-19 lockdowns have exacerbated social isolation and loneliness. In our community, young people, people living with disability, culturally and linguistically diverse people, and people who live alone were more likely to report experiencing social isolation and loneliness.⁹

Council plays an important role in delivering infrastructure and programs that facilitate formal and informal opportunities for interaction, supporting social inclusion and connection within our community. This includes 'third spaces', which are communal spaces outside of a person's home (first place) or their work (second place). We must provide the right spaces and opportunities for people to interact and ensure that they are universally accessible.



Credit: City of Parramatta

Additionally, green open space plays an essential role in providing an opportunity to connect with nature and each other. Council's parks and sports grounds generate significant social benefits for the community, including enhanced social connections, belonging, and improved emotional wellbeing.¹⁰

Residents who live in high density dwellings have less access to open space at home. These residents are more reliant on our City's green spaces and community facilities, which function as a shared backyard or lounge room. There is a strong link between higher density living and a reduced sense of connection to community.¹¹ With 70% of dwellings forecast to be high density by 2036, Council's role in delivering and programming third spaces will be vital to enabling socially connected communities.¹²

In 2023, 64% of residents felt that they belong to their local community and 90% had helped another member of the community that does not live with them within the previous 12 months.

Our City My Life Survey (2023)

WHAT WE HEARD

Our community has told us that:

- Parks are an important place for social gathering, which was highlighted in the context of COVID-19 lockdowns
- Higher density living, increased development, and a growing population are putting pressure on our community infrastructure
- There needs to be more green space in Parramatta CBD
- There is a need for more affordable and inclusive programs and activities.

For every dollar invested in City of Parramatta's parks and sportsgrounds, \$10 of social value is experienced by parks and sportsground users and other stakeholders over a year.

City of Parramatta's Social Return on Investment Evaluation (2018)

WHAT COUNCIL IS ALREADY DOING

Council's Social Inclusion Program supports residents who are at greater risk of social isolation, including older people, people living with disability, and their carers.

The program supports people to meet their individual goals, which may include reconnecting with family and friends, joining a club, participating in learning opportunities, or connecting with a volunteer that shares a common interest.

Group activities delivered under the Social Inclusion program include book clubs and social outings, such as dinners and movie visits.

In 2023, the top three areas of community satisfaction were with Council's library services, parks and green spaces, and PHIVE.

City of Parramatta's Community Satisfaction Survey (2023)

CASE STUDY

INNOVATIVE WAYS TO CREATE PUBLIC OPEN SPACE: PRAHRAN SQUARE, MELBOURNE

Prahran Square was a \$60 million project that transformed an above-ground car park into a parkland. Increasing the provision of open space was a priority for the City of Stonnington as it had the second lowest provision in Victoria.¹³ The Council-owned car park on Cato Street was converted into almost 10,000m² of multi-functional urban parkland that sits atop a 500-space carpark.¹⁴

Opened in 2019, Prahran Square has created much needed open space for recreation, events, festivals, and markets, whilst also providing a 20% increase in parking spaces at the site.

“Prahran Square has become the new cultural and recreational heart of Prahran with spaces to relax, catch up with friends and take a breather from the hustle and bustle of nearby Chapel and Greville Streets...[it has] been vitally important in becoming a ‘Backyard’ to the densely populated Prahran Precinct.”

Rick Kwasek, Director of Environment and Infrastructure at City of Stonnington¹³

“The design for Prahran Square is a great model for change – it puts pedestrians first by locating cars underground, returning valuable open space to people.”

Jill Garner, Victorian Government Architect¹³



WHAT WE ARE DOING

These are Council's objectives and actions relating to a socially connected community.

NO.	ACTION	YEAR
OBJECTIVE 1.1	Our community has access to quality green spaces and community facilities that enable social interaction and foster a sense of belonging	
1.1.1	Evaluate and update Council's Community Infrastructure Strategy (CIS) and release a regular report card on progress	2
1.1.2	Undertake gap analysis of open space across the LGA and conduct research to identify innovative approaches to increasing the provision and quality of open spaces.	1
1.1.3	Work to optimise community access to open space and community facilities in cases of joint use (owned by Council) and shared use (owned by the Department of Education and Sydney Olympic Park Authority)	2
OBJECTIVE 1.2	Our community has access to programs, services, and information that enable social interaction and foster a sense of belonging	
1.2.1	Trial an intergenerational connections project that links older Australians and children that are enrolled in Council's early learning centres	4

HOW TO READ THE ACTION PLAN

Response to CSP reflects the relevant CSP goal that this work will contribute to (Fair, Accessible, Welcoming, Green, Thriving, and Innovative).

Council's role refers to the Deliver (D), Partner (P), Advocate (A) model of work adopted in the CSP.

Indicator refers to how we will measure progress towards achieving our objectives.

RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	4 YEAR TARGET	BASELINE DATA
Fair	D	% of residents living within 400m of useable green spaces	96%	91% (2019)
Fair	D	Total area of community facilities per 1,000 residents, excluding Scout and Guide Halls	80m ² per 1,000 residents	52m ² per 1,000 residents (2019)
Fair	P			
Fair Welcoming	D	% of residents who are satisfied with Council's library services	85%	74% (2023)
		% of residents who feel they belong to the local community	80%	64% (2023)

PRIORITY 02

A SAFE, INCLUSIVE, AND WELCOMING CITY

We will work to ensure that residents and visitors feel empowered to participate in our City.

The diversity of City of Parramatta is its strength. As the population continues to grow and change, we must work to better understand the varied experiences and needs within our community, to inform the way we plan for a more inclusive Parramatta.

Great cities celebrate their diversity, enabling all people to feel welcome. This means that people of all cultures, languages, abilities, socioeconomic statuses, sexualities, and gender identities are safe and empowered to be themselves. Social cohesion is vital for an equitable and resilient Parramatta, with key components of social cohesion including acceptance and celebration of diversity, sense of belonging to community, social justice, and participation within the community.¹⁵

Cultural and linguistic diversity is fundamental to Parramatta's identity, with 53.3% of our City's residents born overseas and 56.4% speaking a language other than English at home.¹⁶ By fostering a safe, inclusive, and welcoming City, Council stands firmly against racism and works to ensure that diversity is celebrated.

To become a safe, inclusive, and welcoming City, we must also address gender diversity and equity. Domestic and family violence is a significant issue that disproportionately affects women. In 2023, there were 811 reported incidences of domestic violence related assault in our City. This equates to 314 instances per 100,000 people.¹⁷ Council is committed to addressing gender inequity and strengthening community groups, services and businesses' capacity to respond to domestic and family violence (DFV).



The design and programming of places can determine whether people have positive experiences and perceptions of safety, and is an essential for creating a thriving city. Overall, our community feels safe, but some have concerns, particularly that Parramatta CBD feels unsafe at night. Various factors can shape people's perceptions of crime, including their gender, age, where they live, and previous experiences of crime. In our City, negative perceptions of safety are felt most acutely by people experiencing homelessness, women, young people, and social housing tenants.¹⁸

A safe, inclusive, and welcoming city allows all individuals and communities to participate. This means informing residents about the decisions that affect them and the places where they live, work and play.⁸ Council is committed to best practice community engagement to ensure that the needs and aspirations of our residents are at the core of what we do. We recognise some groups are harder to engage or experience barriers to having their say.

➤ **A safe, inclusive, and welcoming City**

Children and young people have the right to voice their opinions and be heard on issues that affect them. However, their views are often not given proper consideration in decision-making.¹⁹ It is important to elevate the voices of children and young people, so their perspectives can inform planning and decision-making for the future of our City.

"Sydney is considered to be one of the most multicultural cities in the world, and Parramatta might just be at the centre of it."

Community workshop participant (2022)

WHAT WE HEARD

Our community has told us that:

- There should be continued focus on cultural community events in both the Parramatta CBD and our neighbourhoods.
- Community members from diverse cultural backgrounds are often not aware of services available in the area.
- There are still negative perceptions of Parramatta, but this often changes once people have visited the area.
- Anti-social behaviour and poor lighting contribute to feeling unsafe at night, particularly in Parramatta CBD.
- There is a need for more domestic and family violence support services, particularly culturally sensitive support programs that ensure people are safe in their homes.
- There is a need for improved disability access and sensory safe places.

In 2023, 90% of residents agreed that it is a good thing for society to be made up of people from different cultures and 84% of residents agreed that their local community is welcoming of people of different cultures.

Our City My Life Survey (2022)

City of Parramatta residents rated feeling safe as the most important aspect of a good place to live.

.id informed decisions (2023)²⁰

CASE STUDY

AMPLIFYING THE VOICES OF YOUNG PEOPLE - Y4Y ACTION TEAM, CENTRAL COAST COUNCIL

Central Coast Council established its Y4Y (Youth for Youth) action team in 2018 to improve engagement with young people and empower them have their voices heard.²¹

The Y4Y action team is made up of 12 young people aged 14 to 24, who live, work or study on the Central Coast. Y4Y team members are elected for 15-month terms, to represent young people and youth-related issues on the Coast.²²

Y4Y team members engage in leadership and skills development opportunities, empowering them to act, advocate, and advise on local matters. They are also involved in running an annual youth forum and organising local youth-focused programs.

The Y4Y Action Team provides an example of how local government can create a direct link between Council and young people, ensuring that their voices are heard and considered in decision-making that impacts them. It also equips young people with valuable leadership skills beyond their term in the Y4Y action team.

WHAT COUNCIL IS ALREADY DOING

City of Parramatta is championing a project called 'Welcome Here' to demonstrate commitment to increasing the inclusion and well-being of people who identify as LGBTQIA+. The project, run by health promotion organisation ACON, focuses on supporting local business owners and services to create and promote environments that are visibly welcoming and inclusive of LGBTQIA+ people.

Local businesses throughout the Parramatta LGA were invited to participate. They needed to register and undertake training to be involved. Participating businesses now display the 'Welcome Here' sticker in a prominent place at their sites and on their websites. Additionally, all of Council's libraries, PHIVE, Wentworth Point Community Centre, Riverside Theatres, and Parramatta Artist Studios have been trained to be 'Welcome Here' sites.



WHAT WE ARE DOING

These are Council's objectives and actions relating to a safe, inclusive, and welcoming City.

NO.	ACTION	YEAR
OBJECTIVE 2.1	Our City welcomes everyone and is enriched by its diversity	
2.1.1	Conduct research on the experiences of our community in the City's public spaces, with a focus on particular groups such as LGBTQIA+ communities, women, and young people	3
2.1.2	Develop community profiles for each library and conduct market research into the cultural and linguistic needs of our community to better understand barriers to communication and improve the reach of our library collections, services, and programs	2
2.1.3	Conduct research on cultural considerations to inform the design of Council's facilities, using Epping Aquatic Centre as a case study	1
2.1.4	Develop a new program that focuses on inclusive and accessible programs at Council's aquatic and wellness facilities by addressing barriers to participation	1
2.1.5	Develop a framework that addresses barriers to socioeconomic inclusion, such as low income, employment status, and education, for vulnerable residents	1
OBJECTIVE 2.2	Our community and visitors feel safe in our City, in both public and private spaces	
2.2.1	Advocate for increased high visibility policing in Parramatta CBD during daylight savings	2
2.2.2	Refresh the Crime Prevention Plan 2019-2023	1
2.2.3	Establish baseline for community attitudes towards violence against women in Parramatta, to inform targeted policy and interventions	1
2.2.4	Develop a Child Safe Policy in line with the Child Safe Standards	1
OBJECTIVE 2.3	Our community is empowered to have their say and shape the future of our City	
2.3.1	Develop a Youth Inclusion Framework to support and enhance Council programs and services that impact young people	1
OBJECTIVE 2.4	Our City is designed to make young people feel welcome	
2.4.1	Evaluate the provision of youth-friendly spaces in Parramatta CBD to identify gaps and inform future action	2

HOW TO READ THE ACTION PLAN

Response to CSP reflects the relevant CSP goal that this work will contribute to (Fair, Accessible, Welcoming, Green, Thriving, and Innovative).

Council's role refers to the Deliver (D), Partner (P), Advocate (A) model of work adopted in the CSP.

Indicator refers to how we will measure progress towards achieving our objectives.

RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	4 YEAR TARGET	BASELINE DATA (2023)
Welcoming	D			
Fair	D			
Fair Welcoming	D	% of residents who feel welcome living in our City	95%	84%
Fair Accessible	D			
Fair	D			
Welcoming	A			
Fair Welcoming	D	% of residents who feel comfortable in public places in our LGA	95%	86%
Welcoming	D			
Fair Welcoming	D			
Fair	D	% of residents who feel that Council acts on their behalf	70%	58%
Fair	D	% of young residents (18-24 years) who feel that our City provides opportunities for them to live well	85%	74%

PRIORITY 03

A COMMUNITY WHERE PEOPLE CAN LIVE HEALTHY LIVES

We will deliver places and services that support the health and wellbeing of our residents.

Good health underpins a person's ability to live a happy life, making them better equipped to achieve their goals. Improving the health and wellbeing of all residents, particularly the most vulnerable, is critical to achieving an equitable and resilient Parramatta.

Healthy cities are designed for people first. Considering health in land use planning and development decisions means that the places people live are better connected, are pedestrian and bicycle-friendly, and located within proximity of community facilities, green open space, and health infrastructure. The design of cities therefore impacts people's access to medical services and other health-enhancing opportunities, such as organised sport, exercise classes, and preventative health programs. These factors play a vital role in enabling people to live well.

Some City of Parramatta residents enjoy better health than others. This is known as health inequity, which refers to the 'systematic differences in the opportunities groups have to achieve optimal health, leading to unfair and avoidable differences in health outcomes'.²³

Inequity is evident in the health outcomes experienced by First Nations residents. In Parramatta, 17% of First Nations people live with a mental health condition, compared to 5% of the general population.²⁴ All levels of government have a role to play in improving outcomes for First Nations peoples, as established in the National Agreement on Closing the Gap. To ensure all residents can live healthy lives in Parramatta, we must work to address health inequities within our community and better support First Nations residents.



Health inequity is also evident in access to fresh, nutritious, and affordable food, and experiences of food insecurity. In July 2023, 11% of our residents reported running out of food and could not afford to buy more in the last 12 months, increasingly significantly from 4% in 2021.²⁵

Healthy cities enable older people to age in place, supporting them to live independently and working to reduce experiences of social isolation as people age.²⁶ Whilst City of Parramatta is a young community with a median age of 35 (four years younger than the NSW median), we know that 22% of our residents are aged 55 or older.

Through prioritising health in designing and programming the City, we can ensure that Parramatta is a place for people to live well throughout their lives.

