

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 Monday, 9 December 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

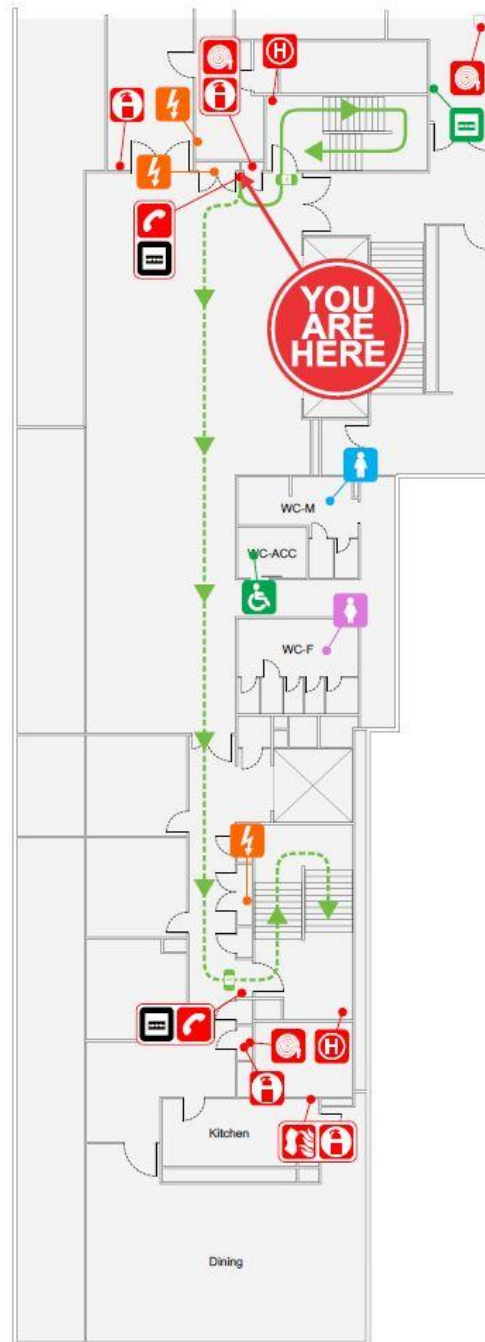
- (R)** REMOVE people from immediate danger
- (A)** ALERT people nearby and raise an alarm (Dial 000)
- (C)** CONFINE fire and smoke (Close doors behind you if safe to do so)
- (E)** EVACUATE via the nearest emergency exit

Legend

Amenities Disabled	Amenities Female	Amenities Male
Emergency Door Release	Emergency Call Point	Dry Chemical Powder
Fire Blanket	Hose Reel	Hydrant
Warden Intercommunication Point	Switchboard	Exit
Alternate Evacuation Path	Evacuation Path	Assembly Area

Site Plan

Parramatta PHIVE



Chubb

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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16.3	Tender 20/2024: Sue Savage Reserve - Park Improvement Works <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>	
16.4	LATE REPORT - Tender 22/2024: Newington Reserve Upgrade <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</i>	

(ii) confer a commercial advantage on a competitor of the Council; or
(iii) reveal a trade secret.

16.5 Strategic Partnership - Request for Council to Enter Into a
Confidentiality Deed

*This report is confidential in accordance with section 10A (2) (g) of
the Local Government Act 1993 as the report contains advice
concerning litigation, or advice that would otherwise be privileged
from production in legal proceedings on the ground of legal
professional privilege.*

17 PUBLIC ANNOUNCEMENT

18 CONCLUSION OF MEETING



CITY OF PARRAMATTA

MINUTES

Ordinary Council Meeting
Monday, 25 November 2024
6.30pm

Council Chamber
Level 4, PHIVE
Parramatta Square, Parramatta

COUNCILLORS PRESENT

The Lord Mayor, Councillor Martin Zaiter, Councillor Charles Chen, Councillor Kellie Darley, Councillor Anthony Ellard (online), Councillor Hayley French, Councillor Dr Judy Greenwood, Councillor Steven Issa, Councillor Manning Jeffrey, Deputy Lord Mayor Councillor Cameron Maclean, Councillor Michael Ng, Councillor Sameer Pandey, Councillor Sreeni Pillamarri, Councillor Dr Patricia Prociv, Councillor Tanya Raffoul, and Councillor Georgina Valjak.

STAFF PRESENT

Chief Executive Officer - Gail Connolly, Executive Director City Engagement and Experience - Angela Jones-Blayney, Executive Director City Assets & Operations - George Bounassif, Acting Executive Director Finance and Information - Amit Sharma, Executive Director City Planning and Design - Jennifer Concato, Executive Director Community & Culture, Jonathan Greig, Chief People Culture & Performance Officer - Brendan Clifton, Group Manager - Boz Lukin, Acting Chief Governance and Risk Officer - John Crawford, ICT Service and Delivery Manager - Ian Vong, Facilities and Contracts Coordinator - Zarena Walker, Group Manager Roads and Infrastructure - John Lac, Coordinator Secretariat Services - Marina Cavar, Business Manager - Michelle Samuel, Chief Property and Assets Officer - Graham Brown, Manager Programming and Venue Services - Rachael White, Manager Office of the Lord Mayor - Renee Attard, Secretariat Officer - Christine Treadgold and Secretariat Officer - Bianca Portelli

1. OPENING MEETING

The Lord Mayor, Councillor Zaiter, opened the meeting at 6:39pm.

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 MacLean and Councillor Pillamarri

That Councillor Ellard be permitted to attend tonight's meeting via Audio Visual Link.

Record of Voting:

For the Motion: Unanimous

6. CONFIRMATION OF MINUTES

Minutes of the Council Meeting held on 11 November 2024

4934 **RESOLVED:** Councillor Issa and Councillor Pillamarri

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

Record of Voting:

For the Motion: Unanimous

7. DISCLOSURES OF INTEREST

There were no Declarations of Interest made at this meeting.

8. MINUTES OF THE LORD MAYOR

8.1 **Celebrating Diwali**
(Report of Lord Mayor, Councillor Martin Zaiter)

4935 **RESOLVED:** Lord Mayor Councillor Zaiter and Councillor Issa

- (a) That Council wish the City of Parramatta community a Happy Diwali following recent celebrations of the festival of lights, including the City of Parramatta's Diwali in the Hall: Tapestry of Lights event held on Sunday 24 November 2024 at Parramatta Town Hall.
- (b) That the Lord Mayor write to Multicultural NSW and other relevant stakeholders to explore options for enhancing future Diwali celebrations and festivals in the City of Parramatta, including a potential destination event, sponsorships and/or strategic partnerships.

Record of Voting:
For the Motion: Unanimous

8.2 HMAS Parramatta II Memorial Service

(Report of Lord Mayor, Councillor Martin Zaiter)

4936 **RESOLVED:** Lord Mayor Councillor Zaiter and Councillor Ng

- (a) That Council notes the annual memorial service for HMAS Parramatta II organised by the Naval Association of Australia, Parramatta Memorial Sub-section, held on 24 November 2024 at the Parramatta Naval Memorial, Queens Wharf Reserve, George Street, Parramatta.
- (b) That Council work with the Naval Association of Australia, Parramatta Memorial Sub-Section to plant a gumtree and improve signage.
- (c) That Council observes one minute's silence to pay our respects to the crew who served the HMAS Parramatta II, particularly the 138 crew who died and 24 crew who survived when the ship was lost in 1941.

Record of Voting:
For the Motion: Unanimous.

8.3 Award-Winning City of Parramatta

(Report of Lord Mayor, Councillor Martin Zaiter)

4937 **RESOLVED:** Lord Mayor Councillor Zaiter and Councillor MacLean

That Council congratulate City of Parramatta staff on winning the following 2024 international, national and local government awards:

- i. PHIVE – Highly Commended Award for Leadership in Sustainable Design and Performance – Institutional Projects at the 2024 Asia Pacific Leadership in Green Building Awards in India.
- ii. Healthy Higher Density for Families with Children: An Advocacy, Planning and Design Guide – Community Wellbeing and Diversity Award Winner at the Planning Institute of Australia 2024 NSW Awards for Planning Excellence.
- iii. Parramatta 2050 – Strategic Planning Project Award Commendation at the Planning Institute of Australia 2024 NSW Awards for Planning Excellence.

Record of Voting:
For the Motion: Unanimous

8.4 16 Days of Activism

(Report of Lord Mayor, Councillor Martin Zaiter)

4938 RESOLVED: Lord Mayor Councillor Zaiter and Councillor French

- (a) That Council acknowledge the 16 Days of Activism Against Gender-based Violence campaign from 25 November-10 December 2024, a global movement beginning on the UN's International Day for the Elimination of Violence Against Women (25 November) and ending on International Human Rights Day (10 December).
- (b) That Council note the following 16 Days of Activism Against Gender-based Violence campaign activities, including:
 - i. 'Invest in Her' Social Media Campaign from 10 November – 10 December 2024.
 - ii. Rotary Club of Parramatta's Street March on 4 December 2024 from 11.30am-1.30pm, starting in Parramatta Park and finishing in Parramatta Square.
 - iii. Shelter Her Strength: A Leadership Forum on Women's Housing and Safety at PHIVE on 5 December 2024 from 9.15am-12.30pm. Hosted by City of Parramatta in partnership with Western Sydney Community Forum, Cumberland-Parramatta Domestic and Family Violence Prevention Committee, the leadership dialogue features Jodie Harrison MP, Minister for Women and the Prevention of Domestic Violence and Sexual Assault and representatives from Older Women's Network, Birribee Housing, Democracy in Colour, Jesuit Refugee Services, Settlement Services International and Immigrant Women's SpeakOut.
 - iv. City of Parramatta's Women @ CoP Employee Reference Group Staff Event.
- (d) That Council commend Council officers and community organisations involved in these important efforts to raise awareness of gender-based violence.

Record of Voting:

For the Motion: Unanimous

Question Taken on Notice (Councillor Pandey) regarding Item 8.4 16 Days of Activism;

- Do we have a purple bench in the LGA?

8.5 Riverside Theatres Redevelopment Advocacy
(Report of Lord Mayor, Councillor Martin Zaiter)

4939 RESOLVED: Lord Mayor Councillor Zaiter and Councillor MacLean

- (a) That Council approve the Lord Mayor and CEO advocating for all available grant funding opportunities to support the redevelopment of the Riverside Theatres into a world-class performing arts centre that will welcome more than 400,000 visitors a year.
- (b) That the CEO prepare a report to the meeting of Council on 10 March 2025, that investigates future funding approaches and best-practice operating and governance models, including:
 - i. Development of a high-level philanthropy, donor and fundraising strategy, including the consideration of a philanthropy target;
 - ii. Options analysis on best practice venue operating and governance models, including the consideration of a special purpose vehicle; and
 - iii. Potential timeframes for consultation, development and delivery.

Record of Voting:

For the Motion: Unanimous

**PROCEDURAL MOTION
ORDER OF BUSINESS**

MOTION: Councillor Greenwood and Councillor Darley

That in accordance with Clause 8.2 of Council's Code of Meeting Practice, Council amend the Order of Business for this meeting, to allow for Item 16.3 to be considered as the next item of business and in open session.

Record of Voting:

For the Motion : Councillors Darley and Greenwood

Against the Motion: The Lord Mayor, Councillor Zaiter, Councillors Chen, Ellard, French, Issa, Jeffrey, MacLean, Ng, Pandey, Pillamarri, Prociv, Raffoul and Valjak.

On being put to the Meeting, voting on the Motion was two (2) votes FOR and thirteen (13) votes AGAINST. The Motion was LOST.

9. PUBLIC FORUM

Nil

10. PETITIONS

Nil

11. RESCISSION MOTIONS

Nil

12. REPORTS TO COUNCIL - FOR NOTATION

12.1 **Investment Report for 31 October 2024** (Report of Tax and Treasury Accountant)

4940 **RESOLVED:** Councillor MacLean and Councillor Issa

That Council receive and note the report.

Record of Voting:

For the Motion: Unanimous

12.2 **Public Presentation of the 2023-2024 Annual Financial Statements** (Report of Financial Controller)

4941 **RESOLVED:** Councillor Issa and Councillor MacLean

That the public presentation of the 2023-2024 Annual Financial Statements and Auditor's Reports be received and noted.

Record of Voting:

For the Motion: Unanimous

12.3 **Audit, Risk and Improvement Committee Minutes (30 May 2024 and 29 August 2024)** (Report of Coordinator Internal Audit)

4942 **RESOLVED:** Councillor Pandey and Councillor MacLean

That Council receive and note the report.

Record of Voting:

For the Motion: Unanimous

12.4 **Annual Return - Code of Conduct Complaint Statistics for City of Parramatta Council (September 2023 to August 2024)**
(Report of Internal Ombudsman)

4943 **RESOLVED:** Councillor Pandey and Councillor Pillamarri

That the report be received and noted.

Record of Voting:

For the Motion: Unanimous

12.5 **Tabling of the City of Parramatta Annual Report 2023-2024**
(Report of Project Officer; Corporate Strategy Manager)

4944 **RESOLVED:** Councillor Prociv and Councillor Darley

(a) That Council receive and note the tabling of the City of Parramatta Annual Report 2023-2024.

(b) That consultation be undertaken with Councillors during the preparation of the next draft Annual Report prior to its tabling at Council.

Record of Voting:

For the Motion: Unanimous

12.6 **LATE REPORT - Quarterly Report: Status of Council Resolutions**
(Report of Coordinator Secretariat Services)

4945 **RESOLVED:** Councillor Darley and Councillor Greenwood

That the report be received and noted.

Record of Voting:

For the Motion: Unanimous

13. REPORTS TO COUNCIL - FOR COUNCIL DECISION

13.1 **Quarterly Budget Review - September 2024**
(Report of Chief Financial Officer)

4946 **RESOLVED:** Councillor Issa and Councillor Darley

That the item be deferred to the next Council Meeting on 9 December 2024, to allow for a Councillor Briefing to take place on 2 December 2024.

Record of Voting:

For the Motion: Unanimous

13.2 **Councillor Conduct and Meeting Practices - Discussion Paper 2024**
(Office of Local Government)
(Report of Chief Technology Officer)

4947 **RESOLVED:** Councillor Prociv and Councillor Ng

- (a) That Council endorse the submission as a draft and submit it by the extended deadline provided by the OLG and;
- (b) Given the significance of the proposed changes, Council writes to the Minister for Office of Local Government and OLG and requests that the OLG undertake workshops and further consultation with councillors and the sector prior to finalizing the legislation and that no further action be taken until such consultation occurs.

Record of Voting:

For the Motion: Carried.

13.3 Parramatta CBD Footpath Audit
(Report of Group Manager Roads Infrastructure)

4948 RESOLVED: Councillor Pandey and Councillor Issa

- (a) That Council notes the findings and recommendations of the CBD Footpath Audit Peer Review (confidential Attachment 2).
- (b) That Council note the CBD footpath restoration work is being undertaken in accordance with the priority order identified in the Peer Review (following receipt of the relevant restoration order from the applicant).
- (c) That Council note the annual footpath maintenance budget has been allocated generally consistent with the recommendations of the Peer Review, with the exception of the timeframe (over a 4 year period).

Record of Voting:

For the Motion: Unanimous

13.4 Planning Proposal, Planning Agreement and Site-Specific Development Control Plan at 19 Hope Street, Melrose Park and 69-77 Hughes Avenue, Ermington
(Report of Project Officer Land Use)

4949 RESOLVED: Councillor Issa and Councillor Prociv

- (a) That Council approve for finalisation the Planning Proposal (provided at Attachment 1) for land at 19 Hope Street, Melrose Park and 69-77 Hughes Avenue, Ermington (the site), which seeks to amend Parramatta Local Environmental Plan 2023 as follows:
 - (i) Rezoning 19 Hope Street from E4 General Industrial to part MU1 Mixed Use and part RE1 Public Recreation.
 - (ii) Rezoning 69, 71, 73 and 75 Hughes Avenue from R2 Low Density Residential to MU1 Mixed Use.
 - (iii) Rezoning 77 Hughes Avenue from R2 Low Density Residential to part MU1 Mixed Use and part RE1 Public Recreation.
 - (iv) Amending the maximum building height across the site from part 9m and part 12m to a range between 13m and 48m (approximately 4 – 14 storeys).
 - (v) Amending the Floor Space Ratio (FSR) from part 1:1 and part 0.5:1 to 2.67:1 (for MU1 Mixed Use land only).
 - (vi) Inserting a site-specific provision in Part 6 Additional local provisions of PLEP 2023 and amending the Additional Local Provisions map to include the site to ensure a minimum of 1,400m² of non-residential floor

space is to be provided to serve the local retail and commercial needs of the incoming population.

- (b) That Council approve the site-specific Development Control Plan (DCP) at Attachment 2 for finalisation and insertion into the Parramatta Development Control Plan (PDCP) 2023.
- (c) That Council delegate authority to the Chief Executive Officer to finalise the draft Planning Agreement at Attachment 3, and to sign the Planning Agreement on Council's behalf.
- (d) That Council delegate authority to the Chief Executive Officer to make minor amendments and corrections of a non-policy and administrative nature that may arise during the finalisation process relating to the Planning Proposal, DCP and Planning Agreement.

Record of Voting:

For the Motion: Lord Mayor, Councillor Zaiter, Councillors Ellard, French, Greenwood, Issa, Jeffrey, MacLean, Ng, Pandey, Pillamarri, Prociv, Raffoul and Valjak.

Against the Motion: Councillors Chen and Darley

On being put to the Meeting, voting on the Motion was thirteen (13) votes FOR two (2) votes and AGAINST. The Motion was CARRIED

Question taken on Notice (Councillor Prociv) in relation to Item 13.4 Planning Proposal, Planning Agreement and Site-Specific Development Control Plan at 19 Hope Street, Melrose Park and 69-77 Hughes Avenue, Ermington

- Why are pages 300-314 blank in the attachment to the report?

1.5 LATE REPORT - Draft Sydney Olympic Park Master Plan 2050 (Council Submission)
(Report of Project Officer Land Use)

4950 RESOLVED: Councillor Issa and Councillor Prociv

- (a) That Council endorse the submission on the draft Sydney Olympic Park Master Plan 2050 provided at Attachment 1, subject to it being amended to oppose the reduction in event parking and the increase in residential development.
- (b) That Council write to Sydney Olympic Park Authority to invite the Authority to partner with Council on an economic and planning analysis that identifies how 150,000 jobs for Parramatta will be best achieved and delivered by 2050.

Record of Voting:

For the Motion: Unanimous

14. NOTICES OF MOTION

14.1 **Proposed Reduction in Parramatta Station Carpark Fees**
(Councillor Kellie Darley)

4951 **RESOLVED:** Councillor Darley and Councillor Greenwood

That the Motion be deferred until February 2025 to allow for answers to the following;

- Monthly utilisation rates from May to October
- The revenue implications
- What proportion of the carpark is issued at a corporate rate
- Why the reduction in usage in this quarter?

Record of Voting:

For the Motion: Lord Mayor, Councillor Zaiter, Councillors Chen, Darley, Ellard, French, Issa, Jeffrey, MacLean, Ng, Pandey, Pillamarri, Prociw, Raffoul and Valjak

Against the Motion: Councillor Greenwood

On being put to the Meeting, voting on the Motion was fourteen (14) votes FOR one (1) vote and AGAINST. The Motion was CARRIED

Question taken on Notice (Councillor Chen) in relation to Item 14.1 Proposed Reduction in Parramatta Station Carpark Fees

- I would like to further understand the allocations of the carpark revenue?
- With the reduction in the revenue, was there an impact for the community?

14.2 **Telopea Urban Renewal Project**
(Councillor Kellie Darley)

4952 **RESOLVED:** Councillor Darley and Councillor Raffoul

- (a) That Council note the announcement made during the Council's caretaker period by the Minister for Housing, the Hon Rose Jackson, that Homes NSW and Frasers Property Australia have agreed to dissolve their partnership for the Telopea Urban Renewal project.
- (b) That Council take advantage of the opportunity this presents to improve on what was previously approved or being considered by the NSW Government for the Telopea Precinct by seeking to have Council's and the community's previous concerns addressed, including, but not limited to:
 - a. increasing the proportion of social and affordable housing within the redevelopment site.

- b. satisfying the Design Excellence provisions in the Parramatta LEP 2011;
 - c. meeting the parking, tree retention, setbacks, deep soil zones and infrastructure requirements specified in the Telopea DCP;
 - d. limiting the FSR and height to what is permitted under the Parramatta LEP 2011 and relevant State Planning Policies; and
 - e. complying with Telopea Masterplan, such as the road network.
- (c) That Council assess the impact of this announcement, and subsequent delay in progressing Stage 1A, on the continued use of Dundas Library and Community Centre and report back to Dundas Ward Councillors by March 2025 on the likely renewal and maintenance program now required.
- (d) That the CEO continue to progress securing a Planning Agreement to support the local infrastructure needs generated by future residents in the precinct, including a new library and community facility, road upgrades and open space.
- (e) That Council request that Homes NSW provide an update to the local community on the project at least twice a year.
- (f) That the Lord Mayor request a meeting with the Minister for Housing, the Hon. Rose Jackson and the Member for Epping, Monica Tudehope to discuss the redevelopment of the Telopea Precinct, and that Dundas Ward Councillors be invited to the meeting.

Record of Voting:

For the Motion: Unanimous

15. QUESTIONS WITH NOTICE

15.1 Council Submissions (August to November 2024) (Councillor Kellie Darley)

4953 STAFF RESPONSE

Council officers made submissions on the following:

- i. Legislative Assembly Select Committee on Essential Worker Housing; and
- ii. Draft NSW Special Entertainment Precinct Guidelines and Acoustic Toolkit.

15.2 Questions Taken on Notice at 11 November 2024 Council Meeting (Report of Secretariat Officer)

4954 QUESTIONS TAKEN ON NOTICE

Councillor Darley asked a question in relation to Item 14.1 (Traffic on North Rocks Road, Northmead):

- Can Council and the community be updated on the upgrade works of Hunts Creek Bridge and the impact on road closures and traffic?

Executive Director, City Assets and Operations Response:

Council officers created a dedicated project website in February 2024 that the community can access at any time for regular updates:
<https://www.cityofparramatta.nsw.gov.au/hunts-creek-bridge>.

The website continues to be the best source of information for ongoing updates and the November update is shown below:

November project update

Following formal approval from Transport for NSW (TfNSW) work on Hunts Creek Bridge is now expected to begin in early 2025.

The new program will reduce the northbound closure of North Rocks Road from five months to one month and will see a series of night work and weekend work programs.

The work program in early 2025 will include installation of construction signage and Variable Message Signs, minor saw-cutting of the road pavement at the piling locations on North Rocks Road, as well as pre-programming of the existing traffic signal controllers in preparation for the works.

The main works at the site are expected to commence in February 2025.

Due to the scale and complexity of the work, regrettably noise and disruption will be unavoidable. However, we will keep the community informed of the work schedule, and will work closely with our contractors and TfNSW to minimise the impact to residents, businesses and motorists as best we can.

Please direct any enquiries to HuntsCreekBridge@cityofparramatta.nsw.gov.au

The project team is currently working on the full suite of communications with a view to having these distributed late November/early December 2024.

Lord Mayor Councillor Zaiter and Councillor Pandey and Councillor Prociw asked questions in relation to Confidential Item 16.1 (LATE REPORT: Exemption to Tender - Q7037 Engagement of B1 Registered Certifier Services for 11 November 2024).

See Confidential Attachment.

PROCEDURAL MOTION MOVE TO CLOSED SESSION

RESOLVED: Councillor Issa and Councillor Pillamarri

That at this time of the meeting, being 9.22pm, the Lord Mayor, Councillor Zaiter 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 Tender ITT/09/2024: **Trades Services Panel (Contracts)**
(Report of Coordinator Facilities & Contracts)
- Item 16.2 Tender ITT/03/2024: **Epping Aquatic Centre Upgrade - Head Contractor** (Report of Group Manager Project Delivery)
- Item 16.3 Strategic Partnership - Request for Council to Enter into a **Confidentiality Deed** (Group Manager Communications & Customer Engagement)

Record of Voting:

For the Motion: Unanimous

Note: Councillor Darley wanted it noted that she was against Item 16.3 being discussed in closed session.

Note: Council moved into Closed Session at 9.27pm.

- 16.1 **Tender ITT/09/2024: Trades Services Panel (Contracts)**
(Report of Coordinator Facilities & Contracts)

RECOMMENDATION: Councillor MacLean and Councillor Issa

- (a) That the tender submitted by Noppen Air Pty Ltd be accepted at their proposed rates for Air Conditioning Services.

- (c) That the tender submitted by Platinum Electricians be accepted at their proposed rates for Electrical Services.
- (d) That the tender submitted by Avant Construction Pty Ltd be accepted at their proposed rates for Building Services.
- (d) That the tender submitted by Independent Locksmith & Security Pty Ltd be accepted at their proposed rates for Locksmith Services.
- (e) That the tender submitted by PJC Plumbing Services Pty Ltd be accepted at their proposed rates for Plumbing Services.
- (f) That, in the event that any of the successful tenderers are unable to meet the requirements of the contract, the CEO is authorised to engage the tenderer who ranked second in the tender assessment (as outlined in this report) to ensure continuity of service.
- (g) That all unsuccessful tenderers be advised of Council's decision in this matter.
- (h) That the period of each contract be for three years with the option to extend each contract for two additional one-year periods.
- (i) That Council authorise the Chief Executive Officer to finalise and execute all necessary documents associated with the award of each contract.

Record of Voting:

For the Motion: Unanimous

16.2 **Tender ITT/03/2024: Epping Aquatic Centre Upgrade - Head Contractor**
(Report of Group Manager Project Delivery)

RECOMMENDATION : Councillor MacLean and Councillor Pillamarri

- (a) That Council note the outcome of the Tender Evaluation Report for the Epping Aquatic Centre Tender ITT/03/2024.
- (b) That Council decline to accept any tenders.
- (c) That all tenderers be advised of Council's decision on this matter.
- (d) That Council provides a report on staging the delivery of the endorsed concept design for the upgrade of Epping Aquatic Centre at Dence Park and what can be provided within the current allocated funding by March/April 2025.
- (e) That Council authorise the CEO to negotiate the retention of the Office of Local Government Stronger Communities grant funding.
- (f) That the CEO prepare a report to Council outlining the feasibility and options for re-opening and operating the Epping Aquatic Centre.

Record of Voting:

For the Motion: Unanimous

Strategic Partnership - Request for Council to Enter into a Confidentiality Deed

(Group Manager Communications & Customer Engagement)

RECOMMENDATION: Councillor Issa and Councillor Pillamarri

That Council authorise the Chief Executive Officer to enter into the Confidentiality Deed on behalf of Council for the purpose of progressing discussions regarding the proposed strategic partnership to the Council but not to enter any strategic partnership.

AMENDMENT: Councillor Darley and Councillor Greenwood

That Council defer the matter until such time an updated Strategic Relationships Policy (replacing Sponsorships Policy and Productive Partnership Policy) is submitted to Council.

Record of Voting:

For the Amendment: Councillors Darley, Greenwood, Jeffrey, MacLean and Pandey

Against the Amendment: Lord Mayor, Councillor Zaiter, Councillors Chen, Ellard, French, Issa, Ng, Pillamarri, Prociv, Raffoul and Valjak

On being PUT to the Meeting, voting on the AMENDMENT was five (5) votes FOR and ten (10) votes against. The Amendment was LOST

MOTION: Councillor Issa and Councillor Pillamarri

That Council authorise the Chief Executive Officer to enter into the Confidentiality Deed on behalf of Council for the purpose of progressing discussions regarding the proposed strategic partnership to the Council but not to enter any strategic partnership.

Record of Voting:

For the Motion: Lord Mayor, Councillor Zaiter, Councillors Chen, Ellard, French, Issa, Ng, Pillamarri, Prociv, Raffoul and Valjak.

Against the Motion: Councillors Darley, Greenwood, Jeffrey, MacLean and Pandey.

On being PUT to the Meeting, voting on the Motion was ten (10) votes FOR and five (5) votes against. The Motion was CARRIED.

PROCEDURAL MOTION RETURN TO OPEN SESSION

RESOLVED: Councillor Ng and Councillor Valjak

That Council move into Open Session.

Record of Voting:

For the Motion: Unanimous

Note: Council moved into Open Session at 10:42pm.

PROCEDURAL MOTION CONSIDERATION OF RECOMMENDATIONS FROM CLOSED SESSION

RESOLVED: Councillor Pillamarri and Councillor Prociv

That the recommendations in relation to the following items 16.1, 16.2 and 16.3 be received and noted as resolutions of Council without any alteration and amendment thereto:

Record of Voting:

For the Motion: Unanimous

16.1 **Tender ITT/09/2024: Trades Services Panel (Contracts)**
(Report of Coordinator Facilities & Contracts)

4955 **RESOLVED:** Councillor Pillamarri and Councillor Prociv

- (b) That the tender submitted by Noppen Air Pty Ltd be accepted at their proposed rates for Air Conditioning Services.
- (e) That the tender submitted by Platinum Electricians be accepted at their proposed rates for Electrical Services.
- (f) That the tender submitted by Avant Construction Pty Ltd be accepted at their proposed rates for Building Services.
- (j) That the tender submitted by Independent Locksmith & Security Pty Ltd be accepted at their proposed rates for Locksmith Services.
- (k) That the tender submitted by PJC Plumbing Services Pty Ltd be accepted at their proposed rates for Plumbing Services.
- (l) That, in the event that any of the successful tenderers are unable to meet the requirements of the contract, the CEO is authorised to engage the tenderer who ranked second in the tender

assessment (as outlined in this report) to ensure continuity of service.

- (m) That all unsuccessful tenderers be advised of Council's decision in this matter.
- (n) That the period of each contract be for three years with the option to extend each contract for two additional one-year periods.
- (o) That Council authorise the Chief Executive Officer to finalise and execute all necessary documents associated with the award of each contract.

Record of Voting:

For the Motion: Unanimous

16.2 Tender ITT/03/2024: Epping Aquatic Centre Upgrade - Head Contractor

(Report of Group Manager Project Delivery)

4956 RESOLVED: Councillor Pillamarri and Councillor Procriv

- (a) That Council note the outcome of the Tender Evaluation Report for the Epping Aquatic Centre Tender ITT/03/2024.
- (b) That Council decline to accept any tenders.
- (c) That all tenderers be advised of Council's decision on this matter.
- (d) That Council provides a report on staging the delivery of the endorsed concept design for the upgrade of Epping Aquatic Centre at Dence Park and what can be provided within the current allocated funding by March/April 2025.
- (e) That Council authorise the CEO to negotiate the retention of the Office of Local Government Stronger Communities grant funding.
- (f) That the CEO prepare a report to Council outlining the feasibility and options for re-opening and operating the Epping Aquatic Centre.

Record of Voting:

For the Motion: Unanimous

16.3 Strategic Partnership - Request for Council to Enter into a Confidentiality Deed

(Group Manager Communications & Customer Engagement)

4957 RESOLVED: Councillor Pillamarri and Councillor Procriv

That Council authorise the Chief Executive Officer to enter into the Confidentiality Deed on behalf of Council for the purpose of progressing discussions regarding the proposed strategic partnership to the Council but not to enter any strategic partnership.

Record of Voting:

For the Motion: Lord Mayor, Councillor Zaiter, Councillors Chen, Ellard, French, Issa, Ng, Pillamarri, Prociv, Raffoul and Valjak.

Against the Motion: Councillors Darley, Greenwood, Jeffrey, MacLean and Pandey.

On being PUT to the Meeting. Voting on the MOTION was ten (10) votes FOR and five (5) votes against. The Motion was CARRIED.

17. CONCLUSION OF MEETING

The meeting concluded at 10:46 pm.

This page and the preceding 19 pages are the Minutes of the Ordinary Council Meeting held on Monday, 25 November 2024 and confirmed on Monday, 9 December 2024.

Chairperson

REPORTS TO COUNCIL - FOR NOTATION

09 DECEMBER 2024

12.1	Status Update: Customer Experience Transformation Plan	28
12.2	Tabling of Returns of Interest	32

REPORTS TO COUNCIL - FOR NOTATION

ITEM NUMBER	12.1
SUBJECT	Status Update: Customer Experience Transformation Plan
REFERENCE	F2024/00282 - D09519897
REPORT OF	Group Manager Communications & Customer Engagement

CSP THEME: Innovative, Fair

WORKSHOP/BRIEFING DATE: Nil

PURPOSE: To update Council on the progress of the Plan and KPIs/service levels related to customer service.

RECOMMENDATION

That Council receive and note the report.

BACKGROUND

1. Council at its meeting on 22 July 2024 requested a report by the end of 2024 with an update on the customer service actions that are being undertaken to improve the ease of doing business with Council. Council also requested that staff report on the KPIs that are currently in place and measures to gauge customer feedback.

ISSUES/OPTIONS/CONSEQUENCES

2. Council provides customer service to a population of more than 256,000 (Australian Bureau of Statistics, 2021 Census) through a variety of channels including a contact centre, website, email and face-to-face interactions.
3. An annual survey of local residents and businesses by an independent market research agency is used to gauge community satisfaction across four areas: services, facilities, environmental initiatives and relationship with the community (including the ease of interaction with Council).
4. Data collected from the survey is used to inform Key Performance Indicators (KPIs) for Council service delivery published in the annual Delivery Program and Operational Plan (DPOP), track progress and identify areas of focus and improvement (refer Attachment 1 for Key Service KPI).
5. The 2023 Community Satisfaction survey received 1917 respondents. It found overall community satisfaction with Council had increased from a mean score of 3.30 in 2022 to 3.39 (out of 5). Respondents rated the ease of interaction with Council at 3.14 (out of 5), consistent with 2022.
6. The 2024 Community Satisfaction Survey is currently underway and closes in December 2024.
7. Staff considered results of the 2023 survey as part of a broader analysis of service data from across the organisation including service requests, complaints, contact

centre and other customer satisfaction data and feedback to inform a program of actions to improve customer experience and the ease of interacting with Council.

8. On 24 June 2024, Council endorsed the Customer Experience Transformation Plan to improve the customer experience for residents and businesses across the LGA.
9. The plan includes a range of initiatives designed to improve the ease of doing business with Council including, but not limited to:
 - a) Providing easier ways for customers to self-serve including the way they lodge service requests online;
 - b) Enhancing communications to customers about the progress of service requests in real-time via their preferred channel (ie, email, mobile);
 - c) Investment in a new website with improved accessibility, search and that is designed to better support customer needs and journeys;
 - d) A trial of mobile customer service pop-ups to provide more opportunities for face-to-face transactions outside the CBD;
 - e) A new concierge-style contact point for local businesses to support their interaction with Council and aggregate the key information they need in one place;
 - f) The appointment of a Customer Advocate to identify process issues and drive continuous improvement.
10. The initiatives in the plan will provide Council with additional opportunities and data to measure and evaluate the effectiveness of its customer service and ease of interaction for customers. For example, the new website will allow for integrations to measure customer sentiment related to specific transactions or pages.
11. This additional data will help inform and shape a second phase of projects around customer experience.

CONSULTATION & TIMING

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
29 May 2024	Councillor briefing	Briefing on the key actions of the Customer Experience Transformation Plan. The briefing included proposed evaluation mechanisms and draft	Noted	City Engagement & Experience

		implementation timelines.		
29 October 2024	Councillor briefing	Briefing on the key drivers for and implementation of the Customer Experience Transformation Plan.	Noted	City Engagement & Experience

LEGAL IMPLICATIONS FOR COUNCIL

13. There are no legal implications should Council note this report.

FINANCIAL IMPLICATIONS FOR COUNCIL

14. There are no unbudgeted financial implications for Council.

Sally White

Group Manager Communications & Customer Engagement

Angela Jones-Blayney

Executive Director City Engagement & Experience

Gail Connolly

Chief Executive Officer

ATTACHMENTS:

1   Delivery Program and Operational Plan - Key Service KPIs 1 Page

REFERENCE MATERIAL

Delivery Program and Operational Plan KPIs			
Key service KPIs	Target	Frequency	Directorate
Percentage of Customer Contact Centre calls answered within 30 seconds	≥80%	Quarterly	City Engagement & Experience
Percentage of general Council correspondence registered and actioned within 48 business hours	≥90%	Quarterly	City Engagement & Experience
Percentage of customers satisfied with Contact Centre	≥80%	Quarterly	City Engagement & Experience
Community satisfaction with provision of information	Increase on previous year	Yearly	City Engagement & Experience
Percentage of respondents who would recommend the Parramatta CBD and its surrounding suburbs to their family and friends as a place to visit	Visit recommendation increase by 2% from previous Perception survey result	Every two years	City Engagement & Experience
Community satisfaction rating with the opportunity to have your say on key issues affecting community	Increase on previous year	Yearly	City Engagement & Experience
Community mean rating of 'I am confident that Council would respond if I contacted them'	Increase on previous year	Yearly	City Engagement & Experience
Percentage of referrals processed within relevant required timeframes	≥85%	Yearly	City Planning & Design
Percentage of contributions enquiries resolved within two business days	≥90%	Quarterly	City Planning & Design
Percentage of planning agreements that are compliant with milestone delivery timeframes	90%	Yearly	City Planning & Design
Planning proposals (low/medium/high complexity) determined within 12/18/24 months	80%	Quarterly	City Planning & Design
Percentage of traffic investigation requests resolved within 56 days	≥65%	Quarterly	City Planning & Design
Percentage of low-density residential development applications determined within 140 days	≥70%	Quarterly	City Planning & Design
Percentage of major development applications determined within 180 days	≥70%	Quarterly	City Planning & Design
Availability of CoP-controlled community facing systems (websites, service portals) not including non-controlled portals (eg, Planning Portal)	99.5%	Quarterly	Finance and Information
Percentage of environmental health compliance inspections completed within recommended timeframe for registered/known food outlets	100%	Yearly	City Assets & Operations
Percentage of service requests (cleanliness of streets) actioned within agreed SLA	90%	Quarterly	City Assets & Operations
Percentage of scheduled litter bin services actioned within agreed SLA	100%	Quarterly	City Assets & Operations
Percentage of service requests (missed bins) actioned within agreed SLA	90%	Quarterly	City Assets & Operations
Community satisfaction with waste collection services	Increase on previous year	Yearly	City Assets & Operations

*A full list of DPOP KPIs is available https://www.cityofparramatta.nsw.gov.au/sites/council/files/2024-06/Delivery_Program_2022-26%2C_Operational_Plan_and_Budget_2024-25_Parts_1-4.pdf

REPORTS TO COUNCIL - FOR NOTATION

ITEM NUMBER 12.2
SUBJECT Tabling of Returns of Interest
REFERENCE F2024/00282 - D09519955
REPORT OF A/Chief Governance & Risk Officer

CSP THEME Fair

WORKSHOP/BRIEFING DATE: Nil

PURPOSE: To table the written Returns of Interests.

RECOMMENDATION

That Council note the tabling of the written Returns of Interests in accordance with the section 440AAB of the *Local Government Act 1993*.

BACKGROUND

1. Under section 440AAB of the *Local Government Act 1993* and the Model Code of Conduct for Local Councils in NSW (Model Code of Conduct) all councillors must lodge a written return of interests with the general manager within 3 months of their election (unless they have submitted a return within the previous 3 months and their interests have not changed).

ISSUES/OPTIONS/CONSEQUENCES

2. Returns of interests are an important accountability mechanism for promoting community confidence in decision making by councillors and others, and for ensuring that they disclose and appropriately manage conflicts of interest they may have in matters dealt with by the Council.
3. Under the Model Code general managers must maintain a register of returns of interests and returns must be tabled at the first meeting of the Council after they are required to be lodged.
4. Returns of interests must also be made publicly available free of charge on councils' websites.

CONSULTATION & TIMINGCouncillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
4 July 2024	Request to Councillors to submit annual written	NA	All 15 Annual Disclosure of	Governance

	returns in accordance with Clause 4.21 of the Code of Conduct		Interests form have been completed and received by Governance.	
11 th October 2024	Follow up requests to Councillors to submit annual written returns in accordance with Clause 4.21 of the Code of Conduct.	NA	All Councillors new and returning Councillors advised to complete their returns.	Governance
11 th November 2024	Follow up requests to Councillors to submit annual written returns in accordance with Clause 4.21 of the Code of Conduct.	NA	There were three follow up reminders sent.	Governance
28 th November 2024	Follow up requests to Councillors to submit annual written returns in accordance with Clause 4.21 of the Code of Conduct.	NA	13 Annual Disclosure of Interests forms have been received by Governance.	Governance

LEGAL IMPLICATIONS FOR COUNCIL

6. Failure to lodge a return of interests in accordance with the Model Code constitutes a breach of the Act.

FINANCIAL IMPLICATIONS FOR COUNCIL

John Crawford

A/Chief Governance & Risk Officer

Amit Sharma

A/Executive Director Finance & Information

Gail Connolly

Chief Executive Officer

ATTACHMENTS:

REFERENCE MATERIAL

REPORTS TO COUNCIL - FOR COUNCIL DECISION

09 DECEMBER 2024

13.1	Minutes of the Parramatta Traffic Committee Meeting of 20 November 2024.....	36
13.2	2025 Annual Community Grants Program - Community Round	364
13.3	Adoption of the City of Parramatta Community Engagement Strategy 2024-2028	376
13.4	Affordable Housing Action Plan 2023-25 Mid-Point Review	419
13.5	Gateway Request for 57-83 Church Street, PARRAMATTA	432
13.6	Planning Proposal for 361-365 North Rocks Road, North Rocks	664
13.7	Public Exhibition: Duck River Nature Trail Stage 2 - Eastern Streets...	855
13.8	LATE REPORT - Adoption of Standing Committee Terms of Reference.....	870
13.9	LATE REPORT - Adoption of Audit Risk and Improvement Committee Terms of Reference	871

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER 13.1
SUBJECT Minutes of the Parramatta Traffic Committee Meeting of 20 November 2024
REFERENCE F2024/00282 - D09519818
REPORT OF A/Traffic & Transport Manager

CSP THEME: Accessible

WORKSHOP/BRIEFING DATE: Nil

PURPOSE: To seek adoption of the minutes of the Parramatta Traffic Committee held on 20 November 2024.

RECOMMENDATION

That Council approve the recommendations of the Parramatta Traffic Committee from the meeting held on 20 November 2024, provided at Attachment 1, noting the financial implications for each matter as detailed in this report.

BACKGROUND

1. Transport for NSW (TfNSW) is legislated as the organisation responsible for the control of traffic on all roads in New South Wales under the *Road Transport (Safety & Traffic Management) Act 1999*. To deal with the large number and range of traffic related matters effectively, TfNSW has delegated certain aspects of the control of traffic on local roads to councils. TfNSW has retained both the control of traffic on the State's classified road network and the control of traffic signals on all roads.
2. The TfNSW Delegation to Councils limits the types of prescribed traffic control devices and traffic control facilities that Council can authorise and imposes certain conditions on councils. One of these conditions requires councils to obtain the advice of TfNSW and the Police prior to proceeding with any proposal. This is achieved by councils establishing a Local Traffic Committee.
3. The Committee is an advisory body only, having no decision-making powers. It is, primarily, a technical review Committee that is required to advise the Council on traffic related matters referred to it by Council officers.

ISSUES/OPTIONS/CONSEQUENCES

4. The most recent meeting of the Parramatta Traffic Committee was held on 20 November 2024 and the minutes of that meeting and the reports to that meeting are in Attachment 1 and Attachment 2 of this report.

CONSULTATION & TIMING

5. Details of the consultation undertaken for each item, are included in the attachments.

LEGAL IMPLICATIONS FOR COUNCIL

6. There are no legal implications for Council associated with any of the items in this report.

FINANCIAL IMPLICATIONS FOR COUNCIL

7. There are no additional financial impacts on the Council budget from the approval of this report, as summarised in the table below. Any funding forecast updates will be made as part of the Q2 forecast process.

Item	Financial Implications
2411 A1	The proposed construction of the roundabout has received 100% funding from the 2024/25 Australian Black Spot Program. Accordingly, there is no council contribution as a result of this proposal. Total project cost is \$2,138,000 and expected to be completed in December 2025.
2411 A2	The proposed construction works will be undertaken by the developer at no cost to Council. Accordingly, there is no direct impact to Council's budget as a result of this proposal.
2411 A3	The proposed construction works will be undertaken by the developer at no cost to Council. Accordingly, there is no direct impact to Council's budget as a result of this proposal.
2411 A4	The total estimated cost of construction of this project is \$60,000 and is 100% funded by the State Government (as part of the Alfred Street Stage 2a upgrade project). Accordingly, there is no council contribution as a result of this proposal. It is intended to commence construction as soon as it is approved by Council.
2411 A5	The estimated construction cost of the proposed installation of rubber blister island and chevron alignment marker is \$5,000. This project is 100% funded from TfNSW Block Grant 2024/25 funds in current budget.
2411 A6	The estimated construction cost of this project is \$2,900,000 which is 100% funded by 2024/25 NSW Government Safe Speed Program. Accordingly, there is no council contribution as a result of this proposal. The project is expected to be completed in June 2025.
2411 A7	The proposed construction of the roundabout has received 100% funding from the State and Federal Government under the 2024/25-2025/26 Road Safety Program. Accordingly, there is no council contribution as a result of this proposal. Total project cost is \$989,000 and expected to be completed in December 2025.
2411 A8	PTC recommends that only Stage 1 proceed. Total project cost estimation for Stage 1 is \$550,000. An application has been made to TfNSW to fund the detail design of Stage 1 through the Get NSW Active Program in FY25/26 and FY26/27. It is not intended to commence construction unless funding for the project becomes available.

2411 A9	PTC recommends that only the section between Northmead Avenue and Boundary Street proceed. Total project cost estimation is \$1,049,000. An application has been made with TfNSW to fund the detail design through the Get NSW Active Program in FY25/26 and FY26/27. It is not intended to commence construction unless funding for the project becomes available.
2411 A10	The estimated construction cost of the proposed 'All Traffic Left Only' restriction in John Street at Victoria Road, Rydalmere is \$1,000. This work will be funded from TfNSW Block Grant Funds in current budget for installation and maintenance of traffic signs and line markings in 2024/25.
2411 A11	That all costs associated with the NYE 2024 event will be funded and paid for by the City of Parramatta Council's existing Major Event Operational Budget.

Saniya Sharmeen

A/Traffic & Transport Manager

Jennifer Concato

Executive Director City Planning and Design









Amit Sharma

A/Executive Director Finance & Information

Gail Connolly

Chief Executive Officer

ATTACHMENTS:

1  	PTC 2411 Minutes	15 Pages
2  	PTC 2411 Item Reports Part 1 - Items A1 to A8	172 Pages
3  	PTC 2411 Item Reports Part 2 - Items A9 to A12	131 Pages
4  	PTC 2411 Attachment 3	7 Pages

REFERENCE MATERIAL

PARRAMATTA TRAFFIC COMMITTEE MEETING

WEDNESDAY, 20 NOVEMBER 2024

MINUTES

MINUTES OF THE PARRAMATTA TRAFFIC COMMITTEE MEETING HELD ON 20 NOVEMBER 2024 AT 1.30PM. MEETING IN PERSON AT 5 PARRAMATTA SQUARE, PARRAMATTA OR OPTIONAL ATTENDANCE VIA MICROSOFT TEAMS

The Parramatta Traffic Committee Chairperson Councillor Georgina Valjak declared the meeting open at 1:30pm.

PRESENT:	
NAME:	REPRESENTATIVE OF
Georgina Valjak	Councillor and Chairperson
Jana Atanasova	Representative for Member for Parramatta Donna Davis MP
Nazli Tzannes	Transport for NSW (TfNSW)
Sergeant Jack Makhoul	Parramatta Police Area Command (PAC)
Sergeant Robert Gallagher	Ryde Police Area Command (PAC)
Pam Kendrick	Representative for the Parramatta Bicycle Committee and Bicycle NSW
Michael Perrone	CDC Buses (Online)
Ben Cantor	Busways (Online)
James Duguid	Transit Systems (Online)
Mark Leotta	Group Manager, Traffic and Transport Services, CoPC
Saniya Sharmeen	Traffic and Transport Team Leader, CoPC
Mark Crispin	Senior Project Officer Transport, CoPC (Online)
Michael Kolos	Project Officer Transport, CoPC (Online)
Emily Forrest	Senior Design Manager, CoPC (Online)
Nathan McLauchlan	Traffic and Transport Engineer, CoPC
Iman Mohammadi	Senior Traffic and Transport Engineer, CoPC
Behzad Saleh	Traffic and Transport Executive Engineer, CoPC – Minutes Secretary

APOLOGIES:	
NAME:	REPRESENTATIVE OF
Richard Searle	Traffic and Transport Manager, CoPC

DECLARATIONS OF CONFLICT OF INTEREST:

There were no declarations of conflict of interest.

CONFIRMATION OF THE MINUTES OF MEETING HELD ON 7 AUGUST 2024:

That the report of the Parramatta Traffic Committee meeting held on 7 August 2024 be taken as read and confirmed as a true record of the meeting.

BUSINESS ARISING: Nil

SECTION A - FORMAL ITEMS:

PTC 2411 A1 NORTH ROCKS ROAD AND LOYALTY ROAD, NORTH ROCKS – PROPOSED ROUNDABOUT

Ward: North Rocks

State Electorate: Epping

Recommendation to Parramatta Traffic Committee:

1. That Council approve the installation of a roundabout at the intersection of North Rocks Road and Loyalty Road, North Rocks as shown in the attached plan.
2. That the existing refuge island in North Rocks Road south of Wentworth Avenue be converted to a median island only and that new refuge islands be installed at all legs of the roundabout as shown in the attached plan.
3. That a shared path be installed along the western side of North Rocks Road and Loyalty Road as shown in the attached plan.
4. That a combination of a bicycle lane and separated bicycle path be installed on the eastern side of North Rocks Road through the intersection with Loyalty Road as shown in the attached plan

Recommendation from the Parramatta Traffic Committee:

1. That Council approve the installation of a roundabout at the intersection of North Rocks Road and Loyalty Road, North Rocks as shown in the attached plan.
2. That the existing refuge island in North Rocks Road south of Wentworth Avenue be converted to a median island only and that new refuge islands be installed at all legs of the roundabout as shown in the attached plan.
3. That a shared path be installed along the western side of North Rocks Road and Loyalty Road as shown in the attached plan.
4. That a combination of a bicycle lane and separated bicycle path be installed on the eastern side of North Rocks Road through the intersection with Loyalty Road as shown in the attached plan

Unanimous support.

PTC 2411 A2 MELROSE PARK NORTH PRECINCT – TRAFFIC FACILITIES ON NEW ROADS

Ward: Rosehill

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee

1. That Council approve the installation of new roundabouts with associated signs and linemarking at the following locations and as shown in the attached plan:
 - a. Intersection of NSR-2 and EWR-4;
 - b. Intersection of NSR-2 and EWR-6;
 - c. Intersection of NSR-3 and EWR-4;
 - d. Intersection of NSR-3 and EWR-6.
2. That Council approve the installation of new raised combined pedestrian and cyclist crossings with associated signs and linemarking at the following locations and as shown in the attached plan:
 - a. Along both sides of EWR-3 at all intersecting roads between NSR-1 and Hope Street;
 - b. Midblock in EWR-3 between EWR-6 and Hope Street;
 - c. At the northern legs of the roundabouts at the intersections of NSR-2 and EWR-4, and NSR-3 and EWR-4.
3. That Council approve the installation of new raised pedestrian crossings with associated signs and linemarking in the following locations and as shown in the attached plan:
 - a. At the eastern legs of the roundabouts at the intersections of NSR-2 and EWR-4, and NSR-2 and EWR-6;
 - b. Midblock in EWR-6 between NSR-2 and NSR-3;
 - c. Midblock in NSR-4 between EWR-6 and Hope Street.
4. That Council approve the installation of new pedestrian refuge islands with associated signs and linemarking in the following locations and as shown in the attached plan:
 - a. In NSR-2 on both sides of the intersection with EWR-3;
 - b. In EWR-4 immediately west of NSR-1;
 - c. Midblock in NSR-2 between EWR-4 and EWR-5.
5. That Council approve the installation of new median islands and/or turn restrictions at the following locations and as shown in the attached plan:
 - a. A left in, left out restriction in EWR-2 at the intersection with NSR-2 through the construction of a median island;
 - b. A left in, left out restriction on both legs of EWR-3 at the intersection with NSR-2 through the construction of a median island;
 - c. A 'No Left Turn vehicles under 6m excepted' restriction for eastbound traffic in EWR-4 at NSR-1;
 - d. A 'No Left Turn vehicles under 6m excepted' restriction for northbound traffic in NSR-1 and EWR-4.
6. That Council approve the installation of grade separated bicycle lanes with associated signs and linemarking along both sides of EWR-3 as shown in the attached plan.
7. That Council approve the installation of shared paths with associated signs and linemarking in the following locations and as shown in the attached plan:
 - a. Along the north side of EWR-4 between Wharf Road and Hughes Avenue;
 - b. At intersections in NSR-3 between EWR-2 and EWR-6;
 - c. Along the north side of Hope Street between Wharf Road and NSR-2.

8. That Council defer the approval for the proposed roundabouts at the intersections of Hughes Avenue, Liden Grove and EWR-4, and at Hope Street and NSR-3 until community consultation has taken place.
9. That the applicant makes a separate submission directly to Transport for NSW for the installation of any School Zone Speed Limit signage within the new roads.

Recommendation from the Parramatta Traffic Committee

1. That Council approve the installation of new roundabouts with associated signs and linemarking at the following locations and as shown in the attached plan:
 - a. Intersection of NSR-2 and EWR-4;
 - b. Intersection of NSR-2 and EWR-6;
 - c. Intersection of NSR-3 and EWR-4;
 - d. Intersection of NSR-3 and EWR-6.
2. That Council approve the installation of new raised combined pedestrian and cyclist crossings with associated signs and linemarking at the following locations and as shown in the attached plan:
 - a. Along both sides of EWR-3 at all intersecting roads between NSR-1 and Hope Street;
 - b. Midblock in EWR-3 between EWR-6 and Hope Street;
 - c. At the northern legs of the roundabouts at the intersections of NSR-2 and EWR-4, and NSR-3 and EWR-4.
3. That Council approve the installation of new raised pedestrian crossings with associated signs and linemarking in the following locations and as shown in the attached plan:
 - a. At the eastern legs of the roundabouts at the intersections of NSR-2 and EWR-4, and NSR-2 and EWR-6;
 - b. Midblock in EWR-6 between NSR-2 and NSR-3;
 - c. Midblock in NSR-4 between EWR-6 and Hope Street.
4. That Council approve the installation of new pedestrian refuge islands with associated signs and linemarking in the following locations and as shown in the attached plan:
 - a. In NSR-2 on both sides of the intersection with EWR-3;
 - b. In EWR-4 immediately west of NSR-1;
 - c. Midblock in NSR-2 between EWR-4 and EWR-5.
5. That Council approve the installation of new median islands and/or turn restrictions at the following locations and as shown in the attached plan:
 - a. A left in, left out restriction in EWR-2 at the intersection with NSR-2 through the construction of a median island;
 - b. A left in, left out restriction on both legs of EWR-3 at the intersection with NSR-2 through the construction of a median island;
 - c. A 'No Left Turn vehicles under 6m excepted' restriction for eastbound traffic in EWR-4 at NSR-1;
 - d. A 'No Left Turn vehicles under 6m excepted' restriction for northbound traffic in NSR-1 and EWR-4.

6. That Council approve the installation of grade separated bicycle lanes with associated signs and linemarking along both sides of EWR-3 as shown in the attached plan.
7. That Council approve the installation of shared paths with associated signs and linemarking in the following locations and as shown in the attached plan:
 - a. Along the north side of EWR-4 between Wharf Road and Hughes Avenue;
 - b. At intersections in NSR-3 between EWR-2 and EWR-6;
 - c. Along the north side of Hope Street between Wharf Road and NSR-2.
8. That Council defer the approval for the proposed roundabouts at the intersections of Hughes Avenue, Liden Grove and EWR-4, and at Hope Street and NSR-3 until community consultation has taken place.
9. That the applicant makes a separate submission directly to Transport for NSW for the installation of any School Zone Speed Limit signage within the new roads.

Unanimous support.

PTC 2411 A3 DARCY ROAD, WESTMEAD – WESTMEAD CATHOLIC COMMUNITY CAMPUS ACCESS ROAD UPGRADE

Ward: Parramatta

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee

1. That Council approve the modifications to the existing left-turn slip lane in Darcy Road, Westmead at the western most accessway into the Westmead Catholic Community Campus to install a new splitter island and an at-grade pedestrian crossing as shown in Figure 3 of this report.
2. That Council approve the upgrade of the existing pedestrian refuge island in the western most accessway into the Westmead Catholic Community Campus.
3. That the existing median island in Darcy Road be modified to suit the swept path of a 12.5m bus as shown in Figure 4 of this report.
4. That recommendations 1 to 3 be subject to the applicant submitting detailed civil engineering plans to Council and Transport for NSW (TfNSW) for review and approval prior to the commencement of construction and that all works are to be completed at no cost to Council or TfNSW.

Recommendation from the Parramatta Traffic Committee

1. That Council approve the modifications to the existing left-turn slip lane in Darcy Road, Westmead at the western most accessway into the Westmead Catholic Community Campus to install a new splitter island and an at-grade pedestrian crossing as shown in Figure 3 of this report.
2. That Council approve the upgrade of the existing pedestrian refuge island in the western most accessway into the Westmead Catholic Community Campus.
3. That the existing median island in Darcy Road be modified to suit the swept path of a 12.5m bus as shown in Figure 4 of this report.
4. That recommendations 1 to 3 be subject to the applicant submitting detailed civil engineering plans to Council and Transport for NSW (TfNSW) for review and approval

prior to the commencement of construction and that all works are to be completed at no cost to Council or TfNSW.

Unanimous support.

PTC 2411 A4 ELEANOR STREET AND ALFRED STREET, ROSEHILL – PROPOSED PEDESTRIAN AND CYCLIST MARKED CROSSING WITH ASSOCIATED SPEED CUSHIONS

Ward: Parramatta

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee

That Council approve the construction of an at-grade pedestrian and cyclist crossing over Eleanor Street at Alfred Street Rosehill, along with speed cushions on approach in both Alfred Street and Eleanor Street, and a concrete median in Eleanor Street as shown on the plan attached to the report.

Recommendation from the Parramatta Traffic Committee

That Council approve the construction of an at-grade pedestrian and cyclist crossing over Eleanor Street at Alfred Street Rosehill, along with speed cushions on approach in both Alfred Street and Eleanor Street, and a concrete median in Eleanor Street as shown on the plan attached to the report.

Unanimous support.

PTC 2411 A5 STATION ROAD AT MCCOY STREET, TOONGABBIE – INSTALLATION OF A BLISTER ISLAND

Ward: Parramatta

State Electorate: Winston Hills

Recommendation to Parramatta Traffic Committee

That a rubber blister island and a 'Chevron Alignment Marker' sign be installed on the west side of Station Road south of McCoy Street, Toongabbie as shown on the plan attached to the report.

Recommendation from the Parramatta Traffic Committee

That a rubber blister island and a 'Chevron Alignment Marker' sign be installed on the west side of Station Road south of McCoy Street, Toongabbie as shown on the plan attached to the report.

Unanimous support.

PTC 2411 A6 GRANVILLE TOWN CENTRE – PROPOSED PEDESTRIAN CROSSING AND 40KM/H HIGH PEDESTRIAN ACTIVITY AREA

Ward: Rosehill

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee

1. That Council approves the construction of the below facilities as part of the installation of a 40km/h High Pedestrian Activity Area restriction in the Granville Town Centre (north of the railway line) as shown in the plans attached to the report.
 - a. Raised pedestrian crossings and associated signs and pavement markings at the following locations:
 - i. Cowper Street east of Good Street
 - ii. East Street east of Rowell Street
 - iii. Cowper Street east of Rowell Street
 - iv. Rowell Street midblock between East Street and Cowper Street
 - b. A pedestrian refuge island and associated signs and pavement markings in Bridge Street east of Bold Street
 - c. At-grade entry treatments at the following locations:
 - i. Cowper Street west of Good Street
 - ii. Bridge Street west of Good Street
 - iii. Good Street south of Parramatta Road
 - iv. Rowell Street south of Parramatta Road
2. That recommendation 1 is subject to detailed designs of the proposed traffic facilities being approved by the Transport for New South Wales (TfNSW) prior to the commencement of construction.

Recommendation from the Parramatta Traffic Committee

1. That Council approves the construction of the below facilities as part of the installation of a 40km/h High Pedestrian Activity Area restriction in the Granville Town Centre (north of the railway line) as shown in the plans attached to the report.
 - a. Raised pedestrian crossings and associated signs and pavement markings at the following locations:
 - i. Cowper Street east of Good Street
 - ii. East Street east of Rowell Street
 - iii. Cowper Street east of Rowell Street
 - iv. Rowell Street midblock between East Street and Cowper Street
 - b. A pedestrian refuge island and associated signs and pavement markings in Bridge Street east of Bold Street
 - c. At-grade entry treatments at the following locations:
 - i. Cowper Street west of Good Street
 - ii. Bridge Street west of Good Street
 - iii. Good Street south of Parramatta Road
 - iv. Rowell Street south of Parramatta Road
2. That recommendation 1 is subject to detailed designs of the proposed traffic facilities

being approved by the Transport for New South Wales (TfNSW) prior to the commencement of construction.

Unanimous support.

PTC 2411 A7 FITZWILLIAM ROAD AND TUCKS ROAD, TOONGABBIE – PROPOSED ROUNDABOUT

Ward: Parramatta

State Electorate: Winston Hills

Recommendation to Parramatta Traffic Committee

1. That Council approve the installation of a roundabout at the intersection of Fitzwilliam Road and Tucks Road, Toongabbie as shown in the attached plan.
2. That the existing refuge island in Fitzwilliam Road, Toongabbie east of Willmott Avenue be upgraded to comply with current standards as shown in the attached plan.
3. That a new pedestrian refuge island be installed in Ballandella Road, Toongabbie at Fitzwilliam Road as shown in the attached plan.
4. That a median island be installed in Fitzwilliam Road between Tucks Road to the east of Willmott Avenue restricting access in Willmott Avenue to left in left out as shown in the attached plan.
5. That a shared path be installed along the northern side of Fitzwilliam Road through the intersection with Tucks Road as shown in the attached plan.
6. That recommendations 1 to 5 be subject to funding being available for the construction of the traffic facilities.

Recommendation from Parramatta Traffic Committee

1. That Council approve the installation of a roundabout at the intersection of Fitzwilliam Road and Tucks Road, Toongabbie as shown in the attached plan.
2. That the existing refuge island in Fitzwilliam Road, Toongabbie east of Willmott Avenue be upgraded to comply with current standards as shown in the attached plan.
3. That a new pedestrian refuge island be installed in Ballandella Road, Toongabbie at Fitzwilliam Road as shown in the attached plan.
4. That a median island be installed in Fitzwilliam Road between Tucks Road to the east of Willmott Avenue restricting access in Willmott Avenue to left in left out as shown in the attached plan.
5. That a shared path be installed along the northern side of Fitzwilliam Road through the intersection with Tucks Road as shown in the attached plan.
6. That Council staff in consultation with CDC Hillsbus investigate the exit of the western side service road to improve sight lines for buses when entering Fitzwilliam Road and that any changes to the plans be shared with CDC Hillsbus and Transport for NSW for concurrence prior to commencing construction.
7. That Council staff investigate the provision of a shared path on the south side of Fitzwilliam Road between the pedestrian refuge island west of Tucks Road and Ballandella Road, Toongabbie.

8. That recommendations 1 to 7 be subject to funding being available for the construction of the traffic facilities.

Unanimous support.

PTC 2411 A8 STAGE 1 AND 2 OF THE TOONGABBIE TO WESTMEAD PEDESTRIAN AND CYCLIST CORRIDOR IN PARK PDE, WESTMEAD AND WENTWORTH AVE, WENTWORTHVILLE RESPECTIVELY

Ward: Parramatta

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee

1. That Council approve in principle the construction of a new pedestrian and cyclist bridge over the Cumberland Highway at the Main Western Line (including a pedestrian facility across Wentworth Avenue at the western ramp of the bridge), noting that the bridge requires detailed design and environmental assessments to be undertaken, as well as further approvals from Sydney Trains and TfNSW.
2. That Council approve the construction of separated pedestrian and cyclist paths and shared paths on Wentworth Ave, Wentworthville between Binalong Rd and Bridge Rd, as well as Bridge Rd and Park Pde, Westmead and a crossing facility across Wentworth Ave near Binalong Road as detailed in the report.
3. That Council approve the widening of the existing raised pedestrian crossing in Wentworth Ave at Railway St to include a cyclist crossing, a new raised pedestrian and cyclist crossing over Bridge Rd north of Wentworth Ave as shown on the plan attached to the report.
4. That Council approve a one-way westbound restriction in Wentworth Avenue between Reid Ave and Bridge Rd, and a change to Bryne St having priority at Lydbrook St, Wentworthville as shown on the plan attached to this report.
5. That recommendations 1 to 4 are subject to the funding being secured and the detailed design of the proposed works including TCS plans, sign and linemarking plans being approved by Transport for New South Wales (TfNSW) prior to the commencement of construction.

Recommendation from the Parramatta Traffic Committee

1. That Council approve the construction of Stage 1 of the Toongabbie to Westmead Pedestrian and Cyclist Corridor that include a shared path in Park Parade, Westmead between Alexandria Avenue and the driveway to Parramatta Aquatic Centre as shown in the plans attached to this report subject to further consultation with CDC buses and Transport for NSW and detailed design plans being submitted for concurrence to both organisations prior to commencing construction to ensure the design accommodates bus movements in Park Parade.
2. That Council defer the approval of Stage 2 of the Toongabbie to Westmead Pedestrian and Cyclist Corridor that include following items for further consultation with Police and Ward Councillors:
 - a. A new pedestrian and cyclist bridge over the Cumberland Highway at the Main Western Line.

- b. A separated pedestrian and cyclist paths and shared paths on Wentworth Avenue, Wentworthville
- c. Widening of the existing raised pedestrian crossing in Wentworth Avenue, Wentworthville at Railway Street to include a cyclist crossing.
- d. Installation of a new raised pedestrian and cyclist crossing over Bridge Road north of Wentworth Avenue.
- e. A proposed one-way westbound restriction in Wentworth Avenue between Reid Avenue and Bridge Road including altering priorities at the intersection of Byrne Street and Lydbrook Street.

Unanimous support.

PTC 2411 A9 KLEINS ROAD PEDESTRIAN AND CYCLIST CORRIDOR STAGE 1 AND ASSOCIATED SHARED PATHS, NORTHMEAD AND WINSTON HILLS, AS WELL AS A CONTRAFLOW BIKE LANE ON NORTHCOTT LANE, NORTH PARRAMATTA

Ward: Parramatta

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee

1. That Council approve in principle the construction of a new pedestrian and cyclist bridge over Darling Mills Creek at the southern end of Burlington Memorial Reserve, noting that the bridge requires detailed design and environmental assessments to be undertaken.
2. That Council approve the construction of separated pedestrian and cyclist paths along Kleins Rd from Northmead Ave to Boundary Rd, Northmead as shown on the plan attached to the report, noting that this would include upgrades to the traffic signals at the Cumberland Highway to current standards that will require close ongoing collaboration with TfNSW.
3. That Council approve the construction of new raised pedestrian crossing over Kleins Rd at Balmoral Rd, as well as raised pedestrian/cyclist crossings over Kleins Rd at Northmead Ave, over Balmoral Rd, Beamish Rd, Beaufort St and Burlington St at Kleins Road, Northmead, as shown on the plans attached to the report.
4. That Council approve construction of shared paths along parts of Kleins Rd, Hammers Rd, Moxhams Rd, Whitehaven Rd, Churchill Drive, Ulandi Pl, Windsor Rd, Anderson Rd, Yarrabee Rd, Model Farms Rd and Asquith Ave, Northmead as shown on the plan attached to the report.
5. That Council approve construction of a contra-flow bike lane on Northcott Ln between Fennel St and Eels Pl, North Parramatta as shown on the plan attached to the report.
6. That Council approve the associated parking changes to Kleins Rd, Northmead as shown on the plan attached to the report to enable the facilities listed above.
7. That Council approve the extension of timed parking on Kleins Rd from Balmoral Rd to Beamish Rd, Northmead as shown on the plan attached to the report to support local business when the project is constructed.
8. That recommendations 1 to 7 are subject to the funding being secured and the detailed

design of the proposed works including TCS plans, sign and linemarking plans being approved by Transport for New South Wales (TfNSW) prior to the commencement of construction.

Recommendation from the Parramatta Traffic Committee

1. That Council approve the construction of separated pedestrian and cyclist paths along Kleins Rd from Northmead Ave to Boundary Rd, Northmead as shown on the plan attached to the report, noting that this would include upgrades to the traffic signals at the Cumberland Highway to current standards that will require approvals of Traffic Control Signal (TCS) Plan from TfNSW.
2. That Council approve the construction of new raised pedestrian crossing over Kleins Rd at Balmoral Rd, as well as raised pedestrian/cyclist crossings over Kleins Rd at Northmead Ave, over Balmoral Rd, Beamish Rd, Beaufort St and Burlington St at Kleins Road, Northmead, as shown on the plans attached to the report.
3. That Council approve the associated parking changes to Kleins Rd at Cumberland Highway, Northmead as shown on the plan attached to the report to enable the facilities listed above.
4. That Council approve the extension of timed parking on Kleins Rd from Balmoral Rd to Beamish Rd, Northmead as shown on the plan attached to the report to support local business when the project is constructed.
5. That recommendations 1 to 4 are subject to the funding being secured and the detailed design of the proposed works including TCS plans, sign and linemarking plans being approved by Transport for New South Wales (TfNSW) prior to the commencement of construction.

Unanimous support.

PTC 2411 A10 JOHN STREET AT VICTORIA ROAD, RYDALMERE – INSTALLATION OF AN ‘ALL TRAFFIC LEFT ONLY’ RESTRICTION

Ward: Rosehill

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee

That an ‘All Traffic Left Turn Only’ restriction be installed in John Street at Victoria Road, Rydalmere as shown in Figure 3 of this report.

Recommendation from the Parramatta Traffic Committee

That an ‘All Traffic Left Turn Only’ restriction be installed in John Street at Victoria Road, Rydalmere as shown in Figure 3 of this report.

Unanimous support.

PTC 2411 A11 PARRAMATTA PARK – NEW YEAR’S EVE 2024

Ward: Parramatta
State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee

1. That the proposed New Year's Eve celebration to be held in Parramatta Park, Parramatta on Tuesday 31 December 2024 be classified as a Class 2 Event in accordance with TfNSW Guide to Traffic and Transport Management for Special Events.
2. That the implementation of traffic controls in various streets surrounding Parramatta Park on 31 December 2024, as listed below and detailed in the Traffic Guidance Scheme attached to the report, be approved:
 - a. Removal of on-street parking in Westmead from 6am to 10pm:
 - i. Queens Road (full length)
 - ii. Park Avenue (Queens Road to Railway Parade)
 - iii. Railway Parade (full length)
 - b. Removal of on-street parking in Parramatta from 6am to 10pm:
 - i. Pitt Street (Park Parade to Macquarie Street)
 - ii. Macquarie Street (Pitt Street to Marsden Street)
 - iii. George Street (Pitt Street to Marsden Street)
 - c. Road Closures in Westmead from 6pm to 10pm:
 - i. Central Avenue (full length)
 - ii. Alfred Street (full length)
 - iii. Park Avenue (Queens Road to Railway Parade)
 - iv. Railway Parade (Park Avenue to Ashley Lane)
 - d. Road Closures in Westmead from 8pm to 10pm:
 - i. Queens Road (Park Avenue to Ashley Lane)
 - ii. Caroline Street – No Entry from Hawkesbury Road
 - e. Road Closures in Parramatta from 8:30pm to 10pm:
 - i. Parke Parade (Hassall Street to Pitt Street)
 - ii. Pitt Street (Macquarie Street to Great Western Highway)
 - iii. Argyle Street (Pitt Street to O'Connell Street)
 - iv. George Street (Marsden Street to O'Connell Street)
 - v. O'Connell Street (Hunter Street to Victoria Road)
 - vi. Hunter Street (Pitt Street to O'Connell Street)
3. That recommendation 2 is subject to the adherence with the following conditions:
 - a. Special Event Transport Management Plan (SETMP) be prepared in accordance with TfNSW Guide to Traffic and Transport Management for Special Events and submitted to both Council and TfNSW for review and written approval be obtained prior to the event.
 - b. Affected bus service providers be consulted to their satisfaction and feedback from the provides be included in the SETMP for consideration.

- c. Any changes to the traffic controls outlined in Recommendation 2 must be approved through the SETMP approval process.
- d. Road Occupancy Licences (ROL) be obtained from Transport Management Centre of TfNSW prior to the event.
- e. Written approval from Parramatta Police be obtained and submitted to Council and TfNSW before the SETMP can be approved.
- f. Approvals be obtained from Cumberland Council before implementing any traffic controls in streets that are within their local government area.
- g. Fire Brigades and Ambulance Services be notified at least 7 days prior for the event.
- h. Conflute signs be installed to advise motorists of the changes to parking restrictions at least 7 days prior to the event.
- i. Portable VMS boards as approved through SETMP be installed for at least 7 days prior to the event to advise motorists of the road closure.
- j. Attached traffic related conditions be adhered to for the event.
- k. All costs associated with the NYE 2024 event be paid for by Council from approved budget for the event.

Recommendation to Parramatta Traffic Committee

1. That the proposed New Year's Eve celebration to be held in Parramatta Park, Parramatta on Tuesday 31 December 2024 be classified as a Class 2 Event in accordance with TfNSW Guide to Traffic and Transport Management for Special Events.
2. That the implementation of traffic controls in various streets surrounding Parramatta Park on 31 December 2024, as listed below and detailed in the Traffic Guidance Scheme attached to the report, be approved:
 - a. Removal of on-street parking in Westmead from 6am to 10pm:
 - iv. Queens Road (full length)
 - v. Park Avenue (Queens Road to Railway Parade)
 - vi. Railway Parade (full length)
 - b. Removal of on-street parking in Parramatta from 6am to 10pm:
 - iv. Pitt Street (Park Parade to Macquarie Street)
 - v. Macquarie Street (Pitt Street to Marsden Street)
 - vi. George Street (Pitt Street to Marsden Street)
 - c. Road Closures in Westmead from 6pm to 10pm:
 - v. Central Avenue (full length)
 - vi. Alfred Street (full length)
 - vii. Park Avenue (Queens Road to Railway Parade)
 - viii. Railway Parade (Park Avenue to Ashley Lane)
 - d. Road Closures in Westmead from 8pm to 10pm:
 - iii. Queens Road (Park Avenue to Ashley Lane)
 - iv. Caroline Street – No Entry from Hawkesbury Road

- e. Road Closures in Parramatta from 8:30pm to 10pm:
 - vii. Parke Parade (Hassall Street to Pitt Street)
 - viii. Pitt Street (Macquarie Street to Great Western Highway)
 - ix. Argyle Street (Pitt Street to O'Connell Street)
 - x. George Street (Marsden Street to O'Connell Street)
 - xi. O'Connell Street (Hunter Street to Victoria Road)
 - xii. Hunter Street (Pitt Street to O'Connell Street)
- 3. That recommendation 2 is subject to the adherence with the following conditions:
 - a. Special Event Transport Management Plan (SETMP) be prepared in accordance with TfNSW Guide to Traffic and Transport Management for Special Events and submitted to both Council and TfNSW for review and written approval be obtained prior to the event.
 - b. Affected bus service providers be consulted to their satisfaction and feedback from the provides be included in the SETMP for consideration.
 - c. Any changes to the traffic controls outlined in Recommendation 2 must be approved through the SETMP approval process.
 - d. Road Occupancy Licences (ROL) be obtained from Transport Management Centre of TfNSW prior to the event.
 - e. Written approval from Parramatta Police be obtained and submitted to Council and TfNSW before the SETMP can be approved.
 - f. Approvals be obtained from Cumberland Council before implementing any traffic controls in streets that are within their local government area.
 - g. Fire Brigades and Ambulance Services be notified at least 7 days prior for the event.
 - h. Conflute signs be installed to advise motorists of the changes to parking restrictions at least 7 days prior to the event.
 - i. Portable VMS boards as approved through SETMP be installed for at least 7 days prior to the event to advise motorists of the road closure.
 - j. Attached traffic related conditions be adhered to for the event.
 - k. All costs associated with the NYE 2024 event be paid for by Council from approved budget for the event.
- 4. That Council note the Transport for NSW (TfNSW) requirement for Traffic Management Plans for Class 1 and Class 2 special events to be submitted to TfNSW at least three months prior to the event for review and approval.

Unanimous support.

SECTION B - INFORMAL ITEMS:

PTC 2411 A12 UPDATE ON RECENTLY COMPLETED AND CURRENTLY FUNDED PROJECTS

Ward: All

State Electorate: All

Recommendation to Parramatta Traffic Committee

That the update on recently completed and currently funded projects be received and noted.

Recommendation from the Parramatta Traffic Committee

That the update on recently completed and currently funded projects be received and noted.

Unanimous support.

BUSINESS ITEMS:

Nil.

The Chairperson closed the meeting at 3:07pm.

**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

ITEM NO: 2411 A1

SUBJECT: North Rocks Road and Loyalty Road, North Rocks – Proposed Roundabout

APPLICANT: City of Parramatta

REPORT OF: Traffic and Transport Executive Engineer

WARD: North Rocks

SED: Epping

Purpose

This report seeks approval for the installation of a roundabout at the intersection of North Rocks Road and Loyalty Road, North Rocks. The purpose of the proposed facility is to improve safety and traffic flow at the intersection. The project has received 100 percent funding from the 2024/25 Australian Black Spot Program.

OFFICER'S RECOMMENDATIONS:

1. That Council approve the installation of a roundabout at the intersection of North Rocks Road and Loyalty Road, North Rocks as shown in the attached plan.
2. That the existing refuge island in North Rocks Road south of Wentworth Avenue be converted to a median island only and that new refuge islands be installed at all legs of the roundabout as shown in the attached plan.
3. That a shared path be installed along the western side of North Rocks Road and Loyalty Road as shown in the attached plan.
4. That a combination of a bicycle lane and separated bicycle path be installed on the eastern side of North Rocks Road through the intersection with Loyalty Road as shown in the attached plan.

Background

City of Parramatta Council has received an offer for 100 percent funding from the 2024/25 Australian Government Black Spot Program for the construction of a roundabout at the intersection of North Rocks Road and Loyalty Road, North Rocks.

Loyalty Road is the only access point for a number of properties within the North Rocks Industrial Estate. However, due to the volume of vehicles in North Rocks Road, turning right out of Loyalty Road can be difficult. The proposed roundabout will assist with access to the industrial precinct and improve road safety by reducing vehicle speeds and by reducing conflicting traffic manoeuvres at the intersection.



Figure 1: An aerial view of the intersection of North Rocks Road and Loyalty Road, North Rocks.



Figure 2: A StreetView image of North Rocks Road at Loyalty Road.

Location Description

A description of the impacted roads is provided in Table 1 below.

Road Name	Speed Limit and Road Classification	Carriageway Width	Description
North Rocks Road	60km – Unclassified Regional Road	≈ 12.6m with 2 travel lanes	Provides both through route functions between Church Street and Pennant Hills

		and 2 parking lanes	Road as well as collector road function for North Rocks. The road has a dedicated northbound bicycle lane in the northbound direction through the intersection and a bicycle lane within the parking lane in the southbound direction.
Loyalty Road	50km/h – Local Collector	≈ 12.6m with 2 travel lanes and 2 parking lanes	A road is the only access for most industrial developments within the area.

Table 1: A description of the surrounding road environment.

During the five year period between July 2018 and June 2023, there have been three crashes that have resulted in an injury at this intersection (two moderate injury and one serious injury).

A traffic count has previously been undertaken at this intersection in 2017, which showed that there was a total of 858 vehicles travelling northbound in North Rocks Road in the AM peak hour and 646 in the PM peak hour. In the southbound direction in North Rocks Road, there were a total of 789 vehicles in the AM peak hour and 514 vehicles in the PM peak hour.

For vehicles leaving Loyalty Road, 61 vehicles and 222 vehicles in the AM and PM peak hour respectively turned left onto North Rocks Road, and 49 and 171 vehicles turned right into North Rocks Road in the AM and PM peak hour respectively. A summary of the traffic count data is shown in Table 2 below.

	Loyalty Road Left Turn			Loyalty Road Right Turn		
	Cars	Heavy	Total	Cars	Heavy	Total
AM Peak	53	8	61	34	15	49
PM Peak	218	4	222	161	10	171

	North Rocks Road Southbound, Straight			North Rocks Road Right Turn		
	Cars	Heavy	Total	Cars	Heavy	Total
AM Peak	614	10	624	159	6	165
PM Peak	451	13	464	47	3	50

	North Rocks Road Northbound, Straight			North Rocks Road Left Turn		
	Cars	Heavy	Total	Cars	Heavy	Total
AM Peak	653	15	668	175	15	190
PM Peak	580	9	589	45	12	57

Table 2: A summary of the traffic count data at the intersection of North Rocks Road and Loyalty Road, North Rocks.

Proposed Design

The roundabout has been designed to ensure access to any residential property will not be impacted. The design will also include a mountable outer annulus to ensure that access by 19m Articulated Vehicles (AV) will be possible in all directions. Furthermore, the design of

the outer annulus will have a maximum lip height of 70mm and a slope of 2.5 percent to further assist heavy vehicles.

The design of the roundabout accommodates a pedestrian refuge island in each leg of the roundabout. Furthermore, a shared path is to be constructed along the western side of North Rocks Road and Loyalty Road and a separated cycleway on the eastern side of North Rocks Road in order to ensure that cyclists are able to bypass the roundabout. It is noted that experienced cyclists will still be able to ride through the roundabout if they desire.

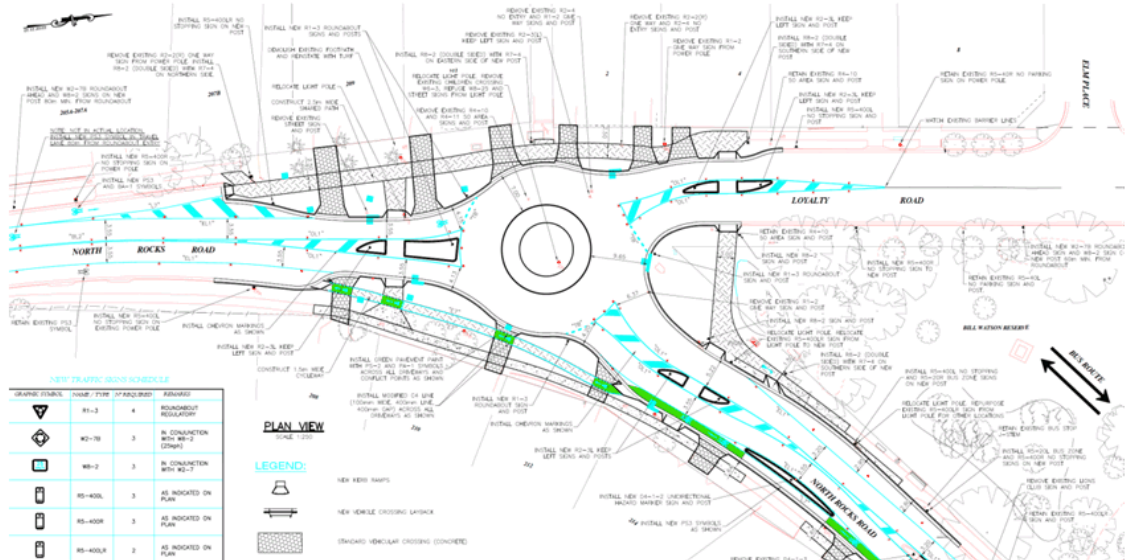


Figure 3: A design plan showing the proposed roundabout at the intersection of North Rocks Road and Loyalty Road, North Rocks.

Community Consultation

Community consultation was undertaken between 16 July 2024 and 13 August 2024 and involved the engagement channels listed below:

- Advertisement in the local newspaper
- Social media advertising
- Mailout to owners & occupiers
- On-site corflute signs
- Email to bus service providers

Council received 56 responses from the community with 29 agreeing to the proposal and 27 against. It is noted that for the residents that did not agree with the proposal, 14 of them noted that Traffic Signals were a better solution at this intersection due to better truck access, or less impact on traffic flow during off-peak times. Other themes identified from the consultation are as follows:

1. There were 10 mentions from the community which raised concerns regarding pedestrian access in North Rocks Road.
2. There were 13 mentions from the community where concerns were raised regarding truck access following the implementation of the roundabout.

3. There were 12 mentions from the community raising concerns with vehicles speeding in the area.

Traffic Signals

In order to establish the justification for installation of traffic lights, a list of standards set by Transport for NSW (TfNSW) needs to be met. This list includes items related to traffic volumes, pedestrian volumes, vehicle speeds and accident history. The intersection of North Rocks Road and Loyalty Road falls well short of meeting these warrants and therefore, the installation of traffic signals is not supported.

Pedestrian Access

It is noted that the volume of pedestrians crossing North Rocks Road is low with six pedestrians crossing at any leg of the intersection in the AM peak hour and eight pedestrians crossing in any leg in the PM peak hour. However, regard is given to amenities within the area including bus stops and a park located on the north side of North Rocks Road. As such, each leg of the roundabout has been designed to accommodate a pedestrian refuge island which will allow pedestrians to safely cross the road in two stages.

Truck Access

It is noted that the community has raised concerns that the proposed design will make it difficult for trucks to access the industrial precinct. A swept path assessment has been conducted on the proposed design which reveals that vehicles up to 19m Articulated Vehicles will be able to travel in all directions through the intersection, including into and out of Loyalty Road. Furthermore, the design of the roundabout is such that it will be gentle on trucks with a 70mm lip to the outer annulus as opposed to a 150mm high mountable kerb. This design feature will allow for a smoother transition onto the mountable section of the roundabout for heavy vehicles.

Based on the above reasons, it is recommended to proceed with the installation of a roundabout at the intersection of North Rocks Road and Loyalty Road as it will improve safety and will improve access into and out of the industrial precinct in Loyalty Road.

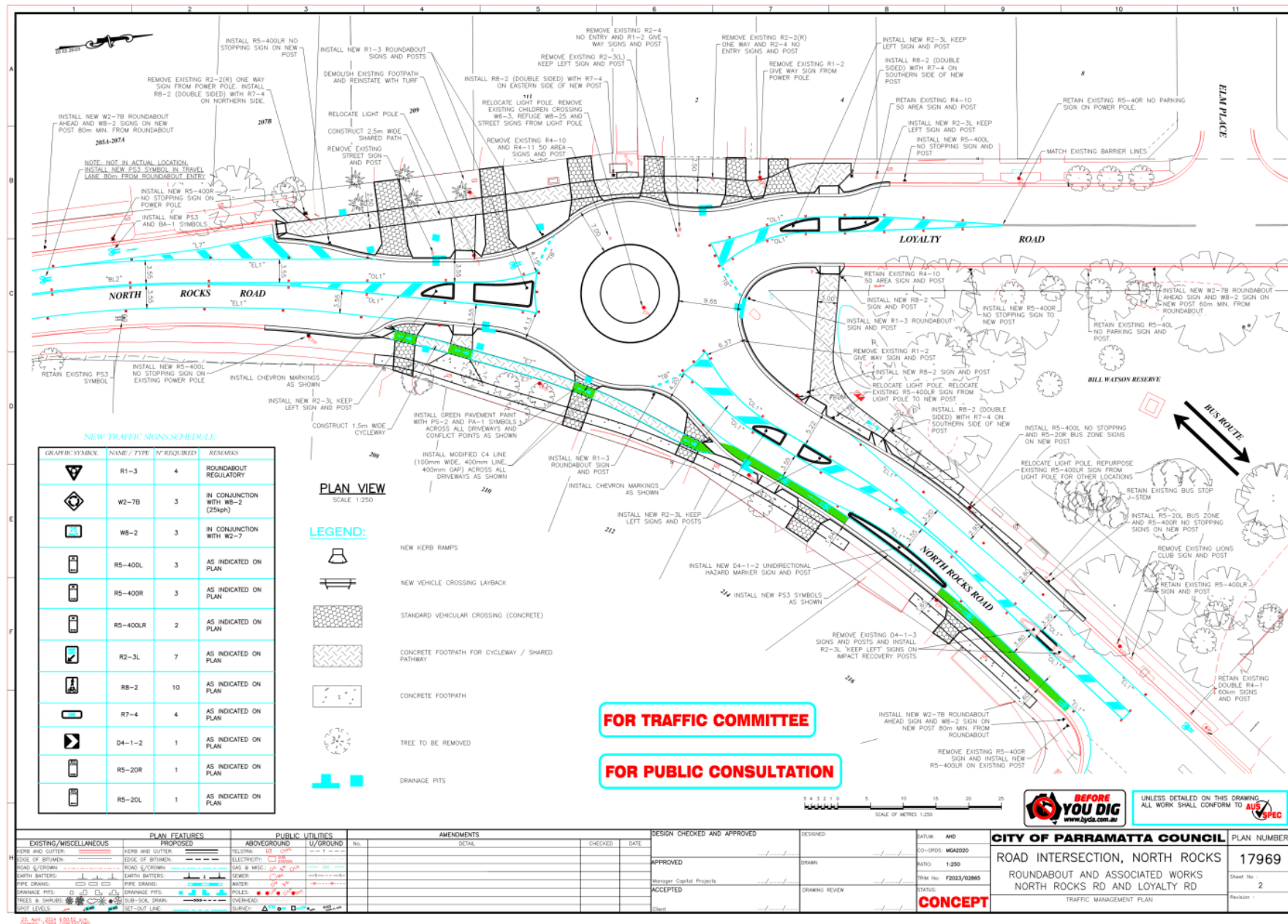
FINANCIAL IMPLICATIONS

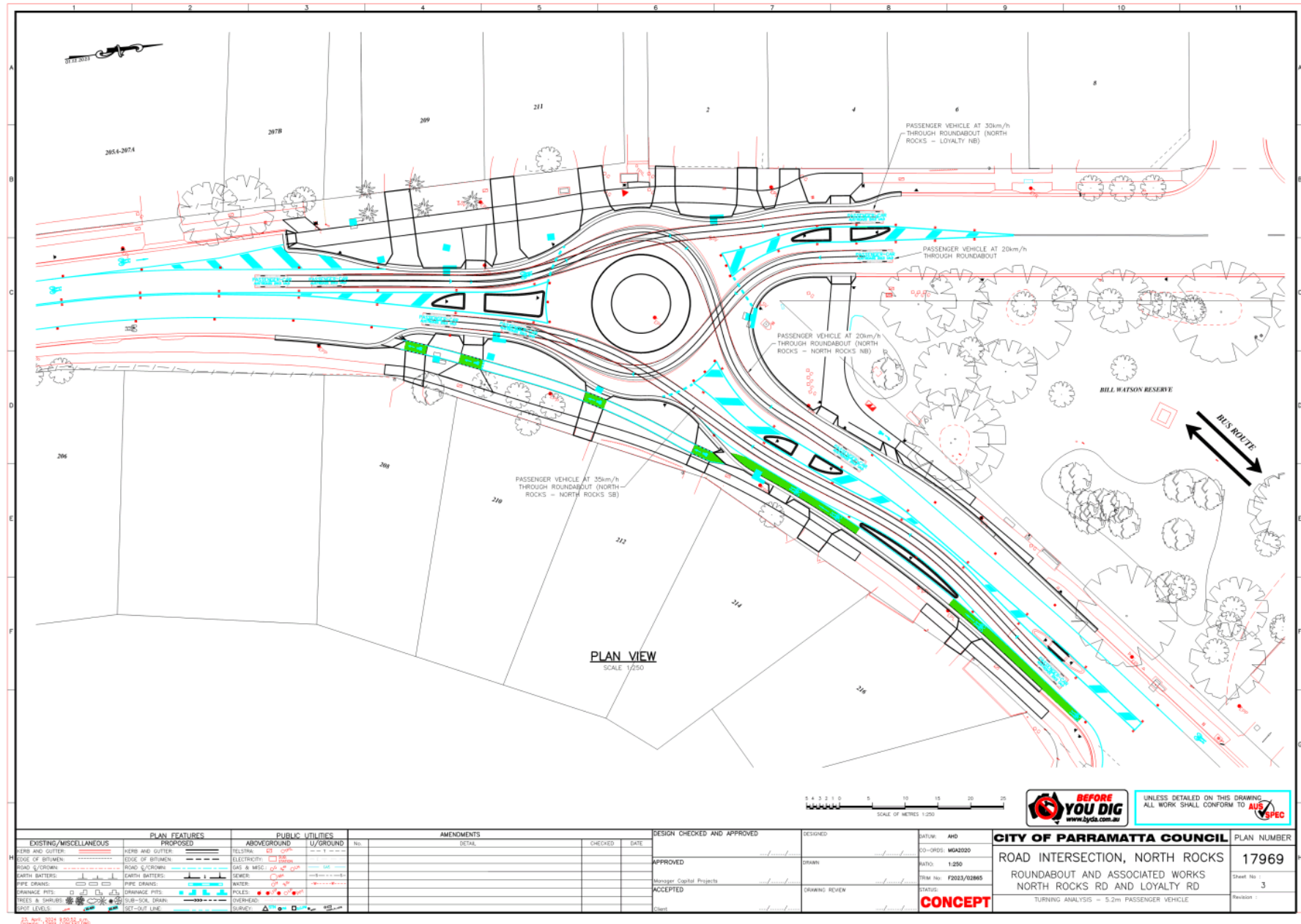
The proposed roundabout has received 100 percent funding from the 2024/25 Australian Black Spot Program. Accordingly, there is no direct impact to Council's budget as a result of this proposal.

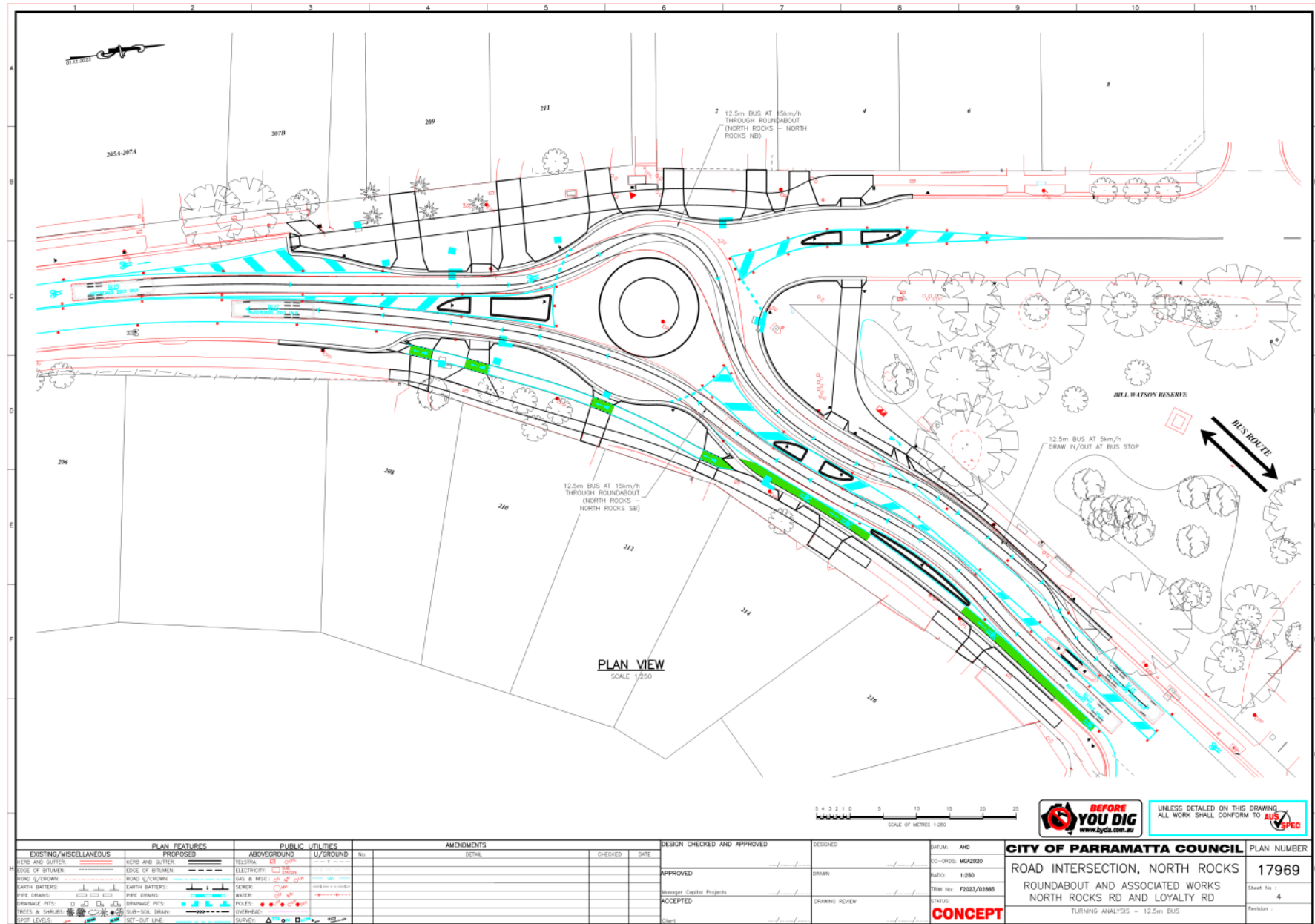


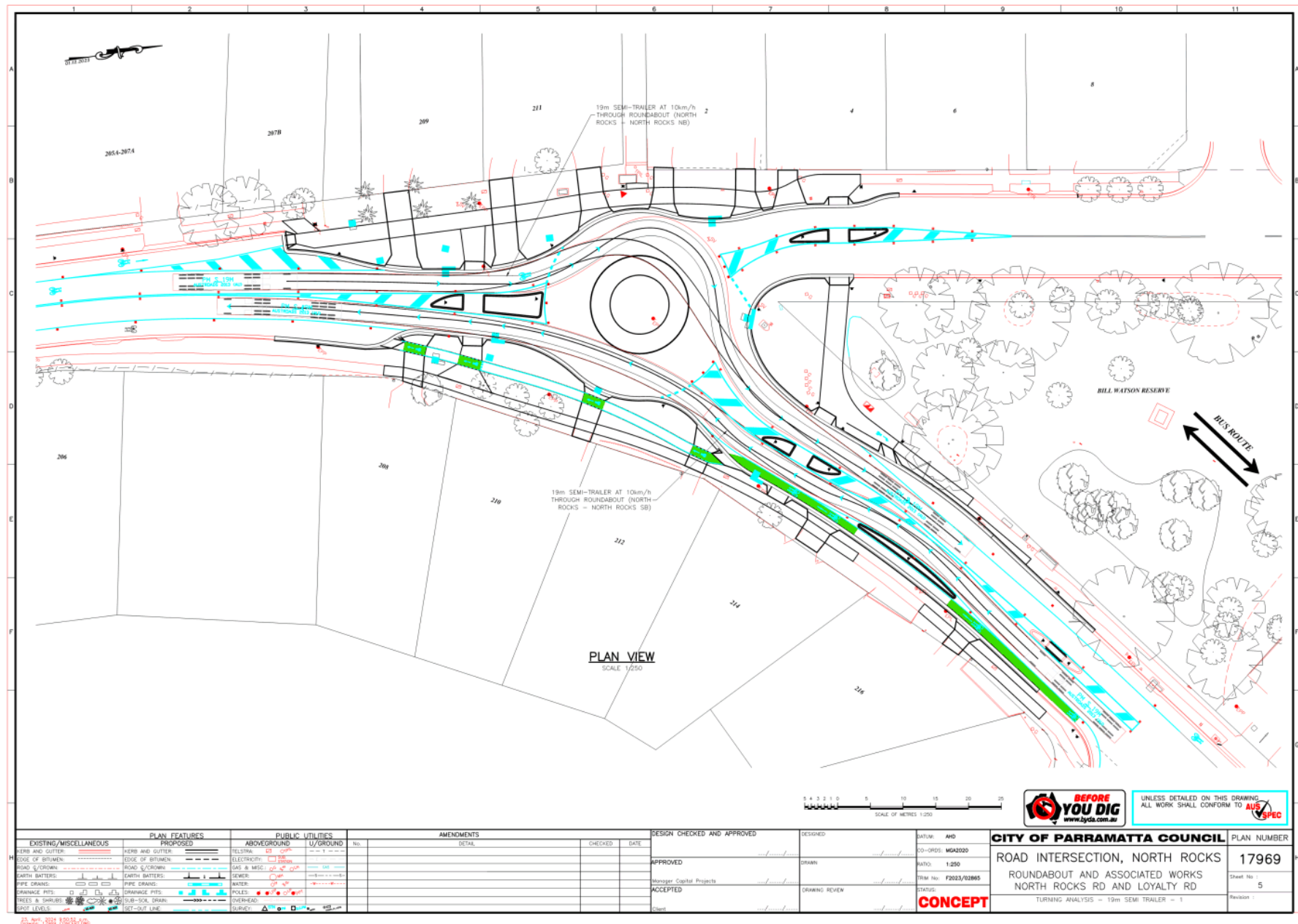
Behzad Saleh
Traffic and Transport Investigations Engineer
5/11/2024
Attachments –

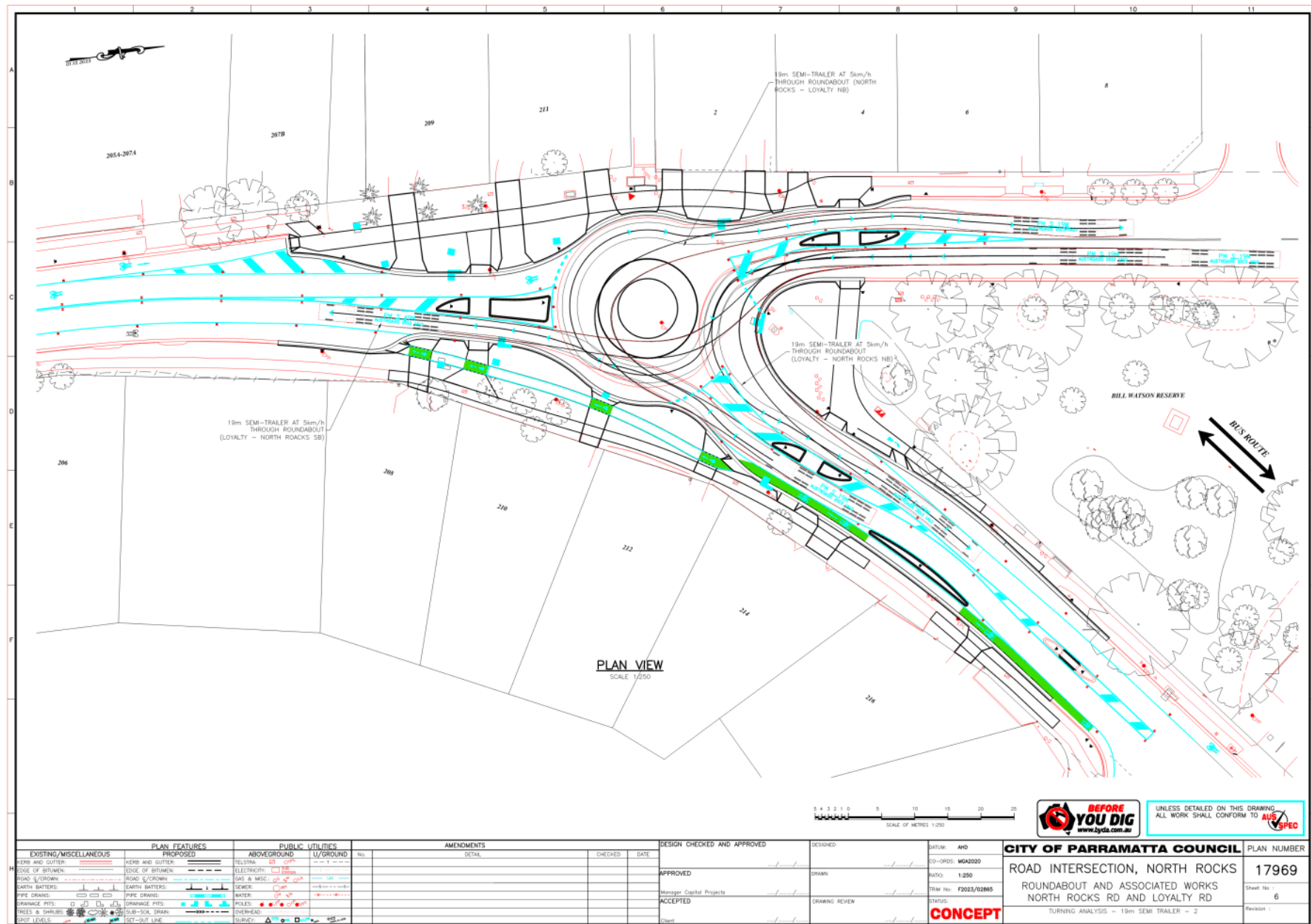
- Design Plan
- Swept Path Assessment
- Engagement Report

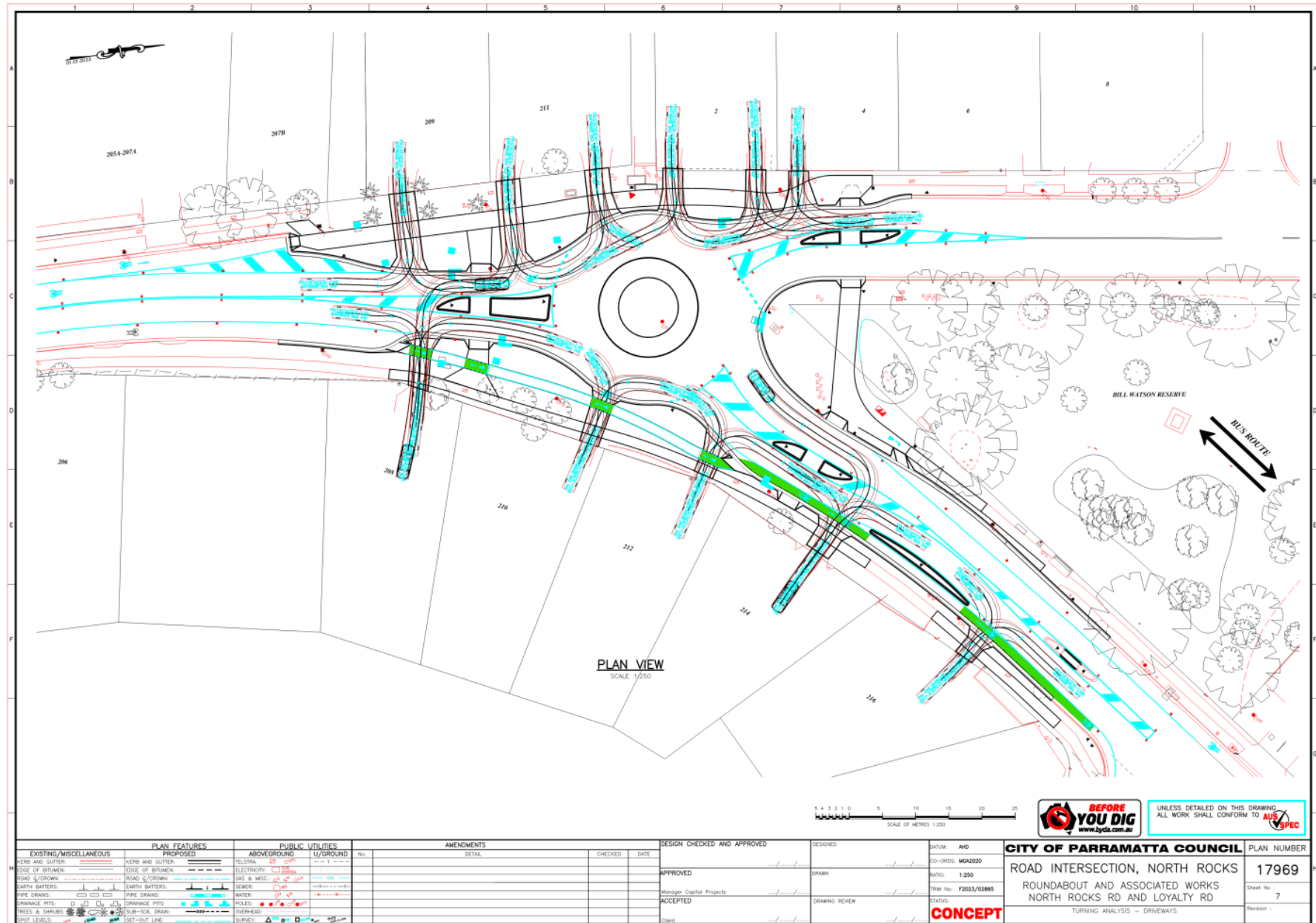














PROPOSED ROUNDABOUT IN NORTH ROCKS

Engagement Evaluation
August 2024

cityofparramatta.nsw.gov.au



Proposed roundabout in North Rocks

Engagement Evaluation
August 2024

cityofparramatta.nsw.gov.au

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1. INTRODUCTION

In July 2024, Council provided detail design plans for a new roundabout in North Rocks and invited feedback from the local communities.

Council was proposing to construct roundabouts at **North Rocks Road and Loyalty Road, North Rocks**:

- The proposal will include the construction of a refuge island on each leg of the roundabout as well as a combination of a separated bicycle path and a shared path along both sides of North Rocks Road to assist cyclists travelling through the intersection.
- The purpose of the proposal is to improve road safety by reducing vehicle speeds in North Rocks Road and by reducing the conflicting traffic manoeuvres at the intersection. TS/2024/10

2. EXECUTIVE SUMMARY

Public exhibition of the proposed roundabout in North Rocks Road and Loyalty Road North Rocks was open from 9am on Tuesday 16 July 2024 until 5pm on Tuesday 13 August.

Residents were alerted by letter, Parra News and social media advertising, onsite signage and the Participate Parramatta e-newsletter.

Responses to this proposal were split, slightly leaning toward support with 37% opposed, 39% in favour and 12% in favour 'to an extent'.

Community feedback raised several other traffic matters, noted for Council's reference.

This report provides a summary of the methods used to promote and evaluation of this public exhibition and the survey response.

CITY OF PARRAMATTA

HAVE YOUR SAY

Proposed Roundabouts in Toongabbie and North Rocks

City of Parramatta Council is proposing to construct roundabouts at the following intersections:

- **TS/2024/9 – Fitzwilliam Road and Tucks Road, Toongabbie**
As part of the proposal the Western leg of the service road would become an exit only onto Fitzwilliam Road and the eastern leg of the service road would have entry only from Fitzwilliam Road. The proposal includes pedestrian refuge islands and a median island in Fitzwilliam Road that would restrict right turns into and out of Willmot Avenue.
- **TS/2024/10 – North Rocks Road and Loyalty Road, North Rocks**
The proposal includes pedestrian refuge islands on each leg of the roundabout and bicycle path or shared path on both sides of North Rocks Road.

Council now seeks your comments regarding the proposal by 5pm on **Tuesday 13 August 2024**.

You can view the plans and have your say by:

- Online: participate.cityofparramatta.nsw.gov.au
- Scan: QR code

If you have any further queries regarding this matter:
Please contact City of Parramatta's Traffic and Transport Services on 9806 5087.

cityofparramatta.nsw.gov.au

SCAN ME

3. ENGAGEMENT EVALUATION

Overall, the opportunity to share feedback was presented on 26,404 occasions, resulting in 2720 views of the project page, 528 document downloads, and 67 online submissions.

3.1. Resources







- Letters (178 delivered)
- Signage
- QR code (86 scans)
- Social Media – targeted
- Parra News ad
- Digital screens
- Council e-newsletters
- Participate Parramatta
- Council website

3.2. Social Media Campaign

North Rocks paid campaign results:

Paid Advertisements	No	Benchmarks
Spend	\$149.94	n/a
Reach	7,840	n/a
Impressions	17,056	n/a
Frequency (no. times ad seen p/p)	2.18	2-3
Link clicks	457	n/a
CPC (cost per click)	\$0.30	\$0.50-\$1
CTR (click through rate)	2.67%	More than 1%
Post engagements	522	n/a
Engagement rate (ER)	3.06%	More than 2%

Top performing ads

 City of Parramatta Sponsored · 45 Council invites feedback on a proposed roundabout at the corner of North Rocks Road and Loyalty Road. To have your say, ...See more  participate.cityofparramatta.n.s ... Have Your Say Learn more	 City of Parramatta Sponsored · 45 Council invites feedback on a proposed roundabout at the corner of North Rocks Road and Loyalty Road. To have your say, ...See more  participate.cityofparramatta.n.s ... Have Your Say Learn more	 City of Parramatta Sponsored · 45 Council invites feedback on a proposed roundabout at the corner of North Rocks Road and Loyalty Road. To have your say, ...See more  participate.cityofparramatta.n.s ... Have Your Say Learn more
358 link clicks, \$0.31 CPC	90 link clicks, \$0.23 CPC	9 link clicks, \$0.43 CPC

Insights, Comments & Recommendations

- Overall, this campaign achieved great CPC, CTR and Engagement Rate results.
- Frequency was within benchmarks, helping to build campaign recall and reinforce messaging without causing ad fatigue.
- We observed a passionate response from the community, with many users providing their feedback, suggestions and thoughts in the comment sections. Some raised concerns about trucks navigating a roundabout at this intersection, others welcomed the proposed plan.
- Men aged 65+ saw the strongest response to this campaign, accounting for 16% of total results.
- The 65+ age range performed strongest overall with 30% of results, followed by 55-64 with 22% and 45-54 with 15%
- 60% of results were from men, 39% were from women.

Social comments

The social comments¹ broadly echoed sentiment shared in submissions both for and against and other traffic matters.

Organic campaign results

No organic posts were used in the campaign.

Electronic Direct Notification

Channel	List	Open rate	Project clicks
Participate Parramatta newsletter - 1 August 2024	18,564	35%	155

¹ Social comments are provided to Council officers for reference.

3.3. PARTICIPATE Parramatta

Promotion of the engagement directed community members to the Participate Parramatta website
The project page generated 78 online contributions with 56 unique contributions.

Participate page link: <https://participate.cityofparramatta.nsw.gov.au/roundabout-north-rocks>


Project Page Events	
Views	2720
Visitors	1389
Online submissions	56 (78 minus duplicates)
Downloads	528 (by 298 unique visitors)


Documents	Unique visitors	Downloads
Proposed – North Rocks Road and Loyalty Road	300	528

HAVE YOUR SAY!

Council is inviting feedback on a **proposed roundabout** on North Rocks Road and Loyalty Road, North Rocks.

Visit Participate Parramatta to share your feedback by **5pm on Tuesday 13 August 2024**.



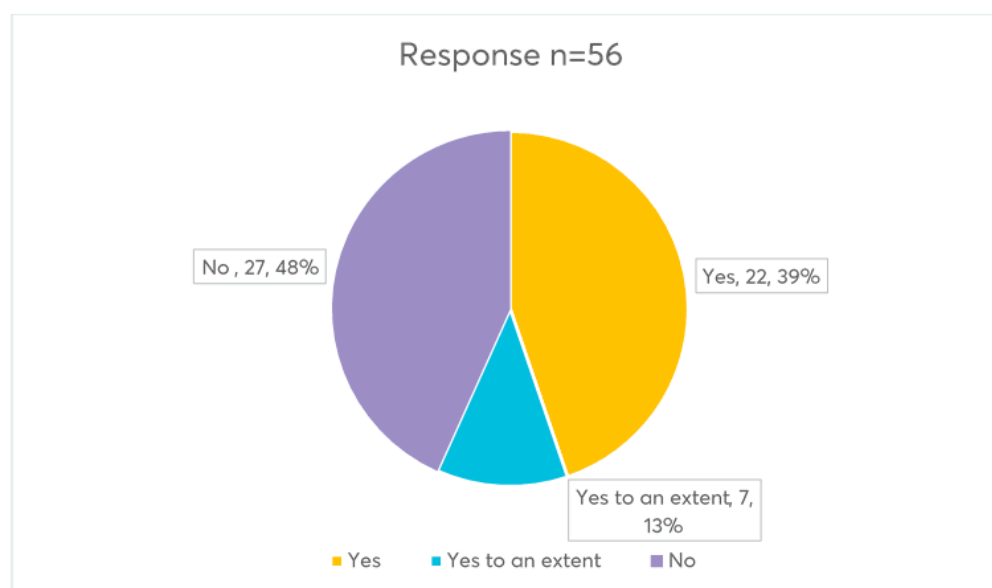

CITY OF PARRAMATTA

PARTICIPATE PARRAMATTA

4. SURVEY FINDINGS

4.1. Participate Parramatta Survey

Q1 ask "Do you support the proposal for a roundabout on North Rocks Road and Loyalty Road North Rocks?"



Q2 asked 'Do you have a comment for Council to consider?'

There were 52 comments provided by participants.

Major themes included:

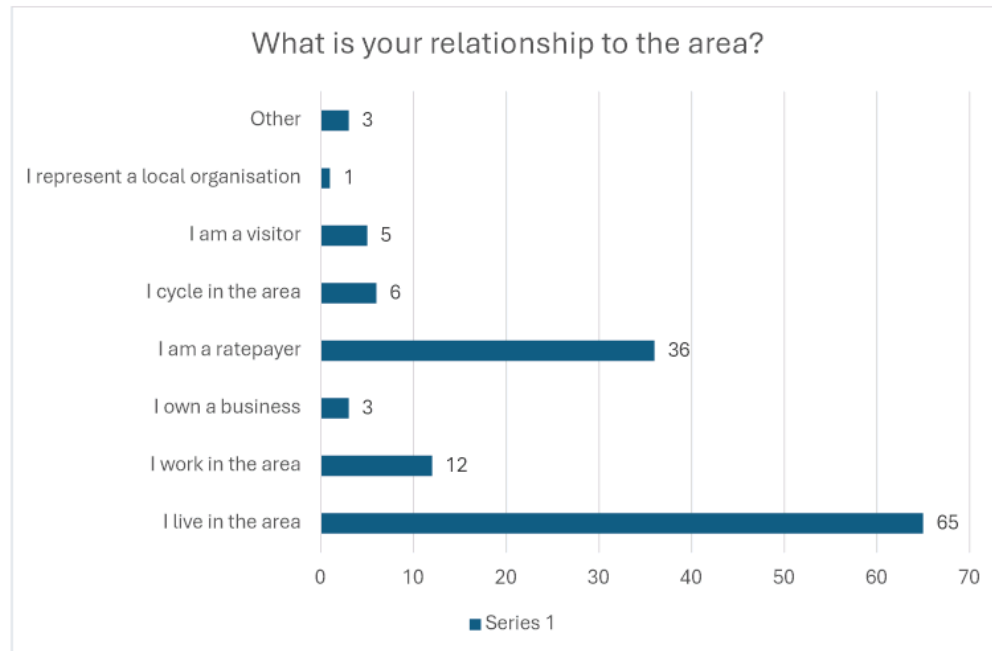
Theme	Mentions	Sample comment
Traffic lights alternative	14	The high volume of trucks utilising this intersection will not be improved by adding a roundabout. Traffic lights would be the proper solution
Large truck/semitrailer movements	13	It could pose a challenge to the larger trucks servicing the loyalty road commercial activity.
Safety	12	Loyalty Road, Trent Road and Lenton Place often has many speeding cars beyond this intersection. Adding speed bumps will increase safety in the area. Please implement them throughout the area.
Pedestrian access / crossings	10	Lights would also be safer for pedestrians, especially school kids who need to try and cross busy North Rocks Rd each day. Sometimes kids are standing for a long time and it is dangerous to cross.

Q3 asked "If you have an attachment to your submission, please upload it here."

There were zero (0) attachments.

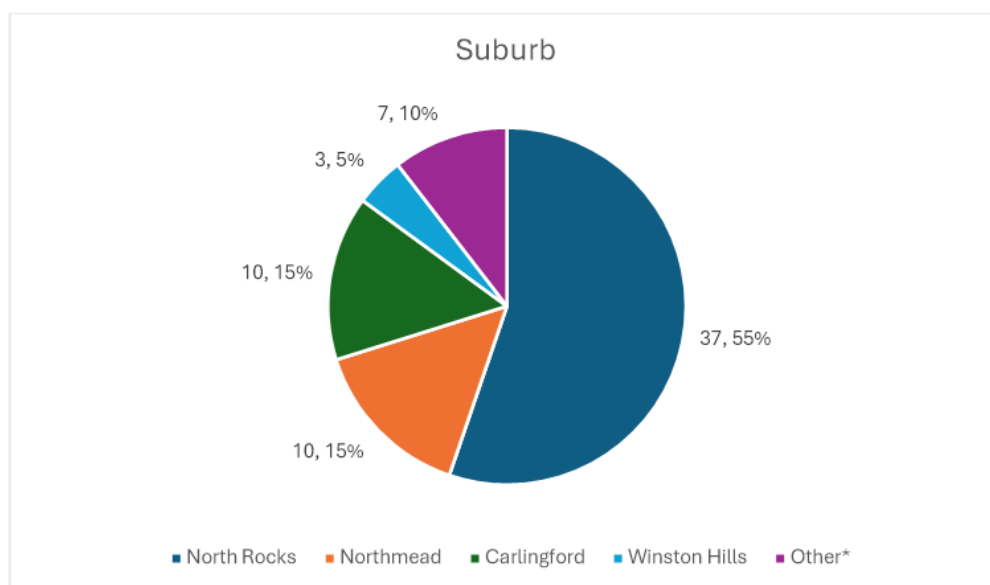
Q4 asked 'What is your relationship to the area?'

Participants could choose more than one answer, with 83 percent of respondents living in the area.



Q5 asked 'What is the suburb where you live?'

Fifty-five (55) percent of respondents answered North Rocks, 15 percent answered Northmead and 15 percent answered Carlingford.



*Other included: Baulkham Hills (1), North Parramatta (1), Dundas Valley (1), Parramatta (1), Blacktown (1), Cherrybrook (1).

Q6 asked for the respondents street address.

Q7 invited respondents to join the Participate Parramatta community and stay up to date with projects in their area.

Thirty-six (35) respondents answered 'Yes'.

This was the end of the survey.

4.2. Email

There were no email submissions for this project which can be found in the appendix.

4.3. Other

There were no other submissions (post).

5. RECOMMENDATIONS

This report presents and analyses the key findings from public exhibition of the Proposed Roundabout in North Rocks Road and Loyalty Road, North Rocks.

Careful consideration should be given to all the feedback (including the comments in the appendix) and data presented in this report 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".

6. APPENDIX

6.1. De-identified answers to Comment question n=56

No.	Sentiment	Survey comment
1	Yes	The roundabout should also include traffic lights that can operate during peak hour conditions.
2	Yes	Loyalty Road, Trent Road and Lenton Place often has many speeding cars beyond this intersection. Adding speed bumps will increase safety in the area. Please implement them throughout the area.
3	Yes	Council needs to think something for Exit road of Woolworths. During peak hours too much traffic and exit became bottleneck for traffic.
4	Yes	The council's proposal for a roundabout at the intersection of North Rocks Road and Loyalty Road in North Rocks is supported by several key points. A roundabout enhances traffic flow and safety at intersections by reducing congestion, ensuring safe crossings for pedestrians and cyclists, and addressing noise-related concerns and traffic patterns with community collaboration.
5	Yes	To please paint lane dividers on loyalty rd / north rocks rd , so people can turn left onto NR ,rd when congestion builds up to turn right .
6	Yes	Urgent
7	Yes	Placement of bollards and other protection equipment will need to consider the number of semi trailers using both Loyalty Rd and throughput to Unilever.
8	Yes	Hope bike lanes don't obstruct car and truck vehicles
9	Yes	Please do it. You need to factor in that large trucks use it and will need to retain access in & out of Loyalty Rd. Not sure how trucks would get around it when exiting Loyalty Rd with the proposed design. At the same time, build a roundabout on New North Rocks Rd at the shopping centre entrance, it is badly needed.
10	Yes	Great news
11	Yes	Thanks!
12	Yes	Thank you for this resolution because I have seen many traffic hazard issues in relation to this proposed place for many year and seriously this year.
13	Yes	Good idea
14	Yes	The bus stop may need to be moved further up the hill as busses stopping just past roundabout will cause congestion.
15	Yes	Could you check with businesses on the effect that this will have on heavy transport? I support the concept of a roundabout here as it can be very difficult to turn right from Loyalty Rd at any time of day. I also believe this will help to slow traffic along North Rocks Rd in front of the business east of the intersection.
16	Yes	Just do it
17	Yes	The roundabout is a good idea but hopefully consideration is taken into account regarding the truck usage on the road. Lots of large trucks use North Rocks Road to get from Loyalty Road and the Unilever factory, the roundabout should accomodate vehicles of this length and size
18	Yes	We need pedestrian crossings after roundabout

19	Yes	The road is so busy and I would like this to be one of many pedestrian crossing areas. So many children and schools in this area.
20	Yes	I think this is important to slow down cars.
21	Yes	Excellent road safety initiative.
22	Yes	<p>Maximizing vegetation would be good for heat attenuation, probably with hardy groundcover or low shrubbery to facilitate sighting and minimal maintenance.</p> <p>I would prefer left/lower North Rocks Road pedestrian refuge to be further from the roundabout, to increase distance of the traffic from the roundabout.</p>
23	Yes, to an extent	<p>Consider large number of large trucks using this intersection, particularly as the exit of Unilever and other industrial estates in the area using Loyalty Road, tuning into North Rocks Road.</p> <p>Round about will be run over a lot so needs to be relatively flat so trucks can make it over it.</p> <p>Concern for safety for bike uses with the high number of trucks.</p>
24	Yes, to an extent	It could pose a challenge to the larger trucks servicing the loyalty road commercial activity.
25	Yes, to an extent	<p>The speed of Cyclists travelling through this intersection will be very different in the two major directions ("up" or "down" North Rocks Rd). The roundabout design and construction should take this into account. Heading down Nth Rocks Rd, cyclists will be at speed (easy to do as down hill) and so the proposed transition from in road bike lane to separated bike lane at the roundabout is likely to a) be avoided by experienced cyclists who will simply use the roundabout, or b) be a danger to less experienced cyclists as it seems to have a somewhat sharp curve.</p> <p>Travelling up Nth Rocks Rd doesn't present as much of a safety problem as experienced or not, cyclists are likely to be travelling much slower as Nth Rocks Rd is a fairly long climb. However, the extra "detour" required to continued travelling on Nth Rocks Rd will no doubt be skipped by experienced cyclists who will again, chose to ride on the roundabout itself. To encourage less experienced cyclists to keep using the longer "detour" route, the crossing of Loyalty Rd should be prioritised for cyclists, for example as a zebra crossing (apologies I can't remember if this is the case or not)</p> <p>Thanks</p>
26	Yes, to an extent	My comments are with respect to pedestrian safety. Council should be more specific about the term 'bicycles' as these now include all sorts of motorised contraption. Some of the bikes are charging along shared footpaths with pedestrians that put the elderly at risk of collision. In a busy street like North Rocks road, the approach of an ebike is not audible because of the level of noise from vehicles. In a collision, the pedestrian is obviously going to come worse off. I'd love to know who is the liable party in this scenario, the bike rider or Council.
27	Yes, to an extent	<p>As a resident of Elm Place we are very grateful that council will be committing to build a round about at this intersection. The only amendment to the current plan I would like considered is that there be 2 lanes leading into the round about from loyalty rd towards the intersection. The reasons for this are as follows.</p> <ol style="list-style-type: none"> 1. With only 1 lane residents from elm place will struggle to turn right onto loyalty rd with the volume of traffic this road carries especially in the morning and afternoons when people from the industrial area finish work. 2. The size of semi trailers which all turn to go down north rocks Rd all bank up along loyalty Rd now. A second lane would provide more room for the semis to turn and also

		allow residents and other people who wish to turn left an opportunity to do so faster preventing traffic building up and blocking elm place .
28	Yes, to an extent	<p>North Rocks Road is Marked on Parramatta Council's 2024 Active Transport Plan as a REGIONAL CYLCING ROUTE,</p> <p>While I support the construction of Cycling Infrastructure, the Proposed Cycling deviation in these plans makes NO Sense to cyclists who are ALREADY ON THE ROAD!</p> <p>Without a dedicated OFF ROAD cycle lane or SHARED PATH for the ENTIRE LENGTH of North Rocks Road, there is NO POINT requiring experienced cyclists to Leave the traffic lane to negotiate a round-a-bout. Green Paint and LARGE CYCLING LOGOS should be placed on the ROAD surface to alert drivers to the presence of cyclists here.</p> <p>Due the the EXTREMELEY HAZZARDOUS nature of North Rocks Road, only EXPERIENCED cyclists will be riding here. Your proposed infrastructure is ONLY suitable for INEXPERIENCED cyclists - who WILL NOT ne cycling here as it is TOO DANGEROUS.</p> <p>PLEASE commit to creating a full length SHARED PATH the entire length of North Rocks Road, which is a REGIONAL CYCLING ROUTE in your OWN ACTIVE TRANSPORT PLAN!</p>
29	Yes, to an extent	<p>A roundabout is a good improvement over the T-interesection, and it's good to see cycling provision is well considered in this proposal.</p> <p>However, I'm concerned that the courtesy crossings are so close the exits of the roundabouts considering the high traffic speeds throughout this road. Many drivers fail to signal when exiting a roundabout, so it can be ambiguous whether it's safe to cross. It may seem safe to step out, but a driver can suddenly exit the roundabout without signalling and the short distance between the crossing and the roundabout means there will be a very short time to react.</p> <p>A proper pedestrian crossing across Loyalty would be nice, and would make the shared path more accomodating to less comfortable road users. Would the lower traffic volumes on this road make this feasible? If not, a raised crossing would help too</p>
30	No	The road is already busy and having a round about will cause more chaos.what u should think of is how to make the road not busy maybe extend the road or something
31	No	<p>Please do not install a roundabout there.</p> <ol style="list-style-type: none"> 1. the roundabout only benefits heavy vehicles and other transports exiting Loyalty Road (a challenge at peak hour traffic ONLY). There is no benefit to local residents. 2. installing roundabout will force all local residents through this slow choke point 24/7 (even when there is no traffic from Loyalty road) 3. If need be, then consider installing traffic lights with sensor that is only triggered when vehicles are present from Loyalty Road 4. Accidents due to speeds do not occur at this intersection but further south (towards Parramatta) when the sweeping descent starts. 5. Do something about the boats and trailers parked on both sides of North Rocks road creating blind spots, especially 232-234 North Rocks Road
32	No	The high volume of trucks utilising this intersection will not be improved by adding a roundabout. Traffic lights would be the proper solution
33	No	You put a roundabout at speers rd. I'd didn't like it but I put up with the construction traffic and now the delay drive when chasing a truck up the hill. There's already construction planned at the bridge near Woolies that with insane detours and far too long construction time.