"Health is a state of complete physical, mental, and social wellbeing and not merely the absence of disease."

World Health Organization²⁷

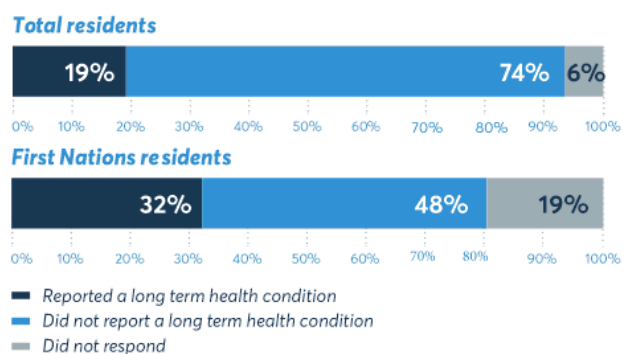


Figure 5: ABS Census 2021

➤ A community where people can live healthy lives

WHAT WE HEARD

Our community has told us that:

- The City should be designed for people first.
- Nature is important for good health and wellbeing especially as we live in increasingly population-dense environments.
- There needs to be better support for mental health.
- There should be more active transport opportunities, such as separated cycle paths and recreational walking links.

"Supporting people's health has a big impact on their social wellbeing and ability to contribute in the community."

Community workshop participant (2022)

WHAT COUNCIL IS ALREADY DOING

Council's Active Parramatta initiative is dedicated to delivering high quality health and fitness programs to support the health and wellbeing of our community.

Active Parramatta activities run all year round, and are suitable for many wellbeing goals and levels of fitness. The initiative works to increase our residents' awareness of the benefits of an active lifestyle, whilst provide opportunities for community connection.

The Active Parramatta Van delivers free community health programs that promote healthy lifestyles for people at all life stages, including programs for early childhood development, Mums N Bubs, primary school-aged children, young people, adults, and over 55s.



Credit: City of Parramatta

CASE STUDY

COMMUNITY FOOD RELIEF, CITY OF MELBOURNE

City of Melbourne has identified food insecurity as a growing health, social and economic issue which has largely been driven by poverty. Experiences of food insecurity and inequity of food access have been exacerbated by the COVID-19 pandemic. Between 2019 and 2021, food insecurity increased by 7.5% and demand for food relief increased by 47%.²⁸

To address this health inequity issue, City of Melbourne aimed to develop and deliver initiatives and programs to provide food relief to vulnerable community members and improve local food production by supporting communities to grow their own food.

Community Food Relief 2021 - 2025: Planning for a food secure city, was endorsed in December 2021. This plan outlines City of Melbourne Council's role and commitment to improving access to food relief services through:

- Partnerships with food relief and other charities to provide groceries and meals to vulnerable residents
- Investigating community food enterprise models, to redirect surplus food that would otherwise go to waste
- Advocacy directed at state and federal government to raise income support above the poverty line and increase investment in social housing.

“Food security is a situation that exists when all people, at all times, have physical, social and economic access to sufficient, safe and nutritious food that meets their dietary needs and food preferences for an active and healthy life.”

High Level Panel of Experts on Food Security and Nutrition 2021, City of Melbourne's Community Food Relief: 2021-2025.

“About half the people turning up for emergency food relief across charities actually work and they are just underemployed. So a lot of the people turning up when we are doing drive throughs are employed and they have kids in the car.”

Food relief service provider, City of Melbourne

WHAT WE ARE DOING

These are Council's objectives and actions relating to a community where people can live healthy lives.

NO.	ACTION	YEAR
OBJECTIVE 3.1	Our City is designed and programmed to support the health and wellbeing of residents	
3.1.1	Update Council's Social Impact Assessment (SIA) Guidelines	1
3.1.2	Develop partnerships to enhance the existing Active Parramatta program	2
OBJECTIVE 3.2	Our community has improved health outcomes due to decreased disadvantage	
3.2.1	Conduct research on opportunities for Local Government to improve health outcomes for First Nations residents to inform future action	3
3.2.2	Conduct research on the harms associated with electronic gaming machines (EGMs) in City of Parramatta to inform future action	2
3.2.3	Conduct research on opportunities for Local Government to address food insecurity to inform future action	1
OBJECTIVE 3.3	Our City provides opportunities for older people to live well	
3.3.1	Evaluate Council's services and programs for older people to identify and respond to gaps in provision	1 - 4

HOW TO READ THE ACTION PLAN

Response to CSP reflects the relevant CSP goal that this work will contribute to (Fair, Accessible, Welcoming, Green, Thriving, and Innovative).

Council's role refers to the Deliver (D), Partner (P), Advocate (A) model of work adopted in the CSP.

Indicator refers to how we will measure progress towards achieving our objectives.

RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	FOUR YEAR TARGET	BASELINE DATA (2023)
Fair Accessible Innovative	D	Community sentiment regarding the degree to which our City provides facilities to live an active life	85%	75%
Fair	D P	Residents' self-reported mental health status	85%	73%
Fair Welcoming	D	% of residents who (either themselves or a member of their household) find it difficult to access health services	9%	19%
Fair Welcoming	D A			
Fair	D			
Fair	D	% of older residents (60+ years) who feel that their local area provides opportunities for them to live well	85%	76%

PRIORITY 04

A CITY WITH AFFORDABLE AND DIVERSE HOMES FOR ALL

We will plan and advocate to ensure access to quality and affordable housing that meets the needs of our residents through all phases of their lives.

Access to adequate housing is a human right and a key determinant of health outcomes. Individuals and households have varied needs throughout their lives in terms of cost, dwelling type, size, and tenure. Our City must provide a range of affordable and diverse homes to ensure that residents can continue to have their needs met within our LGA.

Housing affordability is a key challenge in City of Parramatta, with 30% of rental household and 23% of mortgage households were experiencing housing stress in 2021.²⁹ The cost of housing means that people are being priced out of the private rental market. In our City, 4.2% of households live in social housing and the waiting list for social

housing ranges from 5 to 10+ years.³⁰ With high housing costs and limited non-market housing options, it becomes harder for families to stay in the same neighbourhood where they grew up. This can have an impact on the maintenance of social networks and community connections, as well as access to work and study. Whilst many of the policy tools available to influence housing affordability are outside of Council's control, we recognise the significant impact that the housing affordability crisis has on quality of life and the need for Council to demonstrate leadership in this space.

Housing diversity is necessary to meet the needs of different individuals and households. The shift towards higher density living has impacted the availability of dwelling sizes, with the proportion of three-bedroom dwellings in our City decreasing between 2016 and 2021.³¹ We must ensure that



high density dwellings are designed to meet the needs of larger households, including families with children. Our City must also provide adaptable housing options to ensure that housing responds to the evolving accessibility needs of individuals throughout their lives.

Great cities care for their most vulnerable residents, including people experiencing homelessness. Homelessness is a complex issue that has significant costs for both the individual and the community. Investing in quality programs and accommodation for people experiencing homelessness improves outcomes for everyone and reduces demand for costly support services in the long term.

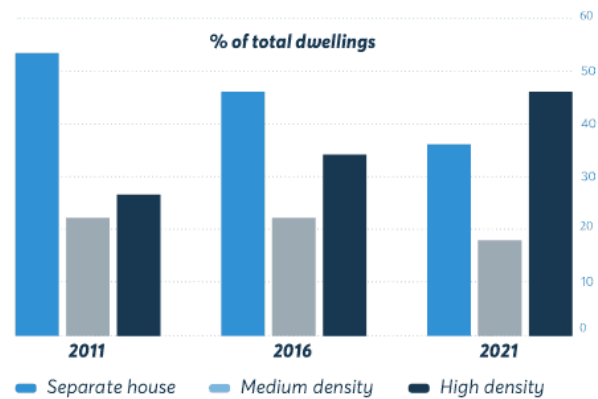


Figure 6. ABS Census 2011, 2016, 2021

WHAT WE HEARD

Our community has told us that:

- Housing affordability and the cost of living are significant issues impacting quality of life.
- People cannot afford to live close to where they work, increasing commute times.
- The perceived increase in people experiencing homelessness in City of Parramatta is a concern.
- Council should play a greater role in addressing housing affordability and homelessness in City of Parramatta.
- Overdevelopment and overcrowding are key issues.

"Diverse and affordable housing is important but needs state and federal support."

Community workshop participant (2022)

WHAT COUNCIL IS ALREADY DOING

Council conducts the Parramatta Homelessness Street Count each year to monitor homelessness in our local area. This data supports advocacy for increased service delivery and assists in determining the most appropriate strategies to reduce the prevalence of homelessness.

Council also has an Affordable Housing Action Plan 2023-25, which identifies the actions and advocacy positions that Council will take to address housing affordability, including pursuing Affordable Housing Contribution Schemes in appropriate precincts, investigating opportunities to deliver affordable housing on Council-owned land, and advocacy for State-level planning reforms.

It is estimated that 6,697 households have an unmet need for affordable housing in City of Parramatta. This represents 7.3% of all households.

.id Housing Monitor (2021)³²

CASE STUDY

GREEN SQUARE AFFORDABLE HOUSING PROGRAM, CITY OF SYDNEY

City of Sydney's Green Square Affordable Housing Program aimed to increase the supply of affordable rental housing to ensure that urban renewal did not erode social diversity in the area.

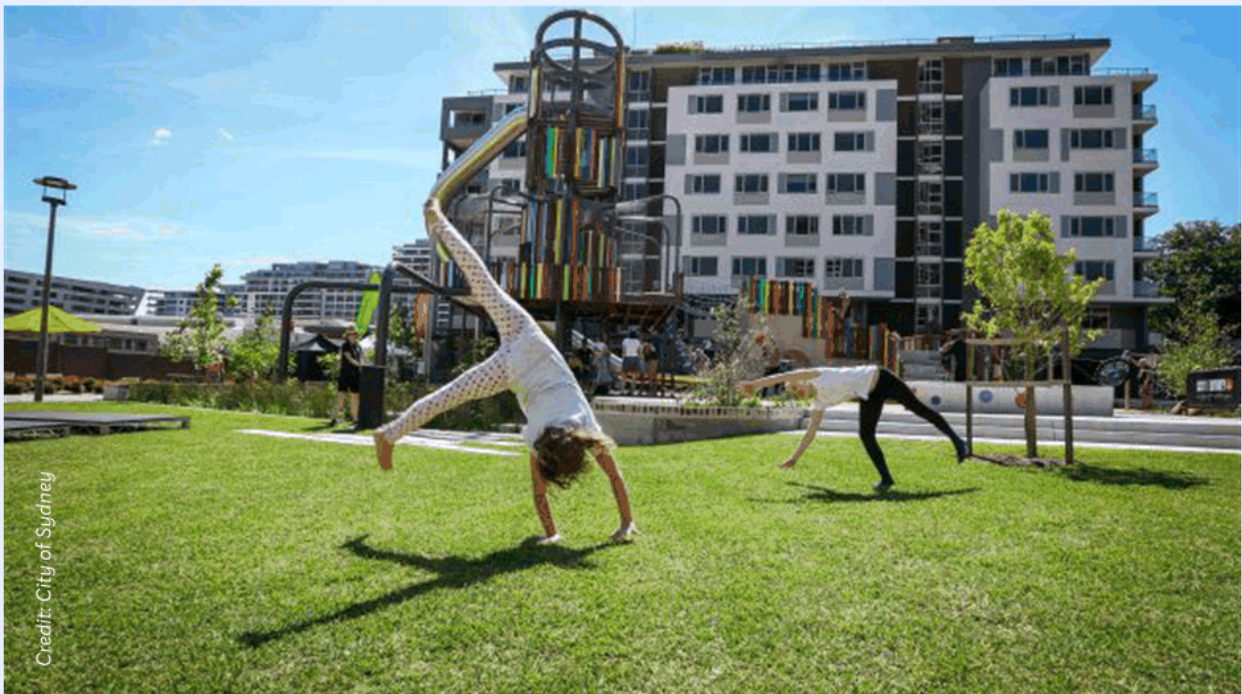
The program sought to increase the supply of affordable rental housing in Green Square through inclusionary zoning, which is a planning mechanism that mandates developer contributions towards affordable housing. Contributions can be provided in-kind (through dedicating units as affordable housing) or as a monetary contribution (held in a state government affordable housing fund to procure affordable housing in accordance with the relevant Affordable Housing Program).

In 2018, City of Sydney reported that 327 affordable housing dwellings had already been provided in Green Square and that, at that time, more than 60% of the projected development was still to occur.³³

Since July 2021, contributions for developments in Green Square have been collected through a broader City of Sydney Affordable Housing Program, to ensure consistency with the approach to rates across the City.

“A fundamental objective for the renewal of Green Square is to retain a socially diverse population as the area gentrifies and undergoes significant renewal. This can be achieved by ensuring that there continues to be housing available to a wide cross section of socio-economic groups.”

City of Sydney (2021)³⁴



Credit: City of Sydney

➤ A City with affordable and diverse homes for all

WHAT WE ARE DOING

These are Council's objectives and actions relating to a City with affordable and diverse homes for all.

NO.	ACTION	YEAR
OBJECTIVE 4.1	Our community has access to a range of affordable housing options	
4.1.1	Update Council's Affordable Rental Housing Policy	1
4.1.2	Evaluate and update the Affordable Housing Action Plan (AHAP)	2
OBJECTIVE 4.2	Our community has access to a diverse range of housing that meets their needs	
4.2.1	Work with the Centre for Population Health (WSLHD) to incorporate healthy higher density living principles into a future Parramatta DCP amendment	1
4.2.2	Review existing Parramatta DCP dwelling mix requirements to inform potential amendments	3
4.2.3	Conduct research on the delivery of build to rent housing to inform advocacy and action	2
OBJECTIVE 4.3	People experiencing homelessness have access to services and support in our City	
4.3.1	Review the Homelessness Action Plan (2019-2023)	1

HOW TO READ THE ACTION PLAN

Response to CSP reflects the relevant CSP goal that this work will contribute to (Fair, Accessible, Welcoming, Green, Thriving, and Innovative).

Council's role refers to the Deliver (D), Partner (P), Advocate (A) model of work adopted in the CSP.

Indicator refers to how we will measure progress towards achieving our objectives.

RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	FOUR YEAR TARGET	BASELINE DATA
Fair	D	% of households living in housing stress (rental and mortgage stress)	10%	16% (2021)
Fair Innovative	D	% of people who feel secure in their housing situation	95%	86% (2023)
Fair Innovative	D	% of residents who feel that our City offers diverse housing options	60%	44% (2023)
Fair	D			
Fair	D A			
Fair	D	Number of people experiencing homelessness per 10,000 residents	7 people per 10,000 residents	11 people per 10,000 residents (2024)

PRIORITY 05

A CITY OF LEARNING AND OPPORTUNITY

We will create opportunities for our residents to learn, grow, and thrive through all phases of their lives.

Access to learning opportunities significantly influences quality of life and health outcomes. However, many members of our community experience barriers to accessing education.

From childhood through to older age, access to quality education and safe learning environments are essential for enabling people to live good lives. Lifelong learning helps people better understand the world they live in, empowering them to make informed decisions and give back to their community.

Early childhood is a vital stage of development. If we can provide good education in early childhood, we can expect children to thrive in school and throughout their lives.

Investing in a child's early years leads to increased social mobility, lifetime wages, and health and wellbeing outcomes. When we work to overcome the opportunity gap between children from low- and high-income families, we take important steps toward ending intergenerational disadvantage.

Our community is increasingly well educated. In 2021, 44.2% of residents had earned a bachelor's degree or higher, increasing from 37.2% in 2016.⁵ However, many residents experience barriers to accessing learning opportunities, including language, disability, disengagement from formal education and employment, caring responsibilities, financial hardship, and digital literacy.

In our community, 9.4% of people do not speak English well or at all, 27.4% of people over 15 years



have no vocational or tertiary qualifications, 6.8% of young people (15 – 24 years) are in neither education nor employment, and 4.1% of people need assistance with daily living activities due to disability.³⁵ We recognise the need to address these barriers to better support our residents to reach their potential and to ensure Parramatta becomes a more equitable city.

Further, businesses and other organisations are increasingly being asked to produce more than just financial outcomes, to also contribute to social and wellbeing outcomes. For some businesses, creating positive social impact is their core purpose. Council can play a role in generating opportunities for organisations in our City that provide social benefit within our community, such as social enterprises, First Nations-owned businesses, and other purpose-driven organisations.

"Education and health and wellbeing are intrinsically linked. Education is strongly associated with life expectancy, morbidity, health behaviours, and educational attainment plays an important role in health by shaping opportunities, employment, and income."

The Lancet Public Health (2020)³⁶

WHAT WE HEARD

Our community has told us that:

- > Schools in City of Parramatta are overcrowded.
- > Residents want more opportunities to learn from other cultures.
- > Council could increase awareness of volunteering opportunities in City of Parramatta.
- > More learning opportunities for adults are needed.

"It would be nice to learn from each other in a diversity-rich community."

Community workshop participant (2022)

WHAT COUNCIL IS ALREADY DOING

Council provides lifelong learning opportunities through its range of library program offerings. The Tech Savvy Seniors program, which offers classes in both English and Mandarin, helps to build skills and confidence using computers, tablets, and smartphones. It equips older people with foundational digital skills, including cyber safety, how to use QR codes, and how to shop online.



CASE STUDY

GLENROY COMMUNITY HUB

Glenroy Community Hub in Victoria is an integrated health and lifelong learning centre designed to support, educate, and inspire locals at all stages of their life.³⁷ It is 'a one-stop shop' for residents to access Council and community-based services. This includes an early years centre, kindergarten, maternal child health, community health, neighbourhood learning activities, customer service centre, and a community garden.

This holistic and integrated approach to service provision recognises that the early years of a child's life – from birth until eight years old – are critical to forming the child's cognitive, emotional, and physical behaviour in later life. The centre acts as a social hub, providing a local place where families can go, build social networks, and get support from other parents with young children. It also acts as a service hub, providing access to

a wide range of services that support parents in developing positive parenting practices and assist in the early identification of health or developmental concerns. Early research suggests that this approach may contribute to children achieving positive outcomes, particularly those from disadvantaged backgrounds.³⁸

The co-location of these vital community services brings together diverse groups of people and encourages inter-generational connections.

It also offers opportunity for life-long learning: the 'Neighbourhood House' at Glenroy Community Hub offers courses on topics such as employment skills and parenting techniques, as well as health and fitness activities and fun activities for kids and their families.



Credit: City of Merri-bek

WHAT WE ARE DOING

These are Council's objectives and actions relating to a City of learning and opportunity.

NO.	ACTION	YEAR
OBJECTIVE 5.1	Everyone is supported to access learning opportunities to reach their full potential	
5.1.1	Undertake analysis of current and future schools to identify gaps in meeting the needs of the future population and inform future advocacy	1
OBJECTIVE 5.2	Children have equitable access to early childhood development opportunities	
5.2.1	Investigate opportunities for Council's Early Learning Centres to deliver additional support for vulnerable children	2
5.2.2	Review Council's evidence base for best practice in childcare to inform updated Parramatta DCP childcare controls	3
OBJECTIVE 5.3	Our City provides opportunities for organisations that enhance social outcomes	
5.3.1	Assess how Council can enhance positive social impacts through procurement, investment and business activities	2
5.3.2	Renew the Social Investment Action Plan to support innovative approaches to delivering positive social outcomes	2

HOW TO READ THE ACTION PLAN

Response to CSP reflects the relevant CSP goal that this work will contribute to (Fair, Accessible, Welcoming, Green, Thriving, and Innovative).

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Indicator refers to how we will measure progress towards achieving our objectives.

RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	4 YEAR TARGET	BASELINE DATA
Fair Innovative	D A	% of residents who feel that our City provides opportunities for people of all ages to learn and develop skills at any age	75%	62% (2023)
Fair	D	% of residents who feel that the City of Parramatta contributes to thriving children	75%	63% (2023)
Fair Innovative	D	% of developmentally vulnerable children across one or more domains according to the Australian Early Development Census	15%	21% (2021)
Fair Innovative	D	% of sustainable procurement within Council's spending	TBC*	N/A
Fair Innovative	D	% of organisations that found Council's support valuable	80%	N/A

* Council will set a target after processes have been established to effectively measure sustainable procurement as a proportion of Council's total spending

04 SUPPORTING INFORMATION

GLOSSARY

TERM/ACRONYM	DESCRIPTION
CBD	Central Business District
Our City / The City	All areas within the City of Parramatta local government area
Our Community	All residents of the City of Parramatta local government area
Co-location	Co-location refers to key organisations being located in close proximity to one another to provide opportunities for collaboration
CSP	Community Strategic Plan
DCP	Development Control Plan
Equity	Equity is about ensuring equal access and opportunity through addressing systemic inequalities and the diverse barriers that different people face
Housing Stress	Housing stress refers to households in prescribed income brackets, spending more than 30% of their gross household income on either rent or mortgage repayments. Income brackets for this definition are classified as Very Low (< 50% of median), Low (50% to 80% of median) and Moderate (80% to 120% of median).
LGA	Local government area
LGBTQIA+	Lesbian, gay, bisexual, transgender, queer, intersex, and asexual
Resilience	Resilience is 'the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and thrive no matter what kinds of chronic stresses and acute shocks they experience.' ³⁹
Social sustainability	A community is 'socially sustainable' when its environment and relationships 'actively support the capacity of current and future generations to create healthy and liveable communities. Socially sustainable communities are equitable, diverse, connected, and democratic and provide a good quality of life.' ¹

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SOCIAL SUSTAINABILITY STRATEGY

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Engagement Report: Public exhibition of the draft Social Sustainability Strategy 2024-2033


1. Executive Summary

From Monday 21 August to Monday 16 October 2023, City of Parramatta sought the community's feedback on the draft Social Sustainability Strategy, along with the draft Environmental Sustainability, Economic Development, and Smart City and Innovation strategies.

Engagement was primarily undertaken online via Participate Parramatta and in-person through activities at four pop-ups. External stakeholders and delivery partners were also encouraged to provide feedback and were invited to take part in a luncheon and panel discussion covering the draft Social Sustainability Strategy, along with three other draft strategies. These activities were supported by a social media campaign, paid newspaper ads, digital screens in Council facilities, newsletters, and QR floor decals set up in each ward.

The public exhibition campaign reached a significant number of community members. However, Council received a limited number of formal written submissions; a total of 15 submissions were made on the draft Social Sustainability Strategy, of which nine were from community members and six from organisations. This outcome is not uncommon for the exhibition of documents that are not controversial. The submissions received expressed broad support for the priorities and proposed actions set out in the draft Social Sustainability Strategy.

Engagement at a glance

Draft Social Sustainability Strategy (SSS) campaign engagement			Future Parramatta campaign engagement		
10,557	People reached through the draft SSS social media campaign		14,600	Visits to Future Parramatta page on Participate Parramatta	
132	Downloads of the draft SSS from Participate Parramatta		191	People engaged at four Future Parramatta pop-ups	
15	Formal submissions received on the draft SSS		70+	Attendees at the Future Parramatta luncheon	

2. Participate Parramatta

The draft Social Sustainability Strategy was exhibited on Council's Participate Parramatta website, together with three other strategies as part of the Future Parramatta Strategy Refresh Project. Submissions made through the Participate Parramatta platform were considered by Council officers when finalising the Strategy post-exhibition.

The table below presents engagement statistics from Participate Parramatta, highlighting different levels of engagement with the draft Social Sustainability Strategy and the general Future Parramatta landing page.

	Total page views	Total unique visitors	Total Aware Stakeholders ¹	Total Informed Stakeholders ²	Total Engaged Stakeholders ³	Total document downloads
Future Parramatta landing page on Participate Parramatta	14,600	3,968	3,960	0	7	N/A
Draft Social Sustainability Strategy webpage on Participate Parramatta	685	372	325	70	7	132

3. Pop-ups

Four "pop-up" sessions were organised to engage with the community and inform the completion of the draft strategies. Council officers engaged with the community in three ways at the pop-ups:

- Community submissions – printed version of the Participate Parramatta website form.
- Competition entries – printed competition entry forms responding to the question of "one action community members will take to help Parramatta become smarter, greener, connected and more prosperous than ever."
- Informal interactions – conversations between community members and Council officers.

Four pop-ups were held on the following dates and locations:

Location	Date and Time	Number of interactions
PHIVE	Wednesday 6 September 2023 10:00am – 3:00pm	<ul style="list-style-type: none"> • 2 Community submissions • 4 Competition entries • 32 informal interactions

¹ **Aware:** Number of unique visitors who have viewed the project page, minus any visitors who have undertaken any activity e.g.: downloaded a document, viewed a video, completed a survey etc.

² **Informed:** Any unique visitor who has viewed a latest news item, viewed a document, viewed a video, viewed a FAQ minus any user that has engaged e.g.: done a poll, survey, ideas wall, interactive mapping, interactive document, forum.

³ **Engaged:** Any unique visitor who has done a poll, survey, ideas wall, interactive mapping, interactive document, forum.

Wentworth Point Community Centre and Library	Wednesday 13 September 2023 10:00am – 3:00pm	<ul style="list-style-type: none"> • 0 Community submissions • 0 Competition entries • 13 informal interactions
North Rocks Shopping Centre	Friday 29 September 2023 10:00am – 3:00pm	<ul style="list-style-type: none"> • 0 Community submission • 7 Competition entries • 43 Informal interactions
Parramatta Lanes, Parramatta CBD*	Saturday 14 October 2023 5:00pm – 9:00pm	<ul style="list-style-type: none"> • 90 Competition entries

*Note: Pop-up at Parramatta Lanes was added within the extended public exhibition period to provide additional opportunity for community members to participate in the competition.

The comments received were largely supportive of the draft Strategy. In general, community members appreciated the investment in all city-shaping projects. However, comments made through informal interactions and submissions at pop-ups also identified challenges and opportunities to improve, including:

- Improving the transport network and access to key destinations and essential services within the LGA
- Need for better quality high-density developments
- Challenges associated with population growth, including provision of infrastructure and affordable housing
- First Nations recognition
- Heritage conservation
- Improving active transport for residents, including the accessibility of pedestrian paths
- Addressing homelessness
- Need for good quality community infrastructure and adequate provision of open space.

Summary of competition submissions

A competition was organised to encourage community participation during public exhibition. Community members were asked to provide 'one action they will take to help Parramatta become smarter, greener, connected and more prosperous than ever'. The winner of the competition received 10 swimming pool passes to Parramatta Aquatic Centre.

A total of 108 entries were received through two methods:

- Printed competition entry forms distributed at the four pop ups – 101 entries.
- Online: Participate Parramatta website – 7 entries.

Ideas from community members highlighted themes, including transport, keeping the city clean and green, and attending local and community events.

4. Future Parramatta luncheon

More than 70 delivery partners, Councillors, and senior staff attended a luncheon at PHIVE on 7 September 2023. The event included an address from the Lord Mayor and a panel discussion on the future of Parramatta through the lens of the draft Social, Economic, Environmental Sustainability, and Smart City and Innovation strategies. The luncheon provided Council with an opportunity to close the loop with external partners that had been engaged in the drafting of the strategies. It also acted as an invitation for Council's partners to provide feedback on the draft strategies during public exhibition.

5. Sticker Decals in key locations throughout the LGA

Outdoor ground decals were rolled out in each ward in response to a Councillor request, to further promote the Future Parramatta campaign.

In each ward, floor decals were placed in two parks per ward. These sites were selected based on the large amounts of people that pass through. The public spaces selected include the following:

- Burnside Gollan Reserve,
- Sturt Park,
- Dundas Park,
- Boronia Park,
- Sorlie Avenue Reserve,
- Jason Place Reserve,
- Rausch Street Reserve,
- Parramatta Square,
- Ollie Webb Reserve,
- George Kendall Riverside Park.

Despite considered decal design and placement around the LGA, this activity did not generate significant community engagement with the campaign.

6. Social Media engagement

During the public exhibition period, content was promoted on social media for the public to provide comments on the draft Social Sustainability Strategy. General ads for the Future Parramatta strategies and specific ads for the draft Social Sustainability Strategy were published across four social media channels, including Facebook, Instagram, X (previously Twitter), and LinkedIn.

Engagement statistics – draft Social Sustainability Strategy campaign

Reach ⁴	10,557
Impressions ⁵	19,162
Post engagements ⁶	757
Link clicks	631

Engagement statistics – general ads for Future Parramatta campaign

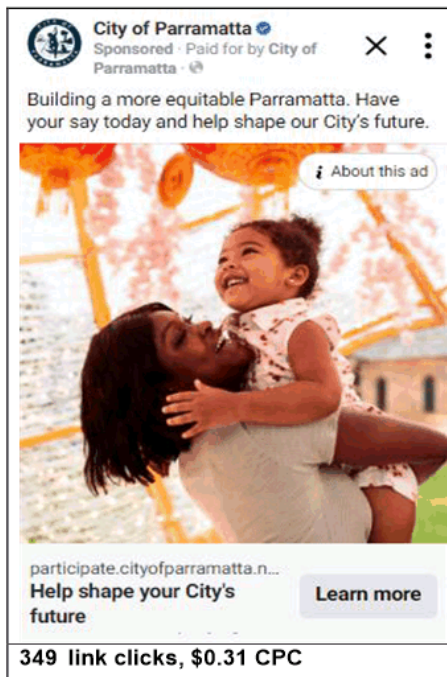
Reach	12,006
Impressions	22,471
Post engagements	1,295
Link clicks	596

⁴ **Reach** is the number of unique users who had any content from your Page or about your Page enter their screen.