		When will it end? Leave my poor north rocks rd alone. I don't need more construction, I don't need more traffic.
34	No	Need proper pedestrian crossing with traffic light rather than roundabout which will slow the traffic by lots. North Rocks Rd is the only main road everyone uses especially those who travel north/west to Hills area and adding roundabout will slowdown the whole traffic. I have lived looking at this transaction for last 10+ years and I 100% believe that new roundabout will be not only helpless but make the current traffic even worse..
35	No	Don't believe a roundabout is the solution. Traffic is mainly around limited work traffic but roundabout impacts flow permanently. Also, with the height of the westerly sun in the afternoon, combined with a vehicle driving westbound, going fast through the roundabout, if they are focused on the traffic coming out of loyalty road, they will not see a pedestrian crossing at the designated crossing, making an accident more likely. There has to be another option.
36	No	I think this intersection should be traffic lights as the trucks going in and out of Loyalty road are massive. Making them go around right on a roundabout seems to be asking for trouble,
37	No	It is not needed, as it is not a high traffic area
38	No	Lights not a roundabout is needed. Otherwise, leave as is
39	No	OMG that bit of is in no way dangerous. There us no need fir yet another roundabout, it was bad enough at the bottom of the hill. I have never seen excessive speed if issues with that area.
40	No	I don't think it will benefit traffic flow to put in a roundabout, it will make travel more difficult, put in a set of traffic lights that traffic can still flow on north t road when there's no one coming through the more industrial area
41	No	Why not do it once and properly a set of lights would be much better... I believe with the large semitrailers etc turning right out of Loyalty as well as continuing straight on north rocks road could be a different turn, and will certainly slow traffic down drastically
42	No	This roundabout has caused so much traffic as well as new Woolworths in the area. It is a joke to wait north Rocks rd for 45 mins. The traffic doesn't flow at all PLEASE FIX THE TRAFFIC LIGHTS and FIX THE POTHOLE. There is no need for another roundabout on that road . Also council should come around during the day to book illegally parked cars and park over driveways near the hospital as a resident it is difficult
43	No	That would make this intersection worse than it already is! There needs to be traffic lights here as was planned when the large complex was built at 14 Loyalty!!
44	No	To me there is no issues with this intersection or traffic flow. Utilise this road everyday and this particular section
45	No	That road gets congested as it is. Please don't add to the traffic.
46	No	I think you should consider a set of lights instead. There is a lot of heavy vehicles (ie. Semt-trailers) that turn in and out of Lotalty Rd. It may be hard for them to negotiate a roundabout. Lights would also be safer for pedestrians, especially school kids who need to try and cross busy North Rocks Rd each day. Sometimes kids are standing for a long time and it is dangerous to cross.
47	No	Hi I recommend a set of traffic lights instead of a roundabout. It's safer and easier for everyone to use. The amount of trucks going in and out of loyalty road will struggle to get around the round about effectively . The new round about at Speers road is terrible . Trucks and busses going up the hill on

		north rocks road and trucks/busses coming out of Speers road have to mount the round about to get around it, look at all the tire marks on it and that should tell you that the round about is too big for that spot.
48	No	We don't need another roundabout. It's a very safe corner without any issues.
49	No	It is completely unnecessary to add another roundabout causing more traffic slow-downs along north rocks road
50	No	Put traffic lights there. Trucks and semis use that turn, do you really think large trucks aren't going to cause chaos trying to navigate that turn, it's going to cause even more traffic issues from what you already caused allowing a woolworths without any road upgrades at the intersection of north rocks and windsor road with waits up to 40 mins in the morning and afternoon. It's become a car park north rocks and your answer is to allow more development, how fo you plan for us to get in and out in the future? Live here, spend an afternoon or morning here, see what it's like to get out of north rocks and carlingford
51	No	This roundabout will make things worse, I think. Isn't there a give way sign or stop sign there already? Wouldn't that be better if that was there instead?
52	No	We need traffic lights and a pedestrian crossing. There is NO pedestrian crossing from the too of north rocks down to Windsor road. Children have to cross running to get to a refuge island which is not safe for them to be standing between 2 lanes of traffic. Ive lived here for 30 years and seen many accidents. A roundabout will be a disaster at loyalty road as it is unfortunate that the trades people and truck drivers are aggressive drivers and they will just push their way out. It will be a complete disaster. Please install traffic lights with a pedestrian crossing.
53	No	Please work on the congestion at the bottom of North Rocks Road, not an area that doesn't need fixing.
54	No	Given the size of the trucks that come and go on Loyalty Rd., traffic lights would be preferable to another roundabout that's difficult for large vehicles to negotiate. The roundabout at Speers Rd is way too big and way too high. Buses and truck have a lot of difficulty negotiating that one already, particularly in the uphill direction. Whoever designed that should be seriously "counselled". It's a disaster for large vehicles.
55	No	This will only cause chaos with trucks
56	No	Not required... waste of rate payer's funds TS/2024/10

6.3 Attachments n=1

Ends

**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

ITEM NO: 2411 A2
SUBJECT: Melrose Park North Precinct – Traffic Facilities on New Roads
APPLICANT: Sekisui House
REPORT OF: Traffic and Transport Executive Engineer
WARD: Rosehill
SED: Parramatta

Purpose

This report seeks approval for the proposed traffic facilities and the signs and linemarking for the new internal roads within the Melrose Park North Precinct. The works are required to support future development applications for several high rise residential and mixed-use developments, as well as a future high school. The works are to be completed by the developer at no cost to Council.

OFFICER'S RECOMMENDATIONS:

1. That Council approve the installation of new roundabouts with associated signs and linemarking at the following locations and as shown in the attached plan:
 - a. Intersection of NSR-2 and EWR-4;
 - b. Intersection of NSR-2 and EWR-6;
 - c. Intersection of NSR-3 and EWR-4;
 - d. Intersection of NSR-3 and EWR-6.
2. That Council approve the installation of new raised combined pedestrian and cyclist crossings with associated signs and linemarking at the following locations and as shown in the attached plan:
 - a. Along both sides of EWR-3 at all intersecting roads between NSR-1 and Hope Street;
 - b. Midblock in EWR-3 between EWR-6 and Hope Street;
 - c. At the northern legs of the roundabouts at the intersections of NSR-2 and EWR-4, and NSR-3 and EWR-4.
3. That Council approve the installation of new raised pedestrian crossings with associated signs and linemarking in the following locations and as shown in the attached plan:
 - a. At the eastern legs of the roundabouts at the intersections of NSR-2 and EWR-4, and NSR-2 and EWR-6;
 - b. Midblock in EWR-6 between NSR-2 and NSR-3;

- c. Midblock in NSR-4 between ERW-6 and Hope Street.
- 4. That Council approve the installation of new pedestrian refuge islands with associated signs and linemarking in the following locations and as shown in the attached plan:
 - a. In NSR-2 on both sides of the intersection with EWR-3;
 - b. In EWR-4 immediately west of NSR-1;
 - c. Midblock in NSR-2 between EWR-4 and EWR-5.
- 5. That Council approve the installation of new median islands and/or turn restrictions at the following locations and as shown in the attached plan:
 - a. A left in, left out restriction in EWR-2 at the intersection with NSR-2 through the construction of a median island;
 - b. A left in, left out restriction on both legs of EWR-3 at the intersection with NSR-2 through the construction of a median island;
 - c. A 'No Left Turn vehicles under 6m excepted' restriction for eastbound traffic in EWR-4 at NSR-1;
 - d. A No Left Turn vehicles under 6m excepted' restriction for northbound traffic in NSR-1 and EWR-4.
- 6. That Council approve the installation of grade separated bicycle lanes with associated signs and linemarking along both sides of EWR-3 as shown in the attached plan.
- 7. That Council approve the installation of shared paths with associated signs and linemarking in the following locations and as shown in the attached plan:
 - a. Along the north side of EWR-4 between Wharf Road and Hughes Avenue;
 - b. At intersections in NSR-3 between EWR-2 and EWR-6;
 - 8. Along the north side of Hope Street between Wharf Road and NSR-2.
- 9. That Council defer the approval for the proposed roundabouts at the intersections of Hughes Avenue, Liden Grove and EWR-4, and at Hope Street and NSR-3 until community consultation has taken place.
- 10. That the applicant make a separate submission directly to Transport for NSW for the installation of any School Zone Speed Limit signage within the new roads.

Background

On 13 December 2023, the Sydney Central City Planning Panel approved the Development Application (ref. DA/1100/2021) for the infrastructure works within the Melrose Park North precinct including new roads, footpaths, remediation and bulk earthworks. In order to ensure the safe movement of pedestrians, bicycles and vehicles, a number of traffic facilities are proposed within the new road network including but not limited to new roundabouts and raised pedestrian crossings.

The road network has been designed in a grid format with the primary north south road through the site being NSR-2 linking Victoria Road to Hope Street in the initial development phases, and the primary east west road through the site being EWR-4 linking Wharf Road and Victoria Road. A summary of the key features of the road network is provided in Table 1 below.

Road Name	From and To	Function	Comments
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Hugues Avenue	Between Victoria Road and extending past Hope Street	Existing collector road	The road runs along the western edge of the Melrose Park north precinct but will mostly retain the existing low density residential developments on both sides of the road.
NSR-1	Between NSR-1 and NSR-4, termination short of Wharf Road.	Access function only with no external road connections	
NSR-2	Extension of Kissing Point Road from Victoria Road to Hope Street for the current phase of development and then up to the extension of Mary Street at the end phase.	Collector road – primary north south connection within the development site	The road will become an extension of Kissing Point Road to the south of Victoria Road and together with Wharf Road, it will become a key access point to and from the Melrose Park precinct. As part of separate phases of the development, the intersection of Victoria Road, Kissing Point Road and NSR-2 will be upgraded to improve vehicle and pedestrian access.
NSR-3	Between NSR-1 and Hope Street where it will continue as the existing Waratah Road.	Collector road – the road will be supplementary to NSR-2 and will provide supporting collector road functions within the development site	Key features of the road include a separated bicycle paths to provide a key active transport link from Victoria Road to the Parramatta River Foreshore. The road also is the primary access point into the Melrose Park Town Centre just north of Hope Street.
NSR-4	Between EWR-2 and Hope Street	Access Road	Key feature of the road will be the new high school located just north of Hope Street. Accordingly, the road has been designed to have a midblock raised pedestrian crossing which will link to provide safe pedestrian access between the school and the Town Centre.
Wharf Road	Existing extension of Marsden Road from Victoria Road to the Melrose Park Wharf	Collector road	The road runs along the eastern boundary of the development site and is the boundary between Parramatta LGA and Ryde LGA. The road is an approved B-Double route providing access to the remaining industrial developments in Melrose Park.
EWR-3	Between east of NSR-4 and to NSR-1	Access function only with no external road connections	
EWR-4	Extension of Kinden Grove and linking Victoria Road to Wharf Road	Collector Road – primary east to west connection through the development site	
EWR-5	Between NSR-1 and NSR-2	Access function only with no external road connections	
EWR-6	Between NSR-1 and NSR0-4	Access function only with no external road connections	The road will run along the north side of Melrose Park Town Centre.
Hope Street	Between Atkins Road and Wharf Road	Existing collector road	The road is an approved B-Double route providing access to the remaining industrial developments in Melrose Park

Table 1: A description of the proposed road network within the development site



Figure 1: An overview of the proposed road network within the Melrose Park Urban Renewal Precinct (Source: Parramatta DCP 2023)

Design of Roundabouts

Roundabouts are proposed at key cross intersections within the collector roads through the development site in order to limit conflicting traffic movements. They have been designed to allow for vehicles up to a 12.5m Heavy Rigid Vehicle (HRV) to perform turns in all directions,

however, checks have been undertaken for 14.5m long rigid buses to confirm that access will be possible for any future bus network.

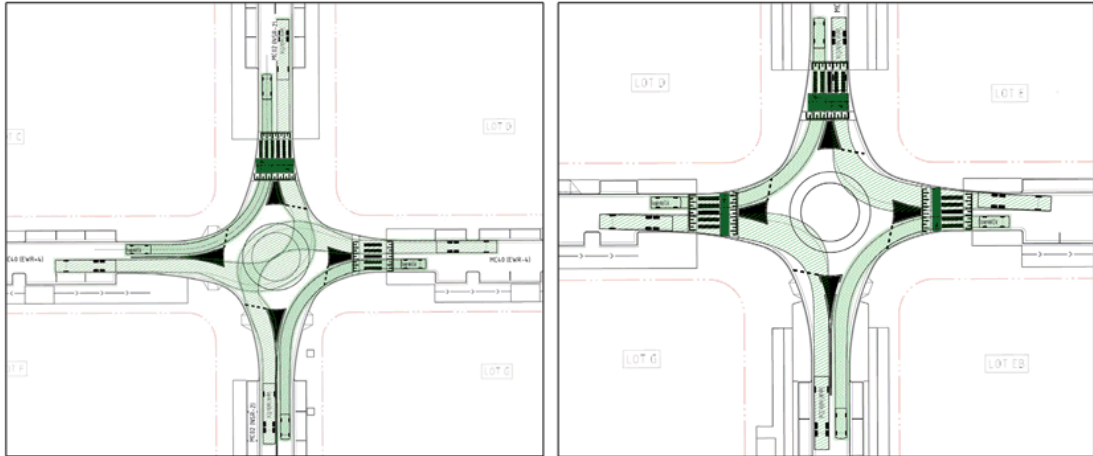
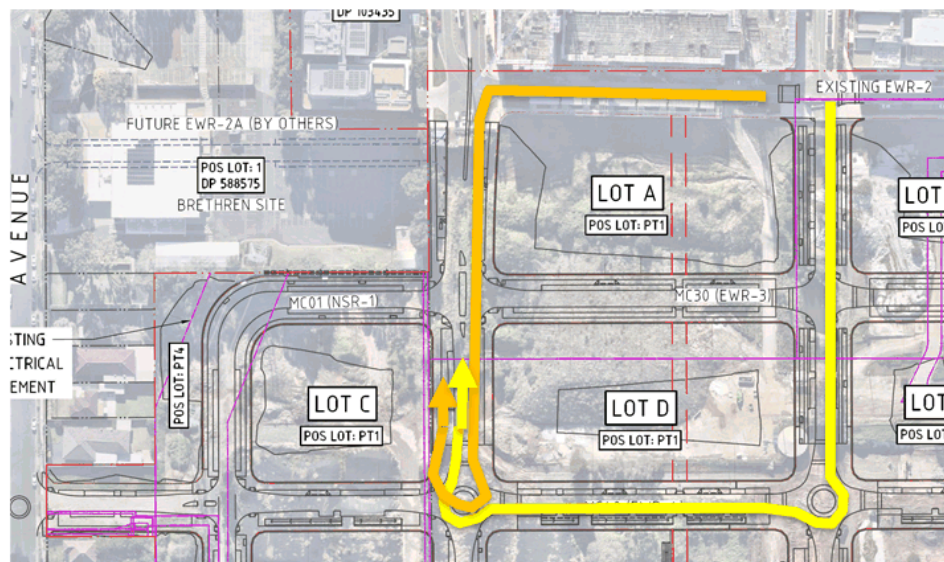


Figure 2: Swept paths for a 12.5m HRV for a typical roundabout within the development site.

Movement Restrictions within the new Roads

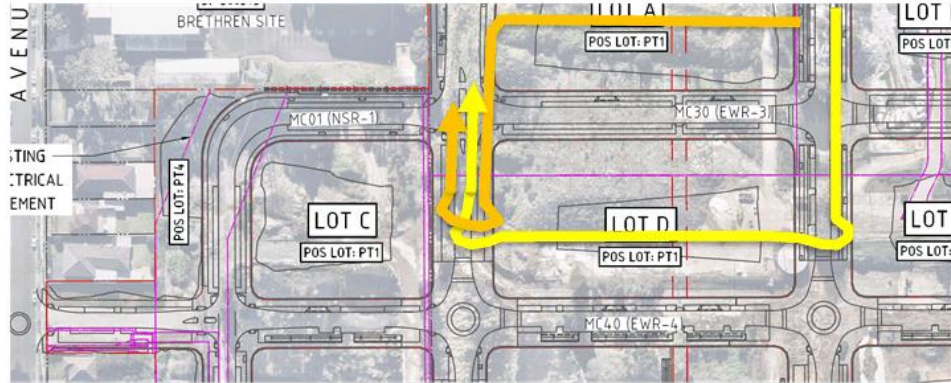
The proposed development will not result in any movement restrictions along any existing public road, however, there are some locations within the internal road network where some turn restrictions will be required either due to geometric constraints or due to limiting conflicting traffic movements. These locations are as follows including alternative routes:

1. A left in, left out restriction at the intersection of EWR-2 and NSR-2. Motorists will have the option to either use the roundabout at the intersection of NSR-2 and EWR-4 to perform a U-turn, or use an alternative route via NSR-3, right onto EWR-4, then right onto NSR-2.

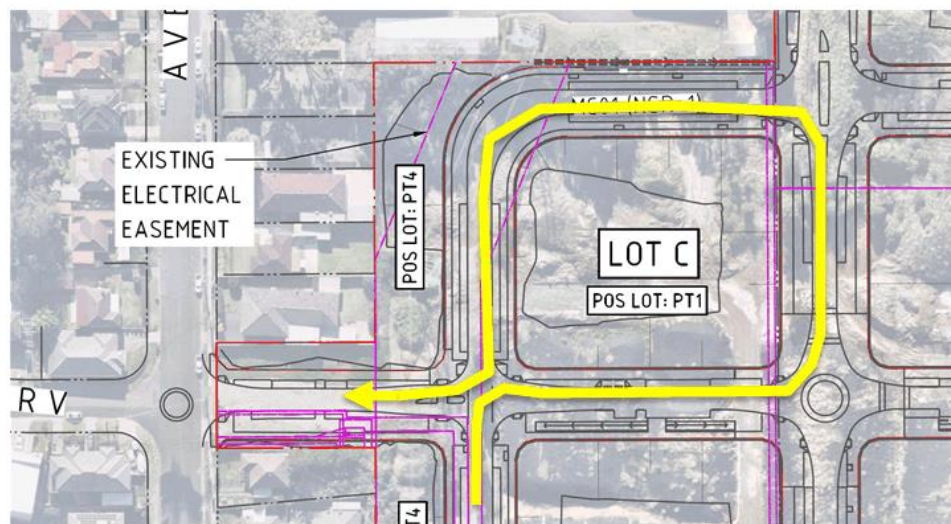


2. A left in, left out restriction at the intersection of EWR-3 and NSR-2. Motorists travelling westbound will have the option to either use the roundabout at the intersection of NSR-2 and EWR-4 to perform a U-turn, or use an alternative route via

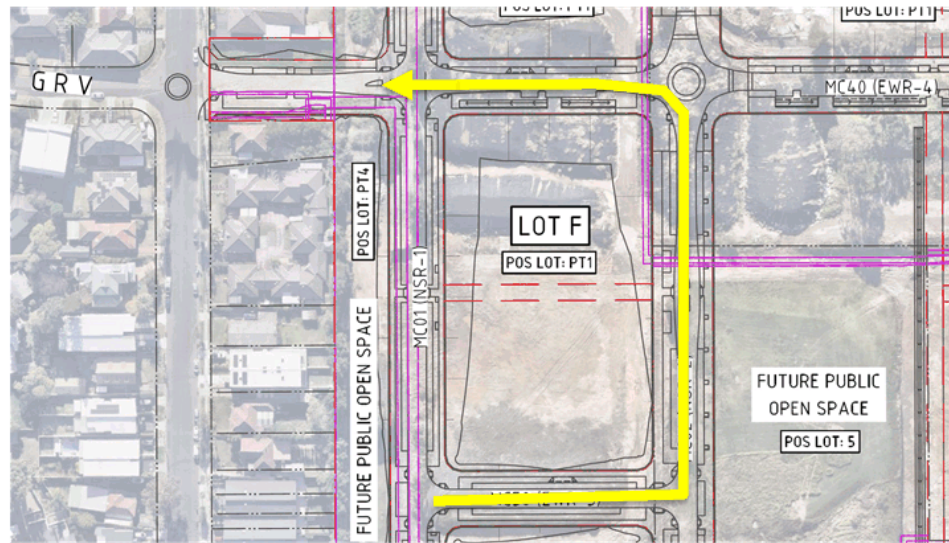
NSR-3, right onto EWR-4, then right onto NSR-2. Eastbound motorists will be required to turn right onto EWR-4 before arriving at the intersection and then turn right onto NSR-2.



3. A 'No Left Turn vehicles under 6m excepted' restriction for eastbound traffic in EWR-4 at NSR-1. Motorists will be able to turn left onto NSR-2 and then left onto NSR-1.



4. A 'No Left Turn vehicles under 6m excepted' restriction for northbound motorists in NSR-1 at EWR-4. Motorists will be able to instead turn right onto EWR-5, turn left onto NSR-2 and then left onto EWR-4.



The above turn restrictions will generally impact local traffic only as opposed to any through traffic, and therefore, it is expected that motorists will quickly become familiar with the restrictions.

Pedestrian and Bicycle Facilities

The road network has been designed to promote active transport options with separated bicycle lanes proposed in NSR-3 which will link Victoria Road to the Parramatta River Foreshore. Further east west links within the site will be provided in the form of shared paths along the northern side of EWR-4 and Hope Street. Raised combined pedestrian and cyclist crossings are proposed at key intersections along these routes.

In addition to the above, a walking route is being proposed through Lot O which will connect the future high school with the Melrose Park Town Centre. Raised pedestrian crossings are proposed in both NSR-3 and NSR-4 along this route to ensure children can cross the road safely.

Community Consultation

All works that are recommended for approval are located within the development site and therefore, will not have significant impact on the existing community. Accordingly, community consultation for the proposed works are not considered necessary.

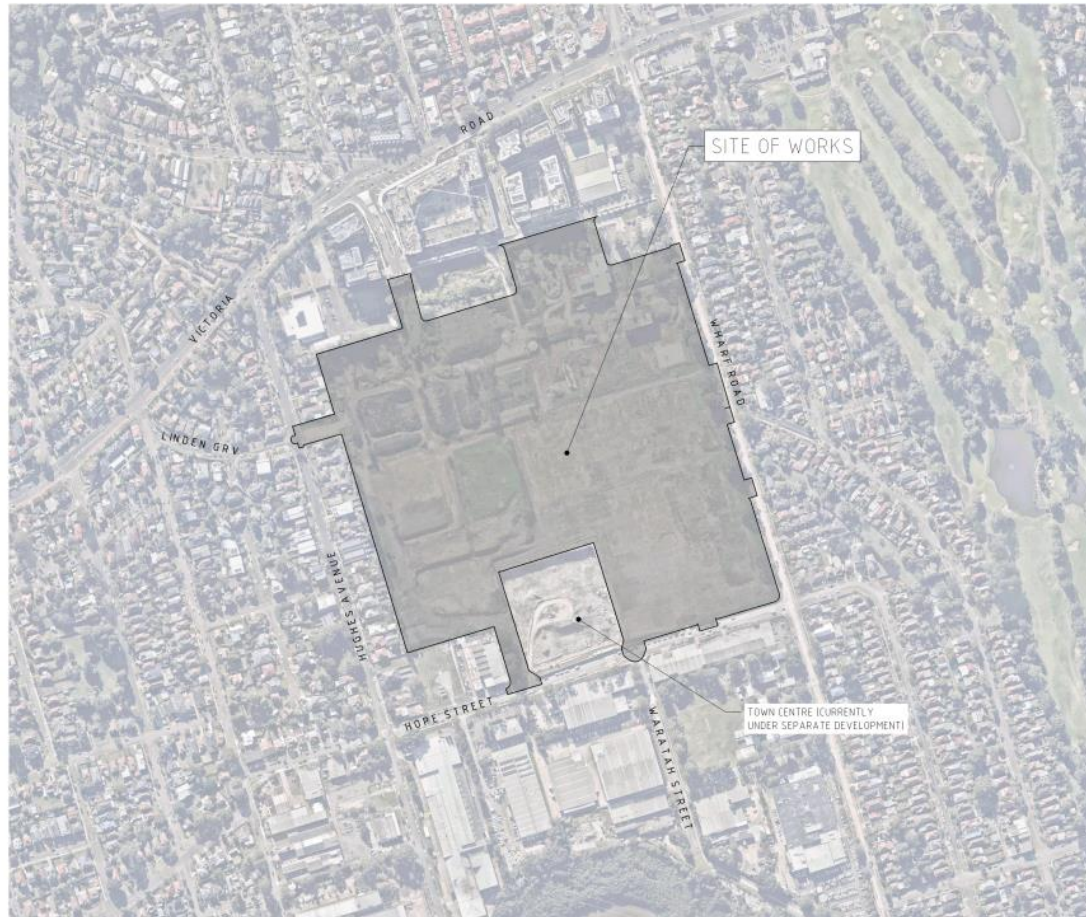
FINANCIAL IMPLICATIONS

The proposed works will be undertaken by the developer at no cost to Council. Accordingly, there is no direct impact to Council's budget as a result of this proposal.

Behzad Saleh
Traffic and Transport Investigations Engineer
 7/11/2024
 Attachments – Nil.

MELROSE PARK INFRASTRUCTURE WORKS

SUBDIVISION WORKS CERTIFICATE (SWC)
CIVIL ENGINEERING ROADWORKS PACKAGE



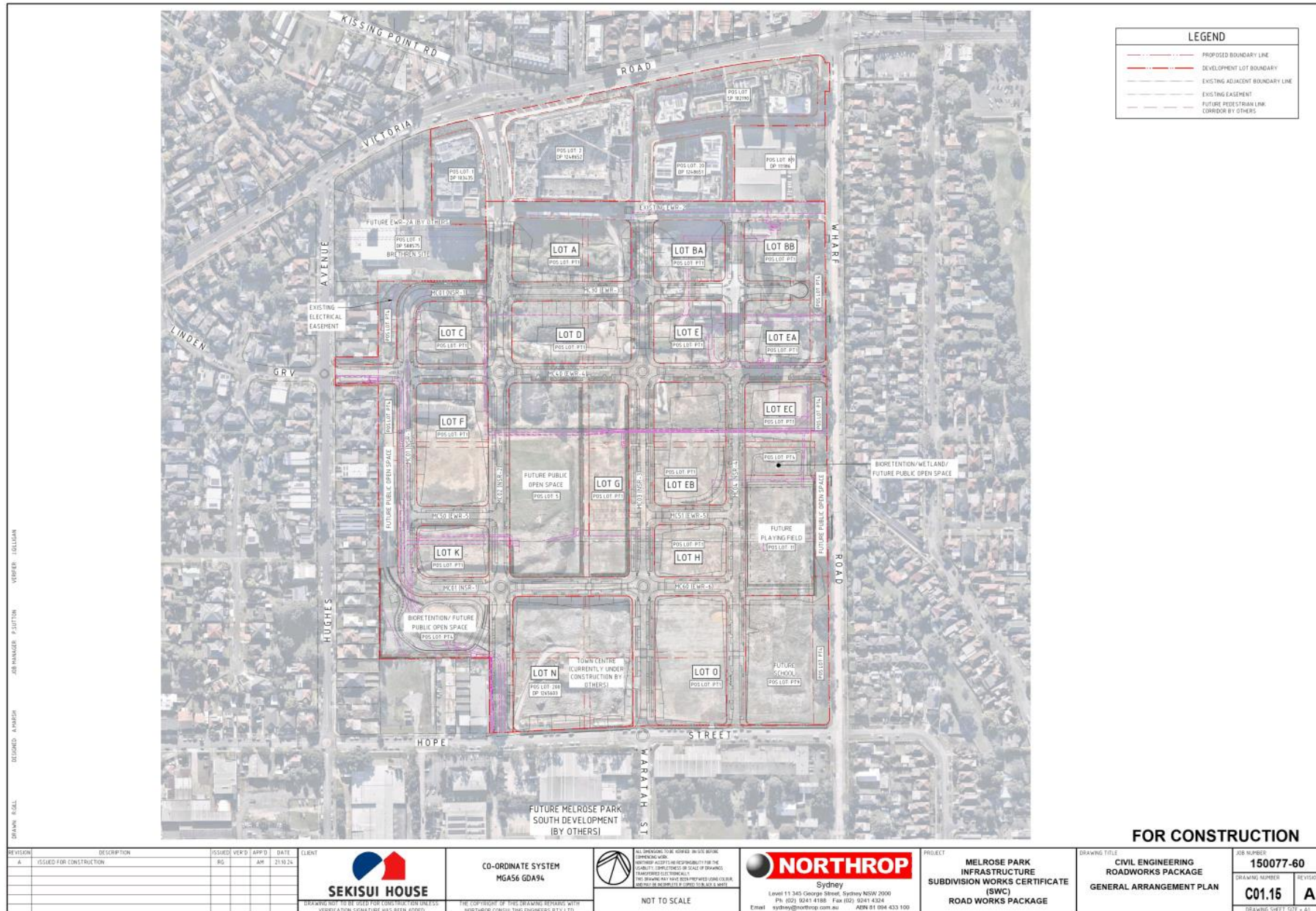
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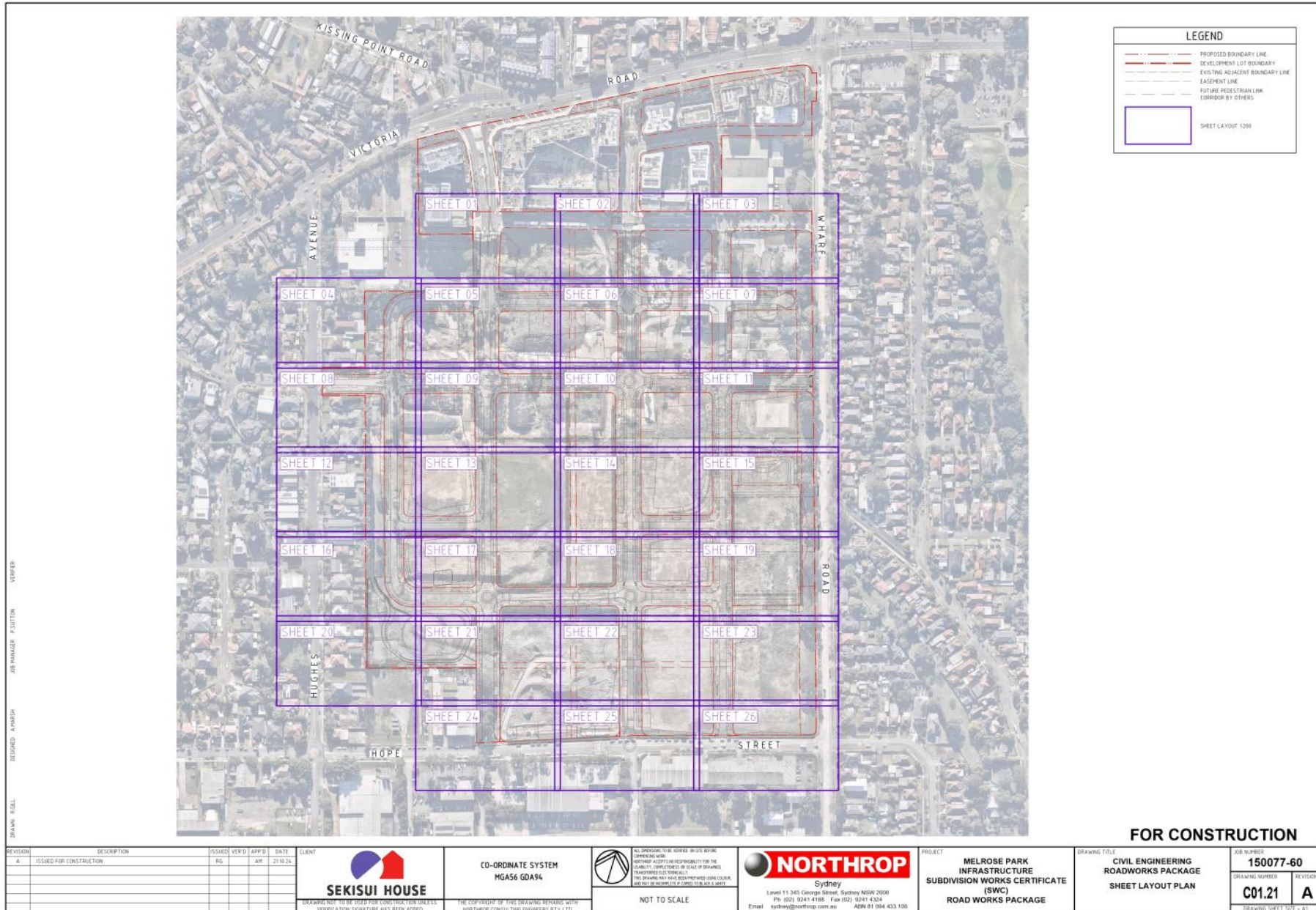


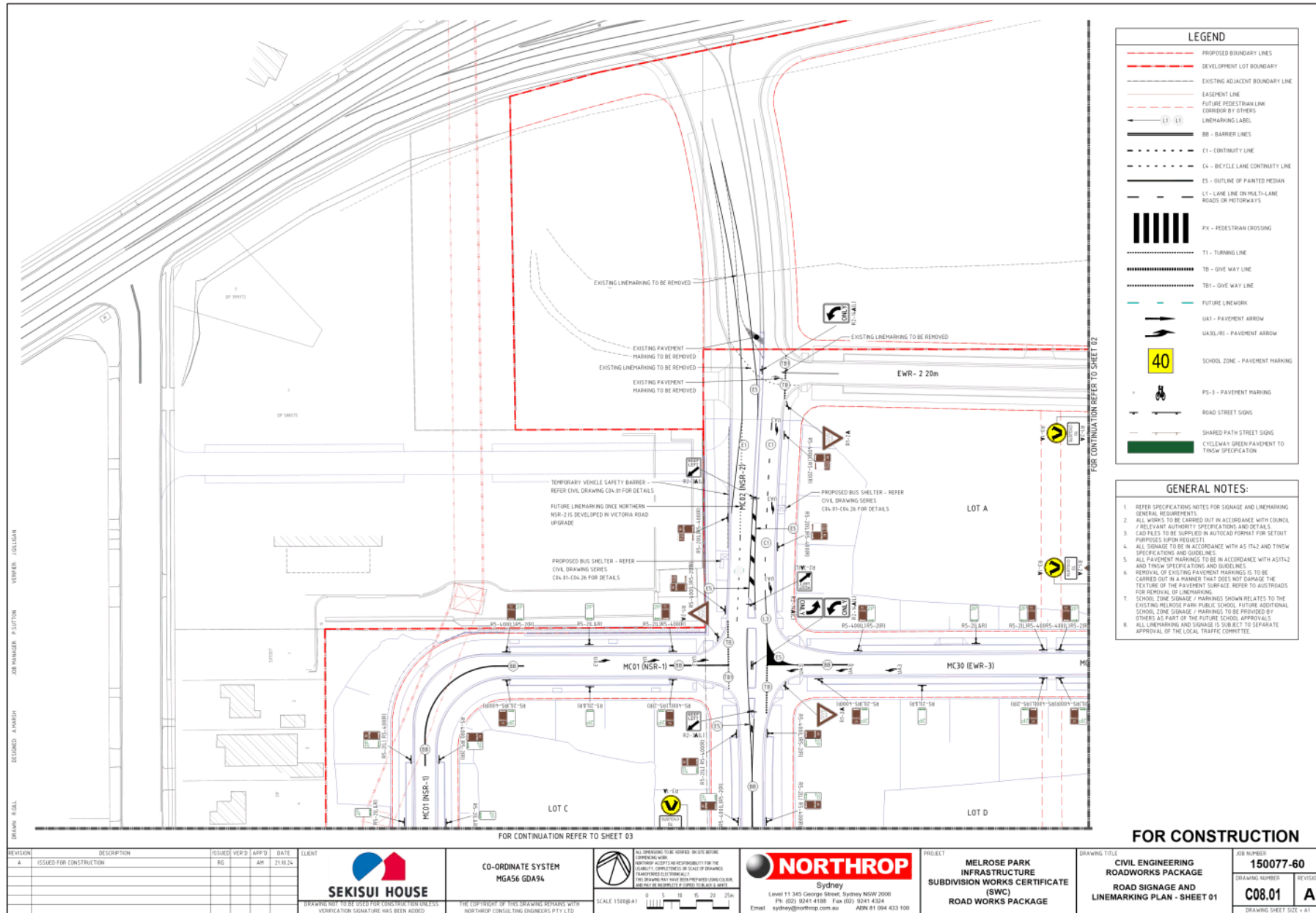
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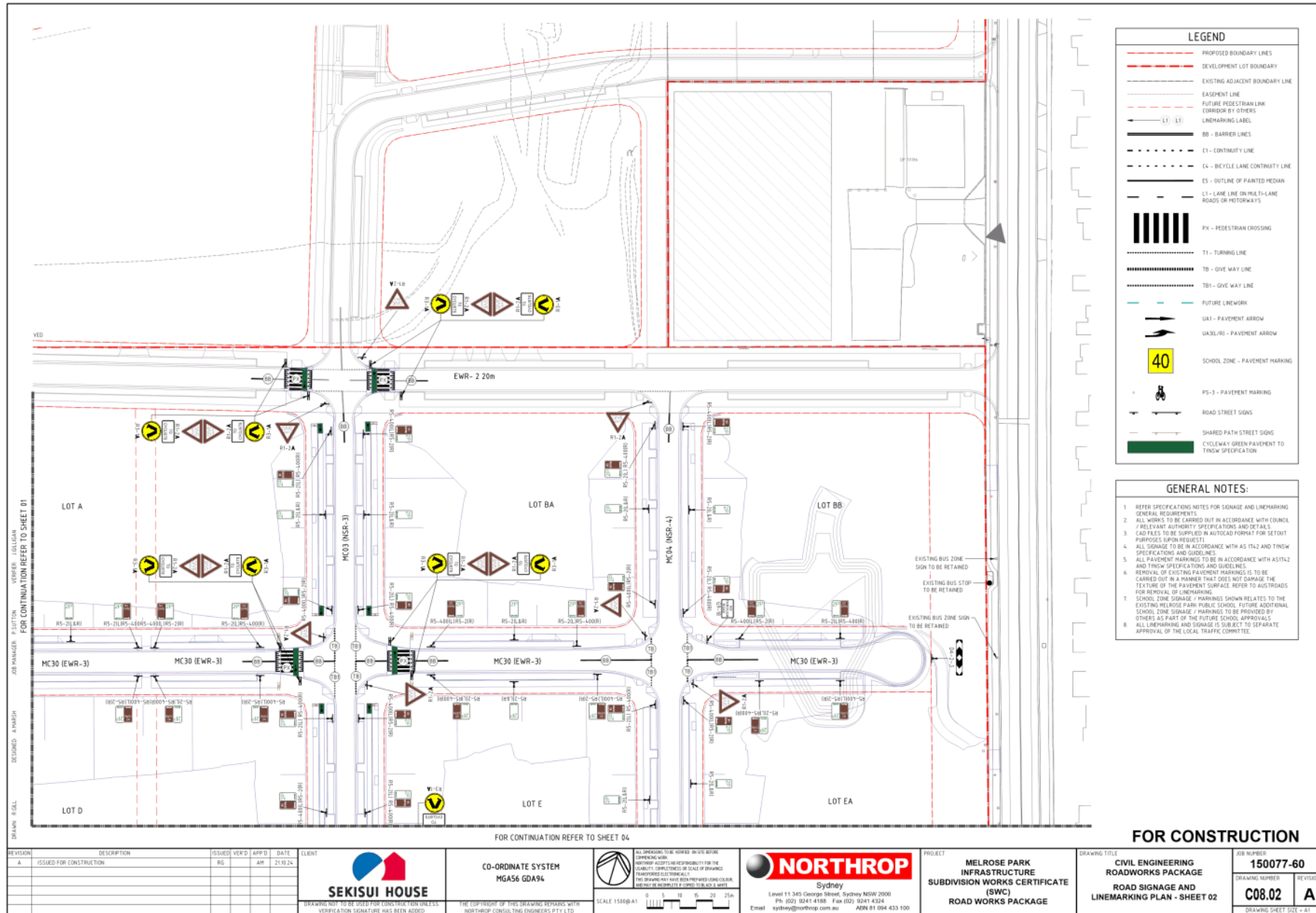
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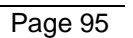
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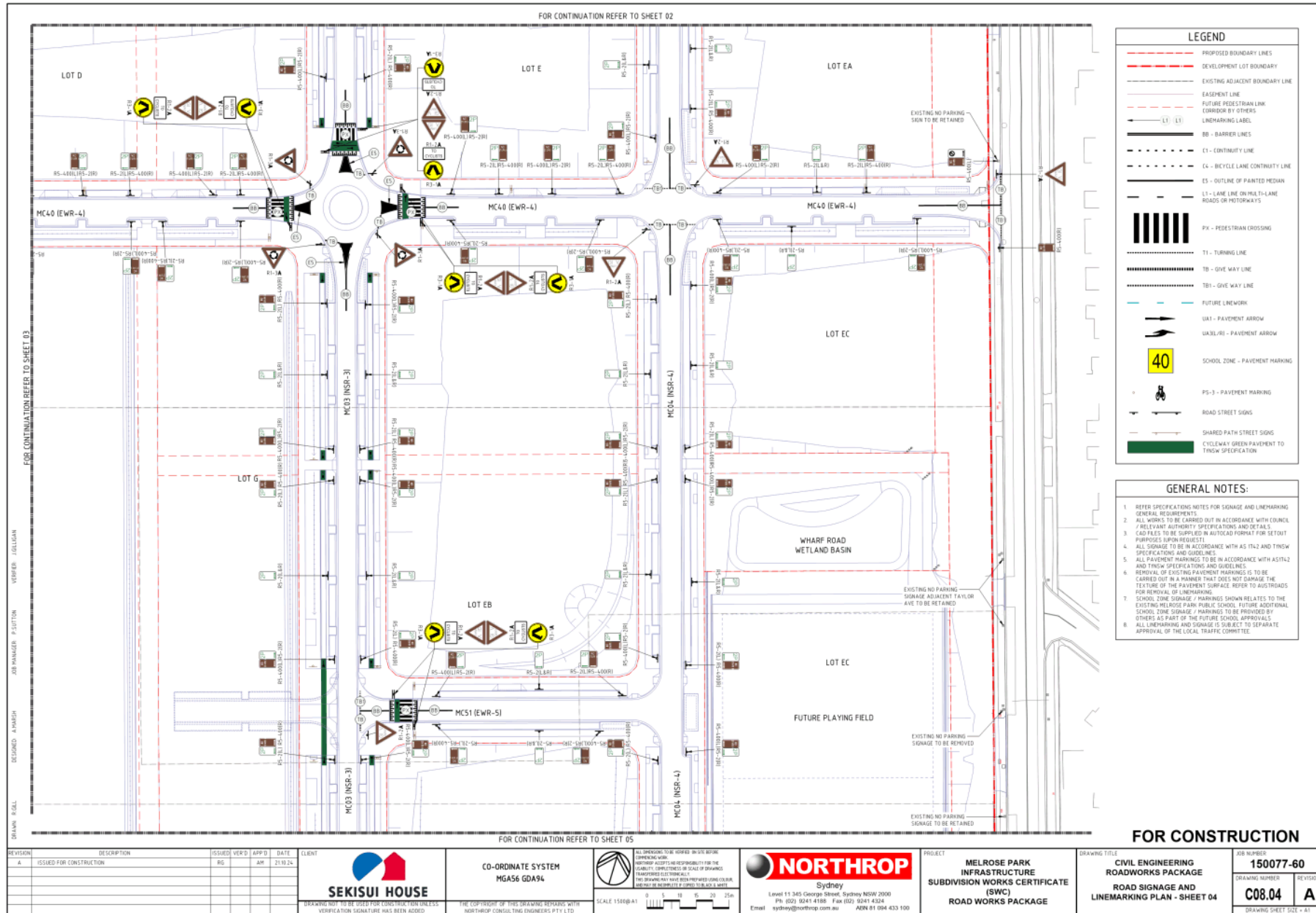


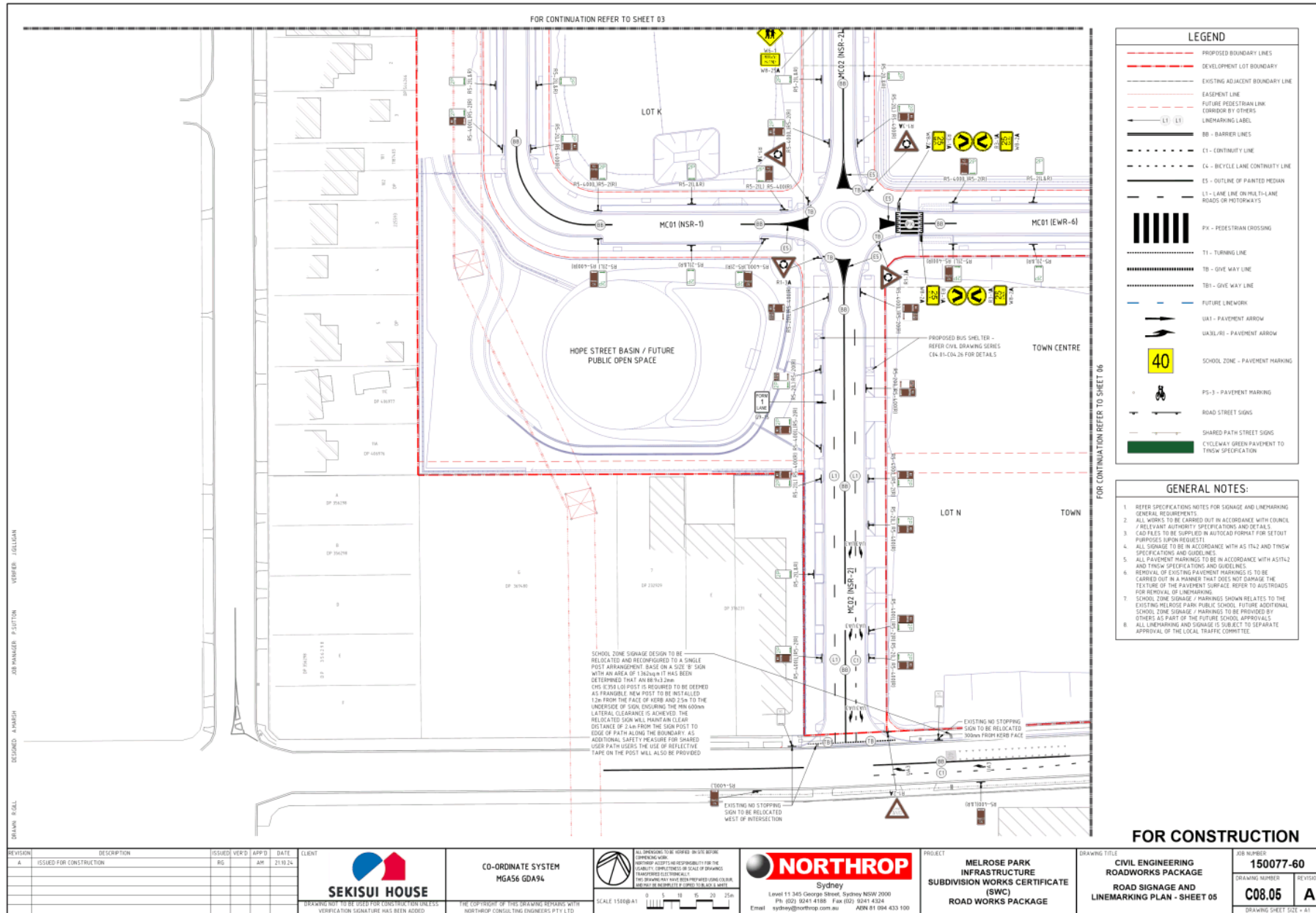


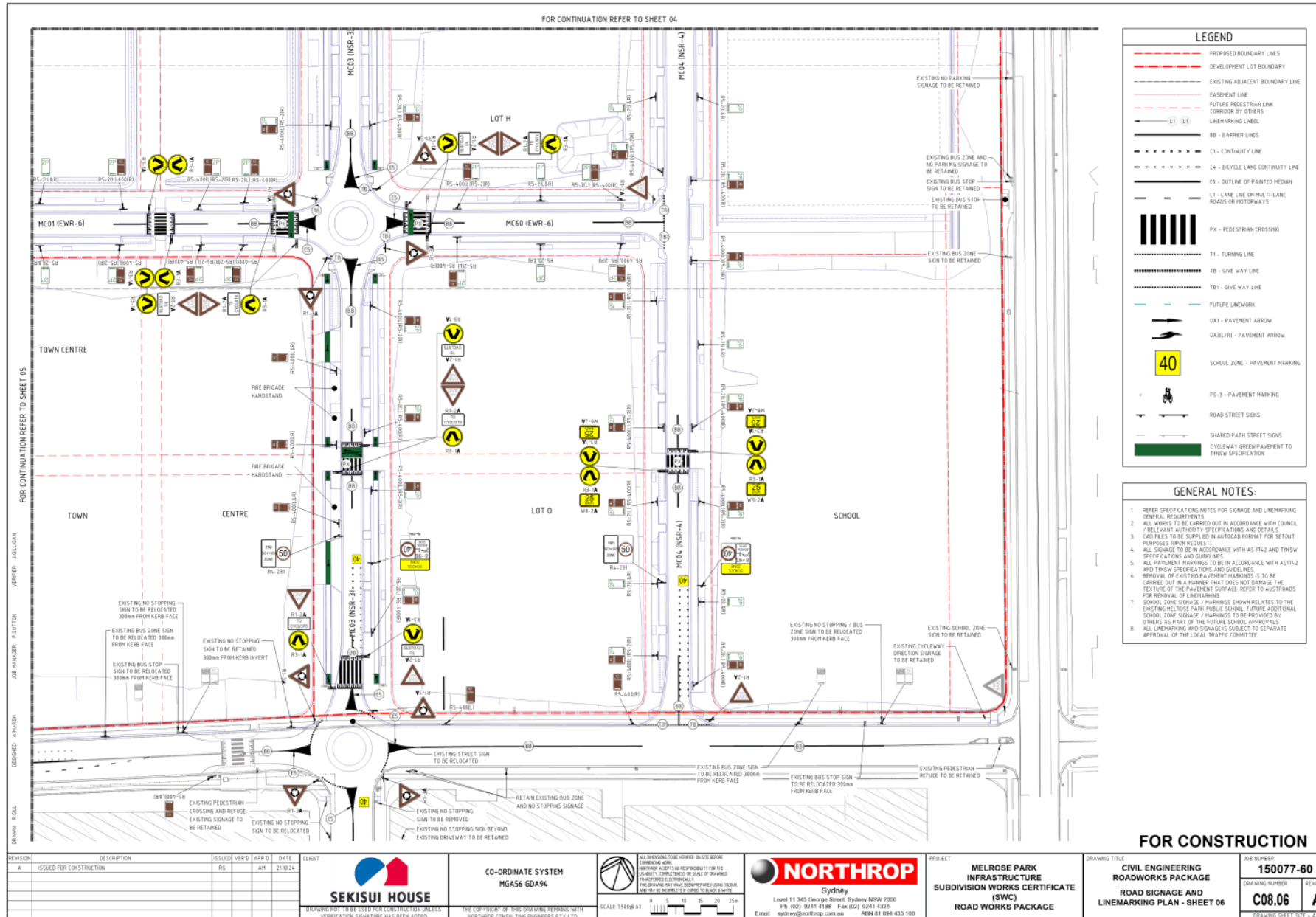


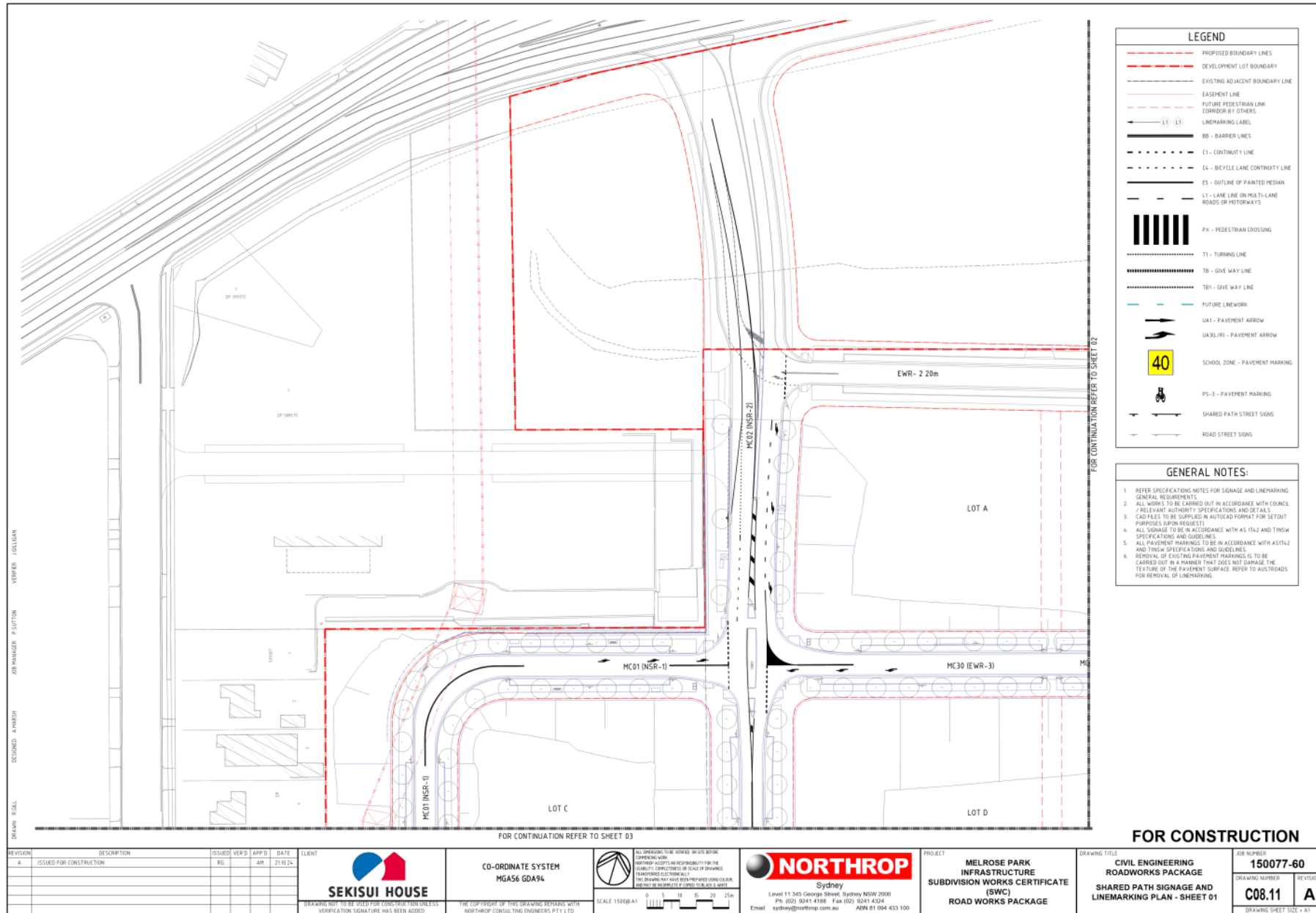


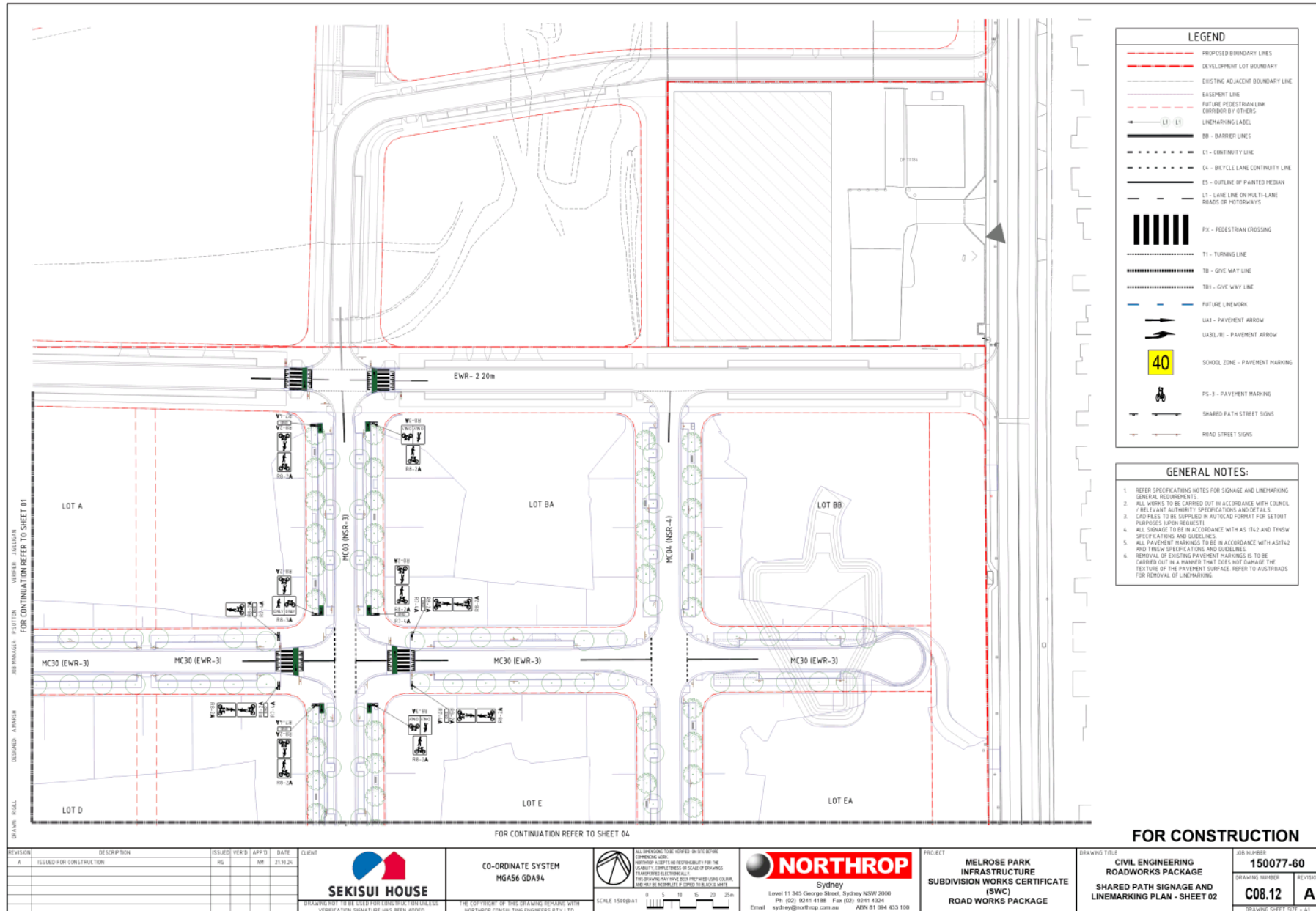


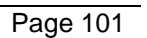


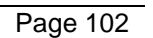


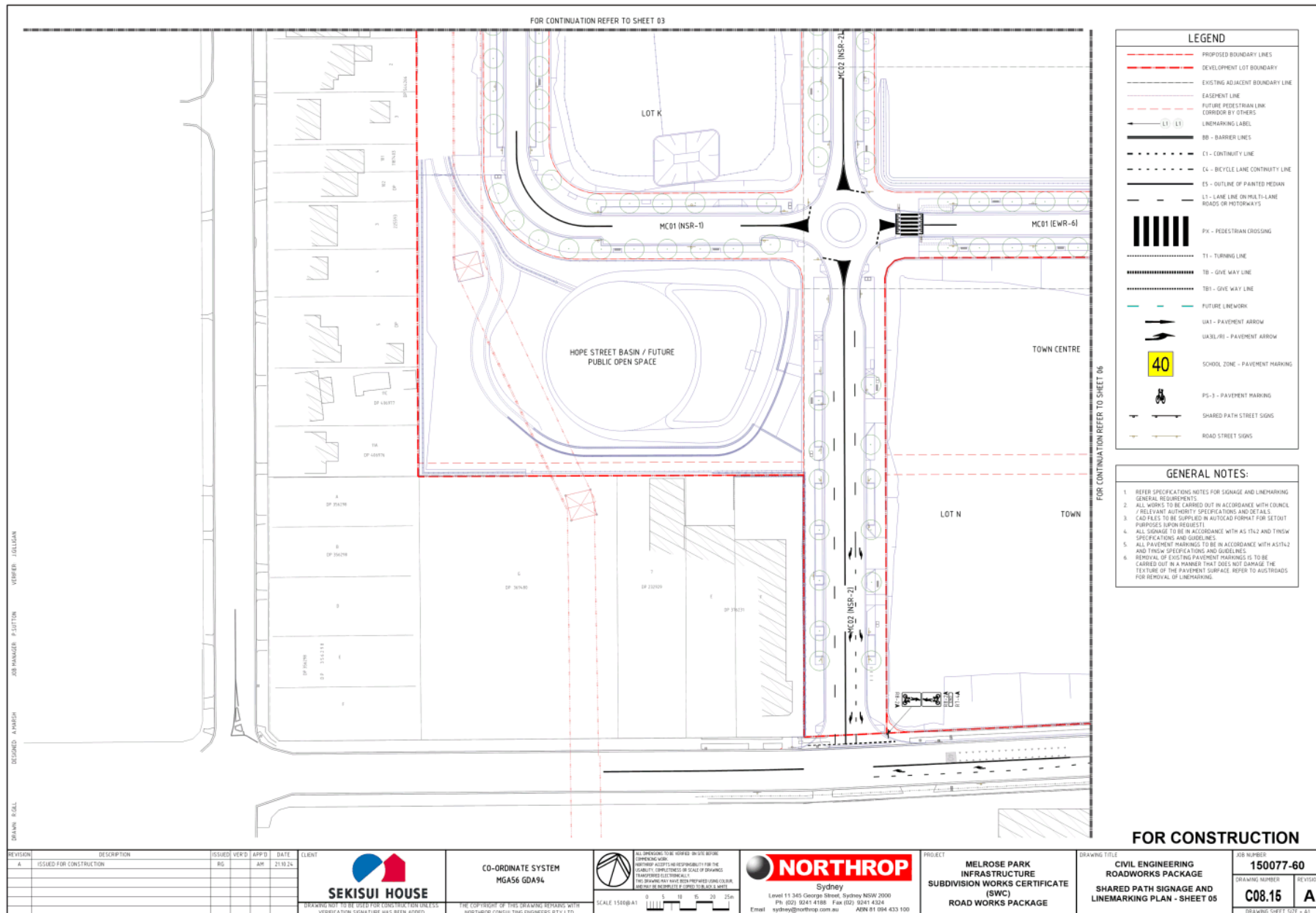


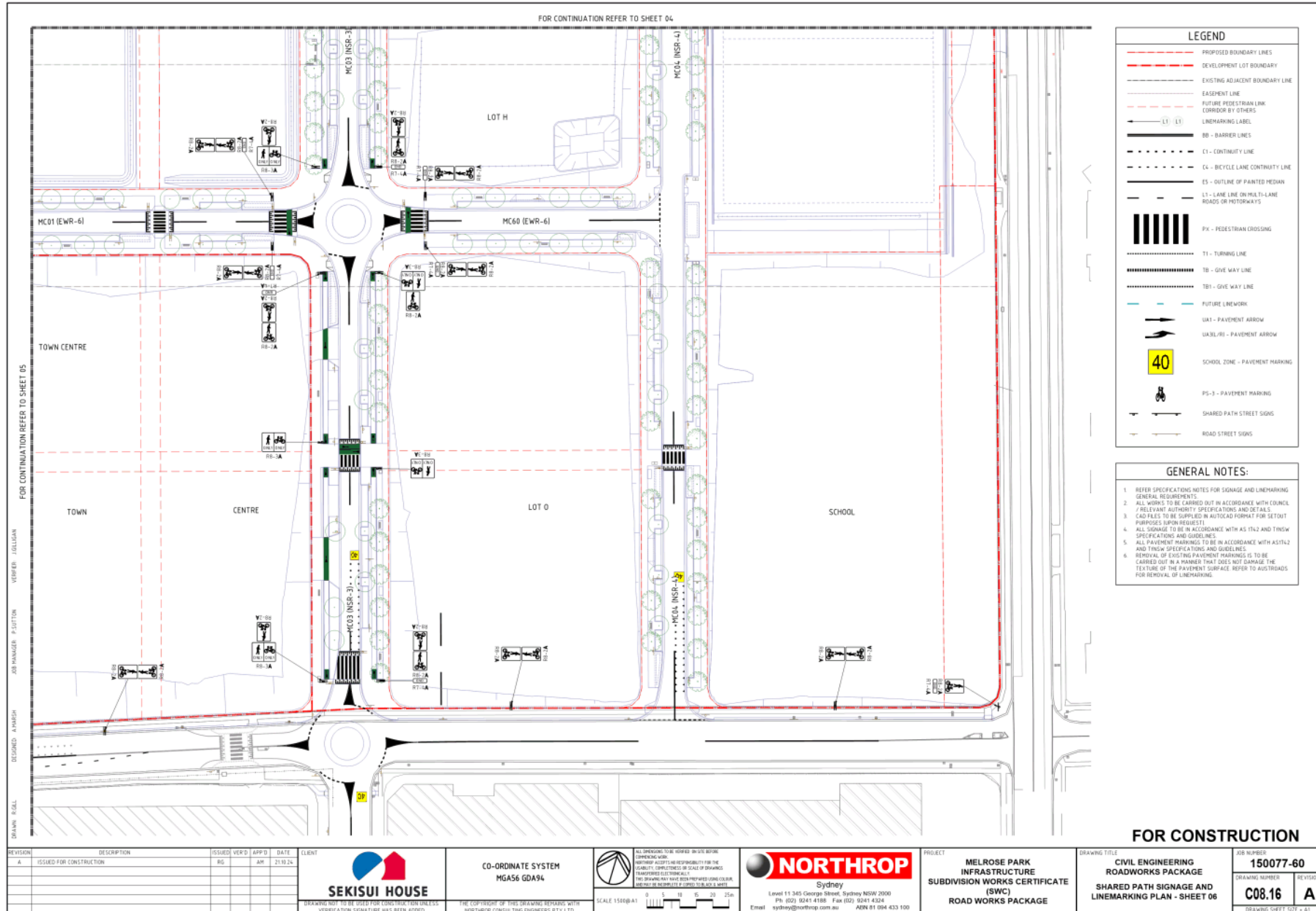


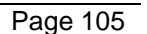


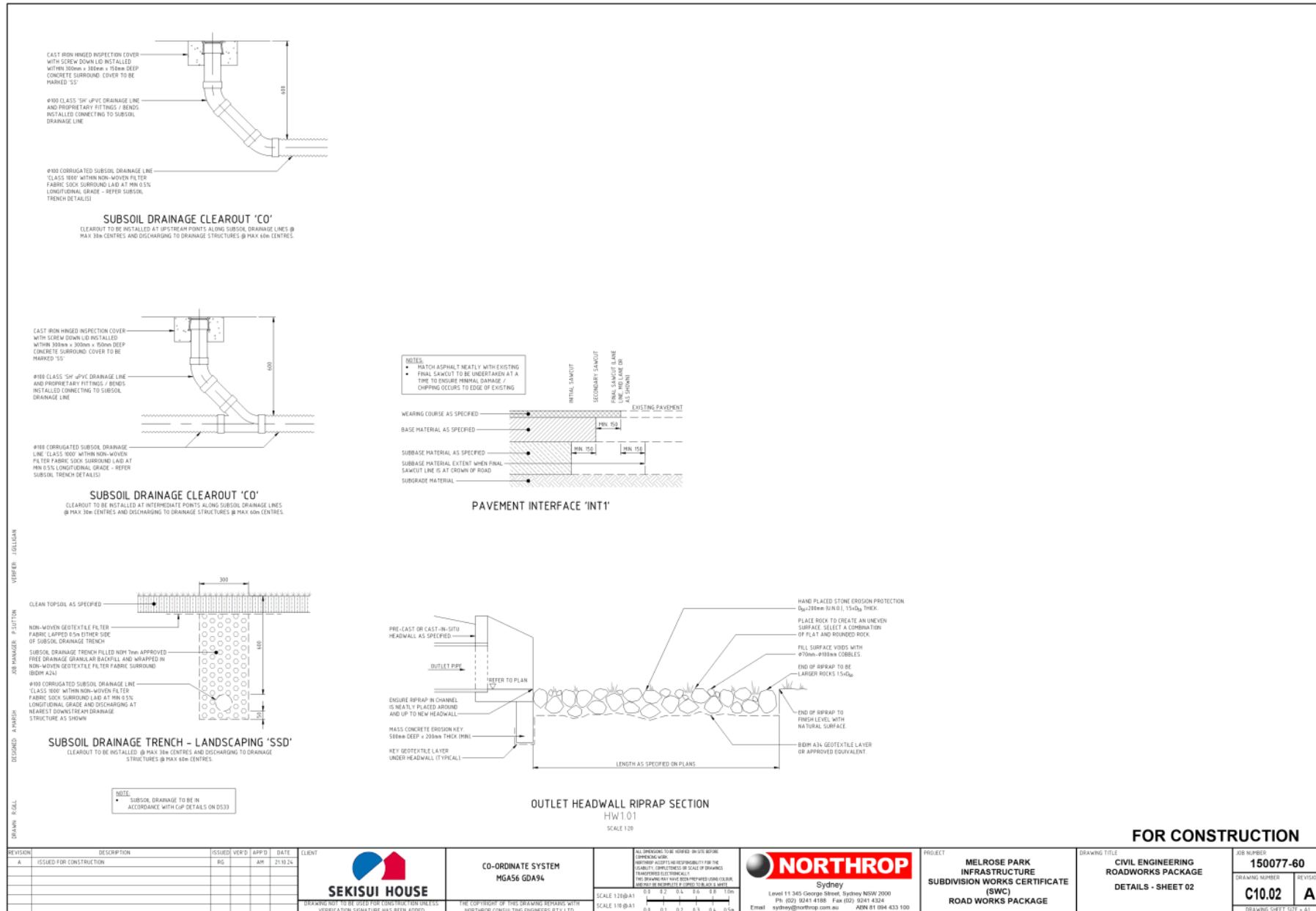






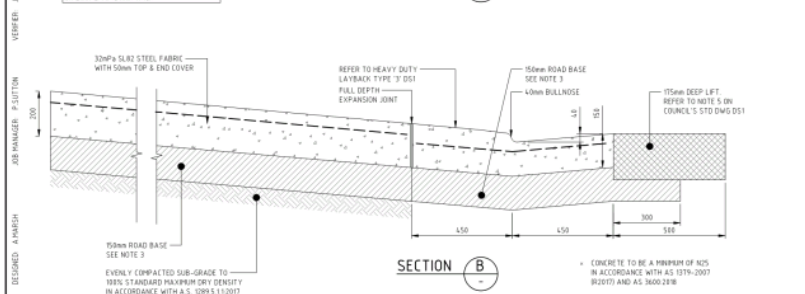
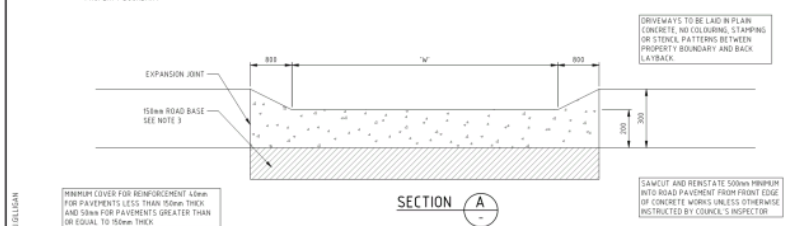
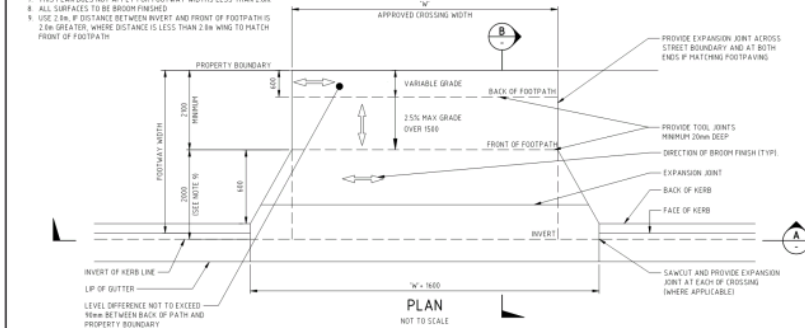






NOTES:

1. ALL EXISTING KERB AND GUTTER SHALL BE REMOVED PRIOR TO ANY NEW LAYBACK WORKS UNLESS OTHERWISE DIRECTED BY COUNCILS INSPECTOR AT THE INSPECTION.
2. VEHICULAR CROSSING LEVELS TO BE IN ACCORDANCE WITH COUNCILS STD DWG DS9 & DS18 AND DETAILED DESIGN.
3. ROAD BASE MATERIAL IS TO BE DGG20 OR SIMILAR AND COMPACTED TO 100% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH A.S. 1039.5.11/2017.
4. ALL DISTURBED AREAS TO BE TOPDRESSED WITH 50mm PRN OF APPROVED TURF UNDERLAY AND TAPPED AS SOON AS PRACTICABLE (PRIOR TO FINAL INSPECTION) TO ENCOURAGE REVEGETATION AND PREVENT SOIL EROSION FROM SITE. REFER TO COUNCILS STD DWG DS14-2.
5. EXISTING CONCRETE FOOTPAVING IS TO BE RECONSTRUCTED AS REQUIRED BY COUNCIL'S INSPECTOR OR PROJECT MANAGER TO MATCH THE CROSSING.
6. THE FOOTWAY IS TO BE SHAPED AS REQUIRED BY COUNCIL'S INSPECTOR OR PROJECT MANAGER TO THE CROSSING EVENLY.
7. THIS PLAN DOES NOT APPLY FOR FOOTWAY WIDTHS LESS THAN 2.8m.
8. ALL SURFACES TO BE BROOM FINISHED.
9. USE 2.5m P DISTANCE BETWEEN INVERT AND FRONT OF FOOTPATH IS 2.0m GREATER, WHERE DISTANCE IS LESS THAN 2.8m WING TO MATCH FRONT OF FOOTPATH.



HEAVY DUTY VEHICULAR CROSSING (DS9)

CDS [Redacted]

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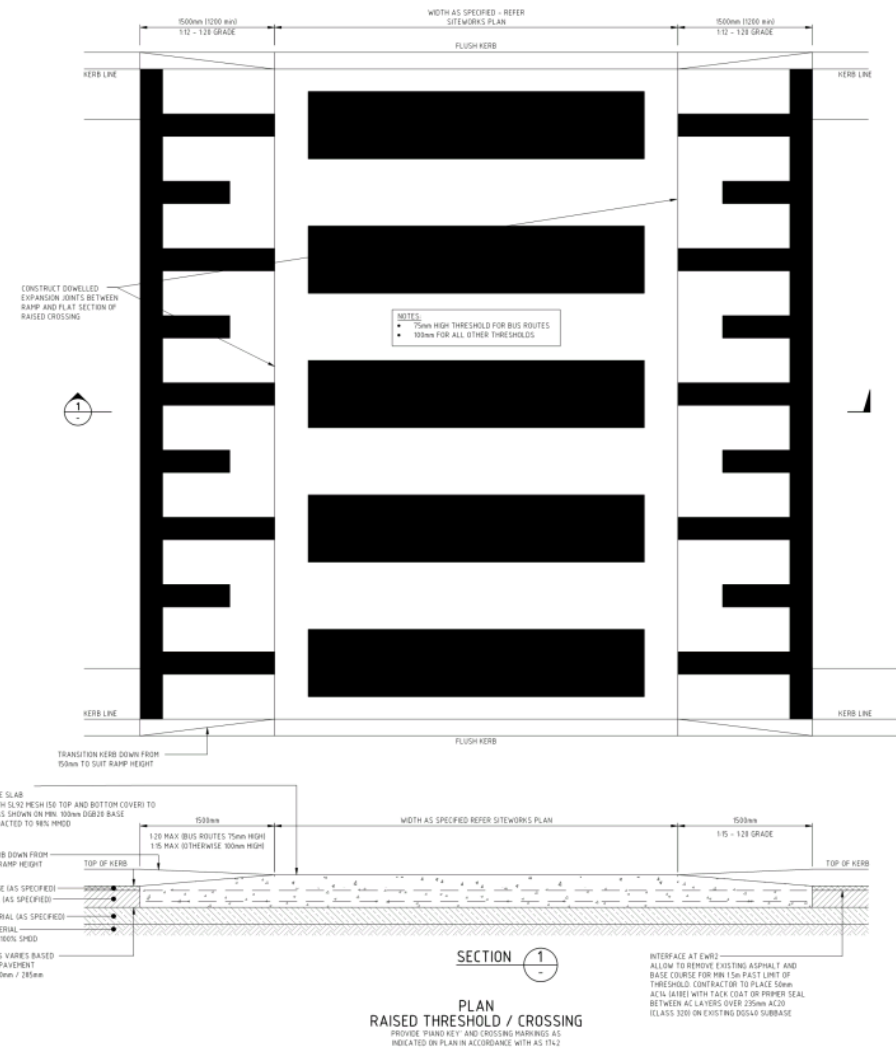
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MELROSE PARK
INFRASTRUCTURE
SUBDIVISION WORKS CERTIFICATE
(SWC)
ROAD WORKS PACKAGE

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CIVIL ENGINEERING
ROADWORKS PACKAGE
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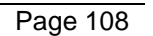
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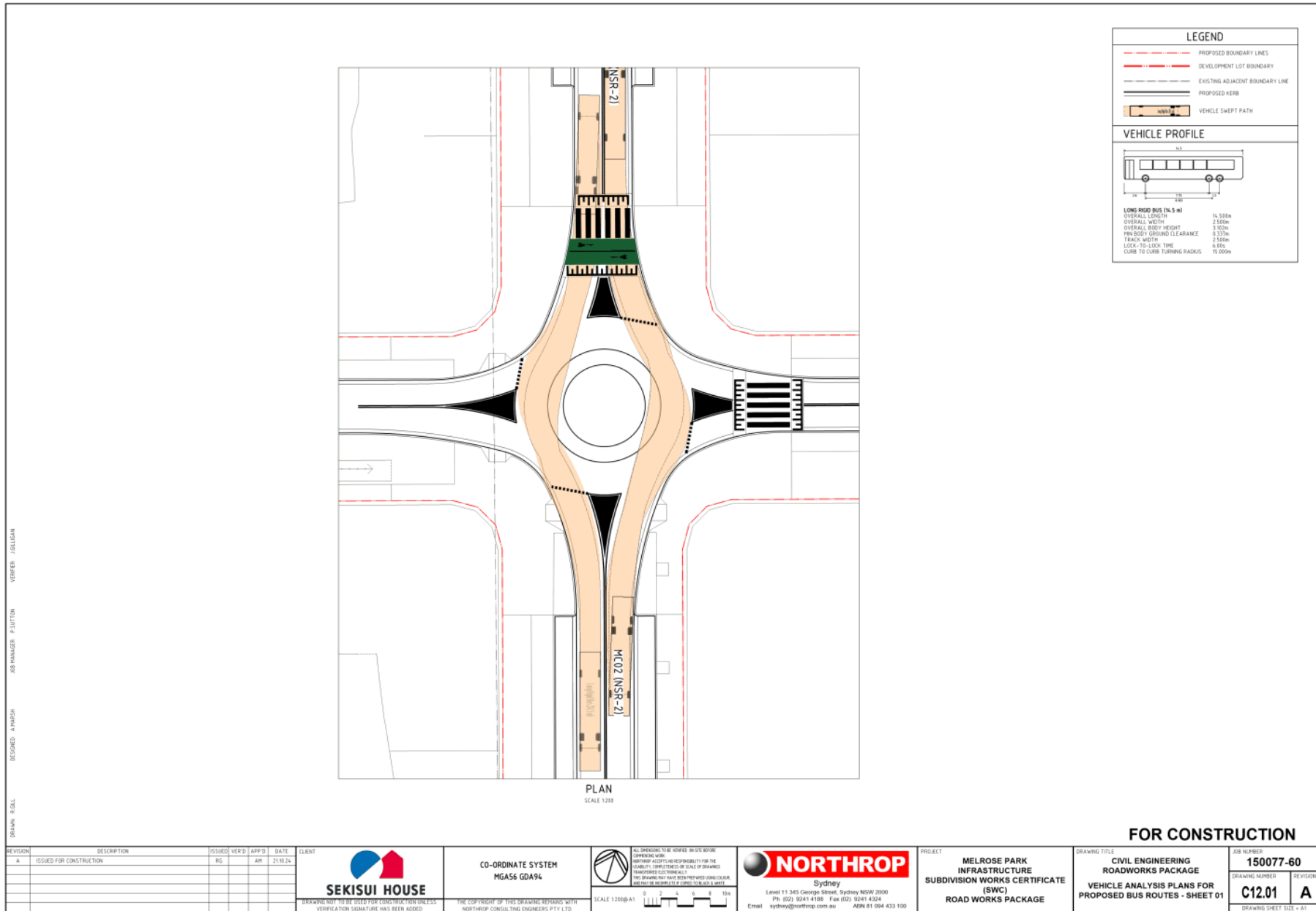
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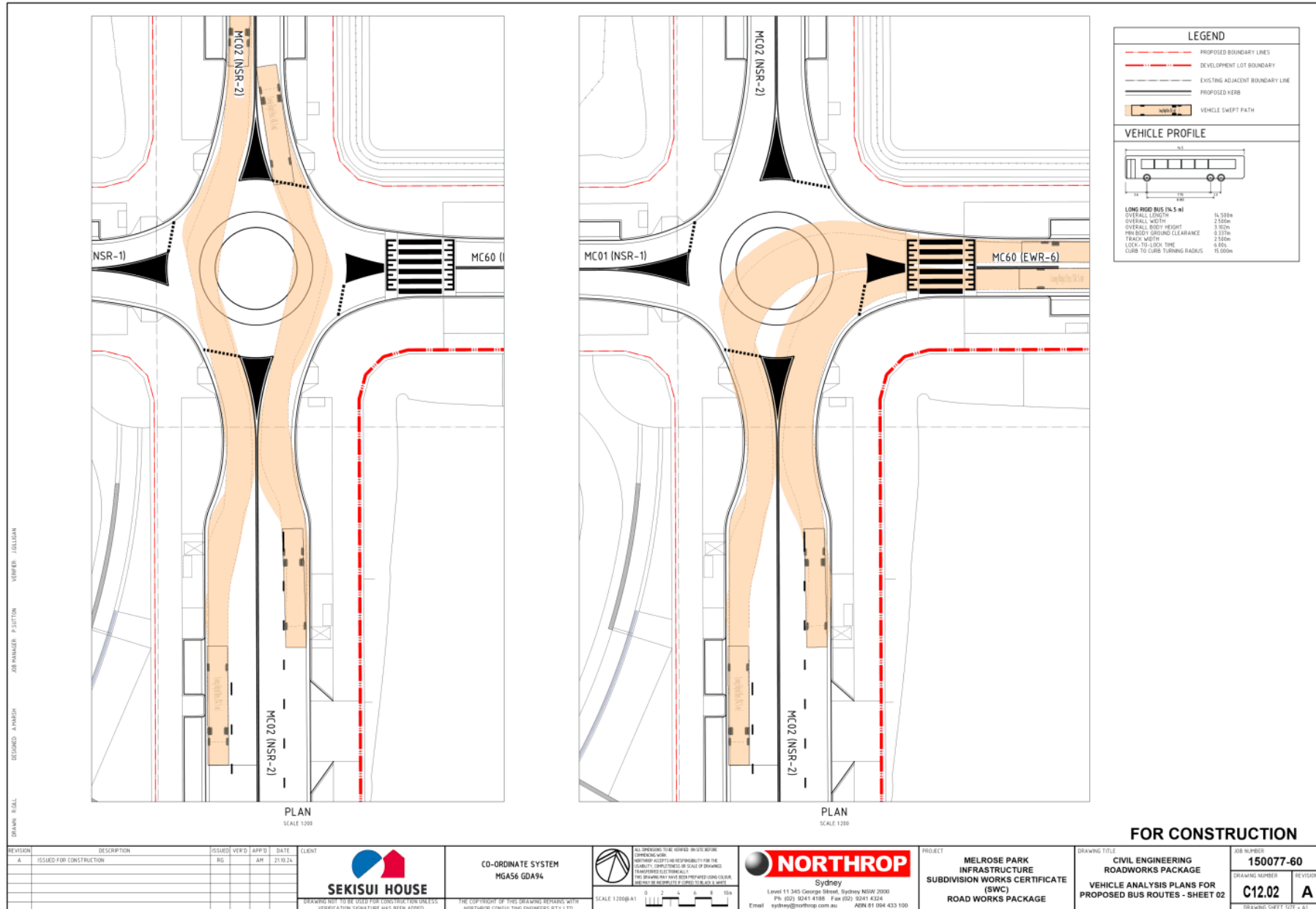
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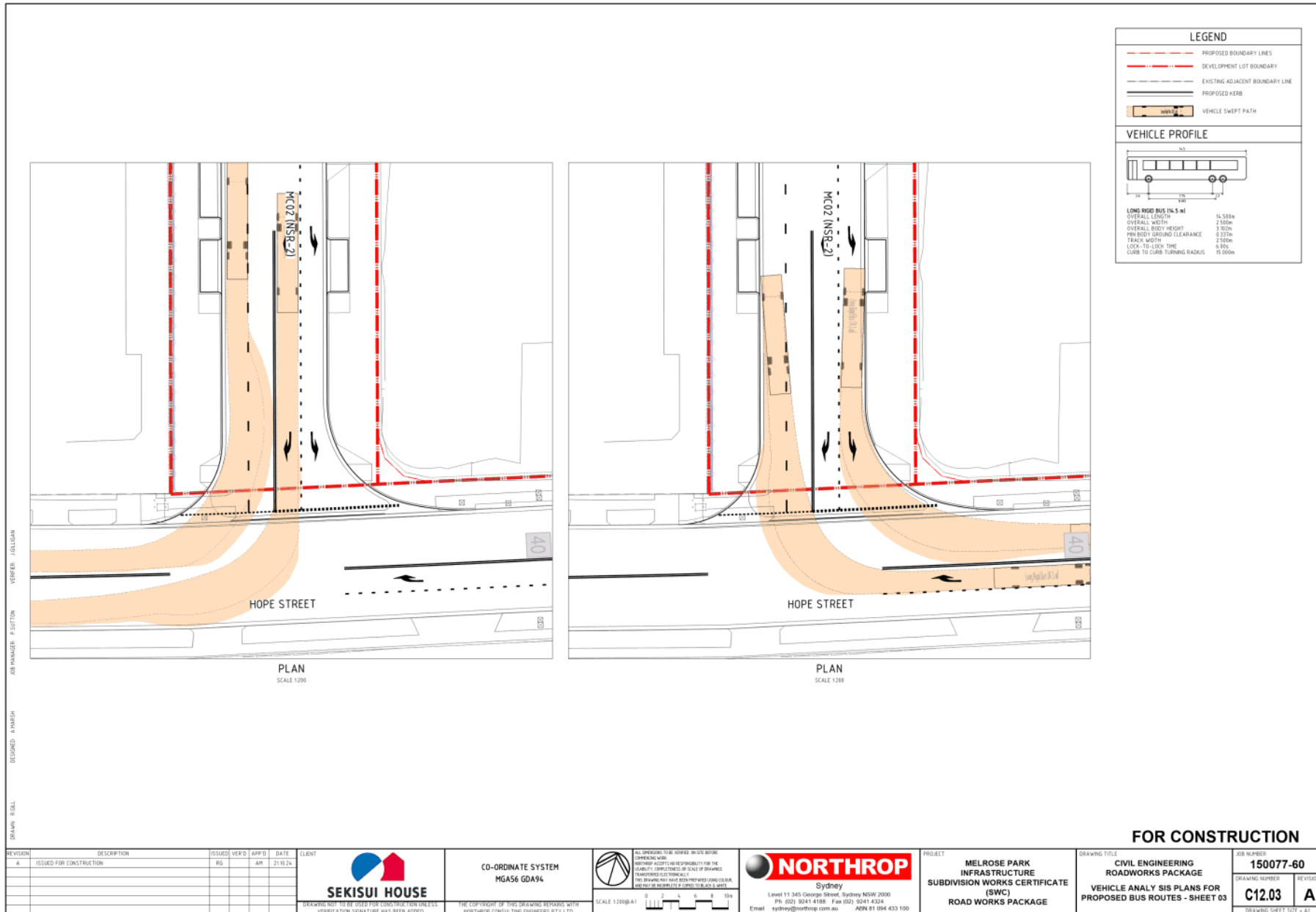
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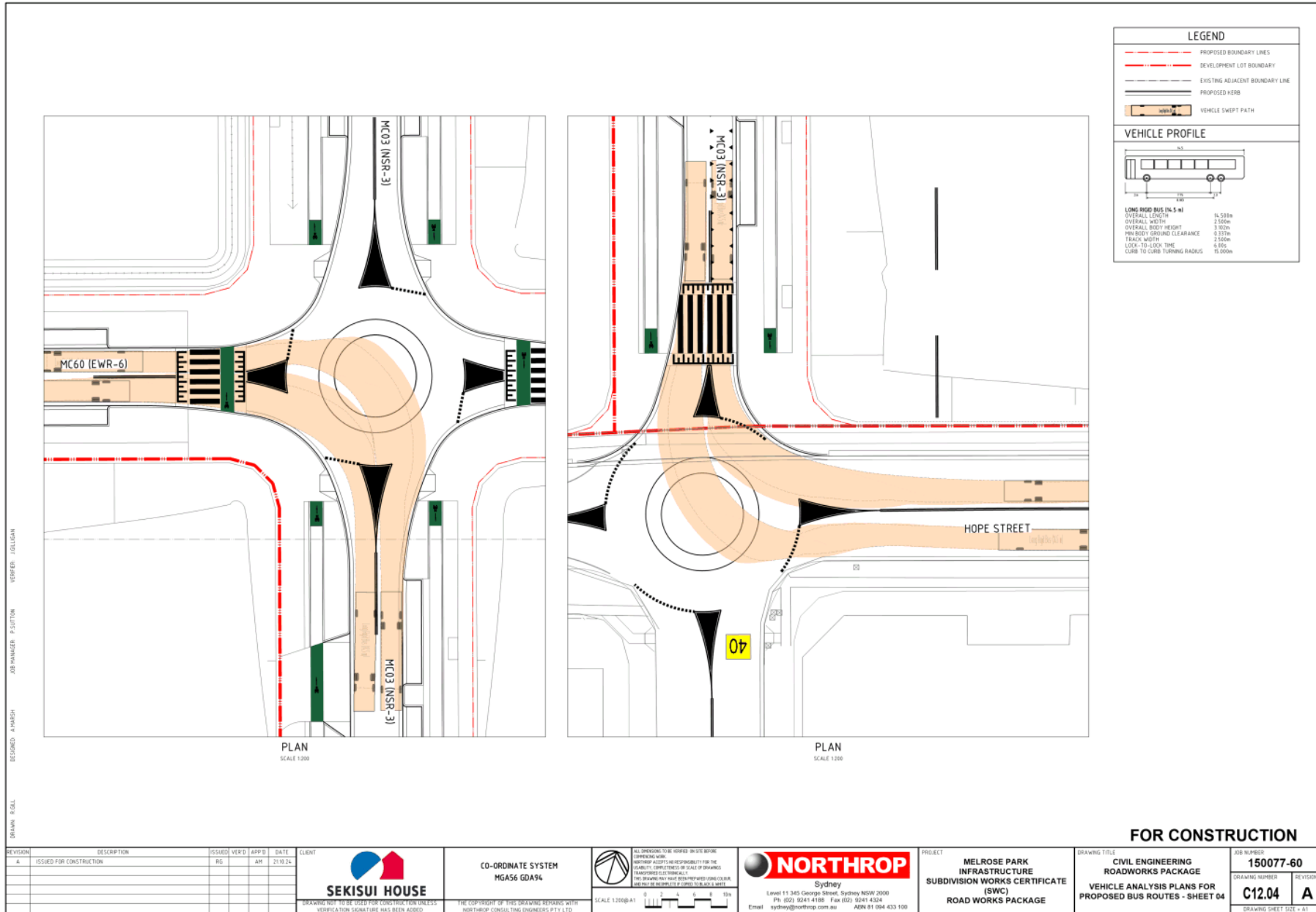
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**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

ITEM NO: 2411 A3

SUBJECT: Darcy Road, Westmead – Westmead Catholic Community Campus Access Road Upgrade

APPLICANT: PTC Consultants

REPORT OF: Traffic and Transport Executive Engineer

WARD: Parramatta

SED: Parramatta

Purpose

This report seeks approval for the upgrade of the existing access road into the Westmead Catholic Community Campus in order to improve traffic flow and pedestrian safety. The works are required in accordance with the development consent for the upgrade of the school, and are to be undertaken at no cost to Council.

OFFICER'S RECOMMENDATIONS:

1. That Council approve the modifications to the existing left-turn slip lane in Darcy Road, Westmead at the western most accessway into the Westmead Catholic Community Campus to install a new splitter island and an at-grade pedestrian crossing as shown in Figure 3 of this report.
2. That Council approve the upgrade of the existing pedestrian refuge island in the western most accessway into the Westmead Catholic Community Campus.
3. That the existing median island in Darcy Road be modified to suit the swept path of a 12.5m bus as shown in Figure 4 of this report.
4. That recommendations 1 to 3 be subject to the applicant submitting detailed civil engineering plans to Council and Transport for NSW (TfNSW) for review and approval prior to the commencement of construction and that all works are to be completed at no cost to Council or TfNSW.

Background

On 14 February 2022, the Department of Planning and Environment approved the State Significant Development Application (ref. SSD-10383) for the redevelopment and upgrades to the Westmead Catholic Community Campus (WCCC) comprising of:

1. Alterations to the Mother Teresa Primary School
2. Construction of new school buildings
3. Staged increase in student numbers by 1,260 for a total primary school population of 1,680 students and 76 staff.
4. Upgrade of the school access from Darcy Road.

In accordance with Condition E2(d) of the development consent, the applicant is required to undertake alterations and upgrades to the Darcy Road and Mother Teresa Driveway intersection located at the northwest corner of the development site subject to obtaining approvals from the relevant Roads Authority.

Location Description

Darcy Road is a regional road between Hawkesbury Road and Hart Drive (road no. 7481). The road has two travel lanes in each direction and is applicable to both a 40km/h School Zone speed limit and a 40km/h High Pedestrian Activity Area speed limit at the frontage of the site.

The western access road into the WCCC is a privately owned road within the school site and provides access to the primary school kiss and ride area as well as access to the school's bus bays.



Figure 1: An aerial view of the area surrounding the site including the location of the accessway to the Westmead Catholic Community Campus.



Figure 2: A StreetView image of the accessway into the Westmead Catholic Community Campus from Darcy Road.

In accordance with the Traffic Impact Assessment undertaken to support the school redevelopment project, it was found that for the existing scenario, the intersection of the site access and Darcy Road would continue to perform at a satisfactory Level of Service (LoS A) through to 2033. However, with the development in place, the LoS for this intersection would become unsatisfactory with significant delays, particularly for right turn movements into the site. Accordingly, a mitigation measure was proposed to provide two southbound lanes within the access road such that the right turns from Darcy Road could be performed separate to the left turns from Darcy Road. For this scenario, the modelling showed that the LoS would be significantly improved with the intersection having some spare capacity.

Traffic counts were conducted at the intersection of Darcy Road and the access road to the WCCC in 2018. This demonstrated that during the morning peak hour, there were 434 vehicles travelling northbound in the access road, and 244 vehicles in the afternoon peak hour. For vehicles turning into the access road, 371 vehicles turned right into the road, and 176 vehicles turned left into the road in the morning peak hour. During the afternoon peak hour, 96 vehicles turned right into the road and 57 turned left into the road.

Pedestrian counts were also conducted in conjunction with the traffic counts which showed that there were 88 pedestrians walking along the southern side of Darcy Road in the morning peak hour and 36 in the afternoon peak hour.

Proposed Design

The proposal is for the widening of the access road to the site to allow for the installation of a left turn splitter island and two southbound lanes. As a result, the existing pedestrian refuge island will need to be relocated, and the existing median island in Darcy Road for the right turn bay would need to be shortened slightly to accommodate the new alignment of the access road. In addition to this, a new at-grade pedestrian crossing is being proposed within the left turn slip lane to ensure safety of pedestrians. A concept design of the proposal is shown in Figure 3 below with swept paths shown in Figure 4.

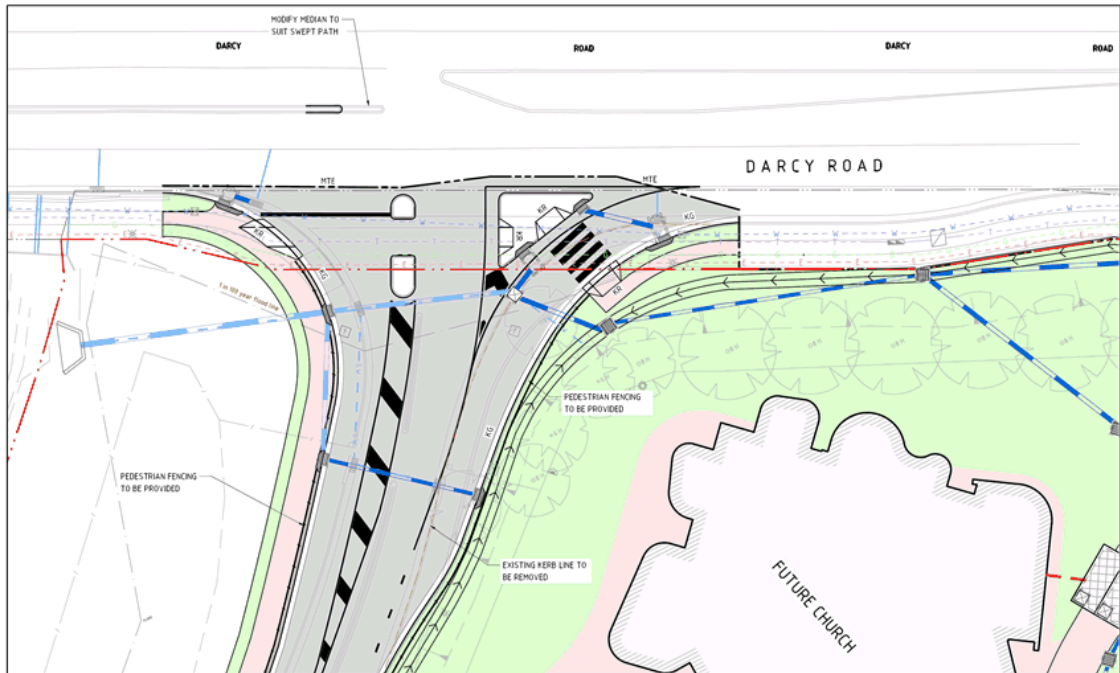


Figure 3: A concept design of the proposed intersection works at the access road and Darcy Road intersection.

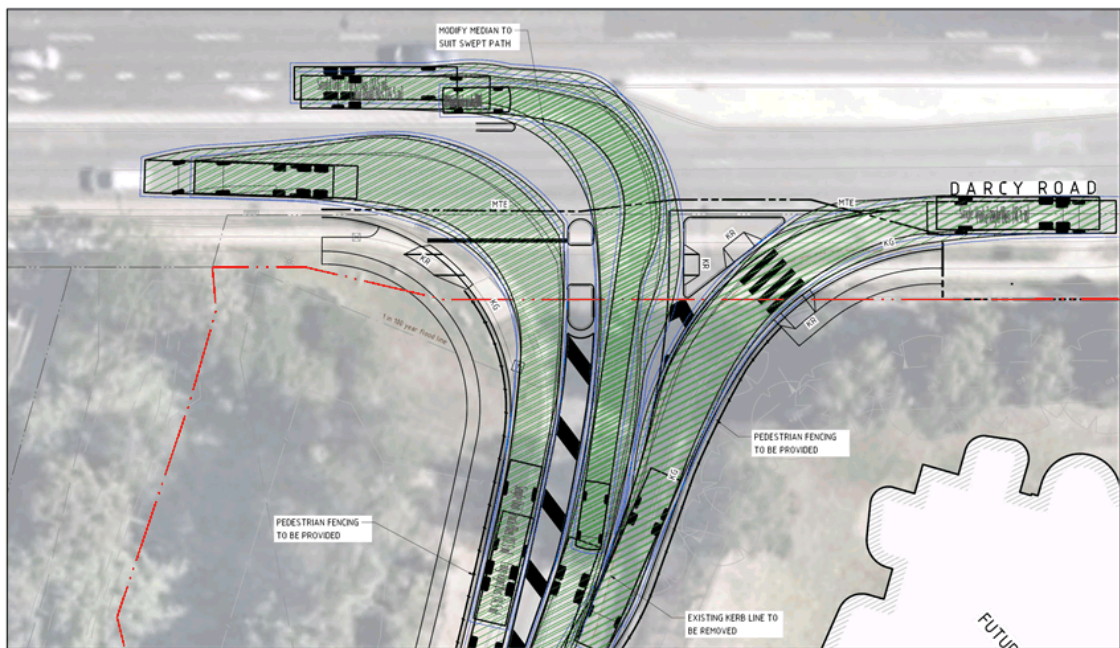


Figure 4: A swept path assessment of the proposed intersection works at the access road and Darcy Road intersection.

Community Consultation

Community consultation for the proposed works are not considered necessary as the proposed intersection upgrade will not result in significant impact to the surrounding community.

FINANCIAL IMPLICATIONS

The proposed works will be undertaken by the developer at no cost to Council. Accordingly, there is no direct impact to Council's budget as a result of this proposal.



Behzad Saleh
Traffic and Transport Investigations Engineer
6/11/2024
Attachments – Nil

**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

ITEM NO: 2411 A4

SUBJECT: Eleanor Street and Alfred Street, Rosehill – Proposed Pedestrian and Cyclist marked crossing with associated speed cushions.

APPLICANT: City of Parramatta

REPORT OF: Senior Transport Planner

WARD: Parramatta

SED: Parramatta

Purpose

This report seeks to modify the existing approval for a raised priority pedestrian and cyclist crossing in Eleanor Street at Alfred Street Rosehill, to the installation of an at-grade marked pedestrian and cyclist, along with speed cushions on approach in both Alfred Street and Eleanor Street, and a concrete median in Eleanor Street.

OFFICER'S RECOMMENDATION:

1. That Council approve the construction of an at-grade pedestrian and cyclist crossing over Eleanor Street at Alfred Street Rosehill, along with speed cushions on approach in both Alfred Street and Eleanor Street, and a concrete median in Eleanor Street as shown on the plan attached to the report.

Background

In September 2021 and November 2022, Parramatta Traffic Committee considered reports relating to Stage 2 of the Alfred Street Pedestrian and Cyclist Upgrade between Eleanor Street and George Street Rosehill, see Figure 1 below. Part of these facilities included raised priority crossings of Alfred Street and adjacent side streets where warranted (and subsequently approved by Council through the minutes of PTC). Following a contractor being appointed for construction, it was discovered that the designers had misidentified a HV 132kV pit as a stormwater pit within Eleanor Street east of Alfred Street. Unlike raising a stormwater pit to the level of a raised crossing, to incorporate the pit into a raised crossing would be prohibitive both financially and in time with lengthy approvals required from Endeavour Energy.

Therefore, it was proposed to install the crossing at grade with speed cushions on approach to the to manage speeds (see Figure 2 below). The cushion in Eleanor Street also included a raised median to ensure westbound motorists would not divert around the cushion. The width of Alfred Street precluded a raised median, and therefore relies on the centreline to deter weaving out of the lane.

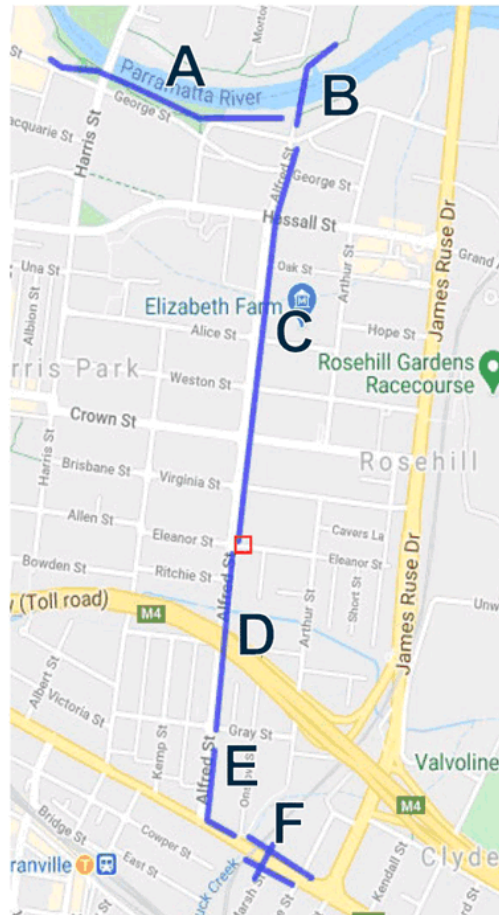


Figure 1: Stages of pedestrian and cyclist works in Alfred Street from Granville to Parramatta River. Stage 2 is identified as C, location of crossing in this report highlighted in red.

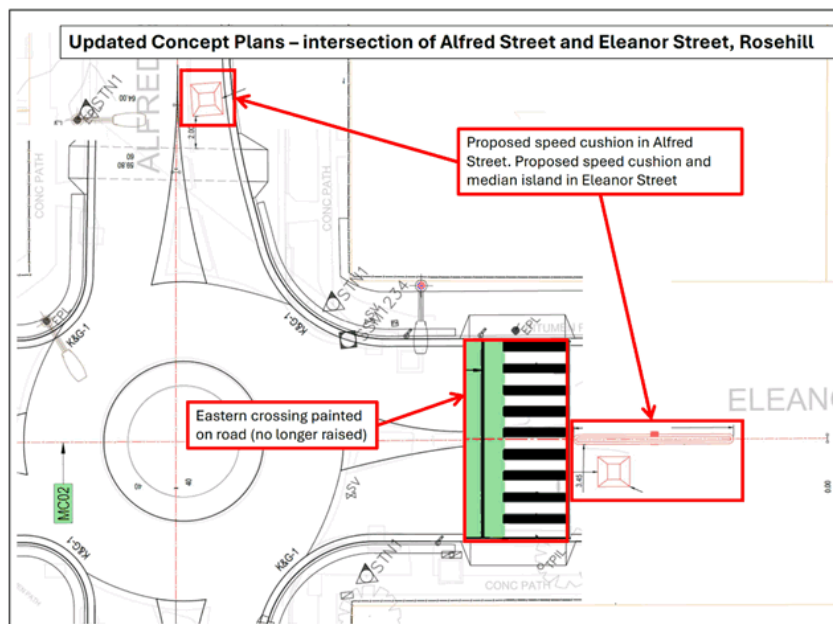


Figure 2: Concept plan provided to residents and businesses

Consultation on Crossing changes and speed cushions

43 letters were hand delivered to residents and businesses on 18 September 2024 notifying occupants of the exhibition until 5pm 16 October 2024.

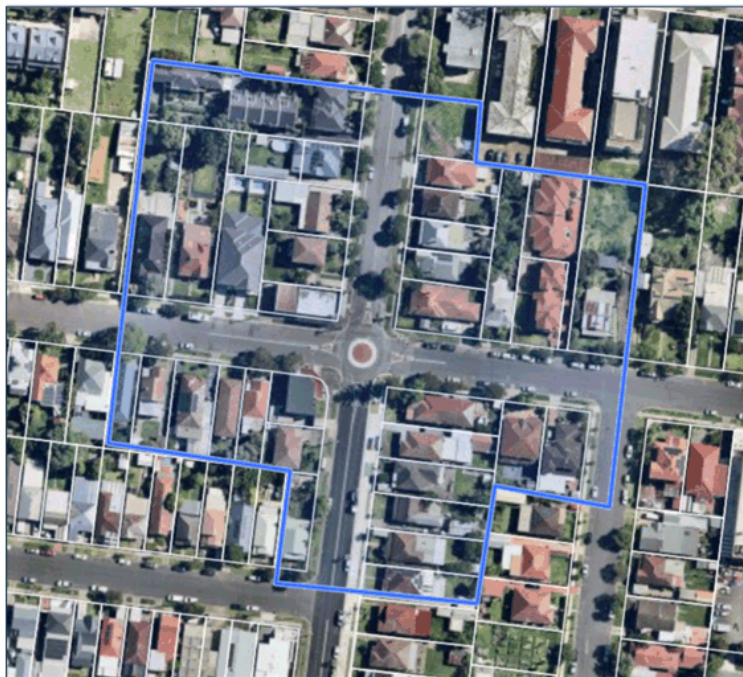


Figure 2: Kleins Road Corridor Study notification area

No submissions were received from the consultation.

Therefore, it is proposed that the at grade crossing, speed cushions and median be approved for construction.

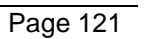
FINANCIAL IMPLICATIONS

The total estimated cost of construction of this project is \$60,000 which will be covered by the existing budget of the Alfred Street Stage 2a. It is intended to commence construction as soon as it is approved by Council.

Mark Crispin

Mark Crispin
Senior Transport Planner
22/10/2024

Attachment 1. Design Plans



**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

ITEM NO: 2411 A5
SUBJECT: Station Road at McCoy Street, Toongabbie – Installation of a blister island
APPLICANT: City of Parramatta Council
REPORT OF: Traffic and Transport Engineer
WARD: Parramatta
SED: Winston Hills

Purpose

This report seeks approval for the installation of a rubber blister island with a 'Chevron Alignment Marker' sign on the west side of Station Road south of McCoy Street, Toongabbie.

OFFICER'S RECOMMENDATIONS:

That a rubber blister island and a 'Chevron Alignment Marker' sign be installed on the west side of Station Road south of McCoy Street, Toongabbie as shown on the plan attached to the report.

Background

City of Parramatta Council is proposing to install a rubber blister island and associated signs on the west side of Station Road south of McCoy Street, Toongabbie to ensure there is only one travel lane at the crossing.

Station Road is a regional road with a speed limit of 60km/h and provides a single travel lane in each direction. This road connects between Prospect Highway and Old Windsor Road and carries approximately 19,770 vehicles a day. McCoy Street is a local no through road and is the boundary between Parramatta and Blacktown Local Government area.

A marked pedestrian crossing is in place in Station Road near the pedestrian railway overpass and local shops at McCoy Street. An industrial development is being constructed at the northeast corner of the intersection. At this location, Station Road provides parallel parking on the west side and angle parking on the east side outside the shops. Figure 1 shows the aerial view of the area near the marked pedestrian crossing in Station Road at McCoy Street. Figure 2 shows the street view of the crossing.



Figure 1: Aerial view of the area near the at-grade pedestrian crossing in Station Road south of McCoy Street, Toongabbie



Figure 2: Street view of the at-grade crossing in Station Road south of McCoy Street, Toongabbie

At the pedestrian crossing, Station Road is approximately 11 meters wide from kerb to kerb. Currently, the northbound lane is wide enough to accommodate two vehicles traveling in the same direction. As a result, when a northbound vehicle is stopped at the crossing, another vehicle can overtake it in the kerbside lane. This can feasibly occur when a vehicle is waiting to turn right into McCoy Street. This creates a situation where the waiting vehicle may

obstruct sight lines between pedestrians and the vehicle in the kerbside lane. To address this issue, it is proposed to narrow the northbound travel lane width to 3.5m by installing a 1.2m wide x 7m long rubber blister island on Station Road as shown in Figure 3. To improve delineation, a Chevron Alignment Marker is also proposed at the island. A copy of the plan is also attached to the report.

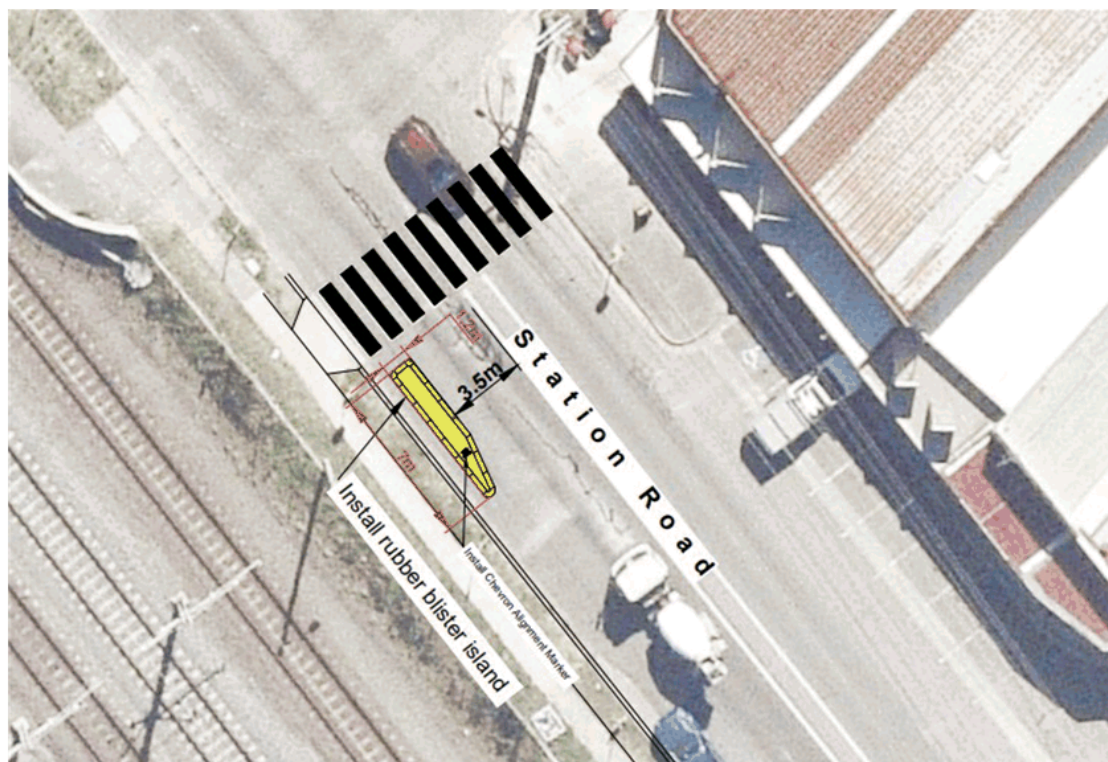


Figure 3: Current concept plan of the proposed traffic facilities on the northbound to the at-grade pedestrian crossing in Station Road south of McCoy Street, Toongabbie

Community Consultation

Community consultation was undertaken between 3 September and 8 October 2024 for the installation of a rubber kerb blister island as in shown in Figure 3.

The consultation involved the engagement channels listed below:

- Mailout to owners & occupiers
- Placement of two corflute signs in Station Road
- City of Parramatta On Exhibition webpage
- Local Parramatta newspaper
 - Parramatta News (published 10 September)

Council received a response from a local resident who objected to the proposal, suggesting the installation of a dedicated right-turn lane on Station Road (northbound) for motorists turning onto McCoy Street. However, the pedestrian crossing is located just south of McCoy Street. To accommodate a right-turn bay for northbound traffic, the pedestrian crossing

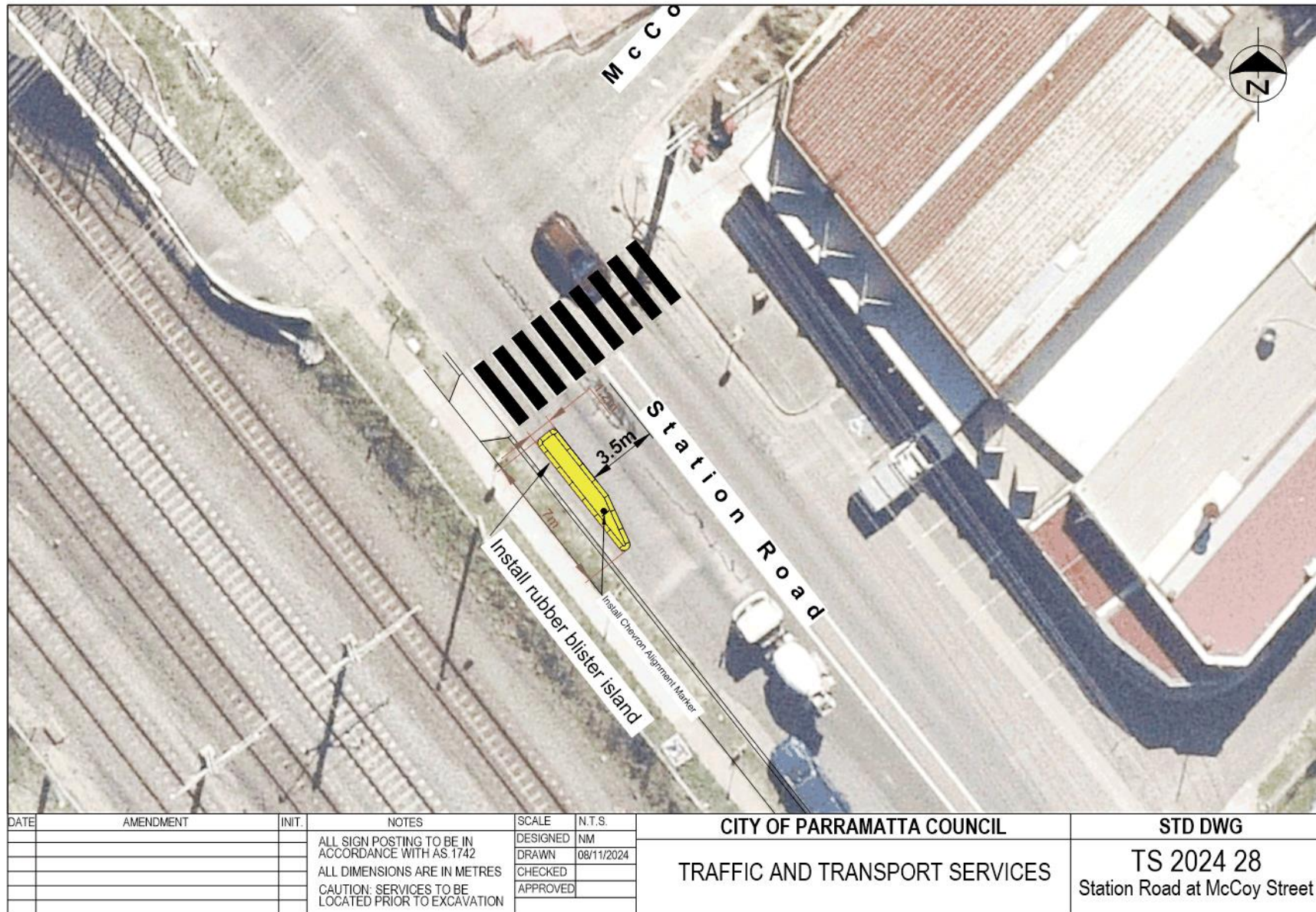
would need to be relocated further south, which would result in the removal of all angled parking spaces outside the shops, which is unlikely to be supported by the businesses.

FINANCIAL IMPLICATIONS

The estimated cost of the proposed installation of rubber blister island and chevron alignment marker is \$5,000. This project is 100% funded from TfNSW Block grant 2024/25 funds.



Nathan McLauchlan
Traffic And Transport Engineer
8/11/2024
Attachments – A. Plan





CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2411 A6
SUBJECT: Granville Town Centre - Proposed pedestrian crossings and 40km/h High Pedestrian Activity Area
APPLICANT: City of Parramatta Council
REPORT OF: Senior Traffic and Transport Engineer
WARD: Rosehill
SED: Parramatta

Purpose.

This report seeks approval for the construction of four raised pedestrian crossings, one pedestrian refuge island and four flush entry treatments in Bridge Street, Cowper Street, Good Street and Rowell Street for the implementation of a 40km/h High Pedestrian Activity Area (HPAA) restriction in Granville (north of the railway line).

OFFICER'S RECOMMENDATION:

1. That Council approves the construction of the below facilities as part of the installation of a 40km/h High Pedestrian Activity Area restriction in the Granville Town Centre (north of the railway line) as shown in the plans attached to the report.
 - a. Raised pedestrian crossings and associated signs and pavement markings at the following locations:
 - i. Cowper Street east of Good Street
 - ii. East Street east of Rowell Street
 - iii. Cowper Street east of Rowell Street
 - iv. Rowell Street midblock between East Street and Cowper Street
 - b. A pedestrian refuge island and associated signs and pavement markings in Bridge Street east of Bold Street
 - c. At-grade entry treatments at the following locations:
 - i. Cowper Street west of Good Street
 - ii. Bridge Street west of Good Street
 - iii. Good Street south of Parramatta Road
 - iv. Rowell Street south of Parramatta Road
2. That recommendation 1 is subject to detailed designs of the proposed traffic facilities being approved by the Transport for New South Wales (TfNSW) prior to the commencement of construction.

Background

City of Parramatta Council has received an offer of 100% funding from the NSW Government for the construction of a 40km/h High Pedestrian Activity Area (HPAA) in Bridge Street, Cowper Street, East Street and Rowell Street, Granville under the 2024-2025 Safe Speed Program.

The proposed HPAA is located in the Granville Town Centre. The area forms part of the Parramatta Road Urban Transformation Corridor that will have an additional 4,200 dwellings and 13,800 people in Granville by 2036. The streets that are included in the proposal are Bridge Street, Cowper Street, Good Street, East Street and Rowell Street (all north of the railway line and south of Parramatta Road).

Council undertook a study in 2023 to prepare a concept design for the installation of a HPAA in the Granville Town Centre. The study was 100% funded by the NSW Government's Safe Speeds in High Pedestrian Activity and Local Areas Program.

The study assessed streets within the area bounded by the railway line, Duck creek and Parramatta Road, Granville. These streets are: Bold Street, Good Street, Rowell Street, Bridge Street, Cowper Street and East Street (refer to Figure 1).



Figure 1: The map showing the study area for the proposed '40km/h High Pedestrian Activity Area (HPAA)' restrictions

To convert a street or area to a 40km/h HPAA, the criteria presented in TfNSW's HPAA guidelines need to be met. Based on the warrants assessment for the Granville study area, the HPAA restrictions are proposed for the sections of Good Street, Rowell Street, Bridge Street and Cowper Street as shown in Figure 2 (blue shaded area).



Figure 2: Location map of the HPA area within Granville Town Centre

The other main requirements to have a 40km/h HPA are that the speed of traffic is approximately 40km/h and that there are traffic calming measures to support the 40km/h limit. The study recommended the following items and as shown in Figure 2 to support a speed limit of 40km/h:

1. That four raised pedestrian crossings and associated signs and pavement markings be installed at the following locations:
 - Cowper Street east of Good Street
 - East Street east of Rowell Street
 - Cowper Street east of Rowell Street
 - Rowell Street midblock between East Street and Cowper Street
2. That one pedestrian refuge island and associated signs and pavement markings be installed at:

- Bridge Street east of Bold Street
3. That four at-grade entry treatments be installed- at the following locations:
- Cowper Street west of Good Street
 - Bridge Street west of Good Street
 - Good Street south of Parramatta Road
 - Rowell Street south of Parramatta Road

The proposed signage and marking treatments to supplement the 40km/h HPAA are shown in Figure 3. Threshold gateway treatments are proposed at entrance points to the scheme. These treatments are to be granite porphyry sets or similar.