⁵ **Impressions** measure the total number of times a post was visible in a user's timeline or feed. Impressions do not measure if the post was read, clicked, or engaged with.

⁶ **Post engagements** are the total number of actions that people take involving your ads. Post engagement includes actions such as sharing, reacting, saving, commenting, viewing photos or videos, and clicking links.

Image 1: Top performing ad for the draft Social Sustainability Strategy



7. Other engagement activities

Several activities of a smaller scale were also conducted during the public exhibition as follows:

- **Newspaper ads** were used to inform the community about the strategic project and promote feedback opportunities for the public were conducted at three different occasions (28 August, 4 September, and 11 September).
- **Hard copies of resources** were made available in Customer Contact Centre and libraries.
- **Community Summary and Translations** of the strategies were provided at request to help make the information more digestible for the community.
- **Digital screen ads at all CoP libraries and customer service centre** to inform the community of the project.
- **Banner on CoP homepage** informed the community, encourage project page visits, and promote feedback opportunity between 21 August – 28 August.
- **Participate Parramatta's Newsletter** informed the Participate community about the opportunity to access information and provide feedback on the draft strategy was sent out on the 22 August and 12 September.
- **Your City News** the Council monthly newsletter contained content to inform the community about the public exhibition opportunities on the 5th of September.
- **Other Electronic Direct Messages** were used to inform the community via
 - Community Connective – 21 August
 - EDM to previous participants
 - Business Newsletter – 29 August
 - Active Newsletter - Spring edition

Public Exhibition of the Draft Social Sustainability Strategy 2024-2033: Council Officers Response to Submissions

1. Executive Summary

The draft Social Sustainability Strategy (the Strategy) was on public exhibition from 21 August 2023 to 2 October 2023. Council received a total of 15 formal submissions, which were considered in the post-exhibition review of the draft Strategy. This document details the submissions received, their key points, and Council officers' response. Submissions were supportive of the draft Strategy and provided suggestions to enhance the document. Key themes included community infrastructure, housing, health, inclusion, and cultural diversity. In response to a submission, one new action on food insecurity was added to the draft Strategy. Other minor changes were also made in response to submissions.

2. Submissions on the Draft Social Sustainability Strategy

2.1 Key themes

Submissions received during public exhibition were supportive of the draft Social Sustainability Strategy. Several submissions provided comments and suggestions on community infrastructure. These included the need for provision of indoor recreation facilities and community gardens in and around Parramatta CBD, and for parks to be upgraded with accessible amenities. Positive feedback was provided, commending the activation of Parramatta Square and describing PHIVE as "an absolute triumph of public space."

Housing emerged as a key theme in submissions. Issues raised included the need for affordable housing, well-designed and located high-density housing, and support for people experiencing homelessness. Submissions also discussed health, including collaboration to improve health outcomes for disadvantaged communities and the need to address food insecurity, which has now been added as an action in the draft Strategy.

Other submissions provided comments on social cohesion, cultural diversity, and inclusion. This included celebration of cultural diversity as Parramatta's strength, the importance of recognising that we are on Dharug land, and the need to make LGBTQIA+ people feel safe and welcome in our City.

Submissions from government agencies spoke to the importance of partnerships between Council and other organisations. Council is committed to working closely with these agencies to work towards becoming a more equitable and resilient Parramatta.

2.2 Response to submissions

Stakeholder	Summary of Submission	Council Response
Community (ind3)	This submission raised concerns about the lack of provision of indoor sporting facilities, particularly in Parramatta CBD, which limits their ability to make friends and feel connected.	Planning for indoor sporting facilities in Parramatta CBD will be considered as part of <i>Action 1.1.1 Evaluate and update Council's Community Infrastructure Strategy and release a regular report card on progress.</i>
Community (ind5)	This submission raised concerns about the need for accessible amenities in Hazelwood Rose Park.	Council's Disability Inclusion Action Plan 2022-2026 establishes the goal of 'Upgrading parks and open spaces to be compliant with current access legislation and standards. 'Consideration of park upgrades and accessible amenities will be considered as part of <i>Action 1.1.1 Evaluate and update Council's Community Infrastructure Strategy and release a regular report card on progress.</i>
Community (ind6)	This submission provided suggestions about including photos and engravings of Parramatta's history around the City, including Aboriginal naming of place and what Parramatta looked like during settlement.	Feedback about visually communicating the history of Parramatta around the City through photos and engravings has been shared with the team working on Council's Cultural Strategy, which is currently being developed.
	It also suggested free events for teenagers and education on mental health.	The draft Social Sustainability Strategy adopts a holistic understanding of health and acknowledges the 'social determinants of health', the non-medical factors that influence health and wellbeing outcomes. Consideration of young people and their needs is explicitly addressed in <i>Action 2.3.1 Develop a Youth Inclusion Framework to support and enhance Council programs and services that impact young people</i> and <i>Action 2.4.1 Evaluate the provision of youth-friendly spaces in Parramatta CBD to identify gaps and inform future action.</i>
Community (ind11)	This submission emphasised the importance of LGBTQIA+ community members feeling safe and included in City of Parramatta.	The LGBTQIA+ community is discussed in Priority 2, in the context of ensuring that all people feel safe and welcome in our City. LGBTQIA+ safety and inclusion are also addressed in <i>Action 2.1.1 Conduct research on the experiences of our</i>

		<i>community in the City's public spaces, with a focus on particular groups such as LGBTQIA+ communities, women, and young people.</i>
Community (ind14)	This submission discussed the lack of community gardens in Parramatta and North Parramatta given the population of these suburbs.	Planning for community gardens will be considered as part of <i>Action 1.1.1 Evaluate and update Council's Community Infrastructure Strategy and release a regular report card on progress.</i>
Community (ind17)	This submission suggested providing zoning uplift to increase density within proximity of public transport.	This suggestion is out of scope for the draft Social Sustainability Strategy.
Community (ind21)	This submission emphasised the importance of multiculturalism as core to City of Parramatta's identity and as guests on Dharug land. Positive feedback was provided on the successful activation of Parramatta Square (e.g. chess, table tennis, music, etc), and PHIVE being described as "an absolute triumph of public space."	The draft Social Sustainability Strategy recognises and celebrates cultural diversity as City of Parramatta's strength. Council's commitment to partnering with Dharug and First Nations people is set out in the First Nations Strategy 2024-2029.
	This submission suggests increasing help for people experiencing homelessness, to support their transition into housing and connecting them with medical and mental health assistance.	Council works in partnership with the Department of Communities and Justice (DCJ) to improve strategies, programs and services for people experiencing homelessness in the Parramatta LGA. Council's ongoing approach to addressing homelessness will be considered as part of <i>Action 4.3.1 Review the Homelessness Action Plan (2019-2023).</i>
	It also noted that there is a need for dedicated football facilities in Parramatta.	Planning for sportsgrounds and indoor sporting facilities will be considered as part of <i>Action 1.1.1 Evaluate and update Council's Community Infrastructure Strategy (CIS) and release a regular report card on progress.</i>
Community (pop2)	This pop-up survey response provided comments on the need for affordable housing for families and the importance of housing for safety.	Affordability housing is discussed in Priority 4. A City with affordable and diverse homes for all. Council's Affordable Housing Action Plan 2023-25 identifies actions and advocacy that we will undertake to address housing affordability.

Community (pop5)	This pop-up survey response noted the need to support active travel for residents, especially older residents, and the need for better footpath and pram ramps to improve accessibility.	Council's Disability Inclusion Action Plan 2022-2026 identifies the goal 'Improvement of the accessibility of footpaths, open spaces, and Council facilities and events by using inclusive checklists and policy guidelines.' Council also has an Active Travel Advisory Committee and is in the final stages of updating the Bike Plan by mid-2024.
	The response expressed support for Council's focus on homelessness and improving high density living.	Support for these areas of work are noted.
Organisation - Western Sydney Local Health District Centre for Population Health	WSLHD Centre for Population Health's submission expressed support for the priorities, objectives, and outputs established in the Social Sustainability Strategy and openness to continued collaboration on new and existing areas of work.	Through the existing strategic partnership, Council may propose collaboration on topics of shared interest, some of which are highlighted in WSLHD's submission.
	Specific suggestions included using design principles, such as Crime Prevention through Environmental Design to enhance community safety and inclusion.	Reference to the impact of design on experiences and perceptions of safety has been explicitly added to the body of text for Priority 2. Crime Prevention through Environmental Design will be included as part of <i>Action 2.2.2 Refresh the Crime Prevention Plan 2019-2023</i> .
Organisation - GoGet Car Share	This submission recommended changes to Parramatta DCP relating to the ratio of carshare parking spaces to apartment units, with the aim to improve housing affordability, reduce emissions, and reduce traffic congestion.	The proposed Parramatta DCP change is not appropriate to include as an action in this draft Strategy without strong evidence that it will create the intended outcome. Council's actions to address housing affordability are detailed in the Affordable Housing Action Plan 2023-2025. This feedback has been shared with relevant Council officers for consideration as part of future DCP reviews.

Organisation - Resilient Sydney	Resilient Sydney's submission included suggestions for the draft Strategy, which are summarised below:	
	Consider increasing opportunities for investment, advocacy, and partnerships.	Further consideration of Council's advocacy platform will be explored as part of a future Advocacy Strategy.
	Feedback that many actions begin with "conduct research", "investigate" or "review" and could be more aspirational.	Many actions are addressing new areas for Council, which requires a Parramatta-specific evidence base to inform future action and advocacy. We cannot pre-empt the best actions to take to address complex issues.
	Suggested adding baseline data to contextualise targets for indicators and adding data on the percentage of tertiary educated community members on the 'City of Parramatta's community now' page.	Baseline data for indicators and data on community members with tertiary and vocational qualifications have been added to the draft Strategy.
	Resilient Sydney's submission also provided feedback and suggestions for each of the five priorities, as summarised below:	
	Priority 1: Need to explicitly address social cohesion to strengthen the message about the importance of connections. Need to consider climate change in planning for social infrastructure to ensure it is designed to be resilient.	Priority 1: A more explicit reference to social cohesion has been added to Priority 2, where it is best placed. Climate change and the need for resilient social infrastructure and open spaces will be considered as part of <i>Action 1.1.1 Evaluate and update Council's Community Infrastructure Strategy</i> .
	Priority 2: Need to address racism as a consideration, given the cultural diversity of Parramatta LGA.	Priority 2: A reference to Council's commitment to stand against racism has been added to this priority.
	Priority 3: Need to address food security.	Priority 3: Since publishing the draft strategy, we have received updated data on food insecurity, which has shown a significant increase in experiences of food insecurity in our LGA. A new action has been included in the strategy to address this issue: <i>Action 3.2.3 Conduct research on</i>

		<i>opportunities for Local Government to address food insecurity, to inform future action.</i>
	Priority 4: Need to deliver an Affordable Housing Contributions Scheme and investigate delivering affordable housing on Council-owned land.	Priority 4: Council's Affordable Housing Action Plan 2023-25 was endorsed in August this year, after consultation on the draft strategy commenced. This document identifies actions and advocacy positions that Council will take to address housing affordability, including pursuing Affordable Housing Contribution Schemes in appropriate precincts, investigating opportunities to deliver affordable housing on Council-owned land, and advocacy for State-level planning reforms. A description of the AHAP has been added to Priority 4, to contextualise <i>Action 4.1.2 Evaluate and update the Affordable Housing Action Plan.</i>
	Priority 5: Identify co-design opportunities, particularly with young people.	Priority 5: Co-design is identified as an engagement method in Council's Community Engagement Strategy 2022-2024 and will be considered in the delivery of <i>Action 2.3.1 Develop a Youth Inclusion Framework to support and enhance Council programs and services that impact young people</i>
Organisation (Greater Cities Commissions)	The Greater Cities Commission's submission expressed support for the objectives and actions outlined in the draft Social Sustainability Strategy. The organisation expressed interest in contributing to the research and piloting of programmes that support community diversity and well-being, especially as they relate to the Westmead Health and Innovation District. The submission also states that, to ensure the full benefits of Parramatta and Westmead are realised, the skills required to take advantage of jobs created in the area must be inclusive and accessible to a wide diversity of people, including young people, emerging startups and groups currently underrepresented in the tech, innovation and knowledge industry.	The GCC's support for the objectives and actions identified in the draft Social Sustainability Strategy is noted and appreciated.

Organisation (SOP Business Association)	The Sydney Olympic Park Business Association's submission applauds the 'whole of precinct' approach and notes that the residential growth forecast for Sydney Olympic Park and its neighbours across the Olympic Peninsula will require significant input from the City of Parramatta across all four Strategies. It also highlights the need to consider Sydney Olympic Park beyond its current role as a sporting and entertainment precinct.	SOP Business Association's support for the draft Social Sustainability Strategy is noted and appreciated.
Organisation (SOPA)	Sydney Olympic Park Authority's submission notes that it is encouraging to see the aspirations for City of Parramatta are so closely aligned to the ambitions for Sydney Olympic Park, as detailed in the 2050 Vision and the Strategic Place Framework reports. It also expressed SOPA's willingness to partner with Council. SOPA encouraged Council to make to reference the Sydney Olympic Park 2050 Vision and Strategy and the Strategic Place Framework in the Strategic Context section, as there is strong strategic alignment in between the visions and to reinforce the collaboration needed to deliver these strategies.	Council welcomes SOPA's willingness to collaborate.

Post-exhibition changes to the draft Social Sustainability Strategy 2024-2033

1. Summary of proposed changes

Council officers recommend a range of changes to the draft Social Sustainability Strategy, based on both submissions received through public exhibition and internal staff review of the document post-exhibition.

In summary, proposed changes include the following:

- Reworded and consolidated content
- Added one new action to address food insecurity
- Removed four actions
- Reworded eight actions
- Consolidated four actions into two actions
- Reorganised actions to be included within each priority section, rather than as a standalone action plan at the end of the document
- Removed "outputs" layer from action spreads
- Added baseline data for indicators, where available.

Additionally, several administrative and non-policy amendments have been made to the Draft Strategy post-exhibition, such as graphic design and proofreading changes. These changes are not detailed in the sections below, as Council has already granted the Chief Executive Officer delegation to make such changes.

2. Changes to draft Strategy document

Change	Exhibition version	Post-exhibition version	Rationale
Updated	Full spread to introduce each section. Content for some sections spread across more pages than necessary.	Single page to introduce each section. Content consolidated throughout, reducing the document from 74 pages to 58 pages.	To streamline the document and better utilise spreads.
Removed section	"Our Journey Ahead" section	N/A	To reduce repetition. The draft Strategy in its entirety details our journey ahead.
Removed section	Standalone "Strategic context" section	No standalone "Strategic context" section. Review of policy context has been noted in the existing section 'How we	To remove unnecessary level of detail.

		developed this strategy', alongside other inputs.	
Updated	"Our Diverse Neighbourhoods" section – full spread with detailed descriptions of suburbs	"Our Diverse Neighbourhoods" section – single page with comparison of four suburbs to highlight diversity across LGA	To make the message of our community's diversity clearer.
Moved section	Standalone "Action plan" section	Table of actions and indicators embedded in each priority	To enable the reader to read the priority and associated actions more easily
Removed	"Outputs" layer included in action plan	"Outputs" layer removed from action plan	To improve readability and clarity, as this layer was useful in the drafting of the document but not helpful for the reader
Updated	Timeframe for actions listed in "horizons"	Timeframe for actions listed in years, from year one to four	To improve clarity and specificity
Updated	Indicators with two year targets and no baseline data	Indicators with four year targets and baseline data, where available	Baseline data included to provide context for targets. Timeframe for targets changed from two years to four years to align with duration of action plan.
Updated	Targets for the indicators that will be measured through the Our City My Life survey are established based on 2021 data	Targets for the indicators that will be measured through the Our City My Life survey are established based on 2023 data	We have received the 2023 Our City My Life results since the draft Strategy was put on public exhibition. Some indicators have improved since 2021 and, therefore, their targets have been updated to be more appropriate and/or ambitious.

3. Changes to actions

Change	Exhibition version	Post-exhibition version	Rationale
Priority 1. A socially connected community			
Reworded action	Evaluate and update Council's Community Infrastructure Strategy (CIS)	Evaluate and update Council's Community Infrastructure Strategy (CIS) and release a regular report card on progress	To ensure regular reporting on progress towards delivering infrastructure items identified in the CIS.
Removed	Develop and implement a project prioritisation process that considers strategy, planning, delivery, operation and ongoing maintenance	N/A	This action is not specific to community infrastructure, so is not best placed in the Social Sustainability Strategy. This matter will be addressed through the work of the Project Management Office.
Merged actions	Undertake gap analysis of open space across the LGA to identify areas that require additional provision, to improve amenity and recreation outcomes Conduct research on innovative ways to address the challenge of limited/ no opportunities for new open space and community facilities in Parramatta LGA, to inform the Open Space Strategy	Undertake gap analysis of open space across the LGA and conduct research to identify innovative approaches to increasing the provision and quality of open spaces.	To consolidate work focused on identifying and addressing shortfalls in open space provision.
Merged actions	Develop a framework for facilitating community access to open space and community facilities in cases of joint use (Council owned) and shared use (Department of Education owned) arrangements Propose strategic partnership with Sydney Olympic Park Authority to	Work to optimise community access to open space and community facilities in cases of joint use (owned by Council) and shared use (owned by the Department of Education and Sydney Olympic Park Authority)	To consolidate work seeking to improve community access to facilities that are not owned by Council.

	improve communication around access to facilities		
Priority 2. A safe, inclusive, and welcoming City			
Reworded action	Undertake research on the experiences of local LGBTQIA+ communities in our City's public spaces to inform Council's future action	Conduct research on the experiences of our community in the City's public spaces, with a focus on particular groups such as LGBTQIA+ communities, women, and young people.	To broaden the scope of the research from LGBTQIA+ to better understand the experience of different communities and demographics who may feel unsafe in our City.
Reworded action	Conduct research on the cultural and linguistic needs of our community to better understand barriers to communication and improve the reach of our library programs	Develop community profiles for each library and conduct market research into the cultural and linguistic needs of our community to better understand barriers to communication and improve the reach of our library collections, services, and programs	To provide clarity around the scope and intention of the action.
Reworded action	Develop a socioeconomic inclusion framework to guide Council's work in improving outcomes for those experiencing the greatest barriers to social and economic participation in our community	Develop a framework that addresses barriers to socioeconomic inclusion, such as low income, employment status, and education, for vulnerable residents	To provide clarity around the scope and intention of the action.
Reworded action	Investigate opportunities to fund increased high visibility policing in Parramatta CBD	Advocate for increased high visibility policing in Parramatta CBD during daylight savings.	To reorient action to focus on advocacy and provide clarity around the scope and intention of the action.
Reworded action	Develop a framework to inform the way Council engages with young people	Develop a Youth Inclusion Framework to support and enhance Council programs and services that impact young people	To align with wording from the Council resolution on the Youth Inclusion Framework.
Priority 3. A community where people can live healthy lives			
Removed action	Undertake research to improve understanding of	N/A	This matter will be addressed as part of

	transport equity considerations in City of Parramatta to inform advocacy and action		the development of the Integrated Transport Strategy.
New action	N/A	Conduct research on opportunities for Local Government to address food insecurity, to inform future action	New Our City My Life data became available following public exhibition, highlighting the issue of food insecurity in our community. In July 2023, 11% of residents reported running out of food and could not afford to buy more in the last 12 months, increasing significantly from 4% in 2021. The need to address food insecurity was also highlighted in Resilient Sydney's submission.
Priority 4. A City with affordable and diverse homes for all			
Reworded action	Update Council's Affordable Housing Policy	Update Council's Affordable Rental Housing Policy	To correct the name of the policy.
Reworded action	Develop principles relating to healthy higher density living, in support of a future Parramatta DCP amendment	Work with the Centre for Population Health (WSLHD) to incorporate healthy higher density living principles into a future Parramatta DCP amendment.	To focus the action on embedding changes in planning controls
Priority 5. A City of learning and opportunity			
Removed action	Advance planning to expand library capacity in Carlingford and Epping	N/A	This action sits within the CIS. Planning to expand library capacity in Carlingford has progressed significantly since the draft Strategy was put on exhibition.

Removed action	Develop a centralised webpage of Council's volunteering opportunities	N/A	This action has already been completed.
Reworded action	Review Council's procurement policy and update to include a provision around social impact as a criteria for selection	Assess how Council can enhance positive social impacts through procurement, investment, and business activities	To broaden the action given the recent review of Council's procurement policy.

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.8
SUBJECT	Lord Mayor and Councillor Remuneration for 2024/25
REFERENCE	F2024/00282 - D09390140
REPORT OF	Executive Officer

CSP THEME: FAIR

WORKSHOP/BRIEFING DATE: Nil

PURPOSE:

To set the annual fees payable to the Lord Mayor and Councillors for 2024/25.

RECOMMENDATION

- (a) That Council determine the Lord Mayor and Councillor annual fees for the period 1 July 2024 to 30 June 2025.
- (b) That Council note the resolution of 7 June 2022 (resolution no. 4341) which resolved that the Lord Mayor and Councillors will receive superannuation contribution payments, in addition to their annual fees, from 1 July 2022, in accordance with Section 254B of the *Local Government Act 1993*.
- (c) That Council note that effective from 1 July 2024, the superannuation guarantee rate will increase from 11 per cent to 11.5 per cent.
- (d) That the Chief Executive Officer apply to the Local Government Remuneration Tribunal for Council's classification to be amended from Major CBD to Principal CBD (the highest category of general purpose councils).

BACKGROUND

1. The *Local Government Act 1993* (the Act) requires the Local Government Remuneration Tribunal to report each year on its determination of categories of councils and the amounts of annual fees to be paid to mayors and councillors.

Local Government Payments for 2024/25

2. The Tribunal has determined an increase of 3.75% in minimum and maximum mayoral and councillors fees for the 2024/25 financial year, with effect from 1 July 2024.
3. The Statutory and Other Offices Remuneration Tribunal (SOORT) has determined that there will be 0% increase for senior staff in the 2024/25 financial year and a 0% increase in the 2025/26 financial year, with effect from 1 July 2024.
4. The Local Government (State) Award 2023, has awarded an increase of 3.5% and a one-off payment of \$1000 for the 2024/25 financial year, for non-senior staff Local Government employees, with effect from the first full pay period after 1 July 2024.

Categories of Councils

5. Section 239 of the Act requires the Tribunal to determine the categories of councils and mayoral offices at least once every 3 years. A review of categories was last carried out by the Tribunal in 2023. The Tribunal will next consider the model criteria for each group, and the allocation of councils in the 2026 review.
6. The categories for general purpose councils for 2024 are as follows:

Metropolitan	Non-Metropolitan
Principal CBD	Major Regional City
Major CBD	Major Strategic Area
Metropolitan Major	Regional Strategic Area
Metropolitan Large	Regional Centre
Metropolitan Medium	Regional Rural
Metropolitan Small	Rural Large
	Rural

7. In 2023, Council resolved for the Chief Executive Officer to apply to the Tribunal for Council's classification to be amended from Major CBD to Principal CBD (the highest category of general purpose councils).
8. The Tribunal has considered this application and has determined to maintain the City of Parramatta's categorisation as the sole council in the Major CBD category.
9. Pursuant to Section 241 of the Act, the annual fees to be paid to councillors and mayors for the **Major CBD** category effective on and from 1 July 2024 have been determined as follows:

2024/2025	Councillor Annual Fee		Mayor Annual Fee	
	Minimum Fee	Maximum Fee	Minimum Fee	Maximum Fee
Major CBD	\$20,500	\$37,960	\$43,530	\$122,640
Current Parramatta Fees	\$35,520 + super		\$35,520 + \$114,770 + super	

ISSUES/OPTIONS/CONSEQUENCES

10. A Council cannot fix a fee higher than the maximum amount determined by the Tribunal and all councillors must be paid the same fee.
11. Section 249 (2) of the Act stipulates that payment of a mayoral fee is in addition to the fee paid to the incumbent in their councillor capacity.
12. If a council does not fix a fee, the council must pay the minimum fee determined by the Tribunal.

13. Where a council has resolved to make superannuation contribution payments for its Councillors, the amount of the payment is to be the amount the council would be required to contribute under the *Commonwealth Superannuation Guarantee (Administration) Act 1992* as superannuation if the Councillors were employees of the council.
14. As of 1 July 2024, the superannuation guarantee rate will be 11.5 per cent. The rate will continue to increase by half a per cent each year until 1 July 2025 when it reaches 12 per cent.

LEGAL IMPLICATIONS FOR COUNCIL

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

FINANCIAL IMPLICATIONS FOR COUNCIL

16. In preparing the draft 2024/25 Council Support budget, Council foreshadowed a 3% increase by the Tribunal, not a 3.75% increase. If Council were to endorse this option, an adjustment of \$5,497 would be required to the 2024/25 Council Support budget.
17. Listed below, for the information of Councillors, are the options available for Council.

OPTION 1: Status Quo (total cost of \$722,040.55 incl superannuation)

Council can resolve to set the Lord Mayor and Councillor annual fees at the same levels as those adopted for the current financial year being \$114,770 and \$35,520 respectively. These rates are within the permissible range.

The attributable superannuation contribution for the 2024/25 financial year for this option would be \$13,198.55 for the Lord Mayor and \$4,084.80 each Councillor.

Importantly, while this option has been labelled as 'status quo' there is an 0.5 per cent increase to the superannuation guarantee which must be applied.

There are no unbudgeted financial implications for Option 1.

OPTION 2: Minimum fee (total cost of \$391,398.45 incl superannuation)

Council can resolve to set the Lord Mayor and Councillor annual fees at the minimum permissible value, being \$43,530 and \$20,500 respectively.

The attributable superannuation contribution for the 2024/25 financial year for this option would be \$5,005.95 and \$2,357.50 respectively.

There are no unbudgeted financial implications for Option 2.

OPTION 3: Maximum fee (total cost of \$771,624.60 incl superannuation)

Council can resolve to set the Lord Mayor and Councillor annual fees at the maximum permissible value, being \$122,640 and \$37,960 respectively.

The attributable superannuation contribution for the 2024/25 financial year for this option would be \$14,103.60 and \$4,365.40 respectively.

In preparing the draft 2024/25 Council Support budget, Council foreshadowed a 3% increase by the Tribunal, not a 3.75% increase.



Therefore, if Council was to endorse this option, the unbudgeted financial implications are \$5,497. An adjustment would be required to the 2024/25 Council Support budget to support the maximum possible fee increase.

Bronwyn Pullen
Executive Officer

Roxanne Thornton
Group Manager Office of the Lord Mayor and CEO

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

1 	Local Government Remuneration Tribunal 2024 Annual	39
	Determination 29 April 2024 (Published to website 20 May 2024)	Pages

REFERENCE MATERIAL

Local Government
Remuneration Tribunal

Annual Determination

Report and determination under sections
239 and 241 of the Local Government Act
1993

29 April 2024



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Executive Summary

The *Local Government Act 1993* (LG Act) requires the Local Government Remuneration Tribunal (the Tribunal) to report to the Minister for Local Government by 1 May each year on its determination of categories of councils and the maximum and minimum amounts of fees to be paid to mayors, councillors, and chairpersons and members of county councils.

Categories

Section 239 of the LG Act requires the Tribunal to determine the categories of councils and mayoral offices at least once every 3 years. A review of categories was last carried out by the Tribunal in 2023.

The Tribunal will next consider the model, criteria for each group, and the allocation of councils in the 2026 review.

The criteria for each category is published in Appendix 1 of the Determination and remains unchanged from 2023.

Two (2) councils have been recategorised from Rural Large to Regional Rural as a result of meeting the criteria at Appendix 1.

Fees

The Tribunal has determined a 3.75 per cent per annum increase in the minimum and maximum fees applicable to each category from 1 July 2024.

Section 1 – Introduction

1. Section 239 of the LG Act requires the Tribunal to determine the categories of councils and mayoral offices at least once every 3 years. The Tribunal last undertook a significant review of the categories and the allocation of councils into each of those categories in 2023.
2. Section 241 of the LG Act provides that the Tribunal determine the maximum and minimum amount of fees to be paid to mayors and councillors of councils, as well as chairpersons and members of county councils for each of the categories determined under section 239.
3. Section 242A(1) of the LG Act requires:

“In making a determination, the Remuneration Tribunal is to give effect to the same policies on increases in remuneration as those that the Industrial Relations Commission is required to give effect to under section 146C of the [Industrial Relations Act 1996](#) when making or varying awards or orders relating to the conditions of employment of public sector employees.”
4. The Industrial Relations Amendment Act 2023, assented on 5 December 2023, repealed section 146C of the *Industrial Relations Act 1996*, resulting in changes to wages policy and removal of the cap on remuneration increases.
5. The Tribunal can also determine that a council can be placed in another existing or new category with a higher range of fees.
6. The Tribunal’s determination takes effect from 1 July each year.