The design of these facilities has been undertaken through the grant funding received from the NSW Government under its 'High Pedestrian Activity Area Program' in 2023/24. All crossings have been designed in accordance with the relevant Australian Standards, Austroads Guidelines and TfNSW Technical Directions. Of the three crossings at the intersections, two of them (Cowper/Rowell & East/Rowell) are located at 6m from the intersection to allow for a vehicle to be stored after the crossing but before entering into the intersecting street. However, this cannot be achieved for the crossing in Cowper Street at Good Street. This is because of driveways located on the north side of Cowper Street east of Good Street.

Copies of plans for each facility are attached to the report.

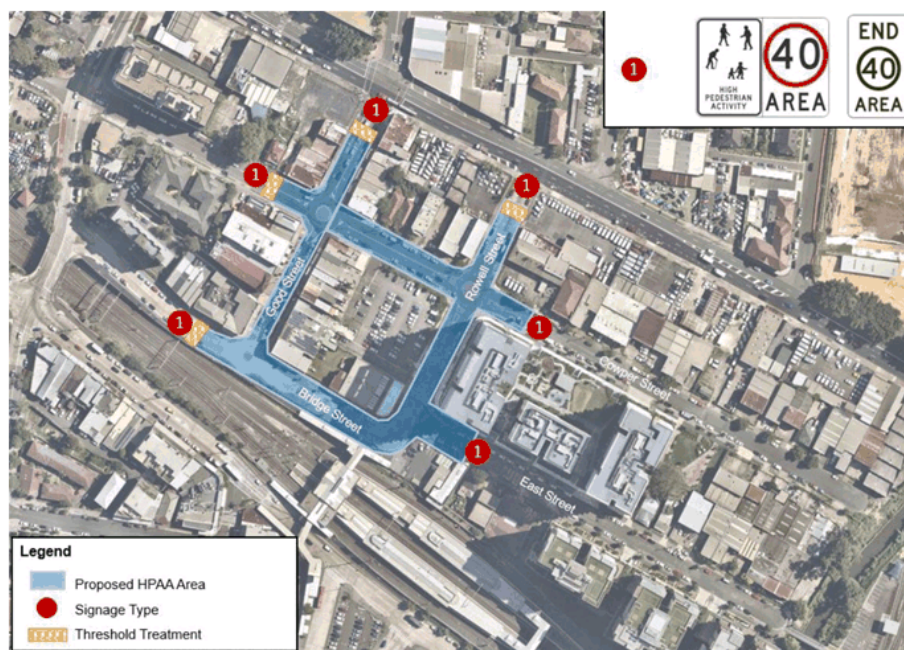


Figure 3: Proposed signage and line marking for the proposed '40km/h High Pedestrian Activity Area' restrictions in Granville Town Centre

Community Consultation

Community consultation was undertaken between 27 August 2024 and 24 September 2024 and involved the engagement channels listed below:

- Mailout to owners & occupiers
- Participate Parramatta page
- On-site Corflute signs
- Emailing Key Stakeholders
- CoP web page content
- Social media content
- Digital screens (CSC/libraries)
- Local Parramatta newspaper

Council received (44) responses from the residents and businesses with 35 respondents supporting, six supporting to an extend and three objecting to the proposal.

As a result of the feedback received, it is proposed to proceed with the installation of pedestrian facilities as part of the installation of 40km/h High Pedestrian Activity Area (HPAA) restrictions in in Bridge Street, Cowper Street, Good Street and Rowell Street Granville.

The detailed Public Consultation feedback received and Council Officer's response is provided in Attachment A of this report.

FINANCIAL IMPLICATIONS

The estimated cost of this project is \$2,921,000 which is 100% funded by 2024/25 NSW Government Safe Speed Program. Accordingly, there is no direct financial impact on Council's budget.

Iman Mohammadi
Senior Traffic and Transport Engineer
26/09/2024

Attachments – A. Public Consultation Feedback Received and Council Officer's Response
 B. Design plans

Attachment A: Public Consultation Feedback Received and Council Officer's Response

Date	Stakeholder type	Feedback: Opinion and key concerns	Council Officer Response
22/09/2024	Local Resident	Pedestrian safety should always come above driver convenience. Please don't succumb to the naysayers who prioritise saving a few second in their car at the risk of everyone else.	Noted
19/09/2024	Local Resident	Support the plan BUT as Garside Park is to support the residential accommodation in East & Cowper St, as well as the broader community facility needs to be made for crossing Parramatta Road at Rowell St or east of Rowell St	Signalised pedestrian crossings are located in Parramatta Road at its intersection with Good Street (80m west of Rowell Street) and Marsh Street (80m east of Garside Park). Pedestrians can use these crossings to safely cross Parramatta Road.
18/09/2024	Local Resident	I think this is an excellent proposal, it will improve safety and accessibility and create a more pedestrian friendly space. I'd encourage council to consider implementing similar projects in future.	Noted
18/09/2024	Local Resident	The Bold Street Bridge is a bottleneck. The bridge needs widening or alternatively a new crossing over the railway line be built between Granville Station and Auburn.	Outside the scope of this project. It is to be noted that the purpose of the proposed 40km/h HPAA restriction is to encourage active transport and reduce the reliance on private vehicle usage.
17/09/2024	Local Resident	Bold St and Cowper St should be left as they are. Do not reduce speed to 40km. Focus on better flow of traffic then congesting it more. Accident happens because of not enough flow of traffic, traffic is getting backed up especially during peak hour.	Bold Street is not included in the 40km/h HPAA area. For Cowper Street, 40km/h HPAA restriction will only apply between Rowell Street and Good Stret.

14/09/2024	Local Resident	Cannot wait for the pedestrian crossings...I've had a crack at an AI image, Probably cannot have enough speed limit signs as well!	Noted
14/09/2024	Local Resident	No Comments	-
12/09/2024	Local Resident	Thank you for this proposal. I strongly agree with creating more pedestrian crossings in the area of question - especially on East St east of Rowell St. I have seen many times where cars have come speeding in and out of East St when trying to cross. I think adding the pedestrian crossing will make this much area safer. Thanks	Noted
11/09/2024	Local Resident	Why are pedestrian crossings not marked on the road in the lead up to the crossing like years ago? Even when I am on a crossing I am almost run over or beeped at to hurry up. Driver education is lacking especially amongst the new residents on international drivers licences who require no test and have little understanding and respect of the road rules!	As part of the project, four raised pedestrian crossings and one pedestrian refuge island with associated signs and/or pavement markings are proposed to be installed in Cowper Street, Rowell Street, East Street and Bridge Street, Granville. The proposed speed reduction from 50km/h to 40km/h and raised thresholds will improve the safety of all road users.
11/09/2024	Local Resident	Strongly support, I mainly cycle through this area so traffic calming will make these rides safer and more enjoyable.	Noted
09/09/2024	Local Resident	Would prefer a slower speed limit ie. 30km/h as this a high density area. We need to prioritise pedestrians and cyclists. Would also strongly support removal of private vehicle parking.	In accordance with the current TfNSW guidelines, the speed limit associated with High Pedestrian Activity Area (HPAA) is 40km/h. On street parking spaces, wherever possible, are maintained to support the need for local residents and businesses. Removal of on street parking would inconvenience the local community and therefore, would not be supported.

08/09/2024	Local Resident	30km/h in high pedestrian areas is world best practice because the chance of dying becomes very low at this speed. Also, for such a small area, dropping to 30 will have a newline effect on time taken for trips.	In accordance with the current TfNSW guidelines, the speed limit associated with High Pedestrian Activity Area (HPAA) is 40km/h.
08/09/2024	Local Resident	Rather than doing all the proposed streets for speed zone at 40km/h and making way for pedestrians I think council should reconsider firstly to make a proper car park in this part of Granville. Or reconstruction of car park between Rowell Street and Cowper Street.	<p>This project is funded by NSW Government under its 2024-2025 Safe Speed Program to create a safer environment for all road users, particularly pedestrians.</p> <p>Provision of a multi-storey car park in Granville is outside the scope of this project.</p> <p>Furthermore, employees and visitors to Granville are encouraged to use public transport and other modes of transport such as walking and cycling. Provision of additional public parking spaces will attract more vehicles to the area causing more congestions and delays in travel time.</p>
06/09/2024	Local Resident	Cars can barely speed through these streets as it is. Your bigger focus should be on removing the inadequate and unused bus lane on bold street. This bus lane should be converted to left turn with the right and middle lanes turning right (on parra rd). This will ease peak congestion and reduce dangerous during manoeuvres (such as driving on the opposite side of the road, overtaking multiple cars, to turn right into Cowper st)	Bus lanes have been installed to reduce travel times for buses and thereby to encourage the use Public Transport. Bus lanes are under the care and control of TfNSW, and the removal of bus lanes would not be supported by TfNSW.
05/09/2024	Local Resident	Thank you for working on prioritizing pedestrians over cars. It is extremely important to increase the safety of our streets and to follow the international best practice in reducing speed limits. Thank you. I fully support the speed reduction and the installation of the refugee island.	Noted

05/09/2024	Local Resident	Available of short-term parking should not be impacted.	To ensure all traffic facilities/treatments are implemented in accordance with Australian Standard and TfNSW Guidelines, approximately 20 on-street car parking spaces will be removed to construct four raised pedestrian crossings and a pedestrian refuge island in Bridge Street, Cowper Street, East Street and Rowell Street.
04/09/2024	Local Resident	Cars are driving so fast on 'The Avenue' and there aren't many pedestrian crossings either. We need pedestrian crossings and 40km High Pedestrian Activity Area on 'The Avenue' Granville as well.	The Avenue is within the Cumberland Council area.
04/09/2024	Local Resident	Rowell St is used as a rat run to cross Bold St especially at peak hour.	Noted
04/09/2024	Local Resident	Due to traffic, it is almost impossible to reach speeds higher than 40kph. Council needs to look at trying to have better ways of getting traffic out of Granville as there are only 2 ways at the moment; Bold Street and William Street.	The purpose of the project is to encourage use of active mode of transport and reduce the reliance on private vehicle usage in an aim to reduce traffic congestion in the area.

04/09/2024	Local Resident	The 40-kilometer High Pedestrian Activity Area and proposed pedestrian crossings in Parramatta City are proposed to improve pedestrian safety. To ensure community acceptance, thorough community consultations and impact assessments are recommended before finalizing pedestrian crossing locations, addressing the needs of all road users. The Council should prioritize safety and visibility in pedestrian crossings, including elevated work platforms, ample lighting, and clear signage. Despite reducing speed limits to 40 km/h, synchronized traffic lights are crucial for efficient movement. Regular monitoring and evaluation of speed limits and crossings are essential for community satisfaction.	<p>A Traffic Consultant was appointed to undertake the design of the 40km/h HPAA area in Granville. Four raised pedestrian crossings and a pedestrian refuge island are proposed in the area and each facility has been designed in accordance with the relevant Australian Standards and TfNSW Guidelines. Lighting at pedestrian crossings have been designed to comply with the relevant standards and will be upgraded accordingly.</p> <p>Raised pedestrian crossing will act as traffic calming and help reducing vehicle speed to 40km/h.</p> <p>Traffic signals in NSW are part of the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on current traffic flows. Sensors embedded beneath the road measure the number and density of traffic approaching the lights in each direction and allocate green lights accordingly. TfNSW Network Operations team manages SCATS. They make any necessary adjustments to the timings to ensure the signals are working to maximum efficiency.</p>
04/09/2024	Royal Flying Doctor Service	Best decision to be made ever, if possible please convert some old car parks into garden sections.	City of Parramatta has received funding to construct Granville Square at the Cowper Street at-grade car park.
04/09/2024	Local Resident	No Comments	-
03/09/2024	Local Resident	Its all good. Just need zebra crossing.	Four raised pedestrian crossings and one pedestrian refuge island will be provided as part of this project.

03/09/2024	Local Resident	<p>I am in support of the idea to reduce speed limits and prioritise pedestrians on the local roads, especially on Good St, Bold St, Bridge Rd, Rowell St, Cowper St, Railway Pde, Memorial Drive, South St, Carlton St, Mary St, and Russell St. Pedestrians currently face difficulties crossing Railway Pde and Memorial Drive due to the high speed and high volume of vehicles on these streets (I understand this is an out of scope street in this project, but please consider this as part of the Granville Town centre improvement project). I recommend installing a couple of crossings on Good Street, and reducing the speed limit and adding speed humps, raised crossings or pedestrian refuges on all the above mentioned roads to improve safety.</p> <p>As part of the town centre improvements, could you please consider planting trees and implementing some streetscaping to enhance the appearance and attractiveness of the town centre? Footpath dining and beautiful landscaping will add value to this area. This place has a lot of potential to become a great dining destination for people from Sydney. Currently, Hawa and El Jannah charcoal chicken places are attracting some visitors, but with improvements in safety, security and beautification of the town centre, their appeal could be greatly enhanced.</p>	<p>City of Parramatta undertook street scape works in Good Street (between Bridge Street and Cowper Street) in 2021. Council has also received funds to construct a large village green and civic space at the Cowper Street car park by December 2026.</p> <p>As part of the 40km/h HPAA project, four raised pedestrian crossings and a pedestrian refuge island is proposed to be constructed in Cowper Street, East Street, Rowell Street and Bridge Street to support the substantial growth in the area.</p> <p>Note, streets on the south side of the railway line (e.g. Railway Pde, Memorial Dr, South St, ..) are within the Cumberland Council area.</p>
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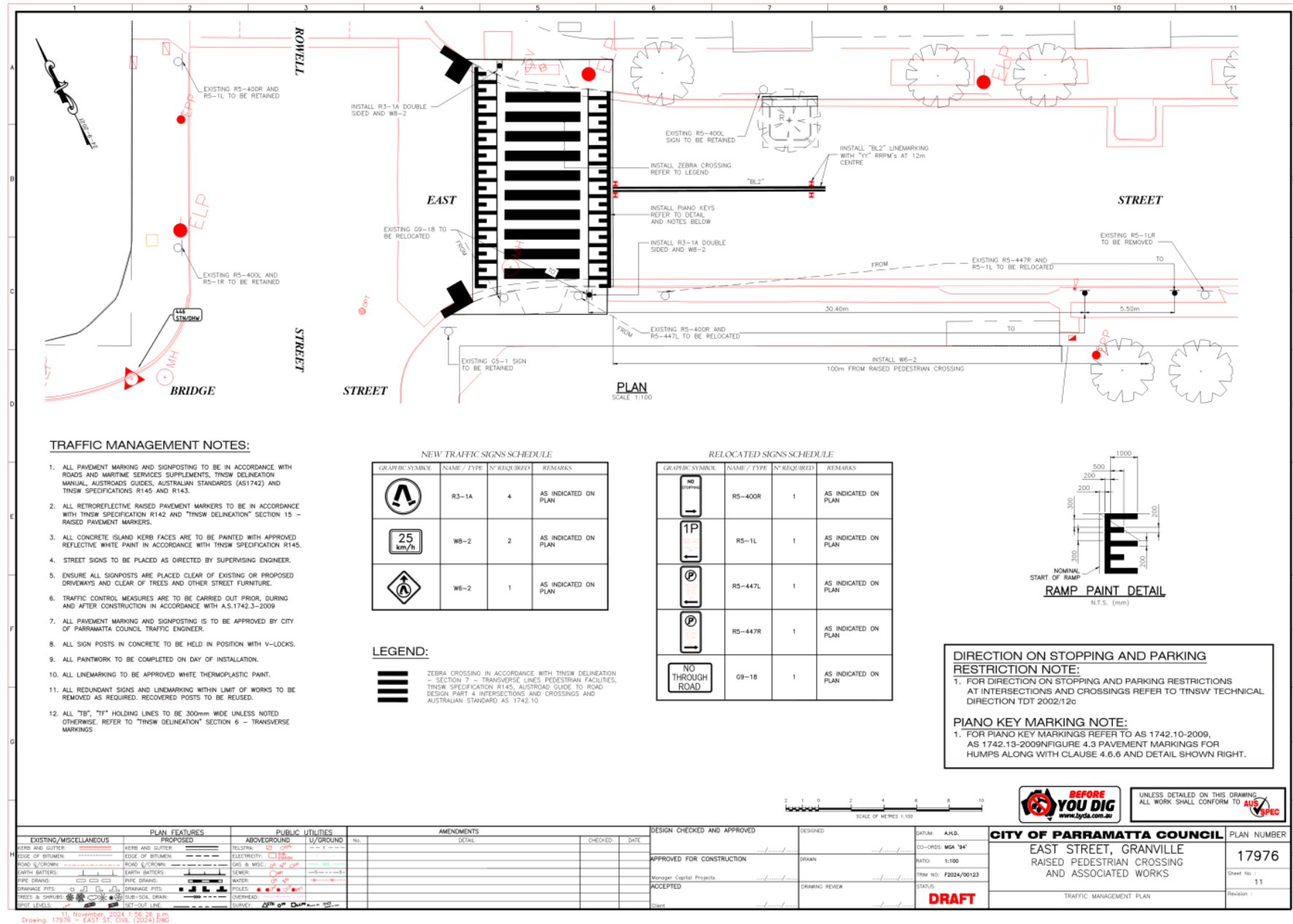
03/09/2024	Local Resident	<p>I think this is great, during the year I lived here in 2022-2023 I found crossing this road quite stressful. The street tends to be filled with parked vehicles so visibility isn't always great.</p> <p>While you wait for your chance to cross there isn't any shade and you're standing on top of asphalt concrete and so you have the heat from the ground and the sun both radiating on you from all directions, not fun. There's also a lot going on here.</p> <p>Slower speeds would give pedestrians like myself more confidence in crossing here and make it less stressful.</p> <p>Also this area is right next to apartments, a busy cafe, and shops.</p>	noted
02/09/2024	Local Resident	<p>I have been living here at 71 Cowper St for a year, and i always find it dangerous for people crossing the road on their way from the station to their residence especially for the younger and the elderly. And i myself have to rush through the road when there are no cars nearby.</p> <p>i have witness one accident happened mid this year when a lady was hit by a car just before the roundabout between the good street and Cowper Street.</p> <p>i appreciate council's willingness to put effort to make this community a safer place. And some pedestrian crossings would definitely help the residents to live in a safer environment.</p>	Noted

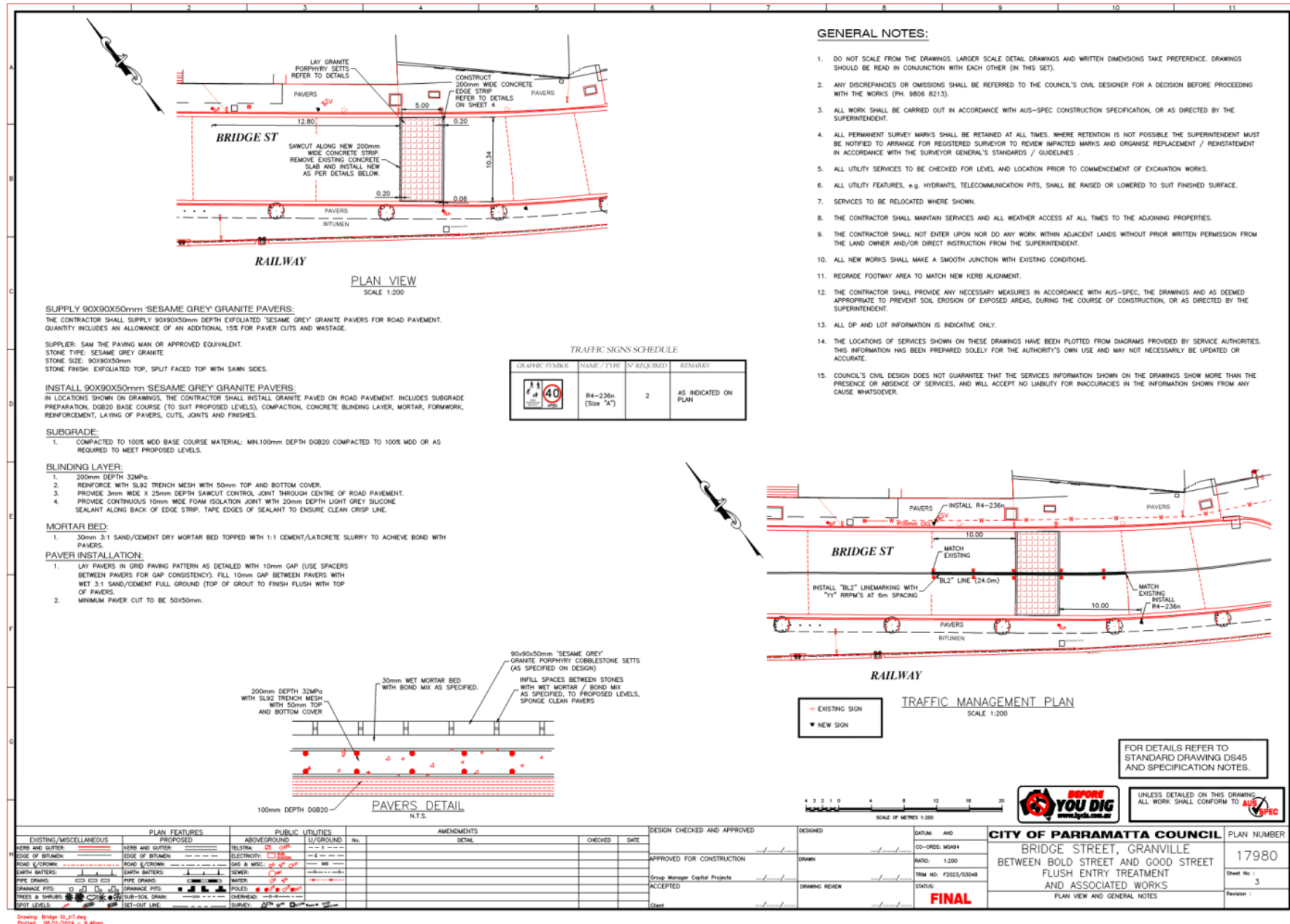
31/08/2024	Local Resident	<p>Please reduce speed limit to 30. 40 is still too fast and sometimes there might be people speeding, which can be dangerous for kids and elderly. Considering the population will increase in the near future with more apartments being built.</p> <p>Please build a pedestrian bridge with lift access over Parramatta Road to connect to FS Garside Park, so elderly and disabled can access the park easier without having to cross the busy parramatta road.</p>	<p>In accordance with the current TfNSW guidelines, the speed limit associated with High Pedestrian Activity Area (HPAA) is 40km/h.</p> <p>Parramatta Road is a state road under control of Transport for NSW (TfNSW). Installation of pedestrian bridge over Parramatta Road needs to be referred to TfNSW for assessment and review.</p>
29/08/2024	Local Resident	<p>I think it should be expanded on all streets where there is pedestrian activity similar to the city of Sydney and what was done recently, or even trying 30km per hour. One of the reasons I go to the city instead of Parramatta is that I feel safer there, and I almost got hit in paramatta last time when I was walking by a car driver that wasn't paying attention. At lower speeds there is much less chance of injury. I would also be more likely to move to my family's apartment in Paramatta if the speeds were slower.</p>	<p>In accordance with the current TfNSW guidelines, the speed limit associated with High Pedestrian Activity Area (HPAA) is 40km/h.</p>

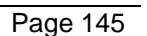
29/08/2024	Local Resident	<p>The average measured speed on various roads is closer to 30km/h than 40km/h so consider reducing the speed limit 30km/h in the interests of safety. The survival rate is higher at 30km/h than at 40km/h. Additionally please consider adding pedestrian crossing at either of the follow locations</p> <p>The first is - Between Cowper street to cross in a north south direction - after Good Street to match the proposed raised pedestrian crossing (the observed pedestrian counts seem to exceed the requirements) and/or the second is a crossing across Good street near the Cowper street intersection on the north side - going east to west while the counts do not appear to warrant it - it is possible that pedestrians may be travelling from the traffic lights at Parramatta road & travelling towards businesses such as Moonlight Bazaar Granville .</p>	In accordance with the current TfNSW guidelines, the speed limit associated with High Pedestrian Activity Area (HPAA) is 40km/h.
29/08/2024	Local Resident	30km is becoming best practice globally. Please consider 30km for high pedestrian areas.	In accordance with the current TfNSW guidelines, the speed limit associated with High Pedestrian Activity Area (HPAA) is 40km/h.
29/08/2024	Local Resident	East Street east of Rowell Street is a good idea	Noted

29/08/2024	Local Resident	<p>This is absolutely necessary for this area in Granville. As a resident who recently moved to Granville, the motor vehicles are very dangerous for pedestrians. I almost got run over multiple times by car in less than a year and some big car coming from parramatta road honed at me when i was crossing Rowell Street. It was rushing me to run and not walk and now I really hesitate to cross these streets. I actually prefer 30km/h or less as the northern side of the Granville station will be highly pedestrian concreted area and some drivers out here have no respect to the pedestrians.</p> <p>As a pedestrian who often walks around this area, I would like to see pedestrian crossing at Rowell Street, Cowper Street, good street and east street.</p>	<p>In accordance with the current TfNSW guidelines, the speed limit associated with High Pedestrian Activity Area (HPAA) is 40km/h.</p> <p>The proposed HPAA includes pedestrian crossings in Rowell Street, Cowper Street, Good Street and East Street.</p>
29/08/2024	Local Resident	Great to see initiatives like this to improve pedestrian safety and encourage more vibrant streetscapes. Please ignore any submissions from people with a 1950s mindset that the car (e.g. "this will make it slower for traffic") and street parking are a priority.	Noted
28/08/2024	Local Resident	I drive up East St twice a day the issue is people just cross the road and expect the cars to stop. Need fencing along the footpaths to funnelling them to the pedestrian crossings. How someone hasn't been killed crossing the roads around this area is a miracle	Pedestrian fencing is generally installed to stop pedestrians from walking across busy roads. East Street is a no through road and predominantly used by the residents and businesses in this street. Pedestrian fencing is therefore not recommended for this street.
28/08/2024	Local Resident		-
27/08/2024	Local Resident	Please proceed fast. These pedestrian crossings are exactly where some dangerous reckless drivers have been scaring pedestrians.	Noted

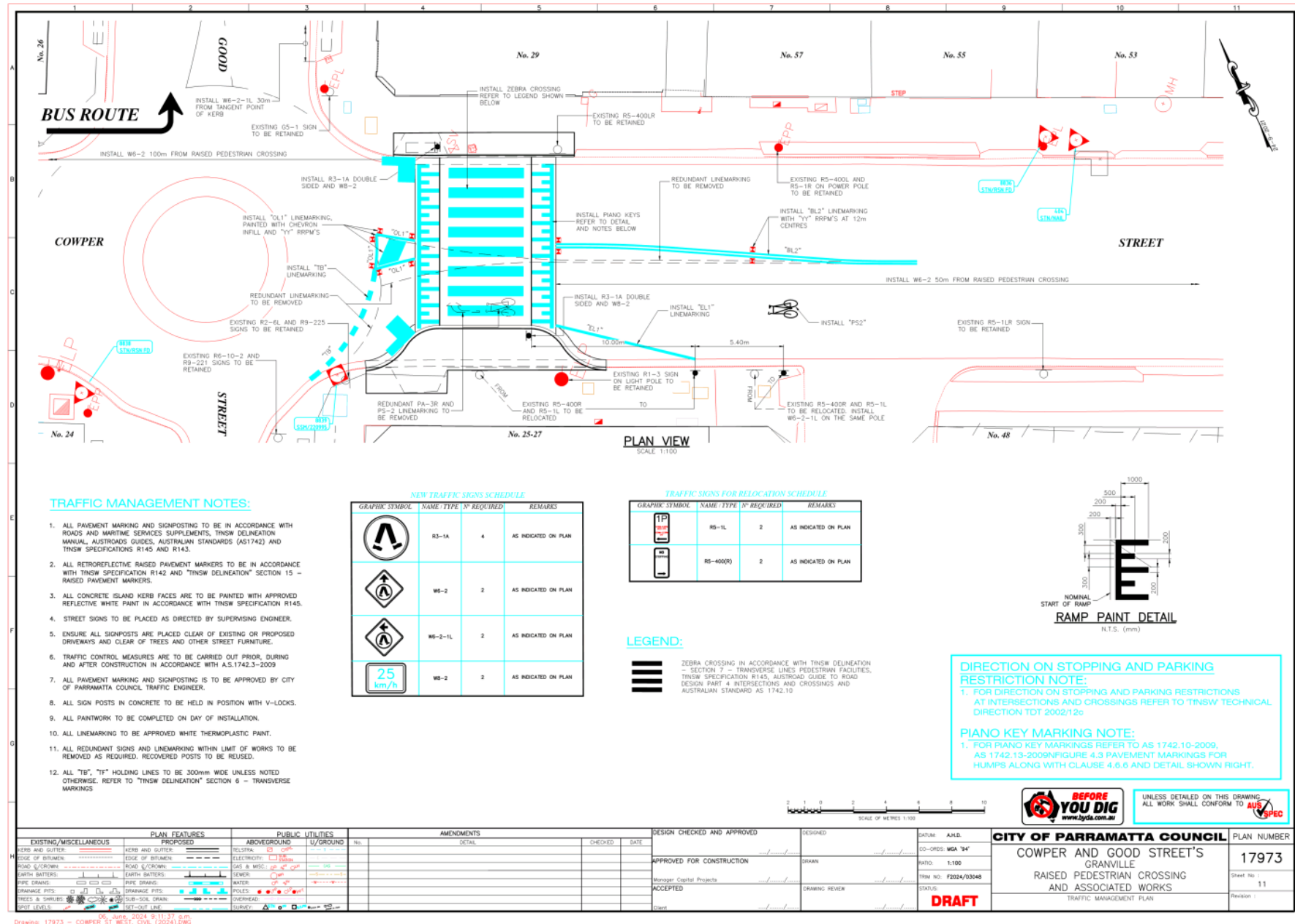
27/08/2024	Local Resident	No Comments	-
27/08/2024	Local Resident	Please please make it easier and safer to cross parramatta road.	Parramatta Road is a state road under control of Transport for NSW (TfNSW). Installation of pedestrian crossing facilities (eg Traffic Light) in Parramatta Road needs to be referred to TfNSW for assessment and review.
27/08/2024	Local Resident	thank you so much for considering to build crossings in the area. I've felt unsafe in the area since I moved but now I cannot wait for the crossings to be placed.	Noted
27/08/2024	Local Resident	More CCTV required in the area	Noted
27/08/2024	Local Resident	50km/h speed limit is fine, pedestrian crossings will further help in reducing the speed anyways.	
27/08/2024	Local Resident	The pedestrian crossing planned for Good St/Cowper St will cause too much traffic as it already gets very congested with peak hour traffic	The proposed pedestrian crossing is required to allow pedestrians to cross safely Cowper Street.
27/08/2024	Local Resident	Good initiative as it has been quite dangerous both crossing these streets as a pedestrian and also as a driver, seeing pedestrians running about and not minding traffic. Also, the East Street entrance into the Woolworths Metro carpark complex is often blinded by cars parked too close to the carpark driveway - making it difficult and dangerous to enter/exit the carpark. Would council be able to place a no stopping sign there?	Request for 'No Stopping' restriction across driveway is outside the scope of this project.
27/08/2024	Local Resident	No Comments	-

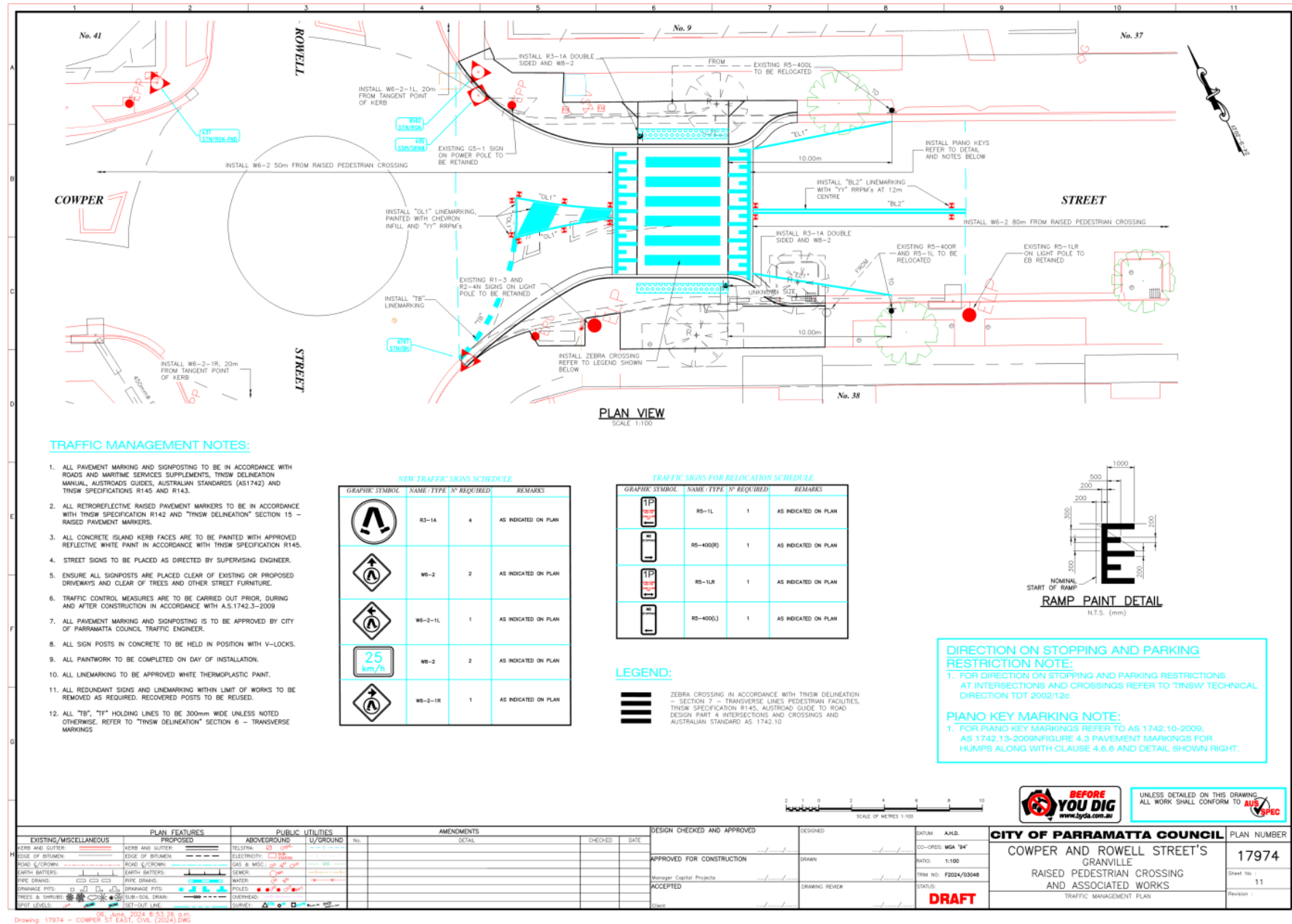




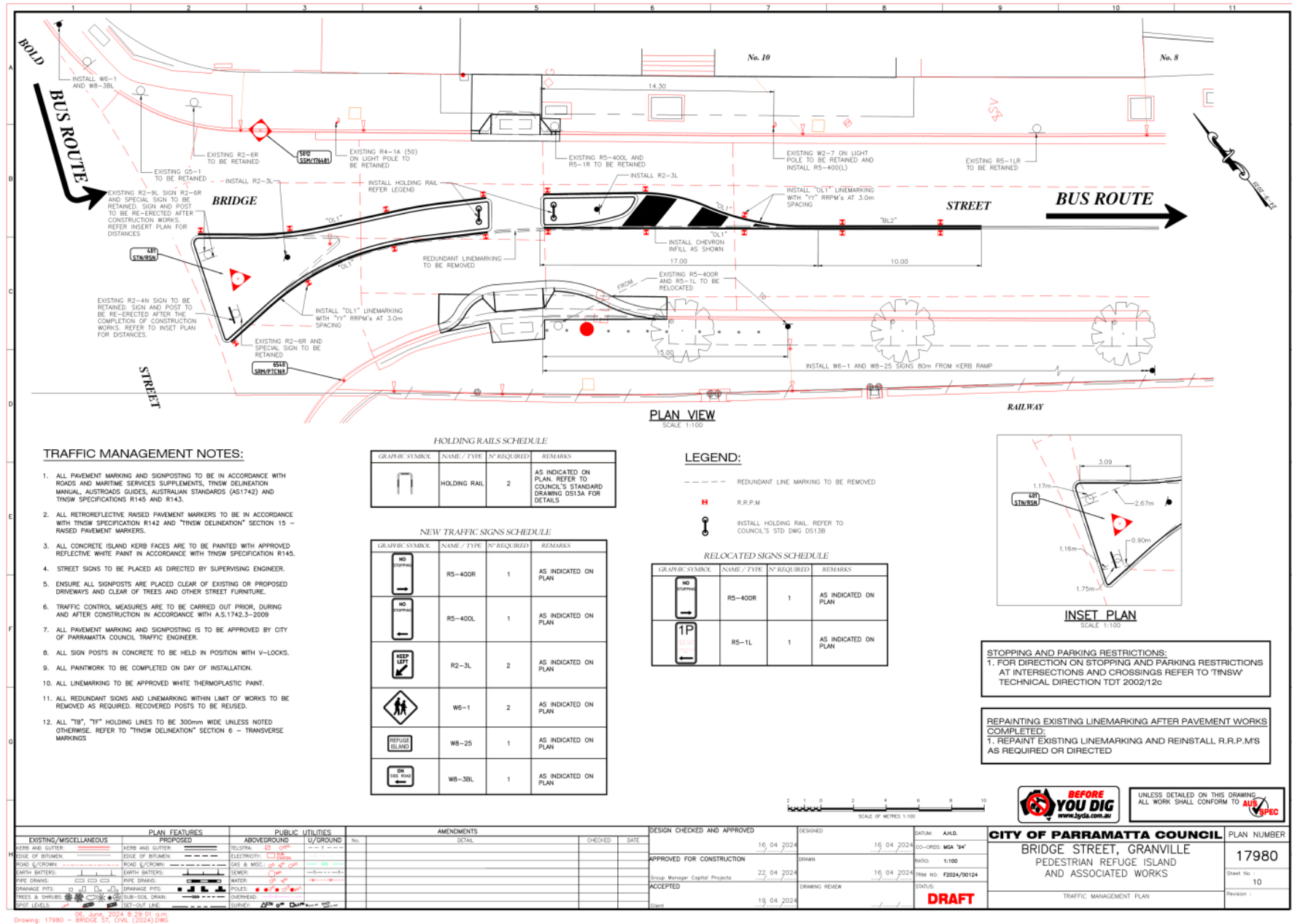


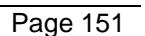












**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

ITEM NO: 2411 A7
SUBJECT: Fitzwilliam Road and Tucks Road, Toongabbie – Proposed Roundabout
APPLICANT: City of Parramatta
REPORT OF: Traffic and Transport Executive Engineer
WARD: Parramatta
SED: Winston Hills

Purpose

This report seeks approval for the installation of a roundabout at the intersection of Fitzwilliam Road and Tucks Road, Toongabbie as well as the installation of a pedestrian refuge island in Ballandella Road at Fitzwilliam Road. As part of the works, access to the existing service roads on the north side of Fitzwilliam Road will be modified and an extended median island is to be installed in Fitzwilliam Road extending past Willmott Avenue restricting access to that road to a left in left out arrangement. The purpose of the proposed facility is to improve safety and traffic flow at the intersection.

OFFICER'S RECOMMENDATIONS:

1. That Council approve the installation of a roundabout at the intersection of Fitzwilliam Road and Tucks Road, Toongabbie as shown in the attached plan.
2. That the existing refuge island in Fitzwilliam Road, Toongabbie east of Willmott Avenue be upgraded to comply with current standards as shown in the attached plan.
3. That a new pedestrian refuge island be installed in Ballandella Road, Toongabbie at Fitzwilliam Road as shown in the attached plan.
4. That a median island be installed in Fitzwilliam Road between Tucks Road to the east of Willmott Avenue restricting access in Willmott Avenue to left in left out as shown in the attached plan.
5. That a shared path be installed along the northern side of Fitzwilliam Road through the intersection with Tucks Road as shown in the attached plan.
6. That recommendations 1 to 5 be subject to funding being available for the construction of the traffic facilities.

Background

Fitzwilliam Road forms part of a regional route running between Old Windsor Road and Richmond Road. Tucks Road is a local road that services a number of properties north of Fitzwilliam Road. Due to high traffic volumes in Fitzwilliam Road, turning right out of Tucks Road can be difficult. The proposed roundabout will assist with access to these properties

and improve road safety by reducing vehicle speeds and by reducing conflicting traffic manoeuvres at the intersection.



Figure 1: An aerial view of Fitzwilliam Road, Toongabbie between Ballandella Road and Willmott Avenue.



Figure 2: A StreetView image of Fitzwilliam Road at Tucks Road, Toongabbie.

Location Description

A description of the impacted roads is provided in Table 1 below.

Road Name	Speed Limit and Road Classification	Carriageway Width	Description
Fitzwilliam Road	60km – Unclassified Regional Road	≈ 10.2m with 2 travel lanes and 1 parking lane plus a 5.6m wide service road along the north side.	Provides both through route functions between Old Windsor Road to Richmond Road as well as collector road function for the Toongabbie area. The road has a service road which provides access to properties on the north side of the road.
Tucks Road	50km/h – Local Collector	≈ 13.4m two way road with no lanes marked	A road provides access to residential properties located north of Fitzwilliam Road
Willmott Avenue	50km/h – Local Collector Access	≈ 7.3m two-way road with no lanes marked	The road stretches from Fitzwilliam Road to Bungaree Road and only serves to provide access to residential properties.
Ballandella Road	50km/h – Local Collector	≈ 12.5m with 2 travel lanes, 2 parking lanes and 2 bicycle lanes	The road performs a collector road function between Fitzwilliam Road and Wentworth Avenue. The road also provides access to Toongabbie West Public School.

Table 1: A description of the surrounding road environment.

During the five year period between July 2018 and June 2023, there have been two crashes with one that has resulted in an injury at this intersection.

A traffic count has previously been undertaken at this intersection in June 2023, which showed that there was a total of 805 vehicles travelling eastbound in Fitzwilliam Road in the AM peak hour and 923 in the PM peak hour. In the westbound direction in Fitzwilliam Road, there were a total of 857 vehicles in the AM peak hour and 899 vehicles in the PM peak hour.

For vehicles leaving Tucks Road, 59 vehicles and 37 vehicles in the AM and PM peak hour respectively turned right onto Fitzwilliam Road, and 54 and 41 vehicles turned left into Fitzwilliam Road in the AM and PM peak hour respectively. A summary of the traffic count data is shown in Table 2 below.

	Tucks Road Left Turn			Tucks Road Right Turn		
	Cars	Heavy	Total	Cars	Heavy	Total
AM Peak	54	0	54	56	3	59
PM Peak	41	0	41	36	1	37

	Fitzwilliam Road Eastbound, Straight			Fitzwilliam Road Left Turn		
	Cars	Heavy	Total	Cars	Heavy	Total
AM Peak	751	29	780	25	0	25
PM Peak	841	14	855	68	0	68

	Fitzwilliam Road Westbound, Straight			North Rocks Road Right Turn		
	Cars	Heavy	Total	Cars	Heavy	Total
AM Peak	799	39	838	17	1	18
PM Peak	825	14	839	55	0	55

Table 2: A summary of the traffic count data from June 2023 for the intersection of Fitzwilliam Road and Tucks Road, Toongabbie

Proposed Design

The design of the roundabout will include a mountable outer annulus to ensure that access by 19m Articulated Vehicles (AV) will be possible in Fitzwilliam Road. Furthermore, the design of the outer annulus will have a maximum lip height of 70mm and a slope of 2.5 percent to further assist heavy vehicles.

The design of the roundabout accommodates a pedestrian refuge island in Tucks Road and on the western leg of Fitzwilliam Road. A refuge island is also proposed in Ballandella Road at Fitzwilliam Road and also, the existing refuge island in Fitzwilliam Road east of Willmott Avenue will also be upgraded to comply with current standards.

The existing service road on the north side of Fitzwilliam Road currently forms part of an on-road bicycle route. To ensure safety of cyclists, a shared path is proposed along the north side of Fitzwilliam Road to allow cyclists to bypass the roundabout if desired.

As part of the design of the roundabout, the access arrangements to the service road will need to be changed with the access being only from Fitzwilliam Road as opposed to from Tucks Road. This will likely result in minor impacts only as motorists entering the western service road will still have unrestricted access from Fitzwilliam Road east of Wentworth Avenue. Furthermore, vehicles leaving the western service road will be able to use the proposed roundabout to perform a U-turn in order to travel westbound in Fitzwilliam Road.

For the eastern service road, entry via Fitzwilliam Road or Tucks Road is similar to the existing arrangements, except that westbound motorists will have to perform a U-turn at the proposed roundabout. For the exit from the service road, motorists will need to enter Fitzwilliam Road near Cosimo Street.

The proposed works will also include a median island in Fitzwilliam Road which will restrict access to Willmott Avenue to being left in left out. Accordingly, motorists wishing to turn right into the street from Fitzwilliam Road, will need to turn right at Bungaree Road and then right into Willmott Avenue. For motorists that wish to turn right from Willmott Avenue, they will instead need to use the roundabout to perform a U-turn. It is noted that No. 141 and 143 Fitzwilliam Road will need to follow a similar route to residents in Willmott Avenue due to the median island.

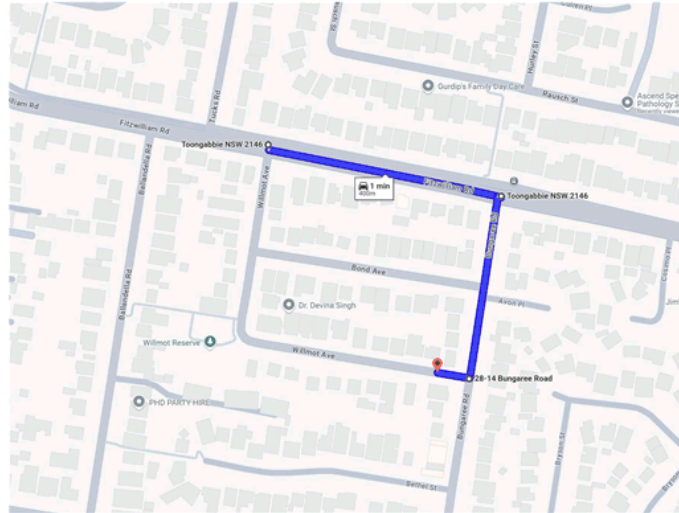


Figure 3: An alternative route for vehicles travelling westbound in Fitzwilliam Road to enter Willmott Avenue

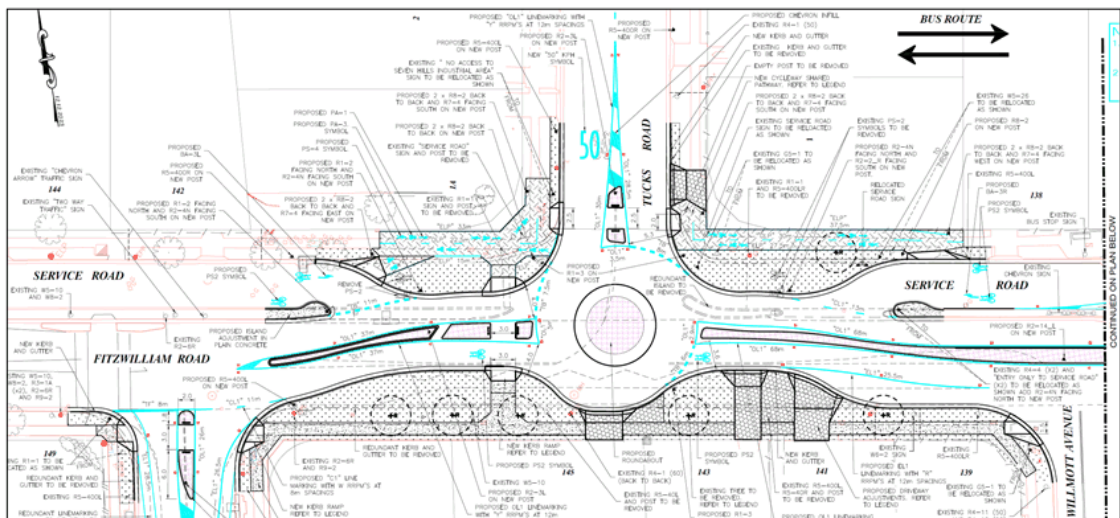


Figure 4: A design plan showing the proposed roundabout at the intersection of Fitzwilliam Road and Tucks Road, Toongabbie

Community Consultation

Community consultation was undertaken between 16 July 2024 and 13 August 2024 and involved the engagement channels listed below:

- Advertisement in the local newspaper
- Social media advertising
- Mailout to owners & occupiers
- On-site corflute signs
- Email to bus service providers

Council received 73 unique responses from the community with 51 agreeing to the proposal, 27 against and two providing a neutral response. The main themes from the consultation were as follows:

1. There were 14 mentions from the community who believed the proposed roundabout would improve safety at this intersection.
2. There were 13 mentions from the community stating that a similar treatment was required at the intersection of Fitzwilliam Road and Reynolds Street.
3. There were seven mentions from the community who stated the funding priority should instead be given to addressing the congestion at the railway overpass in Wentworth Avenue.
4. There were five mentions from the community who raised concerns that the proposal will increase congestion in Fitzwilliam Road due to vehicles having to give way to traffic turning right in Tucks Road.
5. There were five mentions from the community who believed that traffic signals were a more suitable treatment at this location.

In addition to the above, some impacted residents raised concerns that the proposed design of the roundabout would make it more difficult to leave their property as they would have to reverse out onto the carriageway instead of the parking lane. As a result of this feedback, the design has been revised to include a turning bay allowing impacted driveways to enter and leave their properties in a forward direction.

Reynolds Street

It is acknowledged that residents in Reynolds Street can have difficulty turning right onto Fitzwilliam Road. However, Council has previously undertaken works at this intersection to create a channelised right turn to allow motorists to perform the manoeuvre in two stages. Due to this location being in close proximity to the existing traffic signals at the intersection of Binalong Road and Fitzwilliam Road, a roundabout cannot be installed at this location.

Congestion Due to Railway Overpass

TfNSW has recently completed a traffic study regarding the congestion within Toongabbie and found that although the widening of the railway overpass is possible, this will have limited impact on improving the traffic congestion which is in fact caused by intersections located on both sides of the bridge. As a result, both City of Parramatta Council and Cumberland Council have received grant funding from the State Government to progress the design and environmental approval for the following works:

1. Localised widening to allow an additional southbound lane in Wentworth Avenue at Cornelia Road – these works are to be delivered by Cumberland Council
2. Upgrade of the intersection of Fitzwilliam Road and Wentworth Avenue to traffic signals
3. Widening of Wentworth Avenue to two southbound lanes between Fitzwilliam Road and the roundabout before the overpass.

It is anticipated that the design of the works will be completed by mid-2026, however, funding for construction of the works has not yet been confirmed.

Increase in Congestion due to the roundabout

In accordance with the traffic count data, there were only 59 and 37 vehicles turning right from Tucks Road onto Fitzwilliam Road during the AM and PM peak hour. This amounts to less than one vehicle per minute turning right and therefore, will likely create negligible delays to traffic in Fitzwilliam Road.

Traffic Signals

In order to establish the justification for installation of traffic lights, a list of standards set by Transport for NSW (TfNSW) needs to be met. This list includes items related to traffic volumes, pedestrian volumes, vehicle speeds and accident history. The intersection of Fitzwilliam Road and Tucks Road falls well short of meeting these warrants and therefore, the installation of traffic signals is not supported.

Based on the above reasons, it is recommended to proceed with the installation of a roundabout at the intersection of Fitzwilliam Road and Tucks Road as it will improve safety and will improve access into and out of Tucks Road for residents in the area.

FINANCIAL IMPLICATIONS

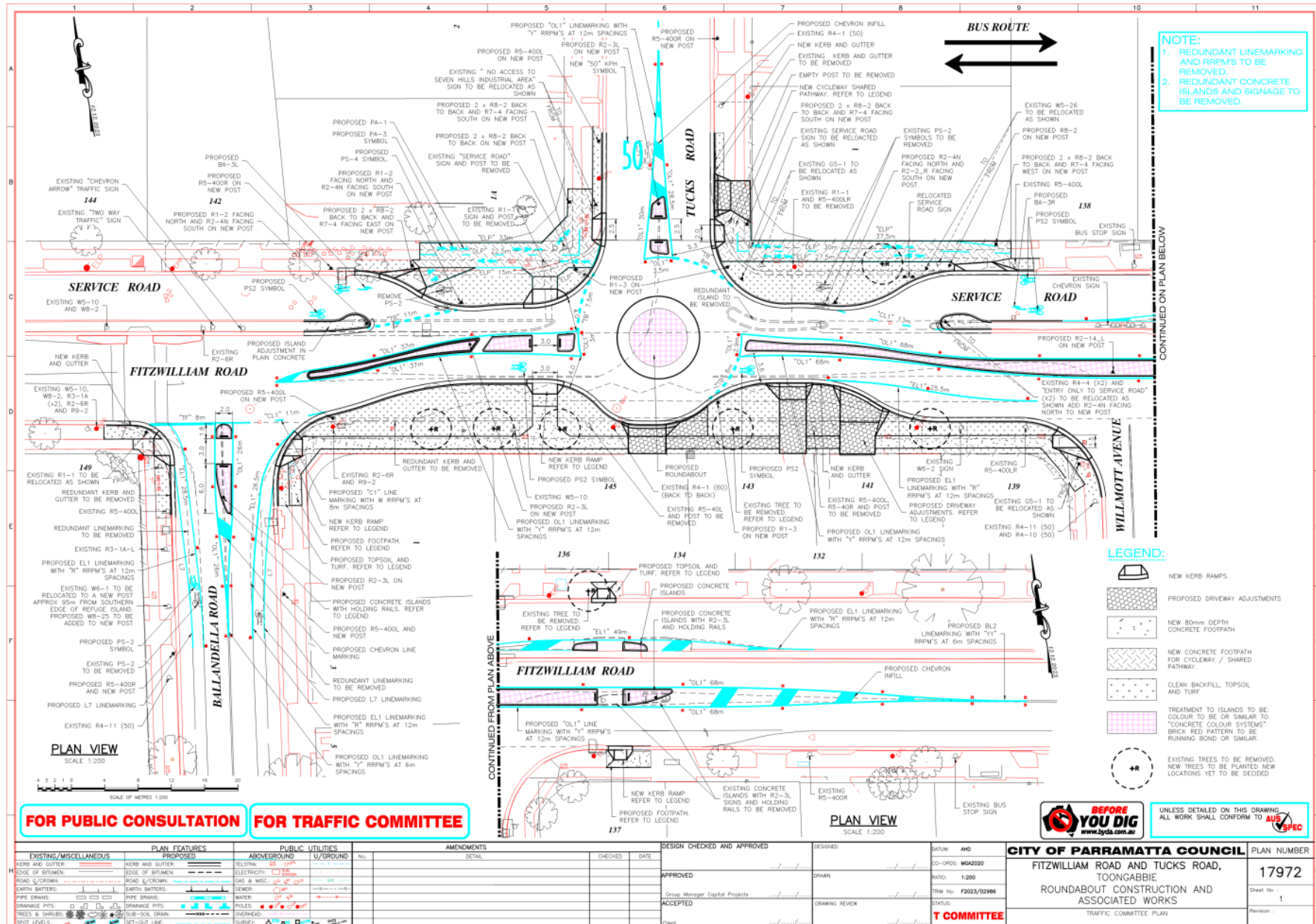
Funding for the construction of the roundabout and associated works is not yet confirmed. However, Council staff are currently investigating funding opportunities including the possibility of external grant funding and/or utilising the Development Contributions Funds.



Behzad Saleh
Traffic and Transport Investigations Engineer
11/11/2024

Attachments –

- Design Plan
- Swept Path Assessment
- Engagement Report



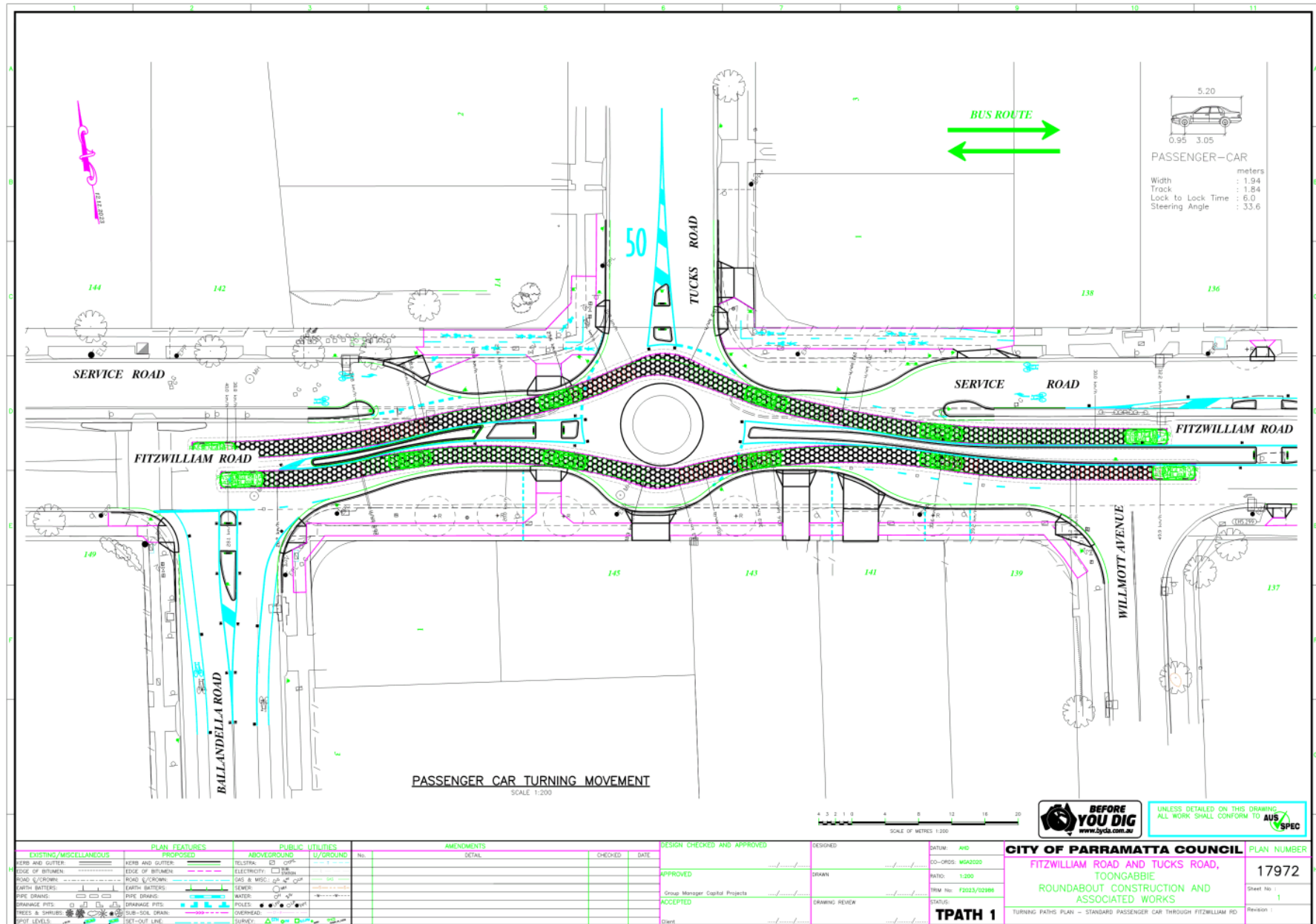
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GRAPHIC SYMBOL	NAME / TYPE	N° REQUIRED	REMARKS	GRAPHIC SYMBOL	NAME / TYPE	N° REQUIRED	REMARKS	GRAPHIC SYMBOL	NAME / TYPE	N° REQUIRED	REMARKS
	R1-3	3	ROUNDABOUT REGULATORY		R5-40R	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-40L	2	AS INDICATED ON PLAN
	W2-7	3	IN CONJUNCTION WITH W8-2 (25km/h) APPROXIMATELY 95m FROM ROUNDABOUT		R5-40LR	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-40OR	1	AS INDICATED ON PLAN
	W8-2	3	IN CONJUNCTION WITH W2-7		R5-40OR	3	AS INDICATED ON PLAN		R5-40OR	3	AS INDICATED ON PLAN
	R5-400L	3	AS INDICATED ON PLAN		R5-400R	3	AS INDICATED ON PLAN		R5-400R	3	AS INDICATED ON PLAN
	R5-400R	3	AS INDICATED ON PLAN		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	R2-3L	2	AS INDICATED ON PLAN		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	R1-2	2	AS INDICATED ON PLAN		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	R8-2	11	AS INDICATED ON PLAN		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	R7-4	4	AS INDICATED ON PLAN		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	R2-4N	4	AS INDICATED ON PLAN		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	R2-2_R	1	AS INDICATED ON PLAN		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	R2-14_L	1	AS INDICATED ON PLAN		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	R8-25	1	AS INDICATED ON PLAN		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	T1-213	3	ON FOOTPATH AT 60-70m FROM THE PROPOSED ROADWORKS TEMPORARY ONLY		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	T1-21	3	AS INDICATED BELOW TEMPORARY ONLY.		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN
	T1-23	3	AS INDICATED BELOW TEMPORARY ONLY.		R5-400L	1	TO BE REMOVED, AS INDICATED ON PLAN		R5-400L	1	AS INDICATED ON PLAN

HOLDING RAILS SCHEDULE			
GRAPHIC SYMBOL	NAME / TYPE	N° REQUIRED	REMARKS
	HOLDING RAIL	6	AS INDICATED ON PLAN. REFER TO COUNCIL'S STANDARD DRAWING D513A FOR DETAILS

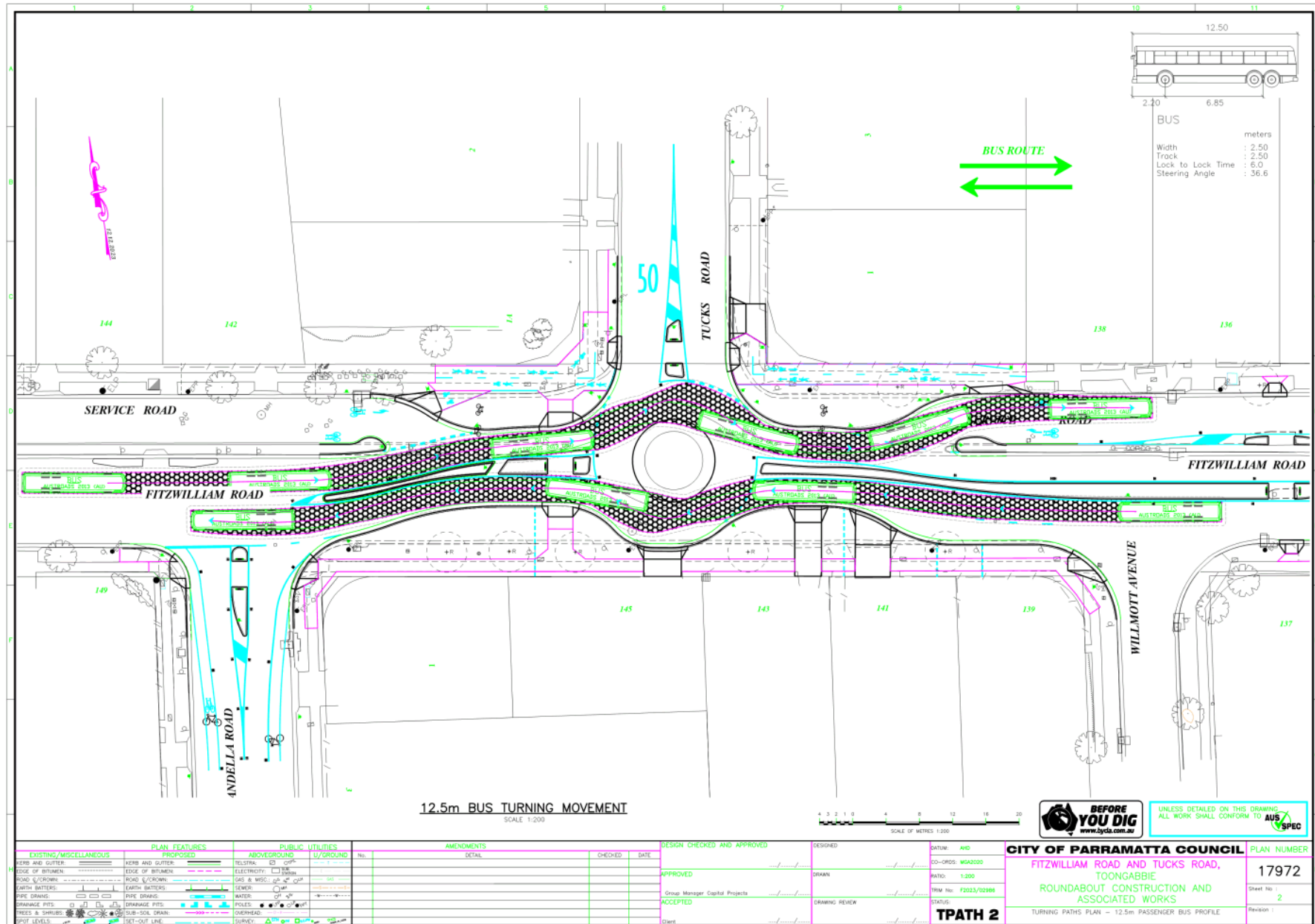
NEW CYCLEWAY PAVEMENT SYMBOLS ON FOOTPATH/ROAD SCHEDULE			
PAVEMENT SYMBOL (NOT TO SCALE)	NAME / TYPE	N° REQUIRED	REMARKS
	PS-3	11	AS INDICATED ON TRAFFIC MANAGEMENT PLAN
	PS-4	9	AS INDICATED ON TRAFFIC MANAGEMENT PLAN
	PA-1	7	AS INDICATED ON TRAFFIC MANAGEMENT PLAN
	PS-2	4	AS INDICATED ON TRAFFIC MANAGEMENT PLAN
	SPEED	1	AS INDICATED ON TRAFFIC MANAGEMENT PLAN
	BA-3R	1	AS INDICATED ON TRAFFIC MANAGEMENT PLAN
	BA-3L	1	AS INDICATED ON TRAFFIC MANAGEMENT PLAN

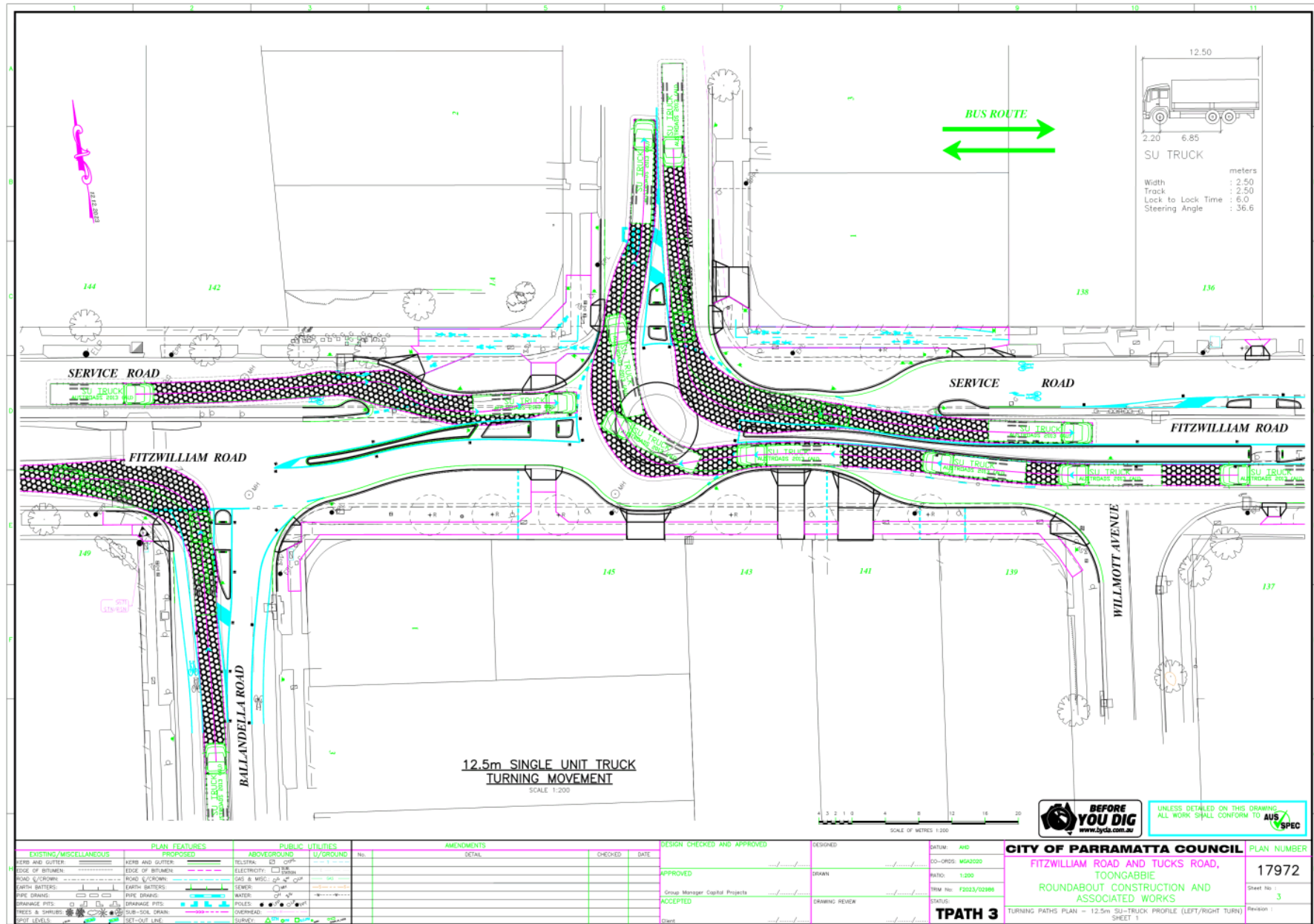
PLAN FEATURES				PUBLIC UTILITIES				AMENDMENTS				DESIGN CHECKED AND APPROVED				CITY OF PARRAMATTA COUNCIL			
EXISTING/MISCELLANEOUS	PROPOSED	ABOVEGROUND	U/GROUND	DETAIL	CHECKED	DATE	APPROVED	DESIGNED	SATURN	AHD	SO-OPDS	MG4202	FITZ WILLIAM ROAD AND TUCKS ROAD, TOONGABBIE	PLAN NUMBER					
LANE AND GUTTER EDGE OF BITUMEN ROAD & CROWN EARTH BATTERIES TREE DRAIN DRAINAGE PITS TREES & SHRUBS POST LEVELS	LANE AND GUTTER EDGE OF BITUMEN ROAD & CROWN EARTH BATTERIES TREE DRAIN DRAINAGE PITS TREES & SHRUBS POST LEVELS	ELECTRICITY GAS & MISC. WATER POLES OVERHEAD SURVEY	ELECTRICITY GAS & MISC. WATER POLES OVERHEAD SURVEY	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE	DETAIL CHECKED DATE APPROVED DESIGNED STATUS Group Manager Capital Projects T COMMITTEE				

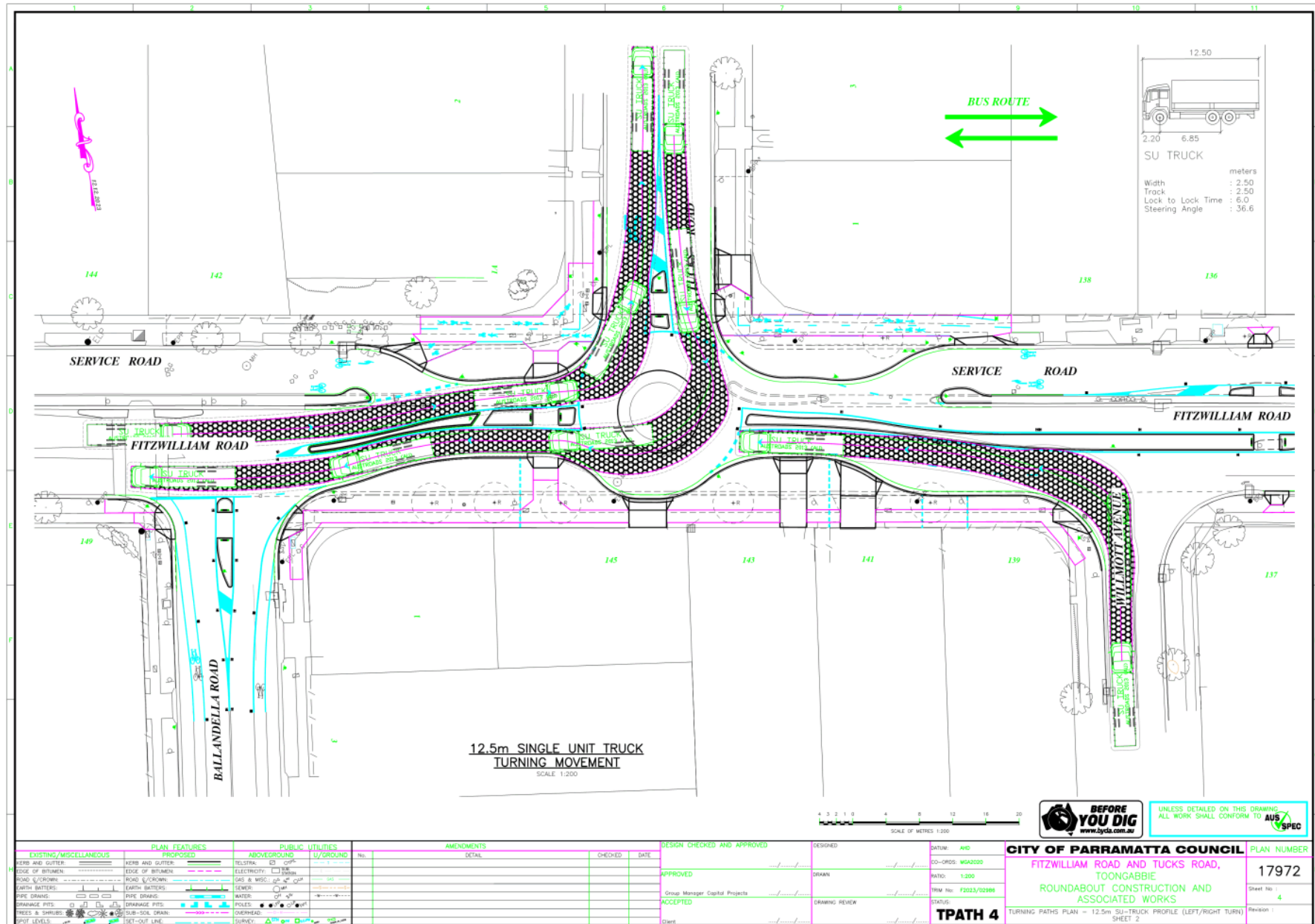
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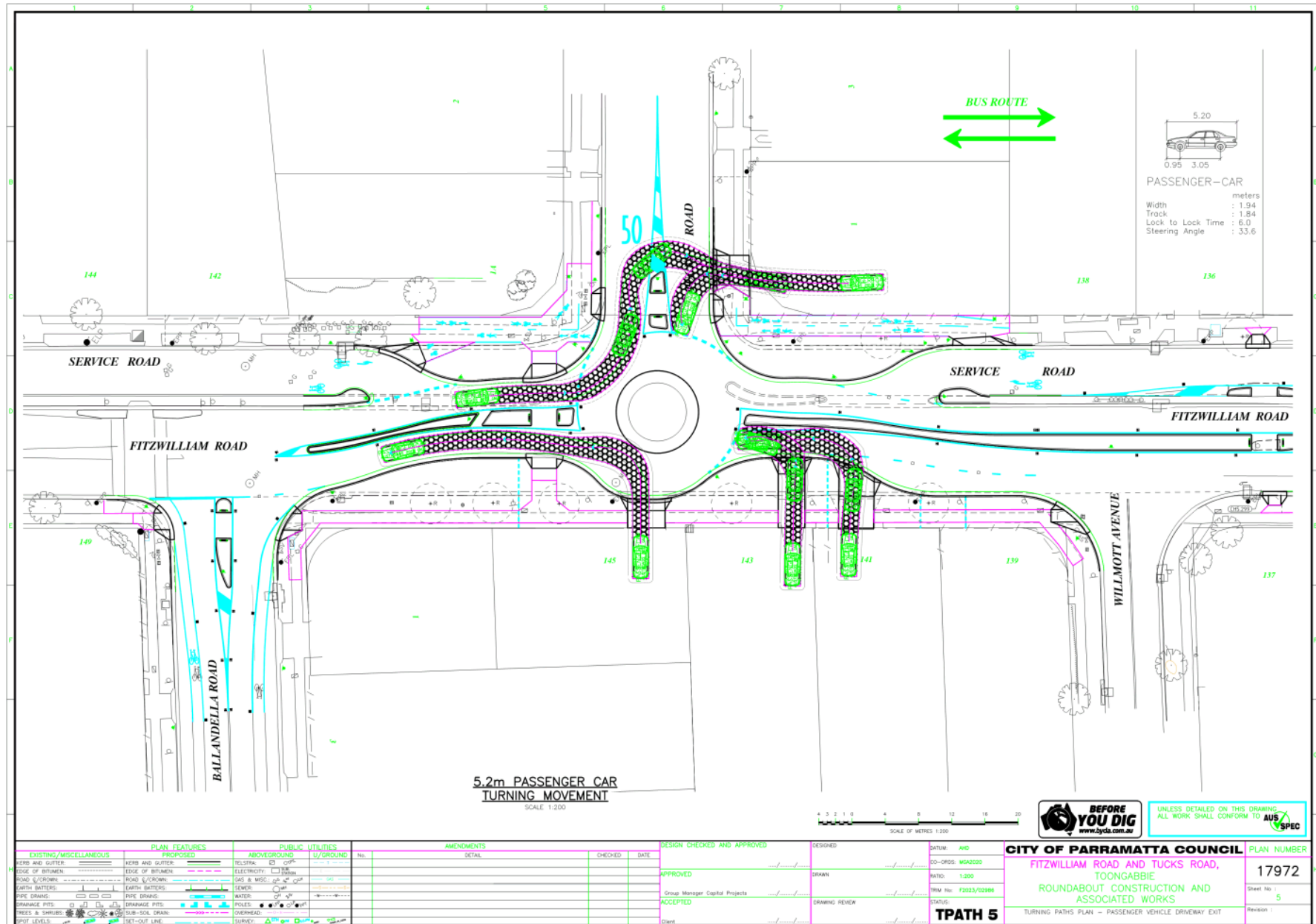


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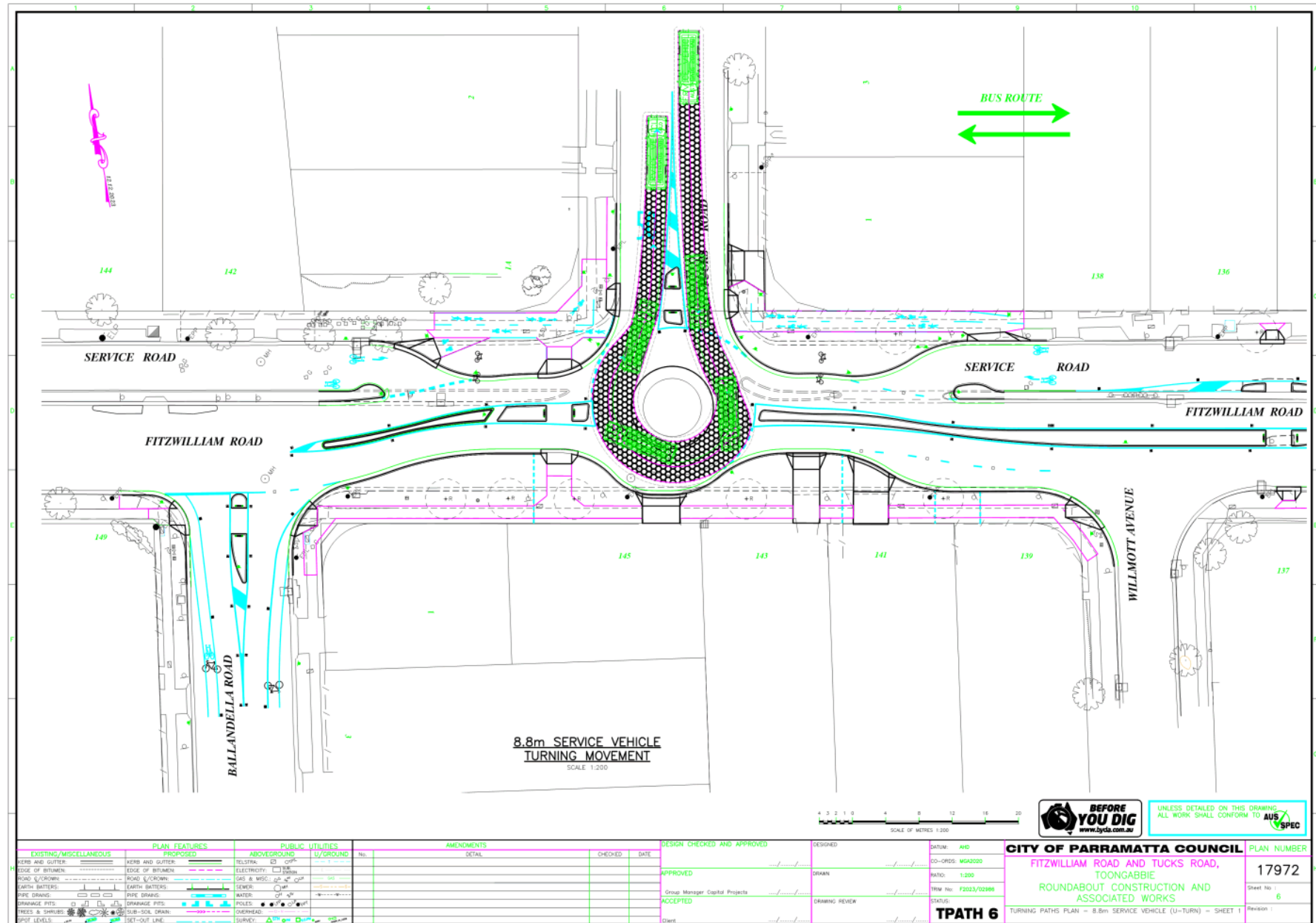




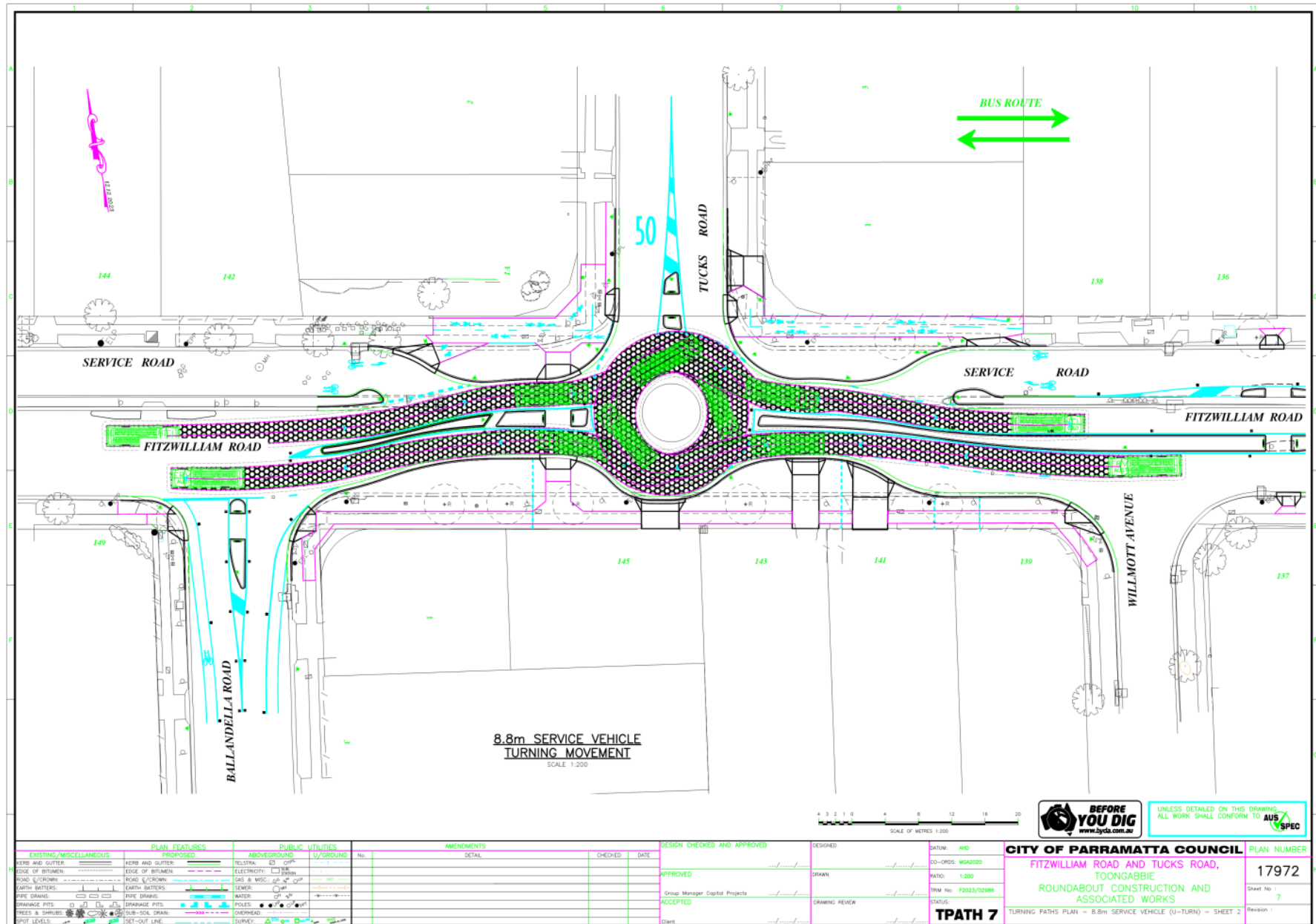




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PROPOSED ROUNDABOUT IN TOONGABBIE

Engagement Evaluation
August 2024

cityofparramatta.nsw.gov.au



Proposed roundabout in Toongabbie

Engagement Evaluation
August 2024

cityofparramatta.nsw.gov.au

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1. INTRODUCTION

In July 2024, Council provided detail design plans for a new roundabout in Toongabbie and invited feedback from the local communities.

Council was proposing to construct roundabouts at **Fitzwilliam Road and Tucks Road, Toongabbie**:

- The proposal included modifications to the existing service road at the intersection with the western leg of the service road becoming an exit only onto Fitzwilliam Road and the eastern leg of the services road becoming entry only from Fitzwilliam Road.
- Furthermore, the works included the construction of a median island in Fitzwilliam Road that will restrict right turns into and out of Willmot Avenue.
- The purpose of the proposal was to improve road safety by reducing vehicle speeds in Fitzwilliam Road and by reducing the conflicting traffic manoeuvres at the intersection.

TS/2024/9

2. EXECUTIVE SUMMARY

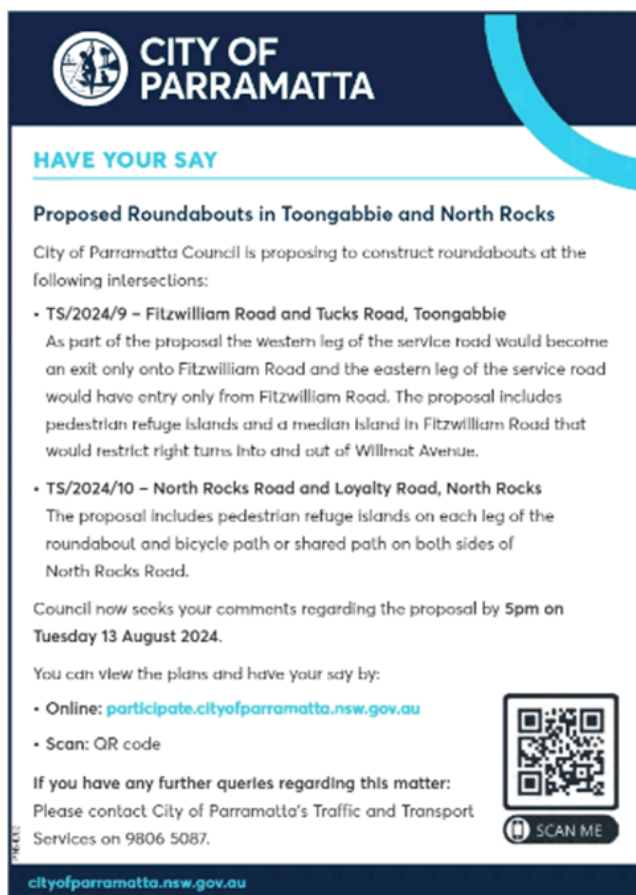
Public exhibition of the proposed roundabout in Fitzwilliam Road and Tucks Road Toongabbie was open from 9am on Tuesday 16 July 2024 until 5pm on Tuesday 13 August.

Residents were alerted by letter, Parra News and social media advertising, onsite signage and the Participate Parramatta e-newsletter.

The majority of feedback was positive towards the proposal with improved safety and access the main reasons.

Community feedback suggested other traffic changes, noted for Council's reference.

This report provides a summary of the methods used to promote and evaluation of this public exhibition.



CITY OF PARRAMATTA

HAVE YOUR SAY

Proposed Roundabouts in Toongabbie and North Rocks

City of Parramatta Council is proposing to construct roundabouts at the following intersections:

- **TS/2024/9 – Fitzwilliam Road and Tucks Road, Toongabbie**
As part of the proposal the Western leg of the service road would become an exit only onto Fitzwilliam Road and the eastern leg of the service road would have entry only from Fitzwilliam Road. The proposal includes pedestrian refuge islands and a median island in Fitzwilliam Road that would restrict right turns into and out of Willmot Avenue.
- **TS/2024/10 – North Rocks Road and Loyalty Road, North Rocks**
The proposal includes pedestrian refuge islands on each leg of the roundabout and bicycle path or shared path on both sides of North Rocks Road.

Council now seeks your comments regarding the proposal by 5pm on **Tuesday 13 August 2024**.

You can view the plans and have your say by:

- Online: participate.cityofparramatta.nsw.gov.au
- Scan: QR code

If you have any further queries regarding this matter:
Please contact City of Parramatta's Traffic and Transport Services on 9806 5087.

cityofparramatta.nsw.gov.au

SCAN ME

3. ENGAGEMENT EVALUATION

Overall, the opportunity to share feedback was presented on 27,232 occasions, resulting in 2601 views of the project page, 554 document downloads, 74 online submissions by 73 participants.

3.1. Resources




- Letters (115 delivered)
- Signage
- QR code (96 scans)
- Social Media – targeted
- Parra News ad
- Digital screens
- Council e-newsletters
- Participate Parramatta
- Council website

3.2. Social Media Campaign

Toongabbie paid campaign results:

Paid Advertisements	No	Benchmarks
Spend	\$149.85	n/a
Reach	8,668	n/a
Impressions	16,550	n/a
Frequency (no. times ad seen p/p)	1.91	2-3
Link clicks	675	n/a
CPC (cost per click)	\$0.20	\$0.50-\$1
CTR (click through rate)	4.08%	More than 1%
Post engagements	790	n/a
Engagement rate (ER)	4.8%	More than 2%

Top performing ads

		
401 link clicks, \$0.21 CPC	261 link clicks, \$0.19 CPC	13 link clicks, \$0.23 CPC

Insights, Comments & Recommendations

- Overall, this campaign showed strong performance, with great CTR, CPC and ER results.
- Frequency was at a good level to reinforce campaign messaging without leading to ad fatigue.
- Passionate community interest in traffic on Fitzwilliam Road lead to a very positive Engagement Rate of 4.8% and Click Through Rate of 4.08%.
- Many community members expressed their feedback on the proposed roundabout. The biggest conversation driver overall involved the nearby Toongabbie Bridge, with many users raising it as a pain point. Overall traffic on Fitzwilliam Road was also raised as a concern.
- Demographically, results were fairly evenly distributed.
- 55% of results were from men, 42% were from women.
- 65+ age range saw the most results with 23%, followed by 35-44 with 20%, 45-54 with 18%.

Social comments

The social comments¹ broadly echoed sentiment shared in submissions, with discussion about the benefits of a roundabout and traffic lights as an alternative.

Organic campaign results

No organic posts were used in the campaign.

Electronic Direct Notification

Channel	List	Open rate	Project clicks
Participate Parramatta newsletter - 1 August 2024	18,564	35%	101

¹ Social comments are provided to Council officers for reference.

3.3. PARTICIPATE Parramatta

Promotion of the engagement directed community members to the Participate Parramatta website
The project page generated 74 online contributions.

Participate page link: <https://participate.cityofparramatta.nsw.gov.au/roundabout-toongabbie>


Project Page Events	
Views	2601
Visitors	1448
Online submissions	74 (73 participants)
Downloads	554 (by 269 unique visitors)


Documents	Unique visitors	Downloads
Proposed - Fitzwilliam Road and Tucks Road	271	554

HAVE YOUR SAY!

Council is inviting feedback on a **proposed roundabout** on Fitzwilliam Road and Tucks Road, Toongabbie.

Visit Participate Parramatta to share your feedback by **5pm on Tuesday 13 August 2024.**

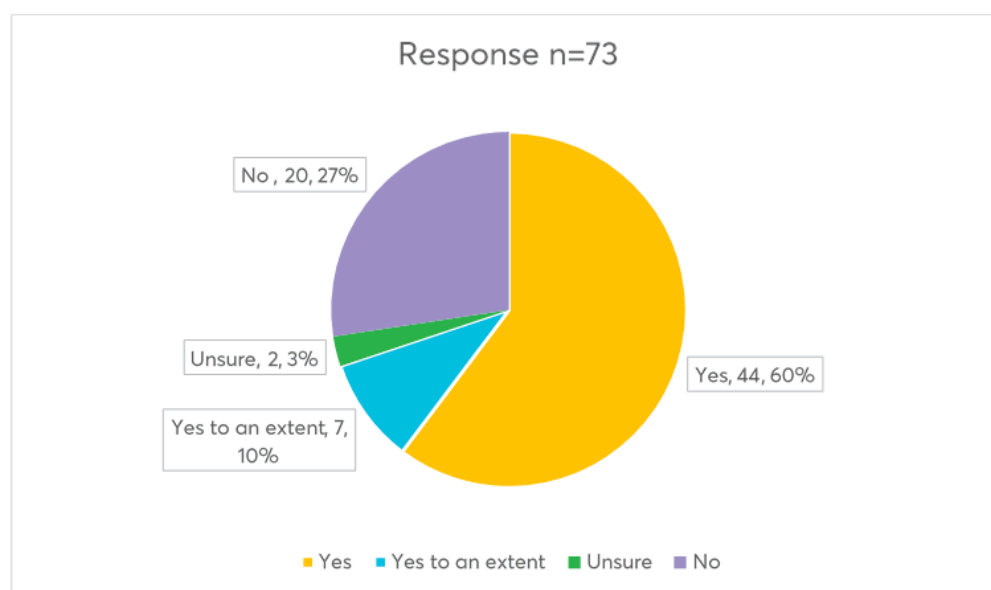

CITY OF PARRAMATTA

PARTICIPATE PARRAMATTA

4. SURVEY FINDINGS

4.1. Participate Parramatta Survey

Q1 ask "Do you support the proposal for a roundabout on Fitzwilliam Road and Tucks Road Toongabbie?"



Q2 asked 'Do you have a comment for Council to consider?'

There were 52 comments provided by participants.

Major themes included:

Theme	Mentions	Sample comment
Safety	14	The proposed changes would be largely accepted in our area as this intersection is particularly hard to navigate and it is becoming more unsafe as time goes on. The additional measures for pedestrian safety is also needed and appreciated.
Other upgrades in the area	13	The entry from Reynolds street also needs to be improved first. Since the work was completed to remove the additional lane. Gaining access to Fitzwilliam road during peak times is difficult with traffic queueing across the intersection making it very difficult to turn right out of Reynolds safely.
Bridge over railway	7	I think this is waste on money and isn't needed. The railway bridge overpass is the major bottle neck and need to be addressed.

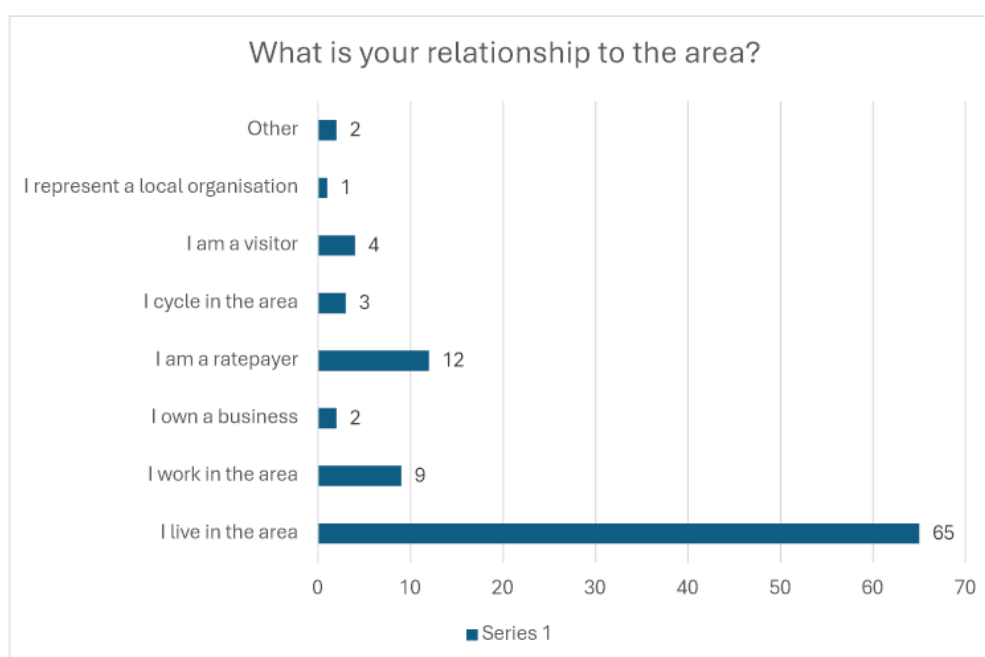
Traffic lights alternative	6	A traffic light would be beneficial in comparison to a roundabout. The proposed roundabout will close off access to my street which will only cause heavier traffic buildup at the following turn off to gain access to my street.
Will improve access	5	This is excellent planning to reduce speed as well as for Tucks road ppl to enter on Fitzwilliam road. As of now, unable to enter on Fitzwilliam road from tucks road during pick hours.
Will cause more delays	5	Roundabout can add major congestion and bottle necks on artillery road such as Fitzwilliam Road during peak times.

Two submissions were from residents who would be directly affected by proximity to their driveways, who commented on loss of parking spaces and loss of trees.

Q3 asked "If you have an attachment to your submission, please upload it here."

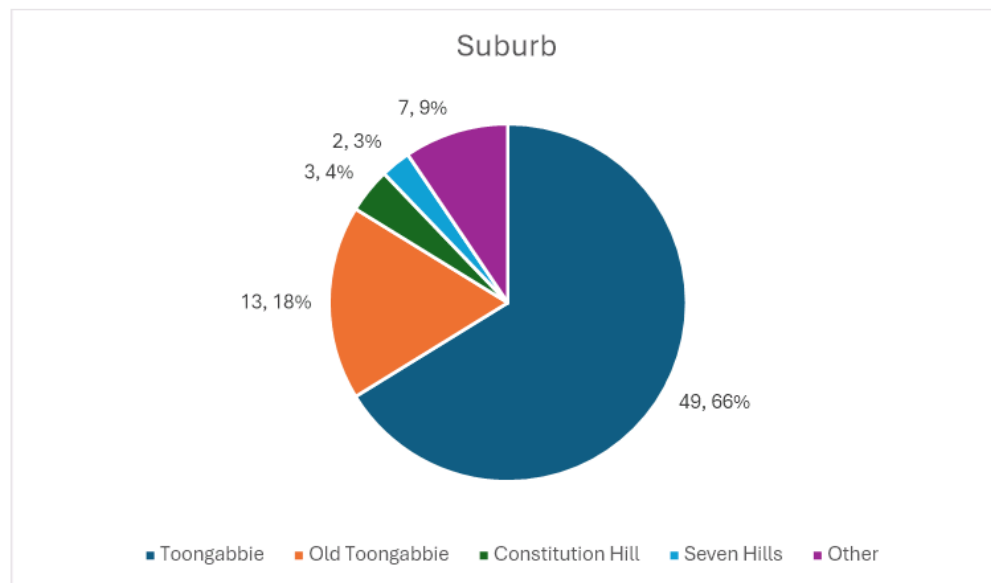
One respondent provided an attachment. Please refer to Appendix.

Q4 asked 'What is your relationship to the area?' Participants could choose more than one answer, with 88 percent of respondents live in the area.



Q5 asked 'What is the suburb where you live?'

Sixty-six (66) percent of respondents answered Toongabbie and 18 percent answered 'Old Toongabbie'.



Other included: Parramatta (2), Wentworthville (1), Blacktown (1), Greystanes (1), Revesby Heights (2).

Q6 asked for the respondents street address.

Q7 invited respondents to join the Participate Parramatta community and stay up to date with projects in their area.

Thirty-one (31) respondents answered 'Yes'.

This was the end of the survey.

5. RECOMMENDATIONS

This report presents and analyses the key findings from public exhibition of the Proposed Roundabout in Fitzwilliam Road and Tucks Road, Toongabbie.

Careful consideration should be given to all the feedback (including the comments in the appendix) and data presented in this report 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".

6. APPENDIX

6.1 De-identified answers to Comment question n=52

No.	Sentiment	Survey comment
1	Yes	Would be a great addition, saves time during congestive peak hours, with added safety measures being a roundabout.
2	Yes	As a resident in the local area, I feel this would great improve the safety for road users and pedestrians
3	Yes	To turn into Tucks Rd, you must hold up straight traffic and make it dangerous to go around. To turn OUT of Tucks Rd takes over 5 mins when busy especially turning right can be incredibly tricky.
4	Yes	expressing their support for the construction of a roundabout at Fitzwilliam Road and Tucks Road in Toongabbie, citing its potential to enhance safety and traffic flow. The design should prioritize pedestrian and cyclist safety, with dedicated bike lanes and crosswalks. It should address noise and traffic concerns and prioritize sustainable construction methods to protect local wildlife and green spaces, aligning with environmental goals and responsible urban planning. The roundabout should be designed to handle future traffic increases and maintain its effectiveness in Toongabbie's neighbourhood. The Council's role in transparent communication fosters trust and community involvement, enhancing the project's infrastructure.
5	Yes	I live on Tucks Road and have to turn right on to Fitzwilliam daily. This is a great idea but unfortunately I do see one issue. There will always be traffic issues with this road as the bridge on Wentworth road is a nightmare. Council has approved dozens of new apartments which results in tens of thousands of new residents but hasn't upgraded the bridge to accommodate for this. Will anything be done? I'd like a response regarding this.
6	Yes	I think this is a great idea provided construction is not long and disruptive!
7	Yes	I beleive this will improve safety at this intersection. It is not imeadiately obvious what is planned for the existing pedestrian crossing near by, is it unaffected? Also when will the obsolete Optus overhead internet cables be romoved from our streets? Especially where they cross over roads and intersections like this one. They should be removed and recycled.
8	Yes	Will the existing marked pedestrian crossing of Fitzwilliam Road west of Ballander Rd be retained?
9	Yes	Feedback on behalf of Parramatta active transport advisory committee: -Ballandella Rd is an on-road cycle route (as per TfNSW Cycleway Finder + Greater Parramatta by Bike Map) -To facilitate movement on Fitzwilliam Rd to/from Ballandella Rd, suggest making a section of the footpath on south side of Fitzwilliam Rd between the roundabout and Ballandella Rd a shared path - Add "PS2" bike symbols on Fitzwilliam Rd westbound on approach and departure to roundabout to improve awareness of westbound on-road cyclist. (Eastbound on-road cyclists are encouraged to use the service road).

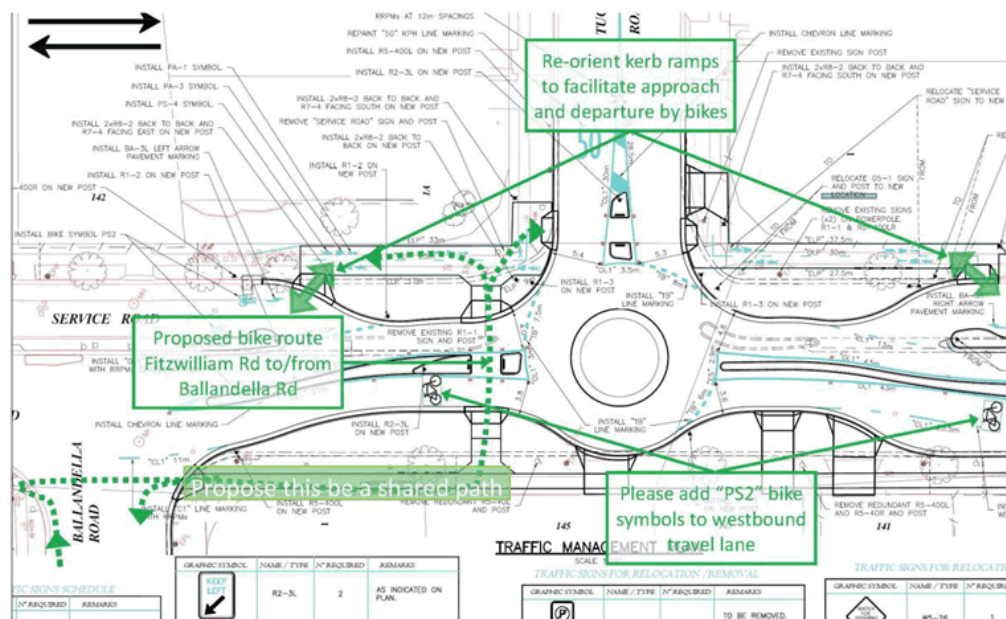
		- Re-orient kerb ramps on north side of Fitzwilliam Rd (service road) accessing the shared path sections either side of Tucks Rd to facilitate safe access onto and off the shared path. Comments are per the attached sketch extracted from the plan
10	Yes	Could council consider planting shade on the sides of the road?
11	Yes	The intersection is very dangerous for car who wants to leave the service road , especially school days. Heavy traffic, no one stops. Many cars cross unsafe. Ila roundabout is a good solution to maintain the flow and less speeding to give passing priority.
12	Yes	The roundabout will definitely increase safety in that turn.
13	Yes	Great initiative and it will certainly improve the road safety particularly the people coming from tuck St turning right into Fitzwilliam
14	Yes	It requires for safety by considering the traffic has been increased on Fitzwilliam road.
15	Yes	This is a good initiative and will ease the traffic in this area
16	Yes	This is long overdue. Traffic turning from Tucks rd onto Fitzwilliam always have a challenging time, especially in peak hours.
17	Yes	This is excellent planning to reduce speed as well as for Tucks road ppl to enter on Fitzwilliam road. As of now, unable to enter on Fitzwilliam road from tucks road during pick hours.
18	Yes	I use this intersection regularly, five days a week, to take my grandkids to school from their house near the Toongabbie Leisure Centre.. Fitzwilliam Rd is very busy at that time of the morning and it can be very difficult to onto Fitzwilliam from Tucks Rd, especially to turn right. Turning right onto Tucks Rd from Fitzwilliam Rd can also be awkward especially when doing so holds up traffic coming from behind. I think a roundabout would improve access and safety at this intersection.
19	Yes	This roundabout is desperately needed. Our daughter and her family live on Tucks Road and we find it very dangerous turning out of Tucks Road onto Fitzwilliam Road when we visit
20	Yes	I agree with the need and design of this roundabout. The intersection is becoming dangerous to both drivers and pedestrians due to the number of risks being taken while trying to navigate the intersection.
21	Yes	The proposed changes would be largely accepted in our area as this intersection is particularly hard to navigate and it is becoming more unsafe as time goes on. The additional measures for pedestrian safety is also needed and appreciated.
22	Yes	It is long overdue. The residence living in this pocket has to turn left on most occasions and then go into backstreets on the right and turn back then back adding a lot of time to a simple trip. We only have 3 entry and exits from this pocket and as fitzwilliam road gets busier and busier it makes the turn even more impossible.
23	Yes	Turning right out of Tucks Rd is horrendous and I have witnessed very unsafe driving from people trying to turn. The bank up in the morning is inefficient. This will be a game changer for local residents, especially older people who struggle with timing the breaks of traffic. Thank you in advance!!!
24	Yes	People are risking to turn right
25	Yes	Just adding a few crossing for pedestrians
26	Yes, to an extent	Consider traffic lights instead please. Too many issues esp with service road and delays getting in and out at peak time.
27	Yes, to an extent	Unless the bridge at Toongabbie is corrected I think lights would be better at Tucks Road and Fitzswilliam as the large round about is a Hugh issue in peak and that will flow onto the proposed roundabout

28	Yes, to an extent	The roundabout would solve a big problem from the tucks road exit to Fitzwilliam road. But ballendella road I am worries would become exactly the same if the roundabout does not extend to this road. Would a set of lights work better? But in general I am in support of this as it needs to be fixed.
29	Yes, to an extent	I would prefer traffic lights and feel there has to be another one at rausch st as well to stop the speeding. You really have to create a bridge elsewhere to stop it being a rat run.
30	Yes, to an extent	Sorry to distract you but it is more urgent to consider a roundabout on Fitzwilliam Road and Greenleaf Street Toongabbie. Mine is more complicated and busier and hence deserve more attention and higher priority. Or build 2 roundabout at the same time!!
31	Yes, to an extent	This does not solve the problem of turning out of Tucks road during peak hour traffic, although certainly makes turning during all other hours of the day easier.
32	Yes, to an extent	A lot of the difficulty, and accidents that take place in the area, happen earlier on Station Road. Station Road runs into the roundabout a bit further down and connects to Fitzwilliam Road, Wentworth Avenue and Station Road together. What's really desperately needed is a bridge, or crossing that makes crossing Station Road easier. Placing a new roundabout at Tucks Road is nice, but actually does very little to help the fatalities that are happening within the area, I am afraid.
33	Unsure	Roundabout will be great for drivers turning out of Tucks Road as currently it is sometimes difficult to turn right turn peak times. Just concerned the roundabout will cause more traffic on Fitzwilliam Road.
34	Unsure	I live in Willmot Ave. There is a lot of traffic that comes down Bungarabee Rd. Should you consider installing the roundabout at this intersection? Tucks Rd is nowhere near as busy as Bungarabee that delivers traffic from the railway line. Why is this being done at Tucks Rd? it does not make sense to me. While you are at fixing the road, you should remove the left turn into Willmot from Fitzwilliam, every day numerous cars turn into Willmot only to do a Uturn to get back out.
35	No	Consider a traffic light as opposed to a roundabout to better manage traffic flow in the area
36	No	A traffic light would be beneficial in comparison to a roundabout. The proposed roundabout will close off access to my street which will only cause heavier traffic buildup at the following turn off to gain access to my street.
37	No	You will not be able to turn right into Wilmot and traffic will pile up on Fitzwilliam Rd before the roundabout heading towards station Street
38	No	Put the roundabout at bungarabee interchange
39	No	<p>The roundabout would be just next to our house's driveway. Driving car onto our driveway looks fine, but getting out of the house will be very hard, as we will be reversing into the roundabout. Is this even legal? We request you to offset the roundabout a bit towards the Tucks road and hence we will not lose kerbside lawn space and somehow reverse car in that space, and prevent entering roundabout in reverse?</p> <p>As my family members are allergic to dust, the construction related dust could impact their health.</p> <p>Removing 6 healthy grown trees is sad. I fail to see why they cant be saved. These trees house native birds. Please donot chop them.please..</p> <p>Looks like we will loose the parking space on street as well.</p>
40	No	What we need is a crossing across tucks Rd, very hard to get across with children
41	No	<p>- Roundabout is literally on our driveway, cars which is a safety concern for our children.</p> <p>- we loose 2 parking spots which is very useful for our guests</p>

		<ul style="list-style-type: none"> - 3 trees lost - we will have a tough time getting out car outside to the road in case there is bumper to bumper traffic. - Concerns about high speed traffic crashing into our driveway while turning
42	No	You need to consider traffic the safety of pedestrians and realising that that is a very very high traffic area you put around about there and it's going to cause major traffic jams
43	No	<p>Don't need a roundabout there. Need one at the bungaree Rd +bulli Rd Intersection. With a crossing installed..</p> <p>And you need to add a walking light crossing to Fitzwilliam & Reynolds Intersection. No one slows down and its impossible to cross there.</p>
44	No	There are so many other bottle neck that need to be fixed first. Like the corner of Fitz and Windsor road. The traffic is horrible in peak hour. Plus the safety of people pulling out and across all the lanes and blocking the other traffic. Things like that need to be looked at first.
45	No	<p>Buses operating in service via the Service Rd approaching Tucks Rd Toongabbie northbound, your proposal has increased risk of accident between bus and other vehicles traveling northbound on Fitzwilliam Rd.</p> <p>Bus drivers waiting to enter Toongabbie Rd northbound do not have ample sight vision due to merger and can perform this with safety also negotiate the very narrow approach to proposed round about.</p> <p>Please redesign the interaction between Service Rd and Toongabbie Rd northbound.</p>
46	No	Roundabout can add major congestion and bottle necks on artillery road such as Fitzwilliam rd during peak times
47	No	<p>Fitzwilliam road is already a busy road and takes a long time to get across to main roads during peak hours.</p> <p>At the moment, we don't see any safety issues there as it is a wide road with an existing service road.</p> <p>For people coming from other side of Toongabbie by crossing the narrow bridge and people coming from station street, this round about will become an unnecessary and frustrating and more importantly will add additional delay to their commute.</p> <p>I believe that council priority need to be to solve the existing bottleneck of traffic situation across the narrow bridge on Toongabbie station and the two round abouts before getting on to the fotzwilliam road.</p>
48	No	The entry from Reynolds street also needs to be improved first. Since the work was completed to remove the additional lane. Gaining access to Fitzwilliam road during peak times is difficult with traffic queueing across the intersection making it very difficult to turn right out of reynolds safely.
49	No	Remove speed hump at bungeree if this must happen. I often need to bathroom just before home and this would be a nightmare as there isn't much speeding in this area.
50	No	<p>Your proposal will reduce vehicle speeds in Fitzwilliam Rd by bringing it to a stand still. Within 100 metres of the proposed roundabout there is a speed hump with a pedestrian crossing which already slows vehicle speeds. Further up the road at Wentworth Ave there is a roundabout that during peakhour is usually blocked.</p> <p>With the addition of the proposed roundabout Fitzwilliam Rd will become a parking lot. With the additional pedestrian islands (which a lot of people think are pedestrian crossings) Fitzwilliam Rd could become more dangerous with more accidents.</p>

51	No	I think this is waste on money and isn't needed. The railway bridge overpass is the major bottle neck and need to be addressed.
52	No	the location of an additional roundabout will only exacerbate the existing problems during peak periods, i.e roundabout at toongabbie bridge, slowed traffic conditions caused by building of Amazon warehouse on Station Rd and the phasing of lights at junction of Fitzwilliam and Old Windsor Rd.

6.3 Attachments n=1



Ends



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2411 A8

SUBJECT: Stage 1 and 2 of the Toongabbie to Westmead Pedestrian and Cyclist Corridor in Park Pde, Westmead and Wentworth Ave, Wentworthville respectively.

APPLICANT: City of Parramatta

REPORT OF: Senior Transport Planner

WARD: Parramatta

SED: Parramatta

Purpose

This report seeks approval for the installation of Stage 1 and 2 of the Toongabbie to Westmead Pedestrian and Cyclist Corridor in Park Pde, Westmead and Wentworth Ave, Wentworthville respectively. The purpose of this infrastructure is the staged delivery of improved regional walking and cycling connectivity, amenity and safety along the Main Western Line from Blacktown to Parramatta. It includes:

- Pedestrian and Cyclist paths and shared paths on Wentworth Avenue and Bridge Road, Wentworthville, as well as Park Pde, Westmead.
- Widening the existing raised pedestrian crossing in Wentworth Ave at Railway St to include a cyclist crossing,
- A new raised pedestrian and cyclist crossing over Bridge Rd north of Wentworth Ave, a one-way westbound restriction in Wentworth Avenue between Reid Ave and Bridge Rd, and a change to Bryne St having priority at Lydbrook St, Wentworthville.
- Approval in principle for a pedestrian and cyclist bridge over the Cumberland Hwy at the Main Western Line.

OFFICER'S RECOMMENDATION:

1. That Council approve in principle the construction of a new pedestrian and cyclist bridge over the Cumberland Highway at the Main Western Line (including a pedestrian facility across Wentworth Avenue at the western ramp of the bridge), noting that the bridge requires detailed design and environmental assessments to be undertaken, as well as further approvals from Sydney Trains and TfNSW.
2. That Council approve the construction of separated pedestrian and cyclist paths and shared paths on Wentworth Ave, Wentworthville between Binalong Rd and Bridge Rd, as well as Bridge Rd and Park Pde, Westmead and a crossing facility across Wentworth Ave near Binalong Road as detailed in the report.
3. That Council approve the widening of the existing raised pedestrian crossing in Wentworth Ave at Railway St to include a cyclist crossing, a new raised pedestrian and cyclist crossing over Bridge Rd north of Wentworth Ave as shown on the plan attached to the report.
4. That Council approve a one-way westbound restriction in Wentworth Avenue between Reid Ave and Bridge Rd, and a change to Bryne St having priority at Lydbrook St, Wentworthville as shown on the plan attached to this report.

5. That recommendations 1 to 4 are subject to the funding being secured and the detailed design of the proposed works including TCS plans, sign and linemarking plans being approved by Transport for New South Wales (TfNSW) prior to the commencement of construction.

Background

On 11 March 2024 Council considered draft plans for the Toongabbie to Westmead Pedestrian and Cyclist Corridor. The location of the proposed works is detailed in **Figure 1** and a detailed description of the full scope of works can be viewed in the previous report considered by Council using this [link](#). The previous report also includes the community information package which was central to the exhibition of this proposal.

Given the scale of the corridor, this PTC report only seeks approval for Stages 1 and 2 identified in **Figure 1** below, however the consultation outcomes includes the whole project area as some submissions covered the entire length of the corridor. It should also be noted that the section between Stages 1 and 2 is within Cumberland City Council, and will be subject to their approval processes and priorities.

On 11 March 2024, Council resolved that:

- (a) That Council approve the draft Toongabbie to Westmead Pedestrian and Cyclist Corridor at Attachment 1 for the purposes of public exhibition.
- (b) That the draft plan 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.

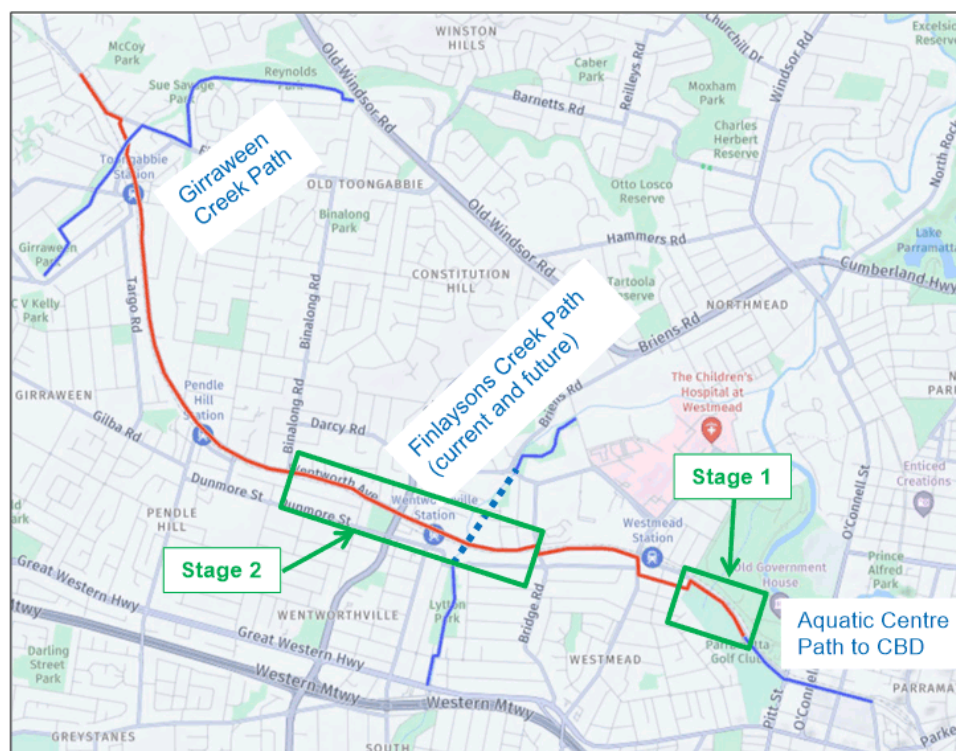


Figure 1: Toongabbie to Westmead Corridor (RED), existing paths (BLUE)

Concept Plans for Stages 1 and 2 are presented below in **Figures 2 to 8**.

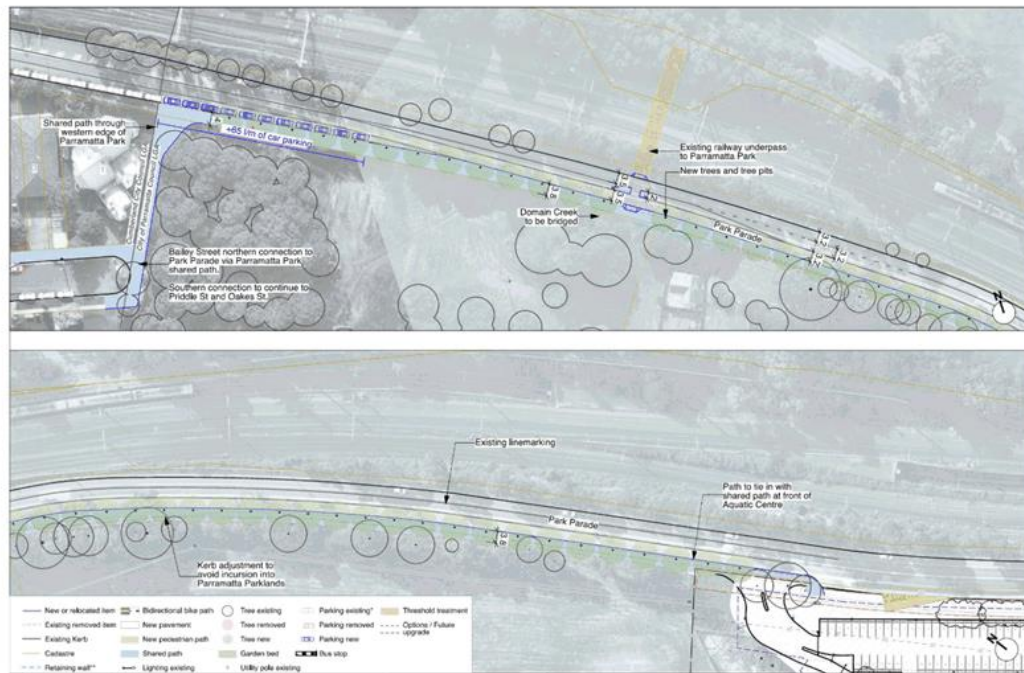


Figure 2: Stage 1 Concept Plans (Park Pde)

The western extent of this approval is Binalong Road, as per Figure 3 below. Stages further west will be subject of future reports to future approvals. The detail design of an appropriate termination treatment and crossing facility in the vicinity of Binalong Rd will be undertaken as part of the next stage of this project.

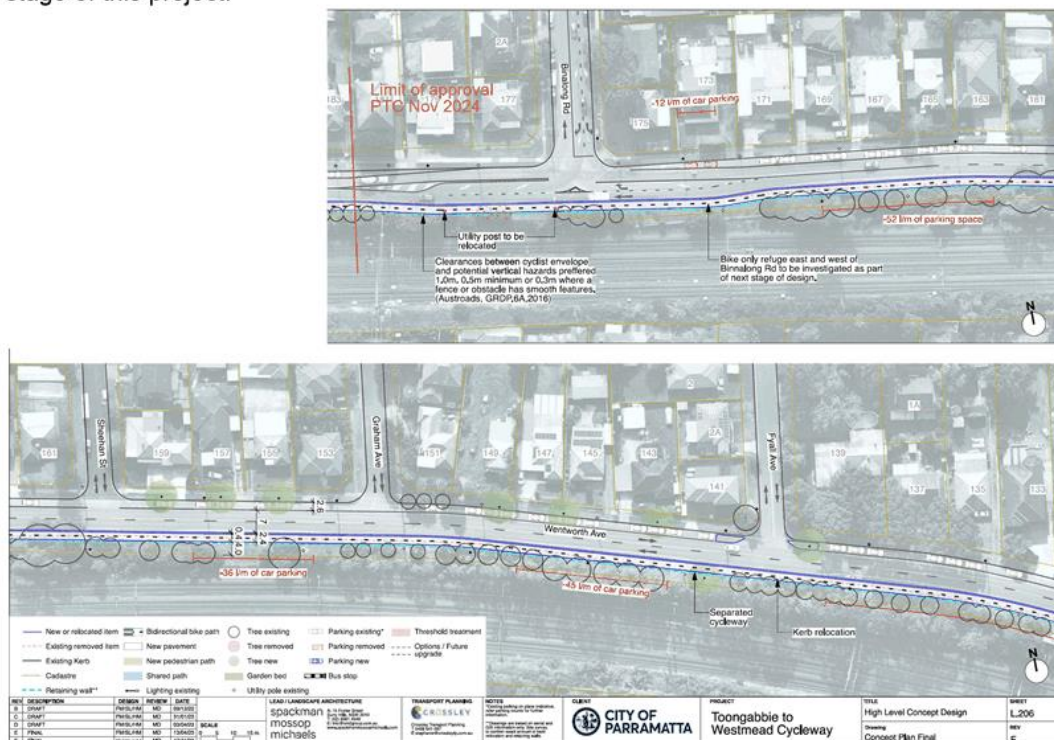
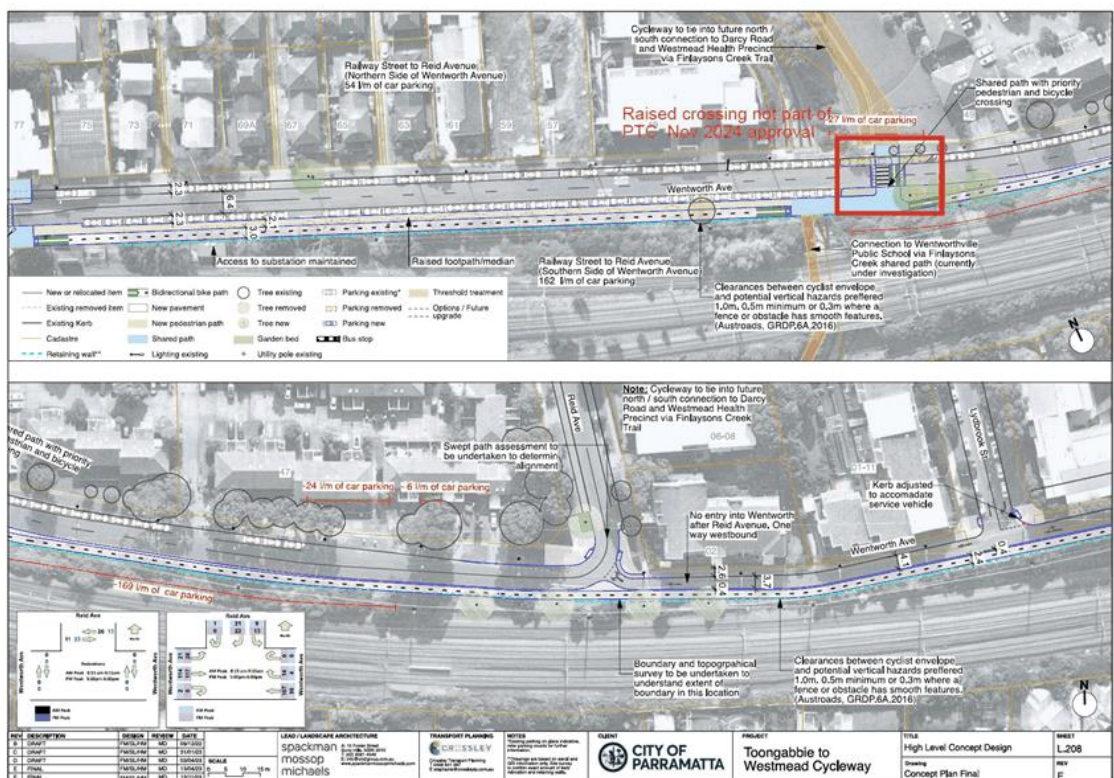
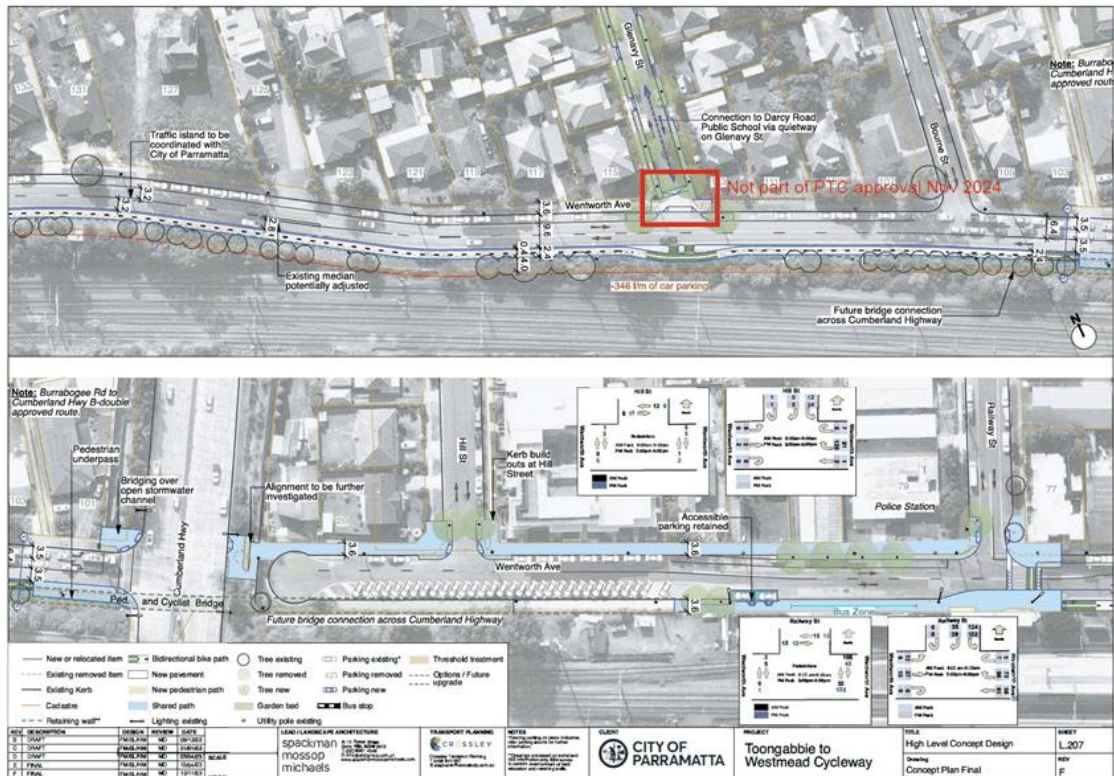


Figure 3: Stage 2 Concept Plans (Binalong Rd to Fyall Ave)



Parking Changes

The project proposes to make changes to the availability of street parking along the corridor, including within 1km of a nominated train station that requires TfNSW approval (Wentworthville). Video audits revealed there are currently approximately 1000 parking spaces on Wentworth Avenue, of which the peak usage is just over 500. However, parking demand is closely correlated to the proximity to train stations, and is higher within 250m of Pendle Hill and Wentworthville in particular. Table 1 below identifies the parking availability and demand in each section, demonstrating that current parking availability in the precinct will meet demand now and into the foreseeable future, also meeting the guidance outlined by TfNSW in the Cycleways Design Toolbox and Road User Space Allocation Policy. TfNSW have approved a TMP to replace the parking with the pedestrian and cyclist paths as per the table below:

In Wentworth Avenue between Binalong Road and Bridge Road it is proposed to re-purpose 71 parking spaces on the southern verge between Binalong and the Cumberland Highway, and 45 spaces between Cumberland Highway and Bridge Road for pedestrian and cyclist infrastructure. Between Binalong Rd and Cumberland Hwy, peak utilisation is low and the project will leave an excess of 34 spaces at peak times, comfortably accommodated in Wentworth Ave alone.

Between the Cumberland Hwy and Bridge Rd, peak parking utilisation on Wentworth Ave is higher. The project will reduce parking supply, however a 4-space surplus of parking spaces on Wentworth Avenue will remain compared to existing demand at peak times on Wentworth Ave. However, when considered more in the wider precinct, current parking available in adjacent streets (Hill Street, Short Street, Railway Street, Reid Avenue) is 258 spaces, of which peak use is 185. This excludes Water Street, Lydbrook Street and Byrne Street that also have excess parking available.

Table 1: Parking changes

Location	Spaces	Peak use	Future spaces	Surplus
Binnalong Road to Cumberland Hwy – all unrestricted	130	25	59	34
Cumberland Highway to Bridge Road -Wentworth Ave only (Unrestricted)	174 (139)	125 (92)	129 (92)	4 (0)
Hill Street, Railway Street, Short Street, Reid Avenue (excl Water, Lydbrook, Byrne)	258	185	258	73
Total	562	337	446	109

Wentworth Ave one-way westbound between Reid Ave and Bridge Rd

In this location, Wentworth Ave varies between approximately 7.0 and 7.5m wide with a narrow 2m verge with footpath on the north, and 'No Stopping' both sides. However, to fit a physically separated cycleway it was proposed to make traffic one-way westbound. Concept plans for the one-way restriction are available at **Figure 6** and as an attachment. As a result, vehicles travelling east on Wentworth Avenue will need to divert via Byrne Street (an additional 250m).

In this location the AM peak hour is approximately 110 vehicles in each direction, with the PM peak hour 180 westbound and 110 eastbound per hour. A detailed assessment and SIDRA traffic model was undertaken to understand the impacts of diverting this traffic on the local streets and intersections as well as testing one-way eastbound versus westbound. The report concluded that there is sufficient capacity within the existing intersections to accommodate the anticipated reassignment of traffic. No upgrade to intersections is required, except for reallocation of priority movements at the Lydbrook Street / Byrne Street intersection. In assessing the direction of the one

way traffic flow, both resulted in a functional road network. However, from a network legibility / road safety perspective, it is recommended that Wentworth Avenue is converted to westbound given based on;

- Poor sight distance to the northbound travel lane when exiting Wentworth Avenue at the Bridge Road / Wentworth Avenue intersection.
- A lack of gaps for vehicles turning right out of Wentworth Avenue onto Bridge Road due to queue propagation from the Bridge Road / Alexandra Avenue roundabout, and the Bridge Road / Veron Street / Grand Avenue signalised intersection.
- Reducing the risk of rear-end crashes and driver confusion associated with No Entry signage on Bridge Road, as opposed to the relatively lower speed / lower volume Wentworth Avenue and Reid Avenue.

TfNSW have subsequently approved a TMP for the one-way westbound restriction.

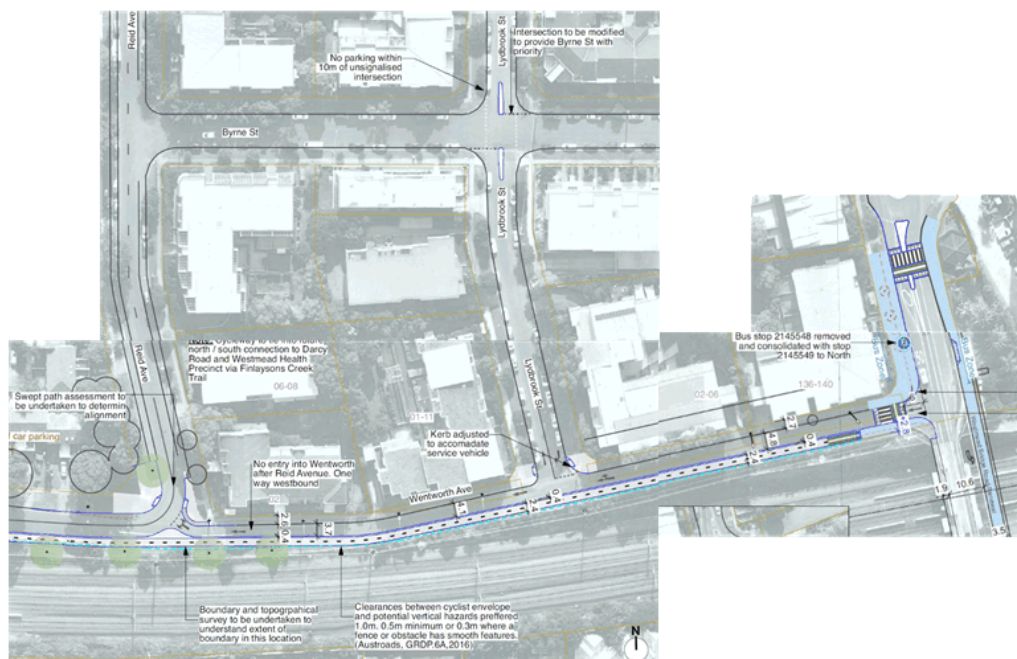


Figure 6: Stage 2 Concept Plans (Reid to Bridge)

Cumberland Highway Overbridge

A pedestrian and cyclist bridge is proposed due to the existing challenging access, amenity, safety and time impacts of the current crossing. The existing topography and linear nature of the corridor lent itself to grade separation at the intersection with minimum impacts to pedestrian walking distances. A feasibility study was completed and presented to Sydney Trains, who issued a conditional Gate 0 approval for the concept design prior to public exhibition. The bridge itself is proposed at 4m wide due to Sydney Trains requirements and has a single 45m span over Cumberland Hwy and creek culvert and concrete approach ramps each side, along with an allowance for stair access on eastern side. See Figure 7 & 8 below for high level plans.

A crossing facility of Wentworth Avenue will be required at the bottom of the western bridge ramp. However the exact location and nature of the crossing will be dependant on the bridge detail design.

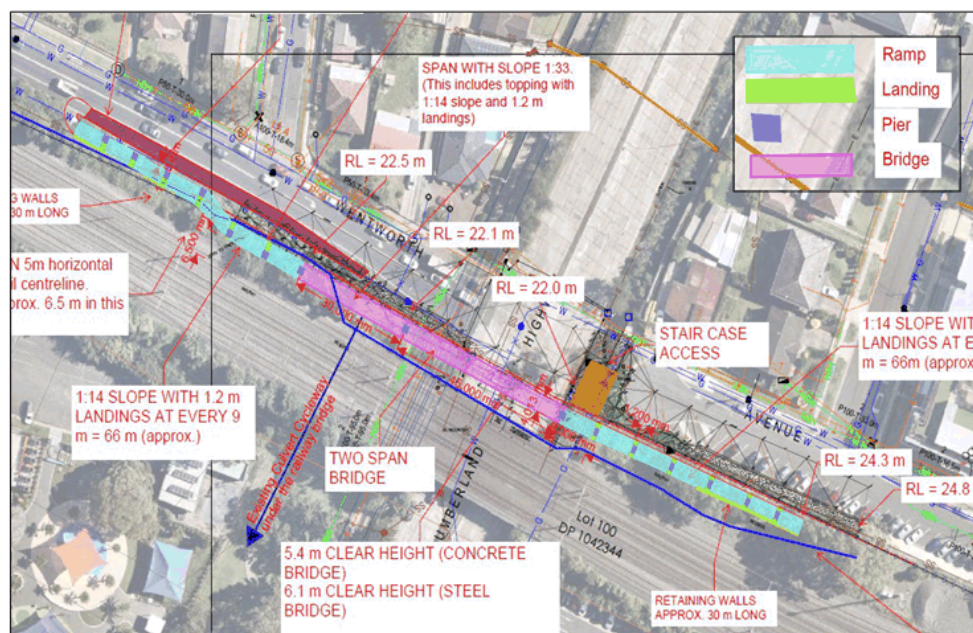


Figure 7: Stage 2 Concept Plans (Cumberland Hwy Overbridge in plan)

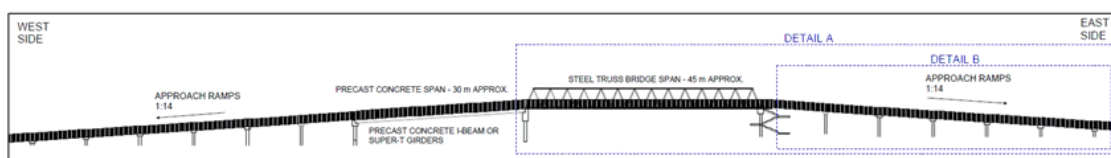


Figure 8: Stage 2 Concept Plans (Cumberland Hwy Overbridge in elevation)

According to Council's adopted guidelines, pedestrian crossings can be installed on local roads if the number of pedestrians crossing the road in one hour is 20 or more (now or forecast). The raised pedestrian and cyclist crossings are only proposed at locations where a crossing exists, or where the warrants will be met with the delivery of the project. Pedestrian and cyclist counts in Wentworth Avenue are provided in Table 1 below, cells highlighted in grey identify priority crossing locations. Conservative pedestrian and cyclist volumes are forecast along the route as a result of the proposed facilities as well as the new bridge over the Cumberland Highway.

Table 2: Crossing Counts

	Time	Number	Notes (now)	Ped' Forecast	Cyclist Forecast	Total	Notes (Forecast)
Wentworth Ave / Bridge Road							
North	0715-0815	13	13 pedestrians, no detail on vulnerable road users	14	10	24	Assumes minimal extra pedestrians, and conservative increase in the number of cyclists as a result of the wider proposal
South	1600-1700	1	1 pedestrian				
West	1600-1700	1	1 pedestrian				
Wentworth Ave / Railway Street							

North	0730-0830	13	13 pedestrians				
West	0730-0830	2	2 pedestrians				
East	0730-0830	185	184 pedestrians, 1 cyclist	N/A	N/A	N/A	N/A – existing crossing

Public Consultation

In line with Council's resolution, letters were sent to local residents and businesses in early April inviting submissions on the proposal. The consultation area is shown in 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. Six community drop-in sessions were also staffed by Council officers, as well as coreflute signs placed at all train stations, Parramatta Aquatic Centre and 5 additional key locations (see Figures 2 and 3 below).



Figure 9 & 10: Examples of on-site signage

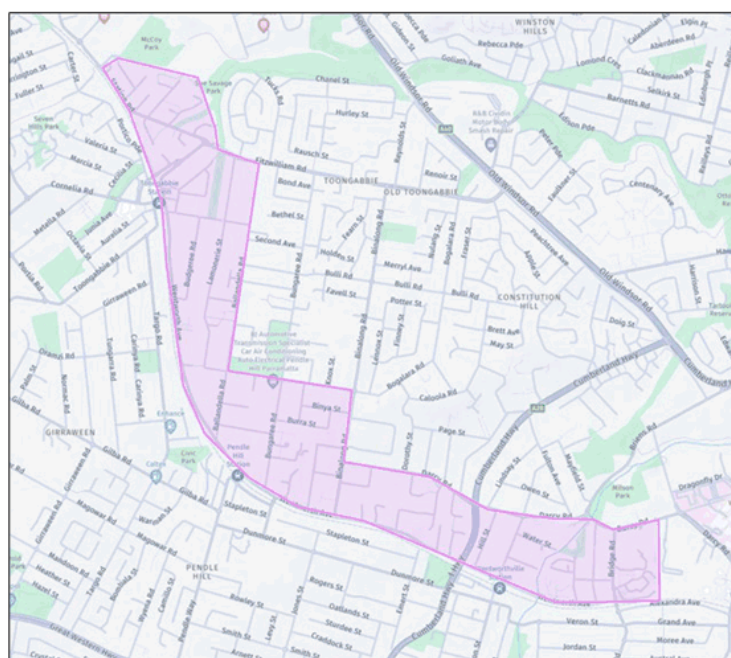


Figure 11: Letter notification area

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 3,168 views of the Participate Parramatta project page and 268 recorded engagements (64 survey, 90 quick polls, 6 email submissions and 108 comments on the online map). The quick poll only required a user to nominate whether they supported the project or not, whereas the survey required more detailed demographic data from the user, as well as more detailed written feedback on the project, see Attachment 1 – Engagement Evaluation for more detail.

The quick poll results were 71 yes (79%), 11 yes to an extent (12%), 1 unsure (1%) and 7 against (8%). A total of 70 written responses (direct email and survey) were received from the community, all except for 7 were from within the City of Parramatta Local Government Area. The highest number of written responses were from Westmead (12), then Toongabbie (9), Pendle Hill (8) and Wentworthville (7). Support within the written submissions were 51 yes (73%), 12 yes to an extent (17%) and 7 against (10%).

Public consultation feedback is provided in full in the Council Report of 8 July 2024. Key themes from the consultation are summarised below in Table 1 in order of frequency.

Table 3: Key consultation themes

Count	Comment / Theme	Officer Response
18	Suggestion for next stage of detail design (supported by Council officers)	Commenters made site specific suggestions regarding improved access, crossings, lighting and canopy that are supported, and should the project proceed into detail design would be incorporated.
12	Project is an improvement to safety	Support noted.
11	Support for the Finlaysons Creek Nature Trail project.	Support noted (Finlaysons Creek is a Western Sydney Infrastructure Grants funded project that has a strong interface with the Toongabbie to Westmead Corridor east of Wentworthville Station and is subject to a separate approval process).
10	Support for the Cumberland Highway Overbridge at Wentworthville.	Support noted.
9	Retention of ecology, trees and vegetation along the corridor.	The project will seek to increase overall canopy cover along the corridor (subject to local resident consultation) and strives to minimise impacts to existing ecology. However, the final impacts and possible mitigations will only be considered if the project proceeds to detail design.
8	Provide a connection between Bridge Road and Hawkesbury Road on northern side of the rail line within City of Parramatta.	In this location, a path would pass over multiple strata titled parcels, a school and Sydney Trains maintenance paths. This would make it complex to deliver with significant uncertainties. This connection can be pursued long term, but a link along Alexandra Ave is supported by Cumberland City Council, and could be delivered at any stage (subject to its priorities and budget).
7	Support for the Wentworth Avenue underpass at Toongabbie.	Support noted.
7	Great idea	Support noted.
7	Suggestion for next stage of detail design (NOT supported by Council officers)	Some site-specific suggestions were not supported due to being infeasible (underpasses or overpasses of the rail line in additional

		locations), or would not be supported technically (raised priority crossings in locations where they are not warranted).
6	Support for western path along Park Parade to Parramatta Aquatic Centre (PAC).	Support noted, this will also be passed on to Greater Sydney Parklands Trust for its consideration.

There were a limited number of objections to the project in Stage 1 and Stage 2, namely:

- a) One submitter did not support changing Wentworth Avenue to one-way between Reid Avenue and Bridge Road, two submitters supported the one-way scheme.

Officer response: there will be some localised impacts to circulation, with properties that rely on Wentworth Avenue needing to divert via Byrne Street. This will add approximately 250m to any eastbound trip, which is considered an acceptable minor diversion.

- b) Two submitters raised concerns about existing congestion on Bridge Road.

Officer response: the existing congestion on Bridge Road is outside of the scope of this project. However, traffic flow is expected to be improved with the new Bridge Road over bridge currently being delivered by Sydney Trains that will add a second southbound lane over the rail line, plans available at this [link](#). Traffic flow may also be improved if eastbound cars are removed from Wentworth Avenue as indicated in the exhibition documentation, as the intersection with Bridge Road will have fewer types of movements (no left or right turn out into Bridge Road), and a lower volume of vehicles at the intersection.

- c) Two submitters suggested the project was either a waste of money or not a priority.

Officer response: Council balances the needs and priorities of the community across a number of programs and projects, should Council resolve to proceed with this project it would be subject to Council budget processes and external grant applications.

TfNSW Consultation

TfNSW was consulted on the parking changes within 1km of Wentworthville Station and the one-way restriction in Wentworth Ave and have approved TMPs for both changes.

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
10/5/2024	Greater Sydney Parklands (GSP)	GSP supports the overall concept, however a connection at the end of Parramatta Park between Bailey Street and Park Parade is not supported at this stage until further master planning of Mays Hill is complete.	Council will note that link as tentative and if the project is approved, continue to work with GSP while the works outside of the Park boundary are progressed.	Infrastructure Planning and Design

Councillor Consultation

In addition to pre-exhibition Councillor consultation discussed in the previous report which can be access with this [link](#), the following consultation has been undertaken in relation to this matter:

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
28/5/2024 (update email)	Parramatta Ward Clrs	No feedback received	N/A	Infrastructure Planning and Design

Proposed changes to Stage 1 and Stage 2 the proposal as a result of consultation

Two changes are proposed to Stage 1 and Stage 2 of the project as a result of consultation.

- a) At the request of Greater Sydney Parklands Trust the proposed connection between Bailey Street and Park Parade will be deferred until the Mays Hill Master Plan is re-visited by the Trust.
- b) Three comments requested that the bus stop on Bridge Rd between the rail line and Byrne St, Wentworthville not be moved further north. The project will now retain the bus stop within that block.

On 8 July 2024 Council considered the exhibition outcomes for the Toongabbie to Westmead Pedestrian and Cyclist Corridor at Figure 1 and resolved to proceed with the project, the resolution states (items relevant to Stage 1 and 2 are in **BOLD**):

- (a) That Council note the feedback from the community consultation documented at Attachments 2, 3 and 4.
- (b) That Council approve the scope of works to support walking and cycling along the Main Western Line between Toongabbie and Westmead, as set out below for submission to the Parramatta Local Traffic Committee for consideration:
 - i. Install a pedestrian and cyclist shared underpass of Wentworth Avenue between Premier Street and Toongabbie Station, Toongabbie,
 - ii. Build a widened shared path along Girraween Creek between Premier Street and Portico Parade,
 - iii. **Install a pedestrian and cyclist overbridge of the Cumberland Highway at the Main Western Line at Wentworthville,**
 - iv. **Convert Wentworth Avenue between Reid Avenue and Bridge Road to one way traffic westbound,**
 - v. **Convert the pedestrian crossings in Station Road at McCoy Street, and in Wentworth Avenue at Railway Street to raised pedestrian and cyclist crossings,**
 - vi. **Install a new raised pedestrian and cyclist crossings on Wentworth Avenue at Finlaysons Creek, and Bridge Road south of Byrne Street, Wentworthville,**
 - vii. **Build a 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.**
 - viii. Install a raised shared environment intersection at Station Road and Premier Street,
 - ix. **Install a shared path on Station Road between McCoy Street and Premier Street, Burrabogee Road between Wentworth Avenue and Pendle Creek, Park Parade on the Parramatta Park frontage between Bailey Street and the Parramatta Aquatic Centre, and Bridge Road between Byrne Street and the Main Western Line.**

- (c) *That the CEO continue to pursue external funding (grants, etc) to fund future design and construction of the project.*

Therefore, this PTC report is in line with Council's resolution for proposed design and construction.

FINANCIAL IMPLICATIONS

The total estimated cost of construction of this project including paths, lighting, bridge and crossings is in the order of \$18,000,000 of which the greatest portion is the bridge. An application will be lodged to TfNSW to fund the design of Stage 1 and Stage 2a (Hill St to Bridge Rd) through the Get NSW Active Program in FY25/26 and FY26/27 for detail design. It is intended to commence construction when funding for the project becomes available.

Mark Crispin

Mark Crispin
Senior Transport Planner
29/10/2024

Attachment 1. Toongabbie to Westmead – Community Information Package

Attachments 2 & 3. Concept Design Plans – Toongabbie to Westmead Stage 1 and Stage 2



Toongabbie to Westmead

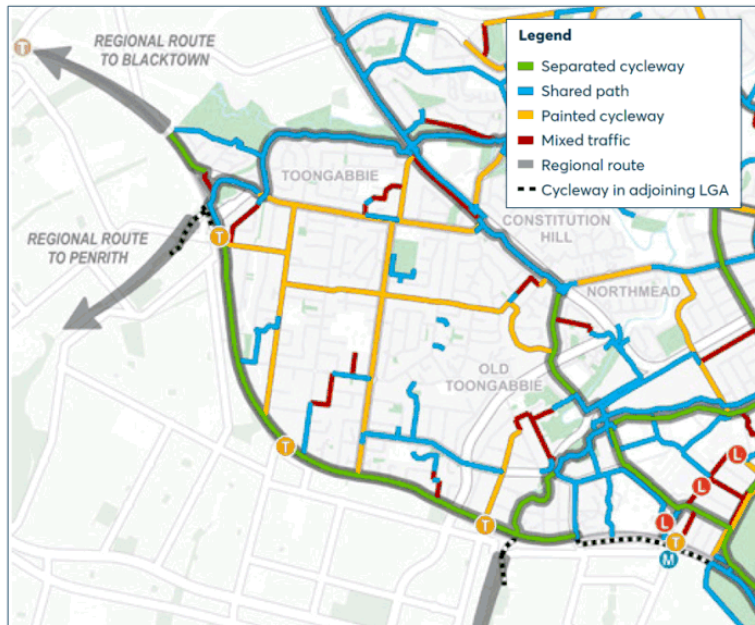
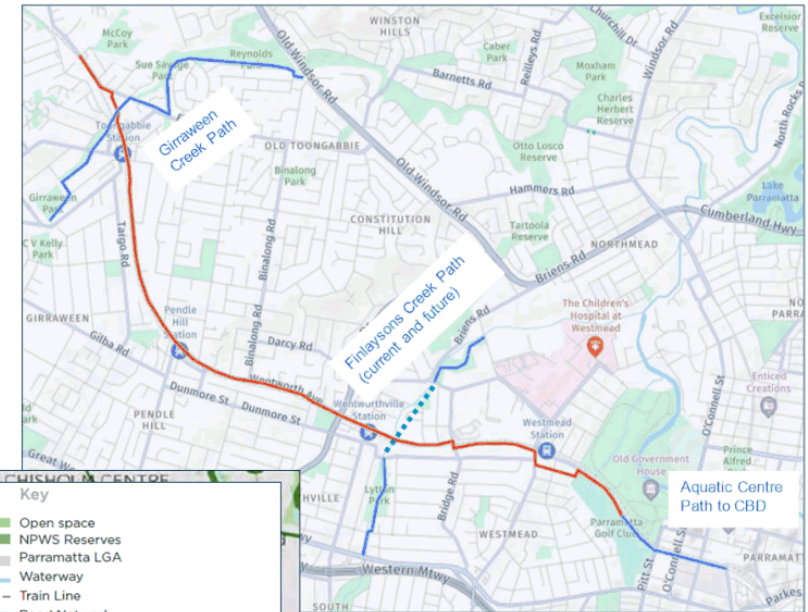
Pedestrian and Cyclist Corridor Study

Community Information Package

Background

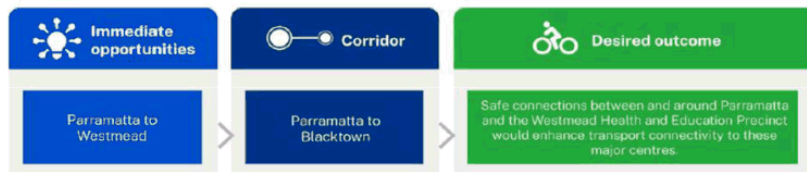
Strategic Context - Council

- Identified in Bike Plan 2024 and Parramatta Ways 2017
- Connects Girraween Creek (existing) to Finlaysons Creek (existing south of Rail line and Milson Park, plans for connecting the two), then into Westmead, Westmead Metro and Parramatta Aquatic Centre.

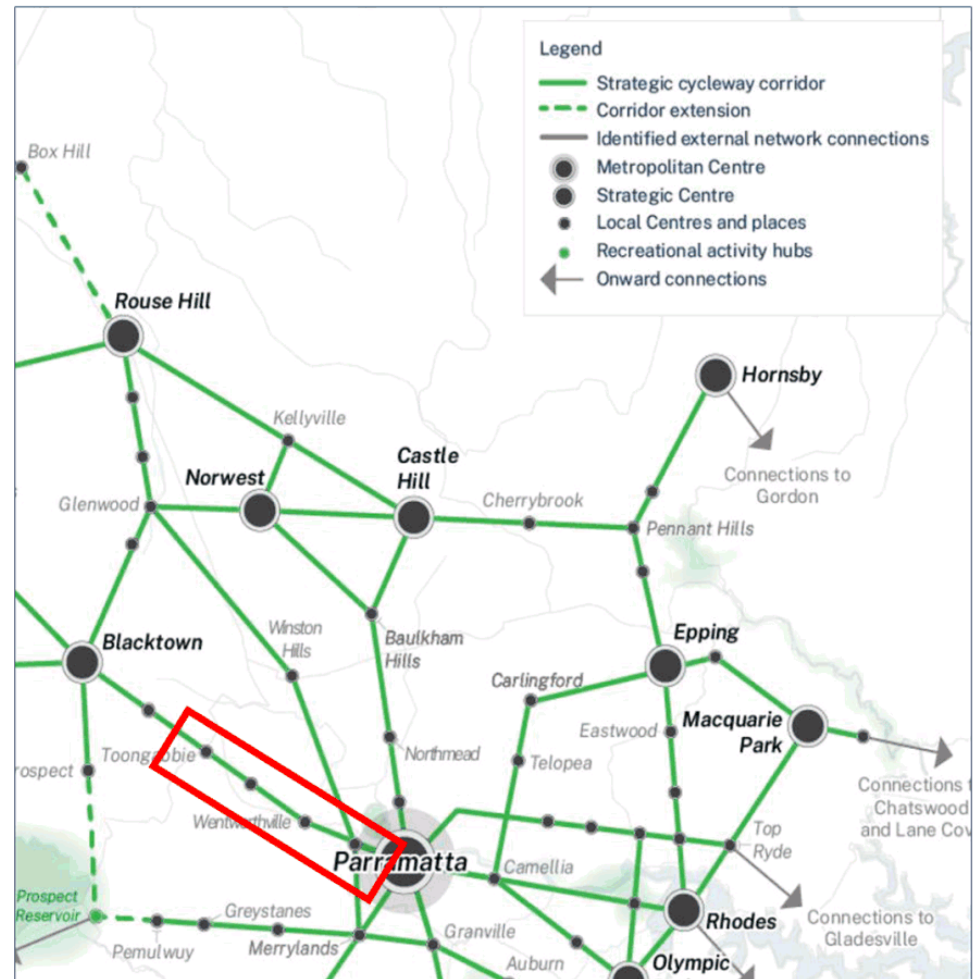
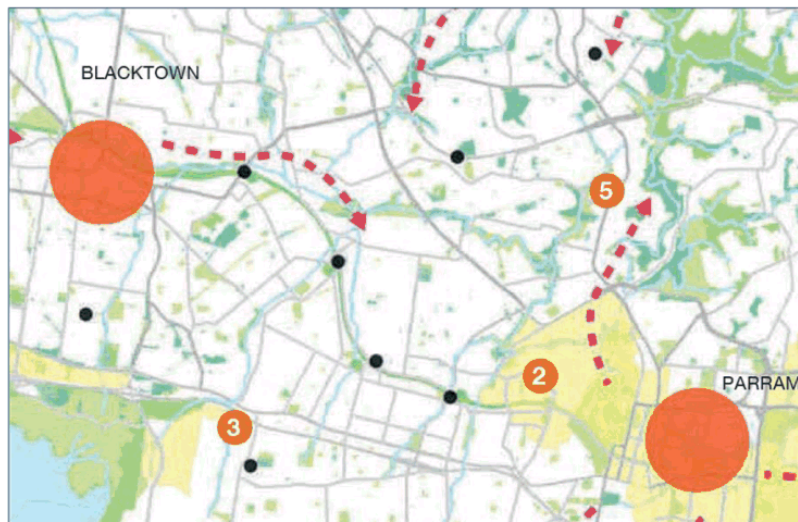


Strategic Context – NSW Government

- Transport for NSW (TfNSW) Strategic Cycleways Corridors
 - One of 5 "immediate opportunities" in the Central City



- Regional Green Grid
 - Blacktown Creek and Rail Corridor



Corridor Study Detailed Analysis



What is a Pedestrian and Cyclist Corridor?

- The corridor is a long, regional pedestrian and cyclist route that also services local walking and riding trips.
- Infrastructure is proposed that will prioritise the time, safety and amenity of pedestrians and cyclists, this can include:
 - Paths (pedestrian, cyclist, shared), bridges and boardwalks,
 - Raised priority crossings, refuge islands, missing pedestrian legs at intersections,
 - Landscaping, water fountains, bike parking and other supporting infrastructure.

Parameters

- Must meet TfNSW objectives, Austroads guidance and Australian Standards.
- Separate pedestrians and cyclists where possible on the main alignment.
- Where possible retain parking spaces where they are used by the community, especially at stations.
- Retain existing trees where possible and identify opportunities for new trees.
- Minimise kerb, utilities and stormwater adjustments.
- Retain existing traffic circulation where possible.
- Increase permeability to, and across rail corridor.
- Be a net positive contributor to the public domain.
- Retain heavy vehicle access between Burrabogee and Cumberland Highway.
- Propose mutually beneficial and self-reinforcing Local Area Traffic Management solutions.
- Work collaboratively with Cumberland Council.

Concept Plans

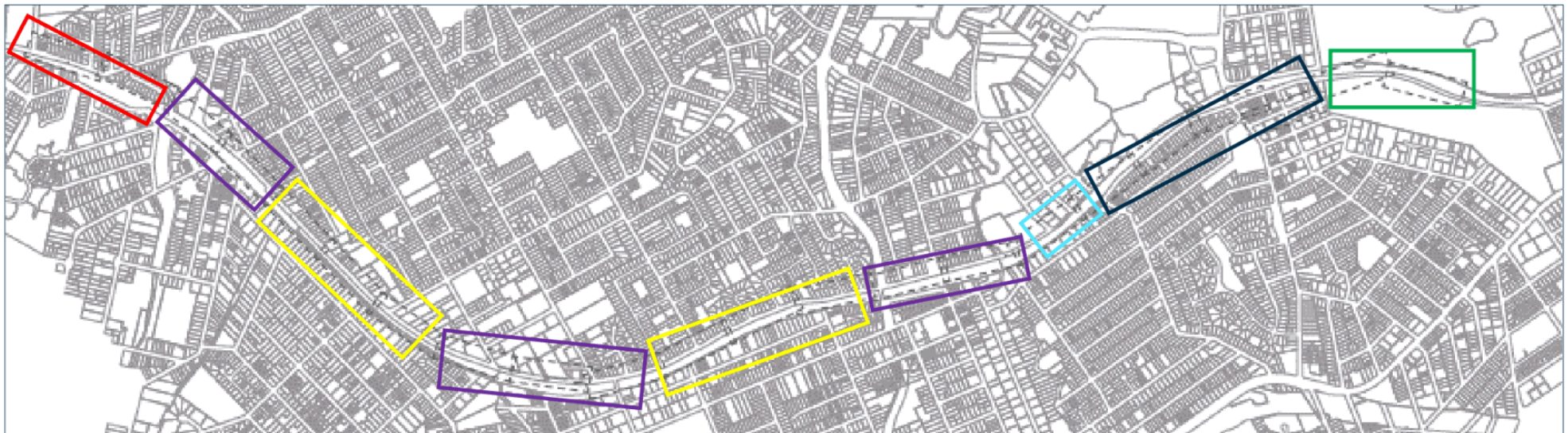


Sections

The corridor is almost 6.5km long and varies greatly in space and character.

The corridor can be broken down into the following typologies.

- McCoy – local in nature, local shops and low density residential.
- Stations – busy activity centres, parking in higher demand.
- Between Stations – low density residential.
- Bridge Road – high density, very narrow street.
- Alexandra Ave / Bailey Street (Cumberland Council see <https://haveyoursay.cumberland.nsw.gov.au/westmead-south-masterplan-2023>)
- Parramatta Park – park edge, busy street with large proportion of buses.



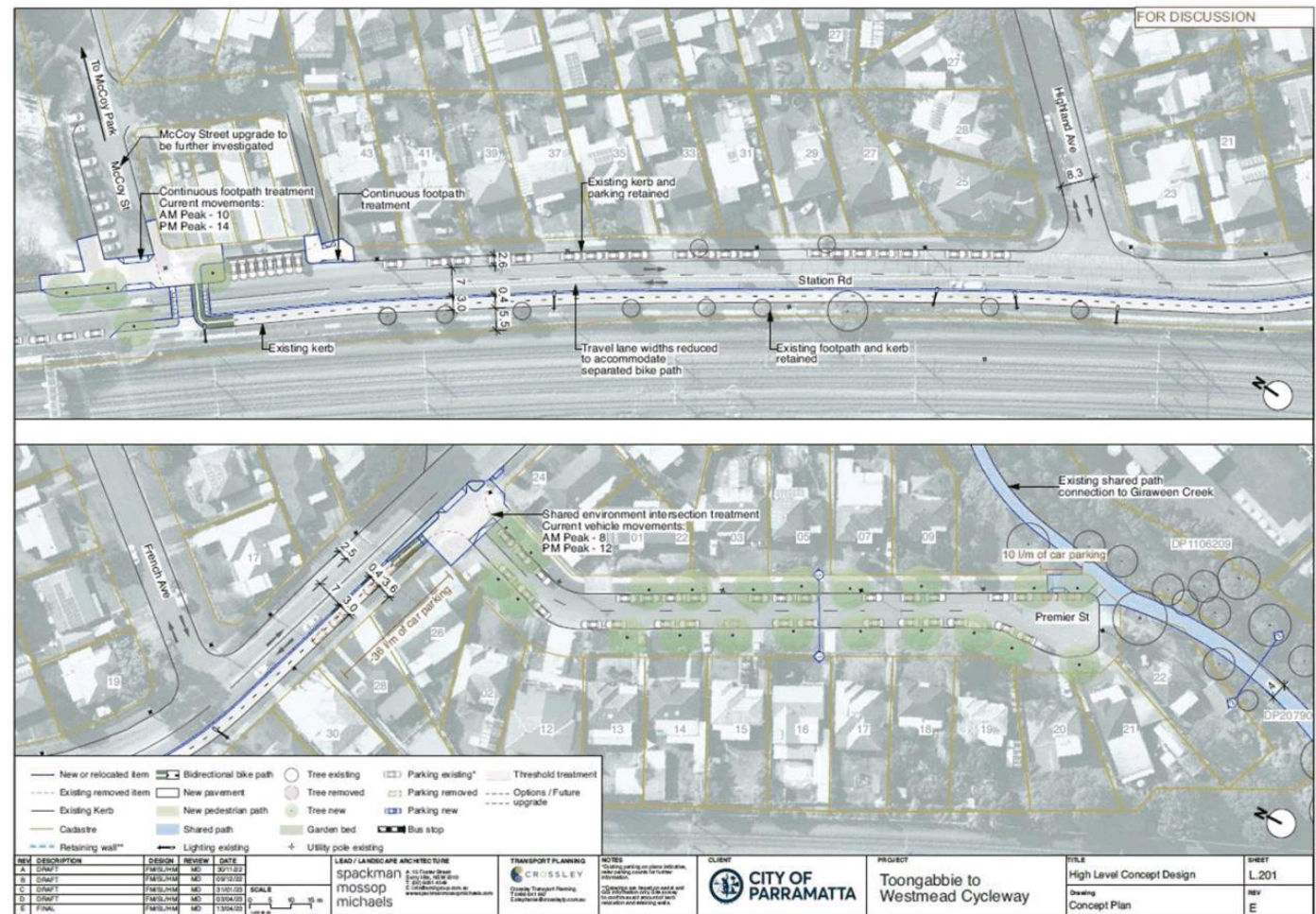
McCoy

Station Rd

- Raise existing painted crossing.
- Potential public domain improvements at shops.
- 5 parking spaces (peak use 2) on south near Premier St re-purposed, parking available to the east and on Premier St around the corner.
- Additional planting between footpath and bike path.

Premier St

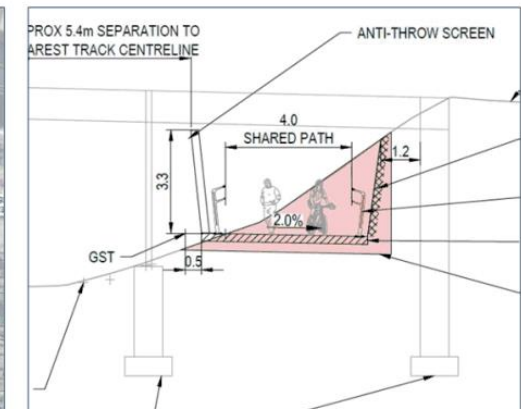
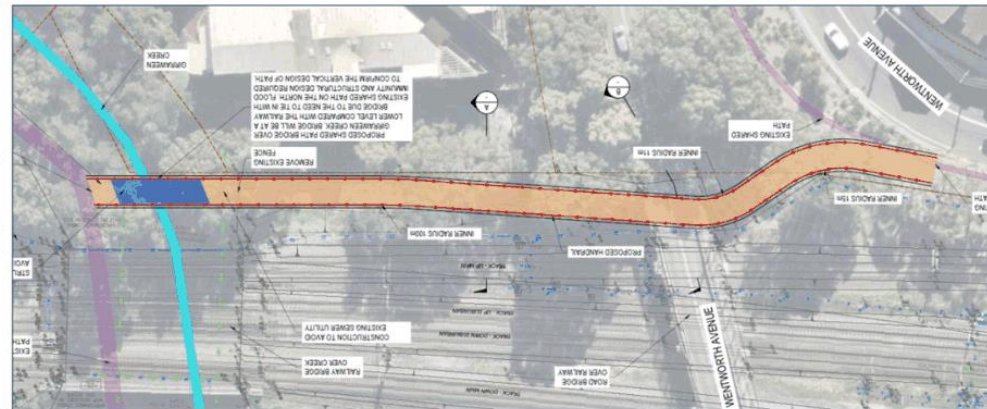
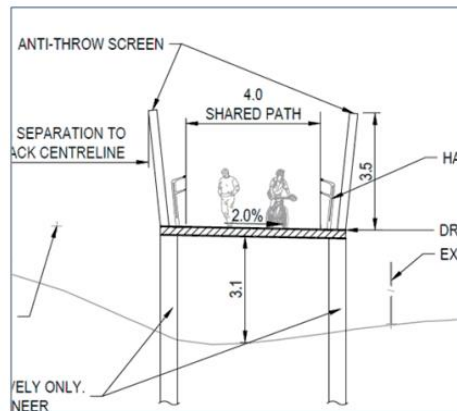
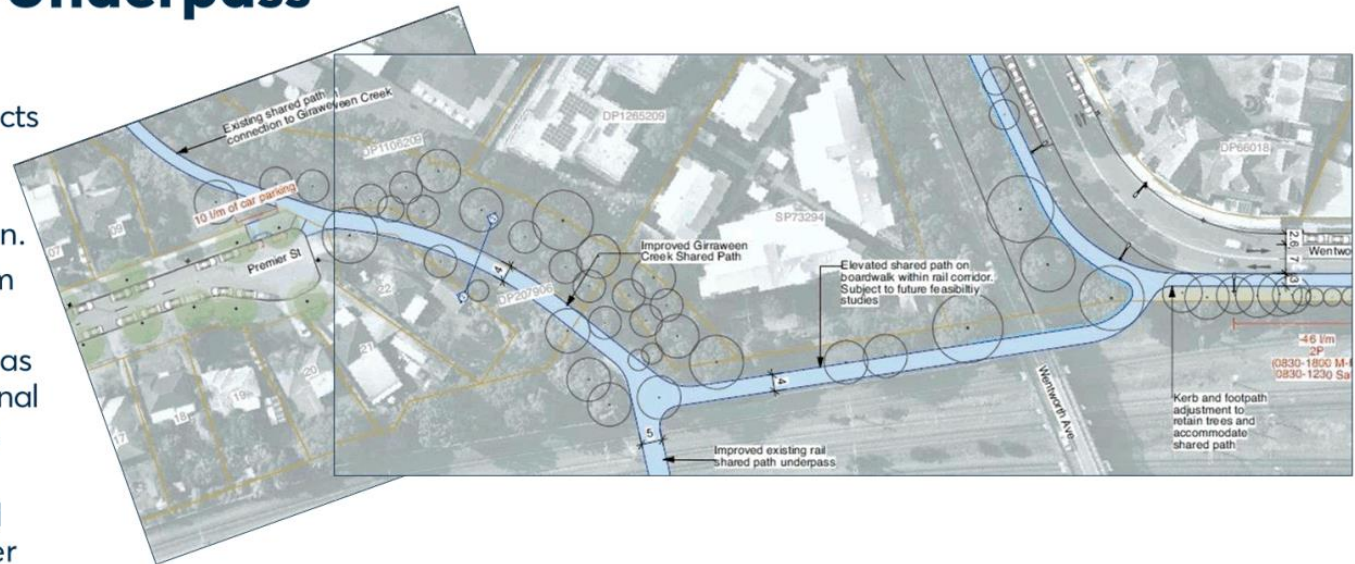
- 50 available spaces.
- Greatest use is 16 @ 3pm.
- Proposing to re-purpose 3 spots to improve access to Girraween Creek.



Wentworth Avenue Underpass

Wentworth Ave

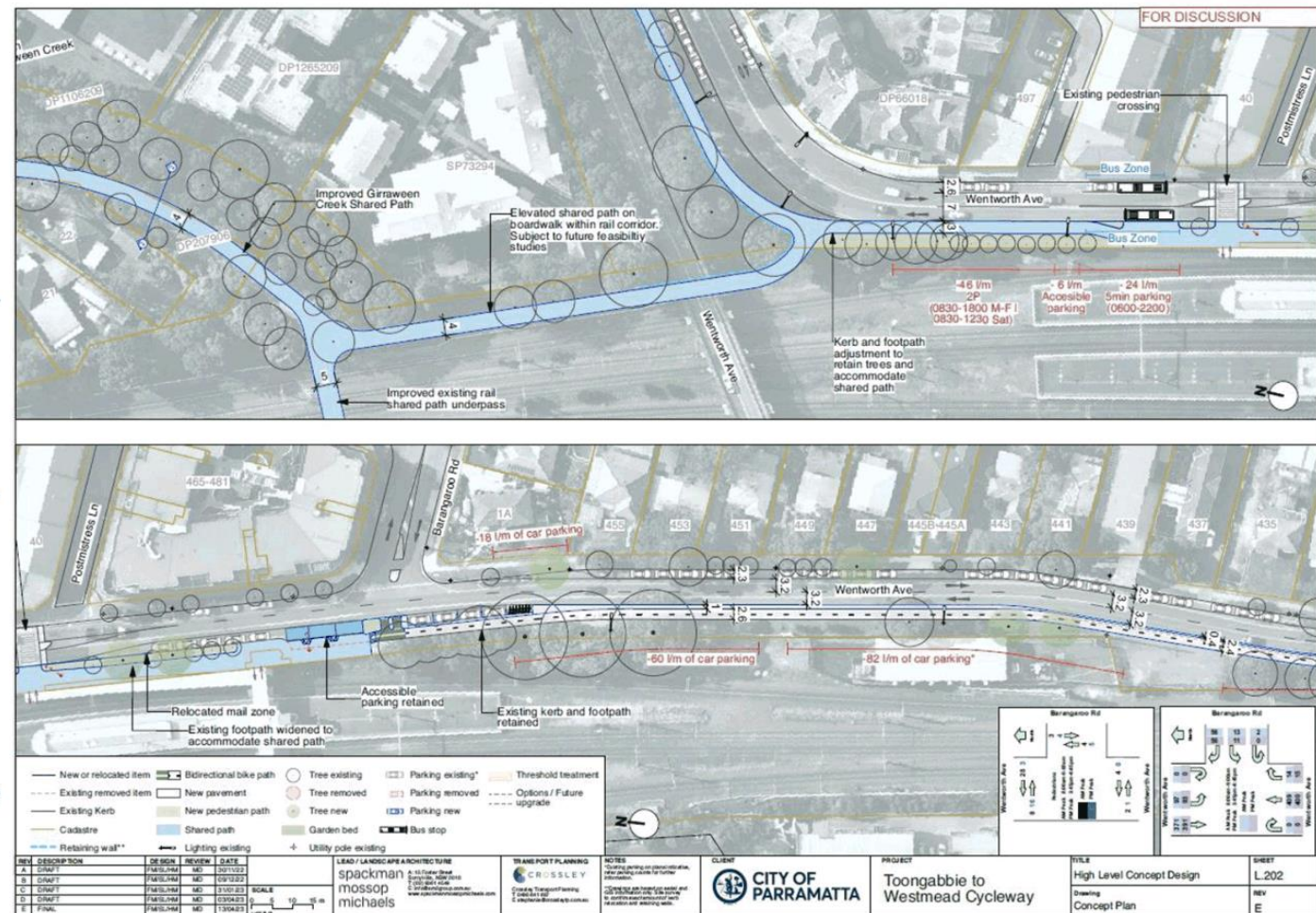
- Bypass within rail corridor, connects to Girraween Creek path.
- Girraween Creek path will need upgrade as regional link to Blacktown.
- Avoids 600m diversion via Fitzwilliam Rd roundabout.
- Significant benefit for rail customers as well as shorter distance for recreational / commuter pedestrians and cyclists.
- 2 options were investigated, and Sydney Trains has issued conditional Gate 0 approval for boardwalk as per below.



Toongabbie

Toongabbie Station

- Wide shared path between bridge and station retains stand of large trees.
- South of Barangaroo Rd bike path on west, footpath on east.
- Disabled parking retained.
- Outside of station, path on south-west side replaces 1 lane of parking on Wentworth Ave, (re-purpose approx 15 spaces.
- Parking retained on east between station and bridge.
- Parking retained on west between Postmistress Ln and Barangaroo Rd.
- Demand is for 200 unrestricted spaces in the area, approx 300 are retained in proposal (see detail next page).
- 2P, 1/4P, Accessible, Kiss and Ride on Wentworth Ave and side streets could be expanded to support local businesses.



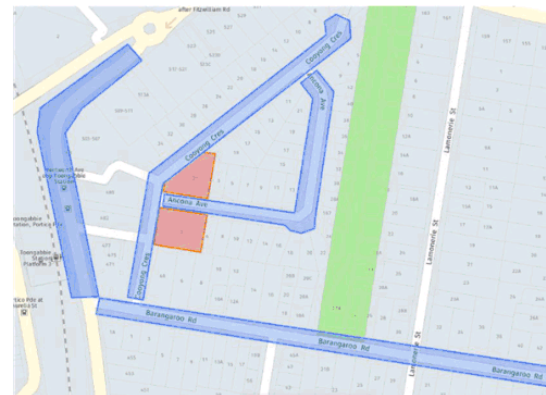
Toongabbie Station parking

Parking

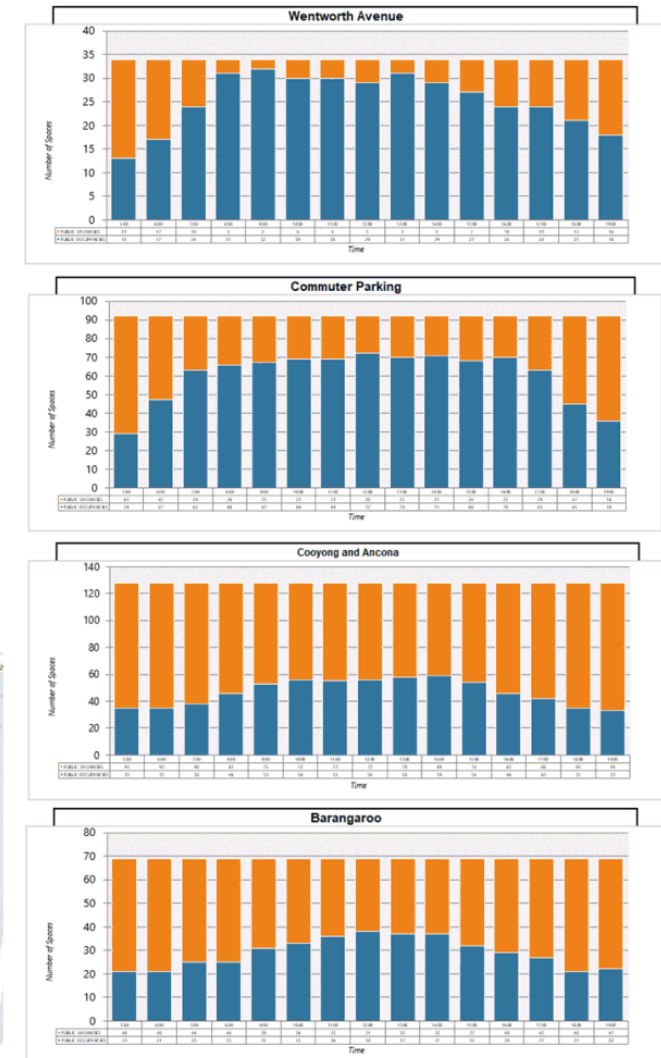
- 326 spaces available in the precinct
- Peak use of 202 @ early afternoon
- Proposing to re-purpose the following spaces (highlighted in green below)
 - Between pedestrian crossing and the bend (west), night ride bus to stop in lane.
 - Between Postmistress Ln and Barangaroo Rd (east)



Parking survey locations



Current parking utilisation



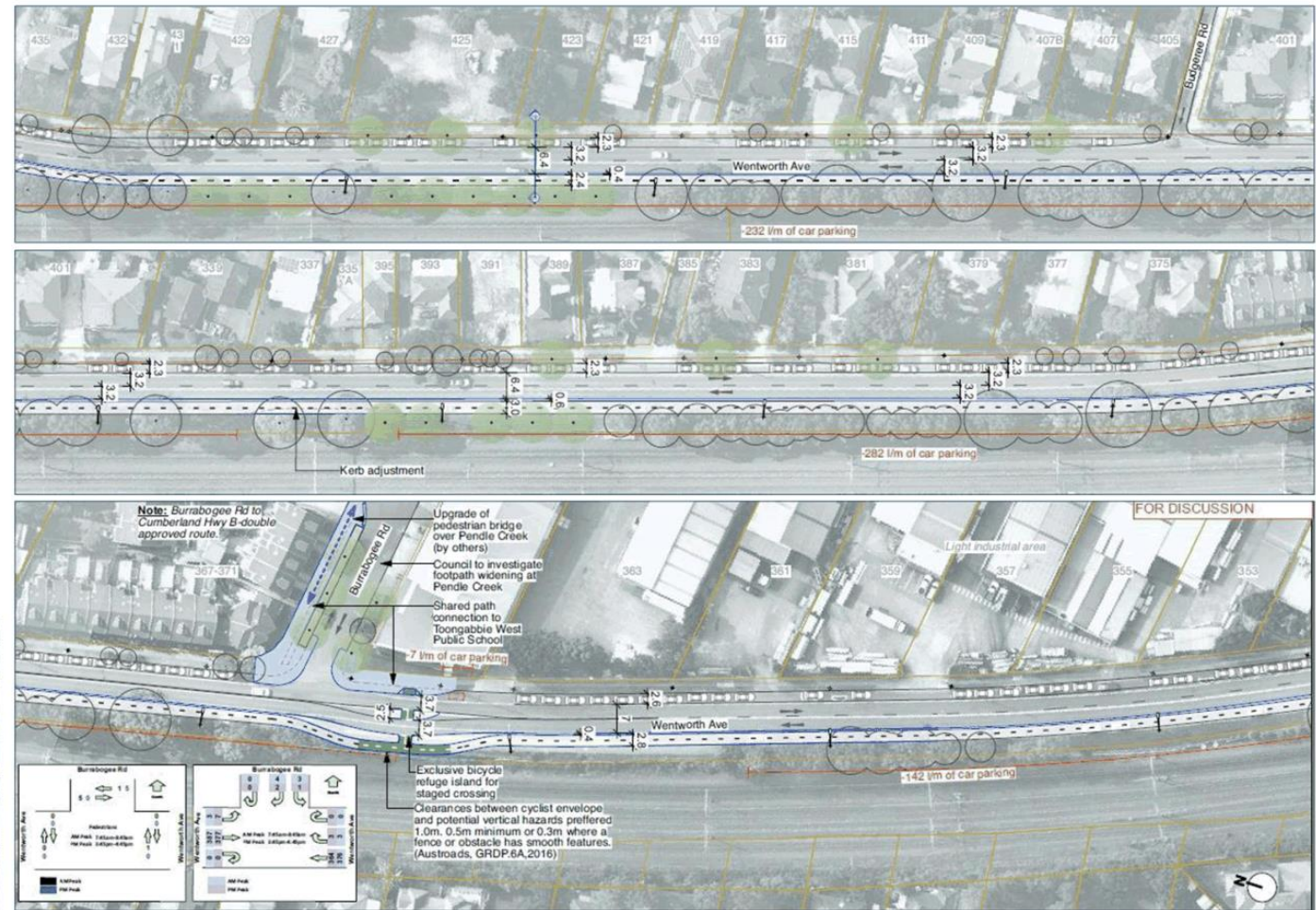
Between Stations (Toongabbie to Pendle Hill)

Wentworth Ave (Barangaroo Rd to Pendle Hill commuter parking)

- Uses predominantly empty western parking lane.
- 322 available spaces (141 east, 181 west).
- Greatest use is 97 @ 2pm.
- A majority of the kerb and gutter is retained along with mature trees.

Burrabogee Rd

- Refuge crossing of Wentworth Ave.
- Shared path for connection to Toongabbie West Public.



Pendle Hill

Wentworth Ave

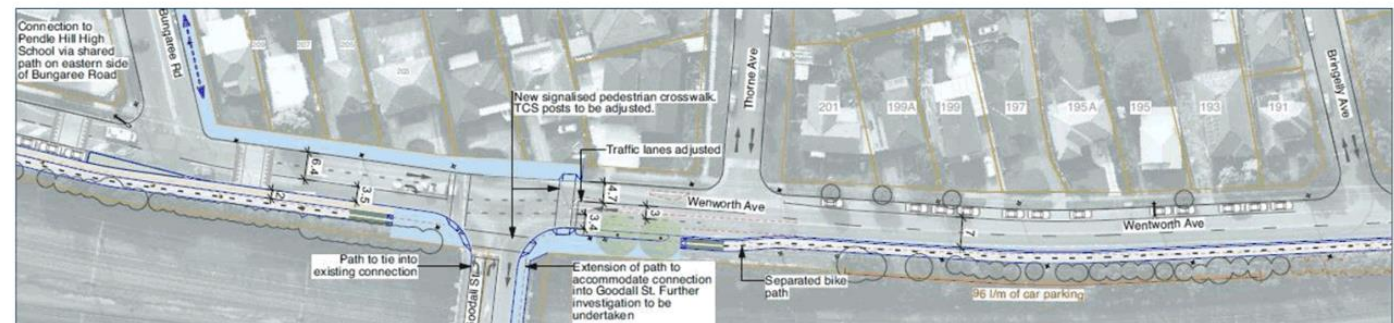
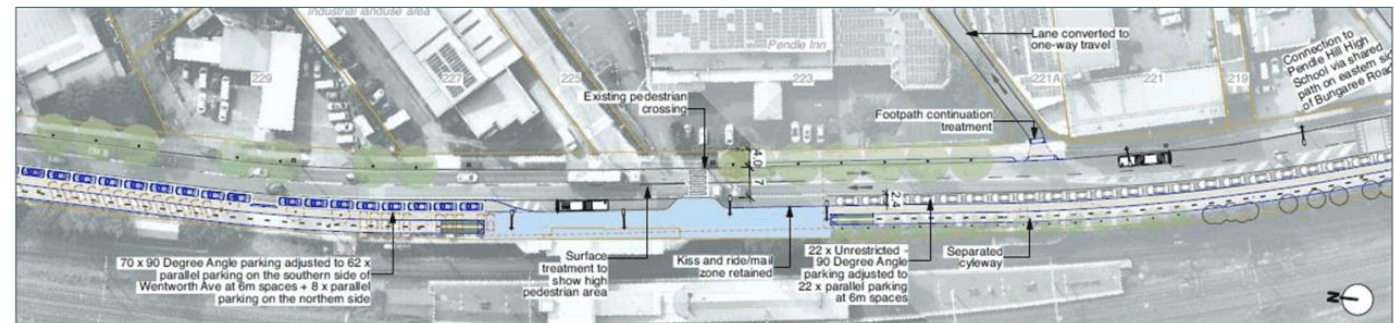
- Commuter parking retained by switching to parallel.
- Separate pedestrian/bike path on rail side.
- Some power pole adjustments.

Bungaree Rd

- Shared path on eastern side for connection to Pendle Hill High.

Goodall St

- Eastern leg added to signals.
- Potential to improve connection over rail line in the future.
- South-east of lights, footpath on north, bike path on south.



Between Stations (Pendle Hill to Cumberland Highway)

Wentworth Ave (Goodall St to Cumberland Hwy)

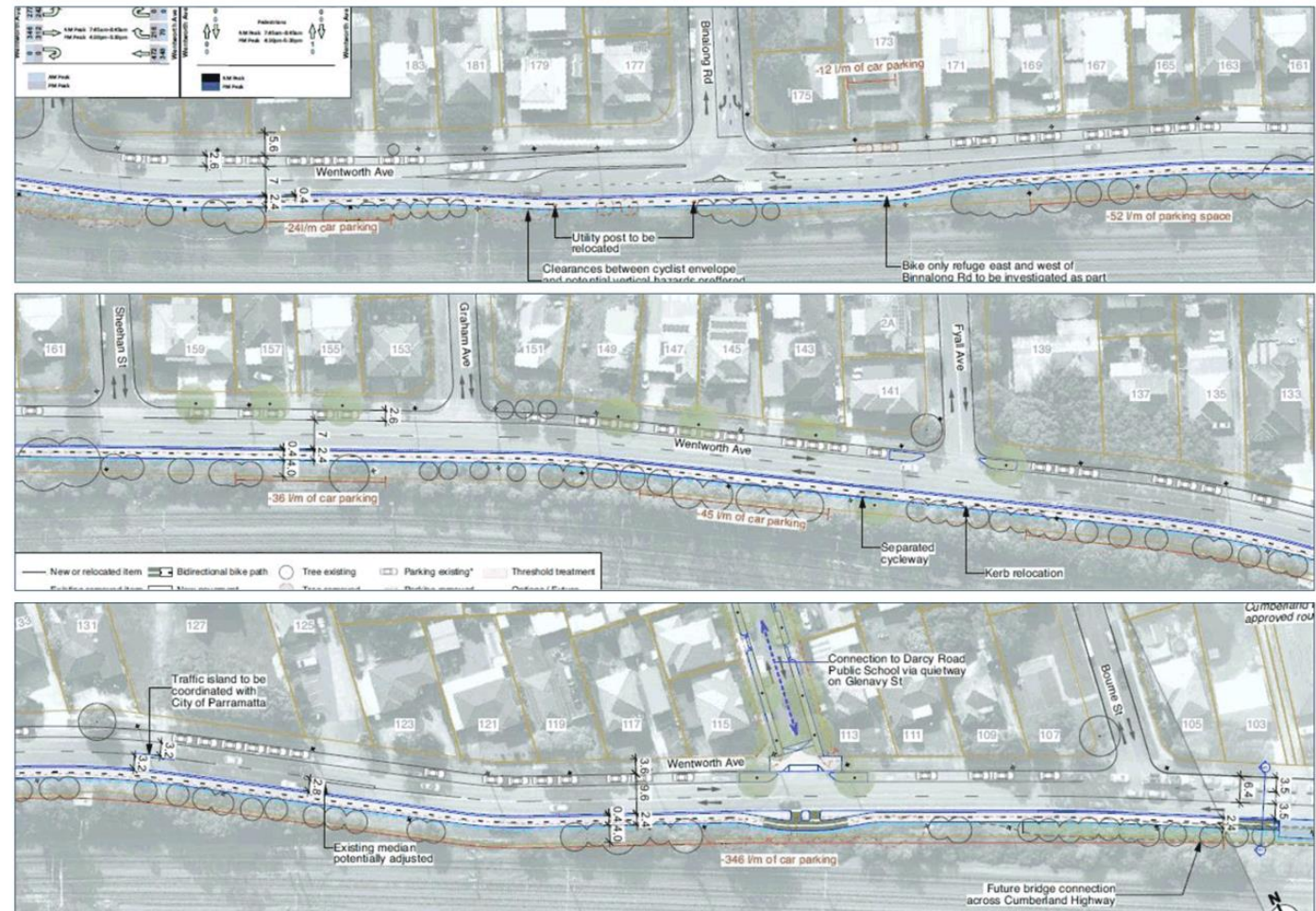
- Uses predominantly empty southern parking lane.
- 167 available spaces (79 north, 88 south).
- Greatest use is 29 @ 2pm.

Binnalong Rd

- By-passes intersection, retains current layout.

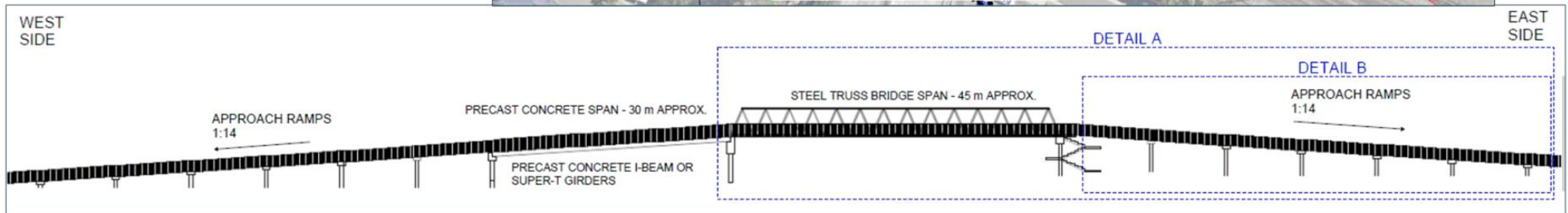
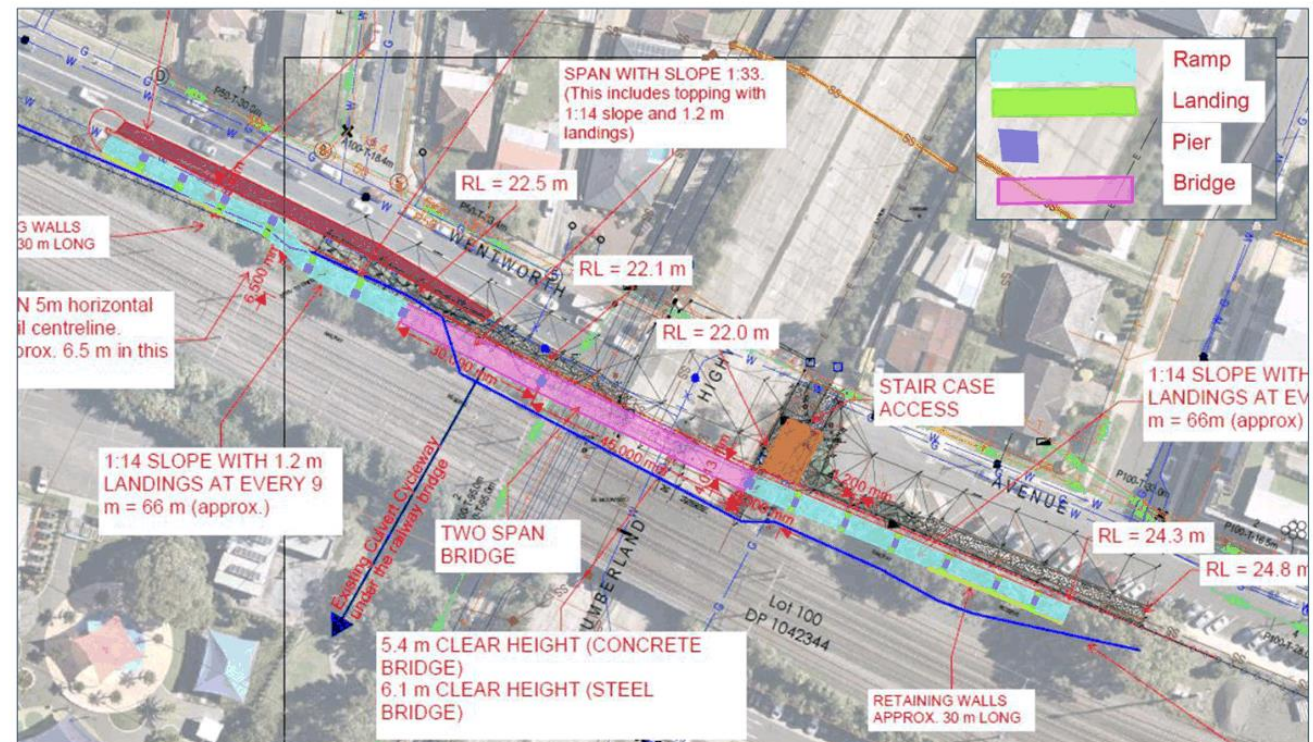
Glenavy St

- Quiet local street to connect to Darcy Street Public.



Cumberland Highway Overbridge

- Pedestrian and cyclist bridge proposed due to challenging access, amenity, safety and time.
- 4m wide due to Sydney Trains requirements.
- Single 45m span over Cumberland Hwy and creek culvert.
- Back span over path culvert.
- Concrete approach ramps each side.
- Potential additional stair access on eastern side.
- Sydney Trains has issued conditional Gate 0 approval for this concept design.

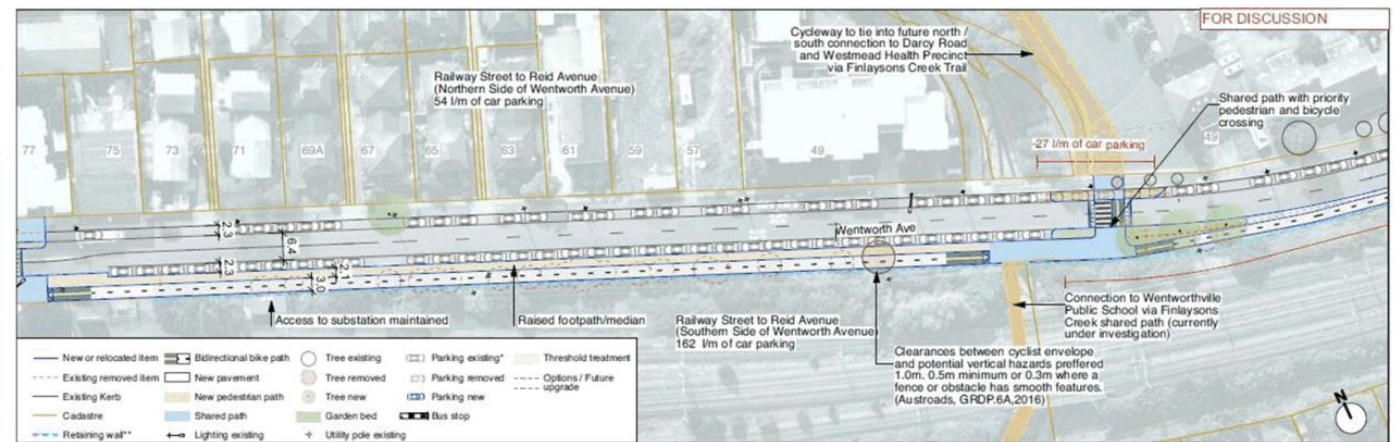
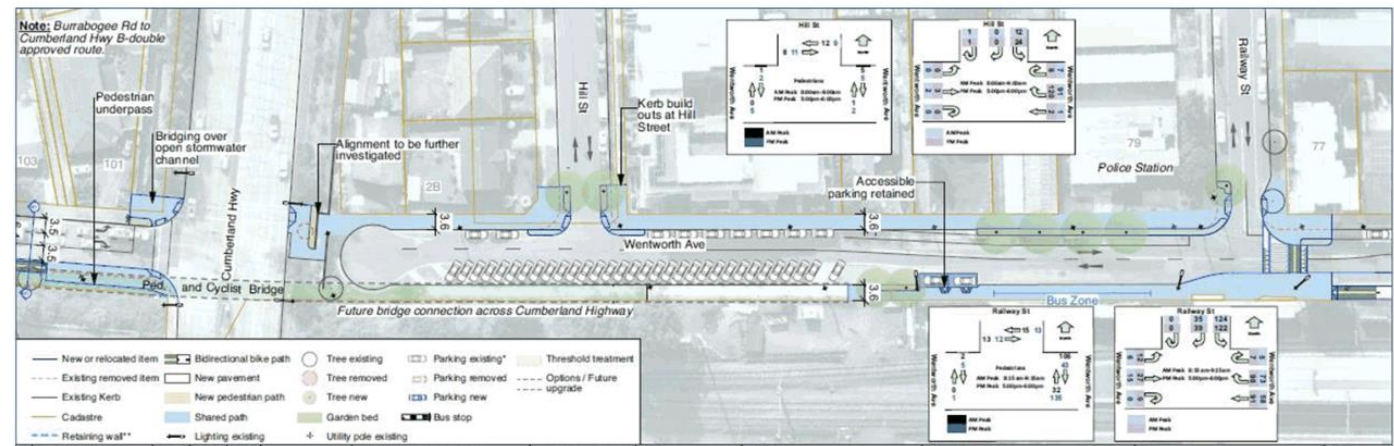


Wentworthville Station

Wentworth Ave

- 174 available spaces.
- 73 north, 101 south.
- Greatest use is 127 @ early evening.
- Re-purposing 45 spots (majority east of Finlaysons Creek).
- Current occupancy allows for spaces to be re-purposed as adjacent streets have additional 75 surplus spaces where vehicles can park.

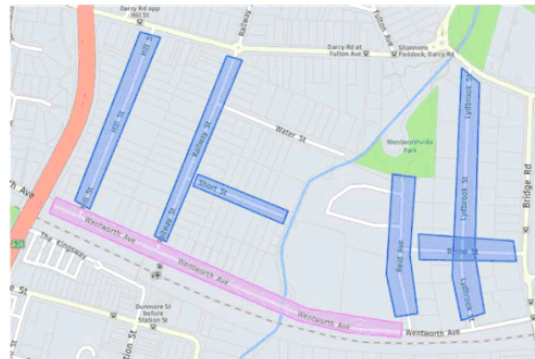
NOTE: parking removal within 1km of Wentworthville Station will require approval by TfNSW.



Wentworthville Station parking – Part 1

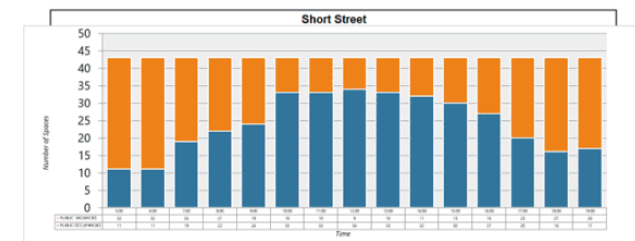
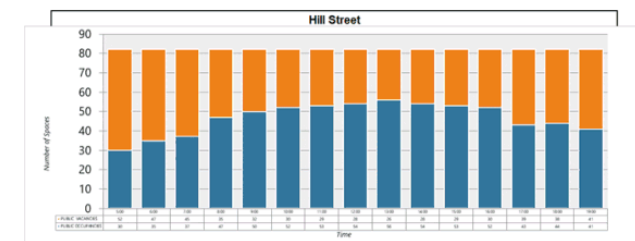
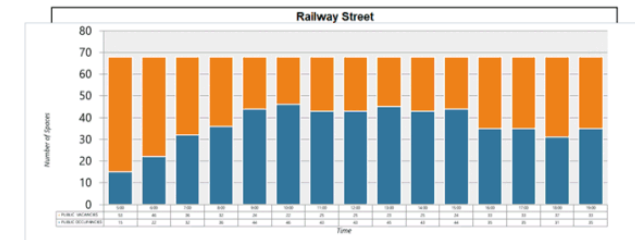
Parking

- 367 spaces west of Reid Ave – 328 are unrestricted.
- Only Wentworth Ave (32 spaces) and Railway St (7 spaces) have time limited spots.
- Greatest use is 259 @ early afternoon
- On each street, the peak utilisation is
 - Wentworth Ave – 125 out of 174
 - Railway St - 46 out of 68
 - Hill St - 54 out of 82
 - Short St - 34 out of 43.



North	Barrier to Hill	Unrestricted	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Hill to Railway	2P (0800-1800 M-F)	9	3	3	2	7	8	6	7	6	5	5	7	9	10
		1/2P	5	1	1	1	4	4	2	1	2	3	3	6	3	5
		No Stopping (Police Vehicles)	0	2	2	1	1	0	1	2	2	1	1	2	0	0
	Railway to Reid	1/4P (0800-1800 Mon-Sat)	1	0	0	3	1	1	2	1	1	1	1	1	3	0
		2P (0830-1800 M-F 0830-1230)	9	4	3	4	7	5	5	6	8	6	6	5	7	8
South		Barrier to Railway	Unrestricted	47	19	23	26	27	25	30	32	30	26	26	28	21
	Unrestricted		30	8	20	30	30	30	30	30	30	30	30	30	28	22
	Handicap Parking		2	0	0	0	0	1	1	1	1	1	2	2	2	2
	Railway to Reid	Handicap Parking	2	0	0	0	1	1	1	1	1	0	1	2	1	1
		No Stopping (Kiss n Ride)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2P (0830-1800 M-F 0830-1230)	7	2	4	6	6	4	6	4	7	6	6	7	6	6
Unrestricted		60	16	18	30	30	30	31	30	32	29	30	33	23	21	
Total			174	57	76	105	116	111	117	117	122	110	113	125	105	96
Unoccupied			117	98	69	58	63	57	57	52	64	61	49	69	78	
Percentage Occupied			33%	44%	60%	67%	64%	67%	67%	70%	63%	65%	72%	60%	55%	

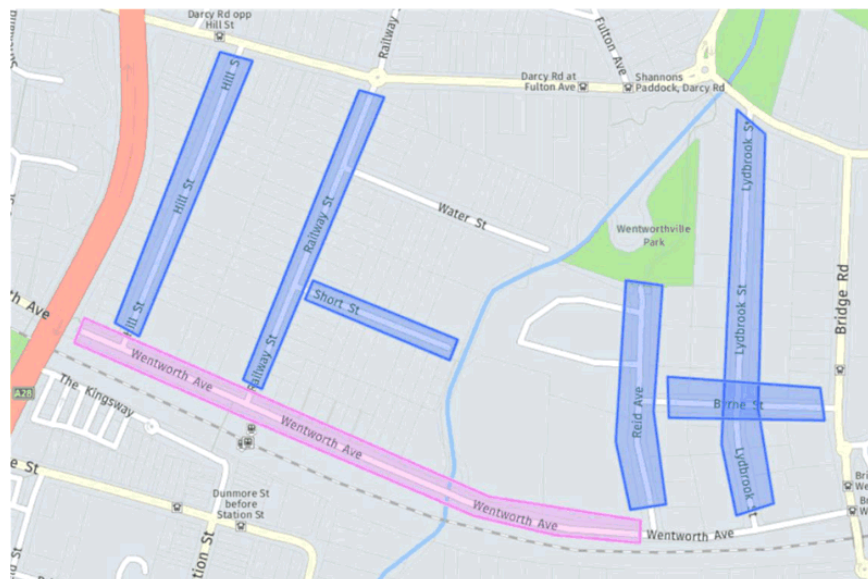
Current parking utilisation



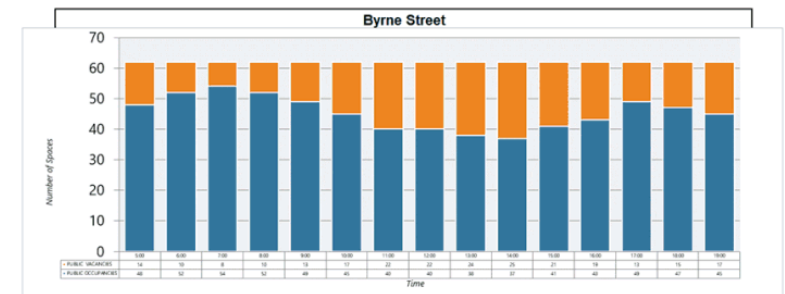
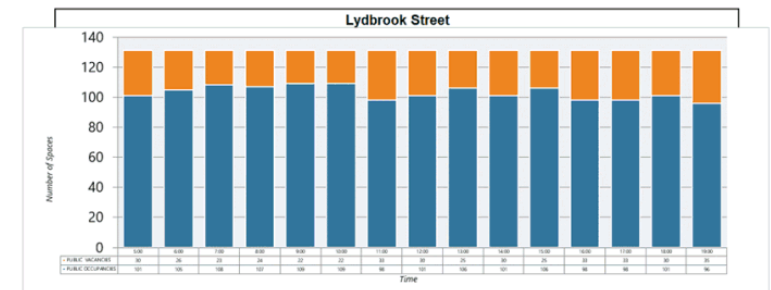
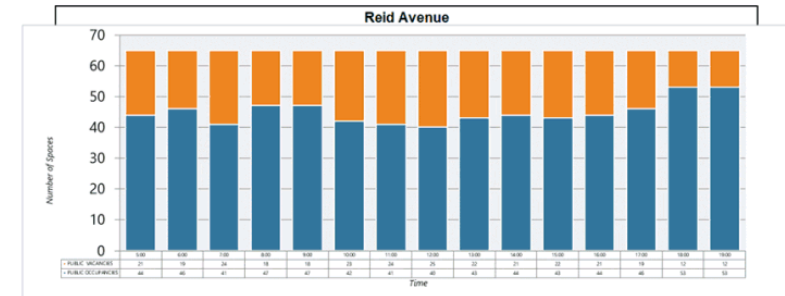
Wentworthville Station parking – Part 2

Parking

- 258 spaces east of (and inclusive of) Reid Ave, all unrestricted.
- Peak parking demand varies across the day, but is 200-220 in the morning and afternoon.
- On each street, the peak utilisation is
 - Reid Ave - 53 out of 65
 - Lydbrook St - 109 out of 131
 - Byrne St - 54 out of 62



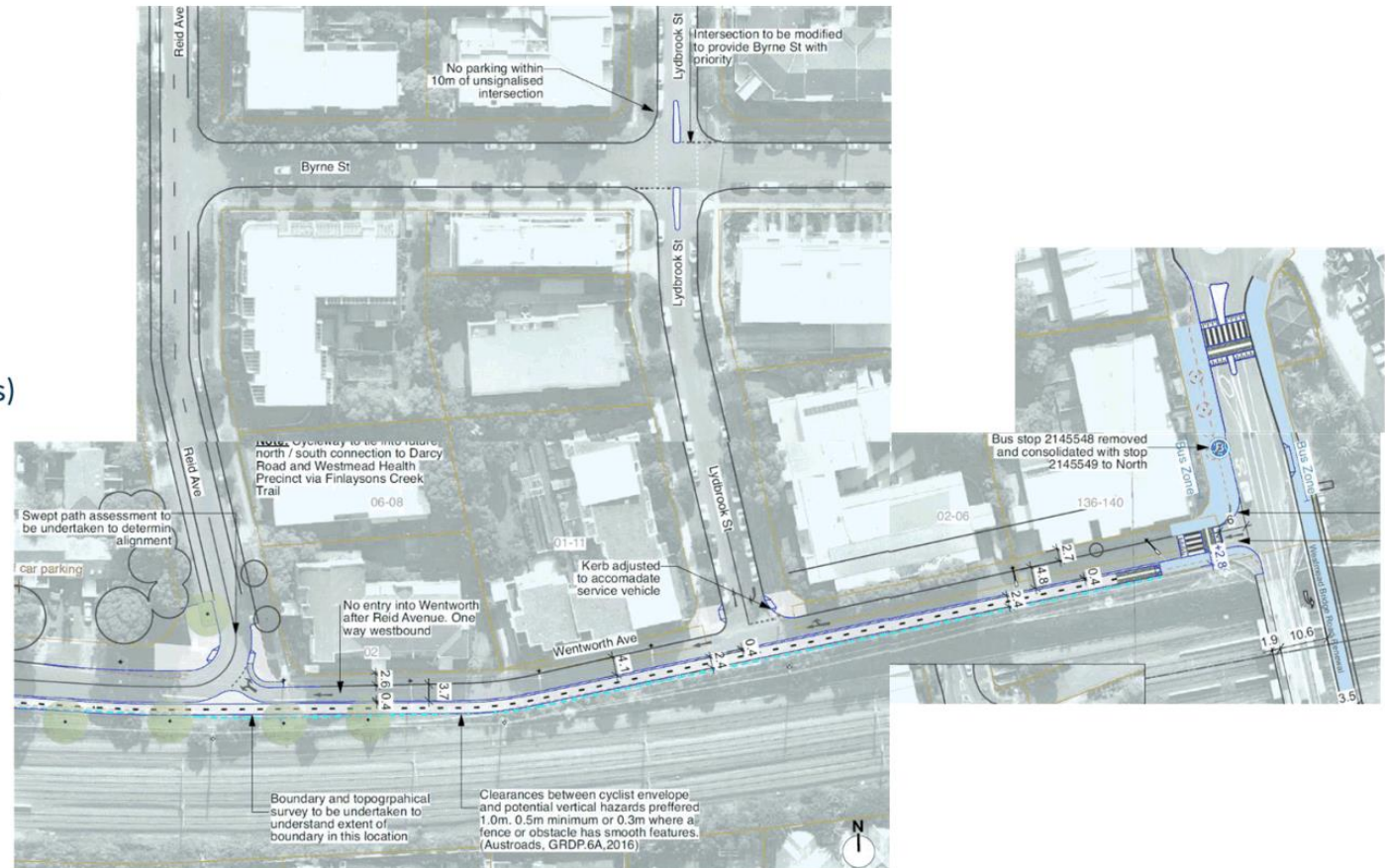
Current parking utilisation



Bridge Road

East of Reid Ave

- Not enough space for two-way traffic and active transport in Wentworth Ave.
- Proposal is for one-way traffic west, with eastern diversion via Byrne St.
- Requires:
 - Intersection improvements at Byrne St / Lydbrook St
 - Intersection improvements at Reid Ave / Wentworth Ave.
- Bridge Rd bridge upgrade (by others) will introduce a footpath on the western side. Shared path on east.
- Priority crossing over Bridge Rd just south of roundabout.

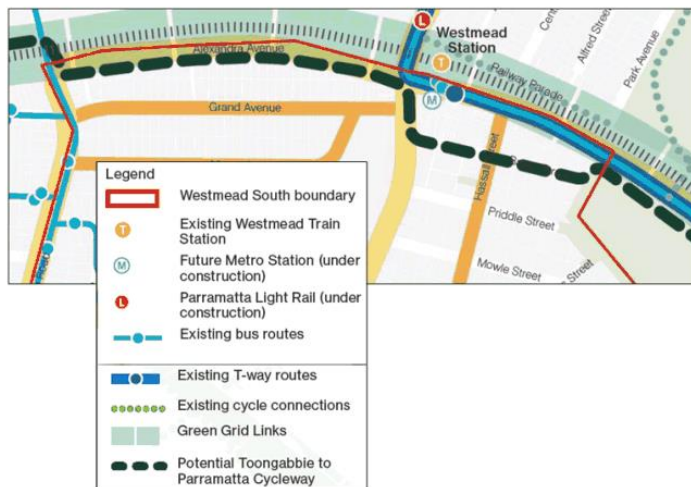


Alexandra Avenue / Bailey Street

Within Cumberland Council

Alexandria Ave – Hawkesbury Rd – Bailey St is the Cumberland preferred connection through Westmead for a separated cycleway.

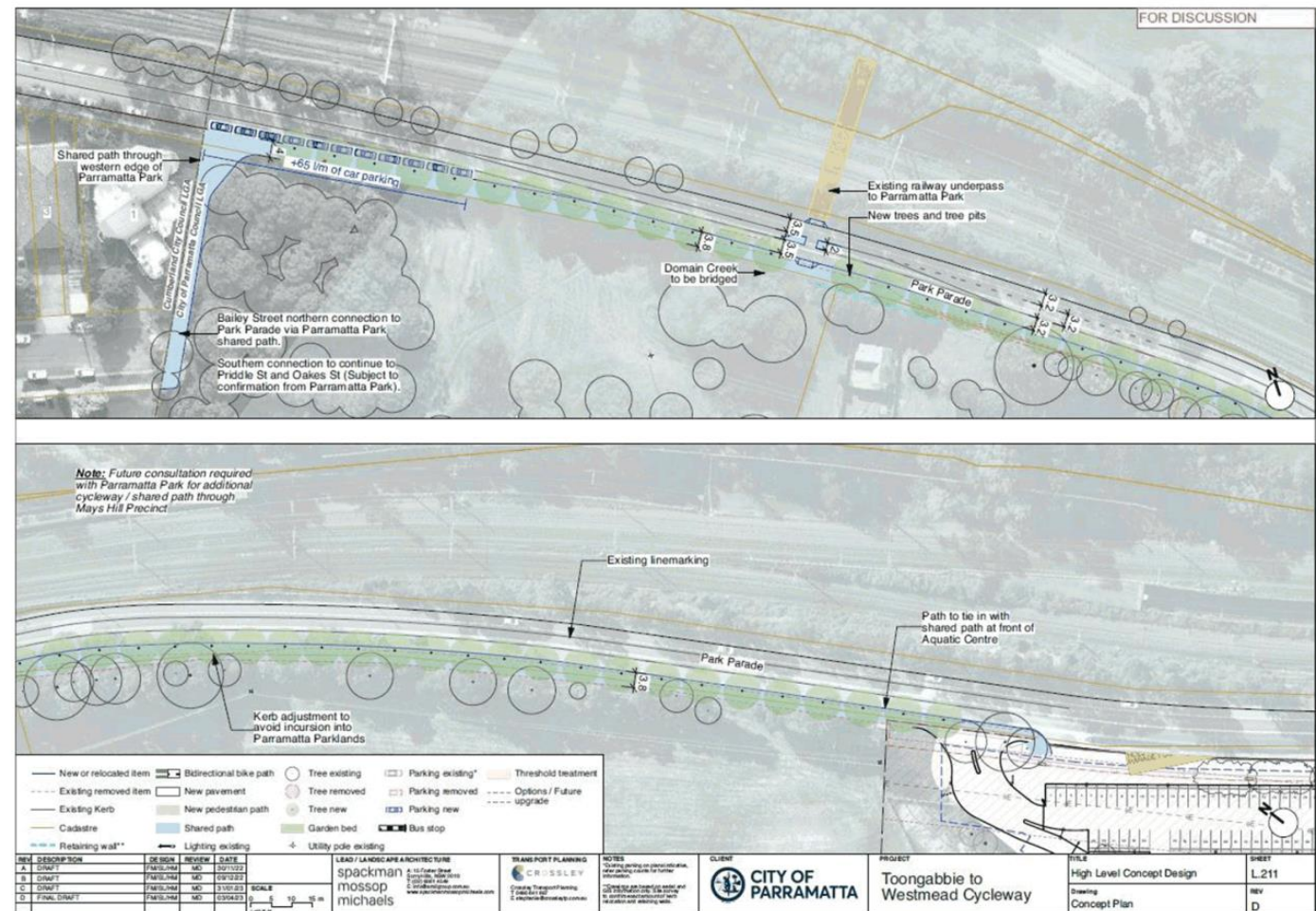
Snapshot of Cumberland exhibition materials below, see <https://haveyoursay.cumberland.nsw.gov.au/westmead-south-masterplan-2023>



Parramatta Park

Park Parade

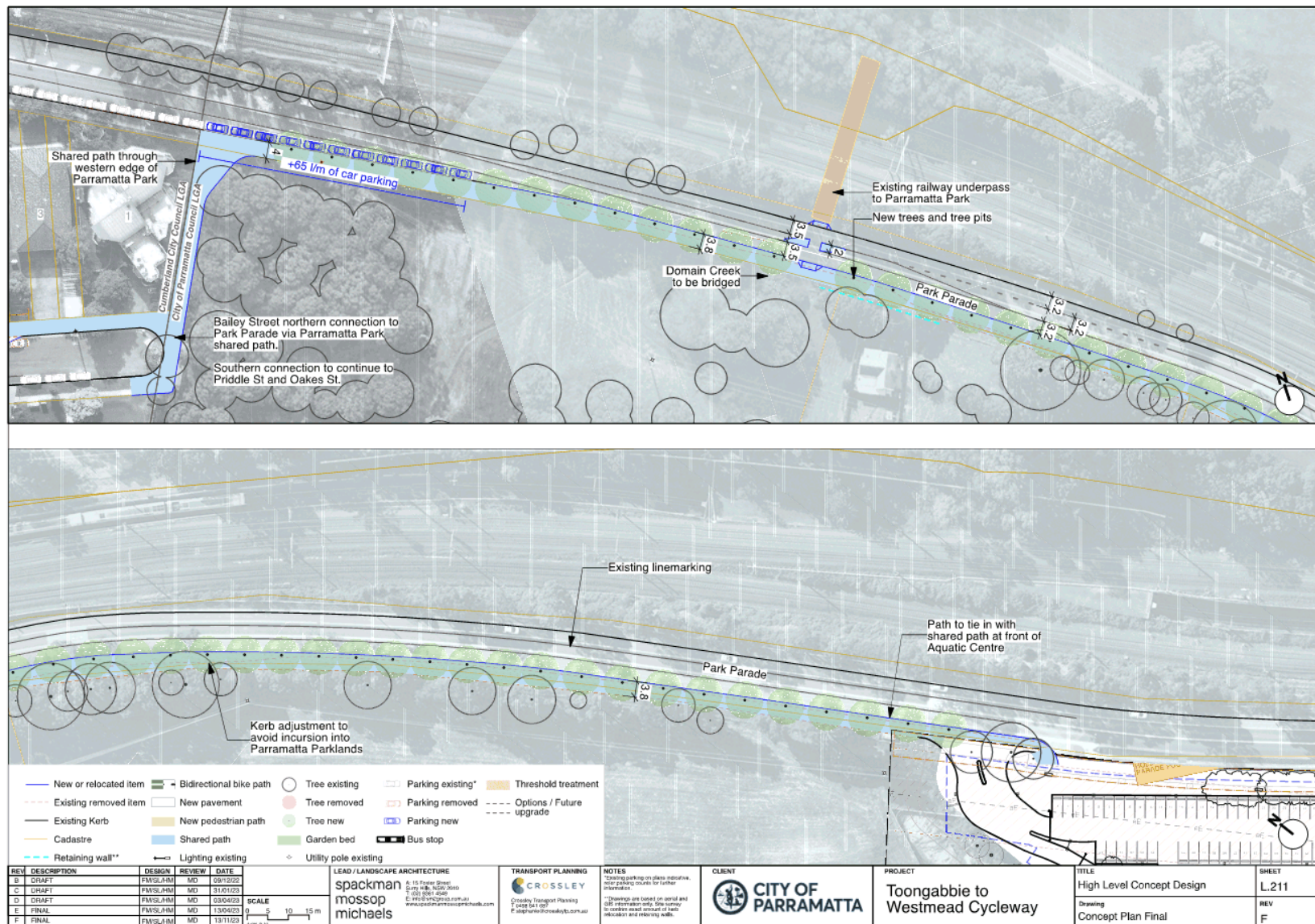
- Formalise path from Bailey St (existing worn down desire line).
- Path along southern edge of Park Pde and avoid intrusion into Park property.
- Connect to proposed new refuge at Domain Creek.
- Connect to PAC path.
- Adding 11 car parking spots through more efficient use of road space.

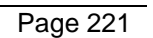


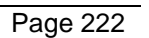
Parking Summary

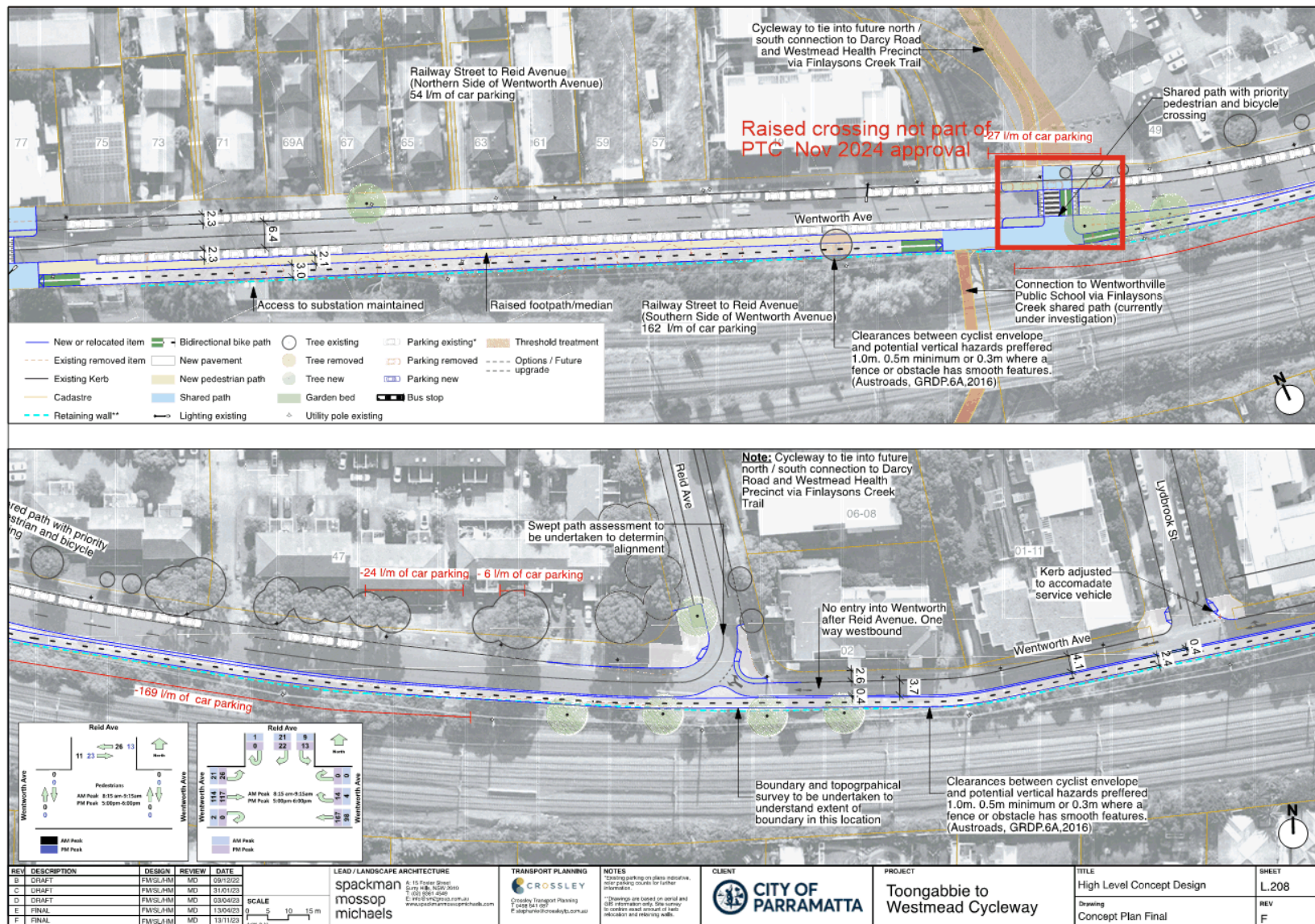
- There are a number of changes proposed to parking arrangement along the corridor.
- Where parking has a demonstrated high demand, enough is retained to meet current needs.
- Between activity centres where parking demand is low, it is re-purposed on the rail side for pedestrian and cyclist paths.
- A summary is provided below for each section, demonstrating there is a surplus of hundreds of spaces along the corridor.

Street	Spaces	Peak use	Future spaces	Surplus	Notes
Station Road	26	2 (on south)	21	N/A	5 spaces (peak use 2) on south can be accommodated in Premier.
Premier Street	50	16	47	31	3 spaces removed to improve access to Girraween Creek path.
Toongabbie Station Precinct	326	202	311	109	10-15 spaces removed on Wentworth Avenue. On western side, between station and Wentworth Ave overbridge. On eastern side between Postmistress and Barangaroo. 12 spaces are timed parking, location and type of timed parking can be re-distributed to better support businesses and short-term / kiss & ride requirements of Station.
Toongabbie to Pendle Hill	322	97	141	44	Western parking lane occupied by bike path.
Pendle Hill Station	106	102	106	4	Commuter parking converted to parallel, extended by 120m to the west to retain current number.
Pendle Hill to Cumberland Hwy	167	29	79	50	Western parking lane occupied by bike path.
Wentworthville (Wentworth Ave only)	174	125	129	4	Southern parking lane, east of Finlaysons where parking is least utilised, replaced by bike path (45 spaces).
Wentworthville (excl Wentworth, Lydbrook and Byrne)	258	185	258	73	Lydbrook and Byrne excluded as they are unlikely to be affected.
Park Parade	0	0	11	11	11 additional spaces.
	1408	758	1082	326	



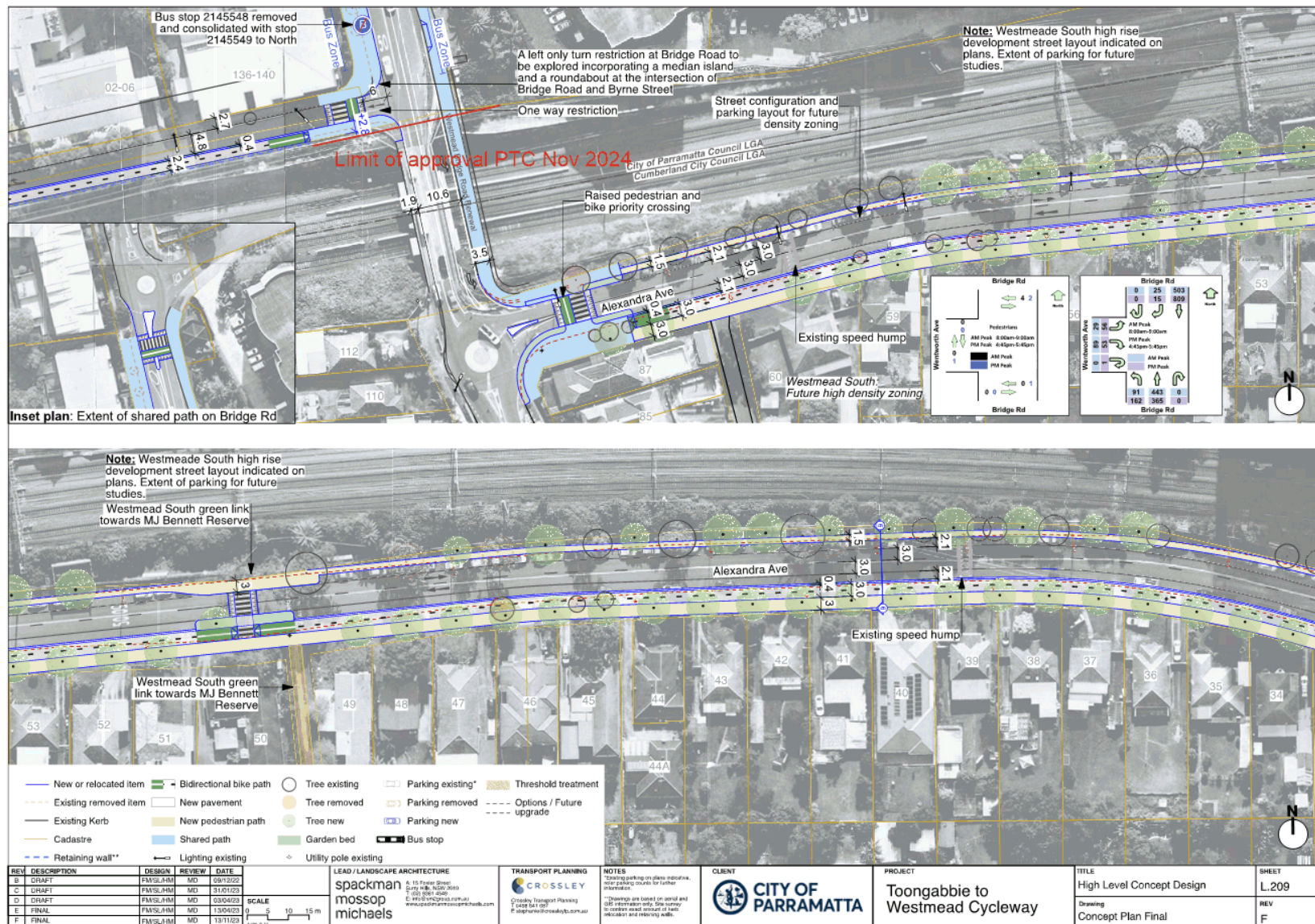








REV	DESCRIPTION	DESIGN	REVIEW	DATE	SCALE	LEAD / LANDSCAPE ARCHITECTURE	TRANSPORT PLANNING	NOTES	CLIENT	PROJECT	TITLE	SHEET
B	DRAFT	PMSLJHM	MD	06/12/22		spackman mossop michaels	CROSSLEY	*Drawing parking on plan indicative, refer parking layouts for further information.	CITY OF PARRAMATTA	Toongabbie to Westmead Cycleway	High Level Concept Design	L.208A
C	DRAFT	PMSLJHM	MD	31/01/23								
D	DRAFT	PMSLJHM	MD	03/04/23								
E	FINAL	PMSLJHM	MD	13/04/23	0 5 10 15 m							
F	FINAL	PMSLJHM	MD	13/11/23	1:1000							
											Drawing Concept Plan Final	REV F



**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

ITEM NO: 2411 A9

SUBJECT: Kleins Road Pedestrian and Cyclist Corridor Stage 1 and associated shared paths, Northmead and Winston Hills, as well as a contraflow bike lane on Northcott Lane, North Parramatta.

APPLICANT: City of Parramatta

REPORT OF: Senior Transport Planner

WARD: Parramatta

SED: Parramatta

Purpose

This report seeks approval for the installation of Stage 1 of the Kleins Road Pedestrian and Cyclist Corridor, associated shared paths and a contraflow bike lane on Northcott Lane. The purpose of this infrastructure is to improve regional walking and cycling connectivity, amenity and safety on the Kleins Road Corridor and Parramatta North Urban Transformation precinct, as well as locally to the Kleins Road Shops. It includes:

- Approval in principle for a Pedestrian and Cyclist Bridge over Darling Mills Creek.
- Raised pedestrian and cyclist crossings and shared path on Kleins Road, Northmead as well as associated changes to parking.
- Changes to traffic signals at the Cumberland Highway.
- Installation of a contra-flow bicycle lane in Northcott Lane, North Parramatta
- Shared Paths along parts of Hammers Rd, Moxhams Rd, Whitehaven Rd, Churchill Drive, Ulandi Pl, Windsor Rd, Anderson Rd, Yarrabee Rd, Model Farms Rd and Asquith Ave, Northmead.

OFFICER'S RECOMMENDATION:

1. That Council approve in principle the construction of a new pedestrian and cyclist bridge over Darling Mills Creek at the southern end of Burlington Memorial Reserve, noting that the bridge requires detailed design and environmental assessments to be undertaken.
2. That Council approve the construction of separated pedestrian and cyclist paths along Kleins Rd from Northmead Ave to Boundary Rd, Northmead as shown on the plan attached to the report, noting that this would include upgrades to the traffic signals at the Cumberland Highway to current standards that will require close ongoing collaboration with TfNSW.
3. That Council approve the construction of new raised pedestrian crossing over Kleins Rd at Balmoral Rd, as well as raised pedestrian/cyclist crossings over Kleins Rd at Northmead Ave, over Balmoral Rd, Beamish Rd, Beaufort St and Burlington St at Kleins Road, Northmead, as shown on the plans attached to the report.
4. That Council approve construction of shared paths along parts of Kleins Rd, Hammers Rd, Moxhams Rd, Whitehaven Rd, Churchill Drive, Ulandi Pl, Windsor Rd, Anderson Rd, Yarrabee Rd, Model Farms Rd and Asquith Ave, Northmead as shown on the plan attached to the report.

5. That Council approve construction of a contra-flow bike lane on Northcott Ln between Fennel St and Eels Pl, North Parramatta as shown on the plan attached to the report.
6. That Council approve the associated parking changes to Kleins Rd, Northmead as shown on the plan attached to the report to enable the facilities listed above.
7. That Council approve the extension of timed parking on Kleins Rd from Balmoral Rd to Beamish Rd, Northmead as shown on the plan attached to the report to support local business when the project is constructed.
8. That recommendations 1 to 7 are subject to the funding being secured and the detailed design of the proposed works including TCS plans, sign and linemarking plans being approved by Transport for New South Wales (TfNSW) prior to the commencement of construction.

Background

On 13 May 2024, Council considered draft plans for the *Kleins Road Pedestrian and Cyclist Corridor* and resolved:

- a) *That Council approve the draft Kleins Road Pedestrian and Cyclist Corridor Study at Attachment 1 for public exhibition for a minimum period of 28 days.*
- b) *That the outcomes of public exhibition be reported to Parramatta Traffic Committee and Council.*

The location of the full Kleins Road Corridor proposed works are shown in **Figure 1** below, however this report only seeks approval for the first stage (highlighted in orange, the associated shared paths and a contraflow bike lane on Northcott Lane. Detailed concept plans of Stage 1 and Northcott Lane are provided at **Figure 2, 3 and 4** below, however the shared paths are provided in attachments only. The community information package which was central to exhibition of this proposal is available at **Attachment 2**.

The bridge over Darling Mills Creek and Northcott Lane contraflow bike lane are key to unlocking the Kleins Road corridor. The bridge gives pedestrians and cyclists shorter, safer and more pleasant access to the quiet streets of the Parramatta North site (and future Parramatta River foreshore paths), and then Northcott Lane subsequently allows cyclists to access the O'Connell Street shared path to the CBD on quiet streets. Stage 1 of Kleins Road will provide a safer and more enjoyable connection from the northern end of the bridge to the local shops and along one of the busiest and most congested sections of Kleins Road. By finishing just north of the Cumberland Highway, pedestrians and cyclists will be able to use quieter Northmead Avenue in the interim to access Kleins Road.

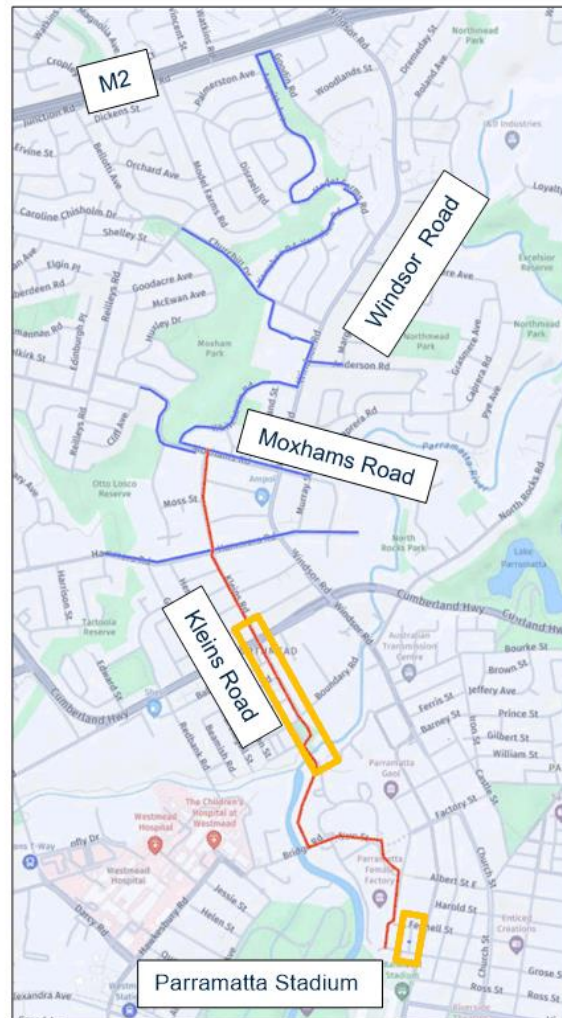


Figure 1: Kleins Road main corridor – predominantly separated pedestrian and cyclist paths (RED). Scope of this report is highlighted in ORANGE, along with the connecting shared paths in BLUE.



Figure 2 and 3: Concept Plans of Kleins Road Stage 1



Figure 4: Pedestrian and Cyclist Bridge over Darling Mills Creek (suspension option)



Figure 5: Northcott Lane

According to Council's guidelines, pedestrian crossings can be installed on local roads if the number of pedestrians crossing the road in one hour is 20 or more (now or forecast). The raised pedestrian and/or cyclist crossings are proposed at locations where the pedestrian warrants are currently met, except at Burlington Street where the future volumes from the new Bridge will be required to meet the minimum warrants. Pedestrian volume counts in Kleins Road are provided in Table 1 below, cells highlighted in grey identify proposed priority crossing locations. Conservative pedestrian and cyclist volumes are forecast along the route as a result of the proposed facilities as well as the new bridge over Darling Mills Creek.

Pedestrian and cyclist crossings are one of a number of crossing facilities available to Council such as kerb build outs or refuge islands. In general, a raised crossing is the most expensive of these three treatments, however it has high safety benefits for the most vulnerable road users (pedestrians and cyclists) and prioritises their time and amenity. That being said, any proposed crossing needs to be context dependant and balance the needs of all road users. In this location the side streets off Kleins Road are narrower than normal, and therefore installation of kerb build outs or refuge islands would likely result in turn bans for longer vehicles, impacting access for businesses, residents as well as the general public. Crossings of the wider Kleins Road are less likely to impact turning movements, however with the introduction of a bi-directional bike path on one side of the street, pedestrians would be required to address cyclists and vehicles moving in both directions parallel to each other and pick the gaps to cross. Where warranted, a raised priority crossing gives pedestrians priority over both cyclists and vehicles (whilst reducing their speeds) and gives a very clear hierarchy for all road users to follow.

	Time	Number	Notes (now)	Ped' Forecast	Cyclist Forecast	Total	Notes (Forecast)
Kleins Road / Northmead Avenue							
North	1445-1545	21	15 adults, 3 minors (counting as 2)	25	2	27	Those currently crossing on south will likely switch to north for priority / safety.
South	1445-1545	4	2 pedestrians, 2 cyclists				
West	1445-1545	84	39 adults, 22 minors (counting as 2), 1 cyclist	94	5	99	Additional ped's / cyclists as result of bridge and paths
East	1445-1545	6	5 pedestrians, 1 cyclist				
Kleins Road / Balmoral Road							
North	1345-1445	23	5 adults, 9 minors (counting as 2)	2		0	
South	1345-1445	2		25		25	Crossing proposed south of Balmoral, maximising space to TCS. People crossing on north will switch south for priority / safety.
West	1445:1545	48	14 adults, 17 minors (counting as 2)	58	5	63	Additional ped's / cyclists as result of bridge and paths
Kleins Road / Beamish Road							
North	0915-1015	6					
South	7:45-8:45	12	8 adults, 2 minors (counting as 2)				

West	1445-1545	28	10 adults, 1 disabled, 8 minors (both counting as 2)	38	5	43	Additional ped's / cyclists as result of bridge and paths
Kleins Road / Beaufort Street							
North	1215-1315	1					
South	1215-1315	7					
West	1545-1645	16	14 Adults, 1 minor (counting as 2)	26	5	31	Additional ped's / cyclists as result of bridge and paths
Kleins Road / Boundary Road							
North	0715-0815	11					
East	0715-0815	3					
West	0715-0815	13	13 pedestrians.	23	5	28	Additional ped's / cyclists as result of bridge and paths

Consultation on Kleins Road Pedestrian and Cyclist Corridor

In accordance with Council's resolution, 13,200 letters were posted to residents and businesses in late May 2024 inviting submissions on the proposal. The consultation area is shown in **Figure 6**. On 28 May 2024, the proposal was advertised in the local newspaper in accordance with the Roads Act 1993 and on Council's website. Three community drop-in sessions were staffed by Council officers on 25 May 2024 (North Parramatta Community Open Day), 28 May 2024 (Kleins Road Shops) and 5 June 2024 (Northmead Primary School), as well as coreflute signs placed at key locations throughout the consultation area (see **Figure 7** below). The outcomes of the consultation are provided below.

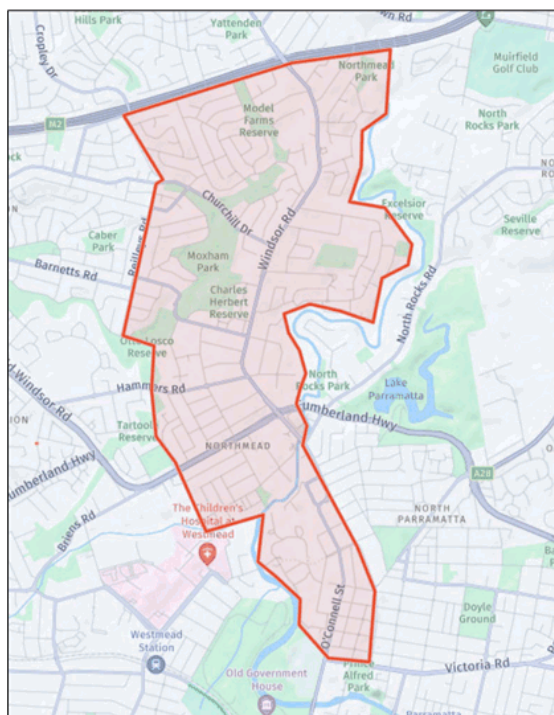


Figure 6: Kleins Road Corridor Study notification area



Figure 7: Example of on-site signage

Public Consultation

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 6,887 views of the Participate Parramatta project page and 414 points of engagement, including 157 surveys, 217 online map submissions (from 67 contributors) and 40 submissions via the popups, direct mail or email and phone calls. The online map only required a user to nominate support, opposition or comment; whereas the survey collected more detailed demographic data and written feedback.

Written responses

A total of 197 responses in writing (excluding online map submissions) were received from the community with 87 in support, 37 supporting to an extent, 6 unsure, 66 against and 1 did not specify a preference. The feedback presented below includes stages of the Kleins Road Corridor (between Northmead Ave and Moxhams Rd Northmead, as well as Greenup Dr and Fennell St, North Parramatta) as given the scale of the project, multiple people had different view of the whole project versus different elements in different locations. This feedback, including Council Officer responses, is provided in detail in **Attachment 3**. A breakdown of responses by type and location is provided below:

Table 2: Kleins Road Corridor - Summary of Respondents (survey, phone, mail & email)

Respondent Type	Number	Sentiment				
		Yes	Yes to extent	No	Unsure	Not specified
Within Parramatta and North Rocks Wards	183	77	35	65	5	1
Rest of LGA	7	5	1		1	
Outside of LGA	7	5	1	1		
Total	197	87	37	66	6	1

Interactive map responses

Of the 67 contributors online, the opportunity to make comments on multiple elements led to a mix of views by respondents across the 217 map submissions. In some cases the same respondent had different views on different parts of the proposal (for example some were supportive of the bridge but not other elements of the project). Table 2 provides an overview of the overall sentiment from each respondent (as per their categorisation). Some respondents selected the Objection category, but this appears to be based on a misreading of the map legend (e.g. objecting to riding on Windsor Road when the proposal was a shared path), however these were not changed to ensure the integrity of the data. A full list of all comments (online/in-person/direct) is available on the Participate

Parramatta Portal at <https://participate.cityofparramatta.nsw.gov.au/kleins-road-corridor>. 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 the table on council's website.


Table 3: Kleins Road Corridor - Summary of online respondents

	Sentiment					
	Support	Comment	Object	Support & Comment	Object & Comment	Two or more categories
Contributor	17	22	4	11	2	11

Overall, a majority of submissions/responses expressed support for the project, however approximately one quarter of respondents objected. Key themes from all consultation are summarised below in **Table 3** with detailed officer responses.

Table 3: Key Consultation Themes

Count	Comment / Theme	Officer Response
45	Large majority support (40 of the comments) for bridge over Darling Mills Creek. Of the comments, 3 objected to the bridge and 2 had concerns regarding the location based on either: low patronage now, alternative locations, impacts on heritage.	<p>Support for the bridge noted.</p> <p>Current low patronage is due to lack of / poor existing connections. The Alfred Street Bridge has averaged 500-600 people per day since opening, a majority of which are pedestrians.</p> <p>The alternative alignments proposed do not have public access both sides and would have greater ecological impacts. They would also require detours from the main alignment and result in a larger, more prominent structure. Appropriate investigation and studies would be undertaken to ensure the bridge was designed and delivered to minimise and mitigate any impacts to heritage and the natural environment.</p>
43	Parking at Kleins Road shops should be retained / increased (42 comments), parking at the shops should be reduced (1).	<p>From video surveys the biggest issue is at the shops is overstaying, 30% of vehicles parking in excess of one hour on a Wednesday, and 60% on a Friday and Saturday. Therefore the Parking Rangers have been requested to increase patrols. The new pedestrian and cyclist paths will introduce potential new customers, and provide locals with a safe alternative to driving.</p> <p>Nonetheless, parking loss near the shops as a result of the project was kept at a minimum. There are 69 spaces now between the Cumberland Highway and Boundary Rd, this is now projected to be 66 spaces with the project (both totals include the angle parking between Kleins Rd and Lizzie Lane at the shops).</p> <p>The reduction in angle parking spaces on Kleins Rd has been majority offset through rationalisation of road space. In addition, the proportion of those spaces proposed to be time limited to support local businesses is proposed to be increased from 39 to 40 between the Cumberland Hwy and Beamish Rd through extending timed parking on the western side of Kleins Rd from Balmoral Rd to Beamish Rd.</p>
42	Parking loss between Moxhams Rd and Cumberland Hwy,	This issue can be addressed a number of ways and is concentrated near the school and churches at the northern end, however as Council has deferred consideration of

	<p>particularly at school bell times and church parking.</p>	<p>most of this stage to a later date, the section between Northmead Ave and Moxhams Road will be the subject of a separate report to Parramatta Traffic Committee and Council.</p> <p>Between Northmead Ave and the Cumberland Hwy there are two unrestricted parking spaces available to the community. This proposal would displace those with a bicycle path. However, in the block immediately north to the next side street (Raymond Ave on west, Frances St on east) there are 22 spaces available, of which the peak use is 7 at 5pm in the afternoon. Therefore there is more than enough spare capacity to the existing demand.</p>
26	<p>The intersection of Kleins Rd and Cumberland Hwy is an issue, the traffic lights need an upgrade, or a new pedestrian / cyclist bridge.</p>	<p>Because the Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to right turn movements from Kleins Rd onto the Cumberland highway, which was the option most commonly requested in submissions.</p> <p>Clearances for a bridge would require substantial ramping, particularly on the south. This would be a significant impediment to movement, particularly pedestrians and is not considered feasible.</p> <p>Localised improvements that do not reduce the capacity of flow on the Cumberland highway could be considered such as a left turn only lane allowing left hand turns from Kleins Road northbound onto the westbound lanes of the Cumberland Highway (see Figure 5 below).</p>  <p>Figure 5: Example of what a left turn lane could look like.</p> <p>This would allow a number of vehicles turning left to be held for pedestrians crossing without them impeding vehicles wanting to travel northbound through the intersection. However the benefits may not be significant depending on the number of vehicles seeking to turn left,</p>

		and this would further reduce parking at the shops. Options could be investigated in detail design in consultation with TfNSW.
15	Residents objected to the proposal to make Fleet St one way northbound. the reason is that because of road network changes by Parramatta Light Rail (PLR), residents of the block bounded by O'Connell St/ Fleet St / Factory St/ Albert St rely on Fleet St southbound for <u>access to the south</u> . Fleet St southbound is also used for convenient <u>access from the north</u> .	This issue can be addressed a number of ways, however as Council has deferred consideration of this stage to a later date it will be the subject of a separate report to Parramatta Traffic Committee and Council.

Across the consultation, very few submissions were made regarding the connecting network of shared paths. The heat maps (density of all comments) provided below of the online consultation demonstrate the greatest level of interest (for and against) was concentrated on Kleins Road and the bridge. Similarly, Northcott Lane did not receive any comments for or against the proposal.

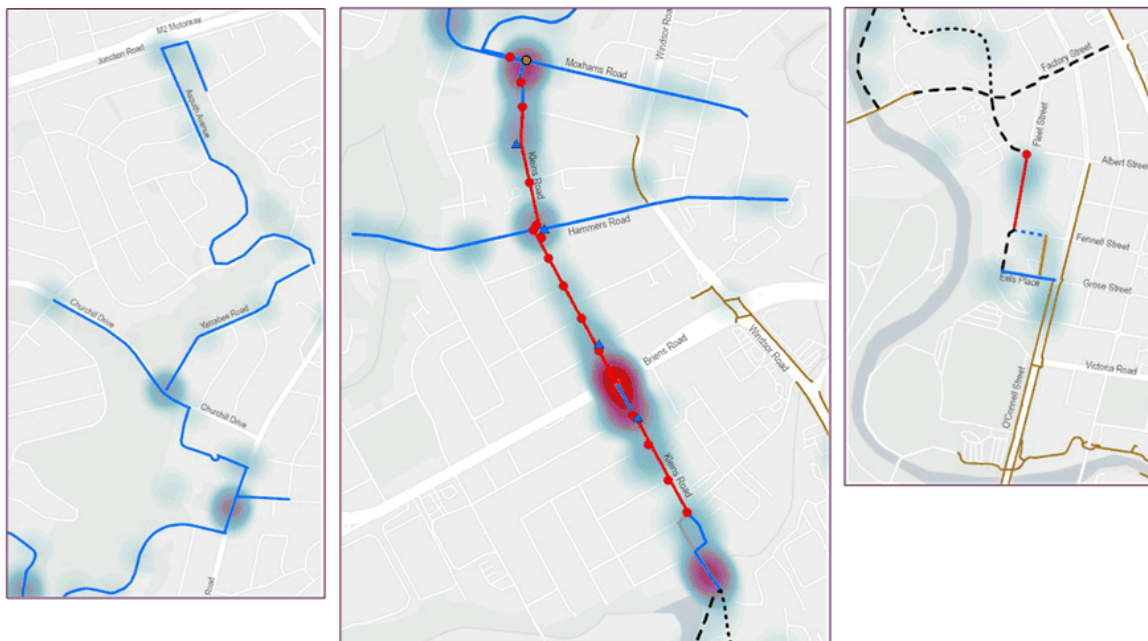


Figure 8, 9 and 10: Heat maps of online consultation.