Section 2 – 2023 Determination

7. In 2023, the Tribunal received 18 written submissions.
8. An extensive review of the categories, criteria, and allocation of councils into each of the categories was undertaken by the Tribunal as required by Section 239 of the LG Act.
9. The review resulted in the Tribunal determining the creation of two new categories, being Metropolitan Major and Rural Large.
10. The categories of general purpose councils were determined as follows:

Metropolitan	Non-Metropolitan
Principal CBD	Major Regional City
Major CBD	Major Strategic Area
Metropolitan Major	Regional Strategic Area
Metropolitan Large	Regional Centre
Metropolitan Medium	Regional Rural
Metropolitan Small	Rural Large
	Rural

11. The Tribunal was of the view that improving consistency of criteria in categories was paramount. The Tribunal therefore determined to include the non-resident population criteria in Major Strategic, Regional Strategic, Regional Centre, and Regional Rural categories.
12. A total of 26 councils were recategorised as a result of changes in the 2023 Determination.
13. The Tribunal determined that fees would increase by 3 per cent in the minimum and maximum fees applicable to each category from 1 July 2023.

Section 3 – 2024 Review

2024 Process

14. The Tribunal's annual review commenced in October when it wrote to all councils inviting submissions regarding fees. The Tribunal outlined that it is only required to review the categories every three years and will next consider the model, the criteria applicable to each category and the allocation of councils in the 2026 review. The invitation noted that it is expected that submissions are endorsed by respective councils.
15. The Tribunal also wrote to the President of Local Government NSW (LGNSW) inviting a submission.
16. The Tribunal received 19 written submissions, of which 18 were from individual councils and 1 submission from LGNSW.
17. The Tribunal notes that 17 of the 18 council submissions were endorsed by their representative councils.
18. The Tribunal acknowledges and thanks all parties for their submissions.

Submissions Received – Request for recategorisation

19. Two council submissions received requested recategorisation, with Paramatta City Council and Lake Macquarie putting forward individual cases for the Tribunal's consideration.

20. Paramatta City Council requested recategorisation from its current classification of Major CBD to Principal CBD. Paramatta City Council's case to be included in Principal CBD category is based on the following:
- Paramatta being critical to the success of the Greater Sydney Region Plan
 - The LGA expecting an estimated 186,000 new residents between 2022 and 2041
 - An increase in the number of government services, corporations, and private enterprises relocating into Paramatta CBD
 - A local economy that generates approximately \$32.88 billion in gross regional product and 33,000 businesses that generated over 202,000 jobs
 - The Council's Local Strategic Planning Statement covers seven priority growth areas and precincts identified by the NSW Government in order to give effect to their Housing strategy
 - Paramatta City Council has a 2023/24 capital works budget of \$613m and it provides a number of significant services within the local government area, including two aquatic centres, redevelopment to key community centres, and funding for local parks, roads, cycleways, and footpaths.
21. The Tribunal last considered the criteria for Principal CBD in the 2023 Annual Determination process. The Tribunal's view at the time was that

the criteria characteristics for Principal CBD category was appropriate, therefore no changes were required.

22. Paramatta City Council does not meet the criteria for Principal CBD. Accordingly, the Tribunal is not persuaded to include Paramatta Council in Principal CBD category.
23. Lake Macquarie City Council requested that it be recategorised from a Regional Strategic Area to a Major Strategic Area. Reasons include:
 - The LGA having a resident population of 216,603, and a non-resident working population of 24,769 (for a total of 241,372)
 - Connection to Greater Sydney via the M1, rail and a regional airport that supports the community
 - 99 towns, villages and nine economic centres across an area of 757 square kilometres
 - An annual economic output of \$26.1 billion (which is approximately 20 per cent of the Hunter economy)
 - 1.3 million tourists per year
 - 14,081 active businesses, 73,233 jobs and a total workforce across the LGA of 102,029
 - Community facilities that include a Regional Gallery – Museum of Art and Culture, one University, two TAFE campuses and a regional centre for health care
 - Operating revenue exceeding \$290 million.


24. As stated in Council's own submission, currently it does not meet the population threshold criteria for Major Strategic Area. Accordingly, the Tribunal is not persuaded to include Lake Macquarie Council in Major Strategic Area category.
25. The council also advocated for the population threshold for Major Strategic Area to be reviewed from its current threshold of 300,000 to 200,000 to restore incremental balance between Major Strategic Area and Regional Strategic Area categories.
26. Lake Macquarie Council provided late supplementary information to support their argument for the population threshold of Regional Strategic Area being adjusted. Council submitted that five precincts in the Lake Macquarie LGA have been identified for inclusion in the New South Wales Government Transport Oriented Development Program, which aims to encourage housing development near transport hubs.
27. The Council argues this increase in housing will lead to population growth in the selected centres, especially those with a large number of identified precincts.
28. Consistent with section 239 and 240 of the LG Act, the Tribunal carefully considered the population threshold for all categories, as part of the 2023 Annual Determination. It was determined at that time, on extensive evidence examined and considered by the Tribunal, that the population threshold for Major Strategic Area was appropriate.
29. The Tribunal is not persuaded at this time to change the population threshold for Major Strategic Area. Should further evidence become available to support a change in the population threshold for this category,

it can be considered by the Tribunal as part of the three yearly review of categories in 2026.

30. The Tribunal will monitor, as data becomes available, the impact of the New South Wales Government Transport Oriented Development Program on population thresholds.
31. One submission received from Wollondilly Shire Council advised that Council resolved to write to the Premier and appropriate Ministers, requesting Wollondilly Shire Council be considered as a regional Council.
32. The Tribunal has previously determined that Wollondilly Shire Council, for the purpose of setting the minimum and maximum fees payable to Councillors and Mayors, be classified as Regional Centre.
33. The Tribunal notes Wollondilly's submission and proposed course of action.

Categories – movement of Councils within the framework

34. The Tribunal reviewed population and data relating to Council operations to determine if the categorisations of Councils was consistent with the current criteria.
35. Population data was sourced from the Australian Bureau of Statistics (ABS), released 26 March 2024 for the period 2022 – 2023 financial year, the most recent data available at the time of writing this determination.

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36. Data relating to Council operations was sourced from the Office of Local Government (OLG).
 37. These sources provide a consistent, and complete overview of all councils in NSW. These data sources are consistent with those used in previous LGRT determinations.
 38. Each Council was also assessed against the relevant criteria at Appendix 1.
 39. As a result, it was identified that two Rural Large councils, Hilltops Council and Muswellbrook Shire Council, each had a combined resident and non-residential working population above 20,000 each. This population figure exceeds the population threshold for a Regional Rural council classification.
 40. For this reason, the Tribunal has reclassified both Hilltops Council and Muswellbrook Shire Council as Regional Rural councils.

Submissions Received – Remuneration Structure

41. A significant number of submissions commented on the remuneration structure, advocating for major changes to be made, including the need for a full comprehensive review. These issues are addressed below.
42. One submission advocated for a new remuneration structure to be established that:
 - Is benchmarked in a more transparent way


- Recognises workload
- Encourages participation by a cohort that is more representative of the community
- Recognises skills and experience that is relevant to the roles.

43. Several submissions argued that the current remuneration structure does not adequately compensate elected Councillors and Mayors for the complex requirements of the role, significant workload, time requirements, responsibilities, and changes in the role over recent years.
44. A number of submissions provided comparison data that included remuneration paid to: Queensland and Victorian local government Councillors and Mayors, Federal, State, and Territory Parliamentary Members, Audit Risk and Improvement Committee members, and average remuneration for chairs/directors of not-for-profit organisations.
45. The basis of providing this data was to support arguments that NSW Councillors and Mayors are paid below these organisations and the work of Councillors and Mayors is being undervalued.
46. Some submissions outlined that low levels of remuneration can have a detrimental impact on the quality and diversity of candidates standing for election.
47. The LG Act is clear that Councillors and Mayors receive an annual fee, not a wage, with section 251 clearly stating that fees paid do not constitute a salary.

48. Whilst the Tribunal acknowledges these issues, as previously explained in the 2023 Annual Determination at paragraph 97 they are not currently within the Tribunal's remit.
49. One submission advocated for fees of rural councils to be commensurate with those of regional and metropolitan councils, arguing that the skills and knowledge required for the role is the same regardless of the council location.
50. Others advocated for significant increases to rural and regional fees in order to address low candidate numbers while others asserted that the current remuneration fails to take into account significant stressors facing regional and rural councils.
51. The Act requires that the Tribunal must determine categories at least once every three years and places each council into a category. The determination of categories by the Tribunal is for the purpose of determining the minimum and maximum fees to be paid for councillors and Mayors in each category. When determining categories, the Tribunal is required to take into account matters prescribed in Section 240 of the LG Act:
- *the size of areas;*
 - *the physical terrain of areas;*
 - *the population of areas and the distribution of the population;*
 - *the nature and volume of business dealt with by each council;*
 - *the nature and extent of the development of areas;*

- *the diversity of communities served;*
- *the regional, national and international significance of the council;*
- *such matters as the Remuneration Tribunal considers relevant to the provision of efficient and effective local government; and*
- *such other matters as may be prescribed by the regulations.*

52. The Determination of minimum and maximum fees for 2024 is dealt with below at section 4.
53. Two submissions asserted that the current remuneration structure fails to recognise the role, responsibilities, and contribution of the Deputy Mayor position. It was suggested that a distinct independent fee be included for the position of Deputy Mayor.
54. Section 249 (5) of the LG act states:
- “A council may pay the deputy mayor (if there is one) a fee determined by the council for such time as the deputy mayor acts in the office of the mayor. The amount of the fee so paid must be deducted from the mayor’s annual fee.”*
55. Accordingly, the Tribunal lacks the power to implement changes to the fee structure that would include a distinct independent fee for the position of Deputy Mayor.
56. One argument put forward is that the impact of the current superannuation arrangements has a negative impact on female participation.

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57. Section 254B of the Act sets out the circumstances with respect to the payment of superannuation for Mayors and Councillors. The payment of superannuation is not automatic or mandatory, pursuant to 254B (4)(a) of the Act a council must pass a resolution prior to making superannuation contribution payments.
 58. Any changes to superannuation contribution payments for Councillors and Mayors to assist in eliminating barriers to participation would require changes to the legislation.

Section 4 – 2024 Fees

Submissions - 2024 Fees


59. The LGNSW submission requested the Tribunal increase fees by at least 10% in order to:

- Reverse the fee erosion which occurred under the NSW Public Sector Wages Policy
- Mitigate economic pressures and the rising cost of living
- Ensure that Councillors and Mayors receive fair and reasonable remuneration for the work they perform
- Address the historic undervaluation of the work performed by elected representatives in local government in New South Wales.

60. LGNSW used economic and wage data to support their argument that included:

- Consumer Price Index
- Wage Price Index
- National and State Wage cases
- Market comparability

61. LGNSW in its meeting with the Tribunal and Assessors asserted that fees paid to Councillors and Mayors have reduced in real terms over recent years, further advocating for an increase of 10% being fair and reasonable.

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62. In meeting with LGNSW, the question of Government policies (State and Federal) on housing reform was discussed. The Tribunal is mindful of the additional workload associated with policies such as the NSW Government's Transport Oriented Development Program place on affected Councils. Similar considerations arise from the infrastructure requirements related to Renewable Energy Zones.
63. The role of a Councillor as a member of the governing body of the council is outlined under s232 of the LG Act and the Tribunal has addressed this matter generally in the 2023 Determination at paragraph 97.
64. Four submissions received from individual councils addressed the issue of fees quantum increase. These submissions sought an increase ranging from 3% to 5.57%.
65. Other submissions advocated for remuneration to be set at a level to:
- Reflect the role, commitment required, complexity of the role, workload, and responsibilities required to perform the role successfully
 - Ensure no one is out of pocket for the work they do for council
 - Attract a diverse range of potential candidates.
66. Five submissions advocated for the Tribunal to change the determination in regard to the remuneration structure. Some submissions suggested setting a fixed mandatory fee for Councillors and Mayors, whilst others argued that individual councils should not determine their own

remuneration, due to potential conflict of interest, instead the decision should be left to State Government or an independent decision maker.

67. It has been suggested that such an approach could:
- Remove potential conflict of interest
 - Facilitate good governance
 - Create equity amongst councils in the same category
 - Assist in fostering good relationships with the community
 - Alleviate public perception that increases are unjust.
68. Currently the Tribunal, consistent with its obligations set out in the LG Act, section 248 and section 249, determines a minimum and maximum remuneration range for Councillors and Mayors. It is then up to individual councils, to fix the annual fee for councillors and Mayors.
69. Furthermore, the tribunal does not have the authority to determine a fixed mandatory fee, section 241 of the LG Act states:

“The Remuneration Tribunal must, not later than 1 May in each year, determine, in each of the categories determined under section 239, the maximum and minimum amounts of fees to be paid during the following year to councillors (other than mayors) and mayors.”

Fee Increase.

70. The Tribunal considered a range of factors in determining the amount to increase minimum and maximum fees payable to Councillors and Mayors. This included economic data, including the Consumer Price Index, Wage Price Index, full-time adult average weekly ordinary time earnings, NSW Public Sector increases, and Local Government State Award increases. It also considered the Base Cost Change model used by IPART in setting the rate peg for 2024-25.
71. On this occasion the Tribunal has determined that a 3.75% per cent increase will apply to the minimum and maximum fees applicable to existing categories.

Conclusion

72. The Tribunal's determination has been made with the assistance of the Assessors, Ms Kylie Yates, Mr Brett Whitworth and Mr Douglas Walther.
73. Determination 1 sets out the allocation of councils into each of the categories as per section 239 of the LG Act.
74. Determination 2 sets out the minimum and maximum fees paid to councillors and mayors and chairpersons of county concills as per section 241 of the LG Act.
75. The Tribunal acknowledges and thanks the secretariat for their excellent research and support in completing the 2024 determination.