Stakeholder Consultation

Additional stakeholder consultation has been undertaken in relation to this matter beyond the Council Committee consultation identified in the Council report endorsing public exhibition, available using this [link](#):

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
5 June 2024	Northmead Public School	1. Student safety is the priority. 2. Overstaying in the kiss and drop is an issue, as well as people waiting to turn in to the kiss and drop to collect their child impeding traffic. 3. Would like clarification on whether private buses can park in a bus zone (as it impedes access and storage for school buses). 4. Kleins / Cumberland intersection is a significant challenge in a vehicle.	1. Council also shares this priority with the school community. 2. This is an ongoing issue at many schools, Council rangers regularly attend the school. 3. Private buses are not permitted to park in bus zones. 4. The Hwy carries ten times the amount of traffic as Kleins, and therefore it is unlikely TfNSW will give additional time in traffic signal phasing to allow more vehicles to exit from Kleins Rd.	Infrastructure Planning and Design
12 June 2024	Northmead Public School P&C	The P&C advised they would not provide a position, but would distribute the information to the school community.	N/A	
13 June 2024	Heritage Advisory Committee	As a quorum was not in attendance, members were invited to make individual submissions as part of Council's public exhibition	N/A	

Councillor Consultation

In addition to pre-exhibition Councillor consultation detailed in the previous report, which can be accessed with this [link](#), the following consultation has been undertaken in relation to this matter:

Date	Cllr	Councillor Comment	Council Officer Response
10 July 2024	North Rocks and Parramatta Ward Cllrs	1. There should be options for people to walk and ride from the base of the proposed bridge to O'Connell St. 2. Have any issues been raised in the consultation on parking availability at the park on Beamish Rd? 3. What is the total number of trees	1. The creek foreshore is partly privately owned, but there are currently no physical restrictions on people moving through now. Current planning envisages pedestrian and cyclist paths along Darling Mills Creek to be delivered with development long term. 2. No issues have been raised about park access during the consultation. 3. Based on the concept plans there will be a net increase in trees. Aside from the bridge location which requires significant detailed

	proposed to be removed / replaced?	design, there are 4 tree removals expected (for raised crossings), 20 tree replacements (to underground power or deliver a shared path) and over 100 new street trees proposed. All totals will be confirmed in detail design.
	4.What is the total parking loss north of the Cumberland Hwy?	4. A total of 33 spaces (out of 77 available) are proposed to be re-purposed between Thomas St and Hammers Rd. Thirty-one spaces (out of 59 available) are proposed to be re-purposed between Hammers Rd and Cumberland Hwy.
	5.What are the total number of spaces: Cumberland Hwy to Burlington St before and after the project?	5. There are 69 spaces now, 66 spaces with the project (both totals include the short section between Kleins Rd and Lizzie Ln at the shops).
	6.Are there alternatives to Kleins Road north of the Cumberland Highway?	6. There are limited alternatives to Kleins Rd, as few streets connect Moxhams Rd to Hammers Rd and the Cumberland Hwy (see Figure 7 below the table): These alternate streets have lower volumes of traffic but are much narrower (8-10m instead of 12.8m), this may pose the similar challenge as Kleins Road in retaining parking. This would require further detailed study and can be investigated in the future and information provided to Council.
	7.Can the project be staged?	7. The project can be staged. Staging options are discussed further below in this report

On 12 August 2024 Council considered the exhibition outcomes for the Kleins Road Pedestrian and Cyclist Corridor at Figure 1 and resolved to proceed with the connecting shared paths, contra-flow bike lane in Northcott Lane, the bridge over Darling Mills Creek and Stage of Kleins Road between Northmead Avenue and Balfour Street. The resolution states:

- (a) *That Council approve the staged scope of works to support walking and cycling along the proposed Kleins Road Pedestrian and Cyclist Corridor, as set out below for submission to the Parramatta Traffic Committee:*
- 1. Separated pedestrian and cyclist paths along Kleins Rd from Northmead Ave to Boundary Rd, Northmead,*
 - 2. A new pedestrian and cyclist bridge over Darling Mills Creek at the southern end of Burlington Memorial Reserve.*
 - 3. New raised pedestrian crossings, as well as raised pedestrian /cyclist crossings across Kleins Rd and side streets, Northmead, with a specific request that the Parramatta Traffic Committee examine the pedestrian and cyclist data and the financial implications of these crossings prior to granting any approval.*
 - 4. Shared paths along parts of Kleins Rd, Hammers Rd, Moxhams Rd, Whitehaven Rd, Churchill Drive, Ulandi Pl, Windsor Rd, Anderson Rd, Yarrabee Rd, Model Farms Rd and Asquith Ave, Northmead.*
 - 5. Introduce a contra-flow bike lane on Northcott Ln between Fennel St and Eels Pl.*
 - 6. Associated parking changes to Kleins Rd enable the facilities listed above.*
 - 7. Extension of timed parking on Kleins Rd from Balmoral Rd to Beamish Rd to support local business.*

8. *That with further consultation, the footpath from Allambie Ave to Hammers Rd be widened into a shared path, along with a safer crossing facility of Hammers Rd to Hemsworth Ave be investigated.*
9. *That:*
 - i. *the separated paths on Kleins Rd between Thomas Street and Northmead Ave, Northmead not proceed until Council has received a report into the alternative routes available for a regional pedestrian and cyclist link;*
 - ii. *Changes to Fleet Street between Fennel St and Greenup Drive not proceed until a further report is provided to Council detailing the outcomes of consultation with TfNSW on circulation alternatives for local residents and businesses and the heritage impacts of introducing any separated bike paths or other changes to Fleet Street.*
- (b) *That subject to approval by the Parramatta Local Traffic Committee, applications be made to external grant bodies to fund design and construction of the project.*

Therefore, this PTC report is in line with Council's resolution in proposing a reduced scope be approved for design and construction.

FINANCIAL IMPLICATIONS

The total estimated cost of construction of this project including paths, lighting, bridge and crossings is in the order of \$20,000,000, of which a large portion is the bridge. An application will be lodged to TfNSW to fund this project through the Get NSW Active Program in FY25/26 and FY26/27 for detail design. It is intended to commence construction when funding for the project becomes available.

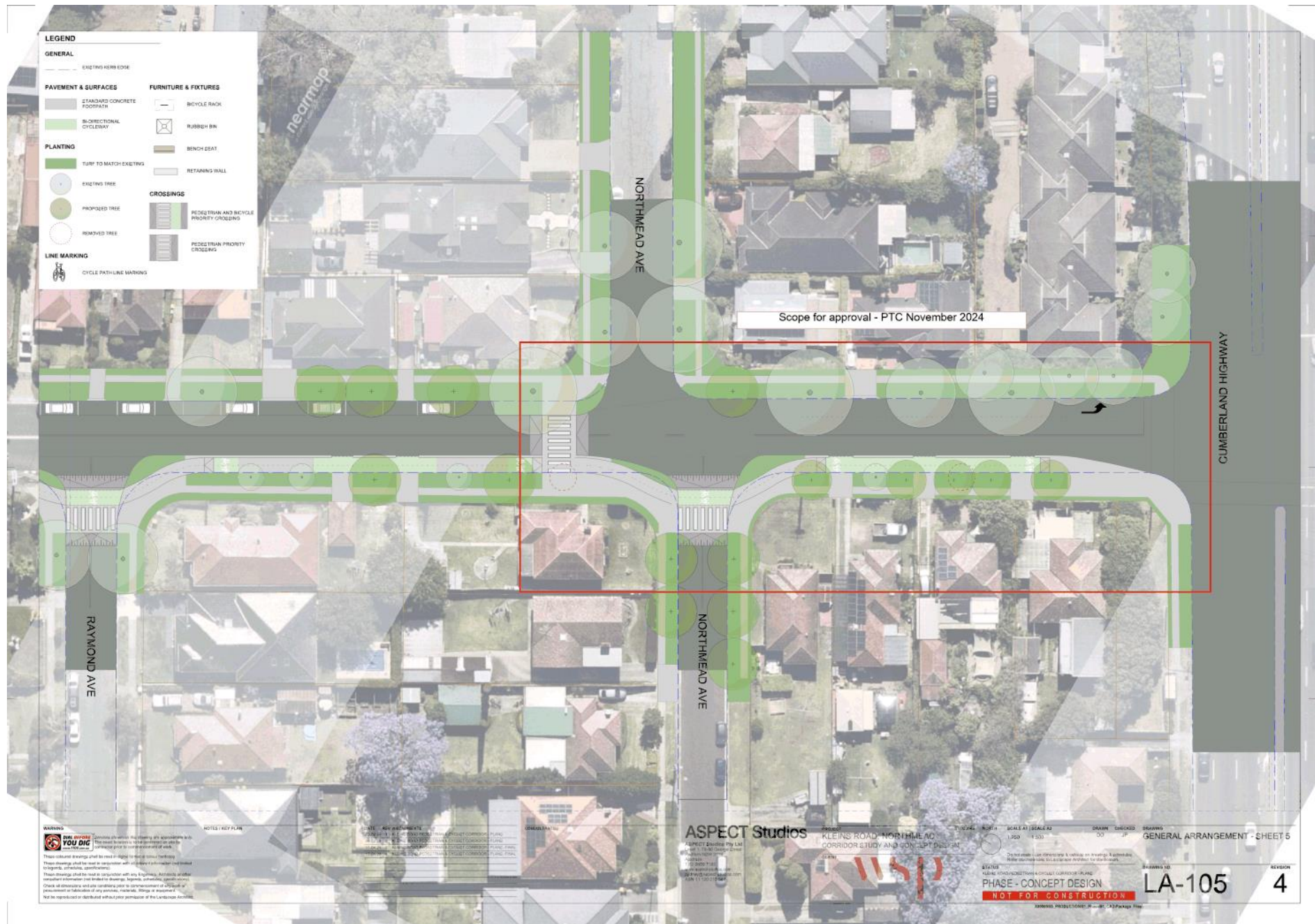
Mark Crispin

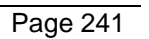
Mark Crispin
Senior Transport Planner
7/11/2024

Attachment 1. Design Plans – Kleins Road Stage 1, Northcott Lane, Shared Paths

Attachment 2. Kleins Road Corridor – Community Information Package

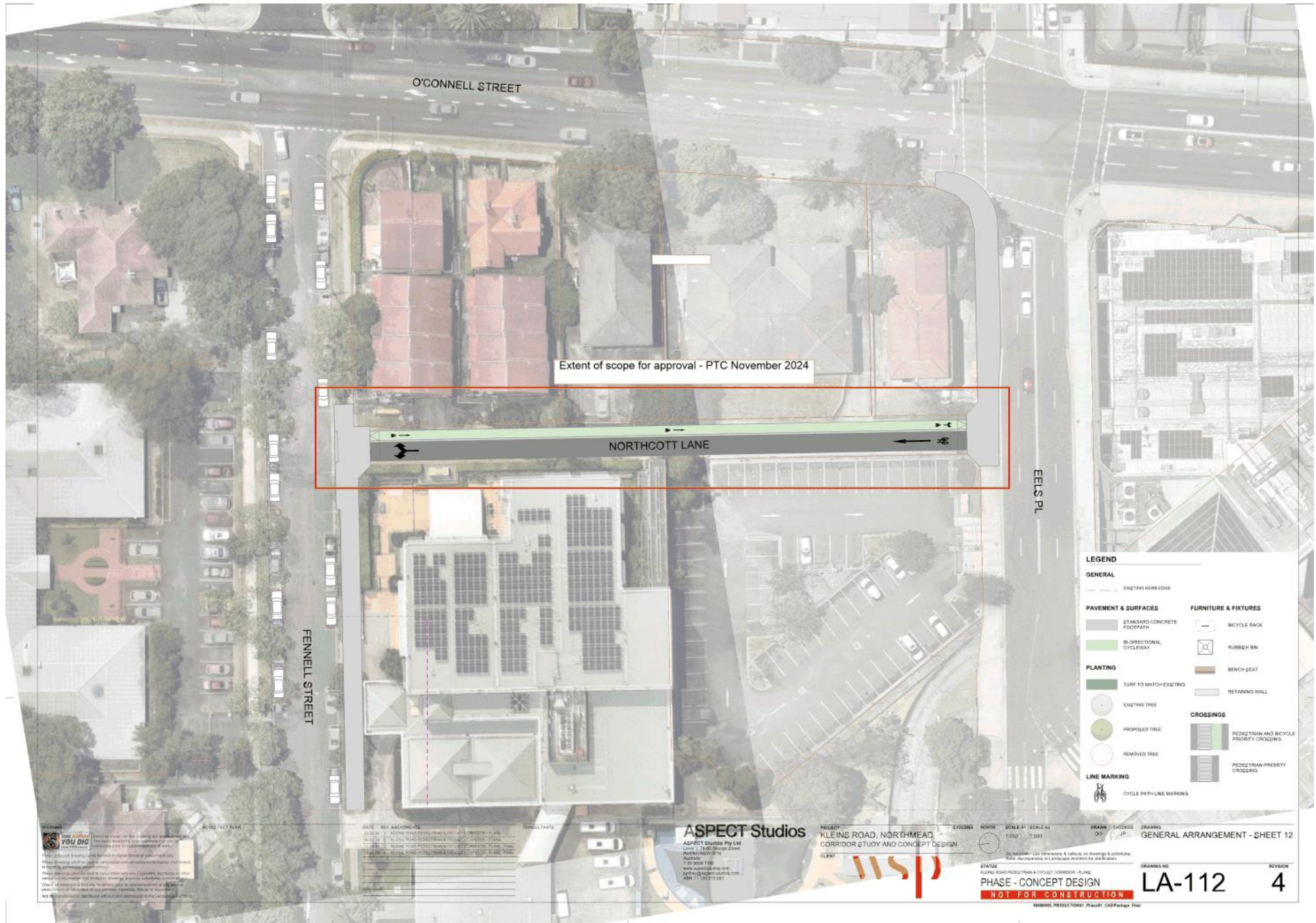
Attachment 3. Kleins Road Corridor – Submissions with Council officer responses



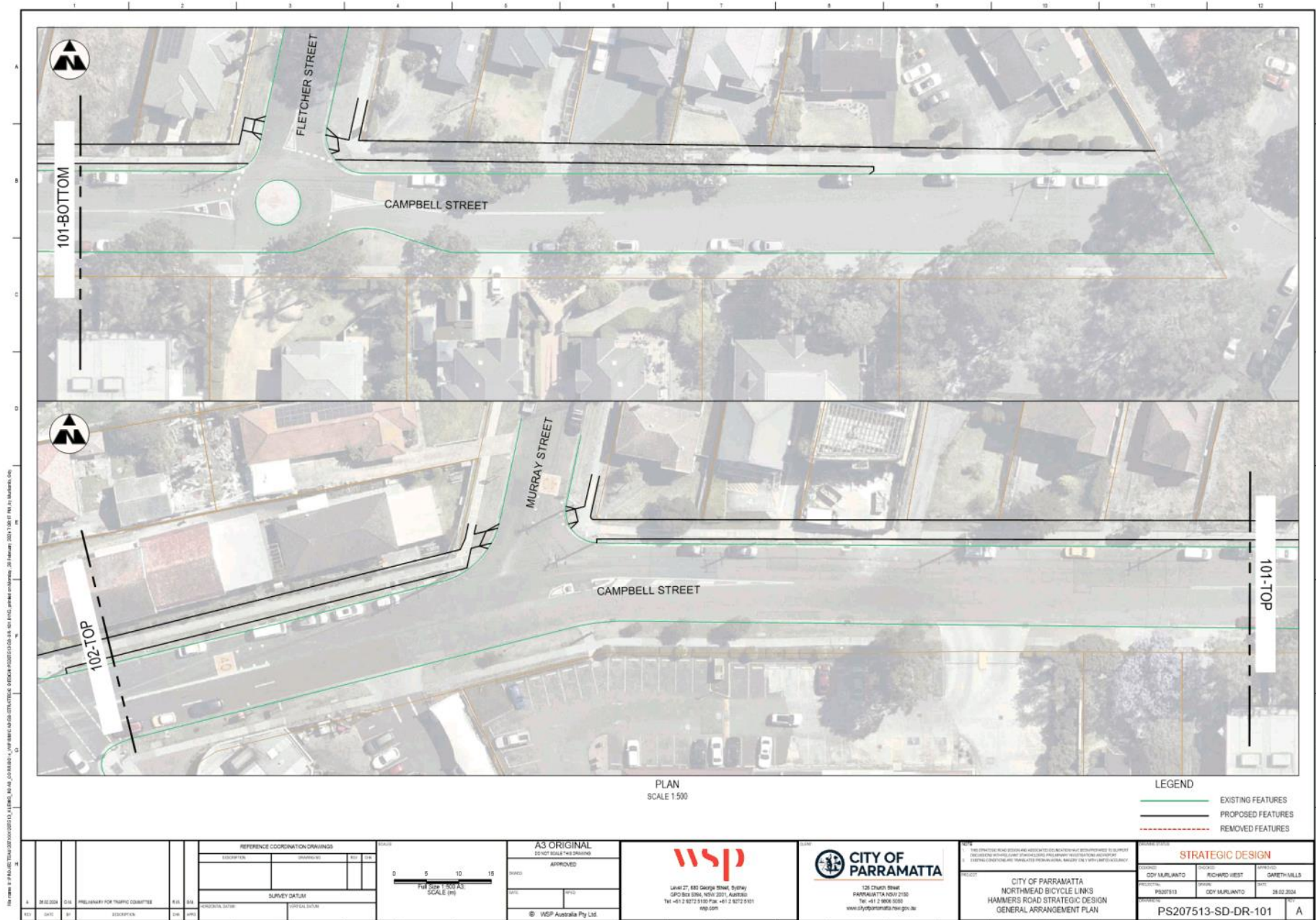


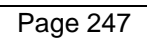


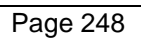


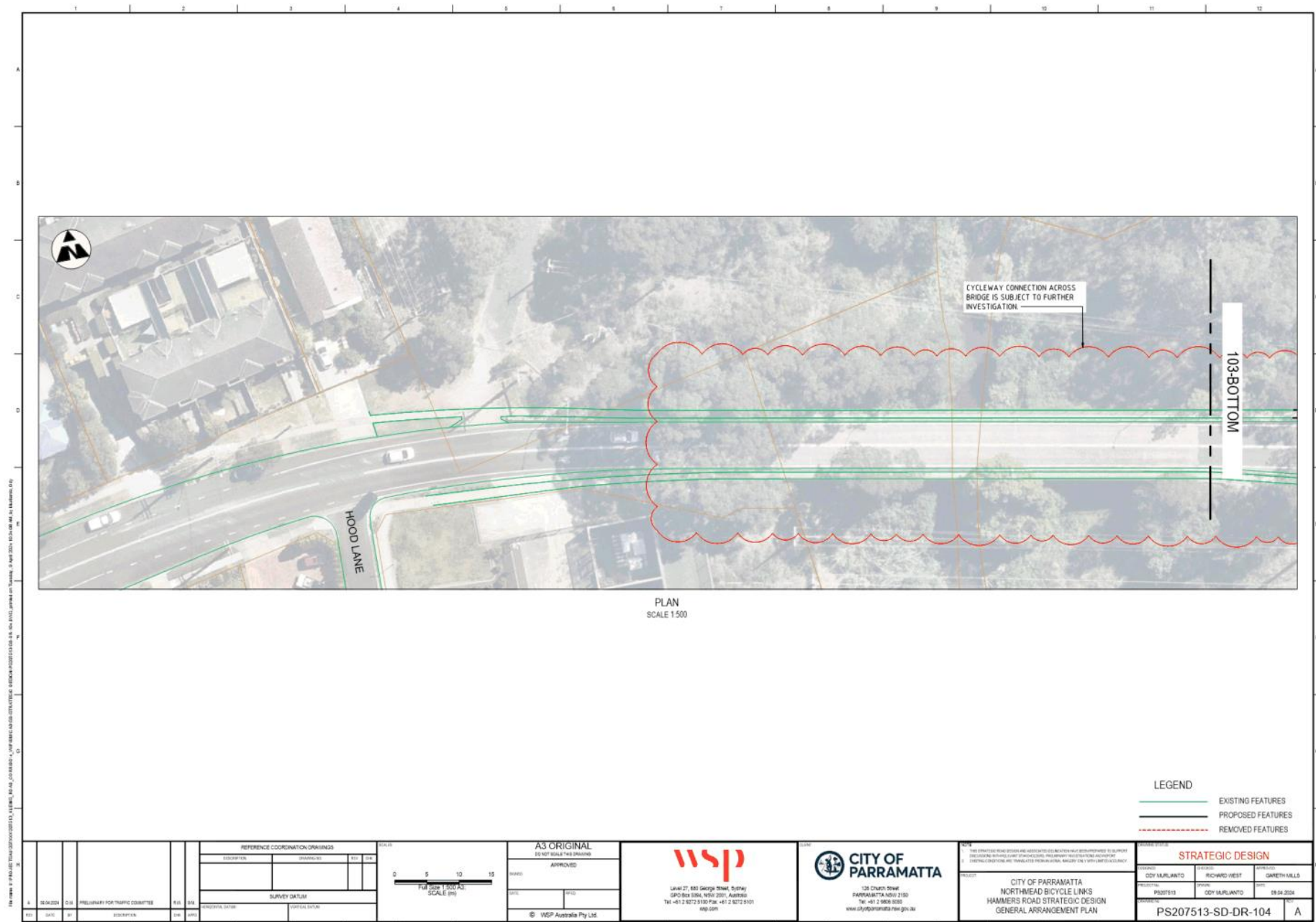




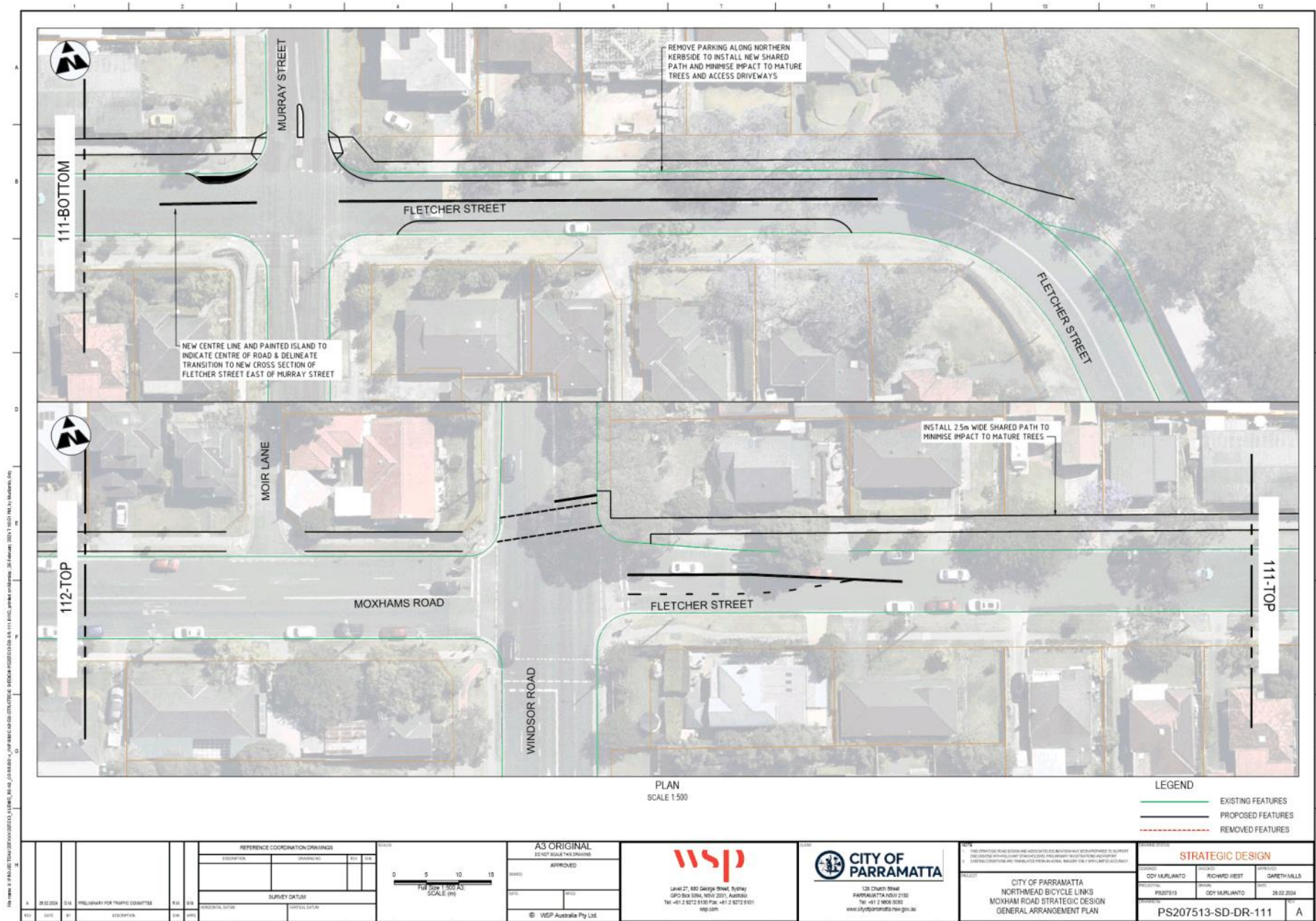




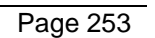




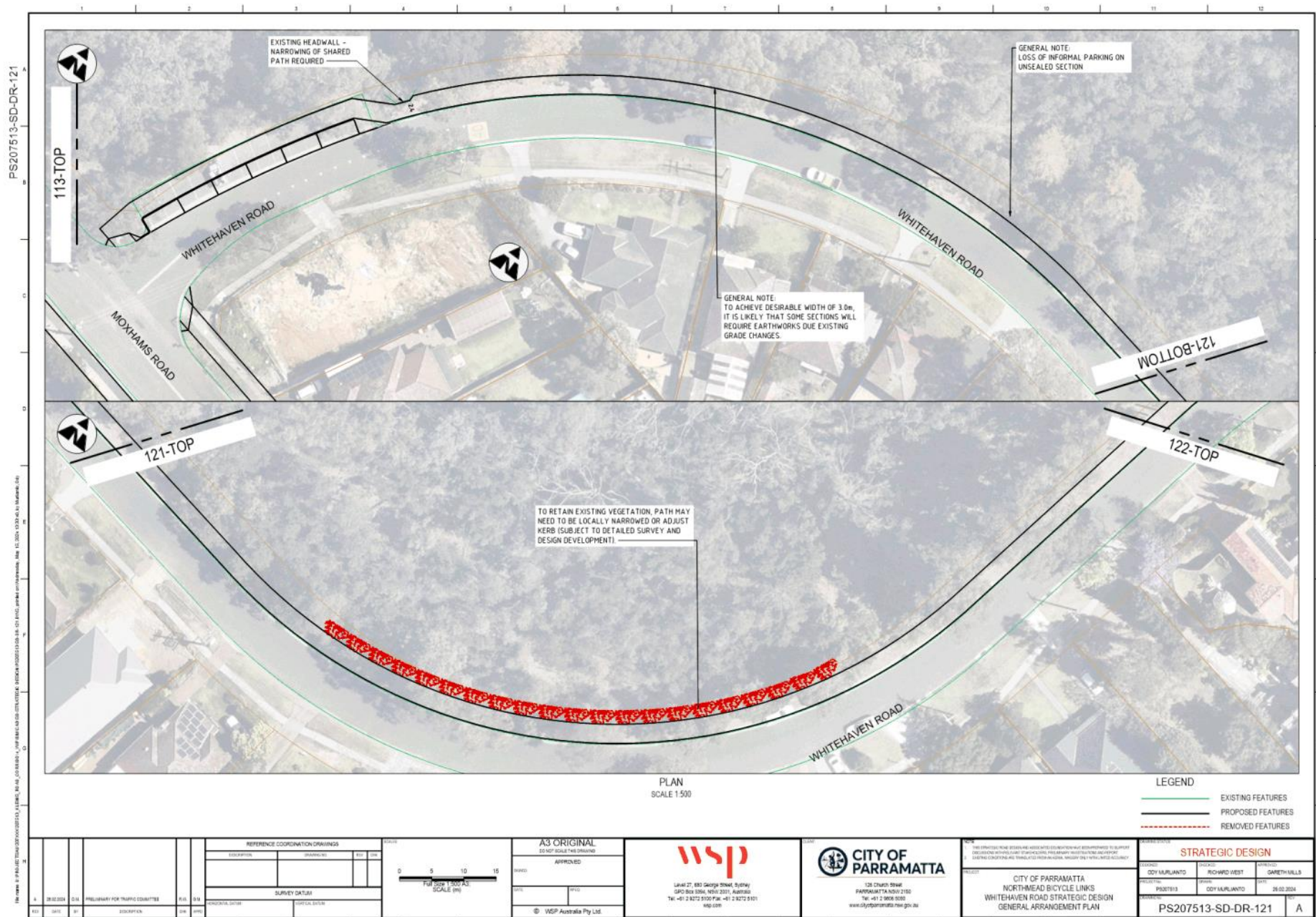


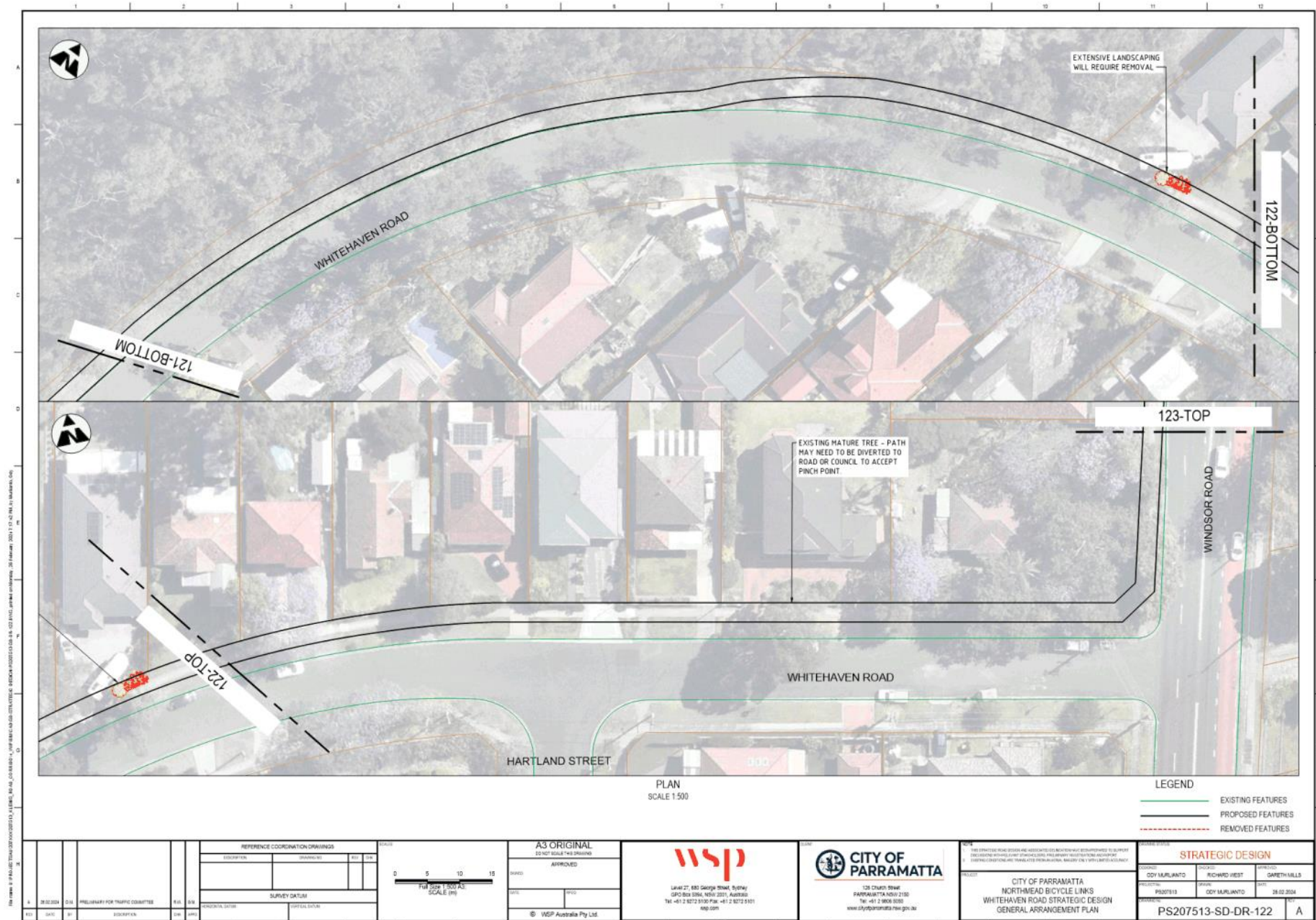


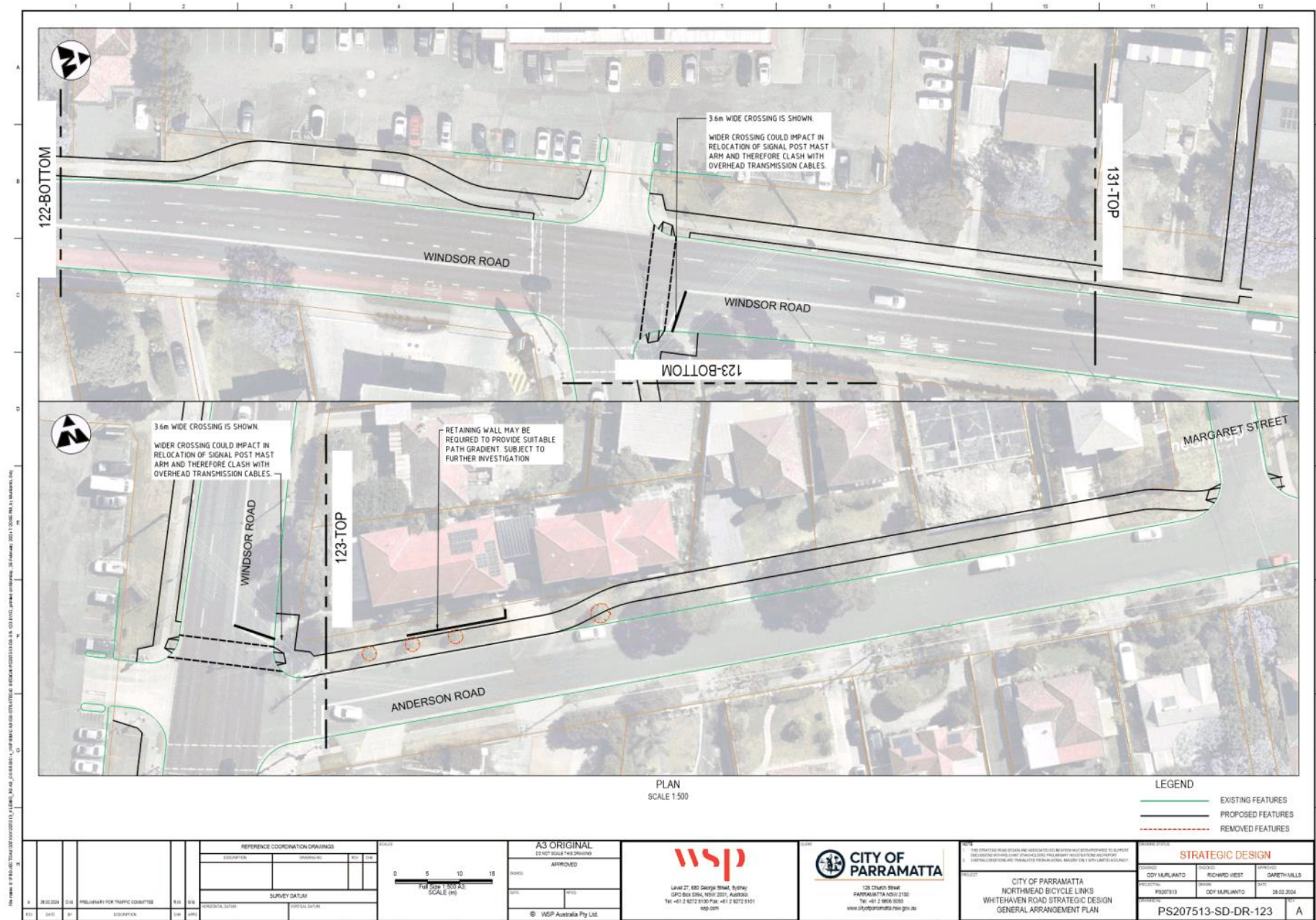




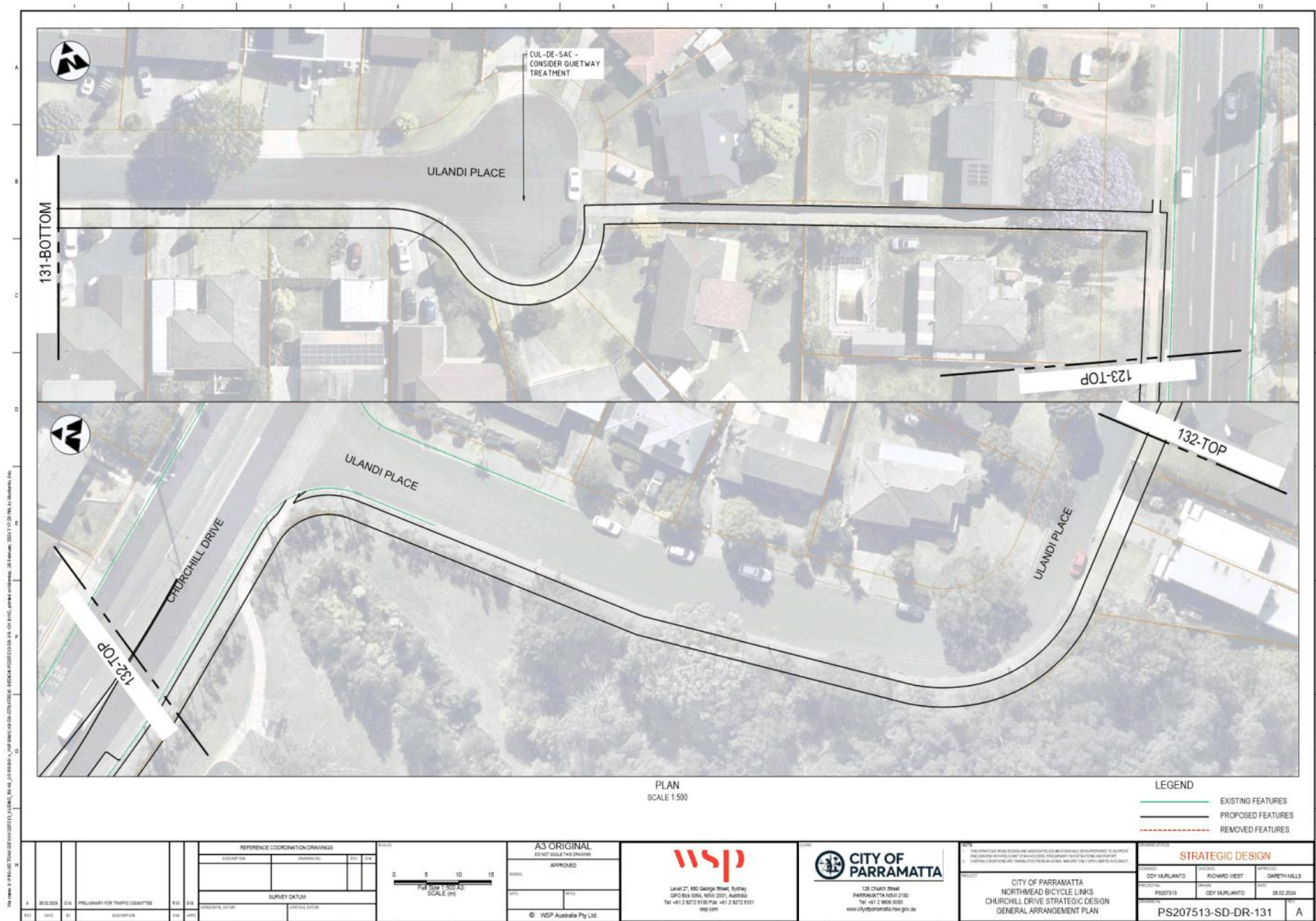


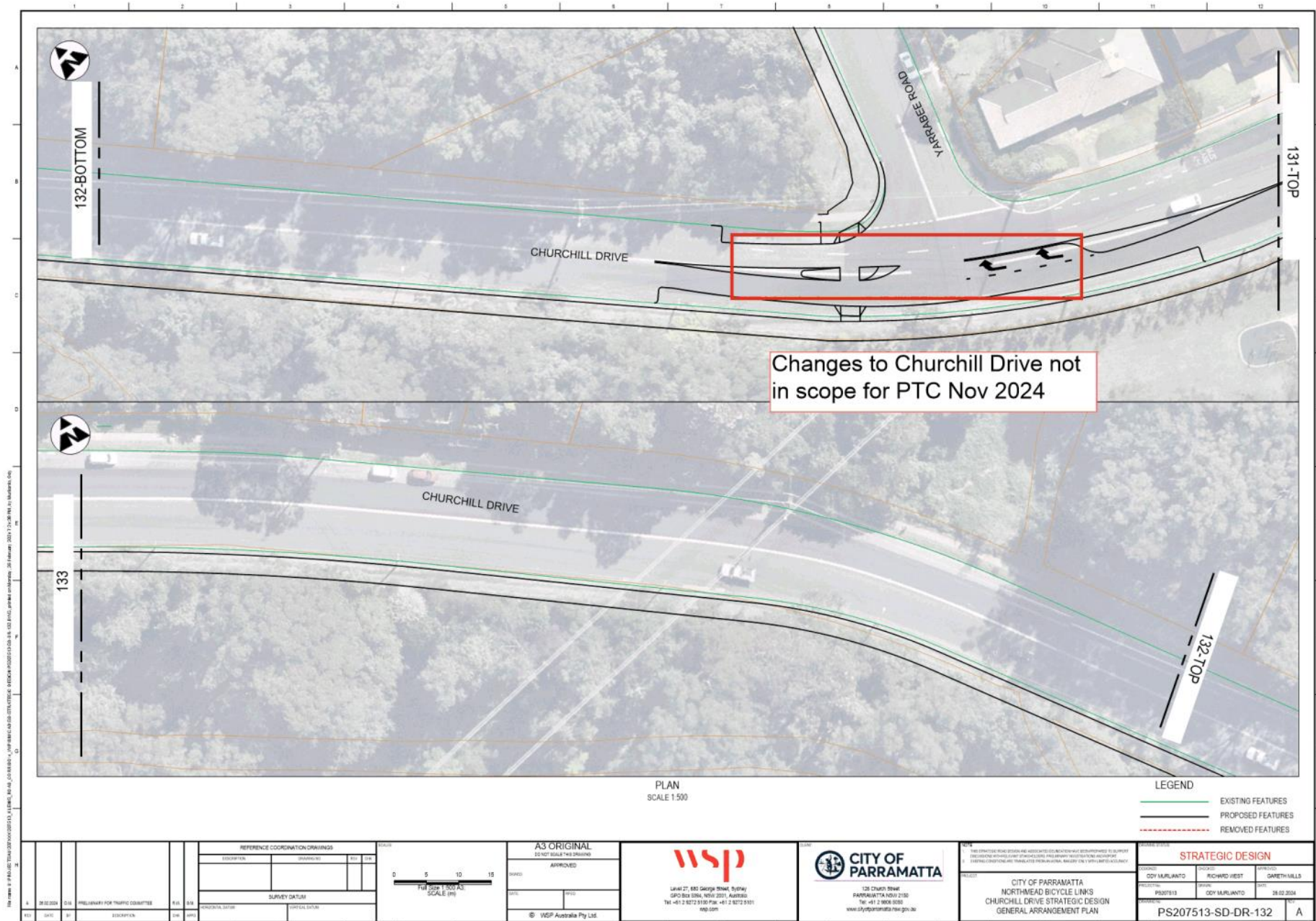


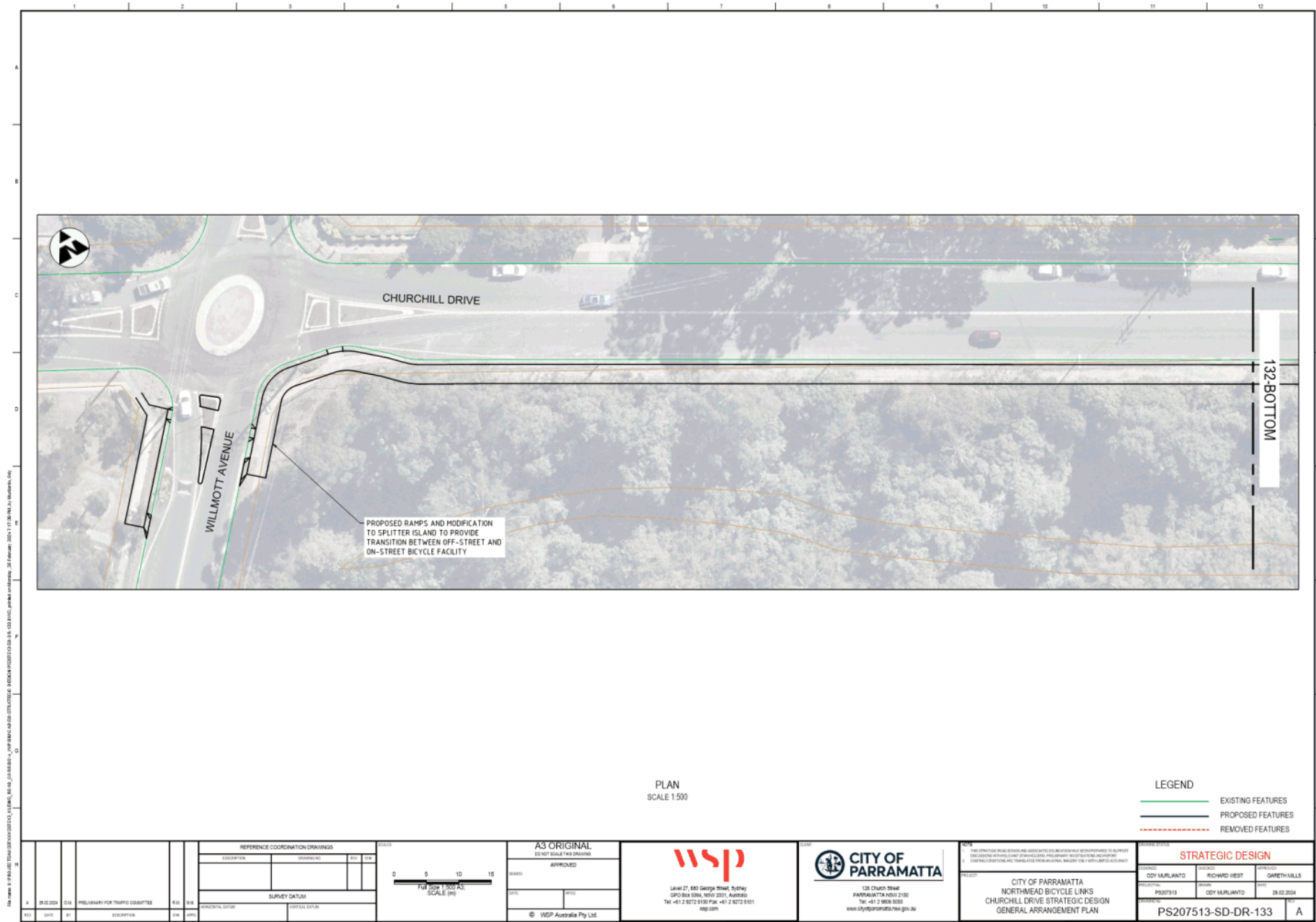




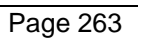


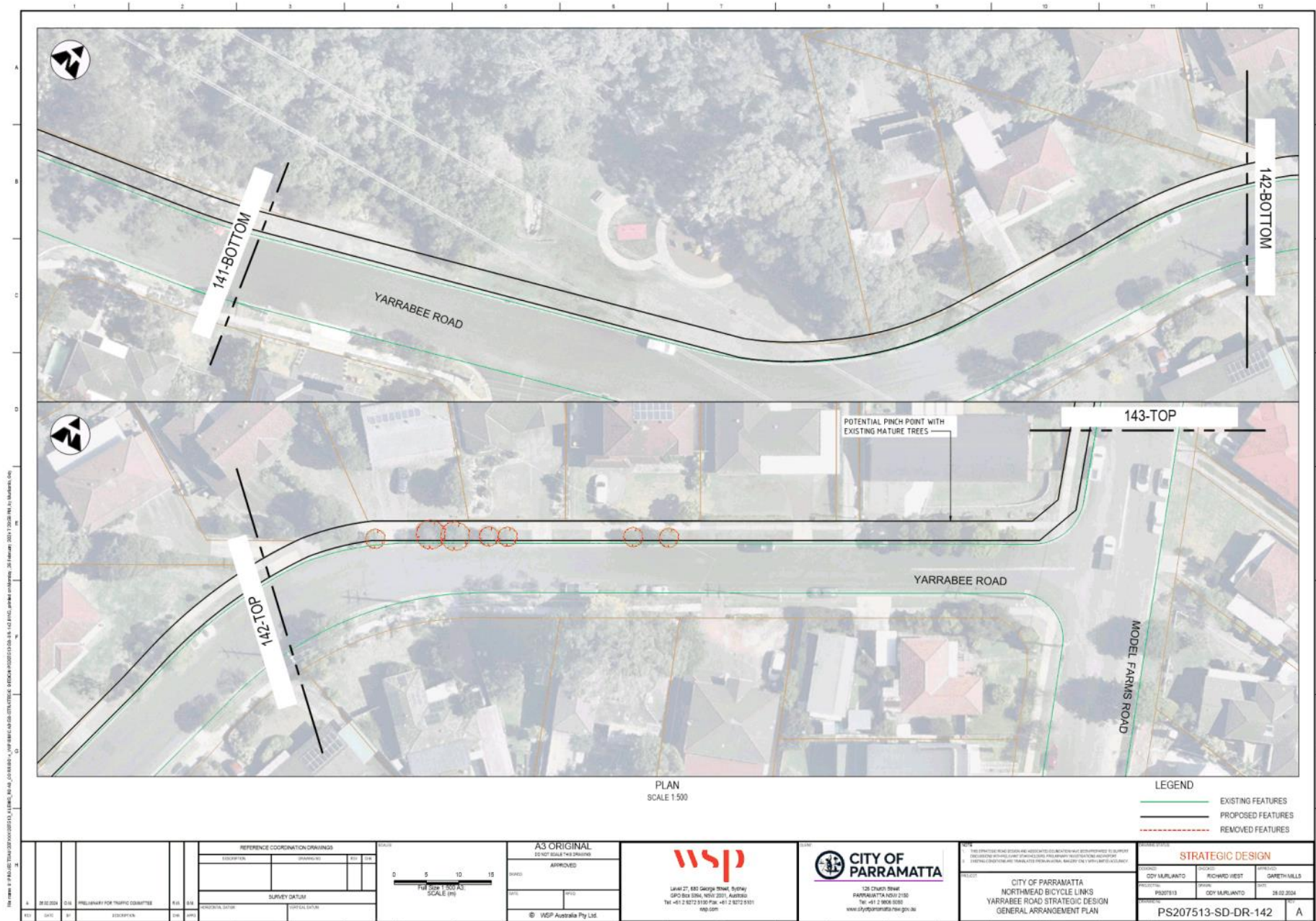


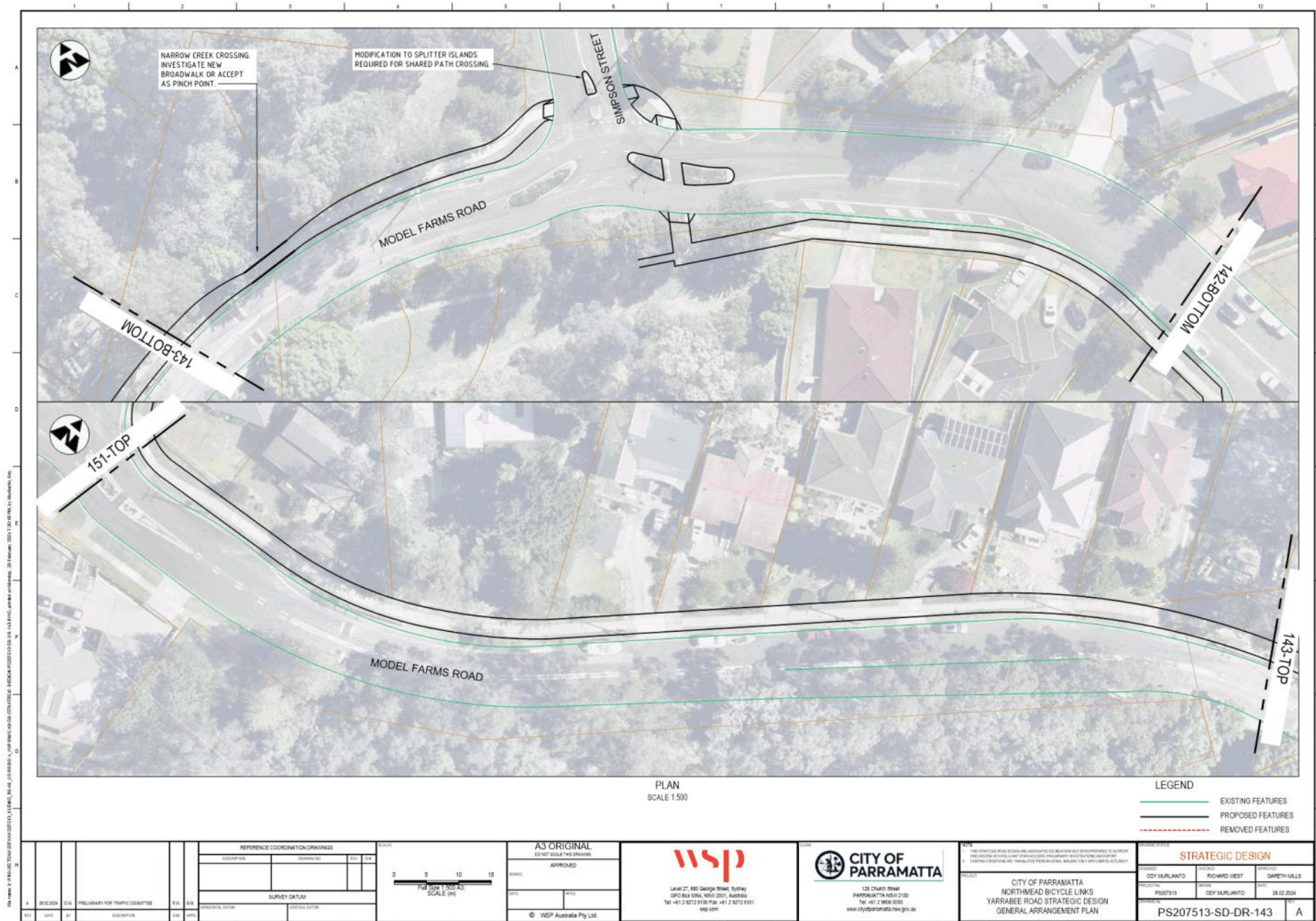




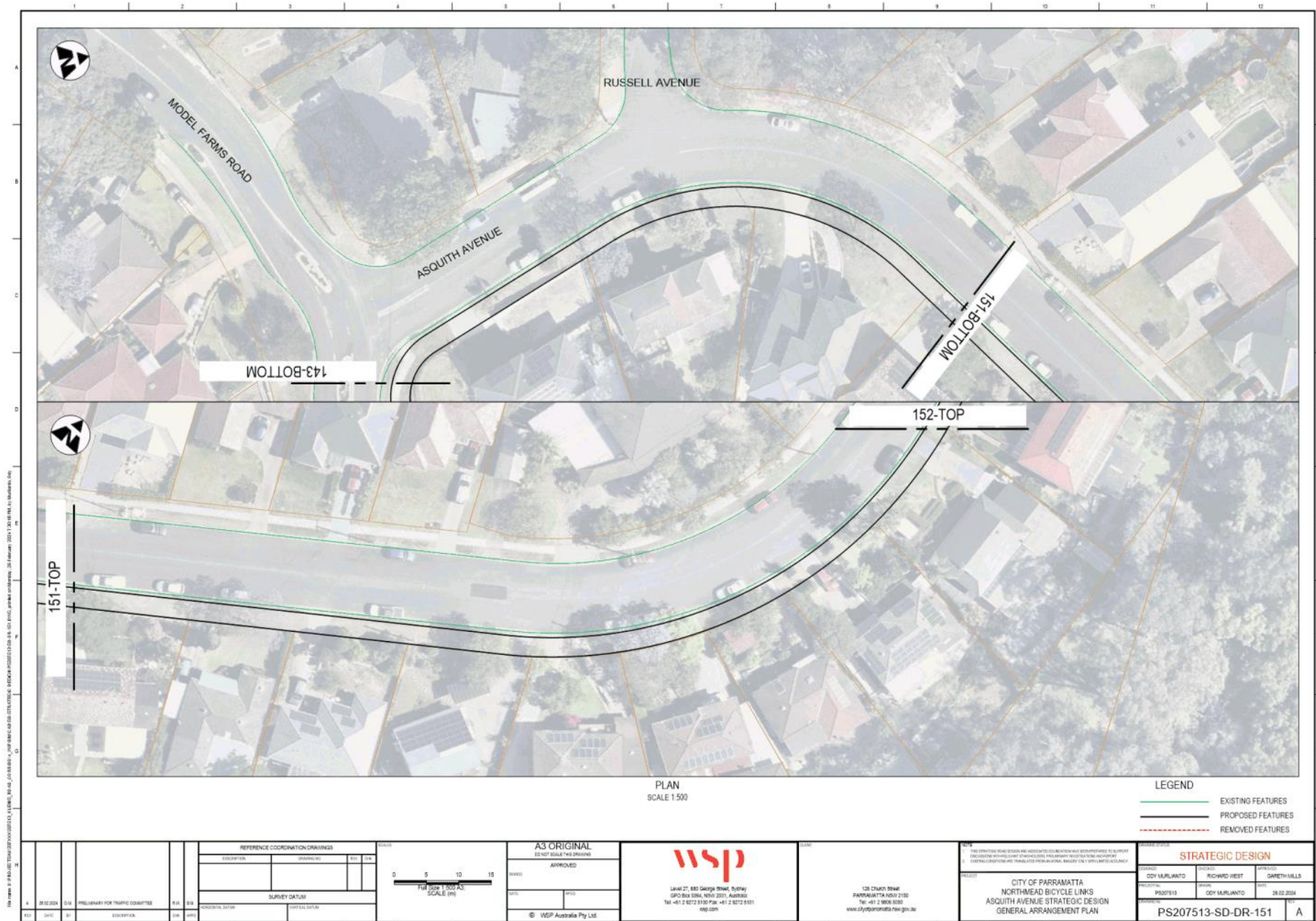


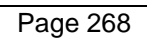


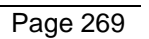


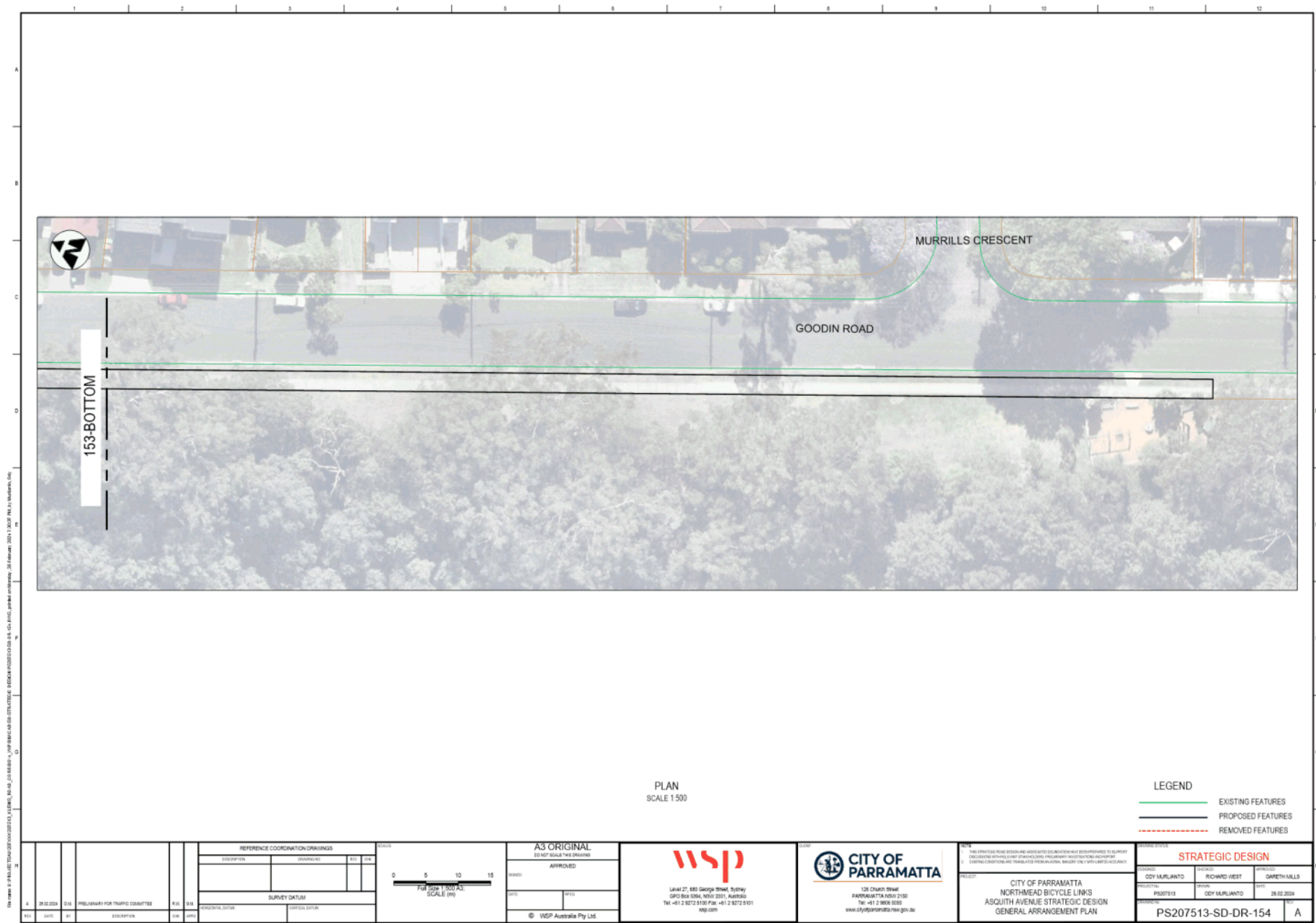














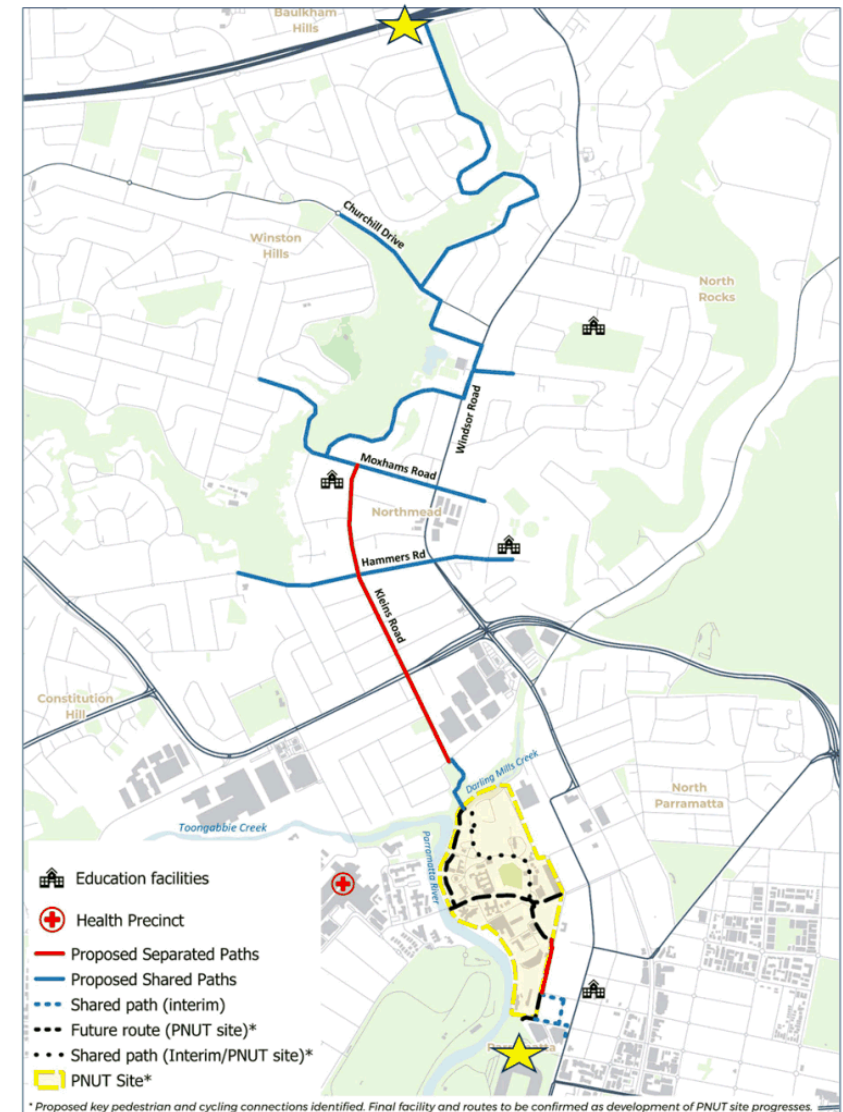
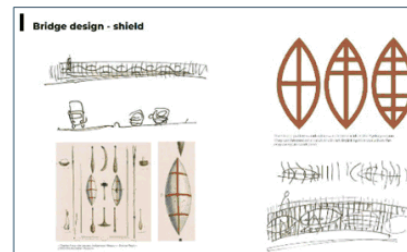
Kleins Road

Pedestrian and Cyclist Corridor Study

Community Information Package

Scope

- Funded by TfNSW - "space testing" feasibility.
- First stage in a potential multi-year delivery program.
- 3km main corridor along Kleins Road that will have higher user numbers:
 - Moxhams to Parramatta Stadium.
 - New pedestrian and cyclist bridge over Darling Mills Creek.
 - New paths through Parramatta North site.
- Supporting network of connecting shared paths to local streets, bridges to the west and traffic signals over Windsor Road to the east.
- Comprehensive traffic counts and parking surveys completed along the length.
- Pilot project within Council in working with the Dharug Panel and Designing with Country, particularly the bridge crossing.



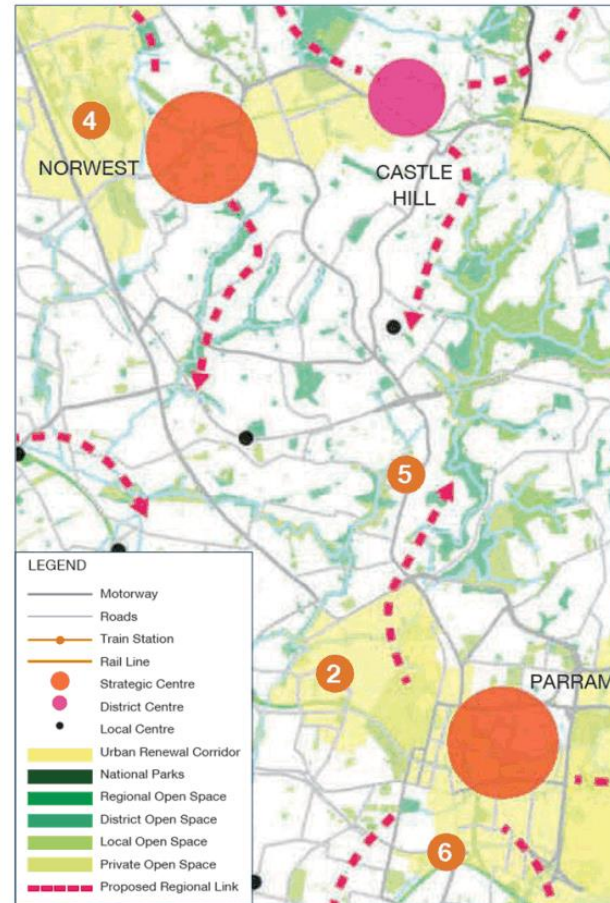
Background

Strategic Context – NSW Government

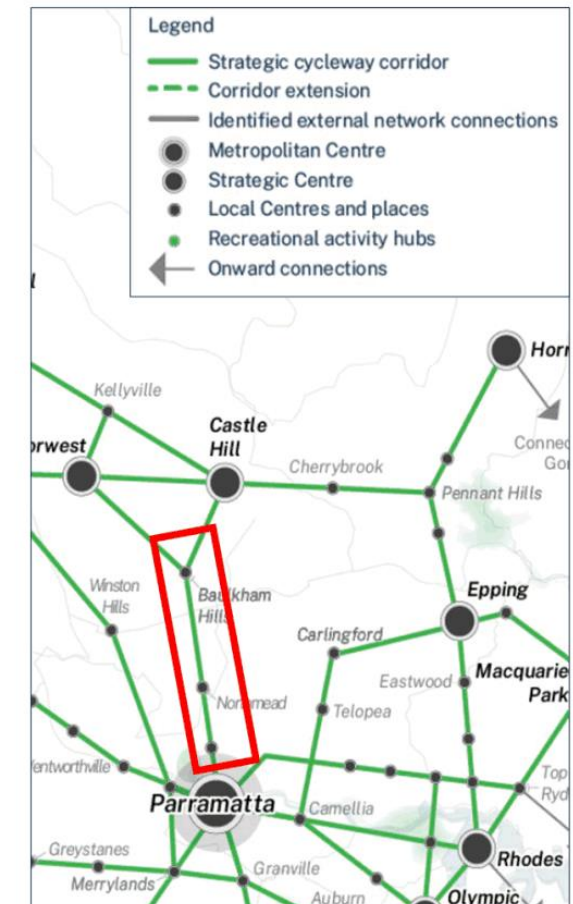
Westmead planning



Regional Green Grid



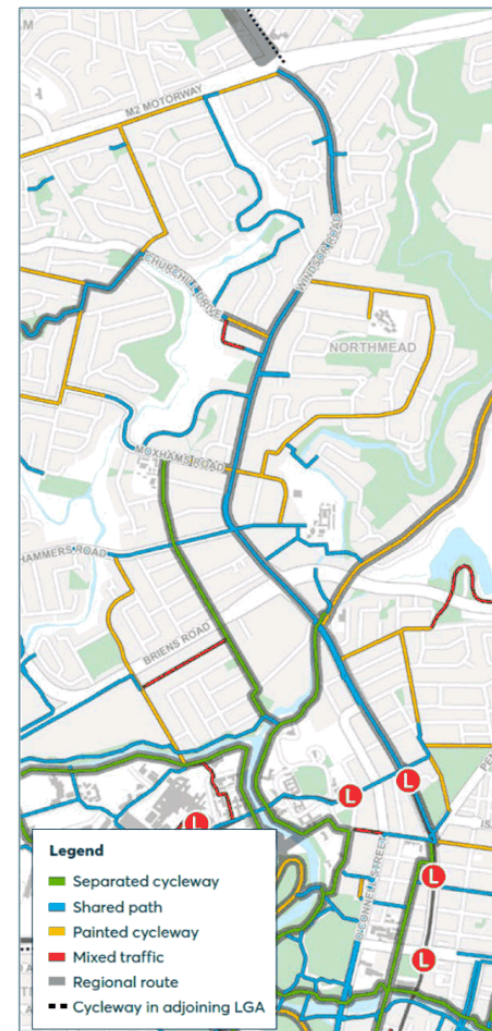
Strategic Cycleways Corridors



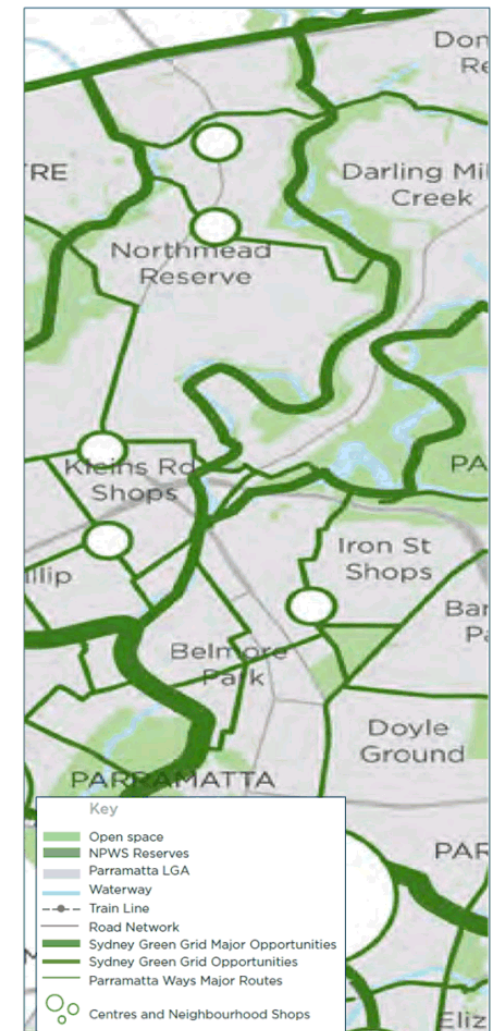
Strategic Context - Local

- Parramatta Valley Cycleway Masterplan 2005.
- Draft Bike Plan 2024 and Parramatta Ways.
- Windsor Road is incrementally delivering bus priority and a shared path.
- As an alternative to Windsor Road, Kleins Road provides:
 - Higher amenity (lower traffic, more trees).
 - Opportunity for separated pedestrians and cyclists.
 - Connects directly to Northmead Primary and local shops.
 - Will catalyse access into PNUT and the future university campus / health precinct.
 - New link into the Parramatta River paths and Westmead.

Draft Bike Plan 2024



Parramatta Ways



Corridor Study



Parameters

- Must meet TfNSW objectives, Austroads guidance and Australian Standards.
- Separate pedestrians and cyclists where possible on the main alignment.
- Where possible retain parking spaces where they are used by the community, especially at centres of activity.
- Retain existing trees where possible and identify opportunities for new trees.
- Minimise kerb, utilities and stormwater adjustments.
- Retain existing traffic circulation where possible.
- Increase permeability to, and across Windsor Road and waterways.
- Be a net positive contributor to the public domain.
- Retain heavy vehicle access south of Cumberland Highway.
- Propose mutually beneficial and self-reinforcing Local Area Traffic Management solutions.
- Work collaboratively with Government Property and other stakeholders and align with existing State led Precinct Planning.

Concept Plans



Parramatta North

Government Property / Deerubbin Land Council

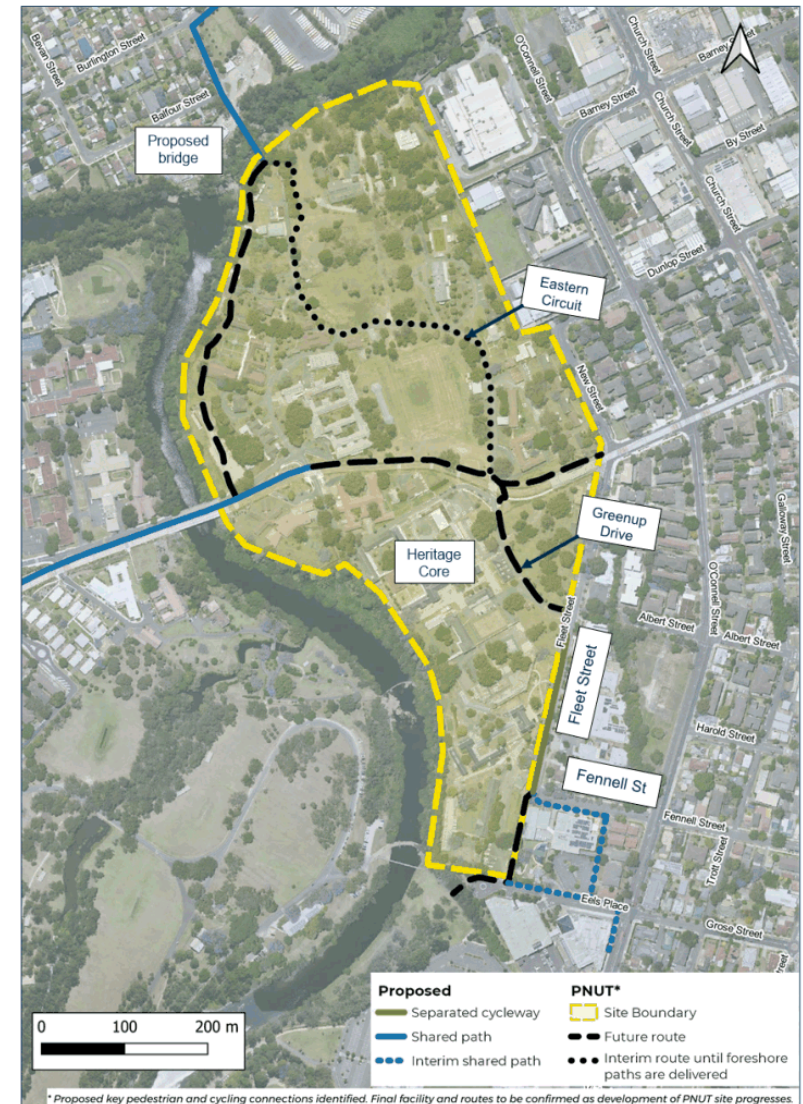
- Existing controls and DCP from previous re-zoning.
- Unknown timing of new vision.
- Unknown development timing.

Assumptions

- Eastern foreshore inaccessible adjacent to Heritage Core (for a concrete path).
- PLR shared path will be completed to the east in the future.
- 'Interim' public access will be required if the bridge over Darling Mills Creek proceeds ahead of development.
- Planned paths wholly within Government owned land.

Proposal

- Interim route along Fennell / Northcote Lane / Eels Place until more direct through site link is delivered.
- Fleet Street is "end state" of separated cycleway, resolve drainage issues, footpath, one way northbound between Fennell and Greenup Drive, underground power lines, new public domain and trees.
- Eastern Circuit and Greenup Drive used by pedestrians and cyclists until foreshore paths are delivered.
- Interim route around SES site within Government Property lands.



Fleet Street

Constraints

- Heritage listed sandstone walls either side.
- Little or no functional public domain on the west.
- Two large trees western side.
- Parking is well used.

Proposal

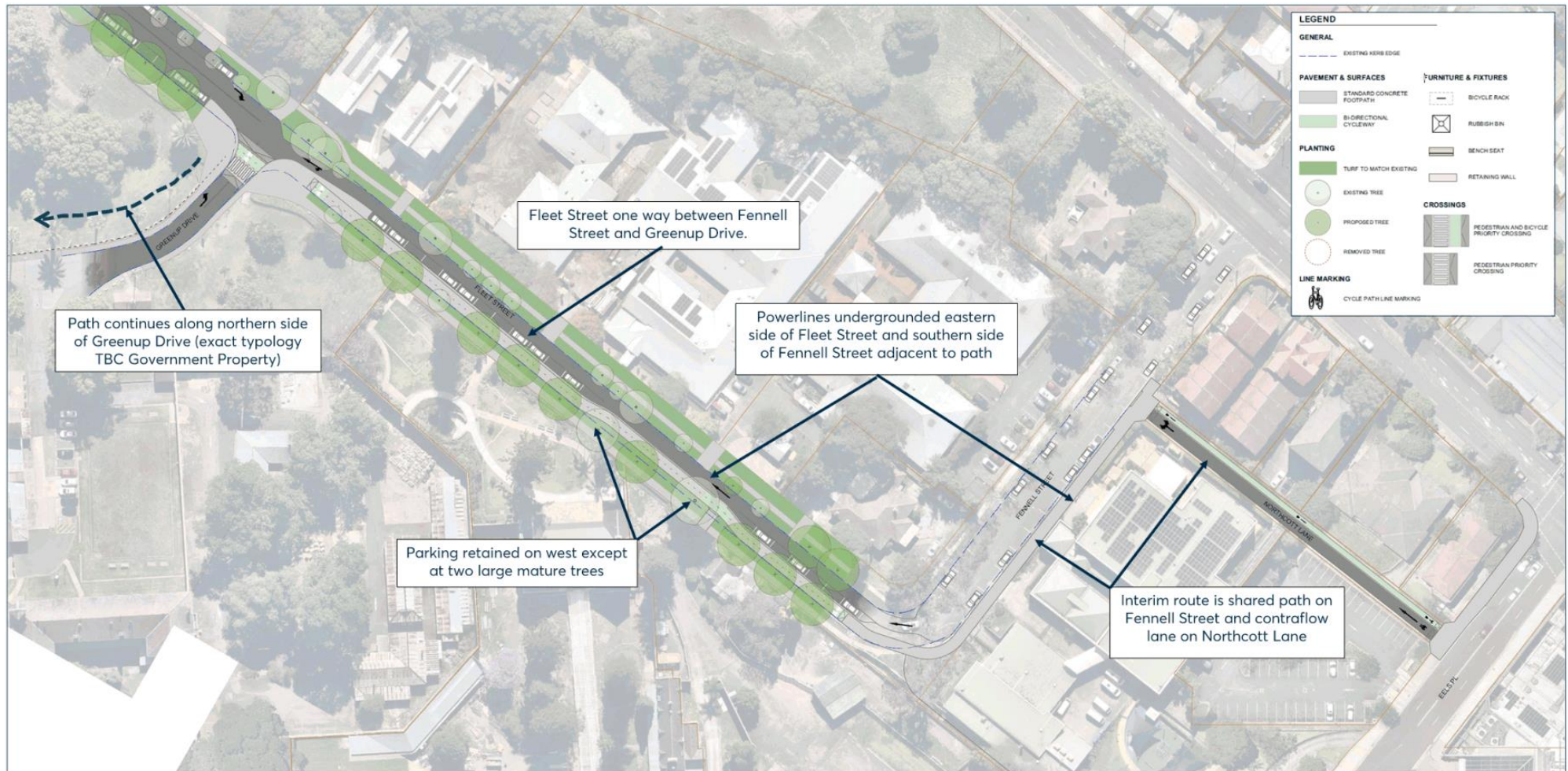
- New footpath, kerb and gutter on west.
- Underground powerlines to allow greater tree canopy.
- New street trees on west and east.
- Parking retained on west (except at two large trees).
- One way northbound between Fennell Street and Greenup Drive.

Timing

- Shared path on southern side of Fennell St and contraflow on Northcott lane is short-term until link through Government Parramatta North site is delivered.



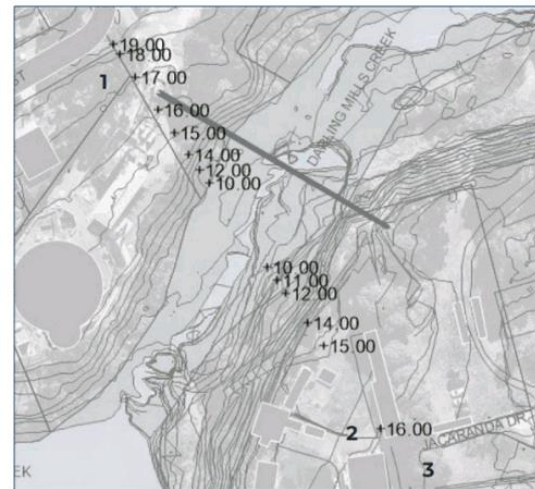
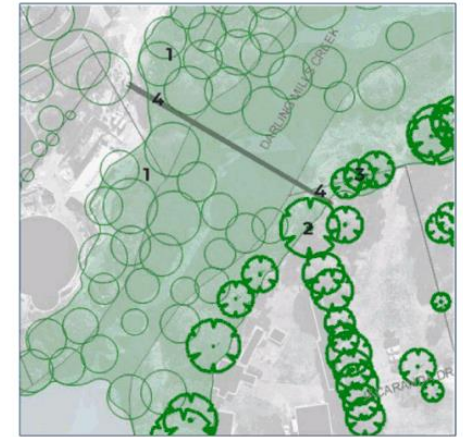
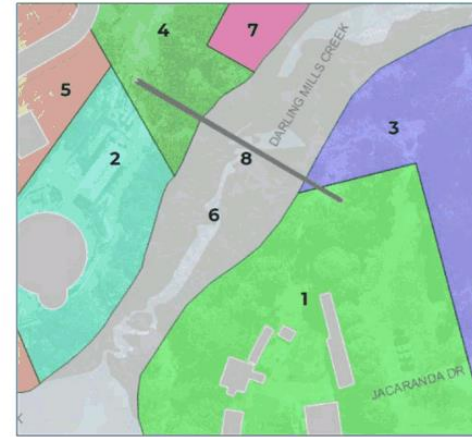
Fleet Street



Bridge

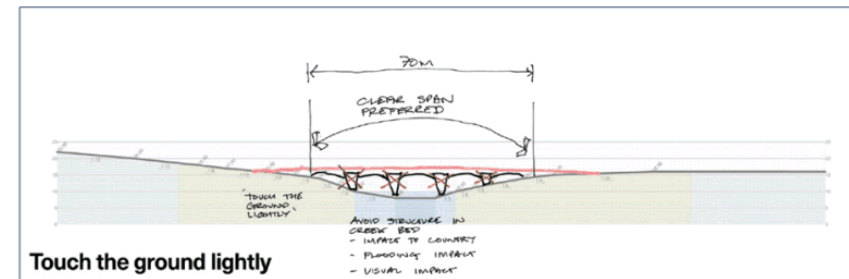
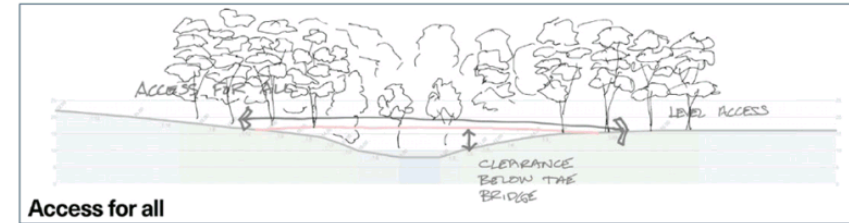
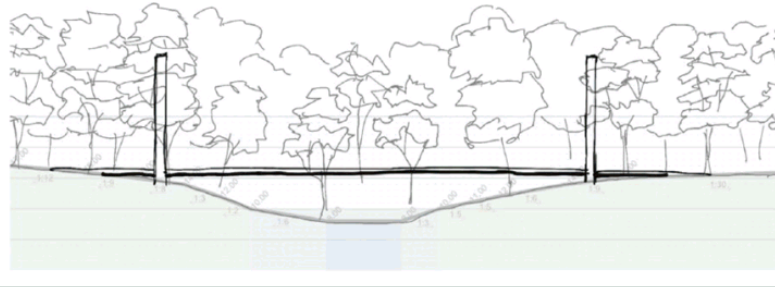
Inputs

- Land ownership
- Designing with Country
- Ecology
- Topography
- Flooding
- Context and setting
- Design quality
- Views
- Power lines

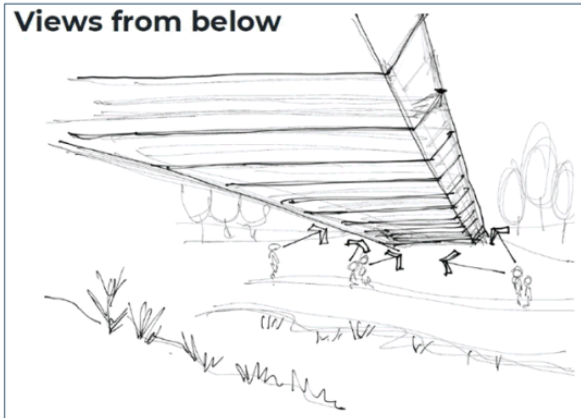


Bridge Design Principles

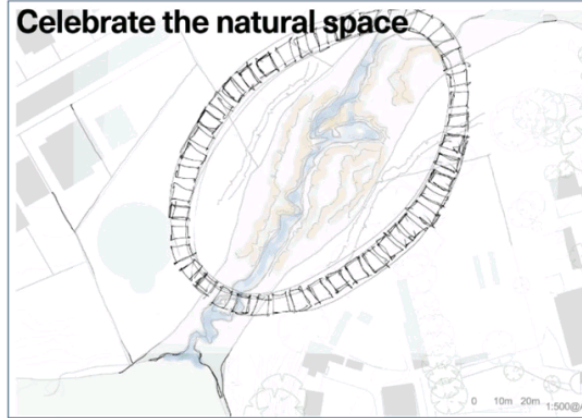
Recessive against the natural context



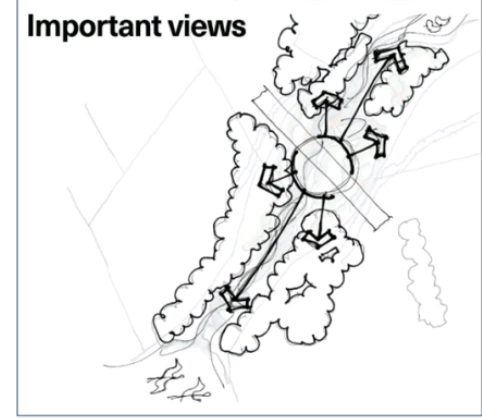
Views from below



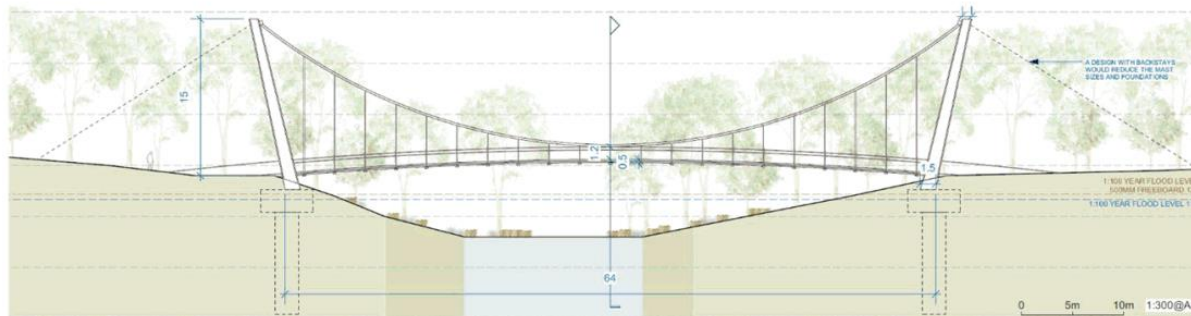
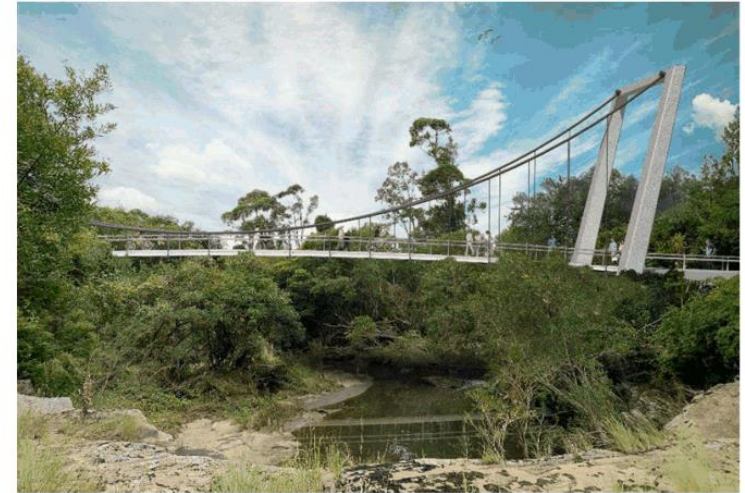
Celebrate the natural space



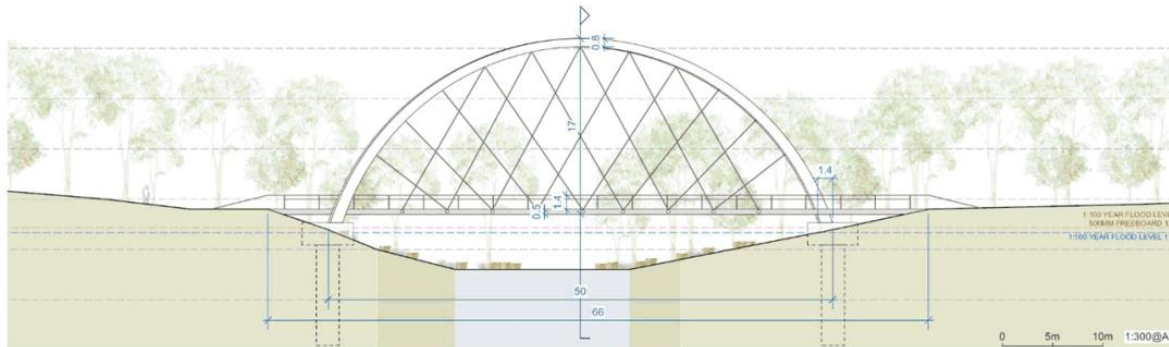
Important views



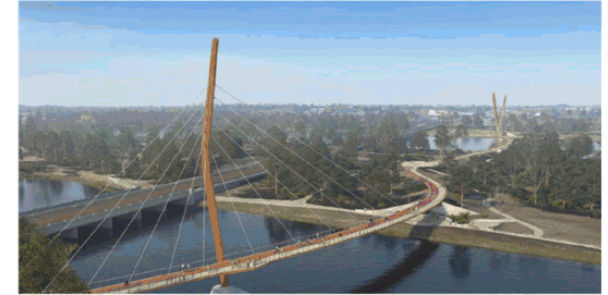
Preferred Options



Preferred Options



Opportunities for cultural expression



Burlington Memorial Park

Park

- Largest open space in the area
- Very well used and loved dog park.
- Sydney Water have possessed for an extended period of time.

Burlington Street

- Very narrow street
- Parking northern side only

Balfour Street

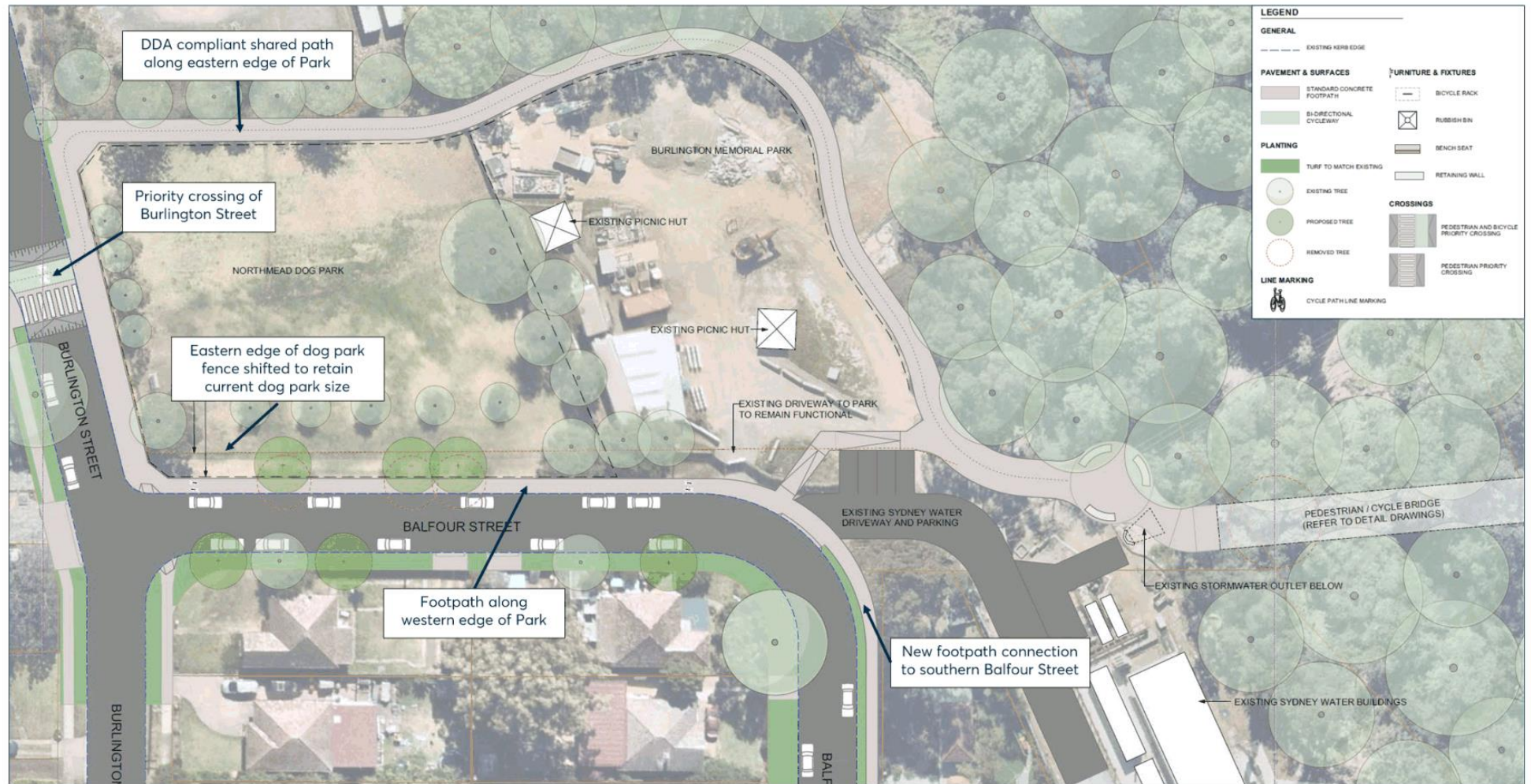
- Very narrow street
- Parking both sides
- Very steep (would not meet DDA)

Proposal

- Formalise eastern edge of park with DDA compliant 3m shared path.
- Footpath along northern edge of Burlington and eastern edge of Balfour to establish loop path.
- Shift northern and western fences of dog park to ensure no net loss of area.
- Additional trees as appropriate.
- Open Space consulted and supportive.



Burlington Memorial Park



Kleins Road - South

Kleins Road

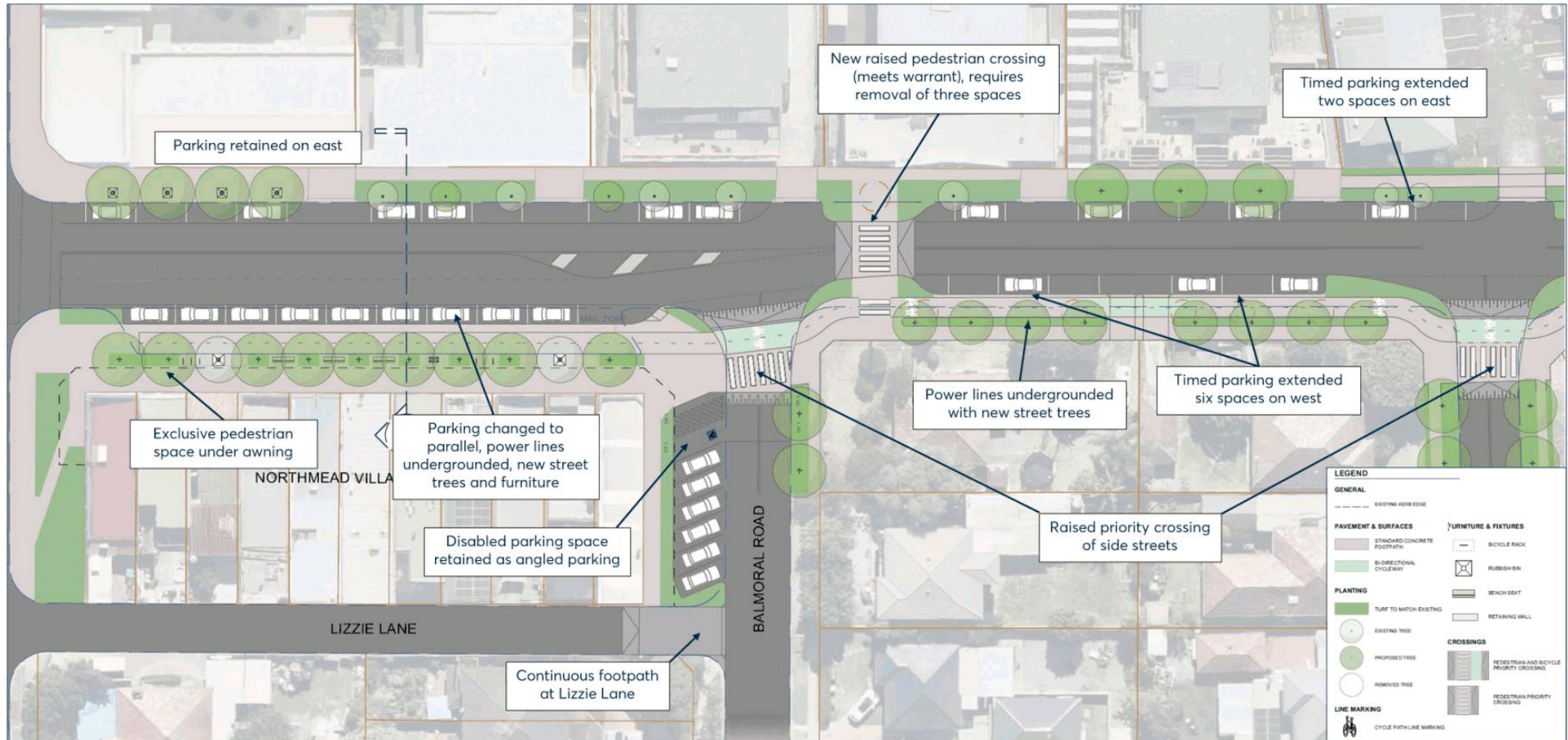
- TfNSW advised no new leg on east of lights.
- Pedestrian and cyclist upgrade focussed on the west.
- Exit for industrial vehicles and buses is at Cumberland Highway.
- Parking well utilised in the north, dissipates further south.
- Peak use 36/38 timed spaces between 5pm-8pm.
- 50% parking use is 5 hours or greater.
- Shops very well-functioning, but limited public domain opportunities due to power lines.

Proposal

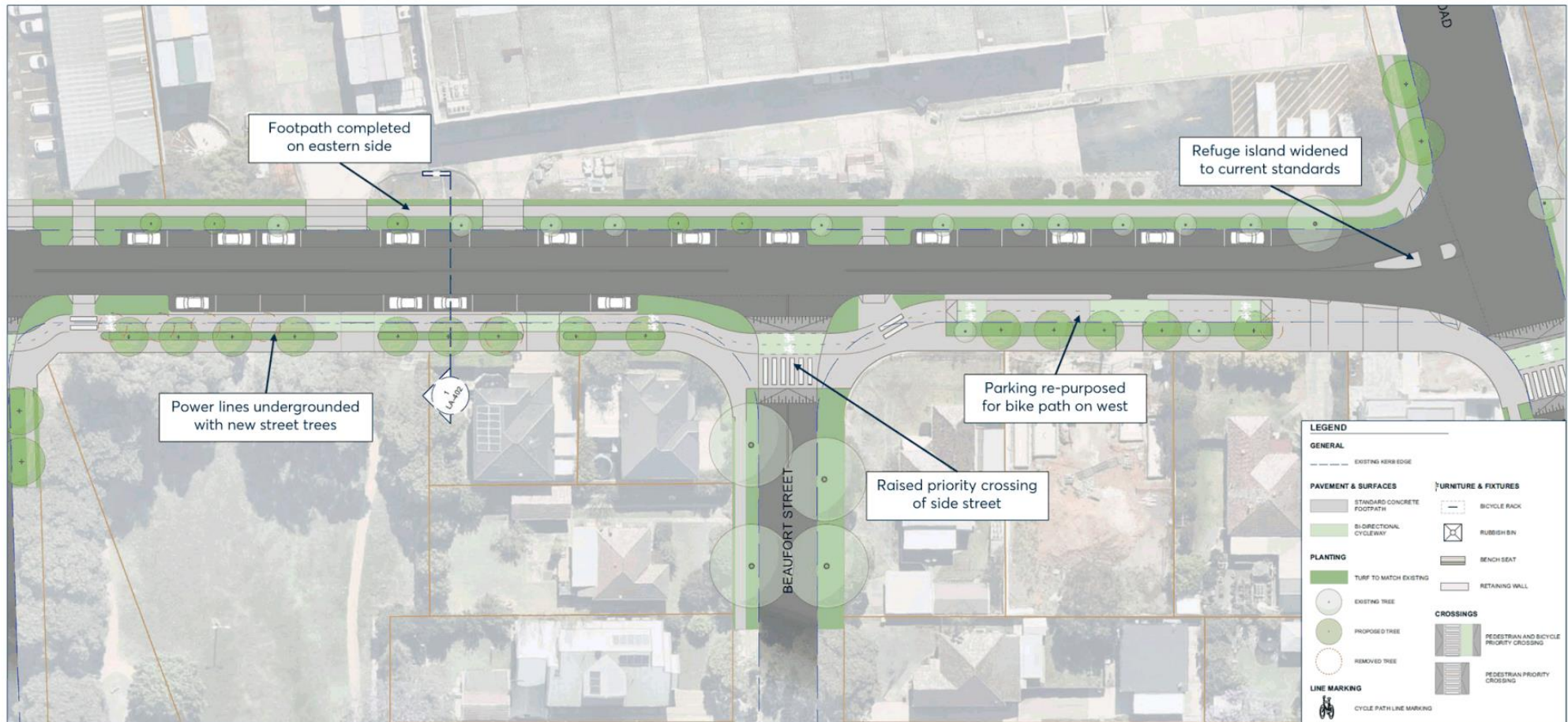
- Complete footpaths both sides.
- Priority crossings where warranted.
- Underground western power lines – new large trees.
- Parking retained both sides for 3 northern blocks.
- Extend timed parking 1 block south on west (additional 8 spaces).
- 6 space reduction at shops by switching to parallel and introduction of crossing.
- Parking retained on east.
- New outdoor dining / benches / trees / lighting at shop frontage.



Kleins Road – Highway to Beamish



Kleins Road – Beamish to Burlington



Northmead Public School

13 March 2024 – presentation by Schools Infrastructure on demountable replacement.

Currently targeting improved Active Transport to school – driven by health and congestion considerations

Current active travel to school – approx. 25%, but $\frac{3}{4}$ is still by car.

32% of current students live within 800m of the school, 77% within 1200m.

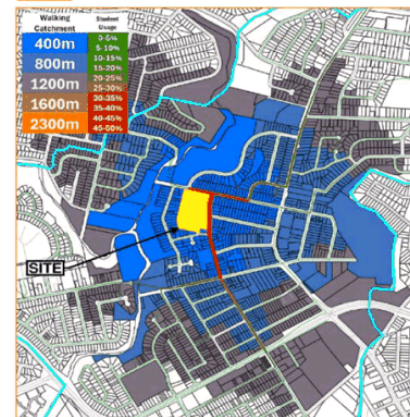
Network analysis conducted that provided Council with mapped data on the most important streets to target capacity and safety improvements.

Existing Travel Mode Behaviour *(Students)*

Travel Mode	Morning Travel		Afternoon Travel	
	#	%	#	%
Walk	160	23%	167	24%
Cycle / Scooter	7	1%	7	1%
Bus	28	4%	56	8%
Car	502	72%	467	67%
Total	697	100%	697	100%

Travel mode splits completed via online student Hands Up Survey & Staff Travel Mode Survey February, 2024

School Walking Catchment Analysis



Road Name	Potential No. Students Utilising Link
Kleins Road	232 students
Moxhams Road	232 students
Moss Street	47 students
Moir Avenue	140 students
Windsor Road	93 students
Hammers Road	70 students
Cumberland Highway (west)	70 students
Cumberland Highway (east)	23 students

Northmead Public School

Path network

- Excellent

Crossings

- Opportunities to improve, particularly in proximity to the school.

Increasing walk / ride to school

- Targeting 40%, stretch of 60%.
- Potential reduction in 110 AM / 250 PM parent driving trips at school time.

Pedestrian Crossing Deficiency Assessment



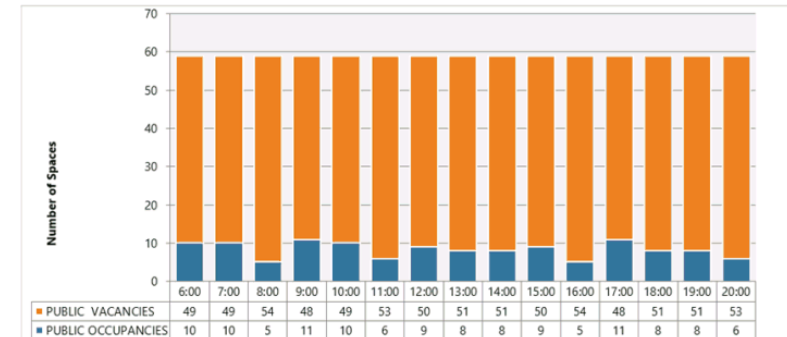
No.	Pedestrian Crossing Deficiency	Student Reach
1	No pedestrian crossing at Thomas Street connecting to Kleins Road	178 Students
2	No pedestrian crossing at Moss Street along Kleins Road	160 Students
3	No pedestrian crossing at Lombard Street along Kleins Road	165 Students
4	No pedestrian crossing at Moir Avenue along Moxhams Road	105 Students
5	No pedestrian crossing at Moxhams Road & Kleins Road	116 students
6	No pedestrian crossing at Moss Street & Allambie Road	23 students
7	No pedestrian crossing at Kleins Road & Hammers Road	35 students

Target Travel Mode Behaviour (Students)

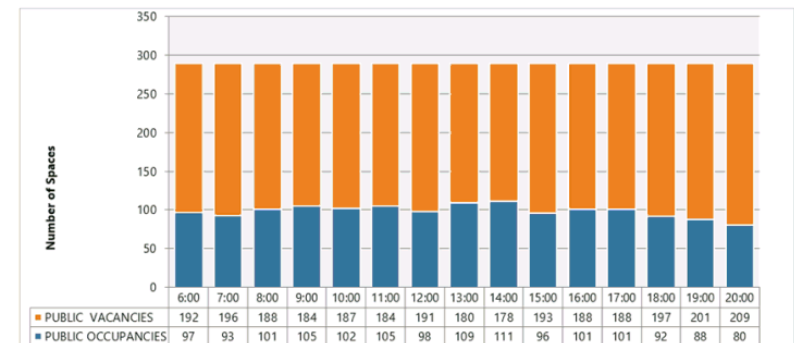
Travel Mode	Existing		Moderate		Target	
	% Students	No. Students	% Students	No. Students	% Students	No. Students
Walk	23%	160	35%	243	50%	349
Cycle / Scooter	1%	7	5%	35	10%	70
Bus	4%	28	10%	70	15%	105
Car	72%	502	50%	349	25%	174
Total	100%	697	100%	697	100%	697

Kleins Road - Middle

- Large number of vehicles avoiding Windsor Road in the peak hours.
 - Southbound and northbound in AM, northbound in PM.
- Hammers Road roundabout
 - Full rebuild with priority crossings on all sides.
 - Slows speeds but still retains all movements.
- Bike path proposed on west – because of Cumberland Highway crossing.
- Priority crossings of all side streets on west.
- Priority crossing warranted over Kleins Road north of Northmead Ave
- 59 available parking spaces.
- Peak use of 11 spaces @ 9am.
- Proposing to re-purpose 31 spaces on west.
- 289 available spaces on block either side, peak use 111 at 2pm.

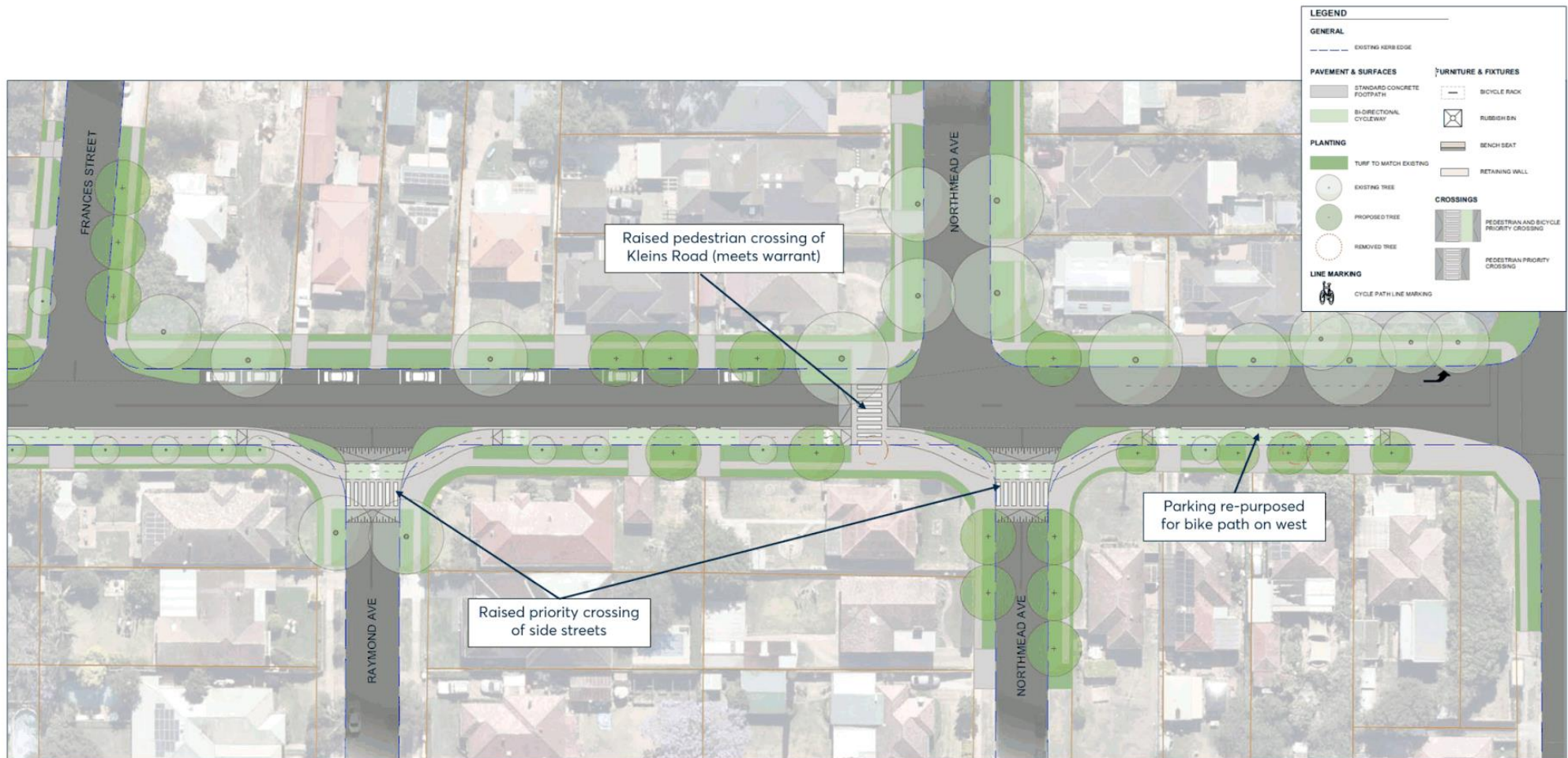


Kleins Road (Hammers to Cumberland)



Side Streets (Hammers to Cumberland)

Kleins Road – Middle (Highway)

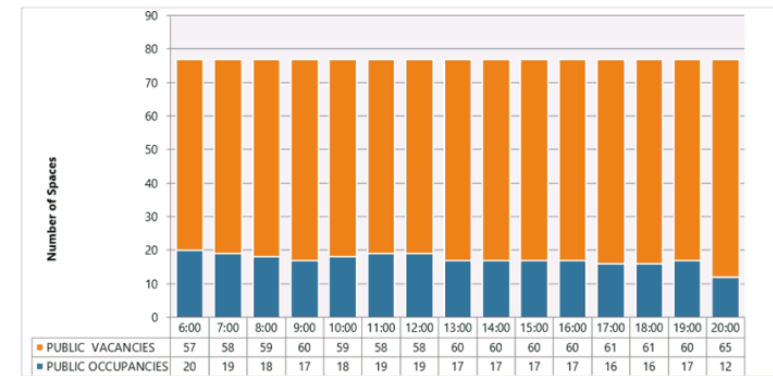


Kleins Road – Middle (Hammers)

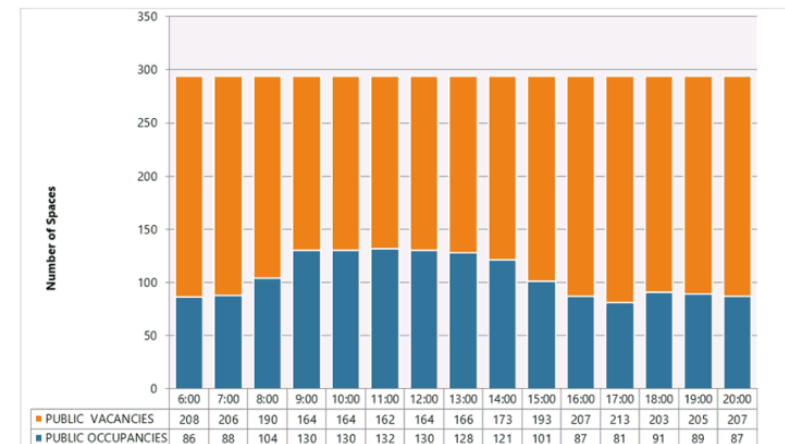


Kleins Road - North

- Bike path on east to avoid school frontage, crosses back to western side just before Moxhams (to use existing crossings).
- Bus zones are for school special only.
- Crossings on all side streets (Moss is pedestrian only).
- 77 available spaces
- Peak of 20 @ 6am
- Proposing to re-purpose 33 spaces on east.
- Side streets have 294 spaces, peak use of 130 @ 9-12am.

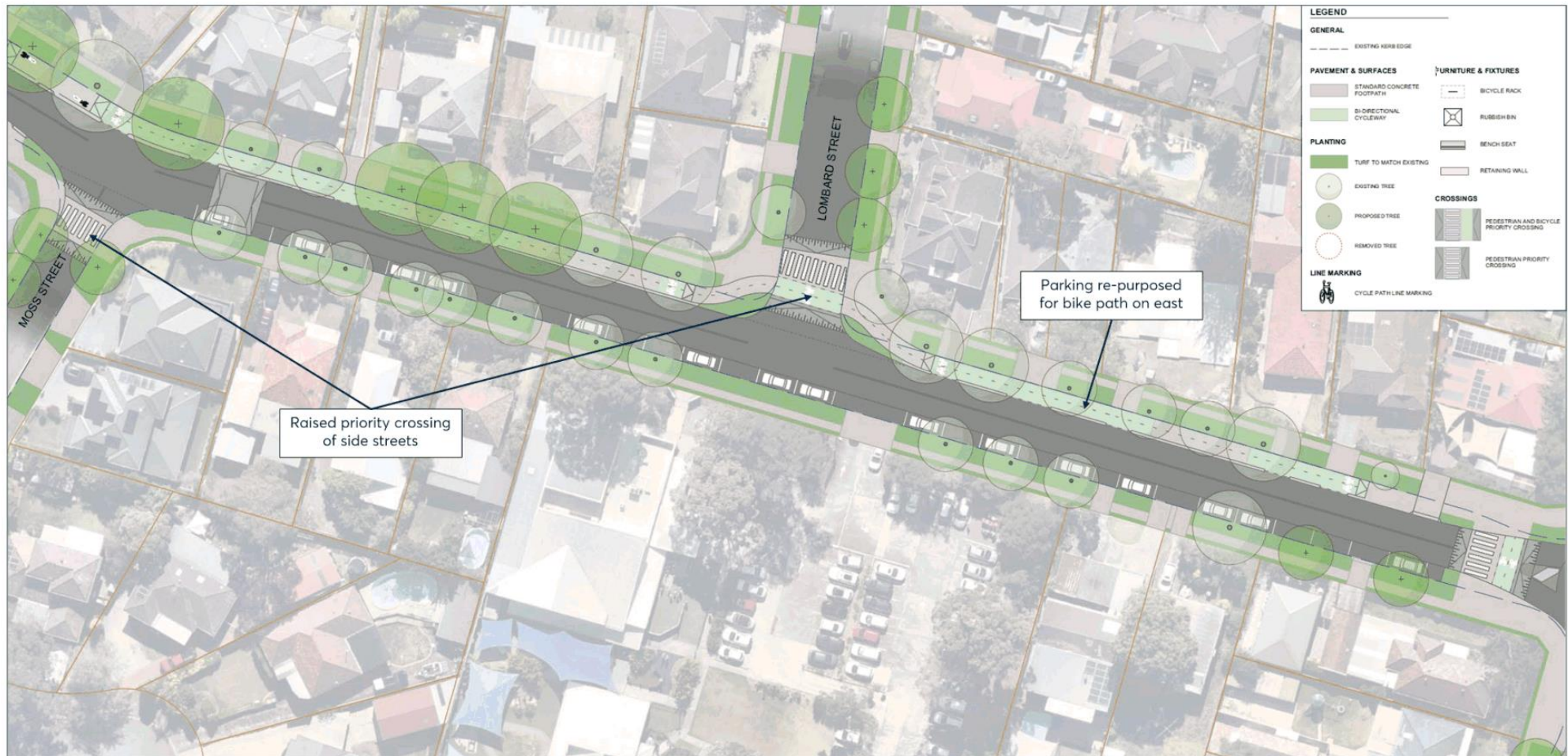


Kleins Road (Moxhams to Hammers)

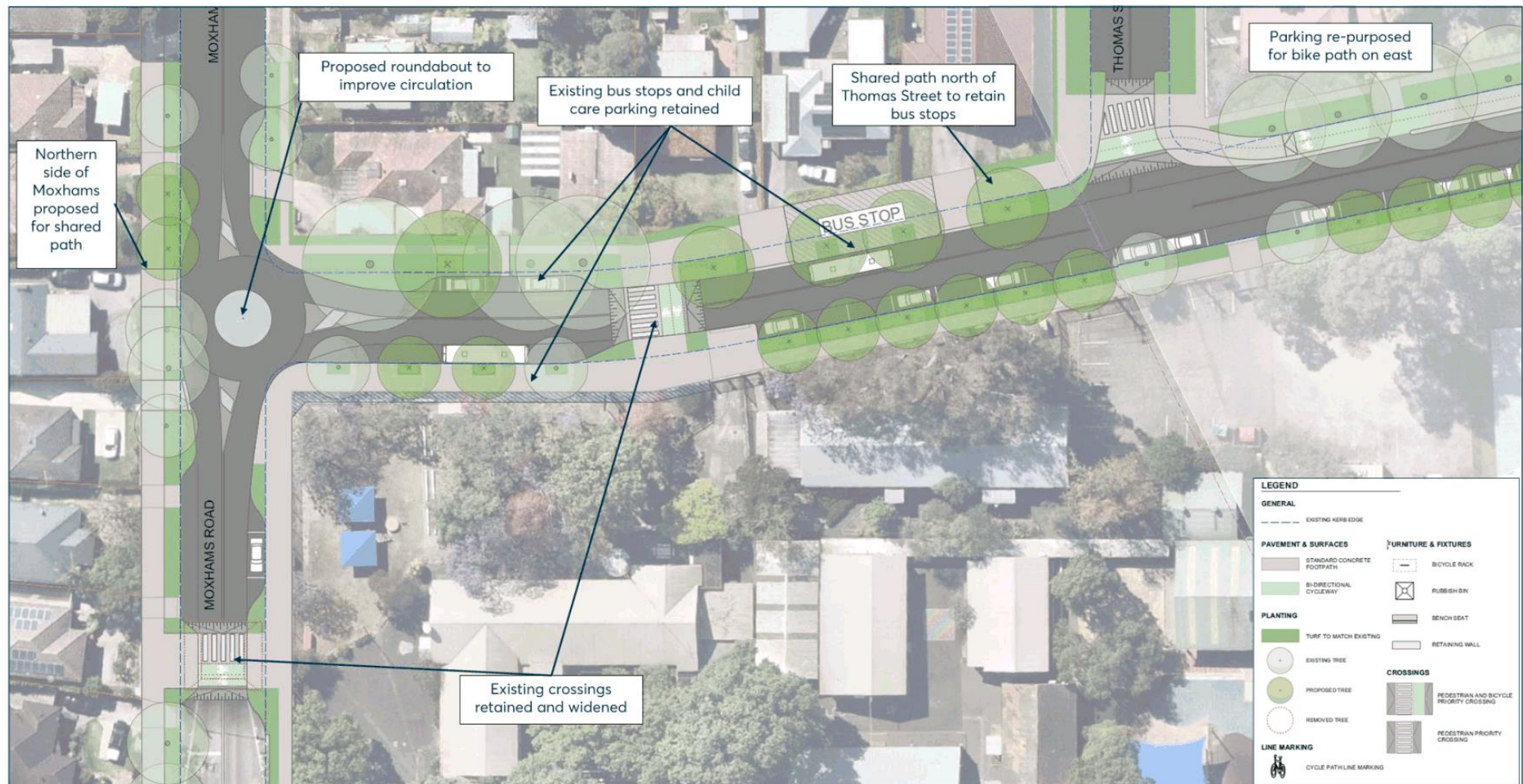


Side Streets (Moxhams to Hammers)

Kleins Road – North (Hammers)

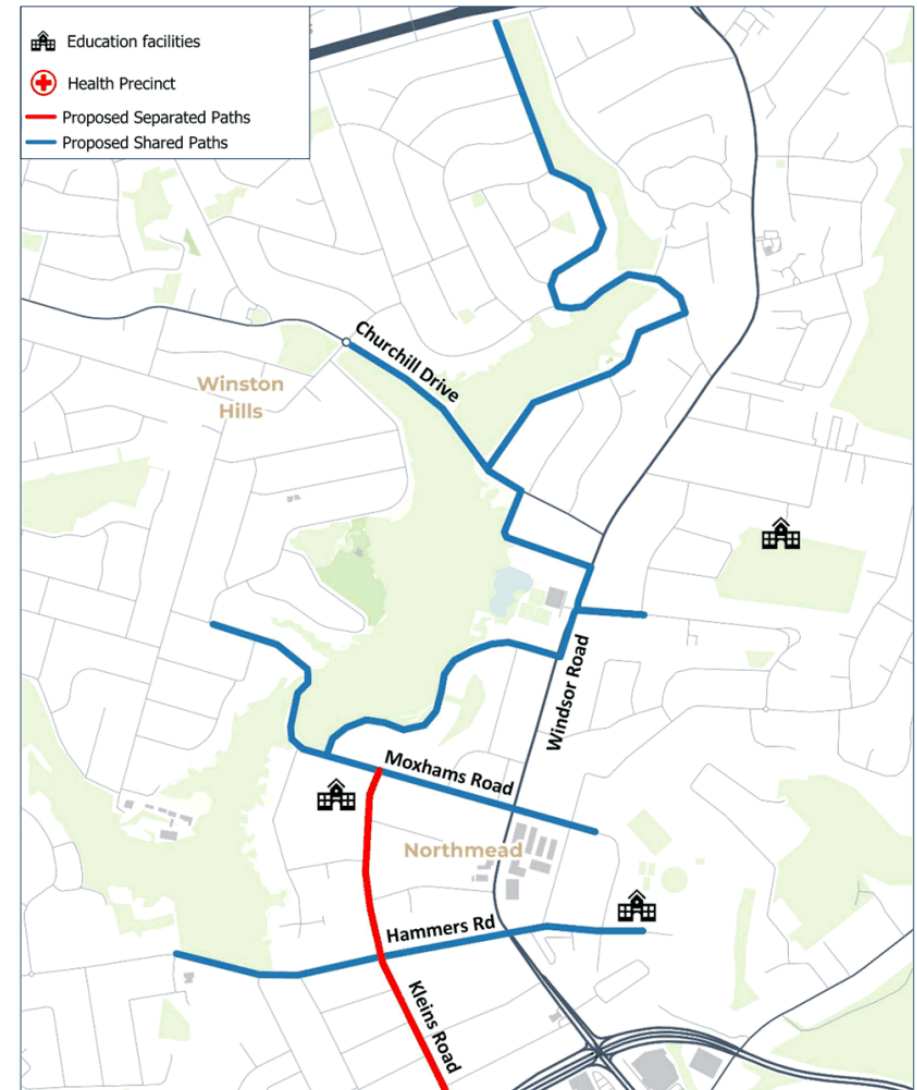


Kleins Road – North (Moxhams)



Shared Path Network

- Important supporting network to provide safe access to the main corridor.
- Lower volumes, therefore shared path is adequate.
- Proposed east-west streets based on access across creek, or traffic lights across Windsor Road.
- Proposed northern alignment selected based on minimum impact (majority forming an edge to a street on non-residential side).