Viv May PSM

Local Government Remuneration Tribunal

Dated 29 April 2024

Section 5 – Determinations

Determination No. 1 – Allocation of councils into each of the categories as per section 239 of the LG Act effective 1 July 2024

General Purpose Councils – Metropolitan

Principal CBD (1)

- Sydney

Major CBD (1)

- Parramatta

Metropolitan Major (2)

- Blacktown
- Canterbury-Bankstown

Metropolitan Large (10)

- Bayside
- Cumberland
- Fairfield
- Inner West
- Liverpool
- Northern Beaches
- Penrith
- Ryde
- Sutherland
- The Hills

Metropolitan Medium (8)

- Campbelltown
- Camden
- Georges River
- Hornsby
- Ku-ring-gai
- North Sydney
- Randwick
- Willoughby

Metropolitan Small (8)

- Burwood
- Canada Bay
- Hunters Hill
- Lane Cove
- Mosman
- Strathfield
- Waverley
- Woollahra

General Purpose Councils - Non-Metropolitan

Major Regional City (2)

- Newcastle
- Wollongong

Major Strategic Area (1)

- Central Coast

Regional Centre (23)

- Albury
- Armidale
- Ballina
- Bathurst
- Blue Mountains
- Byron
- Cessnock
- Clarence Valley
- Coffs Harbour
- Dubbo
- Eurobodella
- Hawkesbury

Regional Strategic Area(4)

- Lake Macquarie
- Maitland
- Shoalhaven
- Tweed

- Lismore
- Mid-Coast
- Orange
- Port Macquarie-Hastings
- Port Stephens
- Queanbeyan-Palerang
- Shellharbour
- Tamworth
- Wagga Wagga
- Wingecarribee
- Wollondilly

Regional Rural (14)

- Bega
- Broken Hill
- Goulburn Mulwaree
- Griffith
- Hilltops
- Kempsey
- Kiama
- Lithgow
- Mid-Western
- Muswellbrook
- Nambucca
- Richmond Valleys
- Singleton
- Snowy Monaro

Rural Large (16)

- Bellingen
- Cabonne
- Cootamundra-Gundagai
- Cowra
- Federation
- Greater Hume
- Gunnedah
- Inverell
- Leeton
- Moree Plains
- Murray River
- Narrabri
- Parkes
- Snowy Valleys
- Upper Hunter
- Yass

Rural (38)

- Balranald
- Berrigan
- Bland
- Blayney
- Bogan
- Bourke
- Brewarrina
- Carrathool
- Central Darling
- Cobar
- Coolamon
- Coonamble
- Dungog
- Edward River
- Forbes
- Gilgandra

- Glen Innes Severn
- Gwydir
- Hay
- Junee
- Kyogle
- Lachlan
- Liverpool Plains
- Lockhart
- Murrumbidgee
- Narrandera
- Narromine
- Oberon
- Temora
- Tenterfield
- Upper Lachlan
- Uralla
- Walcha
- Walgett
- Warren
- Warrumbungle
- Weddin
- Wentworth

County Councils

Water (4)

- Central Tablelands
- Goldenfields Water
- Riverina Water
- Rous

Other (6)

- Castlereagh-Macquarie
- Central Murray
- Hawkesbury River
- New England Tablelands
- Upper Hunter
- Upper Macquarie

Determination No. 2 - Fees for Councillors and Mayors as per section 241 of the LG Act effective from 1 July 2024

The annual fees to be paid in each of the categories to Councillors, Mayors, Members, and Chairpersons of County Councils effective on and from 1 July 2024 as per section 241 of the *Local Government Act 1993* are determined as follows:

Table 4: Fees for General Purpose and County Councils

General Purpose Councils – Metropolitan

Councillor/Member Annual Fee (\$) effective 1 July 2024

Category	Minimum	Maximum
Principal CBD	30,720	45,070
Major CBD	20,500	37,960
Metropolitan Major	20,500	35,890
Metropolitan Large	20,500	33,810
Metropolitan Medium	15,370	28,690
Metropolitan Small	10,220	22,540

Mayor/Chairperson Additional Fee* (\$) effective 1 July 2024

Category	Minimum	Maximum
Principal CBD	188,010	247,390
Major CBD	43,530	122,640
Metropolitan Major	43,530	110,970
Metropolitan Large	43,530	98,510
Metropolitan Medium	32,650	76,190
Metropolitan Small	21,770	49,170

General Purpose Councils - Non-Metropolitan**Councillor/Member Annual Fee (\$) effective 1 July 2024**

Category	Minimum	Maximum
Major Regional City	20,500	35,620
Major Strategic Area	20,500	35,620
Regional Strategic Area	20,500	33,810
Regional Centre	15,370	27,050
Regional Rural	10,220	22,540
Rural Large	10,220	18,340
Rural	10,220	13,520

Mayor/Chairperson Additional Fee* (\$) effective 1 July 2024

Category	Minimum	Maximum
Major Regional City	43,530	110,970
Major Strategic Area	43,530	110,970
Regional Strategic Area	43,530	98,510
Regional Centre	31,980	66,800
Regional Rural	21,770	49,200
Rural Large	16,330	39,350
Rural	10,880	29,500



County Councils

Councillor/Member Annual Fee (\$) effective 1 July 2024

Category	Minimum	Maximum
Water	2,030	11,280
Other	2,030	6,730

Mayor/Chairperson Additional Fee* (\$) effective 1 July 2024

Category	Minimum	Maximum
Water	4,360	18,520
Other	4,360	12,300

*This fee must be paid in addition to the fee paid to the Mayor/Chairperson as a Councillor/Member (s.249(2)).

Viv May PSM

Local Government Remuneration Tribunal

Dated 29 April 2024

Appendices

Appendix 1 Criteria that apply to categories

Principal CBD

The Council of the City of Sydney (the City of Sydney) is the principal central business district (CBD) in the Sydney Metropolitan area. The City of Sydney is home to Sydney's primary commercial office district with the largest concentration of businesses and retailers in Sydney. The City of Sydney's sphere of economic influence is the greatest of any local government area in Australia.

The CBD is also host to some of the city's most significant transport infrastructure including Central Station, Circular Quay and International Overseas Passenger Terminal. Sydney is recognised globally with its iconic harbour setting and the City of Sydney is host to the city's historical, cultural and ceremonial precincts. The City of Sydney attracts significant visitor numbers and is home to 60 per cent of metropolitan Sydney's hotels.

The role of Lord Mayor of the City of Sydney has significant prominence reflecting the CBD's importance as home to the country's major business centres and public facilities of state and national importance. The Lord Mayor's responsibilities in developing and maintaining relationships with stakeholders, including other councils, state and federal governments, community and business groups, and the media are considered greater than other mayoral roles in NSW.

Major CBD

The Council of the City of Parramatta (City of Parramatta) is the economic capital of Greater Western Sydney and the geographic and demographic centre of Greater Sydney. Parramatta is the second largest economy in NSW (after Sydney CBD) and the sixth largest in Australia.

As a secondary CBD to metropolitan Sydney the Parramatta local government area is a major provider of business and government services with a significant number of organisations relocating their head offices to Parramatta. Public administration and safety have been a growth sector for Parramatta as the State Government has promoted a policy of moving government agencies westward to support economic development beyond the Sydney CBD.

The City of Parramatta provides a broad range of regional services across the Sydney Metropolitan area with a significant transport hub and hospital and educational facilities. The City of Parramatta is home to the Westmead Health and Medical Research precinct which represents the largest concentration of hospital and health services in Australia, servicing Western Sydney and providing other specialised services for the rest of NSW.

The City of Parramatta is also home to a significant number of cultural and sporting facilities (including Sydney Olympic Park) which draw significant domestic and international visitors to the region.

Metropolitan Major

Councils categorised Metropolitan Major will typically have a minimum residential population of 400,000.

Councils may also be categorised Metropolitan Major if their residential population combined with their non-resident working population exceeds 400,000. To satisfy this criteria the non-resident working population must exceed 50,000.

Other features may include:

- total operating revenue exceeding \$300M per annum
- the provision of significant regional services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- significant industrial, commercial and residential centres and development corridors
- high population growth.

Councils categorised as Metropolitan Major will have a sphere of economic influence and provide regional services considered to be greater than those of other metropolitan councils.

Metropolitan Large

Councils categorised as Metropolitan Large will typically have a minimum residential population of 200,000.

Councils may also be categorised as Metropolitan Large if their residential population combined with their non-resident working population exceeds 200,000. To satisfy this criteria the non-resident working population must exceed 50,000.

Other features may include:

- total operating revenue exceeding \$200M per annum
- the provision of significant regional services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- significant industrial, commercial and residential centres and development corridors
- high population growth.

Councils categorised as Metropolitan Large will have a sphere of economic influence and provide regional services considered to be greater than those of other metropolitan councils.

Metropolitan Medium

Councils categorised as Metropolitan Medium will typically have a minimum residential population of 100,000.

Councils may also be categorised as Metropolitan Medium if their residential population combined with their non-resident working population exceeds 100,000. To satisfy this criteria the non-resident working population must exceed 50,000.



Other features may include:

- total operating revenue exceeding \$100M per annum
- services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- industrial, commercial and residential centres and development corridors
- high population growth.

The sphere of economic influence, the scale of council operations and the extent of regional servicing would be below that of Metropolitan Large councils.

Metropolitan Small

Councils categorised as Metropolitan Small will typically have a residential population less than 100,000.

Other features which distinguish them from other metropolitan councils include:

- total operating revenue less than \$150M per annum.

While these councils may include some of the facilities and characteristics of both Metropolitan Large and Metropolitan Medium councils the overall sphere of economic influence, the scale of council operations and the extent of regional servicing would be below that of Metropolitan Medium councils.

Major Regional City

Newcastle City Council and Wollongong City Councils are categorised as Major Regional City. These councils:

- are metropolitan in nature with major residential, commercial and industrial areas
- typically host government departments, major tertiary education and health facilities and incorporate high density commercial and residential development
- provide a full range of higher order services and activities along with arts, culture, recreation, sporting and entertainment facilities to service the wider community and broader region

- have significant transport and freight infrastructure servicing international markets, the capital city and regional areas
- have significant natural and man-made assets to support diverse economic activity, trade and future investment
- typically contain ventures which have a broader State and national focus which impact upon the operations of the council.

Major Strategic Area

Councils categorised as Major Strategic Area will have a minimum population of 300,000. To satisfy this criteria the non-resident working population can be included.

Other features may include:

- health services, tertiary education services and major regional airports which service the surrounding and wider regional community
- a full range of high-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- total operating revenue exceeding \$250M per annum
- significant visitor numbers to established tourism ventures and major events that attract state and national attention
- a proximity to Sydney which generates economic opportunities.

Currently, only Central Coast Council meets the criteria to be categorised as a Major Strategic Area. Its population, predicted population growth, and scale of the Council's operations warrant that it be differentiated from other non-metropolitan councils. Central Coast Council is also a significant contributor to the regional economy associated with proximity to and connections with Sydney and the Hunter Region.

Regional Strategic Area

Councils categorised as Regional Strategic Area are differentiated from councils in the Regional Centre category on the basis of their significant population and will typically have a residential population above 100,000. To satisfy this criteria the non-resident working population can be included.

Other features may include:

- health services, tertiary education services and major regional airports which service the surrounding and wider regional community
- a full range of high-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- total operating revenue exceeding \$250M per annum
- significant visitor numbers to established tourism ventures and major events that attract state and national attention
- a proximity to Sydney which generates economic opportunities.

Currently, only Lake Macquarie Council meets the criteria to be categorised as a Regional Strategic Area. Its population and overall scale of council operations will be greater than Regional Centre councils.

Regional Centre

Councils categorised as Regional Centre will typically have a minimum residential population of 40,000. To satisfy this criteria the non-resident working population can be included.

Other features may include:

- a large city or town providing a significant proportion of the region's housing and employment
- health services, tertiary education services and major regional airports which service the surrounding and wider regional community
- a full range of high-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- total operating revenue exceeding \$100M per annum
- the highest rates of population growth in regional NSW
- significant visitor numbers to established tourism ventures and major events that attract state and national attention
- a proximity to Sydney which generates economic opportunities.

Councils in the category of Regional Centre are often considered the geographic centre of the region providing services to their immediate and wider catchment communities.

Regional Rural

Councils categorised as Regional Rural will typically have a minimum residential population of 20,000. To satisfy this criteria the non-resident working population can be included.

Other features may include:

- a large urban population existing alongside a traditional farming sector, and are surrounded by smaller towns and villages
- health services, tertiary education services and regional airports which service a regional community
- a broad range of industries including agricultural, educational, health, professional, government and retail services
- large visitor numbers to established tourism ventures and events.

Councils in the category of Regional Rural provide a degree of regional servicing below that of a Regional Centre.



Rural Large

Councils categorised as Rural Large will have a residential population greater than 10,000, and a councillor to resident ratio of at least 1 to 1200.

Other features may include:

- one or two significant townships combined with a considerable dispersed population spread over a large area and a long distance from a major regional centre
- a limited range of services, facilities and employment opportunities compared to Regional Rural councils
- local economies based on agricultural/resource industries.



Rural

Councils categorised as Rural will typically have a residential population less than 10,000.

County Councils - Water

County councils that provide water and/or sewerage functions with a joint approach in planning and installing large water reticulation and sewerage systems.

County Councils - Other

County councils that administer, control and eradicate declared noxious weeds as a specified Local Control Authority under the Biosecurity Act 2015.

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.9
SUBJECT	Wentworth Point Playground and Social Space
REFERENCE	F2024/00282 - D09455011
REPORT OF	Project Officer

CSP THEME: Accessible, Fair, Thriving and Welcoming

WORKSHOP/BRIEFING DATE: 6 March 2024

PURPOSE:

To seek Council's endorsement to contribute to the construction of a playground and social space for the Wentworth Point community on the temporary 'Town Square' at Wentworth Point.

RECOMMENDATION

- (a) That Council approve a contribution of \$200,000 from the Better Neighbourhoods Program (BNP) FY23/24 budget allocation to Billbergia (for the purpose of exercising Council's functions) for the delivery of a temporary playground and social space for community use in the 'Town Square' located at Wentworth Place and Footbridge Boulevard, Wentworth Point 2127;
- (b) That Council enter into an agreement for Billbergia to deliver and maintain the project on its land for a minimum period of two years as part of its temporary development of the Town Square, and require the play equipment to be returned to Council at the completion of the project;
- (c) That Council endorse the concept design plan proposed by Billbergia at Attachment 1; and
- (d) That Council delegate authority to the Chief Executive Officer to finalise and execute all legal and necessary documents.

BACKGROUND

1. Council has limited land ownership in Wentworth Point and as a result Wentworth Point currently has a limited number of parks, ovals and play equipment.
2. Community members have provided feedback to and sought support from the Rosehill Ward Councillors for Council to contribute to the supply of playground, social and sporting equipment for the community to enjoy.
3. A March 2022 survey of residents in Wentworth Point carried out by the Wentworth Point Peninsular Town Team Inc. revealed that over 80% of residents strongly supported the need for the construction of play equipment and open spaces for local children.

4. The 'Town Square' and associated spaces created by Billbergia as part of the post-COVID recovery program were encouraged by government and Council as they contribute towards the provision of recreation space for the community of Wentworth Point.
5. Billbergia has agreed in-principle to partner with Council and deliver this project as part of its wider plans to temporarily expand the Town Square for the community.
11. It is important to note that the existing Wentworth Point Development Control Plan 2014 requires a significant peninsula park (minimum area of 3.9ha) and a 20m wide foreshore promenade to be delivered in Wentworth Point.
12. It is the responsibility of the NSW government (Transport for NSW (TfNSW)) to deliver the park as the landowner. However, the timing of delivery of the park, including its embellishment and public access is tied to the construction of residential apartments on the TfNSW land. At this time there is no approval for residential apartments on the land and hence the construction of the open space is likely to be some years from now.

OPTIONS

13. Council has the option of contributing towards the cost of constructing a temporary playground and social space for the community through Billbergia's Town Square expansion.
14. This option can be further implemented as follows:
 - a. Council can enter into a legal agreement with Billbergia for the purpose of exercising its functions for the Wentworth Point community.
 - b. This legal agreement is not part of a Voluntary Planning Agreement (VPA) and will exist independently.
 - c. Council's contribution of \$200,000 can be sourced from an established program (BNP) and will go towards the supply, build and installation of the Playground and Social Space only. The remaining development of the Town Square (estimated at \$500,000) will be funded by Billbergia at its own expense.
 - d. At the completion of the temporary activation of the Town Square, Council will retain ownership of the playground equipment, with the right to remove the playground and repurpose it or reuse it in another part of the Parramatta LGA.
 - e. Given the Town Square expansion is temporary in nature, Council can stipulate via this agreement a minimum number of 2 years for the lifecycle of the playground and social space, to be open for public and community use, in order to secure an appropriate return on investment.

CONSULTATION & TIMINGStakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
3/05/2024	Billbergia	Confirmation of support in principle to delivering this project with Council contribution	Feedback considered for draft of legal contract	Infrastructure Grants and Major Projects / Group Manager / Place Manager Coordinator / Project Officer
12/04/2024	Wentworth Point Neighbourhood Association Inc.	Follow up on the need and urgency to have a playground and open outdoor space for children and the community.	A proposed concept design and forward plan is being worked through with Billbergia and internal stakeholders.	Infrastructure Grants and Major Projects / Group Manager / Place Manager Coordinator / Project Officer
21/02/2024	Billbergia	Confirmation of cost budget and design concept for Playground and Social Space.	Budget and design concept to be presented to Ward Councillors for consideration.	Infrastructure Grants and Major Projects / Group Manager / Place Manager Coordinator / Project Officer
6/12/2023	Wentworth Point Public School Parents & Citizens Association; Wentworth Point Neighbourhood Association Inc; Wentworth Point Peninsular Town Team Inc.	Supportive of proposed solution between Council and Billbergia for the temporary provision of play equipment in Town Square at Wentworth Point.	Budget and refined concept design to be confirmed by Billbergia.	Infrastructure Grants and Major Projects / Place Manager Coordinator / Project Officer
15/11/2023	Wentworth Point Public School Parents & Citizens Association;	Community have been asking Council since March 2023 for a	Investigate the history of Council's engagement and community	Infrastructure Grants and Major Projects / Project Officer

	Wentworth Point Neighbourhood Association Inc; Wentworth Point Peninsular Town Team Inc.	community playground and outdoor space.	feedback, to seek a solution.	
10/11/2023	Wentworth Point Neighbourhood Association Inc; Wentworth Point Public School Parents & Citizens Association; Wentworth Point Peninsular Town Team Inc.	Presented a letter to Ward Councillors for the community's need and strong support of construction for play equipment and open spaces for local children.	Feedback was allocated to Project officer for investigation and a solution for the community.	Place Services

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
6 March 2024	Rosehill Ward Councillors	Councillors are in support of this project and have agreed to \$200,000 of BNP funding from FY23/24 budget.	Legal mechanism and legal advice sought to deliver this project for the community.	Infrastructure Grants and Major Projects

LEGAL IMPLICATIONS FOR COUNCIL

17. Legal advice has been provided and Section 356 of the Local Government Act allows the Council, in accordance with a resolution of the Council and an established program (BNP) to contribute money or provide financial assistance to persons for the purpose of exercising its functions.
18. A legal agreement will be drafted by external panel firm Pikes & Verekers Lawyers should Council endorse this recommendation.

FINANCIAL IMPLICATIONS FOR COUNCIL

19. The proposed \$200,000 contribution can be drawn from the budget allocation for the Better Neighbourhoods Program (BNP) FY23/24. Site management, security, cleansing, liability, community events and maintenance will be managed by Billbergia at its own costs with no further financial impact to Council.

Mel Ah Chong
Project Officer

Beth Andean
Place Manager - Coordinator

James Smallson
Group Manager Infrastructure Grants and Major Projects

George Bounassif
Executive Director City Assets and Operations

John Angilley
Executive Director Finance & Information

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

- 1  Concept Design Plan (separately enclosed)

REFERENCE MATERIAL

NOTICES OF MOTION

11 JUNE 2024

14.1 Update on James Hardie Sites.....586

NOTICE OF MOTION

ITEM NUMBER 14.1
SUBJECT Update on James Hardie Sites
REFERENCE F2024/00282 - D09471342
FROM Councillor Kellie Darley

MOTION

- (a) That Council provide an update on the remediation program for James Hardie legacy sites, including work done to date, projected schedule of work remaining and cost of the remediation program.
- (b) That the Lord Mayor and CEO advocate to the NSW Premier, State Member for Parramatta and relevant Ministers for the NSW Government to cover the expense of remediating James Hardie legacy sites in the City of Parramatta as recommended by the NSW Ombudsman report "Asbestos - How NSW government agencies deal with the problem - A Special Report to Parliament" (April 2017).
- (c) That the Lord Mayor and the CEO meet with James Hardie CEO to discuss the ongoing impact of asbestos contamination across the City of Parramatta and request their assistance with the remediation of the James Hardie legacy sites.
- (d) Further, that following this advocacy, the CEO provide a report to Council by the end of 2024 on funding sources for the remediation of all known James Hardie legacy sites in the Parramatta LGA.

BACKGROUND

1. Between the 1950s and 1970s, James Hardie provided asbestos waste as fill to various sites around western Sydney, mostly in the Parramatta LGA.
2. Twenty years after asbestos was banned in Australia the impact continues, with sadly over 4,000 people dying each year from asbestos related diseases and 1 in 3 homes in Australia still containing asbestos as well as a number of our local parks.
3. The late Bernie Banton, a well-known Australian social justice campaigner and public face for asbestos disease victims, was born in Parramatta in 1946 and worked at James Hardie in Camellia during the 1960s and 1970s. In 2006, Bernie was awarded the key to our City and the Marsden Street bridge was named in his honour. Sadly a year later, Bernie passed away from asbestosis and asbestos-related pleural disease. He is remembered for his invaluable contribution to the establishment of the James Hardie compensation fund that benefits thousands of asbestos victims and their families and is estimated to be worth in excess of \$4.5 billion over 40 years.
4. In 2009 and 2010, the then Department of Environment, Climate Change and Water (DECCW) released a report identifying approximately 27 sites within the Parramatta area as locations where asbestos waste, produced by James Hardie Industries, may have been disposed. The report largely suggested

that the material present at these sites was remnant fibro sheeting, and that the material would remain low-risk if undisturbed. But in 2016, Council commissioned its own testing at one of the sites identified in the DECCW report and found significant quantities of friable asbestos at shallow depths and this altered the understanding of the risk associated with these sites. As a result of Council's test findings, the NSW Environmental Protection Authority (EPA) initiated a reassessment of the original report. The NSW Government has since funded testing of residential sites suspected to be affected by asbestos. In 2017, varying quantities and forms of asbestos were found within the soil at test locations, triggering additional testing and a risk-based prioritised works program.

5. In 2022, the NSW EPA released the "James Hardie Industries Legacy Asbestos Fill Sites in NSW Assessment Update" following further testing, which assessed 50 legacy sites, located mostly within the Parramatta LGA.
6. In May 2023, Council estimated that \$36.6m was required to remediate James Hardie legacy sites across our City. This is on top of about \$10m already spent to remediate asbestos contamination due to James Hardie.
7. Currently our community are having to pay to remediate the James Hardie asbestos polluting our LGA, with Council budgeting about \$1m on an annual ongoing basis and no financial assistance provided by the NSW Government nor James Hardie. This is despite the NSW Ombudsman recommending in 2017 that where James Hardie asbestos waste contamination is identified, those sites should be remediated at NSW Government expense and the NSW Government responding at the time that the "NSW Government supports the Ombudsman's Report in principle and is considering how best to progress the recommendations" - following the NSW Government passing legislation back in 2005 which effectively cleared James Hardie of any responsibility to pay for clean-up costs and compensation to landowners, despite decades of dumping known toxic materials.
8. The James Hardie legacy sites do not pose a health risk currently, as asbestos buried in soil is low risk if it is covered and not disturbed. However, if uncovered or disturbed, asbestos fibres can become airborne and breathed in or ingested, which can cause health risks. Exposure to asbestos fibres can cause serious health conditions like asbestosis, lung cancer and mesothelioma. This is why Council has management plans in place and is remediating the James Hardie legacy sites.
9. The Parramatta Eels recently announced that James Hardie would return as a major sponsor of the NRL club in 2025, following their previous association with James Hardie as major sponsor from 1981 to 1995. It is understood that the James Hardie logo will now appear on the Parramatta Eels NRLW jersey along with City of Parramatta logo.

STAFF RESPONSE

A staff response will be provided in the Supplementary Agenda.

Kellie Darley
Councillor

George Bounassif
Executive Director City Assets and Operations

Robert Cologna
Group Manager, Strategic Land Use Planning

Roxanne Thornton
Group Manager Office of the Lord Mayor and CEO

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

QUESTIONS WITH NOTICE

11 JUNE 2024

15.1	Annual Fire Safety Statements and Fire Safety in City of Parramatta ..	590
15.2	NSW CIVIL AND ADMINISTRATIVE TRIBUNAL - COUNCILLOR LEGAL ACTION	592
15.3	Questions Taken on Notice at the 27 May 2024 Council Meeting	593

QUESTIONS WITH NOTICE

ITEM NUMBER	15.1
SUBJECT	Annual Fire Safety Statements and Fire Safety in City of Parramatta
REFERENCE	F2024/00282 - D09449752
FROM	Councillor Georgina Valjak

QUESTION WITH NOTICE

The NSW Government requires body corporates to provide an Annual Fire Safety Statement that confirms that each essential fire safety measure installed in the building has been assessed and found to be performing to the standard requirement.

Specifically, can Officers advise:

1. When did the State Government legislation commence?
2. What level of involvement does Council have in enforcing the fire safety requirements?
3. What resources does Council need to provide to comply with NSW government requirements?
4. What fines can be imposed for non compliance?
5. What education has been provided to residents and whose responsibility is it to provide education – Local or State government?
6. How many Fire Safety Officers does Council currently employ?
7. What is the cost to Council to implement this legislation (including staff, education, Court and other costs?)

BACKGROUND

1. Council is the statutory record keeper for Annual Fire Safety Statements (AFSS).
2. Council has the responsibility to ensure accurate AFSS records are accurate and buildings have the appropriate fire safety measures checked and implemented.

STAFF RESPONSE

A staff response will be provided in a Supplementary Agenda.

Georgina Valjak
Councillor Georgina Valjak

George Bounassif
Executive Director City Assets and Operations

Roxanne Thornton
Group Manager Office of the Lord Mayor and CEO

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

QUESTIONS WITH NOTICE

ITEM NUMBER	15.2
SUBJECT	NSW CIVIL AND ADMINISTRATIVE TRIBUNAL - COUNCILLOR LEGAL ACTION
REFERENCE	F2024/00282 - D09478150
REPORT OF	Councillor Georgina Valjak

CSP THEME: Accessibile

QUESTION WITH NOTICE

1. In regard to the matter listed in the April 2024 Legal Report:

NSW Civil and Administrative Tribunal

Councillor Kellie Darley v City of Parramatta

Application under the Government Information (Public Access) Act 2009

can you please advise the specific matter that this legal action brought by Councillor Darley against the Council relates to?

2. The matter is listed for hearing before the Tribunal on 31 July 2024, Can you please advise the costs to date (and estimated future costs) to Council in defending this legal action?
3. What information has been withheld (that requires a GIPA application) that has not already been provided to Councillors?
4. Are any other parties involved in this legal action?

STAFF RESPONSE

A staff response will be provided in the Supplementary Agenda.

ATTACHMENTS:

There are no attachments for this report.

REFERENCE MATERIAL

QUESTIONS WITH NOTICE

ITEM NUMBER	15.3
SUBJECT	Questions Taken on Notice at the 27 May 2024 Council Meeting
REFERENCE	F2024/00282 - D09472812
REPORT OF	Council Secretariat & Policy Officer

CSP THEME: Accessible

WORKSHOP/BRIEFING DATE: Nil

QUESTIONS TAKEN ON NOTICE

Councillor Pandey asked a question in relation to Item 8.3 Parramatta Light Rail daylight testing

- Could staff provide an update in a few weeks' time on how the businesses near the light rail are feeling in relation to the light rail?

A staff response will be provided in a Supplementary Agenda.

Councillor Darley asked a question in relation to Item 8.3 Parramatta Light Rail daylight testing;

- Could staff provide an update on the improvements made to the difficulties faced by people with poor and low vision with guide dogs when using the light rail?

A staff response will be provided in a Supplementary Agenda.

Councillor Darley asked a question in relation to Item 12.3 Library Opening Times - Customer Feedback;

- Do we know the qualitative reasons why people were dissatisfied with the Library Hours?

A staff response will be provided in a Supplementary Agenda.

Councillors Darley and Garrard asked questions in Closed Session in relation to Item 16.1 Stage 2 Parramatta Light Rail Enabling Works - Archer Park Memorandum Of Understanding

Questions and staff responses will be provided in a Supplementary Agenda as a Confidential Attachment to this report.

ATTACHMENTS:

There are no attachments for this report.

REFERENCE MATERIAL