Whitehaven / Moxhams

Whitehaven

- Majority is unformed edge of street, adequate width for a shared path.
- Natural Resources in principle support as it provides a boundary between the 'natural' and maintained.

Moxhams

- West – southern side to minimise ecological impacts at creek
- East – northern side as less crossfall issues and no power poles.
- Will support any future advocacy for northern pedestrian leg at Windsor Road.
- Northern side of Fletcher is better connection to Northmead CAPA



Ulandi / Churchill

Churchill

- Provides new access on southern side (north has footpath) and improved access to park.

Windsor / Ulandi / Anderson

- Southern side of Ulandi to minimise street crossings to Churchill.
- Widen cut-through.
- Western side of Windsor Road (no choice as bushland precludes access west).
- Short section of shared path on Anderson Street to closest side street to provide access for those east of Windsor Road, (may require short section of retaining wall).



Yarrabee / Model Farms / Asquith

Yarrabee

- Majority is unformed edge of street, adequate width for a shared path.
- Natural Resources in principle support as it formalises a boundary between the 'natural' and maintained.

Model Farms

- Northern side preferred as bridge has very limited width at south – may impact bushland. Will require further detail design to confirm if travel lanes can be narrowed and widen existing footpath.

Asquith

- Eastern side as least impact to driveways and forms edge to natural.



Next Steps

- Report back to Council for decision to proceed, then subsequently Parramatta Traffic Committee for technical review.
- Apply for funding from TfNSW for detail design of the balance in stages.

**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

ITEM NO: 2411 A10

SUBJECT: John Street at Victoria Road, Rydalmere – Installation of a 'All Traffic Left Only' restriction

APPLICANT: City of Parramatta Council

REPORT OF: Senior Traffic and Transport Engineer

WARD: Rosehill

SED: Parramatta

Purpose

This report seeks approval for the installation of an 'All Traffic Left Turn Only' restriction in John Street at Victoria Road, Rydalmere. The purpose of the restriction is to improve safety and reduce traffic congestion that occurs in John Street (northbound) due to motorists waiting to turn right from John Street into Victoria Road.

OFFICER'S RECOMMENDATIONS:

That an 'All Traffic Left Turn Only' restriction be installed in John Street at Victoria Road, Rydalmere as shown in Figure 3 of this report.

Background

As a result of a request, City of Parramatta Council reviewed traffic conditions at the intersection of Victoria Road and John Street, Rydalmere.

John Street is a 7.7m wide residential street which provides access to Rydalmere Public School (refer to Figure 1). Victoria Road is a state road with three travel lanes (including a bus lane) in each direction (refer to Figure 2). As such, motorists are required to cross three travel lanes including a Bus Lane to turn right from John Street to travel east on Victoria Road. These motorists need to wait to find gaps in traffic which causes traffic congestion and queues in John Street.

To discourage unsafe turns and reduce delays, Council is proposing to install an 'All Traffic Left Turn Only' restriction in John Street at Victoria Road, Rydalmere as shown in Figure 2.



Figure 1: Street view of John Street at Victoria Road, Rydalmere.



Figure 2: Concept plan of the proposed 'All Traffic Left Turn Only' signage in John Street at Victoria Road, Rydalmere.

A four-hour vehicle volume count survey was undertaken at the intersection of John Street and Victoria Road on Wednesday 29 November 2023 between 7am and 9am in the morning, and between 4pm and 6pm in the afternoon. The count data indicated that 5 vehicles turned right in the morning (8am – 9am) and 10 vehicles during the afternoon (4:30pm-5:30pm) peak hour. These low volumes indicate the difficulty and risks associated with this movement in peak periods.

According to the traffic count data, the provision of the 'All Traffic Left Only' restriction will affect a small number of motorists, and these motorists can use traffic signals at Park Road (refer to Figure 4) or Silverwater Road (refer to Figure 5) to turn right into Victoria Road to travel in the eastbound direction. These motorists need to travel up to an additional distance of up to 1.5km to reach Victoria Road at John Street. However, it should be safer for motorists to turn right at the signalised intersections.

It is to be noted that according to the video footage of the traffic count survey, motorists are currently waiting for more than 2 minutes before turning right from John Street into Victoria Road.

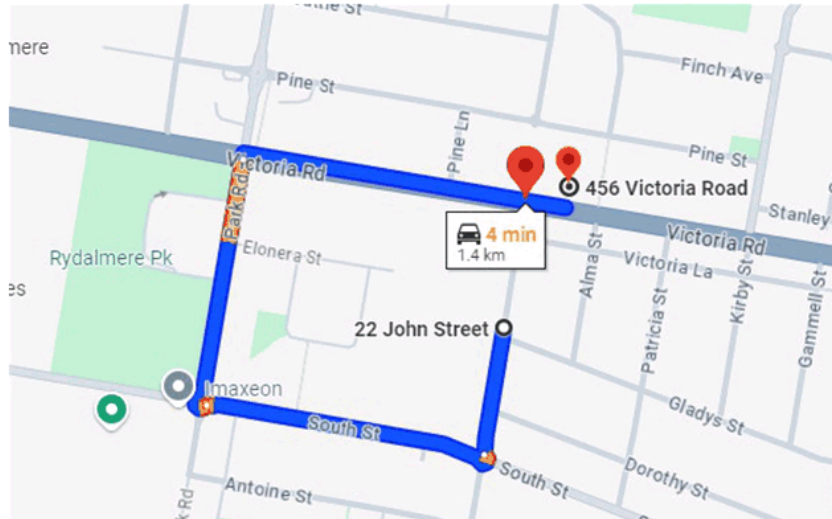


Figure 3: Map showing the Park Road detour for motorists that are affected by the Right Turn restriction

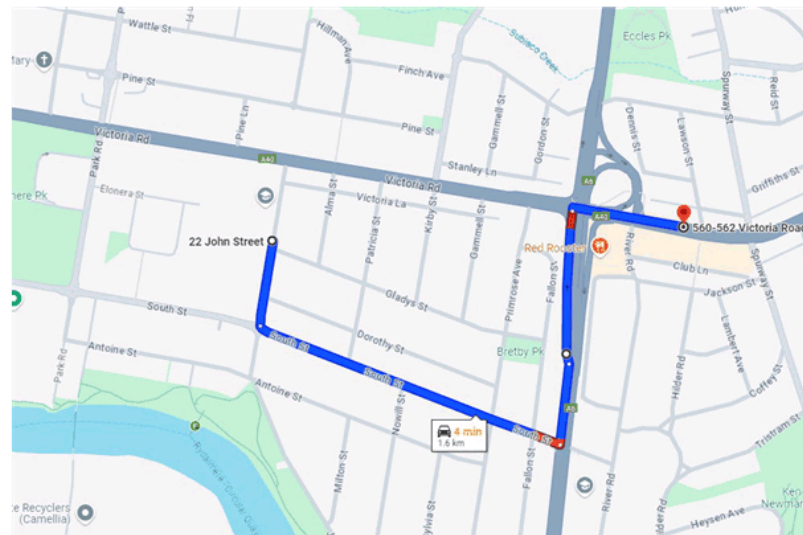


Figure 4: Map showing the Silverwater Road detour for motorists that are affected by the Right Turn restriction

According to Transport for NSW crash data, there has not been any recorded accidents at this intersection during the most recent 5-year period between April 2019 and March 2024. Despite the lack of collisions, it is considered this right turn movement is a safety concern.

Community Consultation

Consultation letters were sent to affected residents, school and businesses on 4 December 2023 seeking comments on the proposed 'All Traffic Left Turn Only' restriction in John Street at Victoria Road, Rydalmere.

The consultation invited submissions by 22 January 2024 and involved the engagement channels listed below:

- City of Parramatta website (On-Exhibition page)
- Local Parramatta newspaper
 - Parra News (published 5 December 2023)
- Mailout to owners & occupiers
- On-site corflute signs

Council has received 20 responses from 16 households. Of these 16 households, 8 supported full-time and 2 supported part-time (peak hours only) 'All Traffic Left Only' restriction in John Street at Victoria Road.

The respondents who objected the proposal commented that Park Road and Silverwater Road are busy during peak hours and therefore, it will take longer for motorists to turn right into Victoria Road. They have suggested that the signalised mid-block pedestrian crossing at 399 Victoria Road be relocated east by 50m to the intersection of John Street.

Victoria Road and all traffic signals are under the care and control of TfNSW. The intersection of John St and Victoria Rd does not meet TfNSW's warrants for the installation of a traffic signals. Therefore, it is unlikely that traffic signals would be installed at this intersection.

In light of the above, it is recommended that Council proceed with the installation of 'All Traffic Left Only' restriction in John Street at Victoria Road, Rydalmere.

Details of the feedback received, and Council Officer's responses are provided in '**Attachment 1**' of this report.

Traffic Management Plan Approval

The installation of turning restrictions requires approval of a Traffic Management Plan (TMP) from Transport for NSW (TfNSW). This approval has been obtained (see '**Attachment 2**').

FINANCIAL IMPLICATIONS

The estimated cost of the proposed 'All Traffic Left Only' restriction in John Street at Victoria Road, Rydalmere is \$1,000. This work will be funded from Transport for NSW Block Grant Funds for installation and maintenance of traffic signs and line markings in 204/25.



Iman Mohammadi
Senior Traffic and Transport Engineer
18/10/2024

Attachments –

1. Public Consultation Comment
2. TMP Approval from TfNSW

Attachment 1: Public Consultation Comments and Council Officer's Response

Support (Yes, Yes to an extent, No)	Stakeholder	Stakeholder Comment Summary	Council Officer Response
No	Resident D09294086	<p>The restriction would require travelling a long distance to turn right into Victoria Road.</p> <p>Suggested that the mid-block traffic signals in Victoria Road west of John Street be relocated east at the John Street intersection.</p>	<ul style="list-style-type: none"> - It is noted that affected motorists need to travel an additional 1.4km distance in 4 minutes to reach Victoria Road near John Street. Though it would take longer time to access Victoria Road, it will be safer for motorists to turn right via signalized intersections. - Intersection of John St and Victoria Rd does not meet TfNSW's warrants for the installation of a traffic signals and therefore traffic signals cannot be installed at this intersection.
Yes	Resident D09291558	No Comment	
No	Resident D09291551	<p>The restriction would require travelling a long distance to turn right into Victoria Road. Furthermore, both Park Road and Silverwater Road are busy during peak hours and therefore it would take longer time to access Victoria Road (eastbound), It would be worse when PLR stage 2 will be in operation.</p> <p>Suggested that the mid-block traffic signals in Victoria Road west of John Street be relocated east at the John Street intersection or new traffic signals be installed in South Street at Silverwater Road.</p>	<ul style="list-style-type: none"> - It is noted that affected motorists need to travel an additional 1.4km distance in 4 minutes to reach Victoria Road near John Street. Though it would take longer time to access Victoria Road, it will be safer for motorists to turn right via signalized intersections. - John St/Victoria Rd and South St/Silverwater Rd do not meet TfNSW's warrants for the installation of a traffic signals and therefore traffic signals cannot be installed at these intersections.
No	Resident	The restriction would require travelling a long distance to turn right into Victoria Road.	<ul style="list-style-type: none"> - It is noted that affected motorists need to travel an additional 1.4km distance in

	D09290977, D09290972, D09290967, D09292435	<p>Furthermore, both Park Road and Silverwater Road are busy during peak hours and therefore it would take longer time to access Victoria Road (eastbound),</p> <p>Suggested the below:</p> <ol style="list-style-type: none"> 1. Relocate signalized pedestrian crossing in Victoria Rd to John St intersection. 2. Install traffic signals in South St at Silverwater Rd 3. Allow right turn outside peak hours 	<p>4 minutes to reach Victoria Road near John Street. Though it would take longer time to access Victoria Road, it will be safer for motorists to turn right via signalized intersections.</p> <p>- John St/Victoria Rd and South St/Silverwater Rd do not meet TfNSW's warrants for the installation of a traffic signals and therefore traffic signals cannot be installed at these intersections.</p>
No	Resident D09282078	<p>Suggested the below:</p> <ol style="list-style-type: none"> 1. Allow right turns from Clyde Street into Victoria Road to reduce traffic congestion in Park Rd (northbound) 2. Relocate signalized pedestrian crossing in Victoria Rd to John St intersection. 	<p>Traffic signals are under the care and control and of TfNSW. As such, any changes to traffic signals need to be referred to TfNSW for its investigation. Note that intersection of John St and Victoria Rd does not meet TfNSW's warrants for the installation of a traffic signals and therefore traffic signals cannot be installed at this intersection.</p>
Yes	Resident D09281232	<p>The intersection of John Street and Victoria Rd is not suitable for right turn movements. It takes long to find a gap between oncoming traffic in Victoria Road, which creates long queues form on John Street.</p>	<p>John St/Victoria Rd and South St/Silverwater Rd do not meet TfNSW's warrants for the installation of a traffic signals and therefore traffic signals cannot be installed at these intersections.</p>
Yes	Resident D09275210	<p>There are so many near misses when motorists try to turn right into Victoria Rd.</p> <p>Suggested adjusting traffic signal timing at the Park Rd and Victoria Rd intersection to accommodate extra traffic. At present only 3-4 cars can turn right into Park Rd.</p>	<p>Traffic signals are under the care and control and of TfNSW. As such, adjustment of traffic signal timing if needed will be referred to TfNSW for investigation and appropriate action.</p>

No	Resident D09275208, D09275203		
Yes, to an extent	Resident D09275206	Suggested that the restriction be installed for peak hours only.	Noted
Yes	Resident D09259931	It is very unsafe to turn right from John Street into Victoria Road. The restriction should be installed without consultation.	Noted
No	Resident Dorothy D09260579	It is very difficult to turn right from Park Road during peak hours.	
Yes	Resident D09249919	Strongly support a left turn only sign.	Noted
No	Resident D09259918	Traffic signals should be installed at the intersection of Victoria Road at Kirby Street to allow motorists to travel north.	Intersection of Victoria Road at Kirby Street is outside the scope of this proposal.
Yes, to an extent	Resident D09259881	Right turn be allowed outside peak hours	
Yes	Motorist D09259879		
Yes	Resident D09249919		

Transport for NSW



Traffic Management Plan

Proposed 'All Traffic Left Only' restriction on John Street at Victoria Road, Rydalmere

Introduction

City of Parramatta Council has submitted a Traffic Management Plan (TMP) in accordance with the Transport for NSW Procedures for Use in the Preparation of a Traffic Management Plan. Council is proposing to install 'All Traffic Left Only' restrictions on John Street at Victoria Road, Rydalmere.

Details

City of Parramatta Council is proposing to install an 'All Traffic Left Only' restriction on John Street at its intersection with Victoria Road. The proposal would prohibit right turn movements for northbound motorists exiting John Street onto Victoria Road.

Victoria Road is a classified state road and major east-west movement corridor. This section of Victoria Road at John Street is multi-lane with a signposted speed limit of 70km/h and an overlay speed limit of 40km/h for the school zone associated with Rydalmere Public School. There is a break in the dividing median along Victoria Road at its intersection with John Street, which is an unsignalized T-junction. Currently, a 'No Right Turn' restriction with buses excepted is imposed on eastbound vehicles travelling on Victoria Road at John Street.

John Street is a local road with a road width of approximately 7.7 metres and runs in a north-south direction adjacent to Rydalmere Public School. There is a 40km/h school zone implemented on John Street, between Dorothy Street and Victoria Road, operating during standard school zone times. Outside the school zone times, the default urban speed limit of 50km/h applies.

The proposed 'All Traffic Left Only' restrictions are intended to reduce the long wait times due to vehicles attempting to turn right onto Victoria Road from John Street which has been observed to cause traffic congestion and long queues in John Street. The proposal would also remove a conflicting turning movement from John Street across three lanes of westbound traffic and detour motorists to access Victoria Road via signalised intersections which allow a safer turning route as described below.

Motorists affected by the proposed 'All Traffic Left Only' restriction will be required to proceed with the new alternate route to access Victoria Road at the traffic signals on Park Road or Silverwater Road via South Street. Both routes will result in additional distance of approximately 1.5km and approximately 4 minutes of travel time to reach Victoria Road. The surroundings along John Street and Victoria Road consists of low and medium density residential as well as light industrial developments.

A review of the most recent finalised five-year crash period from 1 January 2018 to 31 December 2023 indicated no reported crashes at the intersection of Victoria Road and John Street.

Traffic count analyses undertaken by City of Parramatta Council on Wednesday, 29th November 2023 between 7am-9am & 4pm-6pm indicated five (5) vehicles and ten (10) vehicles turning right from John Street during the morning and afternoon peak respectively. It is anticipated that the proposed restriction will have minimal effects on the surrounding road network.

OFFICIAL

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Transport for NSW



Traffic Management Plan

Proposed 'All Traffic Left Only' restriction on John Street at Victoria Road, Rydalmere

The proposed changes will have no impact on pedestrians or public transport. Like other motorists, emergency vehicles, heavy vehicles, and cyclists will need to use the alternate route as necessary. The proposed restrictions are not expected to have significant impacts on adjoining Council areas and on existing and future developments in the area.

Community Consultation

Community consultation was undertaken by City of Parramatta Council between 4th December 2023 and 22nd January 2024. The consultation involved engagement through advertisement on City of Parramatta website, local newspaper, on-site corflute signs and a mailout to affected residents and businesses. Council received twenty (20) responses from sixteen (16) affected households on the proposal. Seven (7) supported, two (2) supported partially and seven (7) opposed the turning restriction proposal.

Recommendation

The submission from City of Parramatta Council has satisfactorily addressed the necessary requirements of the TMP process and is **RECOMMENDED FOR APPROVAL**.

RECOMMENDED

Nazli Tzannes

Senior Network & Safety Officer
Network and Asset Management

CONCURRENCE

18/10/2024

Kshitij Shah

Network & Safety Services Manager
Network and Asset Management

APPROVED

21/10/2024

Nicolas Kocoski

Senior Manager Network & Safety
Network and Asset Management

OFFICIAL

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**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

ITEM NO: 2411 A11
SUBJECT: Parramatta Park – New Year's Eve 2024
APPLICANT: City of Parramatta Council
REPORT OF: Senior Traffic and Transport Engineer
WARD: Parramatta
SED: Parramatta

Purpose

This report seeks approval to close various streets in Westmead and Parramatta as part of the Special Event Traffic Management Plan (SETMP) for the New Year's Eve (NYE) 2024 to be held in Parramatta Park on Tuesday 31 December 2024.

OFFICER'S RECOMMENDATIONS:

1. That the proposed New Year's Eve celebration to be held in Parramatta Park, Parramatta on Tuesday 31 December 2024 be classified as a Class 2 Event in accordance with TfNSW Guide to Traffic and Transport Management for Special Events.
2. That the implementation of traffic controls in various streets surrounding Parramatta Park on 31 December 2024, as listed below and detailed in the Traffic Guidance Scheme attached to the report, be approved:
 - a. Removal of on-street parking in Westmead from 6am to 10pm:
 - i. Queens Road (full length)
 - ii. Park Avenue (Queens Road to Railway Parade)
 - iii. Railway Parade (full length)
 - b. Removal of on-street parking in Parramatta from 6am to 10pm:
 - i. Pitt Street (Park Parade to Macquarie Street)
 - ii. Macquarie Street (Pitt Street to Marsden Street)
 - iii. George Street (Pitt Street to Marsden Street)
 - c. Road Closures in Westmead from 6pm to 10pm:
 - i. Central Avenue (full length)
 - ii. Alfred Street (full length)
 - iii. Park Avenue (Queens Road to Railway Parade)
 - iv. Railway Parade (Park Avenue to Ashley Lane)

- d. Road Closures in Westmead from 8pm to 10pm:
 - i. Queens Road (Park Avenue to Ashley Lane)
 - ii. Caroline Street – No Entry from Hawkesbury Road
- e. Road Closures in Parramatta from 8:30pm to 10pm:
 - i. Parke Parade (Hassall Street to Pitt Street)
 - ii. Pitt Street (Macquarie Street to Great Western Highway)
 - iii. Argyle Street (Pitt Street to O'Connell Street)
 - iv. George Street (Marsden Street to O'Connell Street)
 - v. O'Connell Street (Hunter Street to Victoria Road)
 - vi. Hunter Street (Pitt Street to O'Connell Street)
- 3. That recommendation 2 is subject to the adherence with the following conditions:
 - a. Special Event Transport Management Plan (SETMP) be prepared in accordance with TfNSW Guide to Traffic and Transport Management for Special Events and submitted to both Council and TfNSW for review and written approval be obtained prior to the event.
 - b. Affected bus service providers be consulted to their satisfaction and feedback from the provides be included in the SETMP for consideration.
 - c. Any changes to the traffic controls outlined in Recommendation 2 must be approved through the SETMP approval process.
 - d. Road Occupancy Licences (ROL) be obtained from Transport Management Centre of TfNSW prior to the event.
 - e. Written approval from Parramatta Police be obtained and submitted to Council and TfNSW before the SETMP can be approved.
 - f. Approvals be obtained from Cumberland Council before implementing any traffic controls in streets that are within their local government area.
 - g. Fire Brigades and Ambulance Services be notified at least 7 days prior for the event.
 - h. Corflute signs be installed to advise motorists of the changes to parking restrictions at least 7 days prior to the event.
 - i. Portable VMS boards as approved through SETMP be installed for at least 7 days prior to the event to advise motorists of the road closure.
 - j. Attached traffic related conditions be adhered to for the event.
 - k. All costs associated with the NYE 2024 event be paid for by Council from approved budget for the event.

Background

City of Parramatta Council is organising the 2024 New Year's Eve (NYE) Celebration in Parramatta Park on Tuesday 31 December 2024. The Celebration is scheduled to begin at 5:00pm, and finish after fireworks at 9:30pm. The expected attendance for the event is 60,000 (minimum).

Traffic Guidance Scheme for NYE 2024 Celebration

As part of the submitted Traffic Guidance Scheme (TGS) prepared by Altus Group, traffic controls as detailed below are proposed in Westmead and Parramatta:

- Removal of on-street parking:

Westmead

- 6am-6pm on 31 December 2024
 - Queens Road (full length)
 - Park Avenue (Queens Road to Railway Parade)
 - Railway Parade (full length)

Parramatta

- 6am-6pm on 31 December 2024
 - Pitt Street (Park Parade to Macquarie Street)
 - Macquarie Street (Pitt Street to Marsden Street)
 - George Street (Pitt Street to Marsden Street)

- Event Road Closure Details:

Westmead

- 6pm to 10pm:
 - Central Avenue (full length)
 - Alfred Street (full length)
 - Park Avenue (Queens Road to Railway Parade)
 - Railway Parade (Park Avenue to Ashley Lane)
- 8pm to 10pm:
 - Queens Road (Park Avenue to Ashley Lane)
 - Caroline Street – No Entry from Hawkesbury Road

Parramatta

- 8:30pm to 10pm:
 - Parke Parade (Hassall Street to Pitt Street)
 - Pitt Street (Macquarie Street to Great Western Highway)
 - Argyle Street (Pitt Street to O'Connell Street)
 - George Street (Marsden Street to O'Connell Street)
 - O'Connell Street (Hunter Street to Victoria Road)
 - Hunter Street (Pitt Street to O'Connell Street)

Bump in for the event is proposed to occur via Queens Road, Westmead from 6am to 6pm on 28-30 December 2024 and bump out from 6am to 6pm on 2 to 3 January 2025.

An overview map of the proposed road closure is shown in Figure 1. It is to be noted that Alexander Street and other streets south of Alexander Street as shown in the TGS are within the Cumberland Council area. Accordingly, approvals are required from Cumberland Council before implementing any traffic controls in these streets.

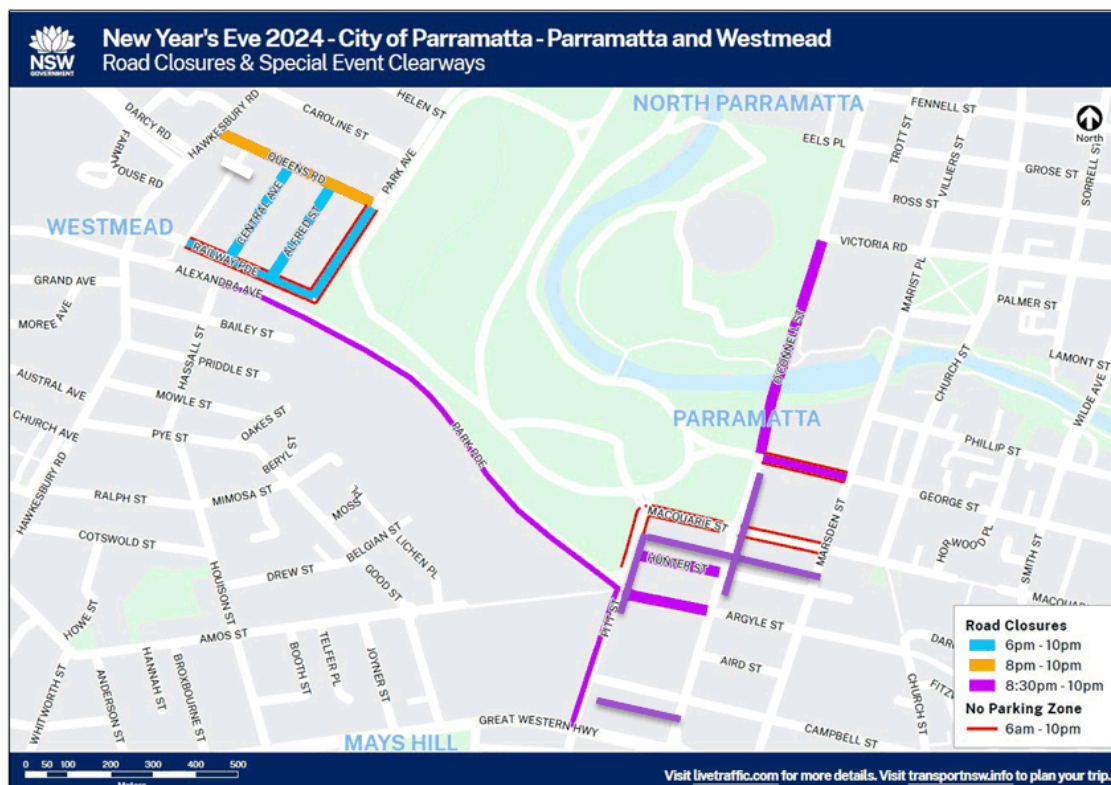


Figure 1: map of the proposed road closure

Bus Services

TfNSW Major Event Team is currently consulting with bus service providers. As of now, feedback from the bus service providers has not been received. Therefore, it is recommended to approve the event subject to feedback from these providers being incorporated into the SETMP before the document is submitted to both the Council and TfNSW for review and approval.

Fire Brigade Services

Fire Brigades are to be notified as part of the SETMP for the event.

Crowd Management Plan

Various streets around Parramatta Park in Westmead and Parramatta are proposed to be closed as a crowd management measure during egress after the fireworks at 9pm.

Hostile Vehicle Mitigation Plan

A Hostile Vehicle Mitigation Plan is not required for this event.

Special Event Clearway Restriction

Special Event Clearway restrictions are not required for the event.

Variable Message Sign (VMS) Boards

The VMS boards are required to be installed to advise motorists of the changes to traffic conditions at least 7 days prior to the event. The proposed locations of these boards and messages are to be included in the SETMP before the document is submitted to both Council and TfNSW for review and approval.

Classification of the NYE 2024 Event

Due to the closure of O'Connell Street and the North West Transitway, the traffic management plan for the event is classified as a class 2 event in accordance with TfNSW Guide to Traffic and Transport Management for Special Events (released in July 2024). As per the guidelines, Council is liaising with TfNSW Major Event planning teams for this event.

Approvals

Implementation of traffic controls on any roads within 100m of Traffic Signals require obtaining Road Occupancy License (ROL) from the Transport Management Centre (TMC) of Transport for NSW (TfNSW) prior to the event. As such, a ROL is required to be obtained from TMC for the streets as detailed below:

- Railway Parade at Hawkesbury Road
- Caroline Street at Hawkesbury Road
- Park Parade at Pitt Street
- Pitt Street at Great Western Highway
- Argyle Street at O'Connell Street
- Hunter Street at O'Connell Street
- George Street at O'Connell Street
- Victoria Road at O'Connell Street
- Marsden Street at George Street

The Special Event Transport Management Plan is to be prepared in accordance with TfNSW's guidelines and submitted to both Council and TfNSW for review and relevant approvals are to be obtained prior to the event.

Community Notification

The Event Organiser (City of Parramatta Council) is required to undertake community notification of the road closure in the following form:

- Publishing the road closure to local newspaper at least 28 days prior to the event and a proof of the notifications is to be submitted to Council prior to each of the event
- Notification to motorists via portable VMS boards for at least 7 days prior to the event.

Locations and messages are to be approved as part of the SETMP.

FINANCIAL IMPLICATIONS

That all costs associated with the NYE 2024 event will be funded and paid for by the City of Parramatta Council's Major Event Operation Budget.



Iman Mohammadi
Senior Traffic and Transport Engineer
7/11/2024

Attachments – 1. Traffic related Conditions
2. Traffic Guidance Scheme for NYE 2024 Celebration

**Attachment 1: TRAFFIC RELATED CONDITIONS FOR NYE 2024 FESTIVAL ON 31
DECEMBER 2024**

Prior to the event:

1. In accordance with the Transport for NSW Guide to Traffic and Transport Management for Special Events, the Event Organiser is to obtain written concurrence of Special Event Transport Management Plan Template from Council and TfNSW prior to the event being held.
2. The Event Organiser to provide Council the contact details, including mobile phone number of the Traffic Controller who will undertake the road closure.
3. The Event Organiser to submit to Council a copy of its Public Liability Policy in an amount not less than \$20,000,000 noting City of Parramatta and Transport for NSW as interested parties on the Policy and that Policy to cover both on-road and off-road activity.
4. The Event Organiser is to notify the details of the event to the NSW Police, NSW Ambulance Services, NSW Fire Brigade / Rural Fire Service and SES at least at least 28 days prior to the event; a copy of the correspondence be submitted to Council.
5. The Event Organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the proposed event at least at least 28 days prior to the event. A proof of the notification to be submitted to Council prior to the event.
6. The Event Organiser is to assess the risk and addressing the suitability of the entire route as part of the risk assessment considering the possible risks for all participants traveling on winding, narrow, uneven gravel roads with steep roadside embankments and sharp bends; this assessment should be carried out by visual inspection of the route/site by the Event Organiser prior to preparing the TMP and prior to the event.
7. The Event Organiser is to carry out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and design and implement a risk elimination or reduction plan in accordance with the Work Health and Safety Act 2011; (information for Event Organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>). Note that the safety of all road users and personnel on or affected by the event is the responsibility of the Event Organiser.

During the event:

8. All traffic controllers/marshals operating within the public road network holding appropriate certification required by the Transport for New South Wales.
9. In accordance with the submitted TMP and associated TCP, appropriate advisory signs, including temporary speed restriction signs, shall be placed at the Event Organiser's expense after all the required approvals are obtained from the relevant authorities, and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RMS.

After the event:

10. All roads and marshalling points are to be kept clean and tidy, with all directional signs are to be removed immediately on completion of the activity.

TABLE OF CONTENTS	
SHEET 1	MAIN COVER PAGE
SHEET 2	GENERAL NOTES
SHEET 3	AROUND THROUGH PAST ANALYSIS
SHEET 4 & 5	RISK ASSESSMENT
SHEET 6 TO 25	TGS

LOCATION OVERVIEW	

SIGNS MANIFEST	

TGS OVERVIEW	

WHEN PRINTING ENSURE SITE SETUP & RISK ASSESSMENT IS PRINTED WITH THIS TGS	
<p>BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3</p> <p>ALTUS GROUP Cal Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABRN 84 102 788 061</p>	

DURATION: SHORT TERM WORKS TYPE OF CONTROL: HOLD AND RELEASE WITH ROAD CLOSURE REQUIRED WORK: FOR NEW YEAR'S EVE 2024 EVENT	
<p>DATE OF DESIGN: 04/09/2024</p> <p>SITE SETUP TGS AND RISK ASSESSMENT: NSU01-SS</p> <p>WORKS LOCATION: PDE, BYRNE'S AVE, & FEDERAL AVE, PARRAMATTA</p> <p>BETWEEN ROADS: MACQUARIE ST AND PARK AVE</p> <p>WORKSITE ROAD AUTHORITY: CITY OF PARRAMATTA COUNCIL</p> <p>ESTIMATED JOB DATE: SATURDAY 28/12/2024 - FRIDAY 03/01/2025</p> <p>ESTIMATED JOB TIME: TBA</p> <p>GARBAGE COLLECTION DAY: WEDNESDAY</p>	<p>ALTUS DESIGN NUMBER: TGS-25-CP-NYE-OP</p> <p>ARS: 5/5</p> <p>CLIENT REFERENCE NUMBER: -</p> <p>GENERAL DISCLAIMER: THE TGS/TPP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TPP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. CITY OF PARRAMATTA IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TPP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. ONLY RECORD-KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. THIS TGS/TPP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TPP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.</p>
<p>TRAFFIC CONTROLLERS: 0</p> <p>TRAFFIC CONTROLLERS - BREAKS: 0</p> <p>SIGNAGE VEHICLES: 0 OR OPTIONAL DDV: 0</p> <p>SPECIALIST VEHICLE REQUIREMENTS:</p> <p>VMS UTE: 0 TMA REQUIRED: 0 DDV REQUIRED: 0</p> <p>TMA OPTIONAL: 0 POLICE: 0</p> <p>DEVICE / EQUIPMENT REQUIREMENTS:</p> <p>TOTAL CONES: 0 TOTAL SIGNS: 0 VMS TRAILER REQUIRED: 0</p> <p>PTCD: 0 1.8m STOP BATIS: 0 VMS TRAILER OPTIONAL: 0</p> <p>PTAB: 0 THMS: 0 BARRIER BOARDS: 0</p>	<p>APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL</p> <p>APPROVED BY - DESIGNER: TMD-1</p> <p>REVIEW OR DEPARTURE APPROVED BY: TMD-1</p> <p>APPROVAL DATE: 04/11/2024</p> <p>ALTUS NOMINATED CONTACT: 24HR CONTACT - 1300 872 334</p> <p>SHEET NO: 1 OF 7</p>

CLIENT CONTACT:	
CITY OF PARRAMATTA SHELLEY BROADBRIDGE 9477 786 362	

SITE MARKER COMMON LEGEND		DEVICE COMMON LEGEND		COMMON VEHICLE LEGEND		CLIENT VEHICLES																																																																																																																																																					
	EVENT IMPACT AREA		ISOLATION/NO GO ZONE		SPECIFIC EVENT LOCATION		EVENT LOCATION		ESTIMATED QUE LENGTH		PEDESTRIAN PATH		TRAFFIC CONTROLLER		CONES - 700MM OR HIGHER		BOX EDGE / MMS - SIGN FRAME/STAND		UTE (SIGNAGE VEHICLE)		VMS UTE (VARIABLE MESSAGING SYSTEM VEHICLE)		POLICE SERVICES (POLICE VEHICLE)		EV UTE (EVENT VEHICLE)																																																																																																																																		
ALTUS GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS												GENERAL <ul style="list-style-type: none"> TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER, BEFORE COMMENCING THE IMPLEMENTATION SHALL CHECK AND REVIEW THE APPROVED TTM/TGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND APPROPRIATE. THE TTM SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED. A 5 MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VOLUMES RECORDED IN THE TTM/TGS. IF THE WORKSITE AND THE APPROVED TTM ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN: <ul style="list-style-type: none"> MAKE COMPLIANT ADJUSTMENTS (E.G. LENGTHEN TAPER WITHIN TOLERANCES) TO THE TTM/TGS CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TTM/TGS (E.G. ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES) CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TTM/TGS TO BE TAKEN (E.G. CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNS) WHERE THE TTM/TGS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE CITY OF PARRAMATTA THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED. ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TTM AND TGS AS WELL AS AN APPROVED ON-SITE/WORKS RECORD. A COPY OF THE APPROVED TTM/TGS SHALL BE KEPT ON-SITE AT ALL TIMES. 																																																																																																																																															
PRE-START REQUIREMENTS <ul style="list-style-type: none"> ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE TTM AND HAVE THIS DOCUMENTED ON THE SITE RECORDS. THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE: <ul style="list-style-type: none"> KEY ASPECTS OF THE TGS/TMP IDENTIFIED HAZARDS TTM REQUIREMENTS FOR THE WORKSITE SAFETY ZONE REQUIREMENTS AND LIMITS COMMUNICATION PROCESSES 												TRAFFIC CONTROLLERS <ul style="list-style-type: none"> ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS. SPEED SHALL BE 80 KM/H MAXIMUM, PROVIDE A TEMPORARY SPEED LIMIT OF 80 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.5.1). AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION. TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS. ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE. ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN, WHEN IN THE SHADE ON A SUNNY DAY OR WORKING IN DUSTY CONDITIONS. ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT, WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, PCB IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING. TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES. WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 8 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC. PLACE FOUR TRAFFIC CONES SPACED 4 M APART ON THE CENTERLINE 8 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWS INSTALLATION TO OCCUR. IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND PALM WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC. UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC. TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO. ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO TSS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUR. SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS, WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO: <ul style="list-style-type: none"> ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER. TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUEUE SUITABILITY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUEUE SHOWN ON THE PLAN, WHERE QUEUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT TMD TO RE-EVALUATE SIGNAGE POSITIONS. 												POSITIONING OF SIGNS AND DEVICES <ul style="list-style-type: none"> SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT: <ul style="list-style-type: none"> THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER THEY CAN NOT BE OBSCURED FROM VIEW (E.G. BY VEGETATION OR PARKED CARS) THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER. THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES. THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH. THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE. TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT. TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE. "STANDARD" TRAFFIC CONES/BOLLARDS (700 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H. EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELISING DEVICES: <ul style="list-style-type: none"> 1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 80 KM/H 1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 80 KM/H EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS - 1.0m 																																																																																																																																			
INCIDENT MANAGEMENT <ul style="list-style-type: none"> IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION: <ul style="list-style-type: none"> PRIORITISE PERSONAL SAFETY USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY. WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC. THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE. TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLER'S DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA: <ul style="list-style-type: none"> FIRST AID RESPONSE (WHERE POSSIBLE) CALL FOR ASSISTANCE (IF NEEDED) EMERGENCY SERVICES CONTACT (IF REQUIRED) NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS OFFICE/SUPERVISOR MAINTAIN EFFECTIVE TRAFFIC CONTROL MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE INCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY) OPERATIONAL AREA RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION 												VULNERABLE ROAD USERS <ul style="list-style-type: none"> SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS. SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS. MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS. VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE: <ul style="list-style-type: none"> HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLE BEEN AVOIDED ON THEIR TRAVEL PATH? IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G. SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES? IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS? IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS? 												TOLERANCES <ul style="list-style-type: none"> IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS. JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED. SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES. TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES ARE: <ul style="list-style-type: none"> UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION UP TO 25% MORE THAN THE DISTANCES GIVEN. ADJUSTMENTS TO A TTM INSTALLATION "ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSED AS A MODIFICATION/ VARIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL. 																																																																																																																																			
DUTY OF CARE <ul style="list-style-type: none"> CITY OF PARRAMATTA ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS. ALTUS COMMUNITY AND OHS PROCESSES CONTAINED WITHIN THIS LINK: HSFQ, SODC LINK AND SWMS RESPONSIBILITIES SHALL BE HELD IN ACCORDANCE WITH THE AS1742.3 & TCAWS 												PURPOSE <p>THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPE, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.</p>												DESIGN FACTORS/OUTCOMES <ul style="list-style-type: none"> NATIONAL COMPLIANCE: AS1742.3 LOCAL COMPLIANCE: TCAWS LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: CITY OF PARRAMATTA COUNCIL SITE IMPACT: TRAVEL TIME INNOVATIVE TREATMENTS REVIEW PERFORMED: NEARMAP, GOOGLE EARTH AND GOOGLE GROUND MAPS CHAS ITEMS ARE HELD IN THE ALTUS SWMS REGISTERS: KEY PERSONNEL - HELD ON TITLE LOCK, INCIDENTS/VARIATIONS/COMPLIANCE/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL-USE DOCUMENTS. CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED. 																																																																																																																																			
SIGN COVERS <p>ALTUS TRAFFIC</p> <ul style="list-style-type: none"> ALL PERMANENT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED 												TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS) <table border="1"> <thead> <tr> <th>MEASUREMENT</th> <th>- 10%</th> <th>+ 25%</th> </tr> </thead> <tbody> <tr> <td>15</td> <td>13</td> <td>18</td> </tr> <tr> <td>20</td> <td>18</td> <td>25</td> </tr> <tr> <td>30</td> <td>27</td> <td>37</td> </tr> <tr> <td>45</td> <td>41</td> <td>56</td> </tr> <tr> <td>60</td> <td>54</td> <td>75</td> </tr> <tr> <td>90</td> <td>81</td> <td>112</td> </tr> </tbody> </table>												MEASUREMENT	- 10%	+ 25%	15	13	18	20	18	25	30	27	37	45	41	56	60	54	75	90	81	112																																																																																																															
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WORKS LOCATION: WAY PDE, BYRNE'S AVE. & FEDERAL AVE, PARRAMATTA MELWAY REF:												BETWEEN ROADS: MACQUARIE ST AND PARK AVE												WORKSITE ROAD AUTHORITY: CITY OF PARRAMATTA COUNCIL												ESTIMATED JOB DATE: SATURDAY 28/12/2024 - FRIDAY 03/01/2025												ESTIMATED JOB TIME: TBA												GARBAGE COLLECTION DAY: WEDNESDAY												GENERAL DISCLAIMER: <ul style="list-style-type: none"> THE TGS/TMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THE TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. CITY OF PARRAMATTA IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE "ON-SITE APPLICATION CONSTRAINTS" OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TMD DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. DAILY RECORD-KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC COVERAGE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE. 												SPECIALIST VEHICLE REQUIREMENTS: <ul style="list-style-type: none"> VMS UTE: 0 TMA REQUIRED: 0 DDV REQUIRED: 0 TMA OPTIONAL: 0 POLICE: 0 												DEVICES / EQUIPMENT REQUIREMENTS: <ul style="list-style-type: none"> TOTAL CONES: 0 TOTAL SIGNS: 0 VMS TRAILER REQUIRED: 0 PTCD: 0 1.8m STOP BATTS: 0 VMS TRAILER OPTIONAL: 0 PTAB: 0 THMS: 0 BARRIER BOARDS: 0 												APPROVED BY - DESIGNER: TMD-1												REVIEW OR DEPARTURE APPROVED BY: TMD-1												APPROVAL DATE: 04/11/2024												ALTUS NOMINATED CONTACT: 24HR CONTACT - 1300 872 334											
ALTUS GROUP <p>Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 84 102 788 081</p>												ISSUE												DESG												DATE												AMENDMENT DESCRIPTION												SHEET NO: 2 OF 7																																																																																															



AROUND THROUGH PAST ANALYSIS & RISK ASSESSMENT

Assessment
of:

RAILWAY PDE, BYRNE'S AVE, & FEDERAL AVE, PARRAMATTA

		ROAD TRAFFIC		PEDESTRIAN TRAFFIC		CYCLE PATH TRAFFIC	
Option Type	Option Treatment	Comment	Adoption	Comment	Adoption	Comment	Adoption
Around the Work Area	Detour	Traffic to be detoured as roads will be closed off during event	Adopted	Pedestrian will not be allowed during event. TC / Marshal to advice is situation arose.	Possible	Cycle path / bike lane along the event area. TC / Marshal to assist cyclist to be detoured.	Adopted
	Side Track	Not suitable to road configuration	Not Suitable	Pedestrian will not be allowed during event. TC / Marshal to advice is situation arose.	Not Suitable	Cycle path / bike lane along the event area. TC / Marshal to assist cyclist to be detoured.	Not Suitable
Through Work Area	Occupy Roadway	Traffic will not be able to past the event area as it will be closed off	Not Suitable	Pedestrian will not be allowed during event.	Not Suitable	Cycle path / bike lane along the event area. TC / Marshal to assist cyclist to be detoured.	Not Suitable
Past Work Area	Work Within 6m	Traffic will not be able to past the event area with TC assistance	Not Suitable	Pedestrian will not be allowed during event.	Not Suitable	Cycle path / bike lane along the event area. TC / Marshal to assist cyclist to be detoured.	Not Suitable

RISK MATRIX

		CONSEQUENCE				
		1. Insignificant	2. Minor	3. Major	4. Severe	5. Catastrophic
LIKELIHOOD	A. Almost Certain	Medium (1A)	High (2A)	Extreme (3A)	Extreme (4A)	Extreme (5A)
	B. Likely	Medium (1B)	High (2B)	High (3B)	Extreme (4B)	Extreme (5B)
	C. Possible	Low (1C)	Medium (2C)	High (3C)	High (4C)	Extreme (5C)
	D. Unlikely	Low (1D)	Low (2D)	Medium (3D)	High (4D)	High (5D)
	E. Rare	Low (1E)	Low (2E)	Low (3E)	Medium (4E)	High (5E)

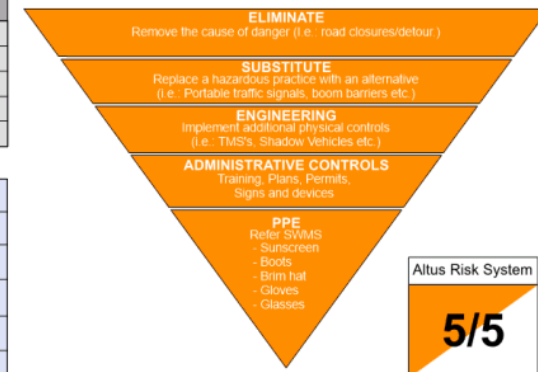
LIKELIHOOD DESCRIPTOR TABLE

Likelihood	Description	Frequency	Probability
A. Almost Certain	The threat is a common or frequent occurrence.	One or more events per month	>95% probability
B. Likely	The threat is known to occur, or "It has happened from time to time".	One event every 6 months	80-95% probability
C. Possible	The threat could occur sometime, or "I've heard of it happening".	One event every 6-12 months	20-80% probability
D. Unlikely	The threat is improbable	One event every 1-5 years	5-20% probability
E. Rare	The threat is conceivable but only in exceptional circumstances.	Less than 1 event every 5-10 years	<5% probability

CONSEQUENCE DESCRIPTOR TABLE

	HEALTH, SAFETY & ENVIRONMENT
5. CATASTROPHIC	Fatality or multiple fatalities. Catastrophic Environmental harm with long term serious impact or is not rectifiable.
4. SEVERE	Permanent Injury – damage which permanently alters a person's future. Significant Environmental harm with medium to long term impact before rectification
3. MAJOR	Lost Time Injury (LTI) – damage which temporarily alters a person's future Major Environmental harm that can be rectified in the medium term (1-3 months)
2. MINOR	Medical Treatment Injury (MTI) – damage which temporarily inconveniences a person. Localised reversible environmental harm that can be rectified <1 month
1. INSIGNIFICANT	First Aid Injury (FAI) – an actual injury which requires either no treatment or simple first aid. Minimal environmental harm that can be quickly rectified

RATING OF CONTROLS



BEST VIEWED DIGITALLY
NOT TO SCALE
PRINT A3



Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

DATE OF DESIGN:
04/09/2024

SITE SETUP TGS AND
SETUP RISK ASSESSMENT

NSU01-SS

ALTUS DESIGN NUMBER: TGS-25-CP-NYE-ATP

ARS: 5/5

WORKSITE REQUIREMENTS:

TRAFFIC CONTROLLERS: 0
TRAFFIC CONTROLLERS - BREAKS: 0
SIGNAGE VEHICLES: 0 **or** OPTIONAL DDV: 0

SPECIALIST VEHICLE REQUIREMENTS:

VMS UTE: 0 TMA REQUIRED: 0 DDV REQUIRED: 0
TMA OPTIONAL: 0 POLICE: 0

DEVICE / EQUIPMENT REQUIREMENTS:

TOTAL CONES: 0 TOTAL SIGNS: 0 VMS TRAILER REQUIRED: 0
PTCD: 0 1.8m STOP BATS: 0 VMS TRAILER OPTIONAL: 0
PTAB: 0 THMS: 0 BARRIER BOARDS: 0

APPROVED FOR
IMPLEMENTATION

WHEN USED WITH ROAD AUTHORITY APPROVAL

APPROVED BY - DESIGNER:
TMD-1

REVIEW OR DEPARTURE APPROVED BY:
TMD-1



APPROVAL DATE: 04/11/2024

ALTUS NOMINATED CONTACT:
24HR CONTACT - 1300 872 334
SHEET NO: 3 OF 7



CLIENT CONTACT:
CITY OF PARRAMATTA
SHELLEY BROADBRIDGE
9477 786 362



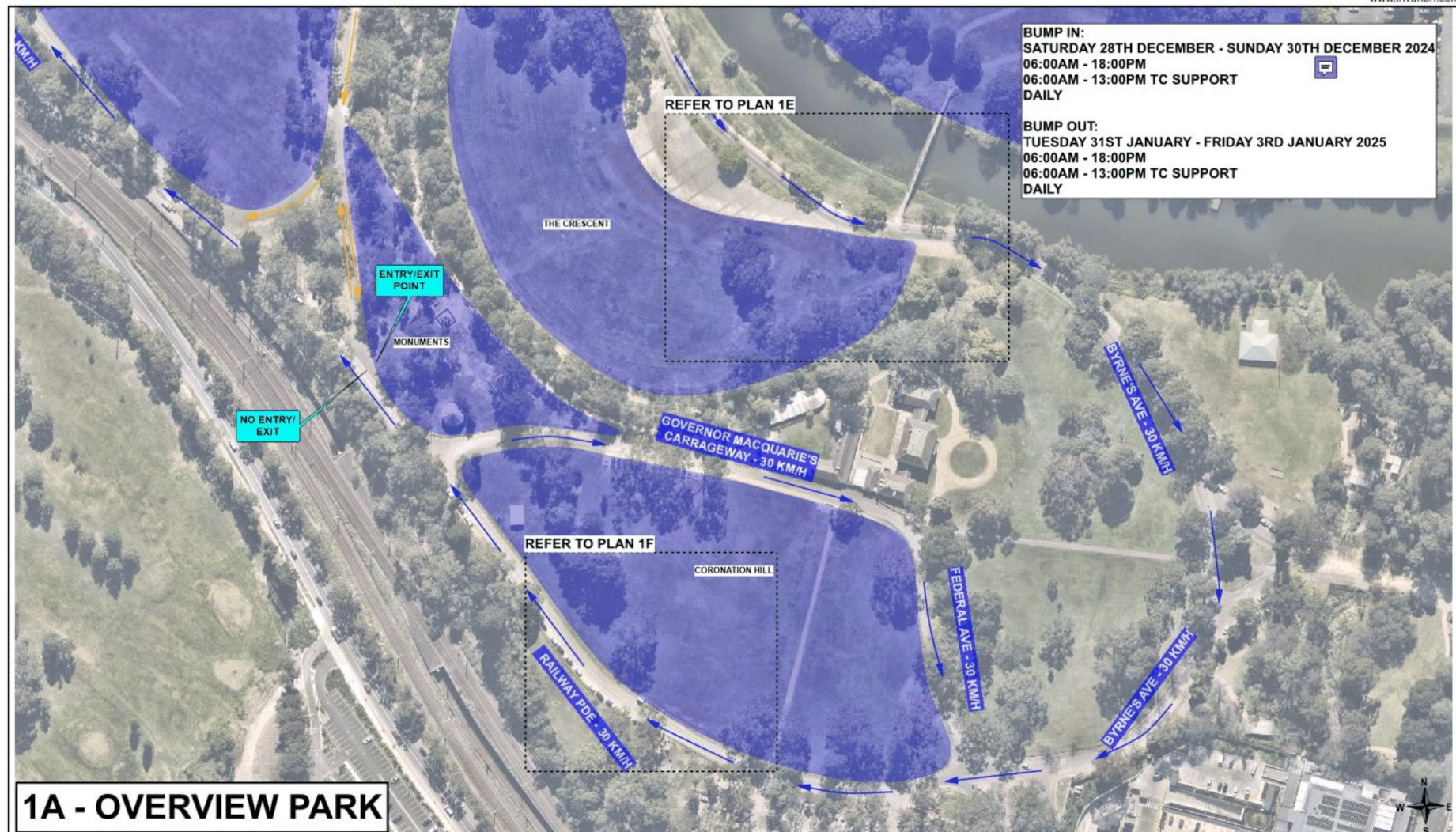
Task	Hazard Type	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Will Event be completed at RAILWAY PDE, BYRNE'S AVE, & FEDERAL AVE, PARRAMATTA in a single day?	No further action is required	No further action is required	N/A	At the end of the shift/s road conditions to be back as per original and road reopened with no hazards left on site.	N/A
Are variations at the design stage required outside of Standards?	- Changes not required resulting in conflicts to standards	No further action is required	N/A	The Event does not involve any variations to the approved standards.	N/A
Will Event have an impact on the existing footpaths/Pedestrian crossings at or near MACQUARIE ST AND PARK AVE or RAILWAY PDE, BYRNE'S AVE, & FEDERAL AVE, PARRAMATTA	No impact to existing Footpaths/Pedestrian crossings. No further action is required	No further action is required	N/A	Event will have no impact on the footpath or other pedestrian facilities. No further action is required.	N/A
Will Event at RAILWAY PDE, BYRNE'S AVE, & FEDERAL AVE, PARRAMATTA Impact existing Principal Shared Path & Cycle Lanes on?	No further action is required	No further action is required	N/A	Work will have no impact on the footpath or other pedestrian facilities. No further action is required.	N/A
Will the Event involve overhead operations?	No further action is required	No further action is required	N/A	Event does not involve any overhead activities. No further action is required.	N/A
Is Event likely to negatively impact other parts of the road network? (Side Roads, Ramps or Crossings)	- Queuing/delays - Collisions - Increased volume	- Adverse impact to the road network due to queuing or limited visibility at uncontrolled points	High (3C)	Add TGS Notes to mandate continual monitoring of traffic impacts and to escalate if additional controls are required.	Medium (2C)
Is event being undertaken on roads with speeds of 70km/h or above?	No further action is required	No further action is required	N/A	No further action is required	N/A
Are any environmental or manufactured hazards at risk of impacting Event?	No further action is required	No further action is required	N/A	No further action is required	N/A
Are the Event workers/Participants exposed to crossing live lanes (Not TCs)?	No further action is required	No further action is required	N/A	No further action is required	N/A
Is Event undertaken at night time?	- Limited Visibility	- Poor visibility to impacted area, length and impacts associated	Extreme (4B)	TMP/TGS Design will incorporate illumination devices in accordance with State requirements.	High (3C)
Are any driveways affected by the Event? (i.e. residential, commercial, public)	- Collisions - Visibility - Incursions - Accessibility	- Poor line of site - Blocking Driveways / Public entry or exits	High (3C)	Design notes to incorporate local notification requirements. Resourcing will be sufficient to maintain safe entry/egress requirements.	Medium (3D)

BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3  ALTUS GROUP Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABRN 84 102 768 061	DATE OF DESIGN: 04/09/2024	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ALTUS DESIGN NUMBER: TGS-25-CP-NYE-RA	ARS: 5/5	WORKSITE REQUIREMENTS: TRAFFIC CONTROLLERS : 0 TRAFFIC CONTROLLERS - BREAKS : 0 SIGNAGE VEHICLES : 0 or OPTIONAL DDV : 0	APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL	CLIENT CONTACT: CITY OF PARRAMATTA SHELLEY BROADBRIDGE 8477 786 362
	WORKS LOCATION: RAILWAY PDE, BYRNE'S AVE, & FEDERAL AVE, PARRAMATTA MELWAY REF:			CLIENT REFERENCE NUMBER: -		SPECIALIST VEHICLE REQUIREMENTS: VMS UTE : 0 TMA REQUIRED : 0 DDV REQUIRED : 0 TMA OPTIONAL : 0 POLICE : 0	APPROVED BY - DESIGNER: TMD-1	 CITY OF PARRAMATTA
	BETWEEN ROADS: MACQUARIE ST AND PARK AVE WORKSITE ROAD AUTHORITY: CITY OF PARRAMATTA COUNCIL ESTIMATED JOB DATE: SATURDAY 28/12/2024 - FRIDAY 03/01/2025 ESTIMATED JOB TIME: TBA GARBAGE COLLECTION DAY: WEDNESDAY			GENERAL DISCLAIMER: - THE TGS/TMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. - TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. - TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. - CITY OF PARRAMATTA IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. - WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. - DAILY RECORD-KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. - THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. - AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.		REVIEW OR DEPARTURE APPROVED BY: TMD-1		
	ISSUE DESG DATE AMENDMENT DESCRIPTION A B C			DEVICE / EQUIPMENT REQUIREMENTS: TOTAL CONES : 0 TOTAL SIGNS : 0 VMS TRAILER REQUIRED : 0 PTCD : 0 1.8m STOP BAT/S : 0 VMS TRAILER OPTIONAL : 0 PTAB : 0 THM/S : 0 BARRIER BOARDS : 0		APPROVAL DATE: 04/11/2024 ALTUS NOMINATED CONTACT: 24HR CONTACT - 1300 872 334 SHEET NO: 4 OF 7		


Task	Hazard Type	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Does Event at RAILWAY PDE, BYRNE'S AVE, & FEDERAL AVE, PARRAMATTA impact existing public transport services or infrastructure near MACQUARIE ST AND PARK AVE?	No further action is required	No further action is required	N/A	No further action is required	N/A
Does Event impact on the heavy vehicle networks or impact heavy vehicle routes?	No further action is required	No further action is required	N/A	No further action is required	N/A
Are works impacting any existing parking or restricted areas?	- Conflicting movements - Local Business impacts	- VRU confusion and increased site movements. - Site incursion where VRU's attempt to access parking areas inside of control points.	High (3C)	The design will stipulate requirements for local parking access.	Medium (3D)
Will heavy vehicles or plant equipment enter/exit the Event?	No further action is required	No further action is required	N/A	No further action is required	N/A
Will signs be required to be installed on both sides of the road? (Speed restrictions or multilane roads)	Duplicate installation is not required	No further action is required	N/A	No further action is required	N/A
Can road environment and TC points suitably utilise 4 cones in advance of control position/s?	Traffic Controllers control to stop traffic is not required	No further action is required	N/A	No further action is required	N/A
Will TC be required to hold traffic continuously?	Traffic Controllers control to stop traffic is not required	No further action is required	N/A	No further action is required	N/A
Are works Long term or performed on High Speed and/or High volume roads that cause delays or require stopping, merging or non standard road operations?	No further action is required	No further action is required	N/A	No further action is required	N/A
Do works require changed traffic conditions (closures or detours) or changes in Alignment (Surface conditions, road widths, traffic delays or congestion)	- Motorist confusion - Local access disruptions - Delivery disruption - Emergency agency access and egress - Undesirable swept paths	- Motorists not understanding closures and detours. - Local road users unaware of disruptions - Deliveries impacted where access is limited - Emergency service access confusion - Heavy vehicle movements on unconfirmed routes can be limited	High (4C)	Wayfinding signage and/or heavy vehicle detours to be installed to ease congestion around works areas. Local area notification of works by the PCBU where interruptions are expected. Access maintained for emergency services. Review of detour routes for vehicle requirements.	High (4D)
Will temporary speed zones be required at RAILWAY PDE, BYRNE'S AVE, & FEDERAL AVE, PARRAMATTA during works operations?	No further action is required	No further action is required	N/A	No further action is required	N/A
Will VMS be optionally used during these works	No further action is required	No further action is required	N/A	No further action is required	N/A

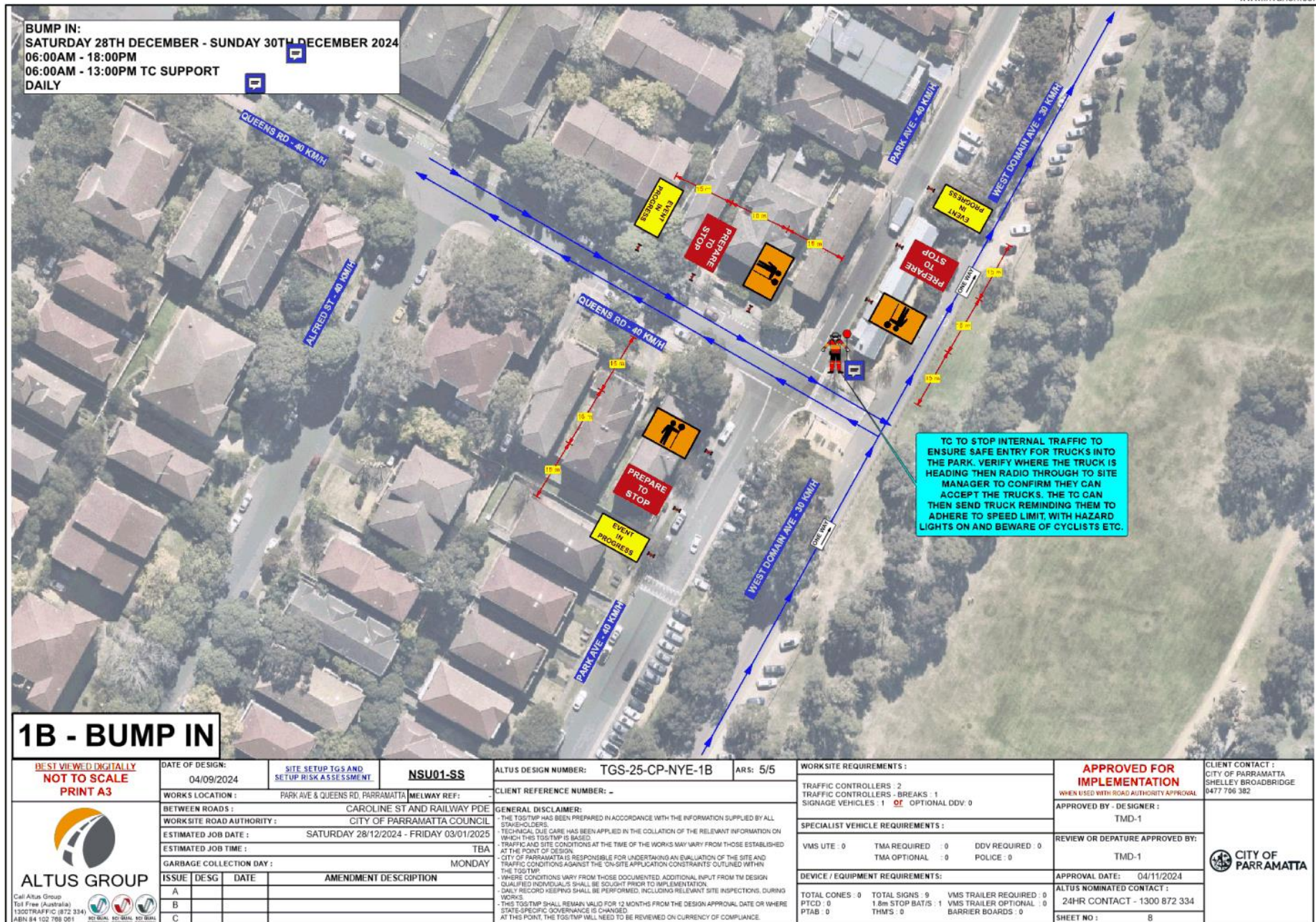
BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3  ALTUS GROUP Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) AIBN 84 102 788 001	DATE OF DESIGN: 04/09/2024	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ALTUS DESIGN NUMBER: TGS-25-CP-NYE-RA	ARS: 5/5	WORKSITE REQUIREMENTS: TRAFFIC CONTROLLERS : 0 TRAFFIC CONTROLLERS - BREAKS : 0 SIGNAGE VEHICLES : 0 or OPTIONAL DIV : 0	APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL	CLIENT CONTACT: CITY OF PARRAMATTA SHELLEY BROADBRIDGE 8477 786 382
	WORKS LOCATION: RAILWAY PDE, BYRNE'S AVE, & FEDERAL AVE, PARRAMATTA		MELWAY REF:	CLIENT REFERENCE NUMBER: -		SPECIALIST VEHICLE REQUIREMENTS: VMS UTE : 0 TMA REQUIRED : 0 DDV REQUIRED : 0 TMA OPTIONAL : 0 POLICE : 0	APPROVED BY - DESIGNER: TMD-1	 CITY OF PARRAMATTA
	BETWEEN ROADS: MACQUARIE ST AND PARK AVE WORKSITE ROAD AUTHORITY: CITY OF PARRAMATTA COUNCIL		GENERAL DISCLAIMER: - THE TGS/TMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. - TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. - TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. - CITY OF PARRAMATTA IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. - WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. - ONLY RECORD-KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. - THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. - AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.		REVIEW OR DEPARTURE APPROVED BY: TMD-1			
	ESTIMATED JOB DATE: SATURDAY 28/12/2024 - FRIDAY 03/01/2025 ESTIMATED JOB TIME: TBA GARBAGE COLLECTION DAY: WEDNESDAY		ISSUE DESG DATE AMENDMENT DESCRIPTION		DEVICES / EQUIPMENT REQUIREMENTS: TOTAL CONES : 0 TOTAL SIGNS : 0 VMS TRAILER REQUIRED : 0 PTCB : 0 1.8m STOP BAT'S : 0 VMS TRAILER OPTIONAL : 0 PTAB : 0 THMS : 0 BARRIER BOARDS : 0	APPROVAL DATE: 04/11/2024 ALTUS NOMINATED CONTACT: 24HR CONTACT - 1300 872 334 SHEET NO: 5 OF 7		

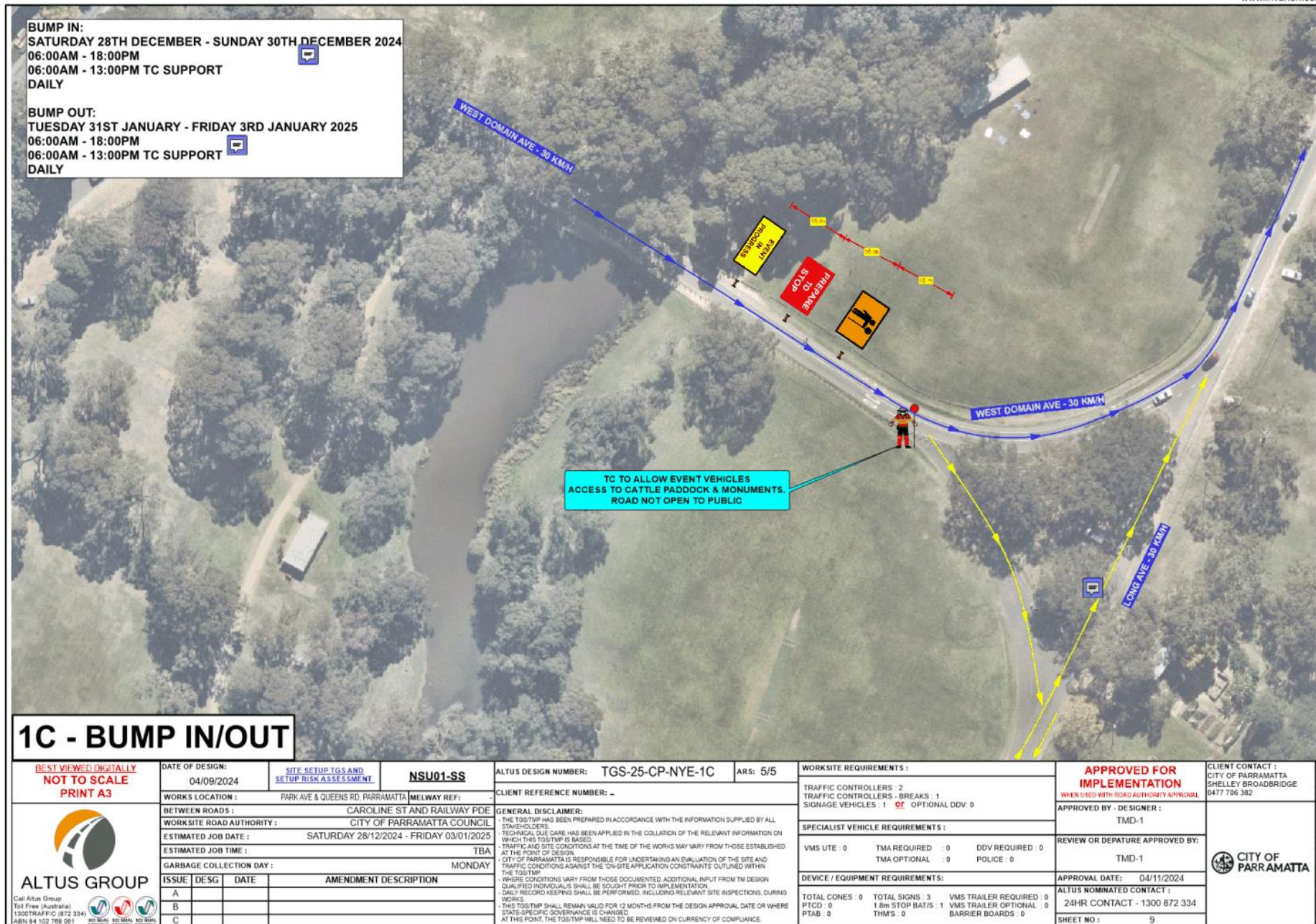


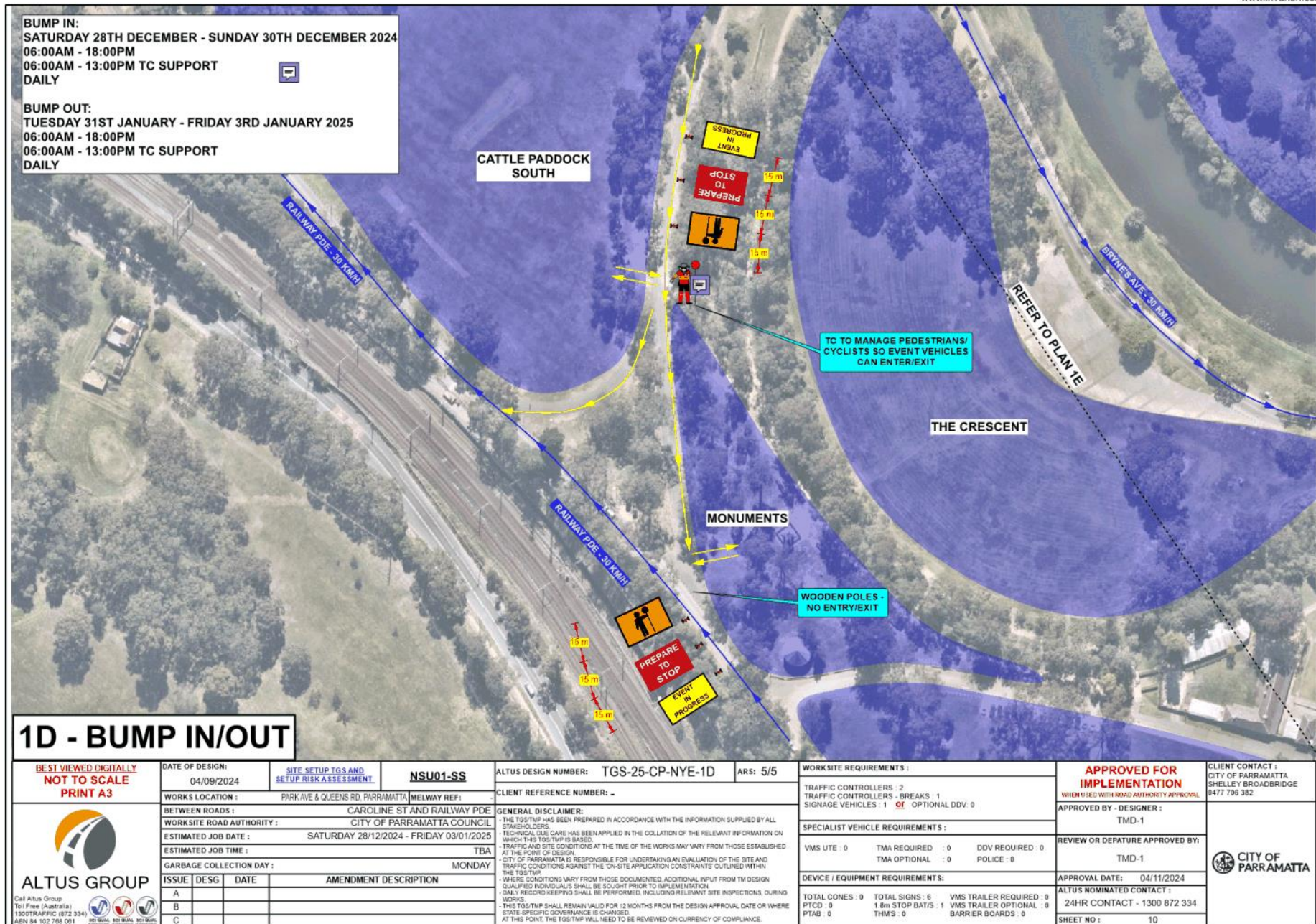


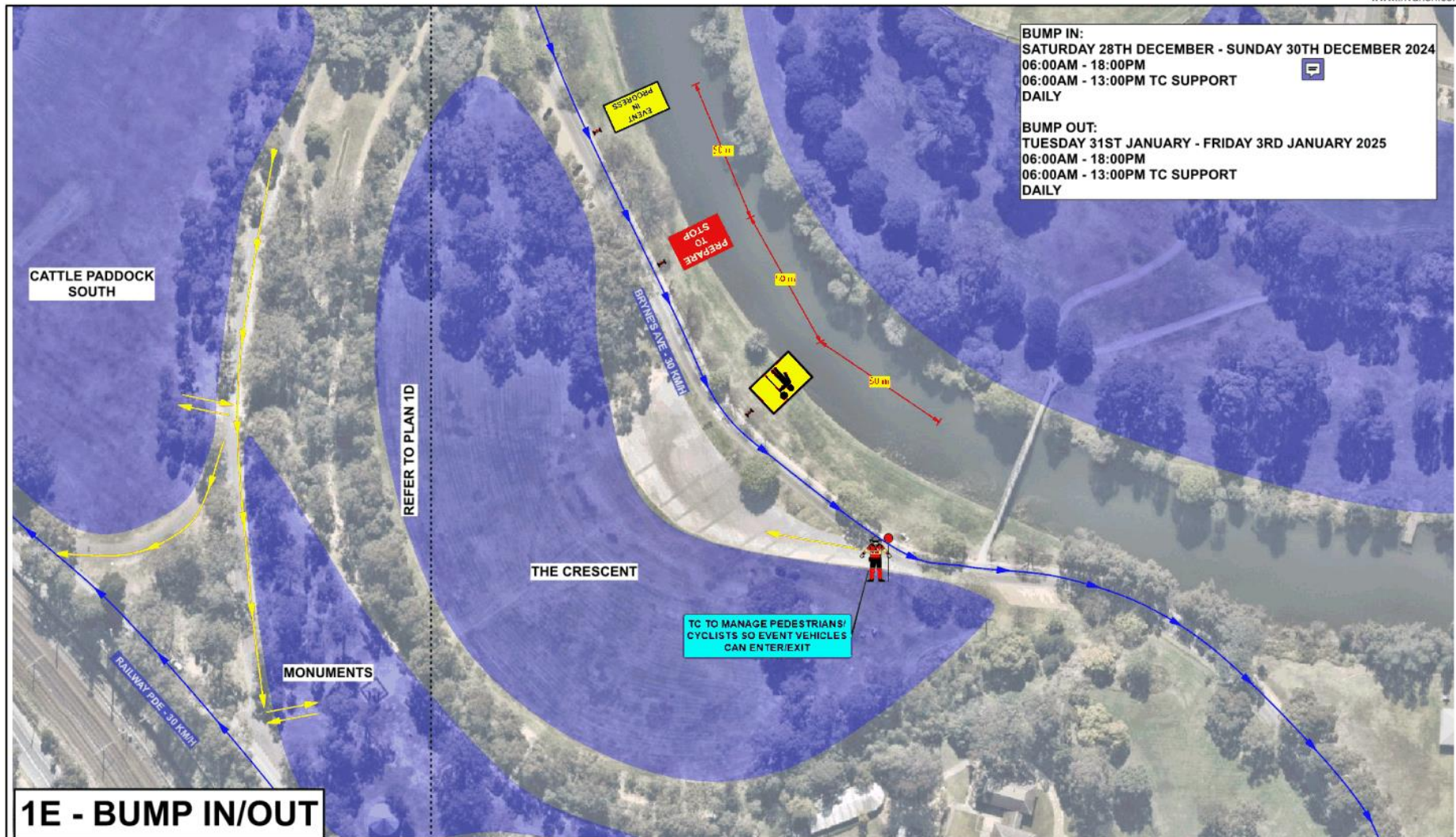
1A - OVERVIEW PARK

<p>BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3</p>  <p>ALTUS GROUP Call Altus Group Toll Free (Australia) 1300 TRAFFIC (872 334) ABN 84 132 768 081</p>	<p>DATE OF DESIGN: 04/09/2024</p>	<p>SITE SETUP TGS AND SETUP RISK ASSESSMENT</p>	<p>NSU01-SS</p>	<p>ALTUS DESIGN NUMBER: TGS-25-CP-NYE-1A</p>	<p>ARS: 5/5</p>	<p>WORKSITE REQUIREMENTS:</p> <p>TRAFFIC CONTROLLERS : 0 TRAFFIC CONTROLLERS - BREAKS : 0 SIGNAGE VEHICLES : 0 <input checked="" type="checkbox"/> OPTIONAL DDV : 0</p>	<p>APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL</p>	<p>CLIENT CONTACT : CITY OF PARRAMATTA SHELLEY BROADBRIDGE 9477 786 362</p>
	<p>WORKS LOCATION : RAILWAY PDE, BYRNE'S AVE & FEDERAL AVE, PARRAMATTA</p>	<p>MELWAY REF: -</p>	<p>GENERAL DISCLAIMER: - THE TGS/TMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. - TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. - TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. - CITY OF PARRAMATTA IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. - WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. - DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. - THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. - AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.</p>	<p>SPECIALIST VEHICLE REQUIREMENTS:</p> <p>VMS UTE : 0 TMA REQUIRED : 0 DDV REQUIRED : 0 TMA OPTIONAL : 0 POLICE : 0</p>	<p>APPROVED BY - DESIGNER : TMD-1</p>	<p>CITY OF PARRAMATTA</p>		
	<p>BETWEEN ROADS : MACQUARIE ST AND PARK AVE</p>	<p>WORKSITE ROAD AUTHORITY : CITY OF PARRAMATTA COUNCIL</p>	<p>ESTIMATED JOB DATE : SATURDAY 28/12/2024 - FRIDAY 03/01/2025</p>	<p>ESTIMATED JOB TIME : TBA</p>	<p>REVIEW OR DEPARTURE APPROVED BY: TMD-1</p>			
	<p>GARBAGE COLLECTION DAY : WEDNESDAY</p>	<p>ISSUE DESG DATE AMENDMENT DESCRIPTION</p>	<p>DEVICES / EQUIPMENT REQUIREMENTS:</p> <p>TOTAL CONES : 0 TOTAL SIGNS : 0 VMS TRAILER REQUIRED : 0 PTCD : 0 1.8m STOP BATS : 0 VMS TRAILER OPTIONAL : 0 PTAB : 0 THMS : 0 BARRIER BOARDS : 0</p>	<p>APPROVAL DATE: 04/11/2024</p>				
<p>ALTUS NOMINATED CONTACT : 24HR CONTACT - 1300 872 334</p>	<p>SHEET NO : 7</p>							



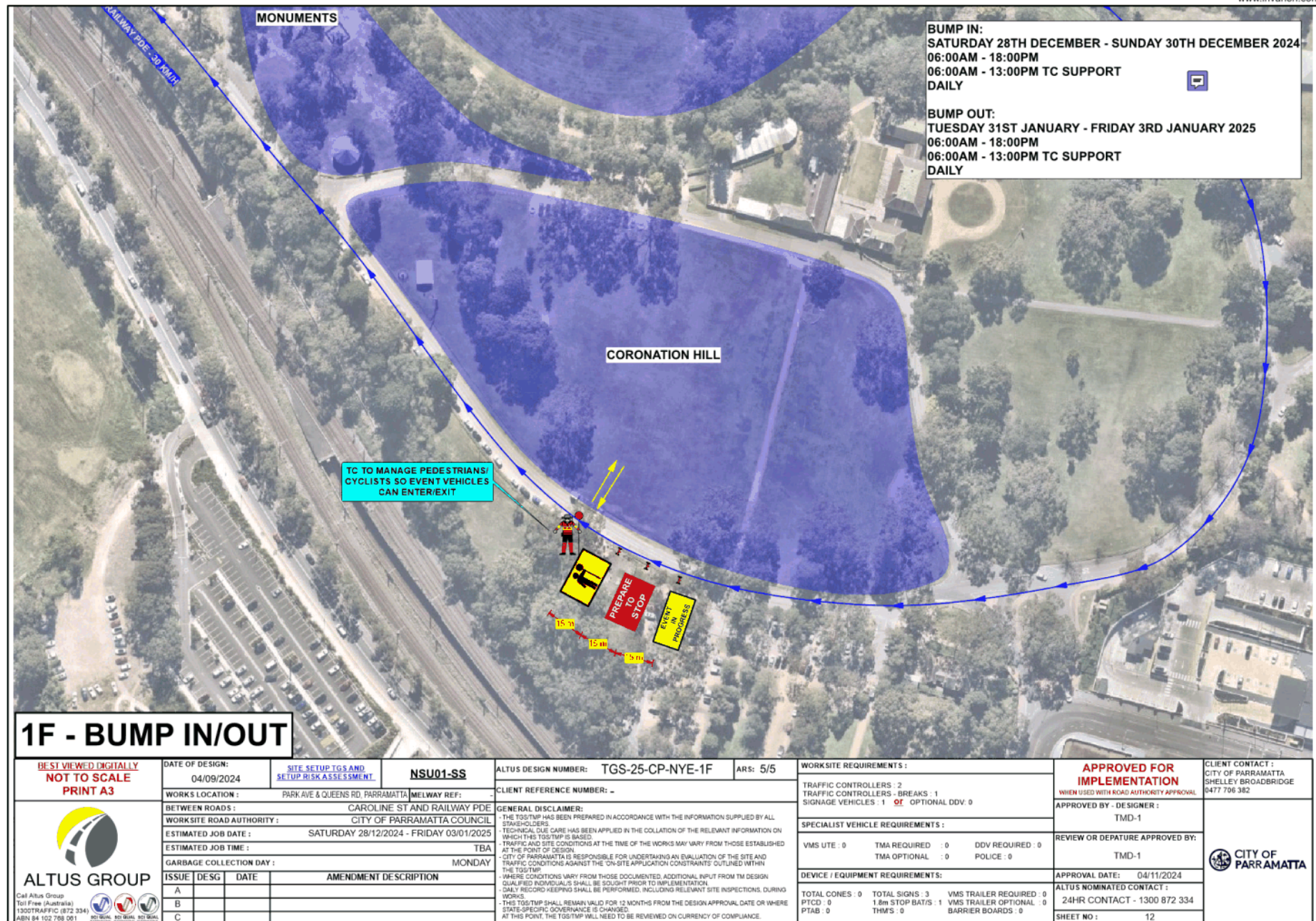


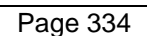


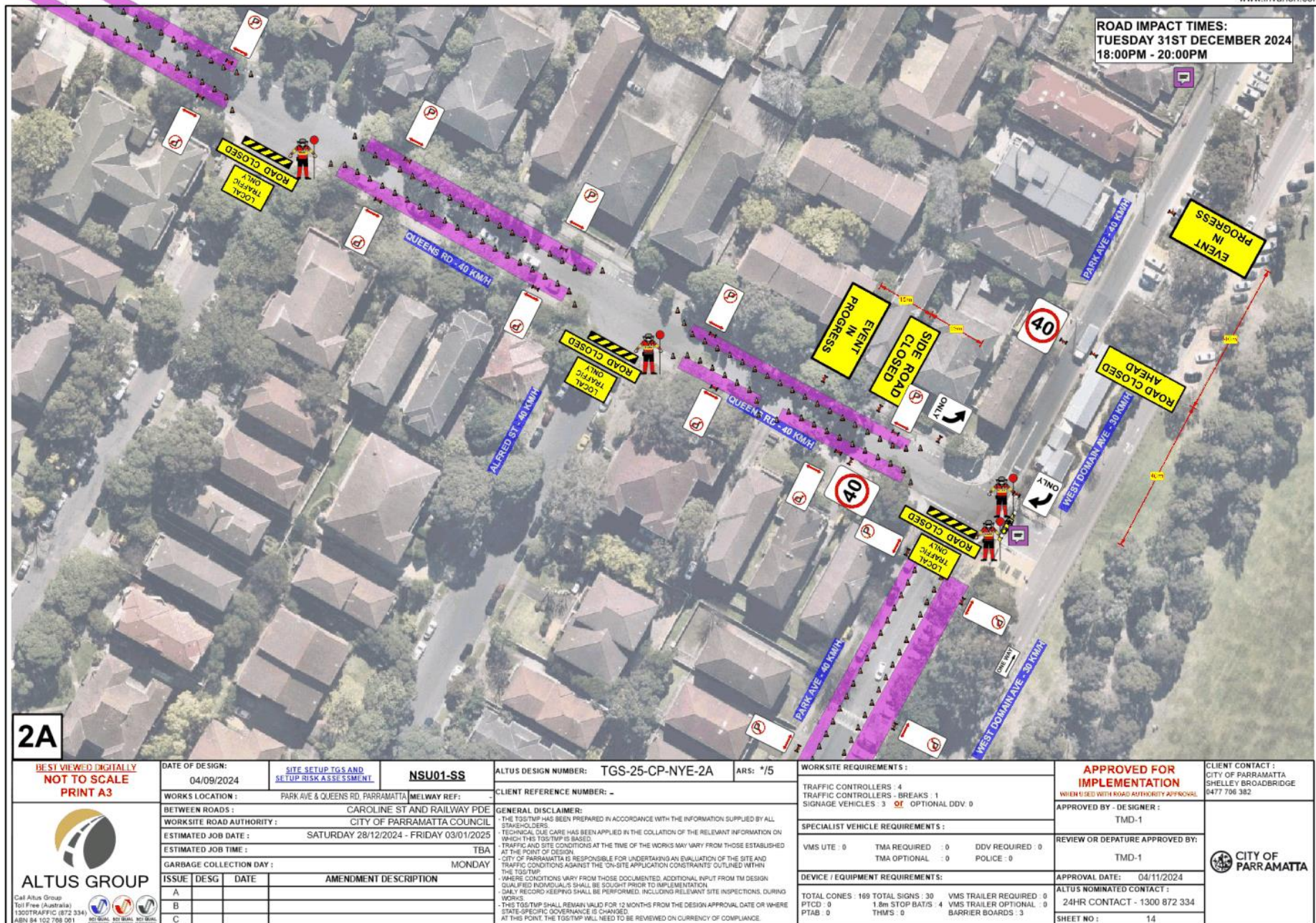


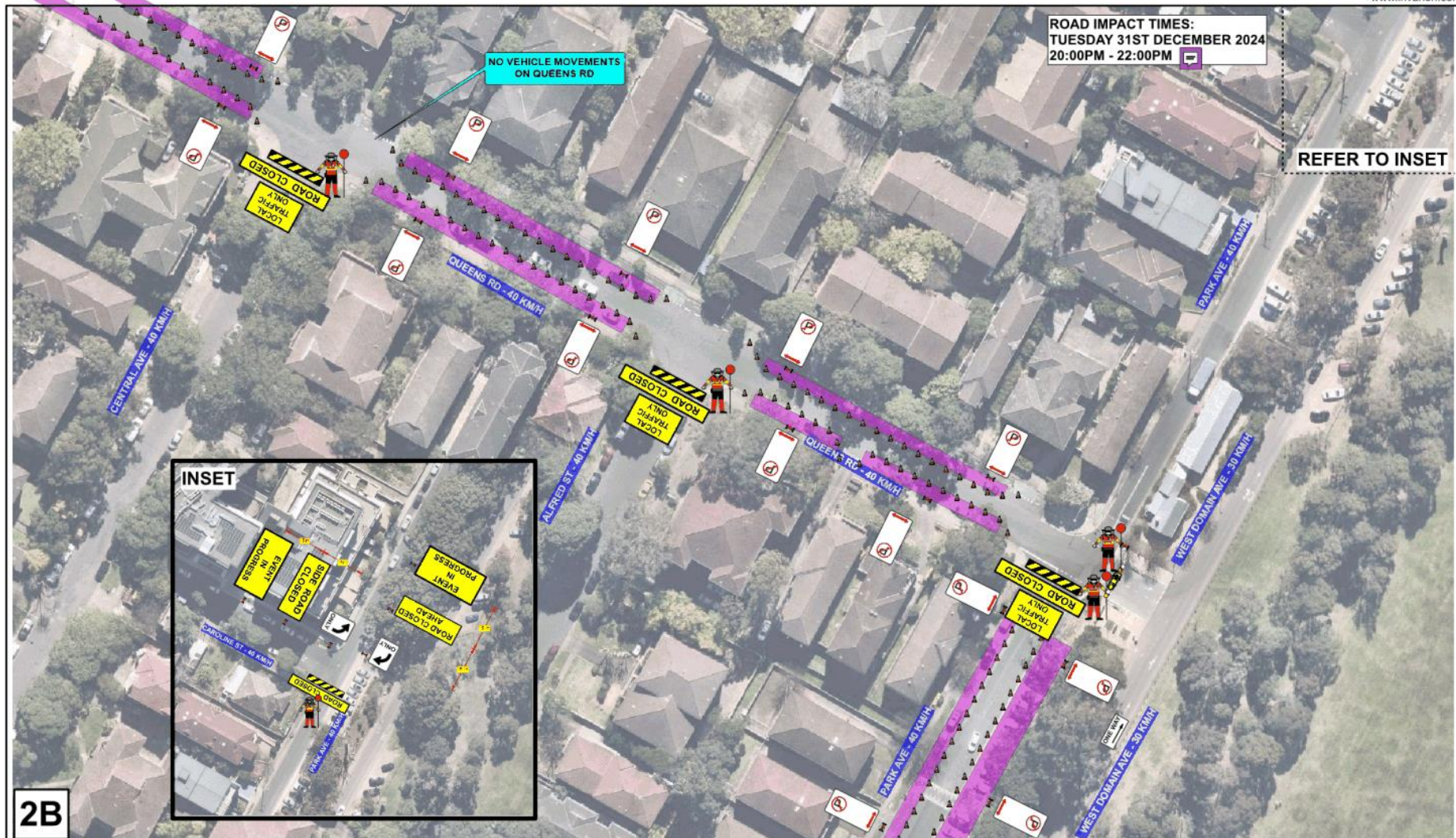
1E - BUMP IN/OUT

BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3	DATE OF DESIGN: 04/09/2024	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ALTUS DESIGN NUMBER: TGS-25-CP-NYE-1E	ARS: 5/5	WORKSITE REQUIREMENTS:	APPROVED FOR IMPLEMENTATION <small>WHEN USED WITH ROAD AUTHORITY APPROVAL</small> APPROVED BY - DESIGNER: TMD-1 REVIEW OR DEPARTURE APPROVED BY: TMD-1 APPROVAL DATE: 04/11/2024 ALTUS NOMINATED CONTACT: 24HR CONTACT - 1300 872 334 SHEET NO: 11	CLIENT CONTACT: CITY OF PARRAMATTA SHELLEY BROADBRIDGE 0477 706 382
	WORKS LOCATION: PARK AVE & QUEENS RD. PARRAMATTA	MELWAY REF:	GENERAL DISCLAIMER: - THE TGS/TPMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. - TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TPMP IS BASED. - TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. - CITY OF PARRAMATTA IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE ON-SITE APPLICATION CONSTRAINTS OUTLINED WITHIN THE TGS/TPMP. - WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. - ONLY RECORD-KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. - THIS TGS/TPMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. - AT THIS POINT, THE TGS/TPMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.	CLIENT REFERENCE NUMBER: - TRAFFIC CONTROLLERS: 2 TRAFFIC CONTROLLERS - BREAKS: 1 SIGNAGE VEHICLES: 1 or OPTIONAL DDV: 0 SPECIALIST VEHICLE REQUIREMENTS: VMS UTE: 0 TMA REQUIRED: 0 DDV REQUIRED: 0 TMA OPTIONAL: 0 POLICE: 0 DEVICE / EQUIPMENT REQUIREMENTS: TOTAL CONES: 0 TOTAL SIGNS: 3 VMS TRAILER REQUIRED: 0 PTCB: 0 1.8m STOP BATS: 1 VMS TRAILER OPTIONAL: 0 PTAB: 0 THMS: 0 BARRIER BOARDS: 0				
 ALTUS GROUP Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABN 84 102 788 061	BETWEEN ROADS: CAROLINE ST AND RAILWAY PDE WORKSITE ROAD AUTHORITY: CITY OF PARRAMATTA COUNCIL ESTIMATED JOB DATE: SATURDAY 28/12/2024 - FRIDAY 03/01/2025 ESTIMATED JOB TIME: TBA GARBAGE COLLECTION DAY: MONDAY	ISSUE A B C DESG DATE AMENDMENT DESCRIPTION						





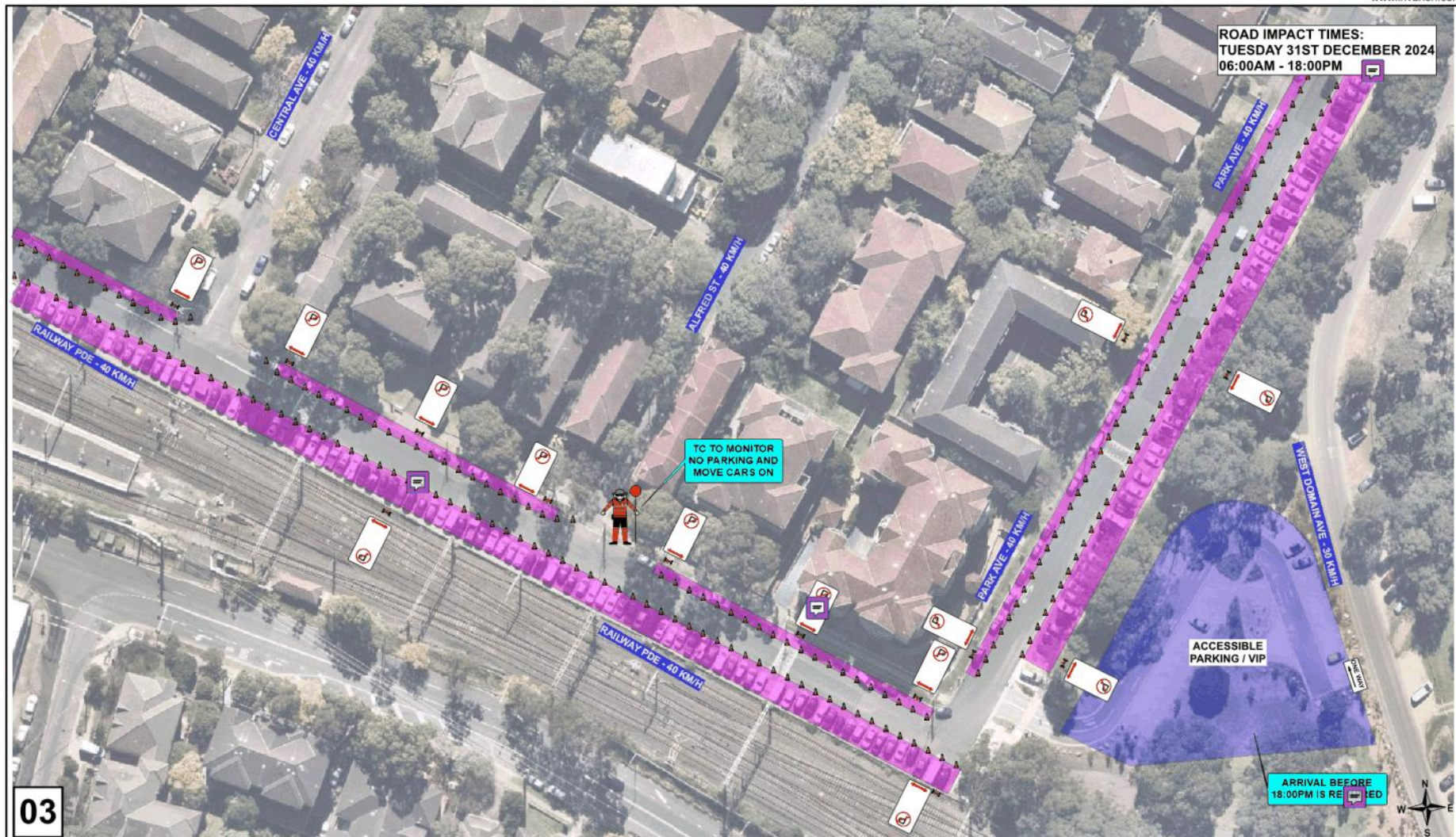




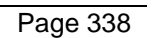
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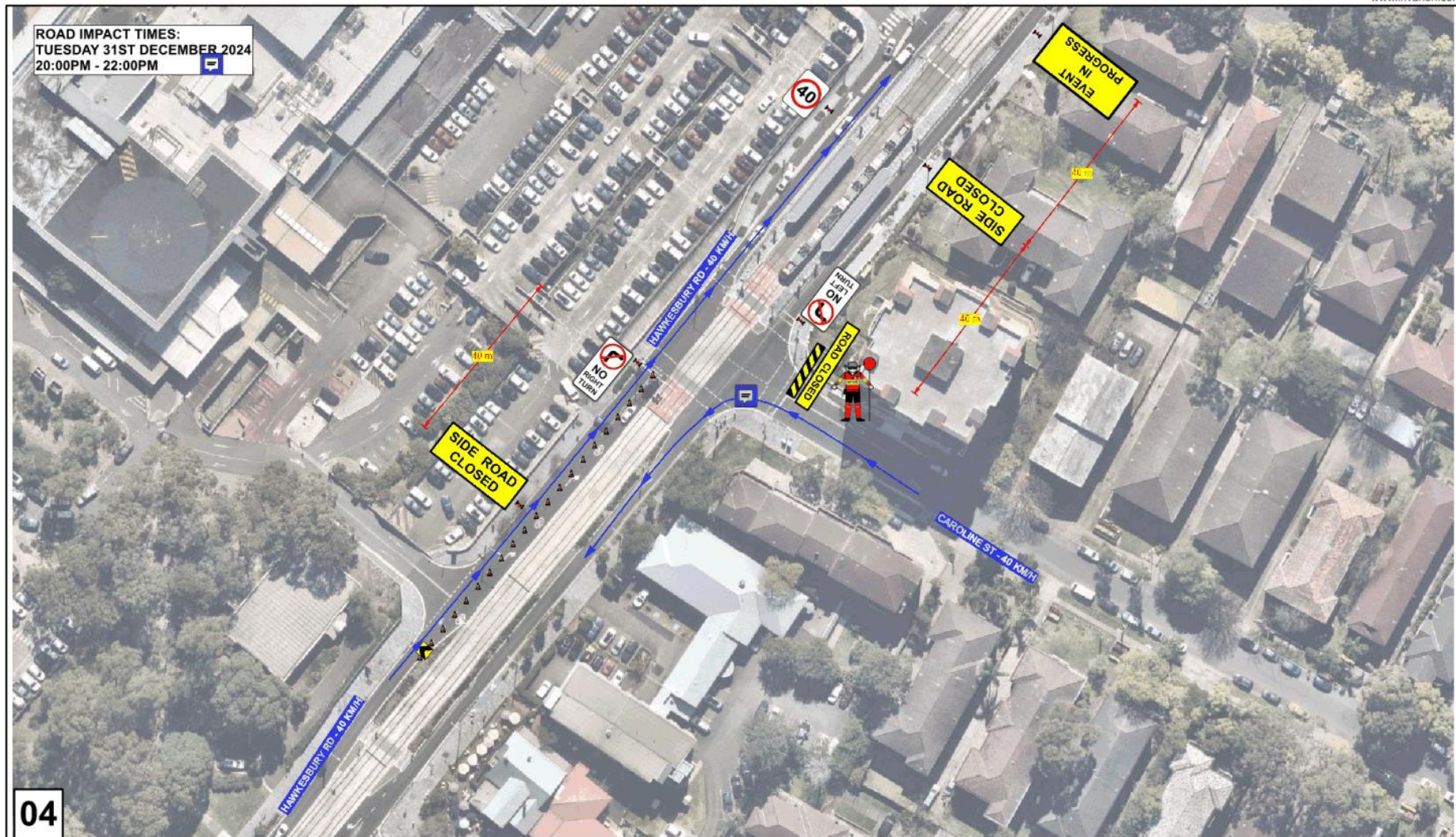
BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3 ALTUS GROUP Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABRN 84 102 788 001	DATE OF DESIGN: 04/09/2024	SITE SETUP TGS AND SETUP RISK ASSESSMENT	NSU01-SS	ALTUS DESIGN NUMBER: TGS-25-CP-NYE-2B	ARS: */5	WORKSITE REQUIREMENTS: TRAFFIC CONTROLLERS : 5 TRAFFIC CONTROLLERS - BREAKS : 2 SIGNAGE VEHICLES : 3 or OPTIONAL DDV : 0	APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL	CLIENT CONTACT: CITY OF PARRAMATTA SHELLEY BROADBRIDGE 0477 706 382
	WORKS LOCATION: PARK AVE & QUEENS RD, PARRAMATTA MELWAY REF:		CLIENT REFERENCE NUMBER: -		SPECIALIST VEHICLE REQUIREMENTS: VMS UTE : 0 TMA REQUIRED : 0 DDV REQUIRED : 0 TMA OPTIONAL : 0 POLICE : 0		APPROVED BY - DESIGNER: TMD-1	 CITY OF PARRAMATTA
	BETWEEN ROADS: CAROLINE ST AND RAILWAY PDE WORKSITE ROAD AUTHORITY: CITY OF PARRAMATTA COUNCIL		GENERAL DISCLAIMER: THE TGS/TMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. CITY OF PARRAMATTA IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE ON-SITE APPLICATION CONSTRAINTS OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. ONLY RECORD-KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.		DEVICE / EQUIPMENT REQUIREMENTS: TOTAL CONES : 169 TOTAL SIGNS : 27 VMS TRAILER REQUIRED : 0 PTCB : 0 1.8m STOP BATS : 5 VMS TRAILER OPTIONAL : 0 PTAB : 0 THMS : 0 BARRIER BOARDS : 4		REVIEW OR DEPARTURE APPROVED BY: TMD-1	
	ESTIMATED JOB DATE: SATURDAY 28/12/2024 - FRIDAY 03/01/2025 ESTIMATED JOB TIME: TBA GARBAGE COLLECTION DAY: MONDAY		ISSUE DESG DATE AMENDMENT DESCRIPTION		APPROVAL DATE: 06/11/2024 ALTUS NOMINATED CONTACT: 24HR CONTACT - 1300 872 334 SHEET NO: 15			






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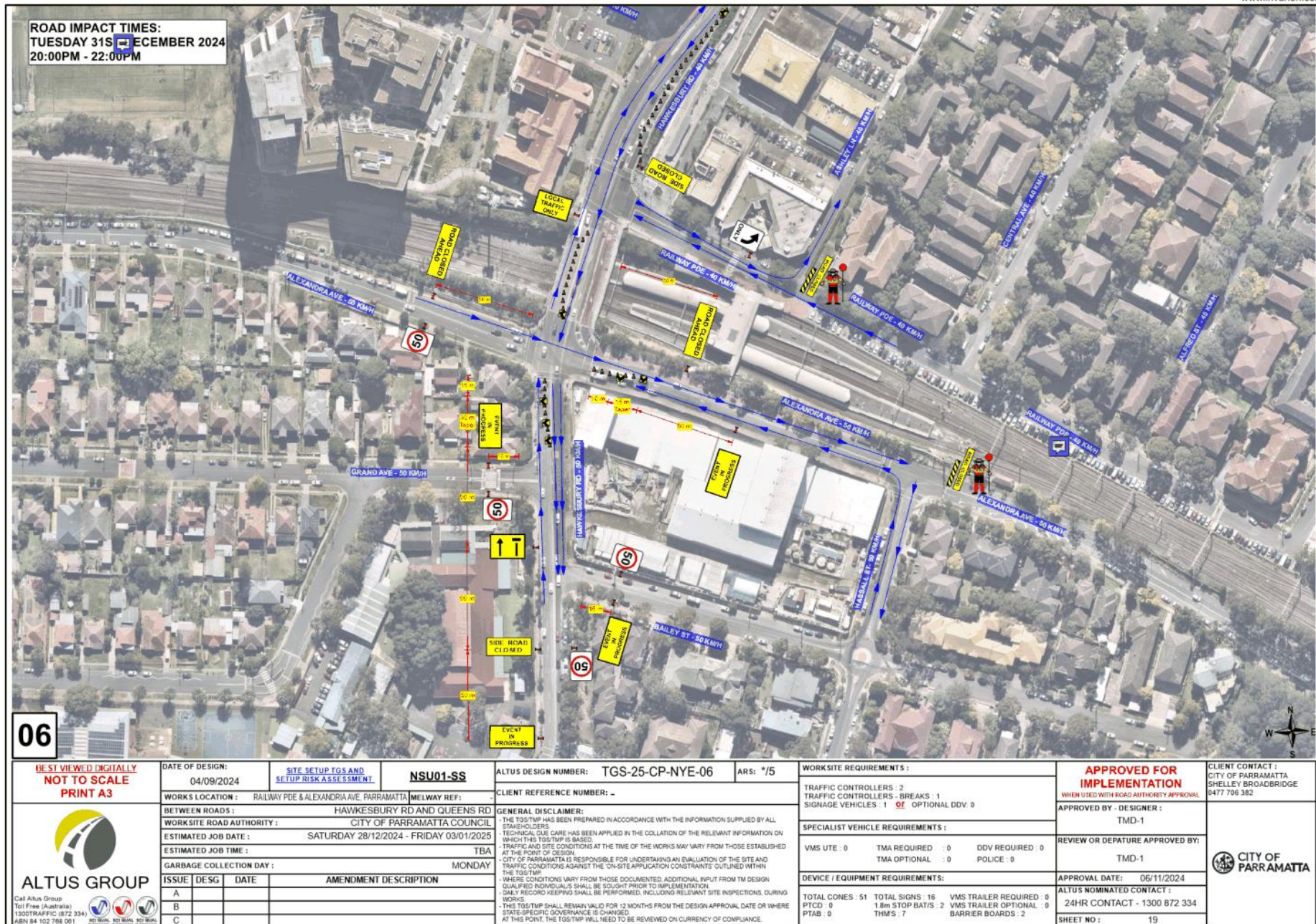
BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3 ALTUS GROUP Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ABRN 84 102 788 001	DATE OF DESIGN: 04/09/2024	SITE SETUP TGS AND SETUP RISK ASSESSMENT: NSU01-SS	ALTUS DESIGN NUMBER: TGS-25-CP-NYE-03 ARS: */5	WORKSITE REQUIREMENTS: TRAFFIC CONTROLLERS : 2 TRAFFIC CONTROLLERS - BREAKS : 1 SIGNAGE VEHICLES : 1 <input checked="" type="checkbox"/> OPTIONAL DDV : 0	APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL	CLIENT CONTACT: CITY OF PARRAMATTA SHELLEY BROADBRIDGE 0477 706 382
	WORKS LOCATION: RAILWAY PDE & ALFRED ST. PARRAMATTA MELWAY REF:	GENERAL DISCLAIMER: THE TGS/TMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. CITY OF PARRAMATTA IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE ON-SITE APPLICATION CONSTRAINTS OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. ONLY RECORD-KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.	CLIENT REFERENCE NUMBER: -	SPECIALIST VEHICLE REQUIREMENTS: VMS UTE : 0 TMA REQUIRED : 0 DDV REQUIRED : 0 TMA OPTIONAL : 0 POLICE : 0	APPROVED BY - DESIGNER: TMD-1	 CITY OF PARRAMATTA
	BETWEEN ROADS: HAWKESBURY RD AND QUEENS RD WORKSITE ROAD AUTHORITY: CITY OF PARRAMATTA COUNCIL ESTIMATED JOB DATE: SATURDAY 28/12/2024 - FRIDAY 03/01/2025 ESTIMATED JOB TIME: TBA GARBAGE COLLECTION DAY: MONDAY	ISSUE DESG DATE AMENDMENT DESCRIPTION A B C	DEVICE / EQUIPMENT REQUIREMENTS: TOTAL CONES : 16 TOTAL SIGNS : 22 VMS TRAILER REQUIRED : 0 PTCB : 0 1.8m STOP BATS : 2 VMS TRAILER OPTIONAL : 0 PTAB : 0 THMS : 0 BARRIER BOARDS : 0	REVIEW OR DEPARTURE APPROVED BY: TMD-1		
	APPROVAL DATE: 04/11/2024 ALTUS NOMINATED CONTACT: 24HR CONTACT - 1300 872 334 SHEET NO : 16					

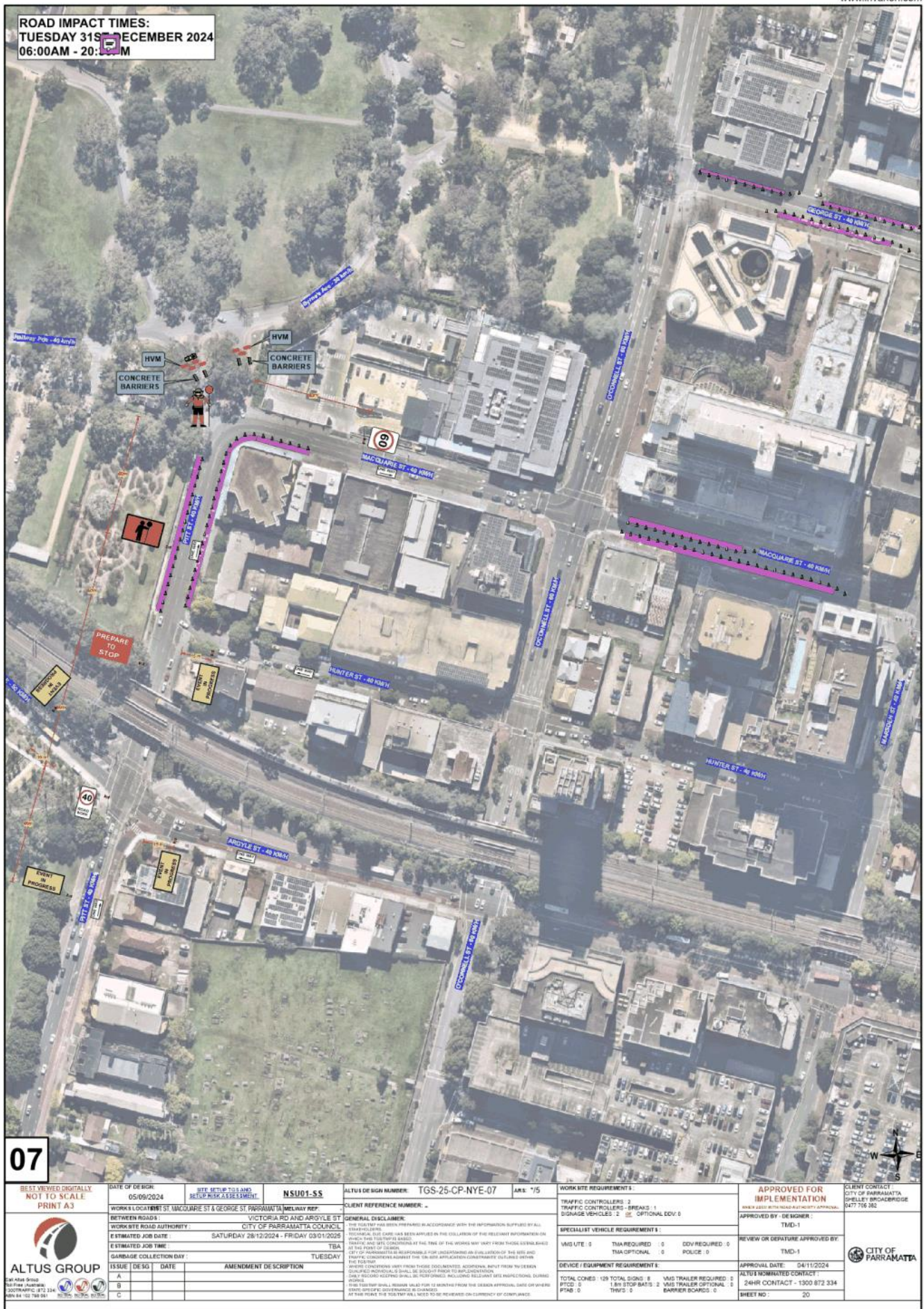


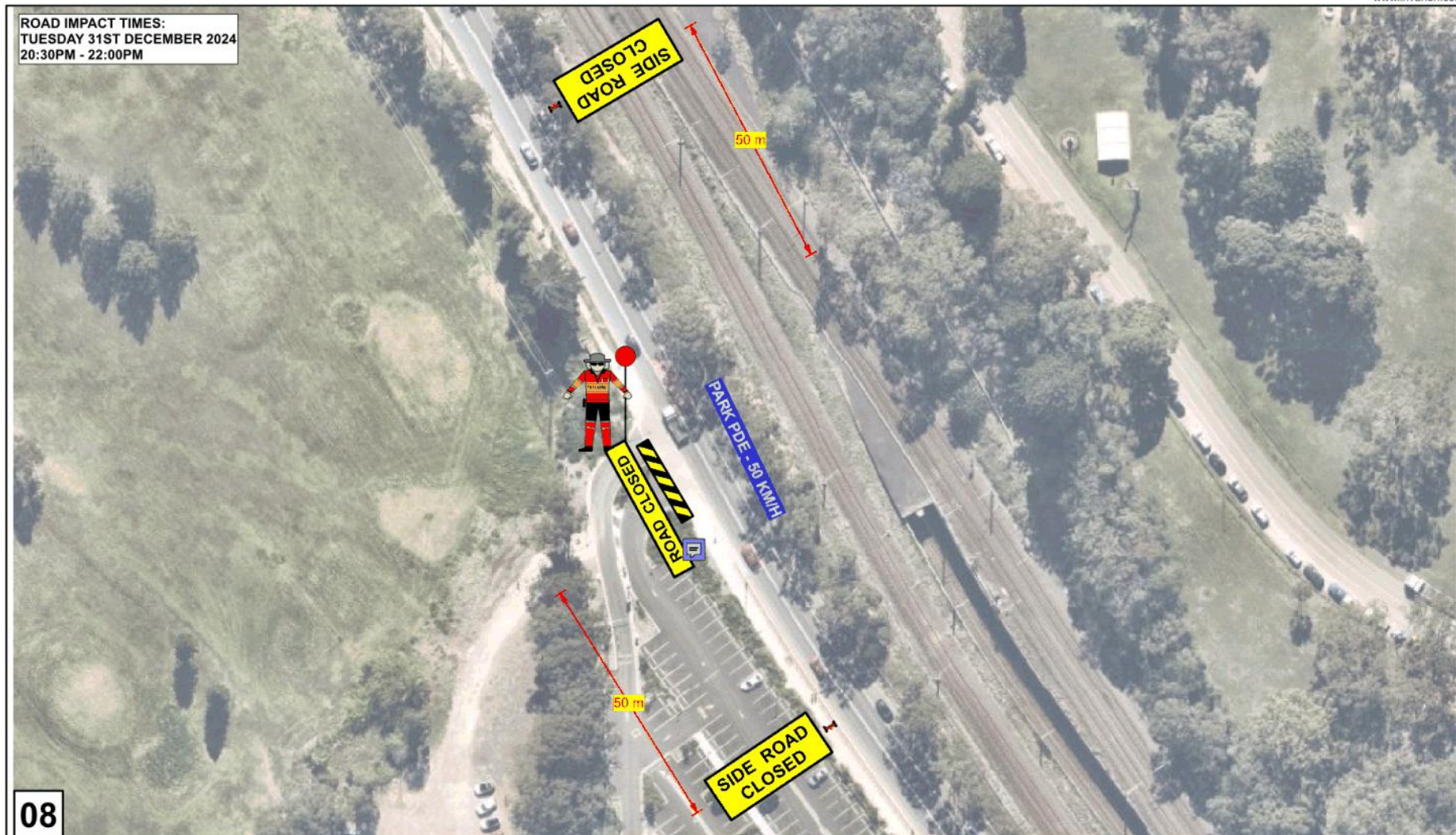


<div>BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3</div>		DATE OF DESIGN: 04/09/2024		SITE SETUP TGS AND SETUP RISK ASSESSMENT		NSU01-SS		ALTUS DESIGN NUMBER: TGS-25-CP-NYE-04		ARS: *Y5		WORKSITE REQUIREMENTS: TRAFFIC CONTROLLERS : 2 TRAFFIC CONTROLLERS - BREAKS : 1 SIGNAGE VEHICLES : 1 <input checked="" type="checkbox"/> OPTIONAL DDV : 0		APPROVED FOR IMPLEMENTATION <small>WHEN USED WITH ROAD AUTHORITY APPROVAL</small>		CLIENT CONTACT : CITY OF PARRAMATTA SHELLEY ROAD BRIDGE 0477 706 382	
<div> ALTUS GROUP Call Altus Group Toll Free (Australia) 1300 777 872 (072 334) ABN 84 162 788 021</div> <div></div>		WORKS LOCATION : CAROLINE ST & HAWKESBURY RD, PARRAMATTA		MELWAY REF: -		CLIENT REFERENCE NUMBER: -		GENERAL DISCLAIMER: - THE TGS/TFP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. - TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THE TGS/TFP IS BASED. - TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF TGS/TFP. - CITY OF PARRAMATTA IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE ON-SITE APPLICATION CONSTRAINTS OUTLINED WITHIN THE TGS/TFP. - WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. - DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. - THIS TGS/TFP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE SPECIFIC OVERLAYS ARE CHANGED. - AT THIS POINT, THE TGS/TFP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.		SPECIALIST VEHICLE REQUIREMENTS: VMS UTE : 0 TMA REQUIRED : 0 DDV REQUIRED : 0 TMA OPTIONAL : 0 POLICE : 0		APPROVED BY - DESIGNER : TMD-1		REVIEW OR DEPARTURE APPROVED BY: TMD-1		<div> CITY OF PARRAMATTA</div>	
		BETWEEN ROADS : CAROLINE ST AND RAILWAY PDE															
		WORKSITE ROAD AUTHORITY : CITY OF PARRAMATTA COUNCIL															
		ESTIMATED JOB DATE : SATURDAY 28/12/2024 - FRIDAY 03/01/2025															
		ESTIMATED JOB TIME : TBA															
GARBAGE COLLECTION DAY : MONDAY																	
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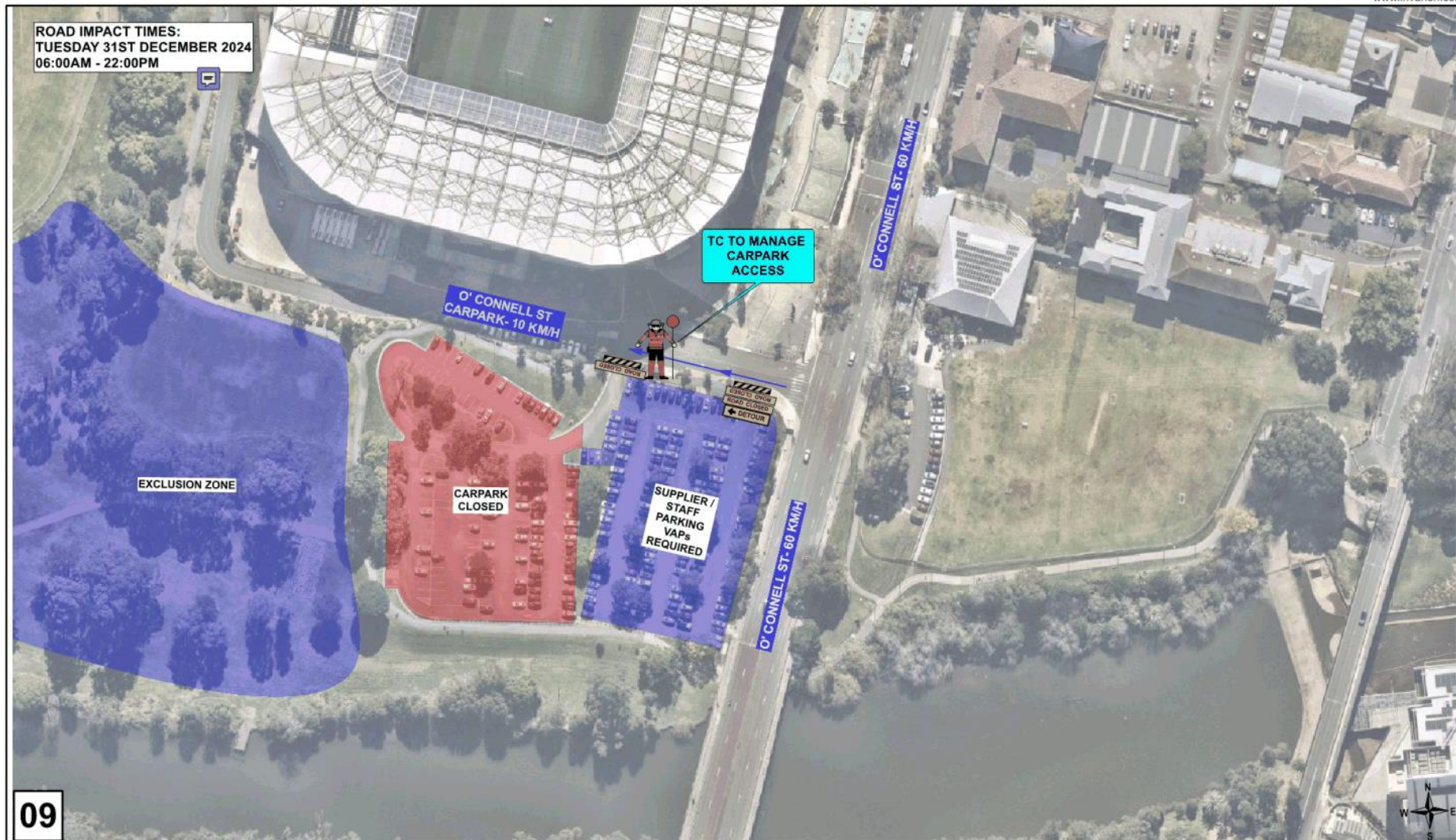






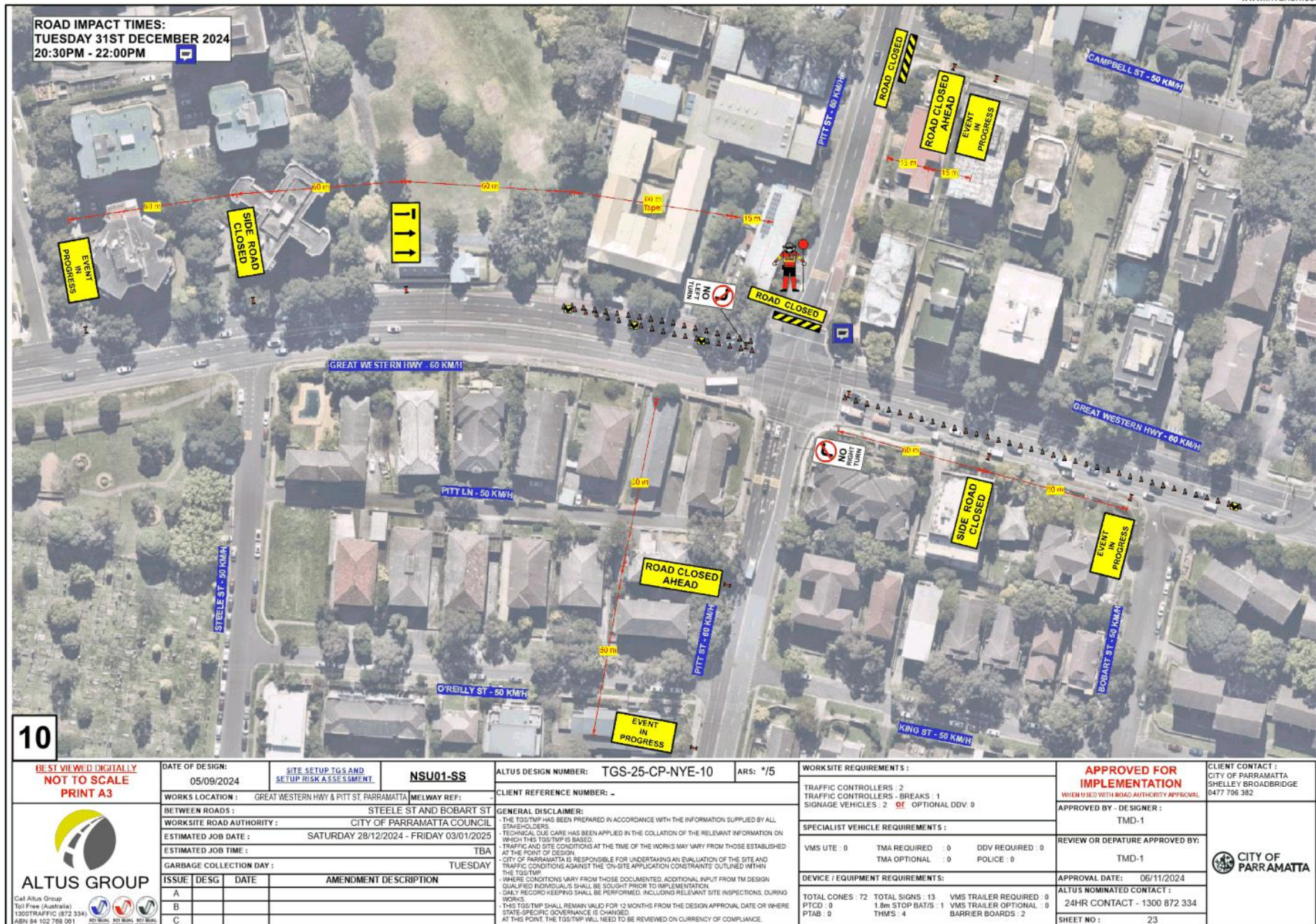


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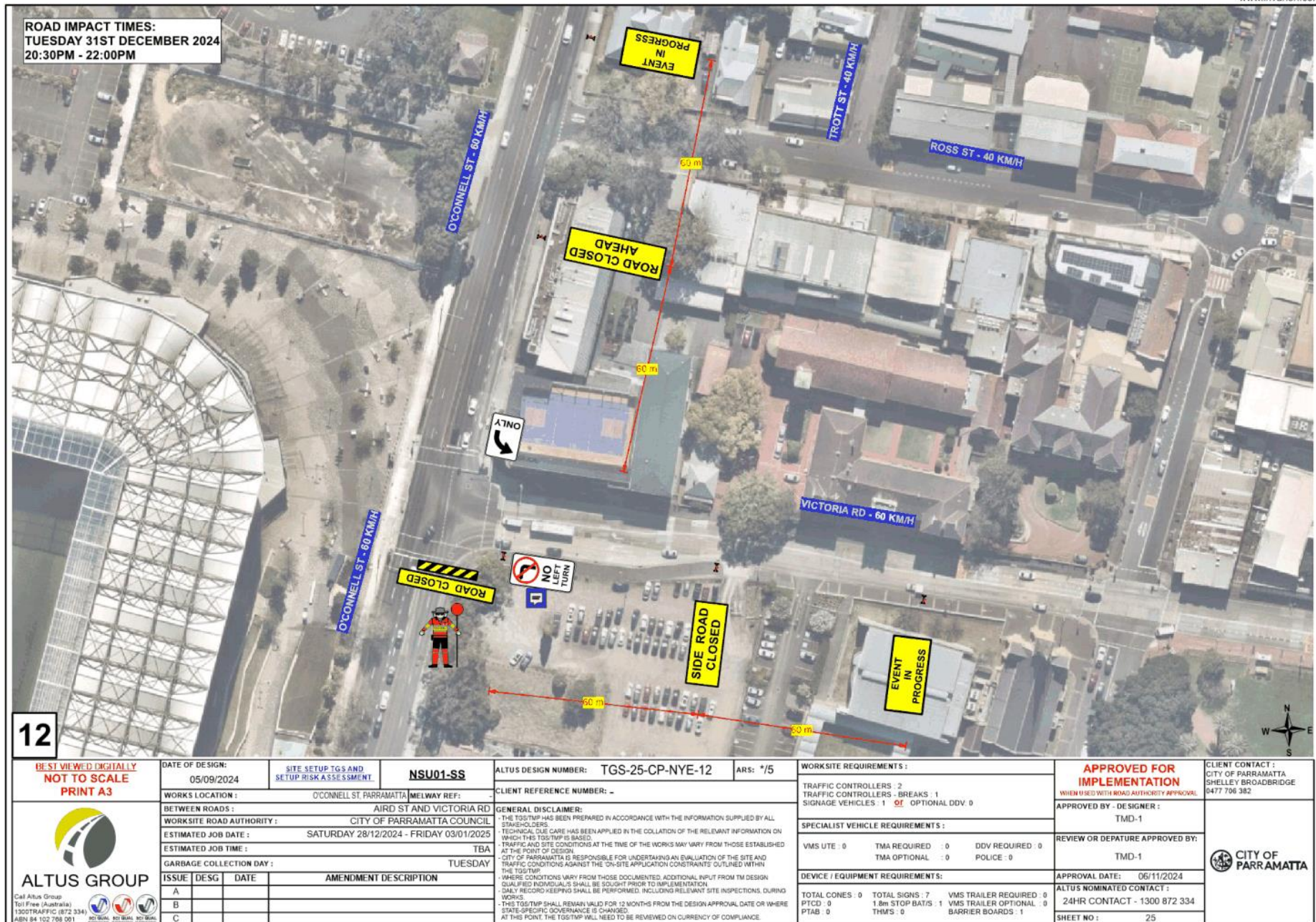


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CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2411 A12
SUBJECT: Update on Recently Completed and Currently Funded Projects
APPLICANT: City of Parramatta Council
REPORT OF: Traffic and Transport Team Leader
WARD: All
SED: All

Purpose

This report provides information on traffic and pedestrian projects that were recently completed or are currently funded.

OFFICER'S RECOMMENDATIONS:

That the update on recently completed and currently funded projects be received and noted.

Recently Completed Projects

Information on a recently completed raised pedestrian and cyclist crossing is provided below.

Projects Completed by Council**1. Realignment of T-way cycleway in Constitution Hill**

Project Details:	Installation of a shared paths, separated on road cycleway, raised combined pedestrian and cyclist crossings, and speed humps in Ferndale Clos and Harris Road, Constitution Hill
Total cost of the project:	\$10.1m (including bridge over Toongabbie Creek)
Funding Details:	Council and NSW Government Get NSW Active Program

Projects Completed by Council

BEFORE

Ferndale Close – Aerial view from Nearmap dated 19 January 2024

Projects Completed by Council

Harris Road – Aerial view from Nearmap dated 19 January 2024



AFTER

Ferndale Close – Aerial view from Nearmap dated 30 October 2024



Projects Completed by Council

Harris Road – Aerial view from Nearmap dated 30 October 2024



Projects Completed by Developer

2. Parkes Street, Parramatta (Between Wigram Street and Harris Street)

Project Details:	Installation of a concrete median island across the driveway of 14-20 Parkes Street, Parramatta
Total cost of the project:	N/A
Funding Details:	Developer

Projects Completed by Developer

BEFORE



AFTER



3. Hill Road, Wentworth Point

Project Details: Installation of a roundabout at Burroway Road and a pedestrian refuge island at Wattlebird Road, Wentworth Point

Total cost of the project: N/A

Funding Details: Developer

Projects Completed by Developer

BEFORE

At Burroway Road



At Wattlebird Road



Projects Completed by Developer

AFTER

At Burroway Road



At Wattlebird Road



2024/25 Traffic Projects

The status of traffic projects for 2024/25 is provided in the table below. Note that since the last TEAG meeting in August, City of Parramatta has received funding for six projects from NSW Government under its Towards Zero, Black Spot and Safe Speed Programs.

Location	Treatment Type	Cost	Comments
Ward: Epping; SED: Epping			
Carlingford Road at Hepburn Avenue, Carlingford	Design and construct traffic signals	\$ 1,841,000	Community consultation is complete. Design is being updated to meet the TfNSW requirements 100% funded from the NSW Government Towards Zero Safer Roads Program (TZSRP) over 2 years 2024/25 – 25/26.
Midson Road at Grant Close, Epping	Design raised pedestrian crossing	\$25,000	100% funded by Council.
Ward: North Rocks; SED: Epping			
Moseley Street at Young Road, Carlingford	Design and construct a roundabout	\$560,000	100% funded from the NSW Government Towards Zero Safer Roads Program (TZSRP) over 2 years 2024/25 – 25/26
North Rocks Road at Loyalty Road, North Rocks	Design and construct roundabout	\$ 2,138,000	Community consultation is complete. This project has been included in the November 2024 PTC agenda for consideration. 100% funded from the NSW Government Towards Zero Safer Roads Program (TZSRP) over 2 years 2024/25 – 25/26.
Pennant Hills Road at Moseley Street, Carlingford	Strategic Design of traffic signals	\$100,000	The traffic modelling study is being undertaken by a traffic consultant. 100% funded by Council.
Ward: Parramatta; SED: Winston Hills			
Fitzwilliam Road at Tucks Road, Toongabbie	Construct roundabout	\$1,400,000	Community consultation is complete. This project has been included in the November 2024 PTC agenda for consideration. Funding and construction timing to be advised.
Toongabbie Intersections	Design and Investigation for intersection upgrades	\$1,000,000	Request for Quotation for appointing Traffic Consultant has commenced. 100% funded from the NSW Government Election Commitment
Ward: Dundas & Parramatta; SED: Parramatta			
Macarthur Street, North Parramatta	Raised Combined Pedestrian and	\$80,000	100% funded from the State Government's Get NSW Active

Location	Treatment Type	Cost	Comments
	Cyclist Crossing, Shared Path & Associated Works – Design Only		program.
Ward: Dundas; SED: Parramatta			
Thomas Street at Morton Street, Parramatta	Design and construct a roundabout	\$946,000	100% funded from the NSW Government Towards Zero Safer Roads Program (TZSRP) over 2 years 2024/25 – 25/26.
Ward: Dundas; SED: Epping			
Adderton Road, Telopea	Design a pedestrian refuge island at Active Transport Link	\$15,000	100% funded by Council
Ward: Rosehill; SED: Parramatta			
Granville 40km/h High Pedestrian Activity Area	Construct facilities and flushed entry in Cowper Street, Bridge Street, Cowper Street, Rowell Street and East Street, Granville	\$2,921,000	100% funded from the NSW Government Safe Speed Program.
Martha Street at Wentworth Street, Granville	Install raised thresholds and median	\$200,000	100% funded from the NSW Government Black Spot Program

FINANCIAL IMPLICATIONS:

There are no financial implications from adopting the recommendation in this report.



Saniya Sharmeen
Traffic and Transport Team Leader
 11/11/2024

Attachment 3

Parramatta Traffic Committee meeting held on Wednesday, 20 November 2024

Consultation & Timing: Items A1 to A11

ITEM 2411 A1 NORTH ROCKS ROAD AND LOYALTY ROAD, NORTH ROCKS – PROPOSED ROUNDABOUT

Stakeholder Consultation

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support recommendations		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
20 November 2024	All	Support recommendations		Manager Traffic & Transport

ITEM 2411 A2 MELROSE PARK NORTH PRECINCT – TRAFFIC FACILITIES ON NEW ROADS

Stakeholder Consultation

A record of all submissions and responses is provided in the attachments to the Parramatta Traffic Committee report and Council report on the matter.

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support recommendations		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
20 November 2024	All	Support recommendations		Manager Traffic & Transport

ITEM 2411 A3 DARCY ROAD, WESTMEAD – WESTMEAD CATHOLIC COMMUNITY CAMPUS ACCESS ROAD UPGRADE**Stakeholder Consultation**

A record of all submissions and responses is provided in the attachments to the Parramatta Traffic Committee report and Council report on the matter.

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support recommendations		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
20 November 2024	All	Support recommendations		Manager Traffic & Transport

ITEM 2411 A4 ELEANOR STREET AND ALFRED STREET, ROSEHILL – PROPOSED PEDESTRIAN AND CYCLIST MARKED CROSSING WITH ASSOCIATED SPEED CUSHIONS**Stakeholder Consultation**

A record of all submissions and responses is provided in the attachments to the Parramatta Traffic Committee report and Council report on the matter.

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support recommendations		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
20 November 2024	All	Support recommendations		Manager Traffic & Transport

ITEM 2411 A5 STATION ROAD AT MCCOY STREET, TOONGABBIE – INSTALLATION OF A BLISTER ISLAND

Stakeholder Consultation

This item on the Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support recommendations		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
20 November 2024	All	Support recommendations		Manager Traffic & Transport

ITEM 2411 A6 GRANVILLE TOWN CENTRE – PROPOSED PEDESTRIAN CROSSING AND 40KM/H HIGH PEDESTRIAN ACTIVITY AREA

Stakeholder Consultation

This item on the Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support recommendations		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
20 November 2024	All	Support recommendations		Manager Traffic & Transport

ITEM 2411 A7 FITZWILLIAM ROAD AND TUCKS ROAD, TOONGABBIE – PROPOSED ROUNDABOUT

Stakeholder Consultation

This item on the Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support recommendations with conditions		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
20 November 2024	All	Support recommendations		Manager Traffic & Transport

ITEM 2411 A8 STAGE 1 AND 2 OF THE TOONGABBIE TO WESTMEAD PEDESTRIAN AND CYCLIST CORRIDOR IN PARK PDE, WESTMEAD AND WENTWORTH AVE, WENTWORTHVILLE RESPECTIVELY

Stakeholder Consultation

This item on the Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support part recommendations		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
20 November 2024	Ward Councillors	Support part recommendations		Manager Traffic & Transport

ITEM 2411 A9 KLEINS ROAD PEDESTRIAN AND CYCLIST CORRIDOR STAGE 1 AND ASSOCIATED SHARED PATHS, NORTHMEAD AND WINSTON HILLS, AS WELL AS A CONTRAFLOW BIKE LANE ON NORTHCOTT LANE, NORTH PARRAMATTA

Stakeholder Consultation

This item on the Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support part recommendations		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility

20 November 2024	All	Support recommendations		Manager Traffic & Transport
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ITEM 2411 A10 JOHN STREET AT VICTORIA ROAD, RYDALMERE – INSTALLATION OF AN 'ALL TRAFFIC LEFT ONLY' RESTRICTION

Stakeholder Consultation

This item on the Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support recommendations		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
20 November 2024	All	Support recommendations		Manager Traffic & Transport

ITEM 2411 A11 PARRAMATTA PARK – NEW YEAR'S EVE 2024

Stakeholder Consultation

This item on the Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 14 November 2024 and the meeting was held on 20 November.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
20 November 2024	PTC	Support recommendations with conditions		Manager Traffic & Transport

Councillor Consultation

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility

20 November 2024	All	Support recommendations		Manager Traffic & Transport
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REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER 13.2
SUBJECT 2025 Annual Community Grants Program - Community Round
REFERENCE F2024/00282 - D09519679
REPORT OF Community Capacity Building Officer

CSP THEME: Fair

BRIEFING DATE: GRANTS SUBCOMMITTEE: 13 NOVEMBER AND 21 NOVEMBER 2024

PURPOSE: To seek endorsement of the funding allocations under the 2025 Annual Community Grants program – Community Round.

RECOMMENDATION

- (a) That Council adopt the funding allocations recommended by the Grants Committee for the Community Grants Program - Community Round as shown in Attachment 2.
- (b) That Council notes the status of grants made to date in the 2025 Quarterly Community Grants Program and Parramatta Representative Sports Grant as shown in Attachment 3.

BACKGROUND

- 1. In order to achieve its strategic community objectives, Council offers funding to the community through a number of 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.
- 2. The Community Grants program is administered by the Community Capacity Building team within the Social and Community Services unit. Council Officers from various teams and business units act as subject matter experts for different funding categories.
- 3. At its 11 June 2024 meeting, Council resolved to refresh the Annual Community Grants Program. The annual program is now offered over two rounds, a Community Round (running July to December) and a Cultural Round (running January to June). The 2025 Quarterly and Year-round Community Grant categories remained unchanged.
- 4. Further, at that meeting Council resolved to allocate the following funds through its 2025 Community Grants program as shown below.

Annual Community Grants - Community Round (Total Funding Pool - \$375,000)			
Grant Category	Funding pool	Funding cap	Time frame
Community Capacity Building	\$245,000	\$12,500 (with option to apply for up to \$20,000)	Projects commencing January 2025
Growing Social Enterprise in Parramatta	\$80,000	\$25,000	
Community Events (Round 1)	\$50,000	\$10,000	

Annual Community Grants - Cultural Round (Total Funding Pool - \$235,000)			
Grant Category	Funding pool	Funding cap	Time frame
Creative Projects	\$65,000	\$20,000	Projects commencing July 2025
History, Culture and Stories Fund	\$20,000	\$10,000	
Parramatta Artist Studios Creative Fellowship	\$20,000	One Fellow	
Heritage Activation Grant	\$50,000	\$10,000	
Night time Cultural Economy Grant	\$50,000	\$10,000	
Community Events (Round 2)	\$30,000 (+ remainder from Round 1)	\$10,000	

Quarterly and Year-round Grants (Total Funding Pool - \$115,000)			
Grant Category	Funding pool	Funding cap	Time frame
Small Grants Fund & Social Enterprise Business Planning Grants	\$46,000	\$2,000	Quarterly
Parramatta Sport & Recreation Grants	\$24,000	\$2,000	Quarterly
Parramatta Representative Sport Grants	\$45,000	\$1,000	Year-round

5. Applications for the Community Round opened on 1 July 2024 and closed on 26 August 2024.
6. Council received a total of sixty-three applications in the Community Round, with the total amount of funding sought across all categories being \$822,397.94. All applications are listed in Attachment 1.
7. At its meeting of 11 November 2024, Council resolved to establish a Grants Sub-Committee of the Customer, Community and Culture Committee. As the Terms of Reference for the Grants Sub-Committee have not yet been endorsed, the

appointed members of the Customer, Community and Culture Committee convened as the interim Grants Sub-Committee.

ISSUES/OPTIONS/CONSEQUENCES

8. All grant applications had their eligibility determined, and once qualified, were assessed by category-specific assessment panels. Panel members were drawn from the Community Capacity Building and Events and Festivals teams plus external social enterprise experts.
9. The recommendations were presented to the Grants Sub-Committee on 21 November 2024, who endorsed all recommendations with several minor changes (refer Attachment 2). This includes 27 applications representing an allocation of funds totalling \$354,995.04.
10. The Sub-Committee has also recommended making \$40,000 available for Community Event Grants in the Cultural Round that will soon commence and to allocate the unallocated budget of \$10,004.96 from the Community Capacity Building Grants available for the Cultural Round.
11. For the current 24/25 Financial Year, the Quarterly Grants Program (Small Grants, Sport and Recreation Grants and Representative Sport Grants categories) have received 39 applications to date. 18 of these applications have been funded – refer Attachment 3 for details of the successful grant recipients. Sufficient budget exists to meet the anticipated applications in the remaining two quarters of this Financial Year.
12. Council Officers will continue to monitor and support grant recipients to ensure the best outcomes from funded projects and across the whole grants program.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
July 2024 - August 2024	Potential applicants	Information sessions held and questions asked about grants process	Support provided as requested and as appropriate	Community Grants Officer
September 2024	Finance Team	Council's Finance team conducted financial due diligence of the supporting documents provided by applicants.	Only applications that passed the financial due diligence were progressed to assessment.	Community Grants Officer

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
13 November 2024	Interim Grants Sub-Committee – Ctrs Chen, French, Pillamarri and Prociv	Councillors were provided with a briefing on the 2025 City of Parramatta Community Grants program.	Briefing on the Community Grants program presented and discussed.	Group Manager, Social and Community Services
21 November 2024	Interim Grants Sub-Committee – Ctrs French, Jeffrey, Pillamarri and Prociv	Councillors were provided with an overview of the officer recommendations for funding from the Community Round. Outcome of Committee discussions reflected in Council Report Recommendations	Final recommendations to be reported to Council.	Group Manager Social and Community Services

LEGAL IMPLICATIONS FOR COUNCIL

15. There are no legal implications for Council associated with this report. The content of the revised Policy remains in line with the requirement of Section 356 of the *Local Government Act*.

FINANCIAL IMPLICATIONS FOR COUNCIL

16. All funding associated with the 2025 Community Grants program is allocated within existing endorsed 24/25 budgets in the Community and Culture Directorate and City Engagement and Experience Directorate and as shown in the tables in this report.

Lucy Brotherton
Community Capacity Building Officer



Rodrigo Gutierrez
Community Capacity Building Manager

Amit Sharma
A/Executive Director Finance & Information

Jon Greig
Executive Director Community Services

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

- | | | |
|--|---|-------|
| 1 | Attachment 1 - 2025 ACGP - Community Round applications (confidential) | 3 |
| | | Pages |
| 2  | Attachment 2 - 2025 ACGP Community Round - recommended funding allocations | 6 |
| | | Pages |
| 3  | Attachment 3 - Status of Quarterly and Representative Sports Grants allocations | 4 |
| | | Pages |

REFERENCE MATERIAL

Category: Community Capacity Building - \$245,000 funding pool available

	ID	Applicant Organisation	Project Title	Initial Amount Requested	Additional Amount Requested	Total Amount Requested from Council	Recommended Funding Amount	Assessment Panel	Councillor Committee	Comments
Community Capacity Building Category	CCB25 – 02	Sri Om Foundation Limited	Health and Wellness Program	\$10,000.00	\$6,500.00	\$17,000.00	\$10,000.00	Recommended	Recommended	
	CCB25 – 08	Nautanki Theatre	Advantage Room	\$10,575.00	\$0.00	\$10,575.00	\$10,575.00	Recommended	Recommended	
	CCB25 – 16	Coptic Orthodox Community Outreach Service	Serving those in need	\$6,273.00	\$0.00	\$6,273.00	\$3,273.00	Recommended	Recommended	Partial Funding
	CCB25 – 21	Sydney School of Entrepreneurship	Invest In Yourself	\$12,100.00	\$0.00	\$12,100.00	\$12,100.00	Recommended	Recommended	
	CCB25 – 22	Royal Life Saving NSW	Lifesaving Skills for Seniors	\$9,248.00	\$0.00	\$9,248.00	\$10,000.00	Recommended	Recommended	Funding offer increased from \$9,248 to \$10,000 at the request of the Interim Grants Committee
	CCB25 – 23	North Epping Men's Shed	North Epping Men's Shed - Internal lighting	\$12,500.00	\$0.00	\$12,500.00	\$12,500.00	Recommended	Recommended	
	CCB25 – 32	Western Sydney Orchestra Project Ltd	Sharing Our Stories and Music with Parramatta	\$12,500.00	\$7,500.00	\$20,000.00	\$20,000.00	Recommended	Recommended	
	CCB25 – 33	Side By Side Advocacy	Hear my voice	\$12,172.81	\$7,461.49	\$19,634.30	\$19,634.30	Recommended	Recommended	
	CCB25 – 37	Western Sydney Community Forum	Leadership Forum for Aged Care	\$8,300.00	\$6,600.00	\$14,900.00	\$8,300.00	Recommended	Recommended	
	CCB25 – 38	Diversity Arts Australia	Shifting the Balance Leadership Program - Parramatta	\$12,500.00	\$7,500.00	\$20,000.00	\$20,000.00	Recommended	Recommended	
	CCB25 – 41	The Warrior Woman Foundation	The Young Warrior Woman Program	\$10,000.00	\$0.00	\$10,000.00	\$10,000.00	Recommended	Recommended	

	CCB25 - 45	Boronia Multicultural Services Inc	Informed to Empower	\$8,807.04	\$0.00	\$8,807.04	\$8,807.04	Recommended	Recommended	
	CCB25 - 48	CCA New South Wales Ltd	Development through play and connection	\$11,814.44	\$0.00	\$11,814.44	\$11,815.00	Recommended	Recommended	
	CCB25 - 50	WestWords	WestWords - It's Time to Share our Stories	\$12,500.00	\$7,500.00	\$20,000.00	\$12,500.00	Recommended	Recommended	
	CCB25 - 52	House of Welcome	Working Together to Nourish Our Community	\$12,000.00	\$0.00	\$12,000.00	\$12,000.00	Recommended	Recommended	
	CCB25 - 53	Epilepsy Action Australia	IT infrastructure upgrade to support epilepsy services in Parramatta	\$4,500.00	\$0.00	\$4,500.00	\$3,262.20	Recommended	Recommended	Partial funding
	CCB25 - 56	Avenue Parramatta (Fighting Chance)	Final accessibility touches to the new Avenue Parramatta	\$11,761.00	\$6,546.00	\$18,307.00	\$18,307.00	Recommended	Recommended	
	CCB25 - 60	Bobby Goldsmith Foundation	Western Sydney Cultural Consultant	\$12,500.00	\$7,500.00	\$20,000.00	\$20,000.00	Recommended	Recommended	
	CCB25 - 62	BE UNSTOPPABLE FOUNDATION Ltd	Empowering Women - Breaking the Chains from Domestic Violence	\$11,921.50	\$0.00	\$11,921.50	\$11,921.50	Recommended	Recommended	
Subtotal:							234,995.04	Committee recommends remaining funds, \$10,004.96, be held over to the Cultural Round		

Category: Growing Social Enterprise in Parramatta - \$80,000 funding pool available

	ID	Applicant Organisation	Project Title	Amount Requested From Council	Recommended Funding Amount	Assessment Panel	Councillor Committee	Conditions
Growing Social Enterprise in Parramatta Category	GSE25 – 03	Australian School of Entrepreneurship	Future is Female Parramatta Startup Incubator	\$17,776.00	\$17,776.00	Recommended	Recommended	
	GSE25 - 04	Taste Cultural Food Tours Inc	Parramatta School Tours	\$14,000.00	\$15,159.00	Recommended	Recommended	
	GSE25 – 08	Travengers AU	Autism Social Events in Parramatta	\$24,825.00	\$24,825.00	Recommended	Recommended	
	GSE25 - 11	Findmeapp	The Right Job	\$22,240.00	\$22,240.00	Recommended	Recommended	
	Subtotal:				\$80,000.00			

Category: Community Events \$80,000 funding pool available

	ID	Applicant Organisation	Project Title	Amount Requested from Council	Recommended Funding Amount	Assessment Panel	Councillor Committee	Conditions
Community Events Category	CE25 – 04	Somali Welfare	Africultures Festival 2025	\$10,000.00	\$10,000.00	Recommended	Recommended	
	CE25 – 07	Mother's Day Classic Foundation	2025 Parramatta Mother's Day Classic	\$10,000.00	\$10,000.00	Recommended	Recommended	
	CE25 – 18	Little India Australia	Harvest Festival 2025	\$10,000.00	\$10,000.00	Recommended	Recommended	
	CE25 – 19	Community Migrant Resource Centre	Parramatta Pongal	\$10,000.00	\$10,000.00	Recommended	Recommended	
	Subtotal:				\$40,000.00	Committee recommends \$40,000 pool be held for the second round of this program, held in conjunction with Cultural Round.		

TOTAL AMOUNT RECOMMENDED	\$354,995.04
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Current status of the Quarterly Grants and Representative Sports Grants

Quarterly and Year-round Grants (Total Funding Pool - \$115,000)			
Grant Category	Funding pool	Funding cap	Time frame
Small Grants Fund & Social Enterprise Business Planning Grants	\$46,000	\$2,000	Quarterly
Parramatta Sport & Recreation Grants	\$24,000	\$2,000	Quarterly
Parramatta Representative Sport Grants	\$45,000	\$1,000	Year-round

Small Grants Fund

Since the last Council report, One quarterly application round has been completed with decisions for the second quarter pending. Council has received the following applications:

Round	Received	Fund requested	Funded
1st round closing 2 August 2024	8	\$13,098.00	\$13,098.00
2nd round closing 1 November 2024	3	\$6,000.00	Pending
3rd round closing 7 February 2025			
4th round closing 2 May 2025			

Small Grants projects already funded for 2024 / 2025 through the delegated decision-making process are listed below:

Grant Application #	Organisation Name	Project Name	Amount Funded
SG - 06	Somali Welfare and Cultural Centre	Reconciliation and Truth Telling – Workshops for CALD Communities	\$2,000.00
SG - 08	Permaculture Sydney West (Auspiced Arrangement)	Bungaree Community Garden Orchard	\$1,898.00

		Maintenance Equipment	
SG – 09	UCA-North Rocks Community	North Rocks Community Garden	\$1,200.00
SG – 13	Harman Foundation Limited	Van Signage for Domestic & Family Violence Awareness	\$2,000.00
SG – 14	Permaculture Sydney West (Auspiced Arrangement)	Sherwin Park Community Garden Shade and Storage Project	\$2,000.00
SG – 16	Nautanki Theatre	Desi Saloon – Working Title	\$2,000.00
SG - 17	Indian Support Centre Incorporated	Empowering Men's Voices: Support and Companionship for Divorced Unhappy Men	\$2,000.00
Total Funded			\$13,098.00

Social Enterprise Business Planning Grant

2024 / 2025 Social Enterprise Business Planning Grants, 0 quarterly grant applications have been received in the last 2 rounds.

Round	Received	Funds Requested	Funded
1st round closing 2 August 2024	0	\$0.00	\$0.00
2nd round closing 1 November 2024	0	\$0.00	\$0.00
3rd round closing 7 February 2025			
4th round closing 2 May 2025			

Sport and Recreation Grant

In the 2024/2025 Sport and Recreation Grants, one quarterly application round has been completed, with Q2 still in progress. Council has received the following applications:

Round	Received	Funds Requested	Funded
1st round closing 2 August 2024	0	\$0.00	\$0.00

2nd round closing 1 November 2024	6	\$25,000.00	Pending
3rd round closing 7 February 2025			
4th round closing 2 May 2025			

Representative Sports Grants

The 2024/2025 Representative Sport Grant is open all year round.

Round	Received	Funds requested	Funded
1 July 2024 - Current	20	\$20,000.00	\$13,970.00

So far in this financial year the following grants have been awarded:

Grant Application #	Applicant Name	Competition Name	Amount Funded
RS – 01	Mr Cohen Ryan	U16 Australian National Junior Squad Tour	\$1,000.00
RS - 02	Mr Lior Cohen	World Taekwondo Junior Championships	\$1,000.00
RS – 03	Mrs Revathi Krishnan	World Masters Outdoors Athletics Championships	\$1,000.00
RS – 04	Miss Gloria Kang	2024 Asian Open Short Track Speed Skating Trophy	\$1,000.00
RS – 05	Mr Emin Joldic	U16 National Championship	\$1,000.00
RS – 06	Mr Rishi Mayur	Yonex U15 & U19 National Teams and Individual Championship 2024	\$1,000.00
RS - 09	Miss Sophie Jihee Jeon	2024 Asian Open Short Track Speed Skating Trophy	\$1,000.00

RS – 10	Miss Katelyn Velasco	Australian Youth Volleyball Championship	\$1,000.00
RS – 13	Mr Jayden Elias	Australian National Championship	\$970,000
RS – 14	Dr Sam Freney	World Masters Ultimate Championship	\$1,000.00
RS – 16	Miss Renee Yuen	Ice Skating Junior Grand Prix	\$1,000.00
RS – 17	Miss Mina Ju	The 11 th FIG Aerobic Gymnastics World Age Group Competition	\$1,000.00
RS – 18	Mr Lachlan Tilt	FS Australian U18 Invitational Schoolboys Tour	\$1,000.00
RS – 22	Miss Veronika Alkhimova	Junior Elite Nationals	\$1,000.00
Total Funded			\$13,970.00

Overall Summary

Category	Budget	Allocated from 1 July 2024– 1 November 2024	Budget available for 2 November 2024 – 30 June 2025
Small Grants/Social Enterprise	\$46,000.00	\$13,098.00	\$32,902.00
Sport and Recreation	\$24,000.00	\$0.00	\$24,000.00
Representative Grants	\$45,000.00	\$13,970.00	\$31,030.00
Total	\$115,000.00	\$27,068.00	\$87,932.00

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.3
SUBJECT	Adoption of the City of Parramatta Community Engagement Strategy 2024-2028
REFERENCE	F2024/00282 - D09519461
REPORT OF	Research and Engagement Manager

CSP THEME: Fair

WORKSHOP/BRIEFING DATE: Councillor Briefing Note 6 November 2024

PURPOSE: To seek adoption of the Community Engagement Strategy 2024-2028.

RECOMMENDATION

That Council adopt the Community Engagement Strategy 2024-2028 to comply with Council's statutory obligations.

BACKGROUND

1. In September 2021, the NSW government mandated that councils review their Community Engagement Strategy within three months of the September 2024 local government elections as part of the OLG mandatory IP&R requirements:

"Summary of Mandatory Requirements A-1-2 Community Engagement Strategy

2.3 The Strategy must be reviewed within 3 months of the local government elections, as part of the broader review of the Community Strategic Plan (or Business Activity Strategic Plan for county councils) (see Essential Element 1.12)."

2. Section 402A of the *Local Government Act 1993* requires councils to establish and implement a community engagement strategy for engagement with the local community when developing its plans, policies and programs and determining activities (other than administrative matters).
3. Council's Community Engagement Strategy also aims to provide clarity for the community and other stakeholders about how they can participate in decision-making processes. It also incorporates the Community Participation Plan requirements under the *Environmental Planning and Assessment Act 1979 (EPA Act)*.
4. Effective March 2018, the EPA Act included a requirement for local councils to create a Community Participation Plan for planning-related engagement. Under both the *Local Government Act* and the *EPA Act* there are provisions for the Community Participation Plan and CES to be combined, should a council choose to do so. Combining them is considered best practice.
5. The current Community Engagement Strategy 2022-2024 was adopted by Council in November 2022 after extensive consultation and updates.
6. Over the past two years, the Research and Engagement Team has collated

feedback on Council's approach to community engagement – through the 2023 and 2024 community ward workshops, an online survey and the annual Community Satisfaction Survey.

7. A Draft Community Engagement Strategy 2024-2028 was developed for public exhibition incorporating this feedback, with changes including:
 - Clearer commitment to engaging with Dharug and other First Nations communities.
 - Several short-medium term action items were incorporated as part of 'best-practice' commitments.
 - Further details were provided about the engagement methods which will be used for different levels of Development Control Plans.
8. In order to meet the statutory deadline, the Draft Community Engagement Strategy 2024-2028 was placed on public exhibition from 10 October - 7 November 2024.
9. Following public exhibition further changes were made in response to community and Councillor feedback, including:
 - Additional clarity and emphasis in relation to Council's commitment to engaging closely with Culturally and Linguistically Diverse communities.
 - Greater focus on Council's commitment to delivering accessible engagement for persons living with disability.
 - Level Two Traffic related engagement projects will now be hosted on Participate Parramatta.
 - The distribution area for notification letters has been included for the various levels of Planning Proposal public exhibitions.
10. See Attachment 1 for the revised Community Engagement Strategy 2024-2028.

ISSUES/OPTIONS/CONSEQUENCES

11. The NSW government has mandated that a council's Community Engagement Strategy is to be reviewed within three months of local government elections. Given that elections took place on 14 September 2024, Council is required to review and adopt its Community Engagement Strategy 2024-2028 before 13 December 2024.
12. Consistent with s2.24(1) of the *Environmental Planning and Assessment Act 1979*, once Council has endorsed the Community Engagement Strategy 2024-2028, it will be published on the NSW Planning Portal.

CONSULTATION & TIMING

13. The following engagement was delivered during the public exhibition period:
 - An online submission form hosted on Participate Parramatta.
 - Featured in the homepage carousel on Council's website.
 - Paid and organic social media.

- Promotion via various Council email newsletters, the Lord Mayor's column and a media release.
- Hard copy submission forms at the PHIVE Customer Service desk and all Council libraries.
- A pop-up at Parramatta Farmers Market on 30 October 2024.

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
2 Oct – 3 Dec 2023	2023 Community Satisfaction Survey (1,917 responses)	Residents and stakeholders feel as though Council is generally doing a good job, but also expressed that there is some room for improvement, including: <ul style="list-style-type: none"> • Greater engagement at Council events and more face-to-face outreach • More tailored communication and increased accessibility • Council officers to more consistently close the feedback loop and deliver improved customer service • Further diversification of communication channels 	Feedback recorded, analysed and used to inform changes to the Draft Community Engagement Strategy 2024-2028	Research and Engagement team
<ul style="list-style-type: none"> • 7 Jun 2023 Parramatta ward • 5 Aug 2023 Dundas ward • 26 Aug 2023 Rosehill ward • 9 Sep 2023 North Rocks ward • 16 Sep 2023 Epping ward 	2023 Community Ward Workshops (202 residents)			
<ul style="list-style-type: none"> • 23 Mar 2024 Rosehill Ward • 6 Apr 2024 Dundas Ward • 4 May 2024 North Rocks Ward • 18 May 2024 Epping Ward • 1 Jun 2024 Parramatta Ward 	2024 Community Ward Workshops (194 residents)			
12 Mar – 6 Jun 2024	Online survey hosted on Participate Parramatta – Stage one consultation (25 responses)			
10 Oct – 7 Nov 2024	Online submission form hosted on Participate Parramatta during public exhibition. (57 formal submissions) Received from community members and stakeholders, including from	Nearly 80% of participants that provided a formal submission expressed their support for the Draft Community Engagement Strategy 2024-2028. The remainder indicated that they were 'not sure'.	Feedback recorded, analysed and used to inform changes to the Community Engagement Strategy 2024-2028	Research and Engagement team

	Western Sydney Local Health District.	There were no submissions from people who did not support the Draft Strategy.		
10 Oct – 7 Nov 2024	Hard-copies of the Draft Strategy and submission forms were provided at all Council libraries.			
30 Oct 2024	Pop-up at Parramatta Farmers Market, Centenary Square. (43 comments received)			

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
6 Nov 2024	Councillor Briefing Note for Information	Provided an update on the engagement activities and methods that were being delivered as part of the public exhibition stage.	Organised additional opportunities for councillors to provide feedback to staff.	Research and Engagement team
13 Nov 2024	Councillor French, Councillor Darley	Raised different engagement methods and notification requirements. Overall positive comments provided on draft Strategy.	Feedback recorded, analysed and used to inform changes to the Community Engagement Strategy 2024-2028	Research and Engagement team

LEGAL IMPLICATIONS FOR COUNCIL

16. In accordance with the Integrated Planning and Reporting (IP&R) framework and *s402A* of the *Local Government Act*, a Council must establish and implement a strategy for engagement with the local community (called its Community Engagement Strategy) when developing its plans, policies and programs, and for the purpose of determining its activities (other than routine administrative matters).

FINANCIAL IMPLICATIONS FOR COUNCIL

17. If Council resolves to adopt the Strategy, there are no unbudgeted financial implications as the amendments to the Strategy do not incur significant additional costs..
18. Budget has been allocated from the 'Engagement Critical Projects' budget to support implementation of the actions outlined in the Community Engagement Strategy 2024-2028. It should be noted that all Council project teams are responsible for allocating budget to cover the cost of any engagement work completed on their respective projects.



Mark Chircop
Research and Engagement Manager

Sally White
Group Manager Communications & Customer Engagement

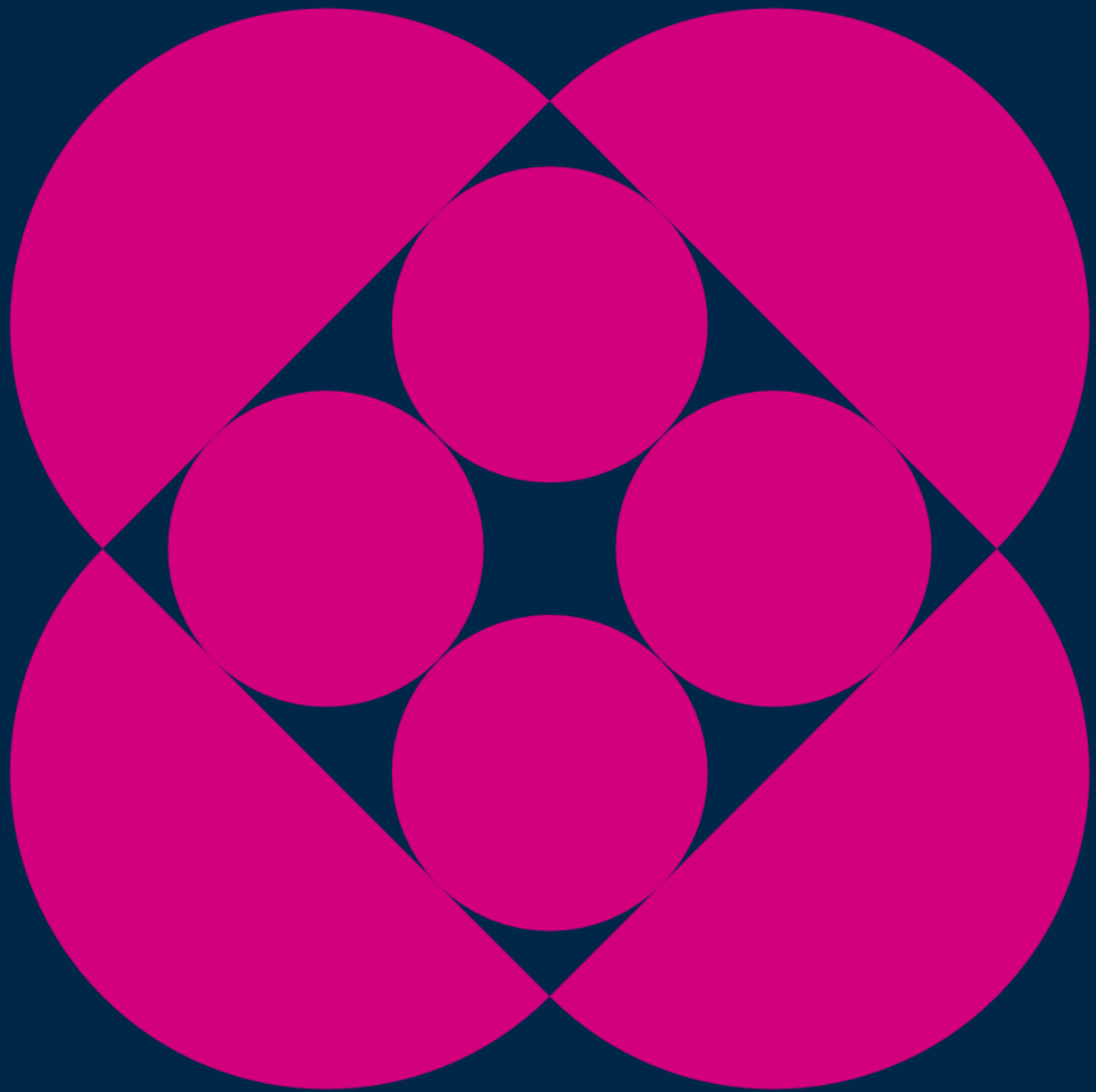
Angela Jones-Blayney
Executive Director City Engagement & Experience

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

1   Community Engagement Strategy 2024-2028 74 Pages

REFERENCE MATERIAL



Community Engagement Strategy



**CITY OF
PARRAMATTA**

2024-2028



We respectfully acknowledge the Traditional Owners and custodians of the land and waters of Parramatta, the Dharug peoples.

*Nunanglanungdyu Barramada gulbanga
mawa naa Barramadagal dharug ngurrawa
badura Barramada dharug yura*

Recognition and commitment to the Dharug People

City of Parramatta recognises the Dharug People as First Australians, peoples of the oldest continuous living culture in the world.

As a community, we can learn from the resilience and community spirit of First Nations People to best ensure a sustainable city for all. Parramatta has always been an important meeting place for the First Nations People, particularly the Parramatta River, which has provided life and vitality since the beginning of time (The Dreaming).

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 People as a site of early contact between the First Australians and European colonists, and Parramatta remains an important meeting place for the First Nations community.

First Nations People continue to play a vital role in the ecological, economic, social and cultural life of Parramatta, while maintaining a distinct culture built on the principles of Caring for Country, the primacy of family, and the dignity and governance of Elders.

At City of Parramatta, we aspire to a future where the cultures, histories and rights of all First Nations People are understood, recognised, and respected by all Australians. City of Parramatta is committed to playing an active role in making this future a reality. City of Parramatta is proud to acknowledge the ongoing stewardship of Country by Dharug and other First Nations People and to celebrate their enduring wisdom, strength, and resilience.

Always Was, Always Will Be,
Aboriginal Land.



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05	Recognition and commitment to the Dharug People	
08	What engagement did we complete to inform this Strategy?	
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1.0

What engagement did we complete to inform this Strategy?

Preliminary consultation to inform the review of Council's Community Engagement Strategy commenced in mid-2023 and ran through until mid-2024.

During this period, Council delivered two series of in-person workshops in each of our five wards, with nearly 400 residents attending overall.

We also ran an online survey which was hosted on Participate Parramatta.

Public exhibition of the Draft Community Engagement Strategy 2024-2028 ran from Thursday 10 October until Thursday 7 November 2024 with 100 community members providing feedback.



1.1 What did we hear?

Throughout the consultation we heard how important engagement is to our community and that while our residents and stakeholders feel as though Council is generally doing a good job, we have room for improvement. Our community wants:

- Greater engagement at Council events and more face-to-face outreach
- More tailored communication and increased accessibility
- Council officers to more consistently close the feedback loop and deliver improved customer service
- Further diversification of communication channels

During public exhibition, nearly 80% of participants that provided a formal submission expressed their support for the Draft Community Engagement Strategy 2024-2028.

1.2 What did we change as a result of engagement on this Strategy?

Following extensive community consultation and public exhibition, a number of key changes were made to this Strategy, including:

- ▶ Clearer commitment to engaging with Dharug and other First Nations communities.
- ▶ Clearer commitment to engaging with Culturally and Linguistically Diverse (CALD) communities.
- ▶ Clearer commitment to delivering accessible engagement.
- ▶ Several short-medium term action items have been incorporated as part of our 'best-practice' commitments
- ▶ Further details have been provided about the engagement methods which will be used for different levels of Development Control Plans.
- ▶ Council endorsed an annual program of face-to-face community ward workshops to ensure that residents have greater opportunity to have their say.
- ▶ We endorsed a Customer Transformation Plan that will see Council further enhance how we interact with residents and other stakeholders leading to improvements in customer service and increased closing of the feedback loop.

2.0

What is our approach to community engagement?

Community engagement, also known as 'public participation', is about involving people in decision-making. Community input and participation is crucial for building a great city where people want to live, work, and visit.

The City of Parramatta Council has an organisation-wide commitment to engaging our communities in a transparent, open, and accountable way. We put our customers and communities first. In 2024, we endorsed a Customer Experience Transformation Plan to make it easier to interact with Council across every channel and to improve the way we inform and connect with residents and businesses across our LGA.

2.1 Why is it important?

Community engagement provides Council with a better understanding of community views and values, and helps us to make more informed decisions and deliver better services.

At the City of Parramatta, we deliver best-practice engagement to help us create more liveable communities, better public policy, and ensure people are at the core of what we do.

2.2 Why do we need a strategy?

This Community Engagement Strategy outlines our approach to engaging with the community and stakeholders. The strategy outlines who, when and how we will engage, and provides transparency and clarity for all community members and stakeholders so that they can understand their role in Council's decision-making process.



2.3 Key principles

The City of Parramatta's approach to community engagement is guided by eight key principles, which are based on the community participation plan principles outlined in Section 2.23 of the *Environmental Planning and Assessment Act 1979*:

BUILDING RELATIONSHIPS



We act in an honest, open, and respectful way to build strong relationships, partnerships, and trust with our stakeholders. We encourage effective and ongoing partnerships with the community to provide meaningful opportunities for participation in decision-making.

RIGHT TO BE INVOLVED



We believe that our stakeholders have a right to be involved in decisions that affect them. All communication should outline that feedback is invited and no-one is prohibited from participating (noting that there may be additional steps needed for engaging with certain groups such as children and young people under 18).

CLARITY OF PURPOSE



Our engagement is well-planned with a clearly defined purpose and stages for community input. We are clear about why, how, and what we are engaging about; if the community is affected by a decision, they should be consulted.

ACCESSIBLE AND INCLUSIVE



We actively seek views representative of the community, and we provide a range of engagement activities to ensure that the broadest possible range of stakeholders can participate. We conduct engagement in a culturally safe way. Barriers to engagement are identified and measures are put in place to help reduce or overcome these.

TIMELY AND COORDINATED



We engage early on and provide enough time for stakeholders to provide input so that views can be genuinely considered. We collaborate across Council to ensure our consultations and public exhibitions are coordinated to avoid engagement fatigue.

TAILORED



We use a range of engagement and communication methods that suit the purpose and type of project we are consulting on. We consider the impact of the proposed project, complexity, risk, timing, and the range of stakeholders involved. Information is provided in plain language, is accessible, and when possible, additional materials are made available in other community languages where there is identified low English proficiency.

TRANSPARENT



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. We are committed to informing participants about the final outcomes of all engagement projects.

LEARNING FROM PRACTICE



We evaluate our engagement activities and learn from the feedback that has been provided to us.



2.4 Legislative requirements

Council must comply with a range of legislation which set out when and how we should consult with our community.

A Community Engagement Strategy must be prepared, adopted, and implemented, based on social justice principles, for engagement with the local community to support Council in developing its plans and determining key activities. This includes development of the Community Strategic Plan, and all relevant Council plans, policies, and programs.

At a minimum, the Community Engagement Strategy must identify relevant stakeholder groups within the community and outline methods that will be used to engage each group.

The Strategy must be reviewed within three months of the local government elections, as part of the broader review of the Community Strategic Plan.

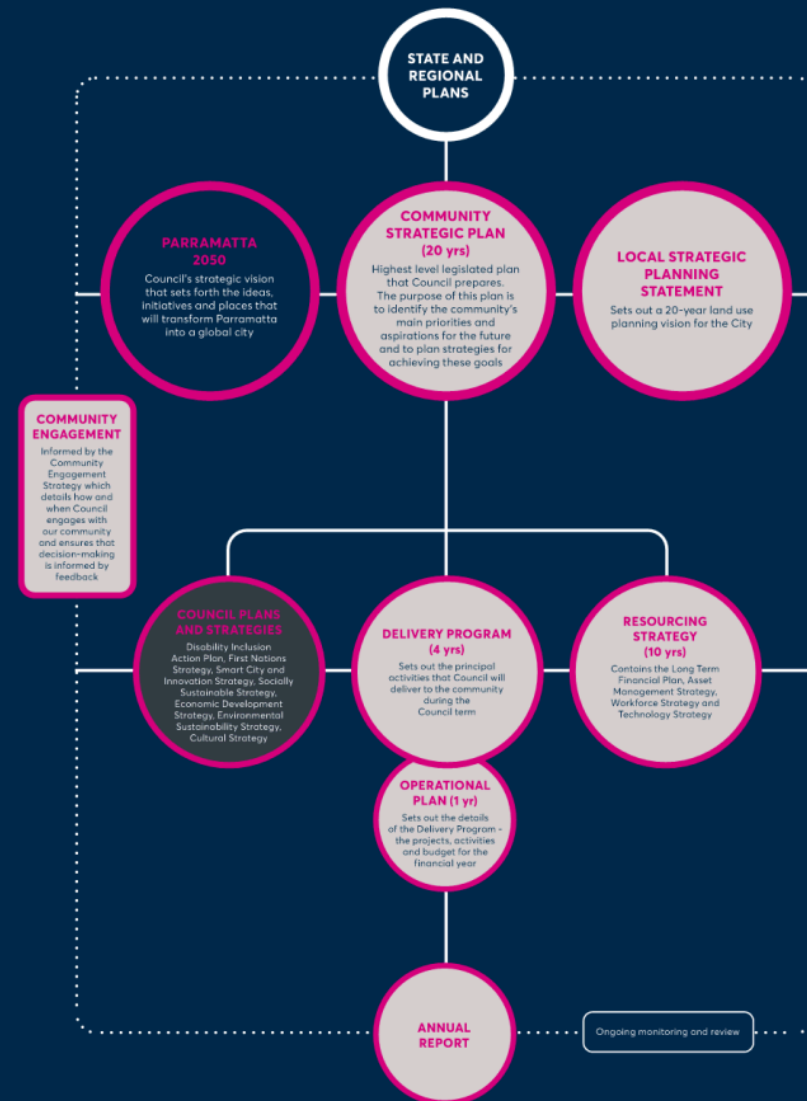
Where a Council has community engagement requirements under other legislation or regulations, these should, wherever practical, be integrated into the Community Engagement Strategy.

2.4.1 Local Government Act 1993

Section 402(A) requires that: A Council must establish and implement a strategy for engagement with the local community (called its Community Engagement Strategy) when developing its plans, policies, and programs, and for the purpose of determining its activities (other than routine administrative matters).

Section 406 requires that: All Councils in NSW use the Integrated Planning and Reporting (IP&R) framework to guide their planning and reporting activities. Engagement at City of Parramatta is usually linked to plans, strategies and work outlined in the IP&R framework. The diagram on page 11 demonstrates the importance of community engagement within this framework.

Figure one: Integrated Planning & Reporting (IP&R) Framework



● A legislative required document
○ Not a legislative required document
◐ Mix of legislative required and not legislative required document

2.4.2 Environmental Planning and Assessment Act 1979

Division 2.6 requires that: All planning authorities such as Councils outline how and when the community will be engaged across planning functions like policy making and assessment.

The Consolidated Development Application Notification Requirements can be found at Appendix One.

2.5 Other requirements

Council has also developed an internal facing Community and Stakeholder Engagement Framework which details the processes that all staff and external consultants need to follow when delivering engagement projects at or on behalf of the City of Parramatta.

The Framework has been developed to assist staff and external consultants in planning engagement activities in a way that meets Council's community engagement commitments and legal obligations as outlined in this Strategy.

2.6 Customer Experience Transformation Plan

We're listening.

In response to customer feedback and the findings of our Community Satisfaction survey, we've developed a Customer Experience Transformation Plan to make it easier to do business with Council.

We want to:

- ▶ Deliver a seamless and high quality experience for our residents and businesses across every channel we offer.
- ▶ Ensure we're delivering services where and when our customers need them and better understand how and where you want to receive information.
- ▶ Build stronger relationships with you, our community, and improve awareness of how you can engage with Council and our service offering.
- ▶ Build a strong customer-centric culture right across our organisation that's focused on customer experience and continuous improvement.

You'll start to see some changes in our systems and processes that reflect these goals including a new website that's easier to navigate and where you can more easily lodge and track service requests. We're also investigating how we may be able to use some of these tools to better notify customers about engagement opportunities in locations of interest.

We're proud that our Community Satisfaction scores increased in 2023 but we know there's more work to do. This project has been directly shaped by the results of our community engagement activities which is critical to the operations of Council.

2.7 Relationship with Parramatta 2050 and Community Strategic Plan

Parramatta 2050

Parramatta 2050 is City of Parramatta Council's long-term strategic vision that sets forth the ideas, initiatives and places that will drive Parramatta's transformation into a global city over the next quarter century. Unanimously endorsed by Council on 12 August 2024 following an extensive research, engagement and vision development process, *Parramatta 2050* sets a new benchmark for how local government authorities can define and communicate their aspirations. As a demonstration of best practice community and stakeholder engagement, *Parramatta 2050* also showcases how meaningful engagement can positively impact strategy development.

Parramatta 2050: A brief introduction

Parramatta 2050 is anchored by a new spatial vision for "Global Parramatta", which defines five key districts spanning from Westmead to Sydney Olympic Park, connected by the Parramatta River and the Metro line. *Parramatta 2050* recognises that the key global opportunities for Parramatta are concentrated in these five districts (while also

acknowledging that the benefits of the global city vision will be felt throughout Parramatta's neighbourhoods):

- ▶ **Health & Innovation District** (Westmead & Parramatta North)
- ▶ **Headquarters District** (Parramatta CBD & Surrounds)
- ▶ **Model City District** (Camellia-Rosehill)
- ▶ **Future Jobs & Industries District** (Silverwater)
- ▶ **Celebration District** (Sydney Olympic Park)

Parramatta 2050 also defines seven major 'Game Changers' which will guide the City's progress towards becoming a global city.

- ▶ **A world leader in First Nations partnerships**
- ▶ **An unrivalled river city**
- ▶ **Seamlessly connected to the world**
- ▶ **Western Sydney's jobs engine**

- ▶ **The epicentre of culture and creativity**
- ▶ **The home of festivals sports and entertainment**
- ▶ **Asia Pacific's centre for research & education**

Parramatta 2050 works alongside our Community Strategic Plan

Parramatta 2050 works alongside Council's other strategic documents, including our Community Strategic Plan, which translates our global vision into local outcomes. Our Community Strategic Plan is developed on behalf of our community and identifies their main priorities and aspirations for the future and provides a roadmap for achieving these goals. *Parramatta 2050* and this Community Engagement Strategy will be used to inform the upcoming review of the Community Strategic Plan in 2025.

To learn more about *Parramatta 2050* and City of Parramatta's Community Strategic Plan, please visit Council's website: cityofparramatta.nsw.gov.au/council/key-council-documents

3.0

Responsibilities

There are a variety of groups and teams at Council that have responsibility for ensuring the successful implementation of the Community Engagement Strategy. The following section provides insight into the responsibilities of these groups and teams.

COMMUNITY ENGAGEMENT TEAM



The Community Engagement team provides advice and support to all teams across Council. The team manages Council's community engagement platform, Participate Parramatta, and provides guidance on resources, engagement design, and engagement planning. The level of involvement from the team will depend on the complexity of the engagement project. The team is also responsible for the delivery of annual community workshops in each of the five wards.

PROJECT TEAMS



The City of Parramatta is made up of more than 1,200 staff working together to deliver high quality services to our local community. As subject matter experts, staff play a critical role in all engagement projects.

The project manager is responsible for complying with all legislative requirements and this Strategy. All community engagement activities are to be funded by the relevant Council department seeking input from the community.

It is also the responsibility of the project manager to comply with the Community Engagement and Stakeholder Framework and notify the Community Engagement team of any planned engagement activities.

EXECUTIVE TEAM AND SENIOR MANAGERS



Senior Managers and Executives are responsible for ensuring the consistent implementation of the Community Engagement Strategy. All engagement projects hosted on Participate Parramatta require Executive level approval. Senior Managers and Executives are also responsible for resourcing staff sufficiently to deliver effective community engagement and ensuring meaningful consideration of engagement outcomes is provided in the decision-making process.



COUNCILLORS



The City of Parramatta is represented by 15 Councillors elected by residents and non-residents across five electoral areas known as wards, with the Lord Mayor and Deputy Lord Mayor elected by the Councillors. Local government elections are generally held every four years.

Councillors play a vital role by listening to people in the local area and representing those views on Council. As democratically elected representatives, the views and recommendations of Councillors are closely considered in all engagement projects. When the results of an engagement project are taken to Council for consideration, Councillors are the ultimate decision makers of what next steps are taken in response to community feedback.

ADVISORY PANELS



The City of Parramatta has a number of advisory panels made up of experts, Councillors, and community members. They provide subject matter expertise from the community on Council's key strategic directions..

EXTERNAL CONSULTANTS



Like City of Parramatta staff, external consultants are also responsible for complying with all legislative requirements, this Strategy, and the Community Engagement and Stakeholder Framework when delivering engagement activities on behalf of Council.

THIRD-PARTY LED PROJECTS

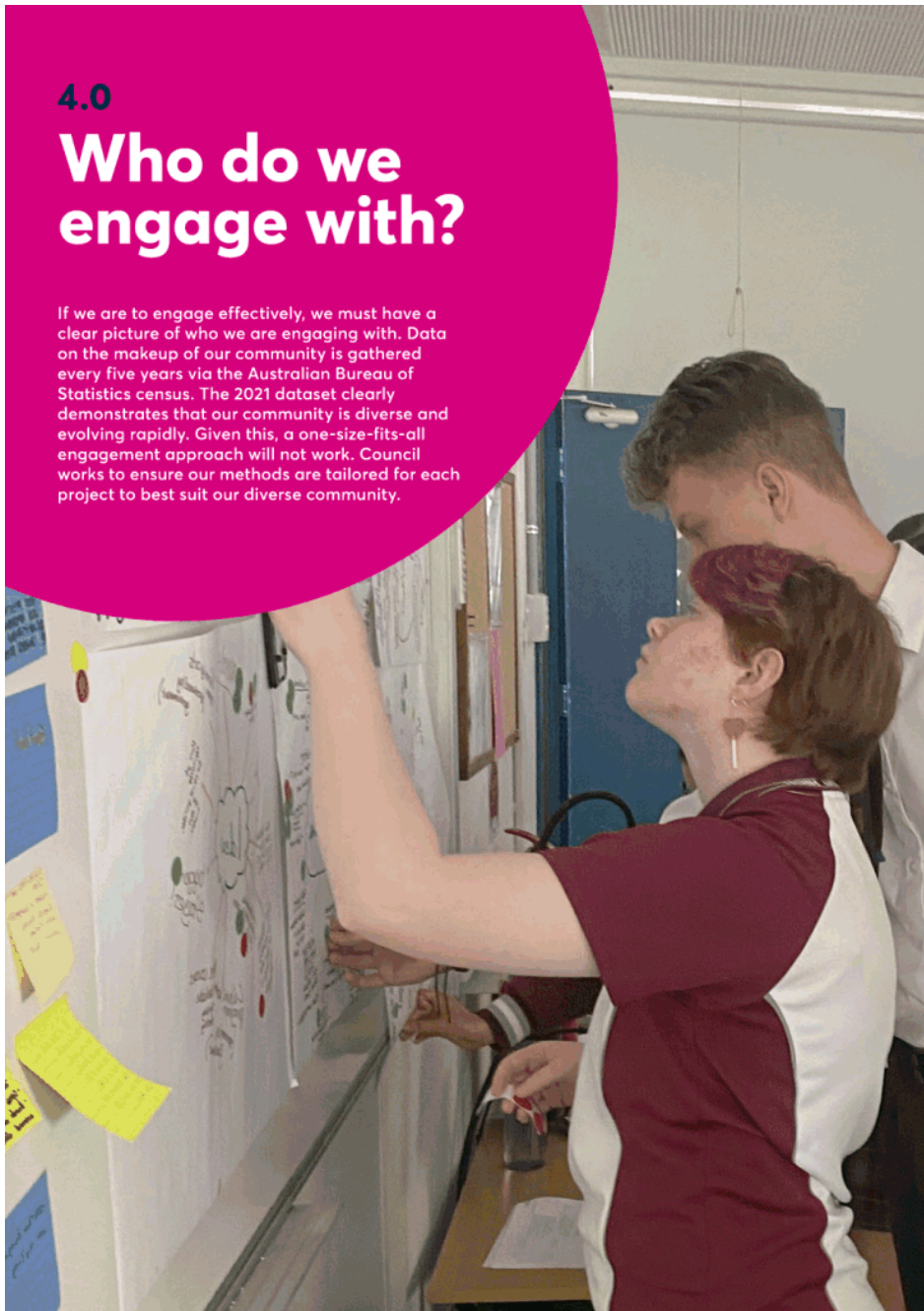


Not all projects that have an impact on our local area are led by and/or involve Council; when a third-party such as the NSW Government is delivering a project within the City of Parramatta, ultimate responsibility for the engagement and associated outcomes lies with the organisation that is managing the project. In these instances, Council will seek to promote the engagement opportunity and also advocate strongly on behalf of the interests of our community.

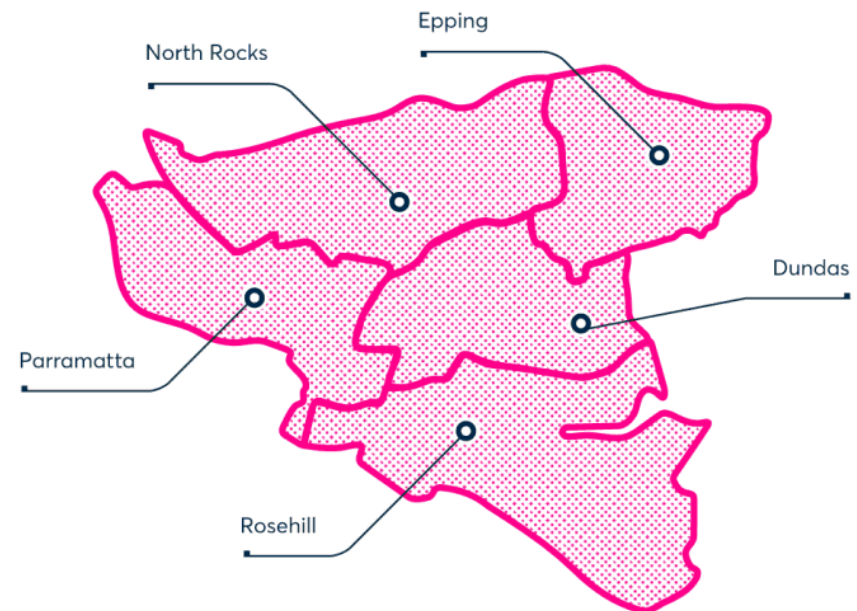
4.0

Who do we engage with?

If we are to engage effectively, we must have a clear picture of who we are engaging with. Data on the makeup of our community is gathered every five years via the Australian Bureau of Statistics census. The 2021 dataset clearly demonstrates that our community is diverse and evolving rapidly. Given this, a one-size-fits-all engagement approach will not work. Council works to ensure our methods are tailored for each project to best suit our diverse community.



The City of Parramatta spans 84 square kilometres and is home to 269,145 people as per the latest estimate at time of printing. The local government area has a rich history and diverse culture and is home to many unique neighbourhoods. Our city is divided into five wards, being Parramatta, Rosehill, Dundas, North Rocks and Epping. From Winston Hills to Westmead and Wentworth Point, each part of our city has its own distinct demographic qualities.



Population growth, new housing, jobs and infrastructure are helping Parramatta to evolve into a vibrant metropolis – a global city in Western Sydney.

Over the next 25 years, there will be further investment into Parramatta's infrastructure and development, continuing our rapid growth into a global city. This rapid growth and transformation presents

challenges, particularly in the short term, but also provides a unique opportunity for the community to help shape our city, making sure it is a place that people want to live, work, and visit.

WE ARE FAST GROWING

Nearly 270,000 people call Parramatta their home. By 2050, our population is forecast to grow to more than 500,000.



WE ARE EDUCATED

Approximately 9.5% of our population is currently undertaking a tertiary course (e.g. university or TAFE) and 74% of our community has completed Year 12 or an equivalent.



WE ARE DIVERSE

53.3% of people are born overseas (11.3% each from India and China), while 56.4% speak a language other than English at home. Proficiency in English is however very high with over 90% speaking English well or very well.



OUR VULNERABLE

59,234 people (est.) live with one or more long-term health conditions. 12.5% of households earn less than \$650 per week.



OUR LIVING SITUATION

Nearly 45% of people are now residing in high density housing, while over 44% are renting where they live.



WE ARE YOUNG

29.3% of our population are aged under 24, while 29.6% of people are aged between 25 and 39.



FIRST NATIONS PEOPLE

We recognise our Dharug custodians and elders, and all of the First Nations People who live, work, and use facilities and services in Parramatta.

Engaging with Dharug and First Nations Communities

For more than 60,000 years, Parramatta has been home to the Baramadagal and other Dharug peoples, the Traditional Owners of the land we call the City of Parramatta today. The Baramadagal and other Dharug Peoples have cared for and nurtured the habitat, land, and waters for thousands of generations, and maintain an ongoing connection to Parramatta and its surrounding areas.

In alignment with our First Nations Strategy 2024-2029, Council will engage, connect, and work with Dharug and First Nations communities within the Parramatta local government area as a priority.

When undertaking community engagement with First Nations communities, the City of Parramatta is committed to delivering consultation that is culturally sensitive and appropriate.

We work closely with Dharug organisations and other traditional custodians to seek guidance, advice, and clarity when undertaking any relevant community consultation.

Council is respectful of cultural protocols and practices and recognises that the Dharug Elders of our community are central to all negotiations – we seek to gain their approval and support from the outset of a project.

When making decisions related to the needs and interests of First Nations people in the Parramatta local government area, we consult closely with local community leaders including the First Nations Advisory Panel and the Dharug Led Design Panel (DLDP) (a partnership project with Blacktown City Council and Dharug Traditional Owners).

Council considers all consultation with First Nations communities as a two-way process and values the opportunity to learn together and from each other. We understand that decision-making in First Nations communities is a consultative and participatory process, and that as such it can take time before agreement is possible.



Engaging with Culturally and Linguistically Diverse (CALD) Communities

The City of Parramatta is home to one of the most diverse multicultural communities in Australia. In 2021, 53.3% of residents were born overseas, compared with 38.6% in Greater Sydney. Our community consists of people from over 122 nations, with Chinese and Indian immigrants being the two largest groups (11.3% each).

In the City of Parramatta, 56.4% of people spoke a language other than English at home in 2021. This compares with just 37.4% for Greater Sydney. Over 90 different languages are spoken at home, the most common of which are Mandarin (12.4%), Cantonese (6.4%), Korean (5.5%), Hindi (3.7%), and Arabic (3.2%). Proficiency in English is nonetheless very high, with over 90% of residents speaking English well or very well.

The population of Parramatta is also made up of several religions, with 39% identifying as members of the Christian faith, 12.9% Hinduism, 5.5% Islam, and 4% Buddhism (2021 ABS Census).

Council engages closely with our CALD communities and seeks views representative of the various groups that make Parramatta a diverse global city. We are committed to delivering consultation that is culturally sensitive and accessible.

Council's online community engagement platform, Participate Parramatta, has an in-built feature which easily translates all web content into most world languages. Council has an established relationship with the Translating and Interpreting Service (TIS National), a free interpreting service provided by the

Department of Home Affairs. Residents can call TIS National on 131 450 and let them know that they want to speak to City of Parramatta Council, and they will be connected via someone that speaks their chosen language. Where proficiency in English is low, we will aim to translate relevant materials to ensure greater accessibility.

To increase engagement and civic participation amongst CALD communities, we are also offering in-person and online sessions in major community languages to inform our residents about the opportunities that they have to get involved and influence Council decision-making.



Delivering Accessible Engagement

In 2021, 4.1% of the population in the City of Parramatta reported needing help in their day-to-day lives due to disability.

Under the NSW *Disability Inclusion Act 2014*, all NSW local Councils are required to develop a Disability Inclusion Action Plan (DIAP). DIAP's outline the practical steps that local Councils will take to drive inclusion for people with disability within their community. DIAP's are to be reviewed and renewed every four-years.

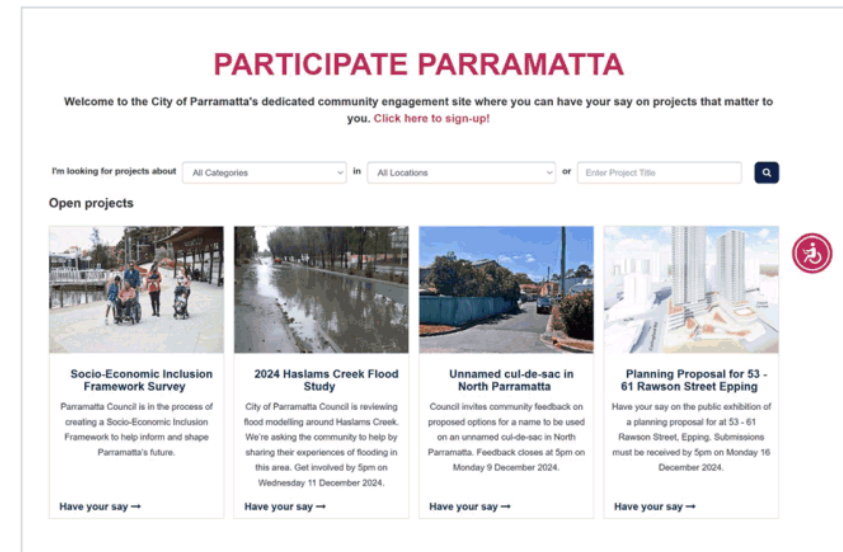
The City of Parramatta DIAP has four key focus areas - creating liveable communities; developing positive attitudes

and behaviours; supporting access to meaningful employment; and improving access to services through better systems and processes.

To ensure that we achieve the actions outlined in the DIAP, Council regularly consults persons living with disability, their carers, as well as relevant service providers. We have an organisation wide commitment to deliver consultation that is accessible, and where possible, we will make adjustments to our approach to ensure that community members living with disability are able to participate in engagement projects.

To ensure maximum accessibility for users of Council's online community engagement platform, Participate Parramatta, we have installed an easy-to-use accessibility widget which has an in-built screen reader, as well as numerous other features to assist people with vision impairment, dyslexia, and other disabilities.

We also offer verbal submissions as an option on all engagement projects for those who cannot provide or may find it difficult to provide a written submission.





4.1 Our stakeholders

A vital component of the community engagement process involves identifying and understanding key stakeholders who will be impacted by or who have an interest in a decision. Our approach to engagement aims to reach as many

people as possible across the community to ensure a broad range of views are heard although there may be instances where certain groups are prioritised or provided additional opportunities for input. We consult with internal

stakeholders such as our 1,200 staff, Councillors, and formal Advisory Panels (see Responsibilities section on pages 20–21), and externally with an extensive list of stakeholders.

EXTERNAL STAKEHOLDER GROUPS WHO MAY BE IDENTIFIED IN A COMMUNITY ENGAGEMENT PROCESS INCLUDE:

- | | |
|--|--|
| ▶ People who live, work, or visit the City of Parramatta | ▶ First Nations community (in particular, Dharug) |
| ▶ Investors (existing/new/potential) | ▶ Not-for-profits and non-government organisations |
| ▶ Businesses operating in the City of Parramatta | ▶ Voluntary groups |
| ▶ Local chambers of commerce | ▶ Schools, colleges/TAFE, and universities |
| ▶ Active industry groups or associations | ▶ Childcare services and centres |
| ▶ Local alliances/networks that Council is a member of | ▶ Health and support services |
| ▶ Local interest/resident groups | ▶ Disability and wellbeing support services |
| ▶ Community, sporting, cultural and environmental groups | ▶ Emergency services |
| ▶ CALD community | ▶ Vulnerable people |
| ▶ Refugee community | ▶ Those living in assisted care |
| ▶ Future residents | ▶ State and federal government agencies/services |
| ▶ Young people | ▶ Local Members of Parliament |
| ▶ Students | ▶ Transport authorities |
| ▶ Children and families | ▶ Sydney Olympic Park Authority |
| ▶ Retirees/mature aged people | ▶ Parramatta Park Trust |
| ▶ LGBTQI+ community | ▶ Neighbouring/other local councils |



4.2 Levels of participation

Our engagement approach can vary based on the need and impact of the project. The IAP2 (International Association of Public Participation) Spectrum (www.iap2.org.au) shows that differing levels of participation are acceptable depending on the goals, timeframes, resources, and levels of concern in the decision to be made.

The IAP2 Spectrum defines the public's role in any community engagement program and sets out the promise being made to the public at each participation level. The levels of public participation are outlined in the below diagram:

4.2.1 IAP2 Spectrum of Public Participation

INCREASING IMPACT OF THE DECISION					
	Inform	Consult	Involve	Collaborate	Empower
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

The City of Parramatta is a proud government member of IAP2 Australasia, and utilises the IAP2 Spectrum across all engagement projects.

5.0

What engagement looks like at the City of Parramatta

This Strategy guides the way engagement is planned and undertaken at the City of Parramatta.

Planning for engagement considers a range of factors

including who will the project impact, how much impact will the project have, and how interested the community might be in the project. Any legislative requirements for public participation will also

be considered, for example, minimum exhibition timeframes.

The general process for starting engagement, and how it works within Council is shown in the diagram below.

**PROJECT NEED**

Establish project objectives and determine if community engagement is required. A project may arise from internal (staff or Councillors) and/or external (residents, key stakeholders etc.) sources.

**RESEARCH AND ENGAGEMENT PLANNING**

Develop better understanding of project requirements and determine the most effective approach.

**COMMUNITY ENGAGEMENT**

Promote the engagement opportunity and capture feedback from the community and key stakeholder groups.

**ENGAGEMENT OUTCOMES**

Feedback is collated and analysed. If required, changes are made to the project which reflect what has been heard.

**COUNCIL DECISION**

A decision on the direction of a project is made either at the Council officer level or during a Council Meeting (if required).

**FEEDBACK TO THE COMMUNITY**

Council informs participants about how community engagement has influenced the direction of a project as well as any relevant next steps.

5.1 Consultation / public exhibition

Depending on the nature of a project or at what stage the community is being invited to provide feedback, an engagement may either be run as a 'consultation' and/or 'public exhibition'.

CONSULTATION: is generally used in the early stages of a project and when there are no associated legislative requirements. During the consultation stage, Council is looking to gather initial insights from community members and stakeholders, which can then be used to inform future stages.

PUBLIC EXHIBITION: is the official period when a project or proposal is open for feedback; Public exhibitions are generally legislated with specific notification and timeframe requirements. If a project needs to go on public exhibition, it must first be endorsed by Council before being made available for public comment.

Please note that Council is not required to make available for public inspection a planning matter that the publication of, would be contrary to public interest, because of its confidential nature, or any other reason.



5.2 Timeframes

At the City of Parramatta, there is no expiry date on community engagement findings. Re-engagement on the same project should only take place if there is a legislative requirement to do so, or if there have been significant changes made to the original proposal.

At a minimum, consultations will run for at least 14 days, while public exhibition periods are generally 28 days or longer.

We will always exhibit a proposal for the specified minimum timeframe (should any legislative requirements apply) and will consider an extended timeframe based on the nature and scale of the project. Timeframes for engagement are in calendar days and include weekends and public holidays. Any consultation or public exhibition over the Christmas/New Year period would be extended into January the following year.

Additionally, there may be occasions where a government priority or administrative requirement demands immediate action on proposals that prevents the implementation of our usual community engagement process.

A full breakdown of all planning and development related timeframes is provided in Appendix One.

5.3 The role of remuneration in engagement

For targeted stakeholders and in other relevant circumstances (e.g. Culturally and Linguistically Diverse communities), Council will consider the use of stipends to incentivise participation.

Remuneration is an important mechanism to encourage people to participate, including those people who Council generally does not hear from. We want to ensure that all views and voices are represented in our decision-making processes.

It is important that remuneration also reflects acknowledgement of participant's specific skill sets, experiences and/or perspectives.

Council generally uses e-gift cards when providing stipends.

5.4 How will I be notified?

The level of notification may vary across projects but at a minimum Council will provide information on Council's website and/or community engagement platform, Participate Parramatta.

OTHER NOTIFICATION METHODS THAT MAY BE USED DEPENDING ON THE NATURE OF THE PROJECT, INCLUDE:

- ▶ Social media
- ▶ Council emails/newsletters
- ▶ Direct notification i.e. letter
- ▶ On-site signage/posters
- ▶ Customer Service Centre
- ▶ Library branch distribution
- ▶ Media release
- ▶ Newspaper advertising

5.5 Engagement methods

5.5.1 Online engagement platform, Participate Parramatta

'Participate Parramatta' is Council's online community engagement platform; it provides a central location for all projects which the community can provide feedback on (details about some smaller or more routine projects may only be made available on Council's website).

The platform offers user-friendly tools such as surveys, interactive maps and vision boards that can be used to guide the community when providing feedback.

By registering as a member of Participate Parramatta, you can opt-in to receive regular email updates about projects that are

open for feedback. You will also learn when and where you can take part in online and in-person engagement opportunities, and receive invitations to join workshops, events, and other public meetings. To view the platform and/or register, visit: participate.cityofparramatta.nsw.gov.au/register

5.5.2 Other engagement methods

The methods of engagement that are offered will vary from project to project. All engagement projects will be hosted on Participate Parramatta and/or Council's website, and at a minimum, community members will always be provided with the opportunity to have their say via email, over the phone or by mailing in written correspondence. While social media is used by Council to promote engagement projects and provide greater opportunities for interaction with our community, it should be noted that comments received via social media are not considered formal feedback.

OTHER ENGAGEMENT METHODS THAT MAY BE USED INCLUDE:

- ▶ Survey (online or hard copy)
- ▶ Pop-up/drop-in session
- ▶ Face-to-face meeting
- ▶ Pre-booked phone appointment
- ▶ Workshop, presentation, or public meeting (virtual/face-to-face)
- ▶ Focus group/forum (virtual/face-to-face)
- ▶ Community reference group/summit
- ▶ Co-design/citizen jury
- ▶ Deliberative polling

Created by Rachel Dight during an activation held at Parramatta Lanes in 2023.



5.6 How can I provide feedback?

Stakeholders and community members are encouraged to have a say in what Council does and how it does it. Council will review all issues raised in a submission before making a decision; we will consider all feedback received, and regardless of the number of submissions, we will review the issues raised in each one.

We will acknowledge your submission in writing. We also want you to know that any feedback or submission received by Council may be released as public information and is not considered confidential. Where possible, Council officers will however redact personal details from submissions.

The City of Parramatta values the privacy of individuals; we are subject to the New South Wales *Privacy and Personal Information Protection Act 1998* and the *Health Records and Information Privacy Act 2002* which give people some control over the personal information they provide to an agency and the right to know how it will be used.

There are many ways to provide feedback as outlined below:

VOTE AT ELECTIONS	General elections are held every four years to elect representatives, known as Councillors. If you are a resident, it is compulsory to vote in local government elections.
SPEAK WITH A COUNCILLOR	The City of Parramatta is represented by 15 Councillors. If you have an idea or issue, you can raise it directly with your local Councillor. To learn more, please visit: ► cityofparramatta.nsw.gov.au/council/lord-mayor-and-councillors
ATTEND COUNCIL MEETINGS	Members of the public can attend Council Meetings, which are typically held on the second and fourth Monday of each month commencing at 6:30pm. Meeting details and a copy of the agenda are provided on our website ahead of each Meeting. If you are unable to attend a Council Meeting in person, you can view the meeting live on Council's website or view a recording at a later date. For more information, please visit: ► cityofparramatta.nsw.gov.au/council/council-meetings
PARTICIPATE IN COUNCIL MEETINGS	Members of the public can also make an application to discuss an issue at a Council Meeting, providing that it relates to an item listed for consideration on the agenda. Council will allow a maximum of five (5) Public Forums at each Council Meeting, being three (3) minutes allocated to each Public Forum. For more information, please visit: ► cityofparramatta.nsw.gov.au/council/council-meetings/public-participation-council-meetings

ADVISORY PANELS

The City of Parramatta has a range of advisory panels that provide subject matter expertise from the community on Councils key strategic directions.

PARTICIPATE IN PUBLIC CONSULTATIONS/PUBLIC EXHIBITIONS

Council asks for feedback on a large range of projects throughout the year, the vast majority of which are listed on Council's community engagement platform, Participate Parramatta:

► participate.cityofparramatta.nsw.gov.au

Development applications and other small-scale traffic and planning matters are generally not listed on Participate Parramatta. Residents will receive direct notification in these cases consistent with legislation. All development applications are made publicly accessible on Council's website where you can also track the progress of an application via the DA Tracker. You can provide feedback on a development application by making a submission on Council's online submissions portal. You can also post or email your submission, or speak directly with our Development Unit on (02) 9806 5600. All issues raised will be considered before a decision is made. To learn more and contribute, please visit:

► onlineservices.cityofparramatta.nsw.gov.au/ePathway/Prod/Web/Custom/da-track.htm

PROVIDE GENERAL FEEDBACK

Your feedback is important to us. If you have a complaint or compliment, you can contact Council on 1300 617 058, email council@cityofparramatta.nsw.gov.au or lodge it online at:

► cityofparramatta.nsw.gov.au/council/connecting-with-council/compliments-and-complaints

Council also conducts an annual Community Satisfaction Survey to find out directly from our community how we are performing in relation to the services and facilities that we manage and deliver. To find out more, please email rs@cityofparramatta.nsw.gov.au

LODGE A REQUEST FOR ASSISTANCE

If you need to lodge a request for assistance, you can get in touch with Council:

WEBSITE onlineservices.cityofparramatta.nsw.gov.au/ePathway/Prod/Web/Custom/services.htm

ONLINE CHAT cityofparramatta.nsw.gov.au

EMAIL council@cityofparramatta.nsw.gov.au

PHONE 1300 617 058

LETTER City of Parramatta, PO Box 32, Parramatta NSW 2124

IN-PERSON Customer Service Centre PHIVE, 5 Parramatta Square

5.7 Difference between community engagement and research

At the City of Parramatta, we use both research and community engagement to help us inform decision-making. Depending on the nature of

the project, we may take a research-based or community engagement approach, while in some circumstances we will use both methodologies. To

help explain why we may use research and/or engagement, please see the table below:

Aspect	Research	Community Engagement
Purpose	Investigate, study, and/or gather information	Foster collaboration and conversation
Nature of activity	Systematic analysis and interpretation of data	Interactive and participatory activities
Goals and outcomes	Assess performance, test ideas etc.	Build relationships, assist with decision-making etc.
Role of participants	Exclusive process with degree of separation	Inclusive process with active participants
Timeframe and scope	Extended period and wide or defined scope	Focuses on specific proposals
Target group	Identified sample, generally seeking to achieve demographic representation	Promoted widely to ensure community is aware of the opportunity; no set targets

It should be noted that when conducting research, the minimum sample size recommended for a representative survey amongst the entire Parramatta LGA

(comprising a population of 280,000 residents) would be 384 participants.

With respect to community engagement, the City of

Parramatta does not have a target for a minimum number of responses required per engagement, with all views acknowledged and respected equally.

5.8 Accessibility and translations

The City of Parramatta is committed to ensuring that as many people as possible, regardless of accessibility requirements, are able to provide feedback and engage on projects.

Our community engagement platform is WCAG compliant; we have also improved the user

experience on the website through the addition of an accessibility widget. Where possible, we also offer the opportunity for community members to provide verbal submissions.

If you are deaf, hard of hearing and/or have a speech impairment, you can contact us through the National Relay

Service. Choose your access option and provide the City of Parramatta contact number, **1300 617 058** or **02 9806 5050**, to the relay officer.

For translation and interpreter services, please call **13 14 50** and ask the interpreter to phone the City of Parramatta on **1300 617 058** or **02 9806 5050**.

5.9 Evaluation and reporting

At the conclusion of every engagement project, an engagement evaluation and key findings report is required to be completed. Project managers are responsible for reporting back to the community on what was heard during consultation/

public exhibition and how stakeholder feedback has influenced decision-making.

All project managers are also required to complete an internally facing evaluation form to help assess the effectiveness

of the engagement activities and determine what, if anything, could be improved in the future.

Please note that not all engagement projects will be reported to Council.



6.0

When and how we engage

Community engagement should take place at the planning stage of any project or initiative; when a change in service is proposed; activities or infrastructure are being considered; when an issue is raised and requires a decision or when more information or evidence is required.

The trigger for 'when' we engage with the community may differ between projects and will depend on the complexity and nature of the project, however in most instances, community engagement is likely to be undertaken at multiple stages of a project.

To ensure we conduct meaningful and respectful consultation with our community, Council will first seek to build on previous community engagement findings – using this existing knowledge to help inform the design, delivery or implementation of a project. In doing so, we aim to avoid over-consulting our community and only coming to you for feedback when necessary.

SOME EXAMPLES OF WHEN AND HOW WE ENGAGE INCLUDE:

- ▶ Gathering ideas and identifying issues or opportunities
- ▶ Establishing the decision-making criteria
- ▶ Developing options/solutions/alternatives
- ▶ Evaluating/choosing options/solutions/alternatives
- ▶ Validating and providing final review



The following table explains when and how the City of Parramatta engages with the community about particular plans and strategies, as well as the other work that we do.

Planning related projects have specific exhibition timeframes which must be met; these are outlined on the following pages and more specifically in Appendix One.

When	IAP2 engagement level	How	Minimum consultation/exhibition period
Educational programs and initiatives (e.g. bushcare)	► Inform – Empower	We will seek to promote widely and provide a range of opportunities/channels for the community to participate. We will work closely with the community to ensure priorities are reflected.	► 14 days
Minor capital works (e.g. renewal, like for like replacements or small scale infrastructure projects such as a bubbler, picnic table etc)	► Inform	We will take all reasonable steps to share information on activities and plans with relevant stakeholders so that they are advised of any upcoming works. We will also regularly communicate any key updates to ensure that relevant stakeholders are informed throughout the works.	► We will let relevant stakeholders know at least 14 days in advance of work
Major capital works (e.g. projects such as a new or replacement playground, bridge etc.)	► Involve – Collaborate	We will seek to promote feedback opportunities widely and provide a range of opportunities/channels for the community to share their views. We will involve the community to ensure that priorities are reflected in the decision.	► 14 – 28 days
Master planning and place making (e.g. new or upgraded public spaces)	► Consult – Collaborate	We will seek to promote feedback opportunities widely and provide a range of opportunities/channels for the community to share their views. We will involve the community to ensure priorities are reflected in the decision. Where possible, we will directly reflect community concerns and aspirations in the finalised plan.	► 28 days
Traffic related projects – Level One (e.g. minor change to sign not related to safety)	► Inform	We will take all reasonable steps to share information with relevant stakeholders about proposed changes. At a minimum, feedback channels and notification methods will include: ► Notification letters (radius of 50–100 metres) ▲ We will also communicate any key updates to ensure that relevant stakeholders are informed throughout the works.	► 14 days

When	IAP2 engagement level	How	Minimum consultation/exhibition period
Traffic related projects – Level Two (e.g. substantive change to signs, may or may not be safety related OR minor traffic management change such as the addition of a small speed hump in a rear lane OR substantive change to a traffic management device such as a roundabout)	► Inform – Consult	We will take all reasonable steps to ensure that stakeholders are advised of the opportunity to provide feedback and ensure that a range of channels are made available for the community to share their views. At a minimum, feedback channels and notification methods will include: ► Notification letters (radius of 50 – 200 metres) ▲ ► Public notice on the City of Parramatta's corporate website ► Public notice on Participate Parramatta ► On-site signage We will recognise community views and concerns and ensure that where possible, these are reflected as inputs into Council's final decision.	► 14 days
Traffic related projects – Level Three (e.g. area wide change(s) to parking restrictions OR turn and/or one-way restrictions OR road closure(s))	► Consult – Involve	We will take all reasonable steps to ensure stakeholders are advised of the opportunity to provide feedback and involve the community to ensure that priorities are reflected in the decision. At a minimum, feedback channels and notification methods will include: ► Notification letters (radius of 200 – 1000 metres) ▲ ► Public notice on the City of Parramatta's corporate website ► Public notice on Participate Parramatta ► On-site signage ► Local newspaper public notice ► Hard copy folders ► Social media In addition to the above, Council officers may consider additional methods including the following: ► Community drop-in session(s) ► A media release We will recognise community views and concerns and ensure that where possible, these are reflected as inputs into Council's final decision. We will ensure that reasons for decisions are provided in the Council Report.	► 28 days

When	IAP2 engagement level	How	Minimum consultation/ exhibition period
Naming projects (e.g. building names, bridge names, street names, place names etc.)	► Consult - Involve	<p>We will follow all guidelines as provided by the Geographical Names Board of New South Wales (GNB) and as prescribed by the <i>Geographical Names Act 1966 NSW</i> and <i>Roads Regulation 2018 NSW</i>. Where the GNB does not have a specific statutory responsibility, e.g. infrastructure such as building or bridge names, the naming process should follow Council's Road Naming Policy and Commemorative Works and Memorials Policy.</p> <p>We will seek to promote feedback opportunities widely and provide a range of opportunities/channels for the community to share their views.</p> <p>We will involve the community to ensure priorities are reflected in the decision. Where possible, we will directly reflect community naming preferences.</p>	► 21-28 days
City of Parramatta Community Strategic Plan	► Consult – Involve	<p>We will seek to promote feedback opportunities widely across the Local Government Area and provide a range of both digital and traditional avenues for community members to share their views.</p> <p>At a minimum, feedback channels and notification methods will include:</p> <ul style="list-style-type: none"> ► Public notice on the City of Parramatta's corporate website ► Public notice on Participate Parramatta ► Hard copy folders in all Council libraries ► Customer Service Centre enquiries ► Summary document ► Frequently asked questions ► In-person engagement opportunities in each ward ► A media release ► Social media <p>Where possible, we will recognise community views and concerns and ensure that your priorities are reflected as inputs into Council's final decision.</p>	► 28 days

When	IAP2 engagement level	How	Minimum consultation/ exhibition period
Council's key plans and strategies (e.g. <i>Economic Development Strategy</i> etc.)	► Consult – Involve	<p>We will seek to promote feedback opportunities widely across the Local Government Area and provide a range of both digital and traditional avenues for community members to share their views.</p> <p>Where possible, we will recognise community views and concerns and ensure that your priorities are reflected as inputs into Council's final decision.</p>	► 28 days
Council's Annual Operational Plan and Budget	► Consult – Involve	<p>We will seek to promote feedback opportunities widely across the Local Government Area and provide a range of both digital and traditional avenues for community members to share their views.</p> <p>Where possible, we will recognise community views and concerns and ensure that your priorities are reflected as inputs into Council's final decision.</p>	► 28 days
Council's other key policies (e.g. <i>Code of Meeting Practice</i>)	► Consult	<p>We will take all reasonable steps to ensure stakeholders are advised of the opportunity to provide feedback and ensure that a range of channels are made available for the community to share their views.</p> <p>We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision.</p>	► 28 days



When	IAP2 engagement level	How	Minimum consultation/ exhibition period
Council's key land use planning instruments ► Development Control Plans (minor ♦) ► Section 7.11 Plans ► Planning Agreements	► Consult	We will ask for community views. In addition to minimum statutory provisions, we will take all reasonable steps to ensure known stakeholders are advised of the opportunity to provide feedback. The extent of notification will be determined based on a series of considerations including the scale, complexity, nature and potential impact of the Planning Proposal or instrument.	► A minimum of 28 days
Council's key land use planning instruments ■ ► Planning Proposals (Level One): Preliminary or minor Planning Proposals OR (Level Two): Planning Proposals involving change to zoning and / or development controls of low complexity and / or where the Planning Proposal is consistent with the identified strategic framework	► Consult – Involve	We will involve the community to ensure priorities are reflected in the decision. At a minimum, feedback channels and notification methods will include: ► Notification letters (Level 1 – minimum will include adjoining and neighbouring properties / Level 2 – minimum 100 metres from site boundary)* ► Public notice on the City of Parramatta's corporate website ► Public notice on Participate Parramatta ► Planning Portal ► Hard copy folders ► Customer Service Centre enquiries We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision. We will ensure that reasons for decisions are provided in the Council Report and through the Department of Planning and Environment website.	► A minimum of 28 days or: ► (a) if a different period of public exhibition is specified in the gateway determination for the proposal—the period specified, or ► (b) if the gateway determination specifies that no public exhibition is required because of the minor nature of the proposal—no public exhibition

When	IAP2 engagement level	How	Minimum consultation/ exhibition period
Council's key land use planning instruments ■ Planning Proposals (Level Three): Planning Proposals involving change to zoning and / or development controls of high complexity and / or where the Planning Proposal is seeking variation from the identified strategic framework	► Consult – Involve	We will involve the community to ensure priorities are reflected in the decision. At a minimum, feedback channels and notification methods will include: ► Notification letters (minimum 150 metres from site boundary)* ► Public notice on the City of Parramatta's corporate website ► Public notice on Participate Parramatta ► Planning Portal ► Hard copy folders ► Customer Service Centre enquiries ► Summary document ► Frequently asked questions ► Phone booking(s) or virtual meeting(s) (with face-to-face meetings available upon request) In addition to the above, Council officers may consider additional methods including the following: ► Community drop-in session(s) ► A media release ► Social media We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision. We will ensure that reasons for decisions are provided in the Council Report and through the Department of Planning and Environment website.	► A minimum of 28 days or: ► (a) if a different period of public exhibition is specified in the gateway determination for the proposal—the period specified, or ► (b) if the gateway determination specifies that no public exhibition is required because of the minor nature of the proposal—no public exhibition

When	IAP2 engagement level	How	Minimum consultation/ exhibition period
Council's key land use planning instruments ■ ► Planning Proposals (Level Four): Any site greater than one hectare involving complex proposal with change in zoning and detailed urban design and urban capability assessment	► Consult – Involve	<p>We will involve the community to ensure priorities are reflected in the decision.</p> <p>At a minimum, feedback channels and notification methods will include:</p> <ul style="list-style-type: none"> ► Notification letters (minimum 250 metres from site boundary)* ► Public notice on the City of Parramatta's corporate website ► Public notice on Participate Parramatta Planning Portal ► Hard copy folders ► Customer Service Centre enquiries ► Phone booking(s) or virtual meeting(s) ► Summary document ► Frequently asked questions ► Community drop-in session(s) or individual face-to-face meeting(s) <p>In addition to the above, Council officers may consider additional methods including the following:</p> <ul style="list-style-type: none"> ► A media release ► Social media <p>We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision.</p> <p>We will ensure that reasons for decisions are provided in the Council Report and through the Department of Planning and Environment website.</p>	<p>► A minimum of 28 days or:</p> <p>► (a) if a different period of public exhibition is specified in the gateway determination for the proposal—the period specified, or</p> <p>► (b) if the gateway determination specifies that no public exhibition is required because of the minor nature of the proposal—no public exhibition</p>
Council's key land use planning instruments ■ ► Development Control Plan (Level One – Preliminary) ●	► Consult	<p>We will ask for community views. In addition to minimum statutory provisions, we will take all reasonable steps to ensure known stakeholders are advised of the opportunity to provide feedback.</p> <p>At a minimum, feedback channels and notification methods will include:</p> <ul style="list-style-type: none"> ► Public notice on the City of Parramatta's corporate website ► Public notice on Participate Parramatta Planning Portal ► Customer Service Centre enquiries <p>We will ensure that reasons for decisions are provided in the Council Report.</p>	► A minimum of 28 days

When	IAP2 engagement level	How	Minimum consultation/ exhibition period
Council's key land use planning instruments ■ ► Development Control Plan (Level Two – Low Complexity) ● ► Development Control Plan (Level Three – High Complexity) ●	► Consult – Involve	<p>We will involve the community to ensure priorities are reflected in the decision.</p> <p>At a minimum, feedback channels and notification methods will include:</p> <ul style="list-style-type: none"> ► Parramatta's corporate website ► Public notice on Participate Parramatta Planning Portal ► Customer Service Centre enquiries <p>In addition to the above, Council officers may consider the following:</p> <ul style="list-style-type: none"> ► Notification letters ► Hard copy folders <p>We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision.</p> <p>We will ensure that reasons for decisions are provided in the Council Report.</p>	► A minimum of 28 days
Council's key land use planning instruments ■ ► Development Control Plan (Level Four – Precinct LEP amendments with complexities such as detailed urban design / urban capability assessment or Assessment of Master Plan) ●	► Consult – Involve	<p>We will involve the community to ensure priorities are reflected in the decision.</p> <p>At a minimum, feedback channels and notification methods will include:</p> <ul style="list-style-type: none"> ► Public notice on the City of Parramatta's corporate website ► Public notice on Participate Parramatta Planning Portal ► Customer Service Centre enquiries <p>In addition to the above, Council officers may consider the following:</p> <ul style="list-style-type: none"> ► Notification letters ► Local newspaper public notice ► Phone booking(s) or virtual meeting(s) ► Community drop-in session(s) or individual face-to-face meeting(s) ► Hard copy folders <p>We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision.</p> <p>We will ensure that reasons for decisions are provided in the Council Report.</p>	► A minimum of 28 days

When	IAP2 engagement level	How	Minimum consultation/exhibition period
Development applications (DAs) other than for complying development, designated development or for State Significant Development (SSD) ► See Appendix One for more details.	► Consult	We will ask for community views about options identified by Council. In addition to minimum statutory provisions, we will take all reasonable steps to ensure that stakeholders are advised of the opportunity to provide feedback. We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision. We will also ensure Council's statement of reason for decision is published.	► 14 days
Development applications (DAs) for designated development ► See Appendix One for more details.	► Consult	We will ask for community views about options identified by Council. In addition to minimum statutory provisions, we will take all reasonable steps to ensure that stakeholders are advised of the opportunity to provide feedback. We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision. We will also ensure Council's statement of reason for decision is published.	► 28 days
Application for modification of development consent ► See Appendix One for more details.	► Consult	We will ask for community views about options identified by Council. In addition to minimum statutory provisions, we will take all reasonable steps to ensure that stakeholders are advised of the opportunity to input. We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision. We will also ensure Council's statement of reason for decision is published.	► Usually not less than 14 days unless the proposed modification is to correct anomalies or will have minimal environmental impact



When	IAP2 engagement level	How	Minimum consultation/exhibition period
Re-exhibition of any amended development application ► See Appendix One for more details.	► Consult	We will ask for community views about options identified by Council. In addition to minimum statutory requirements, we will take all reasonable steps to ensure that stakeholders are advised of the opportunity to input. We will recognise community views and concerns and ensure that these are reflected as inputs into Council's final decision. We will also ensure Council's statement of reason for decision is published.	► Council may re-exhibit an amended application at its discretion dependent on the: ► extent it differs from the original application ► environmental impact ► effect on local amenity



▲	<p>Exclusion of Christmas/New Year period: The period between 20 December and 10 January (inclusive) is excluded from the calculation of a period of public exhibition. This is a requirement under the EP&A Act and as such this overrides provisions in DCPs that relate to this notification period.</p> <p>Note. See also section 36 (2) of the Interpretation Act 1987 for the applicable rule where an exhibition period includes a weekend or public holiday.</p>
	<p>Members of the community who are affected by proposed major development should be consulted by the proponent before an application for planning approval is made.</p>
	<p>If a particular matter has a different exhibition or notification period that applies under the EP&A Act, the longer period applies.</p>
	<p>Submissions with respect to a plan, application or other matter may be made during the minimum period of its public exhibition. Where the exhibition is for a specified longer period, then submissions may be made during that specified longer period.</p>
	<p>Where a plan, application or other matter has been publicly exhibited, the plan or application is not to be made, determined or finalised, until after the public exhibition period has ended.</p>
	<p>Providing reasons for decisions will enable all stakeholders to a decision to understand why it was made. The statement of reasons can be very simple for simple decisions, and more detailed for complex decisions. For applications for development consent (DAs) and modifications of DAs (being an application that was publicly exhibited), Council must provide a public notification of:</p> <ol style="list-style-type: none"> the decision, and the date of the decision, and the reasons for the decision (having regard to any statutory requirements applying to the decision), and how community views were taken into account in making the decision.
▲	<p>There will be some locations of very high density where Council will only write to the strata managers (as opposed to all individual residences).</p>
●	<p>Where a Development Control Plan or Planning Agreement is exhibited concurrently with a Planning Proposal, the feedback channels and notification methods would reflect the feedback channels and notification methods selected for the Planning Proposal level.</p>
■	<p>The level at which a Planning Proposal and/or Development Control Plan is exhibited is in accordance with the levels outlined in Council's fees and charges.</p>
*	<p>For all Planning Proposals, notification letters will be sent to landowners and occupiers inside the Planning Proposal boundary as well as adjoining and neighbouring properties.</p>



7.0

Implementation plan

7.1 Vision

Facilitate meaningful and inclusive opportunities for community feedback and advocate for evidence-based decisions within Council.

7.2 Implementation plan

To achieve our vision, we will continue to deliver on our ongoing commitments as listed below. We have also developed a list of specific actions that we will deliver over the next four years. We will review these actions regularly to ensure they are on track and adapt and respond to changing circumstances as needed.

7.2.1 Best-practice

What	Who	Timeframe
Provide support and strategic advice to project teams to design and deliver meaningful engagement activities.	▶ Community Engagement team	▶ Ongoing
Deliver best-practice engagement that is meaningful, accessible, and appropriate for our diverse communities, which includes: <ul style="list-style-type: none"> ▶ Translating information when required, avoiding technical jargon, and using simple language in all communications. ▶ Providing a variety of engagements methods, with both online and face-to-face options provided where possible. 	▶ Community Engagement team / whole organisation	▶ Ongoing
Deliver an annual program of face-to-face community workshops in each ward engaging with residents on local issues and other Council-wide matters.	▶ Community Engagement team / whole organisation	▶ Ongoing
Coordinate engagement activities to avoid multiple concurrent large-scale consultations/ public exhibitions, where possible.	▶ Community Engagement team / whole organisation	▶ Ongoing
Provide project updates and share information about the outcomes of all engagement activities and the impact on decisions.	▶ Community Engagement team / whole organisation	▶ Ongoing



What	Who	Timeframe
Build internal capacity by providing a minimum of two engagement training opportunities for staff annually, including the IAP2 Framework and educate staff about their responsibilities to comply with legislative requirements and Council policies and practices, including the Community and Stakeholder Engagement Framework.	▶ Community Engagement team	▶ Ongoing
Annually, share detailed insights on a minimum of 10 engagement and/or research projects with staff via presentations, documented case studies and the internal publication of data to encourage informed, best-practice decision-making.	▶ Community Engagement team	▶ Ongoing
Deliver a minimum of five face-to-face activities to increase participation and membership of the Participate Parramatta community by 5% per annum.	▶ Community Engagement team	▶ Ongoing
Maintain a leading role in an inter-Council network for engagement professionals to share ideas and leverage opportunities.	▶ Community Engagement team	▶ Ongoing

7.2.2 Compliance

What	Who	Timeframe
Deliver on commitments outlined in Council strategies, including the Disability Inclusion Action Plan (DIAP) and First Nations Strategy	▶ Community Engagement team / Community Capacity Building team	▶ Ongoing
Monitor and review compliance with the Community and Stakeholder Engagement Framework.	▶ Community Engagement team	▶ Ongoing
Implement cost-effective engagement strategies and ensure best use of limited resources while meeting legislative requirements.	▶ Community Engagement team / whole organisation	▶ Ongoing
Ensure new starters at Council are aware of their engagement responsibilities and key documents such as this Strategy and the Community and Stakeholder Engagement Framework.	▶ Community Engagement team / whole organisation	▶ Ongoing

7.2.3 Measure and report

What	Who	Timeframe
Prepare a quarterly community engagement summary report for the Executive and an annual summary for the community.	Community Engagement team	Quarterly
Conduct a biennial review of all local and neighbourhood centres situated within the City of Parramatta.	Infrastructure, Grants and Major Projects team	Biennial
Conduct an annual community satisfaction survey and maintain or exceed an overall satisfaction rating of 3.55 for opportunity to have a say on key issues.	Community Engagement team/ whole organisation	Annually

7.2.4 Short to medium-term actions

What	Who	Timeframe
Investigate the introduction of a requirement that would instruct Council officers to notify any person or organisation who has provided a submission on a project that has been on public exhibition. All those who have made a submission would be notified of the forthcoming report in the week prior to the scheduled Council Meeting, and then advised of the decision within seven business days following the meeting.	Community Engagement team	Up to 24 months
Investigate the introduction of a requirement for projects which have been on public exhibition that Council officers will include engagement evaluation and key findings reports as attachments to all applicable reports tabled at Council Meetings and also publish in full on Participate Parramatta.	Community Engagement team	Up to 24 months
Update Council's Commemorative Works and Memorials Policy and Road Naming Policy to include community engagement requirements for bridge and building names.	Infrastructure, Grants and Major Projects team	Up to 24 months
Investigate introducing a requirement that at least one Dharug name is included as an option for consideration during community engagement on all Council naming projects.	Community Engagement Team / Community Capacity Building Team	Up to 24 months

7.2.5 Monitoring progress

Monitoring and reviewing Council's engagement activities is essential in order to identify areas for improvement and to realise goals more efficiently. We will use a variety of evaluation and reporting methods to assess and communicate progress including:

Undertaking annual audits to check progress against our Implementation Plan

Reviewing this Strategy every four years

Conducting and reporting on the community satisfaction survey annually

Monitoring participation levels in engagement activities

Reviewing verbal and written feedback on engagement effectiveness

Reviewing growth of the Participate Parramatta online community

Quarterly executive level reporting to improve visibility of engagement delivery





9.0 Glossary

Term	Description
Contribution plans	A plan developed by councils for the purpose of gaining financial contributions from new development towards the cost of new and upgraded public amenities and/or services required to accommodate the new development
Community Strategic Plan (CSP)	A Council plan prepared under the <i>Local Government Act 1993</i> which focuses on achieving the long term social, environmental and economic aspirations of the community
Designated development	Designated development refers to developments that are high-impact developments (e.g. likely to generate pollution) or are located in or near an environmentally sensitive area (e.g. a coastal wetland)
Development Control Plans (DCP)	A plan that provides detailed planning and design guidelines to support the planning controls in a Local Environment Plan (LEP)
Gateway determination	A gateway determination is issued following an assessment of the strategic merit of a proposal to amend or create an Local Environment Plan (LEP) and allows for the proposal to proceed to public exhibition
International Association of Public Participation (IAP2)	An industry association guiding the standards and principles of engagement across the world but also from an Australian perspective
Local Environmental Plan (LEP)	A process which involves an amendment to a Council's LEP which sets the planning framework for a local government area
Local Strategic Planning Statement	A strategy that focuses on the vision and priorities for land use within a council area

10.0

Appendix One: Consolidated Notification Requirements

10.1 Introduction

City of Parramatta pursues a sensitive and balanced approach to development that protects residential amenity and the environment, preserves heritage and provides clarity for developers. Our plans and policies provide an urban planning framework for development and conservation with the City of Parramatta local area.

Infrastructure and other developments like housing require approval from Council under staff delegation, the Parramatta Local Planning Panel (PLPP), the Sydney Central City Planning Panel (SCCPP) or in some instances the Minister for Planning. These types of developments range from house extensions to major commercial and industrial projects. The majority of development applications are processed and determined by Council staff under delegation. Some other developments have such a minor impact (exempt development), or can be carried out in compliance with accepted building or environmental standards (complying development), and do not require a development application.

Under the Environmental Planning and Assessment (EP&A) Act 1979, all DAs must be formally assessed by Council. This means that the site must be inspected, applicants and neighbours engaged, reports drafted and recommendations made.





10.2 Notification

The EP&A Act 1979 sets out the minimum public exhibition periods for development applications. The requirements for specific categories and types of development applications are set out in Table One.

DEVELOPMENT ASSESSMENT

Mandatory minimum exhibition timeframes

- | | |
|---|-----------|
| ▶ Application for development consent (other than for complying development certificate, for designated development or for State significant development) | ▶ 14 days |
| ▶ Application for development consent for integrated or designated development | ▶ 28 days |

*Exclusion of Christmas/New Year period: The period between 20 December and 10 January (inclusive) is excluded from the calculation of a period of public exhibition. This is a requirement under the EP&A Act.

*Submissions with respect to a plan, application or other matter may be made during the minimum period of its public exhibition – If the plan, application or other matter is placed on public exhibition

for a specified longer period, submissions may be made during that specified longer period.

Council provides information on development applications in two ways:

- ▶ Where notification is required Council sends written information to surrounding and potentially impacted residents and properties owners; and
- ▶ Where notification is required Council will notify these applications on its website.

Where identified DAs will be notified in accordance with Table One notification aims

to inform residents, owners and other stakeholders of the proposed development and

provide the opportunity for them to have their say through submissions.

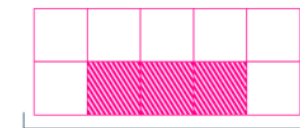
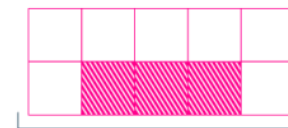
Written notification (which may include electronic written notification) will be provided by us as shown in the figure below, as a minimum, to the following:

- ▶ For buildings of single ownership, notification will be to the building owner;
- ▶ Where the identified parcel of land is under more than one ownership (including strata schemes), notification will be sent to all owners for whom Council holds contact information.

Written notification will be provided to the 10 closest surrounding properties. Where there is no impact to adjoining

properties to the rear of the subject site, notification will be limited to the five closest surrounding properties to the

side and opposite the subject site. Refer to the respective diagrams on this page.



The level of notification may be increased at the discretion of Senior Planning Management depending on the nature and likely impact of the proposal.

As a minimum written notification will include:

- ▶ Identification/description of the relevant parcel of land (lot description and address).
- ▶ a description of the proposed development
- ▶ where the full application can be viewed
- ▶ name of applicant
- ▶ the registered number of the application
- ▶ the closing date for submissions
- ▶ a statement that submissions will be disclosed to any person requesting information under the Government Information (Public Access) Act 2009
- ▶ multi-lingual advice alerting that the notification contains important information about a development proposal and that a translation service is available.

For applications requiring 21 or 28 day notification, a notification sign will also be placed on site.

In some instances, development applications are not notified. These categories and types of development have been identified in Table One.

10.3 Amended applications

An applicant may make an amendment to an application at any time prior to the determination of the application. If the amended application is substantially the same and does not

cause a greater impact, then the application will not be renotified. Where an amended application is deemed to cause a greater or more serious impact it will be will be renotified in the same manner as the original

application and to each person who made a submission to the original application. In the case of submissions being made by petition, only the principal author or first signatory will be notified.

10.4 Applications for modification of development consent

Under the EP&A Act 1979 development consents are able to be modified. There are several categories of modification which will be notified as described in the table below.

Section	Type of Modification	Notification
Section 4.55 (1) OR equivalent Section 4.56 application	Modifications involving minor error, misdescription or miscalculation.	▶ No notification
Section 4.55 (1A) OR equivalent Section 4.56 application	Modifications involving minimal environmental impact. (Where the proposal is for internal alterations and does not alter or modify the height or external configuration of the building)	▶ No notification
Section 4.55 (1A) OR equivalent Section 4.56 application	Modifications involving minimal environmental impact. (Where modifications generate appreciable impacts to surrounding development)	▶ 14 days to any impacted property
Section 4.55 (2) OR equivalent Section 4.56 application	Other modifications.	▶ Notification as per the original application

APPLICATIONS FOR REVIEW OF A DETERMINATION

An applicant for development consent may request Council to review a determination or decision (whether by way of approval or refusal) within six months of the date of issue of the Notice of Determination under Section 8.2 of the EP&A Act 1979. These applications will be notified as per the requirements of the original development application.

SUBMISSIONS

Anyone may make a submission in relation to DA. Submissions should be made in writing by post or email and should include the following:

- ▶ DA number
- ▶ Contact details (full name, postal address, phone number and email address)
- ▶ For an objection to a proposal clear reasons for the objection.

Anonymous submissions will not be considered.

Submissions received by Council during the exhibition period will be considered by Council as part of the assessment of the application. Council must consider all issues raised within any submission before making a decision regarding a DA and the assessment report will explain the reasons for the decision.

DETERMINATION OF APPLICATIONS

The majority of DAs received by Council are determined under delegation by staff. However, some DAs are determined by the PLPP and the SCCPP.

For those DAs determined by the PLPP the public is welcome to participate in these meetings. Anyone who prepared a submission will be contacted and advised of the meeting date and time.

NOTICE OF DETERMINATION

Once an application has been determined, Council will notify the decision in accordance with section 4.59 of the EP&A Act 1979. Council does this by publishing all notices of determinations on Council's website.

Any person who made a submission relating to the DA will be informed of the decision and reason(s) for the decision. For submissions made by petition, only the principal author or first signatory will be informed.



10.5 Development assessment notification requirements (TABLE ONE)

Category	Development Type	Notified	Notification Period
RESIDENTIAL	All dwelling houses	✓	► 14 days
	Secondary Dwellings	✓	► 14 days
	Dual Occupancies	✓	► 14 days
	Multi dwelling housing and attached dwellings	✓	► 21 days
	Residential Flat Buildings, Shop Top Housing	✓	► 21 days
	Boarding Houses	✓	► 21 days
	Group Homes	✓	► 21 days
	Seniors Housing	✓	► 21 days
	Alterations and Additions to dwelling houses, carports, garages, outbuildings and swimming pools	✓	► 14 days
COMMERCIAL	New Development	✓	► 21 days
	Alterations and Additions	✓	► 14 days
	Change of use	✗	► N/A
	Pubs and registered clubs	✓	► 14 days
INDUSTRIAL	Non-Residential Development in a Residential Zone or Business and Industrial Zones adjoining a residential area (that may have an impact on residential amenity)	✓	► 21 days
	New Development	✓	► 14 days
	Alterations/Additions to industrial buildings	✓	► 14 days
	Change of use	✗	► N/A
	Change of use where there is potential impact on residential amenity or business operation	✓	► 14 days
	Potential hazardous industries (where SEPP 33 applies)	✓	► 14 days

Category	Development Type	Notified	Notification Period
SUBDIVISION	Torrens or Community Title subdivision	✓	► 14 days
	Subdivision of an approved dual occupancy (Torrens, Community Title, or Strata)	✗	► N/A
	Strata Subdivision	✗	► N/A
	Stratum subdivision or boundary adjustments	✗	► N/A
OTHER	Educational Establishments (within residential zone)	✓	► 21 days
	Places of Public Worship	✓	► 21 days
	Child Care Centres	✓	► 21 days
	Hospitals	✓	► 21 days
	Brothels and restricted premises	✓	► 21 days
	Demolition or substantial demolition of a heritage item (building, work, relic, tree or place in a heritage conservation area)	✓	► 21 days
	Designated Development	✓	► 28 days
	Integrated Development	✓	► 28 days
INTERNAL WORKS	Where the proposal is for internal alterations and does not alter or modify the height or external configuration of the building. This can include modifications under Section 4.55 (1A) of the <i>Environmental Planning and Assessment (EP&A) Act</i> .	✗	► N/A
DEMOLITION	Demolition of a building that is not a heritage item or within a heritage conservation area	✗	► N/A
EXEMPT & COMPLYING DEVELOPMENT	Any development under SEPP (Exempt & Complying Development Codes) 2008	✗	► N/A
SECTION 8.2	Review of Determination under S8.2 of EP&A Act	Same as the original DA	► N/A
TREE REMOVAL	Heritage Conservation Area	✓	► 14 days
	Heritage Item	✓	► 14 days

*Any categories not included are at the discretion of the Executive Director City Planning and Design or Group Manager Development and Traffic Services.



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 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

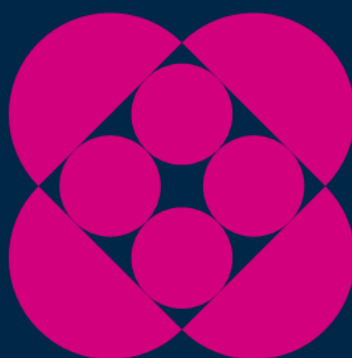
如果你需要翻译协助阅读这份新闻简报, 请联系 TIS, 电话 131 450, 要求他们代表你接通巴拉玛打市议会顾客服务处, 电话 9806 5050。顾客服务处的工作时间是每星期一至星期五, 上午8:30至下午5:00。

ARABIC

إذا كنت بحاجة للمساعدة في ترجمة هذه النشرة، اتصل بـ TIS على الرقم 131 450 واطلب منهم الاتصال بـ خدمة 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।



Community
Engagement
Strategy
2024-2028



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REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.4
SUBJECT	Affordable Housing Action Plan 2023-25 Mid-Point Review
REFERENCE	F2024/00282 - D09519804
REPORT OF	Project Team Leader; Strategy Manager

CSP THEME: Fair

WORKSHOP/BRIEFING DATE: Nil

PURPOSE: To provide Council with a mid-point review of the Affordable Housing Action Plan (AHAP) 2023-2025.

RECOMMENDATION

- (a) That Council receive and note the mid-point review of the Affordable Housing Action Plan 2023-2025 (detailed in this report and Attachment 1).
- (b) That the Affordable Housing Action Plan 2023-2025 be updated to include the needs-based LGA-wide target of 12,600 households by 2041.

BACKGROUND

1. Housing affordability is a critical issue in the City of Parramatta LGA. In 2021, 25.7% of rental households were experiencing rental stress and 18.5% of mortgage households were experiencing mortgage stress. The rate of housing stress is likely to have increased between the Census capture date (July 2021) and the development of the Action Plan (early 2023), as increases to Australia's cash rate (from 0.10% in April 2022 to 4.35% in November 2023) have driven up rents and mortgage repayments.
2. The Affordable Housing Action Plan (AHAP) 2023-2025 is a strategic document that sets out Council's vision, policy positions, and advocacy priorities relating to housing affordability and Affordable Rental Housing.
3. The two-year action plan was endorsed by Council on 14 August 2023. Council also resolved to be provided with a mid-point review of the AHAP and a final review and evaluation by September 2025.
4. The AHAP is an action focused-document that complements the Affordable Rental Housing Policy 2024, which addresses operational matters that relate to Council's management of its Affordable Rental Housing properties and acquisition of additional Affordable Rental Housing properties.
5. Council currently owns eight Affordable Rental Housing units, which are all located in Parramatta CBD. In addition to this there are 49 affordable housing dwellings. Monetary contributions of \$1.5 million are expected to be dedicated to Council in the future via executed planning agreements, and a further 162 dwellings are expected to be delivered via a Community Housing Provider. There is a potential 60-80 affordable housing dwellings that are still under negotiation in future planning agreements.

MID-POINT REVIEW

6. The AHAP establishes direct actions, advocacy positions, and research to be undertaken over the two years to September 2025.
7. Attachment 1 provides a review of progress on actions and advocacy opportunities. In summary, key progress to date includes the Affordable Rental Housing Policy update and advocacy on priorities established in the AHAP.

Direct actions

8. The AHAP contains ten actions to be undertaken directly by Council. The most significant action completed was the update of Council's Affordable Rental Housing Policy, which was endorsed on 8 July 2024. This Policy included a new methodology to guide negotiations on the inclusion of affordable housing in future planning agreements.
9. Further to the above, Council has continued to negotiate for more affordable housing dwellings to be dedicated to Council in perpetuity. At present there are 49 affordable housing dwellings and monetary contributions of \$1.5 million expected to be dedicated to Council in future via executed planning agreements and a further 162 dwellings to be delivered via a Community Housing Provider.
10. The AHAP includes actions that seek to establish Affordable Housing Contributions Schemes (AHCSs) in identified growth precincts. Progress on these actions is a part of the broader precinct planning process. In each precinct, suitable densities and design principles for the development will need to be established and then an economic feasibility study will be required to inform whether a AHCS can be sustained. To date, progress on this action is limited due to delays in the progress of the precinct planning process for Granville and the Camellia-Rosehill precincts, which will establish the proposed density and design principles.
- 10 The AHAP includes an action to identify potential opportunities to deliver Affordable Rental Housing on Council-owned land. This action is underway and forms part of the draft Property Strategy, which is the subject of an upcoming Councillor briefing session in February 2025.

Advocacy

11. The AHAP also establishes policy positions relating to affordable housing reforms, Housing SEPP amendments, AHCS processes, and development contributions reform. This has been a key strength of the AHAP, as it has enabled Council officers to quickly respond to opportunities for submission as they emerged, including:
 - a. The Department of Planning & Environment's Housing Reform Package – Housing SEPP 2021 (October 2023)
 - b. The Department of Social Services' National Housing and Homelessness Plan (October 2023)
 - c. The Department of Planning, Housing & Infrastructure's Diverse and well-located housing reforms (low and mid-rise housing) (February 2024)

d. The Legislative Assembly Select Committee's Inquiry on Essential Worker Housing (September 2024).

Research

12. The AHAP establishes a research action to investigate additional options to impact housing affordability, including developer incentives, environmental upgrade agreements (EUAs), and an empty dwellings levy.
13. Council staff have discovered that EUAs cannot apply to residential buildings under both NSW legislation and Council policy. The research proposed on providing incentives to developers to provide more housing has been superseded by statutory measures put in place by the NSW government which allow FSR bonuses for the provision of affordable housing. The remaining components of this research on vacant dwellings is underway and will be put to Council for consideration before June 2025.

AFFORDABLE HOUSING TARGET

14. Council's previous Affordable Rental Housing Policy 2019 set a target for Affordable Rental Housing in the LGA, noting that 9,600 affordable rental dwellings would be required by 2036, based on projected estimated need. This target was superseded by the Affordable Rental Housing Policy 2024, which did not set a revised target because the updated Policy is operational in scope.
15. Instead, Council resolved to set an interim LGA-wide target of 12,600 affordable housing dwellings and for this target to be reviewed and confirmed as part of the mid-point AHAP review.
16. The interim target of 12,600 dwellings was set based on .id Housing Monitor data, which indicated that 7.3% of households in the LGA are currently in need of affordable rental housing. The predicted population of Parramatta LGA in 2041 is 172,740 households. Therefore, as the need for affordable rental housing remains stable, 7.3% of the predicted 2041 population is 12,610 households.
17. Alternative options that were considered included a percentage of overall dwellings (e.g. 7.5% of all dwellings), such as the approach used by City of Sydney, or setting a numerical target that was more likely for Council to achieve through its own delivery mechanisms. These options are not recommended as these targets do not reflect actual need for affordable housing.
18. Following consideration, officers recommend maintaining the 12,600 household target and including it in the AHAP. This approach will be reviewed when the AHAP is reviewed/renewed.
19. This is not a target for Council-owned affordable housing, as Council plays a small role in the delivery of affordable housing. Instead, this number highlights the significant need for action across all tiers of government, and in collaboration with the private and community sectors, to increase affordable housing in our City. Including this target in the AHAP will support Council's advocacy through highlighting the scale of action required.

20. Importantly, the AHAP draws together Council's direct actions, advocacy actions and research actions relating to housing affordability, and the supply of affordable housing.
21. Council's ability to directly influence the supply of affordable housing is limited by restrictions in the Environmental Planning and Assessment Act (sections 7.2 and 7.3) that govern the circumstances in which Council can seek to acquire affordable housing through the planning system.
22. In summary, Council can seek to have affordable housing dedicated to Council as part of a planning agreement, or seek contributions under an Affordable Housing Contributions Scheme, once approved by the NSW government via an LEP amendment process. Council can also deliver affordable housing on its own land, or in partnership with a Community Housing Provider (CHP).
23. In addition to direct action, Council can also advocate to the NSW government on matters that make it easier for Council to increase supply (for example, by making it easier for Council to establish an Affordable Housing Contributions Scheme), or that improve housing affordability more broadly (for example, through developer incentives). Council can also undertake research into related matters and establish or recommend a response through advocacy (for example, investigating the viability of an empty dwellings levy).

LEGAL IMPLICATIONS FOR COUNCIL

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

FINANCIAL IMPLICATIONS FOR COUNCIL

25. There are no unbudgeted financial implications for Council arising from the mid-point review of the AHAP.

Sarah Bolger
Project Team Leader



Robert Cologna
Group Manager City Strategic Planning

Jennifer Concato
Executive Director City Planning and Design

Amit Sharma
Chief Financial Officer

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

1   Mid-point review of Affordable Housing Action Plan progress 8 Pages

REFERENCE MATERIAL

Attachment 1 – Mid-point review of Affordable Housing Action Plan (AHAP) progress

Direct actions

Action	Description	Timeframe	Status	Comments
Deliver Affordable Rental Housing through Planning Agreement	Continue to pursue Affordable Rental Housing as part of Planning Agreements on sites with uplift	Ongoing	Ongoing	Council continues to pursue affordable housing through Planning Agreements where appropriate and in line with Council's Affordable Rental Housing Policy 2024.
	Update relevant Council policies to: <ul style="list-style-type: none"> include a new methodology for Council's stance on determining Planning Agreements contributions relating to Affordable Rental Housing for sites that are subject to site-specific Planning Proposals. require that any Affordable Rental Housing provided through Planning Agreements is dedicated to Council and therefore provided in-perpetuity (rather than owned by another party and operating for a limited timeframe). 	Year 1 (23-24)	Completed	The updated Affordable Rental Housing Policy was endorsed on 8 July 2024. This established a methodology for determining the percentage of dwellings to be dedicated to Council as affordable housing in perpetuity.
Put in place Affordable Housing Contributions Schemes (AHCSs) in appropriate precincts	Apply for an AHCS in Granville targeting 5% (or any new target established through State policy).	Year 1 (23-24)	On hold	Council is undertaking a Flood Study, expected to be complete in 2025, which will allow a plan for this precinct to progress.
	Apply for an AHCS in land covered by the Westmead Place Strategy as Council progresses work for sub-precincts covered by that strategy.	Year 2 (24-25)	In progress	A Place Strategy for Westmead was prepared by the DPE but this has not progressed to a state-led rezoning process. It is recommended that the Place Strategy be implemented when the landowners lodge Site

				Specific Planning Proposals and any affordable housing negotiated as part of a Voluntary Planning Agreement (VPA) associated with those applications. Council has received one Planning Proposal (93 Bridge Road) where the inclusion of affordable housing is being negotiated. The applicant submitted a rezoning review for the planning proposal to the Sydney Central City Planning Panel. Following a meeting on 17 October 2024, the Panel confirmed its decision to support the planning proposal for referral to the Department of Planning, Housing and Infrastructure for gateway determination. If the determination is granted, the proposal will be able to be exhibited.
	Work with Department of Planning & Environment to progress an AHCS in Camellia-Rosehill targeting an appropriate contributions percentage within the range provided (noting 5-10% target in the relevant Place Strategy).	Year 1 (23-24)	On hold	The Department's work is on hold as the proposal for redevelopment of Camellia-Rosehill is on hold to allow for the future role of Rosehill Racecourse to be considered.
	Work with Department of Planning & Environment as part of the forthcoming Church Street North Place Strategy (the study DPE is pursuing to address the area it excluded from the Parramatta CBD	Year 1 (23-24)	Completed – AHCS was not pursued	Council advocated for affordable housing to be included in the Church Street North Place Strategy. However, due to a change of scope and condensed process by the

	Planning Proposal) to consider whether an AHCS may be appropriate for that precinct.			Department, affordable housing was not included. The Church Street North Place Strategy was finalised by the Department and the changes applied from 1 July 2024.
	Consider the feasibility of an AHCS in any Parramatta CBD Planning Investigation Areas.	Year 2 (24-25)	In progress	Council has funding from the Federal Government's Housing Support Program to prepare a Master Plan and associated planning documentation including an AHCS for the Southern Planning Investigation Area. Council is waiting for funding arrangements to be made between the Federal and State Government and Council before procurement can begin for consultants to start preparing the documentation. A brief has been prepared to be used for the procurement of an appropriate consultant to prepare the AHCS.
	Subject to feasibility, apply for an AHCS in any future precincts experiencing uplift (including Planned Precincts, Housing Diversity Precincts, and any other areas identified in the Local Housing Strategy).	Opportunistic	Ongoing	Council continues to advocate for AHCSs, where appropriate, as part of precinct planning.
Understand the potential for Council-owned land to deliver Affordable Rental Housing	Identify sites and properties owned by City of Parramatta that have the potential to contribute to City of Parramatta's Affordable Housing stock, including working with State and Federal government agencies to investigate feasibility, funding and delivery models that	Year 1 (23-24)	In progress	This action is subject to completion of the draft Property Strategy, which is currently underway.

	are commercially viable to Council in the delivery of Affordable Housing.			
Update Council's Affordable Rental Housing Policy	Update Council's ARH Policy to reflect changes to the policy context since its inception, as well as the content of this Action Plan.	Year 1 (23-24)	Completed	Updated ARH Policy was endorsed by Council on 8 July 2024.

Advocacy positions

Priority	Position	Has advocacy been undertaken?	Comments
In principle position on State-level planning reforms to Affordable Housing provision	<p>Council favours reforms which are strategic in nature, as precinct consideration supported by effective development contributions planning is preferable to site-by-site (ad-hoc) approaches. However, where ad-hoc approaches are proposed, Council supports reforms which:</p> <ul style="list-style-type: none"> maintain or increase Council involvement and delegation in approval processes, noting that Council has a strong performance record for DA determinations. provide affordable housing in perpetuity, rather than subject to time limits do not compromise local development controls, good design outcomes and adequate infrastructure provision provide clear and sufficient pathways for funding any additional infrastructure impacts support Community Housing Providers as best-placed to manage Affordable Housing ensure that any proposed bonuses are well-modelled and well-considered in terms of both urban design and infrastructure impacts 	Yes - ongoing	<p>The AHAP clearly establishes policy positions, which has enabled Council officers to quickly respond to opportunities for submission as they emerged, including:</p> <ul style="list-style-type: none"> Department of Planning & Environment - Housing Reform Package (October 2023) Department of Social Services – National Housing and Homelessness Plan (October 2023) Department of Planning, Housing & Infrastructure - Diverse and well-located housing reforms (low and mid-rise housing) (February 2024) The Legislative Assembly Select Committee Inquiry on Essential Worker Housing (September 2024).

Housing SEPP amendments	Continue to advocate for Purpose-Built Student Housing (PBSH) to be introduced as a new land use into the Housing SEPP.	Yes - ongoing	This was addressed in Council's submission to the Department of Planning & Environment on the Housing Reform Package (October 2023).
	Advocate for a percentage of Build-to-Rent Housing to be mandated as affordable housing under the Housing SEPP.	Yes - ongoing	This was addressed in Council's submission to the Department of Planning & Environment on the Housing Reform Package (October 2023).
Improvements to Affordable Housing Contribution Scheme (AHCS) process	In partnership with Resilient Sydney, advocate for reforms to simplify and improve the application process for AHCSs, specifically: <ul style="list-style-type: none"> a mandatory timeframe in which State Government must consider Council applications for schemes developing a standard LEP clause, feasibility modelling, and other tools 	Yes - in progress	The South Sydney Region of Councils (SSROC) has been working in partnership with Resilient Sydney to streamline the development of AHCSs for councils. A template has been provided by DPHI as part of this work and staff are working on how this could be applied.
Development Contributions Reform	Examine amendments to combine or better coordinate existing pathways for community infrastructure (development contributions) and housing infrastructure (AHCSs).	Yes - in progress	This will be considered in line with the review and update of the Parramatta City Centre Local Infrastructure Contributions Plan and City of Parramatta (Outside CBD) Development Contributions Plan.
State Government land target	30% Social and Affordable Housing target on all State Government redeveloped land.	Yes - ongoing	This was addressed in Council's submission to the Department of Social Services on the National Housing and Homelessness Plan (October 2023).
Housing data	Advocate to DPE for State-level data capture of Affordable Housing (commensurate with Social Housing).	Yes - ongoing	This was addressed in Council's submission to the Legislative Assembly Select Committee

			Inquiry on Essential Worker Housing (September 2024).
	Advocate to DPE and National Housing Finance and Investment Corporation to improve access and data capture relating to empty units and short-term accommodation providers.	In progress	Council officers intend to write to the relevant government agencies, advise them on Council's position, and seek information on whether any work is being undertaken as part .
Funding	Support the proposed Housing Australia Future Fund (HAFF) which would deliver centralised funding for Affordable Housing	Yes - complete	In February and March 2024, Council contacted Tier 1 Community Housing Providers (CHPs) to promote the HAFF as a funding opportunity, share information, and invite them to discuss their plans with Council. Three CHPs responded to Council, expressing their interest in the HAFF and two met with Council to discuss their intention to apply for funding.

Research

Action	Description	Timeframe	Status	Comments
Research into additional options to impact housing affordability	Investigate and return a report detailing the potential for the following options to impact housing affordability in the LGA: <ol style="list-style-type: none"> enticing and rewarding developers through competition to develop more affordable housing environmental upgrade agreements targeting more sustainable living 	Year 1 (23-24)	Off track	1. When the AHAP was prepared, the NSW Government's updated incentive for affordable housing had not yet been introduced. In December 2023, the NSW Government introduced reforms that offered new bonus Floor Space Ratio (FSR) of up to 30% and a height bonus of up

	3. introducing an empty dwellings levy			<p>to 30% where a proposal includes a minimum of 15% of the gross floor area (GFA) as affordable housing. These incentives increase the amount and lifespan of affordable housing delivered through the Affordable Housing SEPP 2009. Given this Council investigations of mechanisms to incentivise developers will not be pursued as it has already been addressed by the State Government.</p> <p>2. A response was provided to a Councillor question about Environmental Upgrade Agreements (EUAs). This response identified that EUAs cannot apply to residential buildings under both NSW legislation and Council policy.</p> <p>3. The remaining component of this research action related to an empty dwelling levy is behind schedule but currently under way and will be completed in Year 2 of the action plan.</p>
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Indicators

Indicator	Measure	Reporting timeframe	Baseline	Mid-point review
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Council-owned affordable rental housing units	Increase in number of Council-owned properties in the LGA	Yearly	8 (2023)	8 (2024)
Community Housing Provider-operated units	Increase in number of Community Housing Provider-operated properties in the LGA	Yearly	712 (2023)	714 (2024)
Planning Agreements containing Affordable Housing	Increase in proportion of Planning Agreements negotiated that include Affordable Housing.	Yearly	N/A	1 of 3 (33%) (2023-24)
Rental stress	Reduction in rental stress across the LGA	2027*	25.7% (2021)	Not due
Mortgage stress	Reduction in mortgage stress across the LGA	2027*	18.5% (2021)	Not due

* following release of 2026 ABS Census data

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.5
SUBJECT	Gateway Request for 57-83 Church Street, PARRAMATTA
REFERENCE	F2024/00282 - D09519628
APPLICANT/S	Early Street Development Pty Ltd
OWNERS	JQZ Seventeen
REPORT OF	Project Officer

CSP THEME: Innovative

DEVELOPMENT APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL:

Development Application (DA/738/2016) was approved in August 2017 for:

- Demolition of existing buildings, tree removal and consolidation of lots;
- Construction of an 11-storey non-residential building for 275 hotel rooms and associated activities, two residential towers comprising a total of 538 apartments over two levels of retail/commercial podium at the rear of the site and associated landscaping and plaza works on Site 1; and
- Construction of a 10-storey non-residential building front Church Street, and a mixed use tower containing 9 levels of non-residential floor space and 22 storeys comprising 235 apartments at the rear of the site, with associated landscaping and plaza works on Site 2.

PURPOSE To seek Council endorsement to progress a Planning Proposal for land at 57-83 Church Street, Parramatta for the purposes of seeking a Gateway Determination and to amend the Parramatta DCP 2023 and negotiate a Planning Agreement.

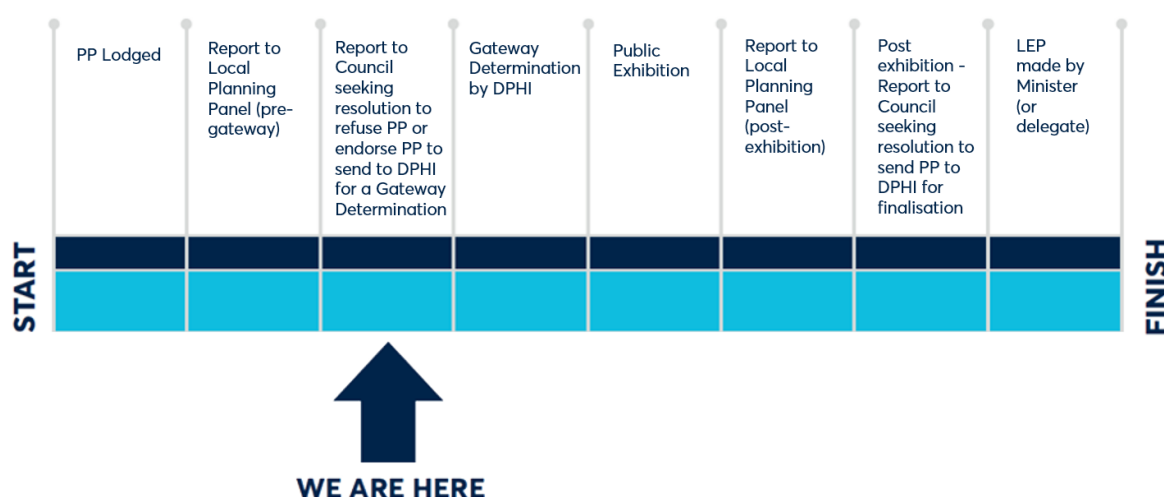
RECOMMENDATION

- (a) That Council approve for the purposes of seeking a Gateway Determination, the Planning Proposal for land at 57-83 Church Street, Parramatta (Attachment 1), which seeks the following amendments to the Parramatta Local Environmental 2023 (Parramatta LEP 2023):
- i. Increase the Floor Space Ratio control from 7.2:1 to 8.4:1 for land at 83 Church Street, Parramatta (Site 1).
 - ii. Increase the Height of Buildings control from 90m to 118m (40 storeys) for land at 63 Church Street, Parramatta (Site 2).
 - iii. For Site 1 and 2, switch off the provisions within Clause 7.14 Competitive design process of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (5) Site specific provisions to exempt any future application comprising of alterations and additions from the competitive design process to ensure compliance with the approved winning design excellence competition scheme.
 - iv. For Site 1, switch off Clause 7.24 Dual water systems of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (6) to

reflect the approval for this site which was granted before dual water systems were mandated.

- v. For Site 1 and 2, amend Clause 7.29 Site specific provisions to revise the non-residential gross floor area requirement from 40% to 25% of total Gross Floor Area.
 - vi. To include a clause under Schedule 1 Additional permitted uses to allow residential basement carparking in the E2 Commercial Centre zone on Sites 1 and 2 and development for creative industries on Site 2.
- (b) That Council note the Local Planning Panel's advice to Council (Attachment 2) is consistent with the Council officer's recommendation in this report.
 - (c) That Council approve the draft amendments, as described in this report, to Parramatta Development Control Plan 2023 (DCP) associated with the land subject to this Planning Proposal for the purposes of public exhibition.
 - (d) That Council request that DPHI provide it with authorisation to exercise its plan-making delegations for this Planning Proposal.
 - (e) That a report be submitted for Council's consideration regarding the Community and Cultural building which details the proposed operating model, capital costs and potential funding sources for the warm shell fit-out (ex. community hall), commercial leasing opportunities available, and maintenance and depreciation costs.
 - (f) That the CEO be authorised to negotiate and draft the Planning Agreement consistent with the terms of the Letter of Offer (Attachment 2) provided by the landowner and that the Planning Agreement be placed on public exhibition concurrently with the Planning Proposal and the draft DCP.
 - (g) 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.

PLANNING PROPOSAL TIMELINE



SITE DESCRIPTION & CONTEXT

1. The site comprises allotments at 83 Church Street, 63 Church Street and 57 Church Street and is legally identified as Lots 100 (Site 1), 102 (Site 2) within DP1249271 and Lots 15, 16 and 114 within DP129484 (Site 3).

2. The following table describes the associated lot numbers and properties across the three sites:

Site Address	Lot Number and Deposited Plan	Land Size (sqm)
83 Church Street, Parramatta (Site 1)	Lot 100/DP1249271	7,136
63 Church Street, Parramatta (Site 2)	Lot 102/DP1249271	4,519
57 Church Street, Parramatta (Site 3)	Lot 15/DP651039, Lot 16/DP12623 and Lot 114/DP129484	1,953

3. The site and its surrounding context are shown below in **Figure 1**.



Figure 1: Subject site and surrounds at 57-83 Church Street, Parramatta

4. The site is located within the Auto Alley Precinct at the southern gateway to the Parramatta City Centre, which was historically characterised by its high concentration of car sales yards.
5. Site 1 is bounded by the Great Western Highway to the north, Church Street to the east and Early Street to the south. Approval has been granted for demolition, tree removal, consolidation of lots, construction of a 10-storey hotel and two residential towers over a retail/commercial podium with associated landscaping and plaza works. Construction has commenced on Site 1 in accordance with DA/738/2016. Basement excavations are currently underway, and the site is surrounded by construction fencing to prevent public access.

6. Site 2 is currently occupied by a dilapidated three-storey building which occupies the eastern portion of the site fronting Church Street. The building is the former 'Holden House' car dealership within the Auto Alley Precinct. The western portion of the site is occupied by a construction site office which services the active construction site for Site 1.
7. Site 3 is bounded by Lansdowne Street to the north and Church Street to the east and currently occupied by the sales office for the development. Site 3 is zoned RE1 Public Recreation and is to be developed and dedicated to Council as a public park in accordance with the timing set out in the previous Planning Agreement. It is noted that Site 3 is not subject to any amendments sought by the Planning Proposal.
8. The site is located 550m from Parramatta Station and 500m from Harris Park Station.
9. Jubilee Park is located approximately 200m to the east of the site. Jubilee Park is owned by Council and comprises public open space, play equipment, Harry Todd Band Hall and the Jubilee Park Childcare Centre.

BACKGROUND

10. The site has an extensive planning history and has been subject to past planning studies and applications for over a decade, including a site-specific Planning Proposal, Planning Agreement, Architectural Design Competition, Concept Development Application (DA) and Detailed DA.
11. A previous Planning Proposal ([RZ/9/2011](#)) was gazetted for the site which rezoned the site to permit mixed-use development including residential, commercial and retail uses with heights up to 118m and a maximum FSR of 7.2:1. The site-specific clause 7.29 of the Parramatta LEP was also introduced to mandate a minimum of 40% of GFA on Site 1 be allocated for non-residential purposes. The intent of this clause was to provide employment opportunities within the Parramatta City Centre.
12. A Planning Agreement was registered on the title of the land which was to deliver the following items at a total value of \$15,142,695:
 - Embellishment and dedication of land at Site 3 comprising a total of 1,953sqm for use as a public open space;
 - Embellishment and footpath widening along the Church Street frontage of the land;
 - Provision of a pedestrian thoroughfare through Site 1 and 2;
 - The construction and dedication of a commercial suite comprising 200sqm to Council; and
 - Payment of a \$7.3 million cash contribution to Council's (former) City Centre Section 94A Plan
13. It is proposed to extinguish the Planning Agreement that is currently registered on the title of the land and replace it with a new Planning Agreement as detailed in this report.

14. Design for development on the site has been subject to an Architectural Design Competition, a Concept DA and a Detailed DA. The detailed DA ([DA/738/2016](#)) was approved by the Sydney Central City Planning Panel in 2017, granting consent for:
- *Site 1 - 83 Church and 44 Early Street: Demolition, tree removal, consolidation of lots, construction of a 11-storey non-residential building fronting Church Street, two residential towers (22-storey and 40-storey) containing a total of 538 apartments over 2 levels of retail/commercial podium at the rear of the site, with associate landscaping and plaza works.*
 - *Site 2 - 63 Church Street: Demolition, tree removal, construction of a 10-storey non-residential building fronting Church Street, and a mixed use tower containing 9 levels of non-residential floor space and 22 storeys comprising 235 apartments at the rear of the site, with associated landscaping and plaza works.*
15. The Detailed DA has been subject to several modification applications which have amended the conditions of consent, the staging of construction and have sought minor design amendments to the approved layout.



Figure 2: Approved development under DA/738/2016

PLANNING PROPOSAL

16. The Planning Proposal seeks to facilitate a higher density mixed use development scheme than permitted under the current planning controls by increasing the Height of Building and Floor Space Ratio controls. It will also introduce an additional permitted use on the site and site-specific provisions to facilitate the changes envisaged in the urban design report (refer to **Attachment 4**). The proposal also includes a substantial public benefit offering, including a significant Cultural and Community building and the previously secured public park and through-site links.
17. The site layout, building numbers and proposed built form is shown below in **Figure 3**.

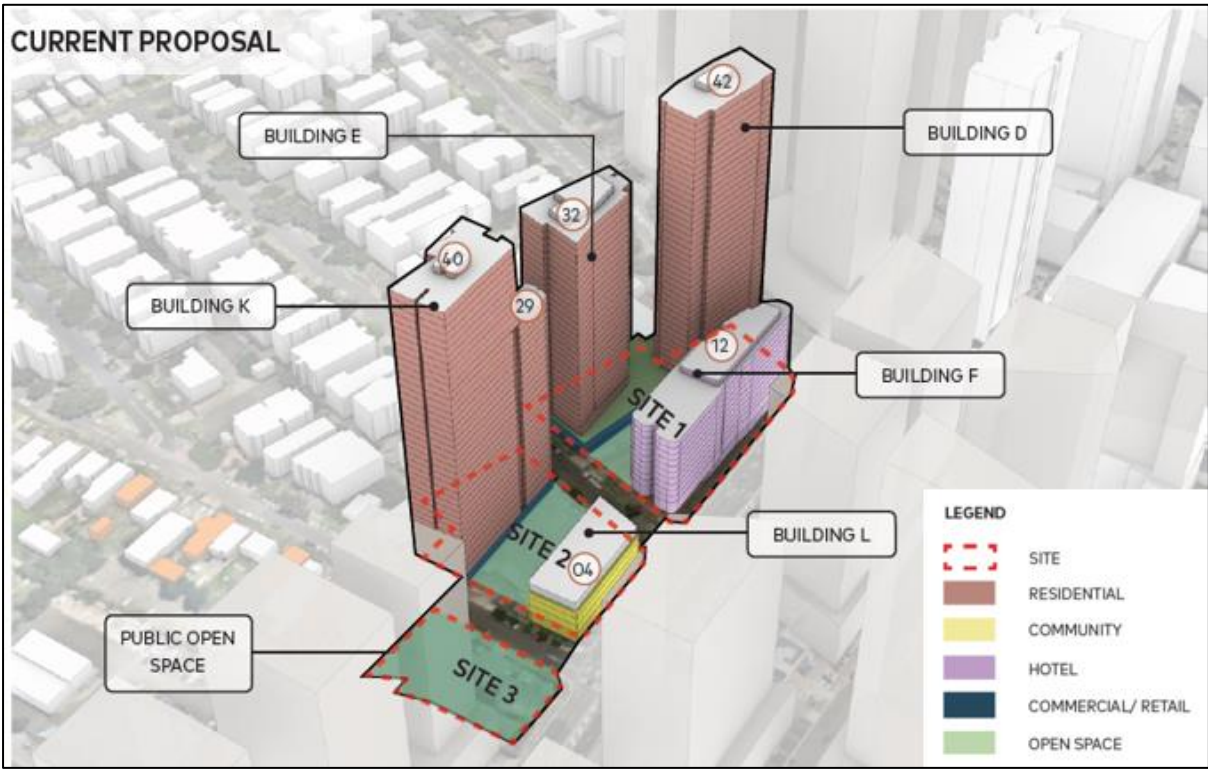


Figure 3: Site Layout and proposed scheme

18. **Table 1** below shows the map changes being sought under this Planning Proposal compared to the current mapping in the Parramatta LEP 2023. Refer to the Planning Proposal (**Attachment 1**) for detailed mapping changes.

Table 1: Parramatta LEP 2023 Maps showing current and proposed Height of Buildings and Floor Space Ratio controls

Existing Control	Proposed Control
Height of Buildings	

	Site 1	Site 2	Site 1	Site 2
Zoning	Part MU1 and Part E2	Part MU1 and Part E2	Part MU1 and Part E2 (no change)	Part MU1 and Part E2 (no change)
Height of Buildings	Part 36m and Part 118m (12 and 42 storeys)	Part 36m and 90m (10 and 32 storeys)	Part 36m and 118m (12 and 42 storeys)	Part 36m and Part 118m (4 and 40 storeys)*
Floor Space Ratio	7.2:1	6.4:1	8.4:1 (+1.2)	6.4:1 (no change)
Dwelling Yield	479	235	539 (+60 dwellings)	383 (+148 dwellings)**
Residential GFA	40,249sqm	18,392sqm	46,259sqm (+6,010sqm)	32,132sqm (+13,740sqm)
Non-residential GFA	22,613sqm	16,503sqm	22,613sqm (no change)	Minimum 3,455sqm (-13,048sqm)
Clause 7.29 Church and Early Streets, Parramatta	<ul style="list-style-type: none"> At least 40% of the GFA on Site 1 is to be used for non-residential purposes. The FSR on Site 1 will not exceed 7.2:1 if the development includes a basement for commercial purposes. 	<ul style="list-style-type: none"> At least 40% of the GFA on Site 2 is to be used for non-residential purposes. 	<ul style="list-style-type: none"> At least 25% of the GFA across Sites 1 and 2 are to be used for non-residential purposes. Clause 7.14 Competitive design process does not apply to the land to which this part applies if the application comprises only alterations and additions to a building that is the winner of a design competition. Clause 7.24 Dual water systems does not apply to the land on Site 1 that comprises only alterations and 	<ul style="list-style-type: none"> At least 25% of the GFA across Sites 1 and 2 are to be used for non-residential purposes. Clause 7.14 does not apply to the land to which this part applies if the application comprises only alterations and additions to a building that is the winner of a design competition.

			additions to a building.	
Additional Permitted Uses	None	None	<p><i>26 Use of certain land at Early and Church Street, Parramatta</i></p> <p><i>(1) This clause applies to land identified as “26” on the Additional Permitted Uses Map, comprising Lot 10, DP 733044, Lot B, DP 304570, and Lot 20, DP 732622.</i></p> <p><i>(2) Development for the purposes of residential flat buildings is permitted with development consent if –</i></p> <p><i>a) No dwellings are permitted on the land zoned E2 Commercial Centre, and</i></p> <p><i>b) Development on land zoned E2 Commercial Centre to support residential flat buildings that are located on the land is limited to the basement.</i></p> <p><i>(3) Development for the purposes of creative industries is permitted with development consent in the E2 Commercial Centre zone.</i></p>	<p><i>26 Use of certain land at Early and Church Street, Parramatta</i></p> <p><i>(1) This clause applies to land identified as “26” on the Additional Permitted Uses Map, comprising Lot 10, DP 733044, Lot B, DP 304570, and Lot 20, DP 732622.</i></p> <p><i>(2) Development for the purposes of residential flat buildings is permitted with development consent if –</i></p> <p><i>a) No dwellings are permitted on the land zoned E2 Commercial Centre, and</i></p> <p><i>b) Development on land zoned E2 Commercial Centre to support residential flat buildings that are located on the land is limited to the basement.</i></p> <p><i>(3) Development for the purposes of creative industries is permitted with development consent in the E2 Commercial Centre zone.</i></p>

* The difference (in stories) between Site 1 and 2 is due to the increased floor to ceiling heights within the podium level of Building K that enables future transformation into commercial floor space.

** Dwelling number increase is a result of the redistribution of non-residential floor area to residential floor area through amendments to Clause 7.29. Overall, there is no change in FSR on Site 2.

Clause 7.29 Site specific provisions

20. The site-specific Clause 7.29 is proposed to be amended as follows (~~strikeout text~~ is text to be deleted and **bold text** is to be added):

- (1) This clause applies to the following land at Parramatta—
 - (a) ~~Lot 10, DP 733044~~ **Lot 100, DP1249271**, 83 Church Street ~~and Lot B, DP 304570, 44 Early Street (Site 1),~~
 - (b) ~~Lot 20, DP 732622,~~ **Lot 102, DP1249271** 63 Church Street (**Site 2**).
- (2) The objectives of this clause are to ensure that development on the land—
 - (a) provides employment opportunities in the precinct by ensuring that a minimum proportion of the available floor space is provided for commercial purposes, and
 - (b) the scale and bulk of the development does not adversely impact the amenity of the precinct.
- (3) Development consent must not be granted to development, including staged development, involving the erection of a building on Site 1 **and Site 2** unless the consent authority is satisfied—
 - (a) at least ~~40~~**25**% of the combined gross floor area of **Site 1 and 2** ~~of Site 1~~ will be used for purposes other than residential accommodation or serviced apartments, ~~and~~
 - (b) ~~the floor space ratio of Site 1 will not exceed—~~
 - (i) ~~if the development includes a basement to be used for commercial purposes 7.2:1, or~~
 - (ii) ~~otherwise 6.4:1, and~~
 - (c) the gross floor area of each storey of a building **on Site 1** above a height of 40m will not exceed 700m².
- ~~(4) Development consent must not be granted to development, including staged development, involving the erection of a building on Site 2 unless the consent authority is satisfied at least 40% of the gross floor area of Site 2 will not be used for residential accommodation or serviced apartments.~~
- (5) Clause 7.14 does not apply to the land to which this part applies if the application comprises only alterations and additions to a building that is the winner of a design competition.**
- (6) Clause 7.24 does not apply to the land on Site 1 that is comprises only alterations and additions to a building.**

Non-residential Gross Floor Area and Jobs

21. The Planning Proposal seeks to amend subclause (3) which reduces the quantum of GFA to be allocated to non-residential uses from 40% of Site 1's GFA and 40% of Site 2's GFA to 25% of the total GFA of Sites 1 and 2 combined. This results in a reduction of 13,048sqm of non-residential GFA in total across the development.
22. The rezoning of the site in 2011 which established the 40% requirement for non-residential GFA relied upon 5,694sqm of this GFA being delivered as a basement level supermarket. During the assessment of the approved DA, it was revealed that the site's flood affectation restricted the provision of basement level commercial floor space due to a high level of risk to life and property.

23. There is also a State-wide priority to delivery housing within rezoning schemes to address the current housing affordability crisis and supply shortage. As such, this Planning Proposal seeks to increase the proportion of residential floor space and reduce the overall quantum of non-residential floor space from 40% of the GFA of Site 1 and Site 2 to 25% of the overall GFA across both sites.
24. The Planning Proposal seeks to include additional site-specific provisions into Clause 7.29 which would replace LEP clauses relating to design excellence competitions, dual-water systems in buildings

Design Excellence

25. It is proposed to insert subclause (5) to ensure that any future application would be exempt from a new design competition process. Currently, clause 7.14 of the Parramatta LEP 2023 states that any application that would result in a building being over 40m in height within the Parramatta City Centre or would significantly increase the height or GFA of a building within the Parramatta City Centre would be subject to a new design excellence competition.
26. The approved development on the site has already been through a design excellence competition and it is unreasonable to subject a future amending DA which seeks to implement the increased FSR on Site 1 and height limit on Site 2 to a new design competition. It is noted that the original project architects (AJC and Turner Studios) have been retained on the project and will ensure that any future applications will continue to exhibit design excellence in accordance with the winning design criteria.

Dual Water Systems

27. It is proposed to insert subclause (6) to allow any future DA on Site 1 to be exempt from the provisions of Clause 7.24 Dual water systems, which states that certain development in the City Centre (which would include the proposal) must use a dual water reticulation system. This control came into effect due to the finalisation of the Parramatta CBD Planning Proposal. Consequently, with the development consent being granted prior to the implementation of Clause 7.24, it is considered impractical to require compliance with dual water systems as construction has already significantly progressed.
28. The exemption from this clause is necessary as buildings on Site 1 are already substantially under construction and cannot reasonably comply with this clause. It is not feasibly possible to retrofit the already commenced construction of Buildings D and E on Site 1 to include dual water systems on this site. Dual water systems will be required to be complied with for buildings on Site 2, as construction has not yet commenced.

Schedule 1 – Additional Permitted Use

29. Schedule 1 Additional Permitted Uses of the Parramatta LEP 2023 will be amended to include a new clause enabling development for the purposes of creative industries and carparking for residential flat buildings within the E2 Commercial Centre zone.
30. The reallocation of commercial car parking to residential has resulted in some parking spaces being located within the E2 portion of the site. Residential

carparking is currently prohibited within the E2 zone. The proposed Additional Permitted Use will enable the full site footprint to be used for both commercial and residential carparking, reducing the level of basement excavation required as the carparking can be spread over a wider footprint.

31. Including this clause does not increase the permissible number of residential carparking spaces under the Parramatta LEP 2023, it merely allows the carparking to be constructed over a wider basement footprint.
32. The inclusion of 'creative industries' as an Additional Permitted Use has been proposed to expand the possible future use of Building L on Site 2. This building will be dedicated to Council in its entirety, and presents a significant opportunity for part of the building to include an artist studio, exhibition space or similar. 'Creative industries' are compatible in the site's context and will be entirely contained within Building L.

SUMMARY OF COUNCIL OFFICER ASSESSMENT

33. Council officer's summary of the planning proposal's assessment is below. Further details of the assessment can be found in the Local Planning Panel Report (**Attachment 2**).

State and Local Planning Policies and Strategies

34. The Minister for Planning and Public Spaces has recently written to all councils and planning panels asking them to '*prioritise the delivery of housing when assessing development applications and rezoning schemes, so that the entire planning system is geared to addressing the housing shortfall*'. The Minister further asks that '*...council teams prioritise the opportunity to deliver homes as part of merit considerations where, on balance, dwelling numbers may warrant a scale or built form that is different to or greater than the outcome originally anticipated*' (see **Attachment 5**).
35. The Minister also advises in his letter that updated region and cities' plans are being prepared by DPHI, and that in the meantime a strategic merit assessment should be applied to Planning Proposals which will be used to confirm if the proposal can satisfy relevant regional, district, and local strategies. The Planning Proposal makes provisions to address the existing region and district plan by enabling mixed-use development alongside infrastructure such as a childcare centre and park that provides significant public benefit.
36. The Planning Proposal facilitates the delivery of an additional 208 dwellings when compared to the existing scheme in the Parramatta City Centre and contributes to the housing targets set out in the Local Strategic Planning Statement (LSPS) and Local Housing Strategy. It is also consistent with the relevant Planning Priorities listed within the LSPS. Additionally, the community hub that is to be fully dedicated to Council addresses the recommendations made in the Community Infrastructure Strategy.

State Environmental Planning Policy (Housing) 2021 – Build to Rent (BTR) Implications

37. Following amendments to the Housing SEPP in late 2023, BTR is now permissible within the E2 Commercial Centre zone.
38. Under the current legislation, the developer could pursue a BTR development proposal within the E2 zoned area of the site which could be constructed in place of the hotel and Cultural and Community building, resulting in essentially all non-residential floor space being lost.
39. Council officers have identified the opportunity for a four-storey, standalone Cultural and Community facility that will be dedicated in its entirety to Council and provide opportunities for a number of non-residential uses including the Parramatta Artist Studio (PAS).
40. The PAS is temporarily located at Granville, as a result of its previous home in the Parramatta CBD being acquired by Sydney Metro West in 2021. To facilitate the development of the Granville Town Square, the current site of the PAS is required to be demolished, and a new, permanent home is required to be found for the PAS.
41. The subject site presents a unique opportunity for the return of the PAS to the fringe of the CBD. This is in alignment with '*A Cultural Plan for the Parramatta CBD*', which advocates for the expansion of creative industries within the CBD.
42. In addition, the increase in FSR on Site 1 and redistribution of non-residential GFA to residential GFA on Site 2 will deliver an additional 208 residential apartments across the development that has already significantly progressed construction.
43. Given the circumstances, this proposal would result in a better outcome, balancing the creation of new jobs within the E2 zoned land, delivering a Cultural and Community facility while also increasing the immediate delivery of new housing.

Urban Design and Design Excellence

44. As detailed in the LPP Report (**Attachment 2**) Council officers have identified several urban design implications resulting from the proposed amendments to the Parramatta LEP 2023. In particular, the LPP Report analyses the impacts of the increased height of buildings on Site 2 and resultant increase in building height for Building K. Council officers have reviewed the winning Design Competition criteria for the development and have developed an urban design outcome which is consistent with the criteria and is of a high-quality.



Figure 4: Artist's impression of the scheme resulting from the Planning Proposal

Traffic and Parking

45. Council's traffic officer has undertaken a detailed assessment of the proposal and has determined that the amendments to the Parramatta LEP 2023 proposed under this Planning Proposal can deliver a compliant car parking layout. The assessment affirms that, notwithstanding the uplift in residential dwellings, the proposed level of carparking complies with the provisions of the Parramatta LEP 2023. Refer to the Traffic Report at **Attachment 6** for more details.

Economic Impact

46. The Parramatta City Centre is currently experiencing high commercial office vacancy rates, with rates expected to remain above 20% over the five-year medium term as evidenced in the supporting Economic Assessment (**Attachment 5**). This is largely because of the COVID-19 pandemic and subsequent fundamental change in the way people work, resulting in less demand for commercial office space in the market. At this time, as the site is under construction, it is unlikely that the quantum of commercial office space under the existing site-specific clause will be fully occupied within the future development.
47. The applicant initially proposed to reduce the quantum of non-residential GFA to 20% of the total GFA of Sites 1 and 2. This was considered to be an unsupportable reduction, and it was important to retain a higher level of employment generating land uses on the site. Following consultation with the applicant, it was determined that an appropriate amount of non-residential GFA

to be delivered across Site 1 and 2 is 25%. If the Planning Proposal was to reduce the non-residential GFA to 20%, this would have resulted in approximately 1,600sqm of commercial floor area, equivalent to two storeys of the Cultural and Community building.

48. The approved development under construction will deliver a new 5-star hotel (Building F on Site 1), with the confirmed operator being the Marriott Group. The hotel development will be a key contributor to Parramatta's visitor economy and will help service domestic and international visitors to Parramatta, Sydney Olympic Park and the forthcoming Western Sydney International Airport that is due to open in late 2026. The hotel will not only generate primary jobs but will also generate subsidiary jobs through uses associated with the hotel such as catering companies, event management and corporate conferences.
49. The addition of the Cultural and Community building will establish an emerging character for the southern City Centre as a destination for arts and cultural spaces. The fringe location of the site presents an opportunity to deliver alternative land uses that will complement commercial office space, generating employment opportunities and boost Parramatta's cultural economy.
50. Council officers have considered these impacts in the Planning Proposal and Local Planning Panel Report (**Attachment 2**) and given the current market conditions, the site being under construction and the provisions of the Housing SEPP allowing build to rent on commercial zoned land, the provision of a Community and Cultural building, a new 5-star hotel offering, and other commercial uses including diverse retail offerings, the Planning Proposal adequately balances the economic impacts of the proposal while noting the delivery of additional dwellings.
51. The decrease in the quantum of non-residential floor space as a part of the Planning Proposal is supportable in this instance for the following reasons:
 - The basement levels of the buildings cannot accommodate the 5,694sqm of supermarket floor area due to flooding constraints as detailed in the assessment of the approved scheme (DA/738/2016);
 - The site is under construction and its location on the fringe of the Parramatta CBD means it is unlikely that the already approved commercial floor space will be utilised in the short and medium term;
 - The economic analysis by Urbis indicates that vacancy rates for commercial floor space are unlikely to lower in the medium term;
 - Diversification of land uses through the inclusion of creative industries are well-suited for this location in the Parramatta CBD;
 - Continues to retain non-residential GFA, particularly along Church Street, by providing an alternative use to the provisions under the State Environmental Planning Policy (Housing) 2021 that permits build-to-rent on E2 land; and
 - The Minister for Planning and Public Spaces has requested public authorities and planning panels to prioritise the delivery of housing.

Other Considerations

52. The detailed analysis contained within the LPP Report (**Attachment 2**) addresses the relevant State and Council policies, wind impacts, overland flooding impacts and the social impacts of the proposal.

SITE SPECIFIC DEVELOPMENT CONTROL PLAN

53. Section 9.10.2 in the Parramatta City Centre Development Control Plan (DCP) applies to the site. The Planning Proposal requires minor amendments to the DCP to facilitate the reference scheme.
54. Amendments to the existing draft site-specific development control plan (SSDCP) will be prepared should this Planning Proposal be supported for Gateway determination. The draft SSDCP will make the following amendments to ensure consistency with the reference scheme provided:
- a. Removal of references to 44 Early Street due to lot amalgamation with 83 Church Street
 - b. Updating height figures in Figure 9.10.2.3
 - c. Updating building footprints in Figure 9.10.2.3
 - d. Removal of the reference to a basement level supermarket on Site 1 in Figure 9.10.2.4
 - e. Relabelling Figure 9.10.2.4 – Building Form Control Section (Northern Side) to Figure 9.10.2.4 – North-South Section for clarity
 - f. Updating the Figure 9.2.10.4 to reflect the reference scheme
 - i. Building F (Hotel) is coloured as commercial/hotel
 - ii. Building F is 12 levels not 10 levels
 - iii. Podium levels are commercial
 - iv. Building D is updated to 42 levels
 - g. Minor changes of an administrative nature (e.g. formatting, labelling, numbering)
55. It is proposed that the SSDCP will be updated to address these matters and placed on public exhibition with the Planning Proposal following DPHI issuing of a Gateway Determination for the Planning Proposal.

PARRAMATTA LOCAL PLANNING PANEL

56. The Parramatta Local Planning Panel (LPP) considered this matter at its meeting on 26 November 2024 and advised that:
- (a) *Council approves, for the purposes of seeking a Gateway Determination from the Department of Planning, Housing and Infrastructure (DPHI), the Planning Proposal for land at 57-83 Church Street, Parramatta (Attachment 1), which seeks the following amendments to the Parramatta Local Environmental 2023 (Parramatta LEP 2023):*
 - i. *Increase the Floor Space Ratio control from 7.2:1 to 8.4:1 for land at 83 Church Street, Parramatta (Site 1).*
 - ii. *Increase the Height of Buildings control from 90m to 118m (40 storeys) for land at 63 Church Street, Parramatta (Site 2).*

- iii. *For Site 1 and 2, switch off the provisions within Clause 7.14 Competitive design process of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (5) Site specific provisions to exempt any future application comprising of alterations and additions from the competitive design process to ensure compliance with the approved winning design excellence competition scheme.*
 - iv. *For Site 1, switch off Clause 7.24 Dual water systems of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (6) to reflect the approval for this site which was granted before dual water systems were mandated.*
 - v. *For Site 1 and 2, amend Clause 7.29 Site specific provisions to revise the non-residential gross floor area requirement from 40% to 25% of total Gross Floor Area.*
 - vi. *To include a clause under Schedule 1 Additional permitted uses to allow residential basement carparking in the E2 Commercial Centre zone on Sites 1 and 2 and development for creative industries on Site 2.*
- (b) *Council approve the draft amendments, as described in this report, to Parramatta Development Control Plan 2023 (DCP) associated with the land subject to this Planning Proposal for the purposes of public exhibition.*
 - (c) *Council request that DPHI provide it with authorisation to exercise its plan-making delegations for this Planning Proposal.*
 - (d) *The CEO be authorised to negotiate and draft the Planning Agreement consistent with the terms of the Letter of Offer (Attachment 2) provided by the landowner and that the Planning Agreement be placed on public exhibition concurrently with the Planning Proposal and the draft DCP.*
 - (e) *Council authorises the CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process.*
57. The Panel provides the following further advice:
- (a) *The Panel recommends Council review the Concept Development Consent ensuring any relevant provisions have been considered and if required are incorporated into the Draft Development Control Plan.*
 - (b) *The Panel notes that pedestrian and cycle connectivity from the Southern Planning Investigation Area to the CBD and Transport nodes requires further consideration.*
 - (c) *The Panel wishes to thank Staff on their excellent paper and work on the Planning Proposal.*
58. It is noted that the Local Planning Panel has provided additional recommendations to Council regarding the proposal in recommendations (a) and (b). In response to recommendation (a), Council officers will review the Concept Development Consent to ensure any relevant provisions are included within the Development Control Plan amendments.

59. Internal consultation has been undertaken with the team leading the Southern Planning Investigation Area who have confirmed that pedestrian and cycleway connectivity to the CBD and transport nodes will form part of this work.
60. The Local Planning Panel report and minutes are provided at Attachment 2.

PLANNING AGREEMENT

61. In the preparation and finalisation of the previous Planning Proposal, a Planning Agreement between the previous landowner and Council was executed and is registered on the title of the land, which was to deliver the following items at a total value of \$15,142,695:
- Embellishment and dedication of land at Site 3 comprising a total of 1,953sqm for use as a public open space;
 - Embellishment and footpath widening along the Church Street frontage of the land;
 - Provision of a pedestrian thoroughfare through Site 1 and 2;
 - The construction and dedication of a commercial suite comprising 200sqm to Council; and
 - Payment of a \$7.3 million cash contribution to Council's City Centre Section 94A Plan.
62. The proponent has submitted a Letter of Offer (Attachment 3) to enter into a new Planning Agreement with Council at a value estimated by the applicant to be \$26,543,384. The agreement comprises the following items:
- Dedicate Building L as a Community and Cultural building with approximately 2,400sqm of floor space to be distributed as follows:
 - Basement**
 - Basement carparking comprising 34 spaces;
 - Ground Floor**
 - Retail tenancy comprising of a total 131sqm in a cold shell fit-out;
 - Community hall comprising a total 555sqm in a warm shell fit-out;
 - Level 1**
 - Commercial office space to be utilised by Council or independently tenanted
 - Levels 2-3**
 - It is envisaged that the PAS will occupy Levels 2 and 3 of the building.
 - Dedicate a fully embellished open space public park on Site 3 totalling approximately 1,953sqm.
 - Design, construction and embellishment of footpaths and through-site links across Site 1 and 2 facilitating north-south movement between the buildings fronting Church Street and to the rear of the site.
 - Embellish and make accessible via public easements to be held by Council

to provide thoroughfares on Site 1 and 2.

63. An analysis of the deliverables between the previous and proposed Planning Agreement, including value of items is provided below at Table 3.

Table 3: Planning Agreement Item Summary

Item	Description	Comments	Value
Cultural and Community Building	Four (4) storey Cultural and Community building consisting of retail, commercial and community hall (Building L) and basement car parking	New Item - delivered within the letter of offer which replaces the 200m2 commercial tenancy with a four (4) storey (approx. 2400sqm) Cultural and Community Facility and 34 basement parking spaces	\$19,002,430
64. Public domain widening and embellishment – Site 1	Design and construction of footpath/ public domain upgrades	Transferred from the original Planning Agreement to the new Planning Agreement	\$901,149
Through site link - Site 1	Design and construction of through- site link including easement for public access	Transferred from the original Planning Agreement to the new Planning Agreement	\$2,498,339
Public domain widening and embellishment – Site 2	Design and construction of footpath/ public domain upgrades	Transferred from the original Planning Agreement to the new Planning Agreement	\$754,840
Through site link and embellishment – Site 2	Design and construction of through- site link including easement for public access	Transferred from the original Planning Agreement to the new Planning Agreement	\$1,735,716
Open Space Embellishment and Dedications - Site 3	Embellishment and dedication of 1,953sqm site for use as a public open space	Transferred from the original Planning Agreement to the new Planning Agreement	\$1,650,910
Commercial Tenancy	Cold shell construction of a 200sqm commercial tenancy	Replaced Item - the new Planning Agreement replaced the 200sqm cold shell commercial tenancy with the 131sqm retail space within the Community and Cultural building	Estimated Value \$1,000,000

The original Planning Agreement required the payment of contributions in accordance with the (former) City Centre Section 94A Contributions Plan, which equated to \$8,895,755.38 (noting CPI increases). In accordance with the conditions of executed Planning Agreement, \$1,394,812.38 has been paid to Council. The remaining value that is outstanding is \$7,500,943.00, which has been allocated to the construction costs of the Community and Cultural building.

65. The renegotiation of the new Planning Agreement has enabled Council the opportunity to invest the outstanding Section 94A development contributions, that would have been collected through the previous agreement into the construction and dedication of the Community and Cultural building. Without this

contribution, the facility would not provide a multi-level building that is capable of delivering both community and commercial uses. Substantial cost savings are delivered through a collaborative approach with the developer, with Council benefiting from the ability to provide a permanent premises for the Parramatta Artist Studios within the Parramatta CBD and expand the building to include income generating components. Revenue opportunities existing through the two retail suites, basement carparking, commercial office suites and a hireable community hall without the need for upfront capital contributions by Council for the acquisition of land.

66. In addition to the value of the Letter of Offer, development contributions in accordance with Parramatta City Centre Local Infrastructure Contributions Plan 2022 are applicable as follows:
 - Contributions for the additional apartments in Building E (5% of cost of construction); and
 - Contributions for any development where the development cost exceeds \$250,000 (4% of cost of construction).
67. The funds collected through the application of Parramatta City Centre Local Infrastructure Contributions Plan 2022 are to be quarantined for use in the fit out of the remainder of Building L.
68. Importantly, the values in the letter of offer attribute zero cost to Council for the dedication of land, easements and stratum lots.
69. Council's Community Infrastructure Strategy (CIS), which was endorsed by Council at its meeting on 13 July 2020, and A Cultural Plan for the Parramatta CBD, endorsed on 10 July 2017, have guided Council officers in the renegotiation of the Planning Agreement to ensure the infrastructure deliverables support the growing population of Parramatta.
70. The value of the proposed works, dedication of land and end stratum lots equates to the most significant contribution of infrastructure made by a developer through a Planning Agreement, redefining expectations placed on developers when seeking a Planning Proposal that increases the demands placed on community infrastructure.
71. The assessment of the Letter of Offer by Council Officers concludes that the items offered are acceptable and satisfy major Council objectives related to community and social infrastructure provision.

PLAN MAKING DELEGATIONS

72. Should Council resolve to endorse the Planning Proposal to proceed, it is recommended that Council request that it exercise its plan-making delegations. This means that once the Planning Proposal has been to Gateway, undergone public exhibition and been adopted by Council, Council officers would deal directly with the Parliamentary Counsel Office on the legal drafting and mapping of the amendment. The LEP amendment is then signed by the CEO before being notified on the NSW Legislation website.

CONSULTATION

73. The Planning Proposal and supporting documents were referred to various Council staff/teams including Design Excellence, Flooding, Traffic, City Strategy, Development Services, Environmental Strategy and Public Domain. External referrals have not yet been undertaken.
72. At the time of finalising this report the following Councillor consultation was scheduled to be undertaken in relation to this matter:

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
3 December 2024 – Councillor briefing	All Councillors	Report finalised prior to the briefing	Report finalised prior to the briefing	Executive Director City Planning and Design

FINANCIAL IMPLICATIONS FOR COUNCIL

74. Should Council resolve to proceed with the Planning Proposal, the costs incurred in conducting the community consultation are covered by the fees associated with the submission of the Planning Proposal. The developer will reimburse any legal costs relating to the drafting/negotiation of the Planning Agreement.
75. The Planning Proposal is accompanied by a Letter of Offer (Attachment 3) which proposes that the applicant enter into an agreement to deliver a range of community infrastructure. In line with Council's current approach to Planning Agreements, the costs detailed at the time of reporting are provided for Council to review the value and suitability of the Planning Agreement. The actual costs for the delivery of the ascribed works are the sole responsibility and borne wholly by the developer. This is to ensure that no cost escalations are passed on to Council.
76. To further protect Council's financial interests and potential dilution of the deliverables, an Infrastructure Service Delivery Plan will accompany the Planning Agreement to document the expectations of each of the deliverables of the Planning Agreement.
77. If Council resolves to endorse the recommendations of this report, the financial impacts on the budget are set out in the table below. The Cultural and Community building is not expected to be operational until approximately 2028. This is due to the staged construction of the development with the Cultural and Community building being on Site 2. The park on Site 3 will be delivered within 12 months of the issue of any Occupation Certificate relating to Site 2.
78. Noting the timeframes for delivery of the Cultural and Community building, a future report will detail the commercial leasing opportunities available, operating model, capital costs and potential funding sources for the warm shell fit-out (ex. community hall), and maintenance and depreciation costs.

CONCLUSION AND NEXT STEPS

79. This report recommends that the Planning Proposal for 57-83 Church Street, Parramatta be submitted to DPHI for Gateway determination.

80. It is recommended that Council endorse the preparation of a draft Planning Agreement for 57-83 Church Street, Parramatta based on the submitted Letter of Offer, and that the Chief Executive Officer be authorised to prepare the legal drafting.
81. It is recommended that Council endorse preparation of the amendments related to the site-specific DCP (SSDCP) for land at 57-83 Church Street Parramatta, to be made to the Parramatta DCP 2023.
82. If supported by the DPHI, the Planning Proposal, draft Planning Agreement and draft SSDCP will be publicly exhibited concurrently. A further report will be prepared for Council on the outcomes of the public exhibition.

Liam Spinks
Project Officer

Darren Ung
Project Officer















Belinda Borg
Team Leader Land Use Planning

Jennifer Concato
Executive Director City Planning and Design

Amit Sharma
A/Executive Director Finance & Information

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

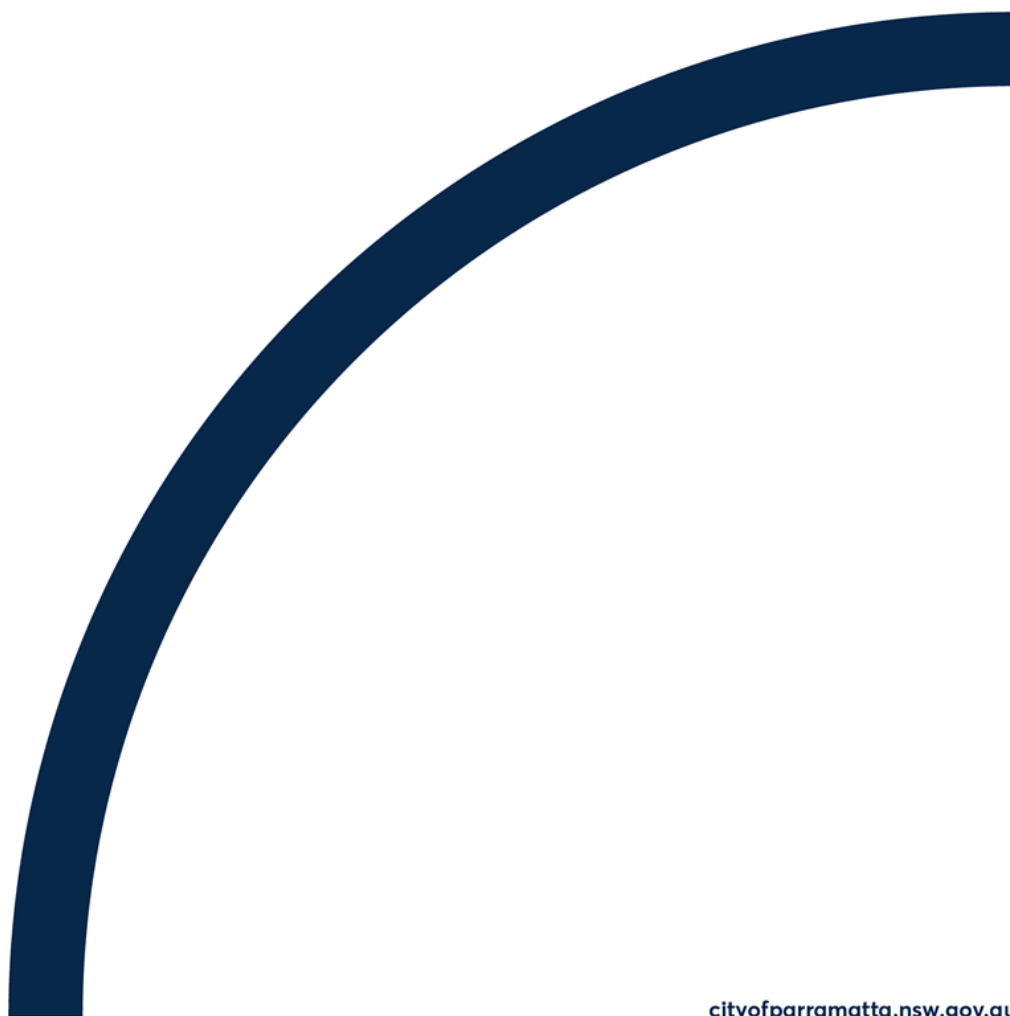
1	 	Planning Proposal	53 Pages
2	 	Local Planning Panel Report and Minutes	36 Pages
3	 	Letter of Offer	6 Pages
4	 	Urban Design Report	53 Pages
5	 	Letter from the Minister for Planning and Public Spaces	2 Pages
6	 	Traffic and Parking Assessment	15 Pages
7	 	Economic Assessment	45 Pages

REFERENCE MATERIAL



PLANNING PROPOSAL

57–83 Church Street, Parramatta



cityofparramatta.nsw.gov.au

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Urbis	Submitted to Council for assessment – September 2024

Council versions:

No.	Author	Version
1.	City of Parramatta Council	Report to Local Planning Panel and Council on the assessment of Planning Proposal – November 2024

INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan (LEP) 2023* for 57-83 Church Street, Parramatta. It has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning, Housing and Infrastructure (DPHI) guide, 'A Guide to Preparing Local Environment Plans' (August 2023).

This Planning Proposal was received by Council on 16 September 2024 and was prepared on behalf of the landowner and developer, JQZ.

The site has been subject to a past Planning Proposal, a Design Excellence Competition, site-specific DCP and Development Application which granted consent for a mixed-use development comprising the use of the land for a hotel, residential apartments, retail, commercial and public open space.

The purpose of this Planning Proposal is to accommodate an increase in residential floor space across the development to fulfil the future housing needs of Parramatta. This Planning Proposal seeks to amend the LEP 2023 by:

- Increase the Floor Space Ratio control from 7.2:1 to 8.4:1 for land at 83 Church Street, Parramatta (Site 1)
- Increase the Height of Buildings control from 90m to 118m (40 storeys) for land at 63 Church Street, Parramatta (Site 2)
- For Site 1 and 2, switch off the provisions within Clause 7.14 Competitive design process of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (5) Site specific provisions to exempt any future application comprising of alterations and additions from the competitive design process to ensure compliance with the approved winning design excellence competition scheme.
- For Site 1, switch off Clause 7.24 Dual water systems of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (6) to reflect the approval for this site which was granted before dual water systems were mandated.
- Amend Clause 7.29 Site specific provisions to revise the non-residential gross floor area requirement from 40% to 25% of total GFA,
- Additional Clause under Schedule 1 Additional permitted uses to allow residential basement carparking in the E2 Commercial Centre zone on Sites 1 and 2 and development for creative industries on Site 2.

The Site

The site comprises of allotments at 83 Church Street, 63 Church Street and 57 Church Street and are legally identified as follows:

Site Address	Lot Number and Deposited Plan	Land Size (sqm)
83 Church Street, Parramatta (Site 1)	100/DP1249271	7136
63 Church Street, Parramatta (Site 2)	102/DP1249271	4519
57 Church Street, Parramatta (Site 3)	15/DP651039, 16/DP12623 and 114/DP129484	1953

The site is located on the southern side of the Great Western Highway and intersected by Early Street and Lansdowne Street, with Church Street bordering the site to the east. The site is located within the Auto Alley Precinct at the southern gateway to the Parramatta CBD, which was historically characterised by its high concentration of car sales yards.

Site 1 is currently an active construction site which is in the early stages of constructing the development approved under DA/738/2018. Basement excavations and construction are currently underway, and the site is surrounded by construction fencing to prevent public access.

Site 2 is currently occupied by a dilapidated three storey building which occupies the eastern portion of the site fronting Church Street. The building is the former 'Holden House' car dealership within the Auto Alley Precinct. The western portion of the site is occupied by a construction site office which services the active construction site for Site 1.

To the south of Site 2, on the southern side of Lansdowne Street, is 57 Church Street which is known as Site 3 and forms part of the site-wide Planning Agreement. The site is currently occupied by the sales office for the development at Site 1 and by a hardstand carpark. Site 3 is currently zoned RE1 Public Recreation and is to be developed and dedicated to Council as a public park. It is noted that Site 3 does not form part of the subject Planning Proposal.

Jubilee Park is located approximately 200m to the east of the site. Jubilee Park is owned by the City of Parramatta Council and comprises public open space, play equipment, Harry Todd Band Hall and Jubilee Park Childcare Centre.

The site is currently affected by the following planning controls under the PLEP 2023:

- is zoned part MU1 Mixed Use and part E2 Commercial Centre,
- has a maximum building height of part 118m, 90m and 36m,
- has a maximum floor space ratio (FSR) of part 7.2:1 (Site 1) and part 6.4:1 (Site 2).

The site and its surrounds are shown below in **Figure 1**.



Figure 1: Subject Site at 57-83 Church Street Parramatta

Background and context

The site has been subject to past planning studies, a site-specific Planning Proposal, Architectural Design Competition, Concept Development Application and Development Application.

Planning Proposal – RZ/9/2011

RZ/9/2011 was gazetted for the subject site in September 2014 which rezoned the site to allow for retail, commercial and residential land uses in a high-density setting. The Planning Proposal was informed by the Council-initiated Auto Alley Planning Framework 2014 which investigated how the site could be redeveloped in accordance with world-best practice and achieve the vision of establishing Parramatta CBD as Sydney's second CBD.

The Planning Proposal resulted in the following planning controls being established at the site.

	Previous Control	Existing Control
Building Height	Site 1 – 12m	Site 1 – part 36m and part 118m
	Site 2 – 12m	Site 2 – part 36m and part 90m

	Site 3 – N/A	Site 3 – N/A
FSR	Site 1 – 2:1	Site 1 – 7.2:1
	Site 2 – 2:1	Site 2 – 6.4:1
	Site 3 – N/A	Site 3 – N/A

The Planning Proposal also resulted in the insertion of the site-specific clause 7.29 'Church and Early Streets, Parramatta' under Division 6 'Site specific provisions' of the PLEP 2023, which reads as follows:

- (1) *This clause applies to the following land at Parramatta—*
 - (a) *Lot 10, DP 733044, 83 Church Street and Lot B, DP 304570, 44 Early Street (Site 1),*
 - (b) *Lot 20, DP 732622, 63 Church Street (Site 2).*
- (2) *The objectives of this clause are to ensure that development on the land—*
 - (a) *provides employment opportunities in the precinct by ensuring that a minimum proportion of the available floor space is provided for commercial purposes, and*
 - (b) *the scale and bulk of the development does not adversely impact the amenity of the precinct.*
- (3) *Development consent must not be granted to development, including staged development, involving the erection of a building on Site 1 unless the consent authority is satisfied—*
 - (a) *at least 40% of the gross floor area of Site 1 will be used for purposes other than residential accommodation or serviced apartments, and*
 - (b) *the floor space ratio of Site 1 will not exceed—*
 - (i) *if the development includes a basement to be used for commercial purposes—7.2:1, or*
 - (ii) *otherwise—6.4:1, and*
 - (c) *the gross floor area of each storey of a building above a height of 40m will not exceed 700m².*
- (4) *Development consent must not be granted to development, including staged development, involving the erection of a building on Site 2 unless the consent authority is satisfied at least 40% of the gross floor area of Site 2 will not be used for residential accommodation or serviced apartments.*

The Planning Proposal was also accompanied by a site-specific Development Control Plan (DCP) and Planning Agreement. The site-specific DCP is currently in force under Part 9 of the Parramatta DCP 2023, whereas the Planning Agreement that was agreed under RZ/9/2011 is to be surrendered and replaced with the new Planning Agreement that is currently under negotiation.

Design Competition (LA/386/2013) and Concept DA/706/2014

The development was subject to a Design Excellence Competition in accordance with the then Parramatta City Centre LEP 2007. The Design Excellence Panel considered designs by a shortlist of three independent architects that had previously demonstrated capability in designing high quality mixed-use precincts. The Panel determined that the large-scale nature of the development warranted more than one architectural firm undertaking the master planning and design. As such,

both AJC and Turner Studios were awarded design control over the site, with AJC being responsible for Site 1 and Turner Studios responsible for Site 2.

Following the Architectural Design Competition, the Sydney West Joint Regional Planning Panel granted Concept DA consent in June 2016 for the construction of seven buildings across Sites 1 and 2, and a public park on Site 3, comprising indicative building envelopes, 753 apartments and approximately 39,000sqm of retail and commercial floor space.

Detailed DA/738/2016 and subsequent modifications

Following approval of the Concept DA, a detailed design DA was approved by the Sydney Central City Planning Panel on 24 August 2017 which granted consent for the following:

- *Site 1 - 83 Church and 44 Early Street: Demolition, tree removal, construction of a 11 storey non-residential building fronting Church Street, two residential towers (22 storey and 40 storey) containing a total of 538 apartments over 2 levels of retail/commercial podium at the rear of the site, with associate landscaping and plaza works.*
- *Site 2 - 63 Church Street: Demolition, tree removal, construction of a 10 storey non-residential building fronting Church Street, and a mixed-use tower containing 9 levels of non-residential floor space and 22 storeys comprising 235 apartments at the rear of the site, with associated landscaping and plaza works.*

Physical works have commenced in accordance with the issued development consent, with basement excavation and construction works underway on Site 1.

Three modifications to DA/738/2016 have been approved by Council to date, summarised as follows:

Table 1 – Summary of modifications

DA Number	Proposal Description	Milestone Date
DA/738/2016/B	Section 4.55 (1) modification to an approved mixed-use development. The modification involves amending Condition 25 to allow the staging of the road dedication.	Approved 20 December 2018
DA/738/2016/C	Section 4.55(2) modification to amend the development on Site 1. The modification involves the reduction in residential apartments and increase of hotel rooms, as well as reconfigured designs of podiums and buildings.	Withdrawn 25 August 2020
DA/738/2016/D	Section 4.55(1A) modification to the mixed-use development approved under DA/738/2016 seeking deletion of condition 116 relating to tanked basement construction.	Approved 30 July 2024
DA/738/2016/E	Section 4.55 (1A) modification to an approved mixed-use development seeking to modify Condition 60 of the consent to change the timing of submission of the drainage study.	Approved 16 November 2023
DA/738/2016/F	Section 4.55(2) modification to the mixed-use development for the site including internal and external design modifications to the hotel	Currently under assessment

	building, Buildings D and E and the public domain.	
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Southern Planning Investigation Area

On 20 November 2019, Council considered a report on the Parramatta CBD Planning Proposal (CBD PP) and resolved to defer consideration of a number of areas zoned R4 High Density Residential, including an area known as the Southern Planning Investigation Area (SPIA) forming the broader CBD PP at that time. The SPIA is located to the west of the subject site. The precinct was deferred to allow further development options to be investigated.

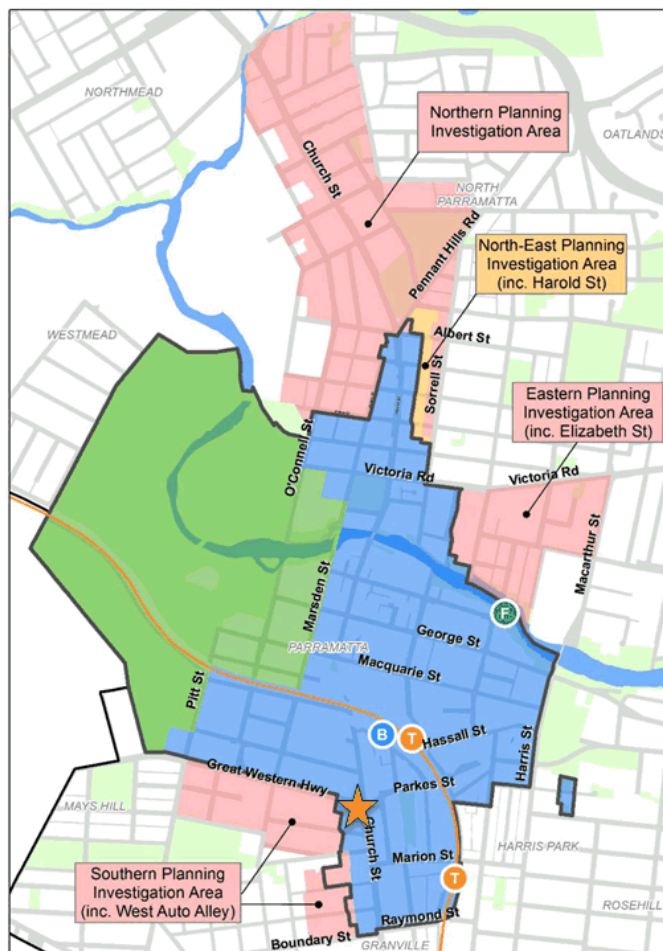


Figure 1: Southern Planning Investigation is shown to the west of the subject site (yellow star)

At the 20 November 2023 Council meeting, Council endorsed a phased work program for the Planning Investigation Areas that were deferred from the CBD PP. The SPIA forms 'Phase 2' of the program after the completion of planning work for the initial investigation area (being the North-East Planning Investigation Area).

To support the National Housing Accord's target of delivering 1.2 million new homes by mid-2029, the Federal Government released the Housing Support Program to provide funding support for local government. City of Parramatta Council was awarded \$860,000 to develop the Southern Parramatta CBD Master Plan for the SPIA. The masterplan will introduce new planning controls to deliver additional dwellings within the SPIA area.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

Objective

The primary objective of the Planning Proposal is to amend existing planning controls at 57-83 Church Street, Parramatta to develop the site for higher density development, alter the ratio of residential to non-residential floor space and include the dedication of a Community and Cultural Building to Council.

Intended Outcomes

The intended outcomes of the Planning Proposal are to:

- Contribute to the site's role in transitioning land uses from the employment centre of Parramatta CBD to the residential community of Harris Park and surrounding locality.
- To improve the amenity and solar access to the public park to be delivered on Site 3.
- To permit an appropriate balance of commercial, creative, retail, residential and community uses on the site which responds to the housing needs and economic demands of Parramatta.
- To facilitate activated frontages to Church Street and the through-site link with a range of non-residential land uses.
- Permit a range of non-residential land uses on the site which benefit the existing and future community including creative and community uses.
- To provide a new permanent home for the Parramatta Arts Studio (PAS).
- Minimise the extent of required excavation to support car parking and ancillary functions on the site.

PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend *Parramatta LEP 2023 (PLEP 2023)* in relation to the height of buildings, floor space ratio controls, design excellence, site-specific provisions and additional permitted uses.

Amendment to the Floor Space Ratio Map for Site 1

This Planning Proposal seeks to amend the Floor Space Ratio Map for land at 83 Church Street (Site 1) to facilitate the construction of ten additional storeys on top of the approved Building E raising it from twenty-two (22) to thirty-two (32). This amendment to Floor Space Ratio will result in the mapped control being increased to 8.4:1, not including any design excellence bonuses that may be applicable to the site.

Amendment to the Height of Buildings Map for Site 2

This Planning Proposal seeks to amend the maximum height of buildings map on Site 2 to permit a maximum height of buildings of 118m. This is an increase of 28m when compared to the existing maximum building height of 90m. Amending the maximum building height to 118m will allow the eventual construction of a tower that has a height of 40 storeys when applying the Design Excellence Bonus applicable to the development.

The proposed increase in building height has been made for several reasons. Since the 2011 planning proposal was finalised, and the concept development application and detailed development applications were approved for the site, the commercial market and demand for office space have fundamentally changed as the demand for housing has significantly increased within Parramatta and Greater Sydney more broadly.

The site is located approximately 600m south of Parramatta Square. It is separated from the commercial core of the Parramatta CBD which is concentrated to the north of the rail corridor by Westfield Parramatta, Church Street, the Great Western Highway, and the railway line and station. As such, the market for commercial office space in the location of the site is limited. As outlined in the Economic Assessment (**Appendix 3**) prepared by Urbis Ltd included with this Planning Proposal the demand for commercial development in the medium term is limited given the high vacancy rates in commercial office space.

In direct contrast, the demand for additional housing is significant and the lack of supply is contributing to an increase in the cost of housing. To 2029, it is forecast that the Parramatta LGA will have a shortfall of approximately 6,374 dwellings compared to the target of 19,500 set by the NSW State Government as outlined in the Economic Assessment (**Appendix 3**). The Planning Proposal aligns with the directive from the Minister for Planning and Public Spaces (**Appendix 2**) which mandates that delivery additional housing should be a key priority for all Councils within NSW.

The site is considered valuable to contributing towards dwelling targets due to its large, amalgamated size, proximity to Parramatta CBD, amenities and services, and public transport. As such, this planning proposal seeks to replace the podium commercial floor space within Building K with additional residential dwellings.

This planning proposal also seeks to reduce the floor space of Building L on Site 2 to enable redistribution of floor space to Building K for additional residential dwellings. Building L will be

dedicated to Council in its entirety as a Cultural and Community Building as part of the Planning Agreement. The building would be able to accommodate a range of non-residential land uses that include retail and commercial premises, community hall and the Parramatta Artists Studio (PAS).

Overall, there is no proposed change to the maximum density and floor space ratio that is already approved on Site 2. Rather, the proposed change to the height of buildings map reflects the redistribution of floor space from Building L to Building K. A comparison between the original approval and proposed scheme is shown in **Figures 2 and 3**.

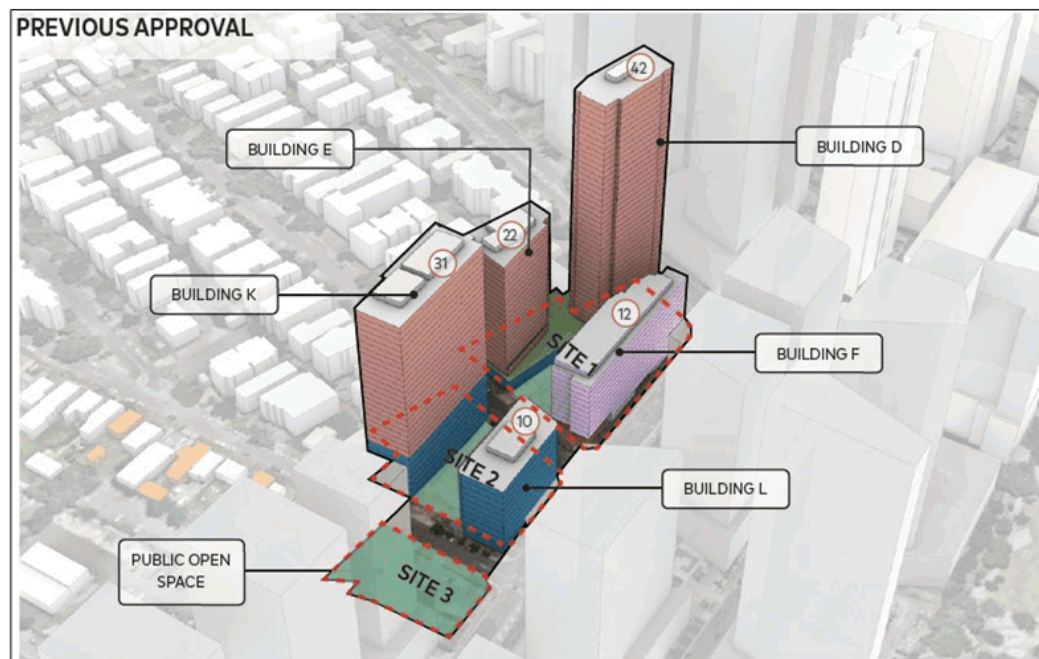


Figure 2: Approved scheme

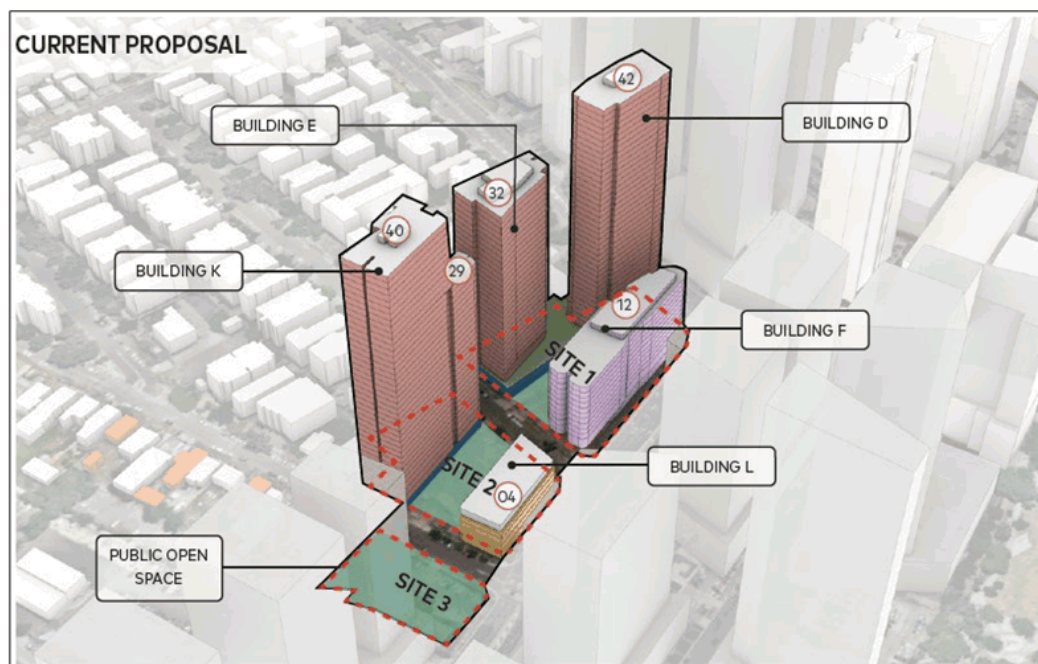


Figure 3: Proposed scheme

Schedule 1- Additional Permitted Use

This Planning Proposal seeks to amend Schedule 1 of the PLEP to include the following additional permitted uses on the site:

26 Use of certain land at Early and Church Street, Parramatta

- (1) This clause applies to land identified as "26" on the Additional Permitted Uses Map.
- (2) Development for the purposes of residential flat buildings is permitted with development consent if –
 - a) No dwellings are proposed on the land zoned E2 Commercial Centre,
 - b) Development on land zoned E2 Commercial Centre to support residential flat buildings that are located on the land is limited to the basement.
- (3) Development for the purposes of creative industries is permitted with development consent in the E2 Commercial Centre zone.

The additional permitted land uses are proposed to apply to the site in Schedule 1 of the LEP to overcover an administrative barrier to the redistribution non-residential parking to residential parking, supporting the logical and efficient planning of the basement layout. It is considered that including an additional permitted use for the portion of the site zoned E2 Commercial Centre is a better outcome than amending the land use zone as the affected land is isolated to the basement of the development and does not fundamentally alter the nature of the proposed development across the site.

Permitting creative industries Clause (3) is proposed to facilitate the Parramatta Artists Studio as an occupier of Building L, which will be dedicated to Council in its entirety as part of the Planning Agreement. The additional permitted use will contribute to establishing a landmark arts and cultural centre within the southern portion of the Parramatta CBD.

Amendment to site-specific Clause 7.29 of the PLEP 2023

This Planning Proposal seeks to amend the site-specific Parramatta LEP 2023 clause 7.29 to achieve an increased residential GFA, replace the design competition requirements and certain building design provisions that would normally apply to new developments on the site. The clause amendments also seek to reduce the maximum quantum of non-residential GFA across the development.

The clause is proposed to be amended as follows (~~strikeout text~~ is to be deleted, and replaced with **new text bolded**):

- (1) This clause applies to the following land at Parramatta—
 - (a) ~~Lot 10, DP 733044 Lot 100, DP1249271, 83 Church Street and Lot B, DP 304570, 44 Early Street (Site 1),~~
 - (b) ~~Lot 20, DP 732622, Lot 102, DP1249271 63 Church Street (Site 2).~~
- (2) The objectives of this clause are to ensure that development on the land—
 - (a) provides employment opportunities in the precinct by ensuring that a minimum proportion of the available floor space is provided for commercial purposes, and
 - (b) the scale and bulk of the development does not adversely impact the amenity of the precinct.
- (3) Development consent must not be granted to development, including staged development, involving the erection of a building on Site 1 **and Site 2** unless the consent authority is satisfied—
 - (a) at least **40**25% of the combined gross floor area of **Site 1 and 2** of ~~Site 1~~ will be used for purposes other than residential accommodation or serviced apartments, and
 - ~~(b) the floor space ratio of Site 1 will not exceed—~~
 - ~~(i) if the development includes a basement to be used for commercial purposes—7.2:1, or~~
 - ~~(ii) otherwise—6.4:1, and~~
 - (c) the gross floor area of each storey of a building on **Site 1** above a height of 40m will not exceed 700m².
- ~~(4) Development consent must not be granted to development, including staged development, involving the erection of a building on Site 2 unless the consent authority is satisfied at least 40% of the gross floor area of Site 2 will not be used for residential accommodation or serviced apartments.~~
- (5) Clause 7.14 does not apply to the land to which this part applies if the application comprises only alterations and additions to a building that is the winner of a design competition.**
- (6) Clause 7.24 does not apply to the land on Site 1 that comprises only alterations and additions to a building.**

The reduction in non-residential floor space has been proposed in response to significant changes in commercial market conditions that have occurred since the 2011 Planning Proposal was finalised. Designating 40% of the GFA on Site 1 for non-residential purposes will create large areas of unoccupied commercial floor space over the short to medium term, as affirmed by the supporting Economic Assessment (**Appendix X**). The proposal therefore seeks to reduce the quantum of non-residential GFA across the site, with 25% across both sites proposed.

The maximum Floor Space Ratio control on Site 1 is proposed to be increased from 7.2:1 to 8.4:1, through changes to the Floor Space Ratio maps. The increased floor area is proposed to accommodate the additional 10 storeys on Building E (Site 1). Despite the proposed additional 10 storeys, Building E will remain compliant with the existing maximum height of building control of 118m for the site and no further changes to planning controls are required in this instance.

The Planning Proposal seeks to 'switch off' Clause 7.24 of the Parramatta LEP 2023 for Site 1, as the approved DA was granted under the Parramatta LEP 2011, prior to the notification and commencement of these clauses. Consequently, it is unreasonable for Buildings D, E and F on Site 1 to comply with these controls, as these buildings are already under construction and detailed construction design has been finalised.

However, it is reasonable for Buildings K and L to comply with Division 5 of the Parramatta LEP 2023, as construction has not yet commenced on this site and the buildings are capable of complying with these requirements.

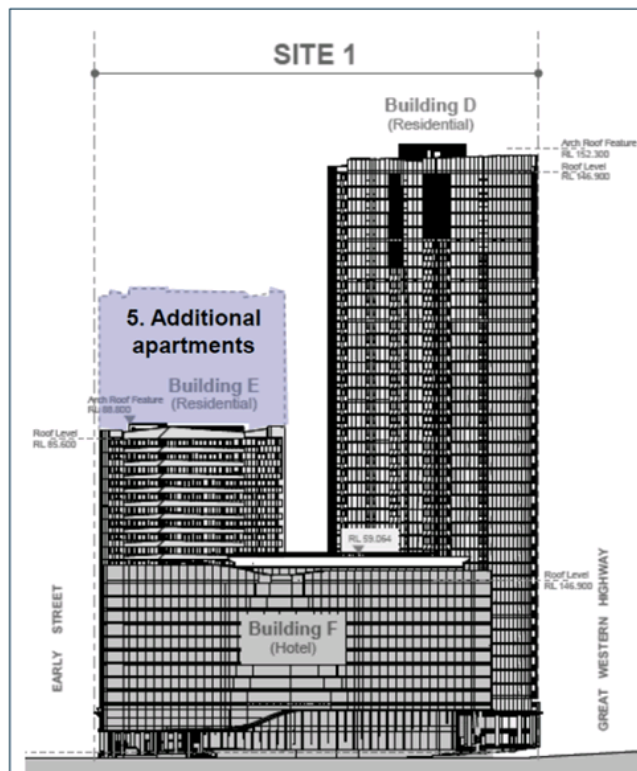


Figure 3: Proposed additional 10 storeys on Building E, Site 1

2.1. Other relevant matters

2.1.1. Planning Agreement

A Planning Agreement (LDOC007468) was entered into between the applicant and Council on 22 January 2014 and is currently registered on title for all sites. It involves numerous public benefits ranging from monetary contributions (as per Parramatta's Contributions plan), public domain, landscaping, through-site links and dedication of a commercial suite to Council. The value of the executed Planning Agreement was \$15,142,695.

This Planning Proposal has been accompanied by a Letter of Offer which generally contains the primary items to be delivered as part of the previous Planning Agreement however, amended to remove the dedication of the Council commercial suite instead providing Building L dedicated to Council in its entirety.

The Letter of Offer, valued at \$26,543,384.00 includes:

- Dedicate Building L as a Community and Cultural Building comprising of:
 - Basement carparking comprising 34 spaces;
 - Retail tenancy comprising of a total 131sqm in a cold shell fit-out;

- One ground floor community hall comprising a total 555sqm in a warm shell fit-out;
- Three level commercial office space comprising of approximately 1,723sqm (including balcony areas) to an agreed level of fit-out
- Dedicate a fully embellished open space public park on Site 3 totalling approximately 1,953sqm.
- Design, construction and embellishment of footpaths and through-site links across Site 1 and 2 facilitating north-south movement between the buildings fronting Church Street and to the rear of the site.
- Embellish and make accessible via public easements to be held by Council to provide thoroughfares on Site 1 and 2.
- Include a monetary contribution equivalent to the Section 7.11 Contributions, enabling Council to directly allocate this funding to the fit-out of Building L.

The Letter of Offer will be translated into a formal Planning Agreement (replacing the existing Planning Agreement) and executed on the title of the land at the time of gazettal of this Planning Proposal.

The draft Letter of Offer will be exhibited concurrently with this Planning Proposal during the public notification period.

2.1.2. Draft DCP

The previous Planning Proposal included site-specific controls within Parramatta Development Control Plan (DCP) 2011. These controls were originally adopted by Council at the meeting of 27 October 2014.

The 'Harmonisation' DCP adopted on 28 August 2023, which included the amalgamation of Council's various DCP's into one document, now known as the Parramatta DCP 2023. Site Specific controls previously adopted as a part of the Planning Proposal were included within Section 9.10 Site Specific Controls of Parramatta Development Control Plan 2023 (PDCP 2023).

Several small amendments are required to be made to building form controls of Section 9.10.2 of the PDCP 2023. These amendments will update Figures which reflect planning controls established under the previous Planning Proposal for the site. The amendments to be made are as follows:

- Removed references to Early Street due to site amalgamation
- Updated building height figures in Figure 9.10.2.3
- Updated building footprints in Figure 9.10.2.3
- Removed reference to a basement level supermarket on Site 1 in Figure 9.10.2.4
- Relabelled Figure 9.10.2.4 – Building Form Control Section (Northern Side) to Figure 9.10.2.4 – North-South Section for clarity
- Updated the Figure 9.2.10.4 to reflect the reference scheme
 - Building F (Hotel) is coloured as commercial/hotel
 - Building F is 12 levels not 10 levels
 - Podium levels are commercial
 - Building D is updated to 42 levels
 - Minor changes of an administrative nature (e.g. formatting, labelling, numbering)

Additionally, to ensure the tower on Site 2 reflects a slender and stepped form at higher levels, the draft site-specific DCP will introduce controls which require the building to be stepped in to encourage a slender tower form. These controls will be further developed and tested prior to the public exhibition period.

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

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

3.1 Section A - Need for the Planning Proposal

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

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

Yes, this Planning Proposal is a result of an endorsed local strategic planning statement (LSPS), strategic study and reports, including:

- Council's LSPS which identifies the Parramatta CBD as a strategic centre for the location of housing and employment opportunities,
- Council's Local Housing Strategy which specifically identifies the Parramatta CBD as being an area where high-density housing and commercial floor area is to be concentrated,
- Supporting technical studies submitted with this Planning Proposal, including the Urban Design Report and Economic Impact Assessment, which demonstrate the site's capability and suitability to accommodate the proposed intensity of development.
- The previous Planning Proposal RZ/9/2011 that was successfully implemented for the site, to which this Planning Proposal seeks to amend.

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

This Planning Proposal is the best and most appropriate means of achieving the objectives and intended outcomes for the redevelopment of the site. The planning controls applicable to the site in their current form do not allow for the intended outcomes to be realised, therefore an amendment to the PLEP 2023 is both necessary and appropriate.

3.2 Section B – Relationship to strategic planning framework

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

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

A Metropolis of Three Cities

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

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions that each contain Potential Indicators and, generally, a suite of objectives supported by a strategy. Those objectives and strategies relevant to this Planning Proposal are discussed below.

Infrastructure and Collaboration

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

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

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	O1: Infrastructure supports the three cities	<p>The proposal is consistent with this objective.</p> <p>The site is located within the Parramatta CBD and is within 500m walking distance of Harris Park station, and within 550m of Parramatta Station.</p> <p>The site is well supported by social infrastructure including Jubilee Park, Ollie Web Reserve, Parramatta Library and the Parramatta Aquatic Centre. Several schools are located within an accessible catchment of the site, including Parramatta Public School, Parramatta West Public School, St Olivers Primary, Parramatta Highschool and Arthur Phillip High School.</p>
	O3: Infrastructure adapts to meet future need	<p>The proposal is consistent with this objective.</p> <p>The site is supported by key infrastructure including transport services, electricity, telecommunications and water. Service infrastructure do not require major upgrades to accommodate the proposal.</p>
	O4: Infrastructure use is optimised	<p>The proposed high-density mixed-use development at the site will facilitate effective land use by co-locating diverse land uses including retail, residential and commercial. The proposed land uses are within proximity to Parramatta and Harris Park rail stations, the Parramatta Light Rail and future Sydney Metro West line.</p>

Liveability

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

Table 3b – Consistency of Planning Proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
A city for people	O6: Services and infrastructure meet communities' changing needs	<p>The proposal is well-located to make use of the services and infrastructure available within the Parramatta CBD and surrounds. The proposal will facilitate the provision of new mixed-use floor space, public domain enhancements and a new public open space.</p> <p>The Planning Agreement includes the dedication of Building L to be used Cultural and Community Building, including arts and creative space which the Parramatta Artists Studio is intended to reside in. This directly contributes to achieving Objective 9 by providing a landmark arts centre within the Parramatta CBD which will contribute to supporting emerging artists and creative industries within the LGA.</p>
	O7: Communities are healthy, resilient and socially connected	
	O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods	
	O9: Greater Sydney celebrates the arts and supports creative industries and innovation	
Housing the city	O10: Greater housing supply	The proposed increase of building heights and floor space will enable the delivery of an additional 208 residential dwellings when compared to the approved scheme.
	O11: Housing is more diverse and affordable	<p>The proposal will deliver an increased supply of diverse housing, with a mix of 1-, 2- and 3-bedroom apartments proposed.</p> <p>The proposal does not include dedicated affordable housing.</p>
A city of great places	O12: Great places that bring people together	<p>The proposed mixed-use development provides an excellent opportunity to foster a sense of place at the southern gateway to the Parramatta CBD.</p> <p>The proposal combines elements that make great places, including high-quality urban design, enhanced public domain, mixed land uses and a transport connected, walkable location.</p>
	O13: Environmental heritage is identified, conserved and enhanced	<p>The site is located to the north of identified local heritage items in Lansdowne Street.</p> <p>The heritage items are identified under Schedule 5 of the PLEP 2023 as items I577-I582 and are a variety of cottages.</p> <p>This Planning Proposal will not impact the local heritage status of the heritage items.</p>

Productivity

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

Table 3c – Consistency of Planning Proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well-connected city	O14: The plan integrates land use and transport and creates walkable and 30-minute cities.	The proposal appropriately locates a high-density mixed-use development in the southern gateway to the Parramatta CBD. The site is within walking distance to both Harris Park and Parramatta rail stations, as well as bus interchanges. The site is ideally located to accommodate the proposed density and mix of land uses.
	O15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	The site is located within the Greater Parramatta and Olympic Park Peninsula (GPOP). The proposal will provide commercial and retail space which contributes to the strategic GPOP objectives of enhancing the economic activity in the area.
Jobs and skills for the city	O19: Greater Parramatta is stronger and better connected	The proposal is consistent with this objective. The site is located within the Parramatta CBD and the proposal directly contributes to revitalisation of Greater Parramatta. The proposal includes an uplift in residential dwellings, the delivery of commercial and retail floor area, public domain upgrades and new community infrastructure. The site is also strategically located in a walkable catchment nearby to public transport hubs.
	O21: Internationally competitive health, education, research and innovation precincts	Westmead Health Precinct and Western Sydney University Parramatta campus are located within the LGA.
	O22: Investment and business activity in centres	The proposal will deliver additional commercial and retail floor space in the Parramatta CBD which is complemented by residential uses which will benefit from access to services. The site is in an established Metropolitan Centre and can accommodate the proposed intensification of land.

	O24: Economic sectors are targeted for success	The Planning Proposal is consistent with this objective as it supports the NSW Government's strategic vision for revitalising the Parramatta CBD through job creation, housing supply and capital investment.
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Sustainability

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

Table 3d – Consistency of Planning Proposal with relevant GSRP Actions – Sustainability

Sustainability Direction	Relevant Objective	Comment
A city in its landscape	O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	The Planning Proposal does not impact biodiversity or remnant vegetation.
	O28: Scenic and cultural landscapes are protected	The design has considered Country and the significance of Parramatta's First Nation's history.
	O30: Urban tree canopy cover is increased	The proposal does not impact the approved landscaping design.
	O31: Public open space is accessible, protected and enhanced	The proposal involves new and embellished public domain elements and through-site links which will improve amenity and accessibility across the site. The VPA includes the dedication of new public open space on Site 3.
	O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths	The proposal is consistent with this objective and does not alter the approved public domain and open space linkages.
An efficient city	O34: Energy and water flows are captured, used and re-used	The proposal is consistent with this objective. Buildings on Site 2 will include dual-water systems to minimise water wastage.
A resilient city	O36: People and places adapt to climate change and future shocks and stresses	The site is identified as flood prone land. Appropriate design measures have been proposed to minimise the risk to property and life, and Council's flooding engineer is satisfied that the proposal has considered the flooding characteristics of the land.
	O37: Exposure to natural and urban hazards is reduced	The proposal is accompanied by a Flood Planning Statement (Appendix 4) which affirms that the site is suitable for the proposed development from a flood planning perspective. The development has been designed to mitigate flood risks.

Central City District Plan

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

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

Infrastructure and Collaboration

An assessment of the Planning Proposal's consistency with the CCDP's relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 4a, below.

Table 4a – Consistency of Planning Proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
A city supported by infrastructure O1: Infrastructure supports the three cities O2: Infrastructure aligns with forecast growth – growth infrastructure compact O3: Infrastructure adapts to meet future need O4: Infrastructure use is optimised	PP N1: Planning for a city supported by infrastructure <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>The Planning Proposal subject site is located within walking distance to both Parramatta Transport Interchange and Harris Park heavy rail station. These connections are sufficient to support high density residential developments in addition to any community and commercial demands.</p> <p>The forthcoming Parramatta Light Rail will improve local connectivity whilst the future delivery of the Sydney Metro West will further improve access to and across Greater Sydney. These infrastructure projects will align with forecast growth in the Parramatta CBD providing a city that will be supported by infrastructure.</p>

Liveability

An assessment of the Planning Proposal's consistency with the CCDP's relevant Liveability Priorities and Actions is provided in Table 4b, below.

Table 4b – Consistency of Planning Proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
A city for people O6: Services and infrastructure meet communities' changing needs	PP N3: Provide services and social infrastructure to meet people's changing needs	<p>The provision of a Cultural and Community Building, parks for open space and through-site links contributes to improved outcomes to</p>

	<ul style="list-style-type: none"> • A8: Deliver social infrastructure that reflects the need of the community now and in the future • A9: Optimise the use of available public land for social infrastructure 	<p>liveability for the existing and growing population.</p> <p>The Planning Agreement will enable these improvements through the provision of a modern and high-quality community centre that can accommodate numerous different use cases.</p> <p>Additionally, the Planning Agreement facilitates the provision of a Cultural and Community Building providing key social infrastructure for people in the Parramatta CBD.</p>
<p>O7: Communities are healthy, resilient and socially connected</p> <p>O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p>O9: Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>PP N4: Fostering healthy, creative, culturally rich and socially connected communities</p> <ul style="list-style-type: none"> • A10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d) • A14: Facilitate opportunities for creative and artistic expression and participation, wherever feasible, with a minimum regulatory burden, including (a-c) • A15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places 	<p>This Planning Proposal is accessible to nearby public transport hubs such as Harris Park Station and the Parramatta Transport Interchange (heavy rail and bus). This will help in encouraging people to use public transport and reduce private vehicle usage.</p> <p>The Planning Agreement includes the dedication of Building L to be used as a Cultural and Community Building, where the Parramatta Artists Studio is intended to reside in. This contributes to this objective by providing a landmark arts and cultural centre within the Parramatta City Centre which will support emerging artists and creative industries within the LGA.</p>
<p>Housing the city</p> <p>O10: Greater housing supply</p> <p>O11: Housing is more diverse and affordable</p>	<p>PP N5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</p> <ul style="list-style-type: none"> • A16: Prepare local or district housing strategies that address housing targets [abridged version] • A17: Prepare Affordable Rental housing Target Schemes 	<p>Under the Region Plan, a target of 725,000 additional homes were identified as being needed by 2036. This was forecast over a 15-20 year period starting in 2016. For the Central City District this equates to 207,500 dwellings.</p> <p>For just the five-year period following 2024 alone, the NSW Government has set a new housing target of 377,000 new homes by FY 2029.</p> <p>Proportionately, this target would not be met if the housing target under the Region Plan was followed. The planning proposal would contribute to the new housing target established by the NSW Government.</p> <p>It is noted that in the context of the Region Plan, the Planning Proposal would overdeliver on this planning priority. However, given the change of circumstances, it will contribute to meeting the overall Direction by providing more housing for the community.</p>

A city of great places O12: Great places that bring people together	PP N6: Creating and renewing great places and local centres, and respecting the District's heritage <ul style="list-style-type: none"> • A18: Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e) • A20: Use place-based planning to support the role of centres as a focus for connected neighbourhoods 	<p>The Planning Proposal aims to revitalise Auto Alley being a catalysts development for further redevelopment of the precinct.</p> <p>The development will contribute to the modifications to the site being best used by delivering a viable mix of residential and non-residential that will activate the proposed park, public recreation uses and the publicly accessible plaza that will anchor the site.</p>
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Productivity

An assessment of the Planning Proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4c, below.

Table 4c – Consistency of Planning Proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
A well-connected city O19: Greater Parramatta is stronger and better connected	PP N7: Growing a stronger and more competitive Greater Parramatta <ul style="list-style-type: none"> • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy • A27: Manage car parking and identify smart traffic management strategies 	<p>This Planning Proposal will continue to provide commercial floor area across both Sites 1 and 2.</p> <p>It will also function as a key entrance to the CBD, improve pedestrian connections further north along Church Street, provide community and cultural infrastructure that will be complimentary to the hotel use.</p> <p>Proximity to Harris Park and Parramatta Station and its connections to Greater Sydney will reduce reliance on private vehicle use for residents of the subject site.</p>
Jobs and skills for the city O15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	PP N8: Delivering a more connected and competitive GPOP Economic Corridor <ul style="list-style-type: none"> • A29: Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GPOP Economic Corridor 	<p>The subject site is within proximity to key heavy rail stations such as Harris Park and Parramatta which also includes its bus interchange.</p> <p>Both stations are within 600m walking distance which enhances travel and connectivity across Sydney and the GPOP Economic Corridor.</p> <p>Access to and from the site is also enhanced by the commencement of the Parramatta Light Rail.</p>
O14: The plan integrates land use and transport creates walkable and 30 minute cities	PP N9: Delivering integrated land use and transport planning and a 30-minute city <ul style="list-style-type: none"> • A32: Integrate land use and transport plans to deliver a 30-minute city • A34: Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network 	<p>The subject site is located within walking distance to Harris Park and Parramatta heavy rail stations. These transport hubs are also within proximity to bus and light rail connections providing improvements to connectivity within the LGA and further.</p> <p>The future Parramatta Metro West Station will promote public transport connectivity for people within the Parramatta City Centre to travel to other districts in Greater Sydney facilitating improvements to the 30-minute city.</p>

<p>O23: Industrial and urban services land is planned, retained and managed</p>	<p>PP N10: Growing investment, business opportunities and jobs in strategic centres</p> <ul style="list-style-type: none"> • A37: Provide access to jobs, goods and services in centres • A39: Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace 	<p>The Planning Proposal seeks to reduce the quantum of non-residential floor space. The proposed reduction is justifiable and acceptable on the basis that commercial office market trends have changed considerably since the early 2010s. Given the current commercial office vacancy rate and the current housing crisis, it is reasonable to increase the residential GFA across the site.</p> <p>Reducing the quantum of non-residential floor space to 25% from 40% addressing the above and facilitates an appropriate level of non-residential provision while optimising land uses by permitting creative industries.</p>
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Sustainability

An assessment of the Planning Proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4d, below.

Table 4d – Consistency of Planning Proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
<p>A city in its landscape</p> <p>O25: The coast and waterways are protected and healthier</p>	<p>PP N13: Protecting and improving the health and enjoyment of the District's Waterways</p> <ul style="list-style-type: none"> • A60: Protect environmentally sensitive areas of waterways • A61: Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water based transport • A62: Improve the health of catchments and waterways through a risk based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes • A63: Work towards reinstating more natural conditions in highly modified urban waterways 	<p>Not applicable, this Planning Proposal does not impact waterways.</p>
<p>O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>O28: Scenic and cultural landscapes are protected</p>	<p>PP N15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</p> <ul style="list-style-type: none"> • A66: Identify and protect scenic and cultural landscapes • A67: Enhance and protect views of scenic and cultural landscapes from the public realm 	<p>The Planning Proposal does not impact upon biodiversity, bushland or scenic and cultural landscapes.</p>

<p>O31: Public open space is accessible, protected and enhanced</p>	<p>PP N17: Delivering high quality open space</p> <ul style="list-style-type: none"> • A71: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged] 	<p>The associated Planning Agreement will provide through-site links that will function as landscaped public open space.</p> <p>Existing site-specific DCP controls also encourages the development of these spaces for public access, enhancing the spaces between the buildings.</p>
<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>O35: More waste is re-used and recycled to support the development of a circular economy</p>	<p>PP N19: 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 emissions by 2050 • A76: Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency • A77: Protect existing and identify new locations for waste recycling and management • A78: Support innovative solutions to reduce the volume of waste and reduce waste transport requirements • A79: Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimising car parking provisions where an increase in total floor in 100,000sqm 	<p>The Planning Proposal supports the efficient management of water and wastewater throughout the buildings. It is proposed to ensure that clause 7.24 Dual water systems controls apply to Buildings K and L.</p>
<p>O36: People and places adapt to climate change and future shocks and stresses</p> <p>O37: Exposure to natural and urban hazards is reduced</p> <p>O38: Heatwaves and extreme heat are managed</p>	<p>PP N20: Adapting to the impacts of urban and natural hazards and climate change</p> <ul style="list-style-type: none"> • A81: Support initiatives that respond to the impacts of climate change • A82: Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards • A83: Mitigate the urban heat island effect and reduce the vulnerability to extreme heat • A84: Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley • A85: Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD 	<p>The existing site-specific DCP contain controls and guidance for developing in flood prone land and mitigation measures for responding to the impacts of climate change. These remain unchanged by the Planning Proposal.</p>

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

Parramatta 2038 Community Strategic Plan

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

The Planning Proposal satisfies the strategies and outcomes identified in the plan including:

- F.1 “Our spaces and facilities meet our needs and support health and wellbeing”. The Planning Proposal and associated VPA will deliver a Council-owned building which will include community hub space where the Parramatta Arts Studio is planned to be located.
- F.3 “Everyone has a place to live that meets their needs”. The Planning Proposal will facilitate the delivery of an additional 208 dwellings when compared to the approved scheme. A mixture of 1, 2 and 3 bedroom dwellings will be delivered.

Community Infrastructure Strategy (CIS)

The Community Infrastructure Strategy (CIS) was adopted by Council in July 2020 which outlines Council's long-term strategy for community infrastructure provision. The CIS identifies potential community facility and open space infrastructure in the Parramatta LGA and recommends the delivery of a new multipurpose community hub to service the south of the Parramatta City Centre.

The Planning Agreement will address the recommendation by providing a Community and Cultural Building (Building L) which will accommodate a community facility, retail space, commercial office space and be the permanent home for the Parramatta Artist's Studio. In addition to the community hub, the Planning Agreement enables the embellishment and dedication of a public park on Site 3 to support the density in the southern part of the City Centre and fulfil the objectives of the CIS.

Parramatta Local Strategic Planning Statement (LSPS)

The Parramatta LSPS is a long-term strategic plan for the LGA which establishes planning priorities and actions to the year 2036. The LSPS predicts that Greater Parramatta will require 87,900 additional dwellings and will house 198,000 more people by the year 2036. The site is located within the GPOP corridor, which includes the Parramatta CBD where the site is located. Council's LSPS anticipates the majority of the LGA's housing growth is to occur within the GPOP corridor.

The site is located within the 'Metropolitan Centre' of the LGA, as identified in the Centres Hierarchy Map below. The Metropolitan Centre is primarily comprised as the CBD area and surrounds. The Centre is identified as an area where significant growth in residential density and commercial development is to occur as new residential communities wish to be close to the diverse range of services, jobs, businesses, entertainment, recreation and transport connectivity that the Parramatta City Centre offers.

The proposal is therefore consistent with the LSPS and future vision for the site and its surrounds. The Planning Proposal will allow for the delivery of high-density housing within the Parramatta CBD complemented by commercial floor space, retail uses, community infrastructure and public open space.

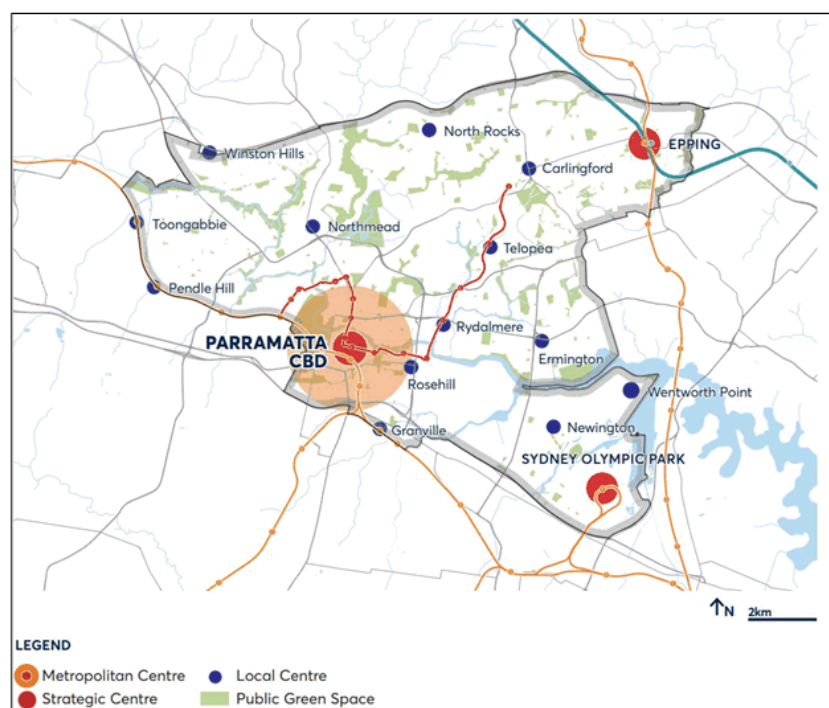


Figure 4: Hierarchy of Centres within the Parramatta LGA.

The LSPS provides several Planning Priorities that are of relevance to the Proposal, and these are addressed in the table below.

LSPS Planning Priority	Comment
Local Planning Priorities	
Planning Priority 1 Expand Parramatta's economic role as the Central City of Greater Sydney	The Planning Proposal is consistent with this priority as it seeks to redistribute commercial floor space throughout the development.
Planning Priority 4 Focus housing and employment growth in the GOP and Strategic Centres; as well as stage housing release consistent with the Parramatta Local Housing Strategy	The Planning Proposal is consistent with this priority. The proposal seeks to significantly increase housing supply whilst still providing adequate employment floor area within the Parramatta CBD.
Planning Priority 6 Provide for community infrastructure and recreation opportunities	The Planning Proposal is consistent with this priority. The accompanying Planning Agreement Letter of Offer includes the dedication of Building L to Council in its entirety which will comprise a creative arts centre. Site 3 will be dedicated as a public park.
Liveability Priorities	
Planning Priority 7 Provide for a diversity of housing types and sizes to meet community needs into the future	The Planning Proposal is consistent with this priority as it seeks to provide a diversity of housing types, including 1, 2 and 3 bedroom apartments to suit a range of demographics.
Planning Priority 11 Build the capacity of the Parramatta CBD, Strategic Centres, Local Centres and Employment Lands to be strong, competitive and productive	The Planning Proposal is consistent with this priority. The provision of commercial floor space as part of this Planning Proposal continues to facilitate a minimum 25% of non-residential floor space across Site 1 and 2. As part of this, the provision of a hotel on Site 1 strengthens the capacity of tourism infrastructure within the City Centre.

Parramatta Local Housing Strategy

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

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

- Additional housing being located within the Parramatta CBD which is identified as a growth precinct and is aligned with sequenced and existing transport and capacity improvements.
- Housing growth being supported by local infrastructure needed to service that growth.
- The delivery of housing being beneficial to the economic, social and cultural significance of the City.

Parramatta Employment Lands Strategy

The Employment Lands Strategy (ELS) was updated and adopted by Council in 2020 and outlines the unified set of planning strategies and actions to shape the future of Parramatta's Employment Lands Precincts.

Recommendations from the ELS aligns with the Planning Priorities outlined in the LSPS to continue the retention of commercial development within the Parramatta City Centre. The sites form a small portion of the Auto Alley Precinct and is located within the Strategic Employment Lands category. The mix of non-residential uses on this site addresses the strategic direction of the ELS by enabling a variety of uses to service the existing and future surrounding area.

Parramatta 2050

Parramatta 2050 was adopted by Council on Monday 12 August 2024. Parramatta 2050 is a long-term strategic vision that guides the Parramatta City's future and provides a platform for Council's advocacy. Parramatta 2050 includes several key moves in relation to the Parramatta CBD and surrounds including:

- Metro connection to the new international airport
- A 24-hour cultural and creative economy

The proposal does not restrict the ability to achieve any of the objectives or key moves outlined within the Parramatta 2050 strategy.

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

The planning proposal is consistent with the Transport for New South Wales Future Transport Strategy 2056, which was published in 2018.

The plan is a 40-year strategy supported by plans for regional NSW and Greater Sydney that seeks to align transport with land use. It identifies Parramatta as one of two Metropolitan Centres within Greater Sydney, providing links to the rail, bus and road networks linking eastern and western Sydney.

The proposal is consistent with a range of directions under the Future Transport Strategy, including:

- 2.1.3. C1.1 Enhance 30-minute metropolitan cities,
- 2.1.4. C1.2 Connect our regional cities, centres, towns and villages,
- 2.1.5. C3.1 Provide transport choices for people no matter where they live,
- 2.1.6. P1.2 Support growth around public transport,
- 2.1.7. P2.1 Support thriving and healthy 15-minute neighbourhoods,
- 2.1.8. P2.2 Ensure a net increase in urban trees and no net loss in biodiversity.

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

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 6 below).

Table 6 – Consistency of Planning Proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = X N/A = Not applicable	Comment
SEPP (Housing) 2021	✓	Residential apartment design will need to be assessed against the NSW Apartment Design Guide (ADG). Any detailed design related to residential apartment design will require compliance with this SEPP. This Planning Proposal is consistent with the provisions of the Housing SEPP.
SEPP (Transport and Infrastructure) 2021	✓	Future development applications on the site will need to consider the relevant provisions of this SEPP relating to classified roads.
SEPP (Sustainable Buildings) 2022	✓	Detailed compliance with SEPP (Sustainable Buildings) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future development of the site.
SEPP (Resilience and Hazards) 2021	✓	The previously approved DA was accompanied by a Detailed Site Investigation prepared by Consulting Earth Scientists. It concluded that the site was suitable for the proposed mixed use commercial and residential development and that no further investigation or remediation is required. This Planning Proposal is consistent with the SEPP (Resilience and Hazards) 2021.
SEPP (Industry and Employment) 2021	N/A	The SEPP (Industry and Employment) 2021 does not apply to this Planning Proposal.
SEPP (Biodiversity and Conservation) 2021	N/A	The SEPP (Biodiversity and Conservation) 2021 does not apply to this Planning Proposal.
SEPP (Planning Systems) 2021	N/A	This Planning Proposal does not contain any provisions that would hinder or contradict the application of the SEPP (Planning Systems) 2021.
SEPP (Precincts – Central River City) 2021	N/A	The SEPP (Precincts – Central River City) 2021 does not apply to this Planning Proposal.

3.2.5 Is the Planning Proposal consistent with applicable Ministerial Directions (s.9.1 directions)

In accordance with Clause 9.1 of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing Planning Proposals for new LEPs. The directions are

listed under nine focus areas:

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

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

Table 7 – Consistency of Planning Proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
1. Planning Systems and Planning Systems – Place Based		
Direction 1.1 – Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	The Planning Proposal applies to land within Sydney's Central City. The Planning Proposal is consistent with the goals, directions and actions contained in the Greater Sydney Region Plan.	Yes
Direction 1.3 – Approval and Referral Requirements The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 1.4 – Site Specific Provisions The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	The Planning Proposal will introduce new site-specific provisions to the Parramatta LEP 2023 to reconfigure the required commercial floor space and residential floor space on the site.	Yes
2. Design and Place		
This Focus Area was blank at the time the Directions were made.		
3. Biodiversity and Conservation		
Direction 3.1 – Conservation Zones The objective of this direction is to protect and conserve environmentally sensitive areas.	The Planning Proposal is consistent with this direction, in that it does not apply to environmentally sensitive areas or alter provisions for land in a conservation zone.	Yes
Direction 3.2 – Heritage Conservation The objective of this direction is to protect and conserve environmentally sensitive areas.	The subject land to this Planning Proposal is not heritage listed. The impacts of this Planning Proposal will not have any adverse impacts on nearby heritage items. Any environmental amenity impacts (e.g. visual impacts, solar access, overshadowing, wind effects, etc) will be mitigated at the development assessment stage.	Yes
Direction 3.5 – Recreation Vehicle Areas The objective of this direction is to protect sensitive land or land with	The Planning Proposal is consistent with this direction, in that it is not proposing to enable land to be developed for the purpose of a recreation vehicle area.	Yes

significant conservation values from adverse impacts from recreation vehicles.		
4. Resilience and Hazards		
<p>Direction 4.1 – Flooding</p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> (a) Ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and (b) Ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land. 	<p>The site is subject to the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood risk as detailed in the recently adopted Parramatta Flood Study 2023.</p> <p>Any potential impacts as a result of development on the site, such as stormwater runoff, has been considered and addressed appropriately through previously approved DA. Any new or modifications resulting from the Planning Proposal will include detailed design to ensure compliance with Council's water management controls within the Parramatta DCP 2023.</p>	Yes
<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 an identified 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>	Yes
<p>Direction 4.1 - 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>Part of Site 2 and Site 3 are identified as Class 4 on the Acid Sulfate Soils Map in PLEP 2023. For land categorised as Class 4, acid sulfate soils are likely to be found beyond two (2) metres below the natural ground surface level.</p> <p>The entirety of Site 1 and the remaining land on Site 2 and 3 are identified as Class 5 on the Acid Sulfate Soils Map. Acid sulfate soils are typically not found in Class 5 land.</p> <p>Potential impacts resulting from development on the site regarding acid sulfate soils will be addressed appropriately in accordance with the guidelines and controls within the PLEP 2023 and PDCP 2023. This Planning Proposal thus maintains consistency with this Ministerial Direction.</p>	Yes
5. Transport and Infrastructure		
<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>This Planning Proposal is consistent with this Direction as the resultant uplift will benefit from being within proximity to major public transport infrastructure (Harris Park Station & Parramatta Transport Interchange).</p> <p>The Parramatta LEP 2023 requires a maximum parking rate applied to the site which will reduce the number of private vehicle trips to and from the site and will also encourage a modal shift towards public transport use whilst integrating land use and transport infrastructure.</p>	Yes

<p>Direction 5.2 – Reserving Land for Public Purposes</p> <p>The objectives of this direction are to facilitate the provision of public services and facilities by reserving land for public purposes and facilitate the removal of reservations where the land is no longer required for acquisition.</p>	<p>The Planning Proposal does not include the identification of, or removal of any land required for acquisition.</p>	<p>Yes</p>
<p>Direction 5.3 – Development near Regulated Airports and Defence Airfields</p>	<p>The Planning Proposal is not next to any existing or proposed regulated airport or known defence airfield.</p> <p>The proposed controls do not provide for development that would warrant consultation with the Department of the Commonwealth responsible for airports or to obtain permission from that Department, or their delegate, to allow any development that constitutes a controlled activity as defined in section 182 of the <i>Airports Act 1996</i>.</p>	<p>Yes</p>
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>This Planning Proposal will facilitate the delivery of an additional 208 residential dwellings.</p>	<p>Yes</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>Across both MU1 Mixed Use and E2 Commercial Centre zones, the provision of commercial tenancies will be effective in allowing for employment and economic growth within the Parramatta City Centre.</p> <p>Although this Planning Proposal reduces the total GFA dedicated to non-residential uses. The new controls ensure a balance between residential and non-residential uses appropriate for the area within the CBD whilst protecting its capacity for non-residential uses.</p>	<p>Yes</p>

3.3 Section C – Environmental, social and economic impact

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

3.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No, there is no likelihood that any critical habitat or threatened species will be adversely affected by this Planning Proposal.

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

The proposal has addressed matters relating to flooding, traffic and design excellence in the preparation of this Planning Proposal.

An assessment of the potential environmental impacts as a result of this proposal are discussed below.

Flooding

The Planning Proposal has been assessed against the 2024 Parramatta Flood Study that was adopted by Council on 11 June 2024. The Flood Study provides a report including updated flood maps and modelling data that can be used to determine the affectation of multiple flooding considerations to land at 57-83 Church Street, Parramatta.

The site subject to this Planning Proposal is within proximity to Clay Cliff Creek and affected by 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) which require consideration of mitigation measures in relation to these flood events.

The Parramatta Flood Study shows that Church Street, Great Western Highway, Early Street and Lansdowne Street are affected by varying levels of flooding in both 1% AEP and PMF events. The effect of flooding on the subject site requires detailed flood planning for the increased flood levels.

The applicant submitted a Flood Planning Statement which determines that the 2024 Parramatta Flood Study does not change the require mitigation measures from the approved and proposed development. The reference schemes provided as part of this Planning Proposal package complies with the Flood Planning Level requirements based on the new Flood Study.

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

Council's Flooding Officer has reviewed the proposal and the submitted Flood Planning Statement and raises no objections to the proposal.

Traffic and Parking

The submitted reference scheme includes indicative car parking allocations across both Sites 1 and 2. The Planning Proposal is also supported by a Traffic and Parking Assessment (**Appendix 5**).

As the Planning Proposal seeks to deliver an increased number of residential dwellings, the required number of carparking spaces is different to that of the existing Development Application. The Traffic and Parking Assessment includes a comprehensive assessment of the parking that will be provided as part of any future DA or modification on the site. The assessment affirms that, notwithstanding the uplift in residential dwellings, the proposed level of carparking is satisfactory.

The exact allocation of carparking spaces to each land use on the site will be finalised at the DA stage, however the submitted Traffic and Parking Assessment has satisfied Council's Traffic officer that the Planning Proposal can facilitate a compliant car parking layout.

Urban Design and Design Excellence

The Planning proposal seeks to amend the Floor Space Ratio Map on Site 1 to 8.4:1, which would facilitate an additional 10 residential storeys on Building E. The Height of Buildings Map on Site 2 is proposed to be amended to 118m which would facilitate an increase in height of 8 storeys to Building K.

This Planning Proposal has considered the potential impacts to urban design and design excellence, considering that the development is the winner of a design excellence competition and currently has an approved Development Application on the site. Council officers, including Council's Urban Design team have provided input to ensure that an appropriate urban design outcome is achieved for the development which achieves both the objectives of this Planning Proposal and upholds the winning design criteria of the design excellence competition.

The below **Figure 5** depicts the suite of amendments being sought by this Planning Proposal which will have an impact on urban design and design excellence. Building L's reduction in storeys (from 10 to 4) has resulted in this lost floor area being reallocated to Building K's residential storeys. The floor space ratio increase on Site 1 has resulted in the extension of Building E by 10 storeys.

A key element of the design excellence competition criteria was the towers across Sites 1 and 2 having a variation in heights to create visual differentiation across the skyline. To achieve this, the proposal seeks to articulate the tower form of Building K to be stepped in on a smaller floor plate, as shown below in **Figure 5** within 'cell 4'. To achieve this tower articulation and stepped building design, the mapped height of buildings is required to be increased to accommodate the slender tower form, thus reducing the overall visual bulk and scale of the building. The modulation of the slender tower form maintains a varied height plane across Sites 1 and 2, thereby ensuring that the design excellence competition criteria is upheld.

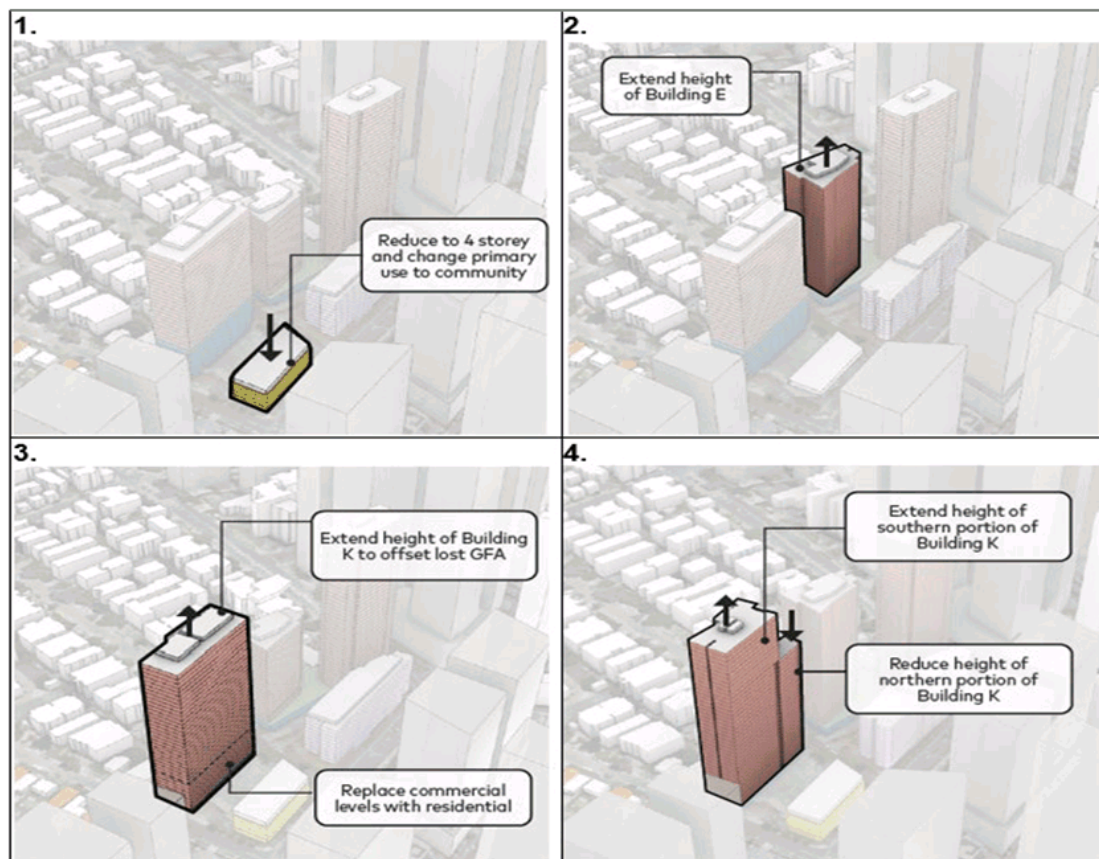


Figure 5 – Proposed redistribution of floorspace across the development

Furthermore, amendment to Clause 7.29 where any amending DA or modification application is required to continue to exhibit design excellence ensures that the principles of the design excellence competition is maintained.

Council's Public Domain team have reviewed the proposal and affirm that no amendments to the public domain are proposed as a part of this Planning Proposal.

3.3.3 How has the Planning Proposal adequately addressed any social and economic effects?

Social Impact

The Planning Proposal and Letter of Offer propose to dedicate a public park and Building L to Council, which is proposed to accommodate a new community hall, retail tenancies, commercial office space and the permanent home for Parramatta Artists Studio. The items in the Letter of Offer are deemed to offer significant public benefit and support to the proposed density and wider area of the City Centre and the future Southern Precinct.

The delivery of Building L as a Cultural and Community Building addresses the objectives of the Community Infrastructure Strategy. The CIS identifies potential community facilities within the southern Parramatta CBD, and the provision of Building L as a community hub and artist's studio will fulfil these objectives.

Providing Site 3 as dedicated public open space nearby the creative arts building and high-density precinct is considered to align with the CIS's criteria to deliver new or upgraded parks and outdoor recreation space. On this basis, the provision of social infrastructure associated with this Planning Proposal is deemed to provide significant public benefit and achieve the outcomes and deliverables recommended in the CIS.

Economic Impact

The Planning Proposal seeks to refine the approved mixed-use development on the site and to further explore economic development opportunities in the southern portion of the Parramatta CBD. The proposed amendments to the site-specific clause on the site seek to reduce the quantum of non-residential floor space from 40% of the GFA on Site 1, to 25% of both Site 1 and Site 2's GFA.

The proposed development is the first of its kind within the Auto Alley corridor and southern CBD and presents significant opportunities to galvanise redevelopment within this area. The Parramatta CBD is experiencing high commercial office vacancy rates, with rates expected to remain above 20% over the five-year medium term as evidenced in the supporting Economic Assessment (Appendix 3). This is largely because of the COVID-19 pandemic and subsequent fundamental change in the way people work, resulting in less demand for commercial office space. The site is located away from the central Parramatta CBD on the southern periphery; therefore, it is unlikely that the quantum of commercial office space under the existing site-specific clause will be fully occupied within the future development.

Council officers initially raised concern regarding the loss of non-residential floor space (approximately 13,500sqm) and associated jobs. However, Council officers have considered these impacts in the Planning Proposal and are satisfied that the Planning Proposal adequately balances the economic impacts of the proposal.

The initial rezoning of the site which established the 40% requirement for non-residential GFA relied upon a significant portion of this GFA being delivered as a basement level supermarket. Upon further investigation, it was determined that any basement level floorspace is unviable due to the site's flooding constraints.

The Applicant initially proposed reducing the quantum of non-residential GFA to 20% of the GFA of Sites 1 and 2. However, it was Council officers' position that this was an excessive reduction, and it was important to retain a higher level of employment generating land uses on the site. Following consultation with the Applicant and Council's Economic Development team, it was determined that an appropriate amount of non-residential GFA to be delivered across Site 1 and 2 is 25%.

Furthermore, Council officers have recommended that the Applicant amend the design scheme to provide the residential podium of Building K with minimum floor-to-floor heights of 3.8m, which is the Parramatta DCP 2023 prescribed floor-to-floor height for commercial development. By doing so, the Building K podium levels can support the future delivery of commercial floor area in addition to the 25% minimum rate required under this Planning Proposal.

The Planning Proposal will also support the delivery of a 5-star hotel, being Building F on Site 1. The hotel was approved under the existing DA on the site and will be operated by Marriott. The hotel development will be a key contributor to Parramatta's visitor economy and will help service international and domestic visitors arriving from the forthcoming Western Sydney International Airport that is due to open in late 2026. The hotel will not only generate primary jobs but will also generate subsidiary jobs through uses associated with the hotel such as catering companies, event management and corporate conferences.

The proposed APU for 'creative industries' will establish the emerging character of the southern CBD as a destination for arts and cultural spaces providing a home for the Parramatta Artist Studio. The fringe location of the site presents an opportunity to deliver alternative land uses other than commercial office space, and it is Council officers' position that 'creative industries' will boost the cultural economy of the Parramatta CBD. Paired with the hotel land use, there is opportunity for hotel patrons to be a key visitor of any future arts and cultural centre.

3.4 Section D – State and Commonwealth Interests

3.4.1 Is there adequate public infrastructure for the Planning Proposal?

The proposal is in an established urban area which is well connected to existing public services and utilities which can accommodate the future development. The development site has access to:

- Electricity
- Telecommunications
- Sewer
- Water
- Gas

There is adequate public infrastructure to support the Planning Proposal.

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

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

PART 4 – MAPS

This section contains the mapping for this Planning Proposal in accordance with the DPHI's guidelines on LEPs and Planning Proposals.

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

- Land Use Zoning Map
- Height of Buildings Map
- Floor Space Ratio Map
- Additional Permitted Uses Map

4.1 Existing controls

This section illustrates the current *PLEP 2023* controls which apply to the site.

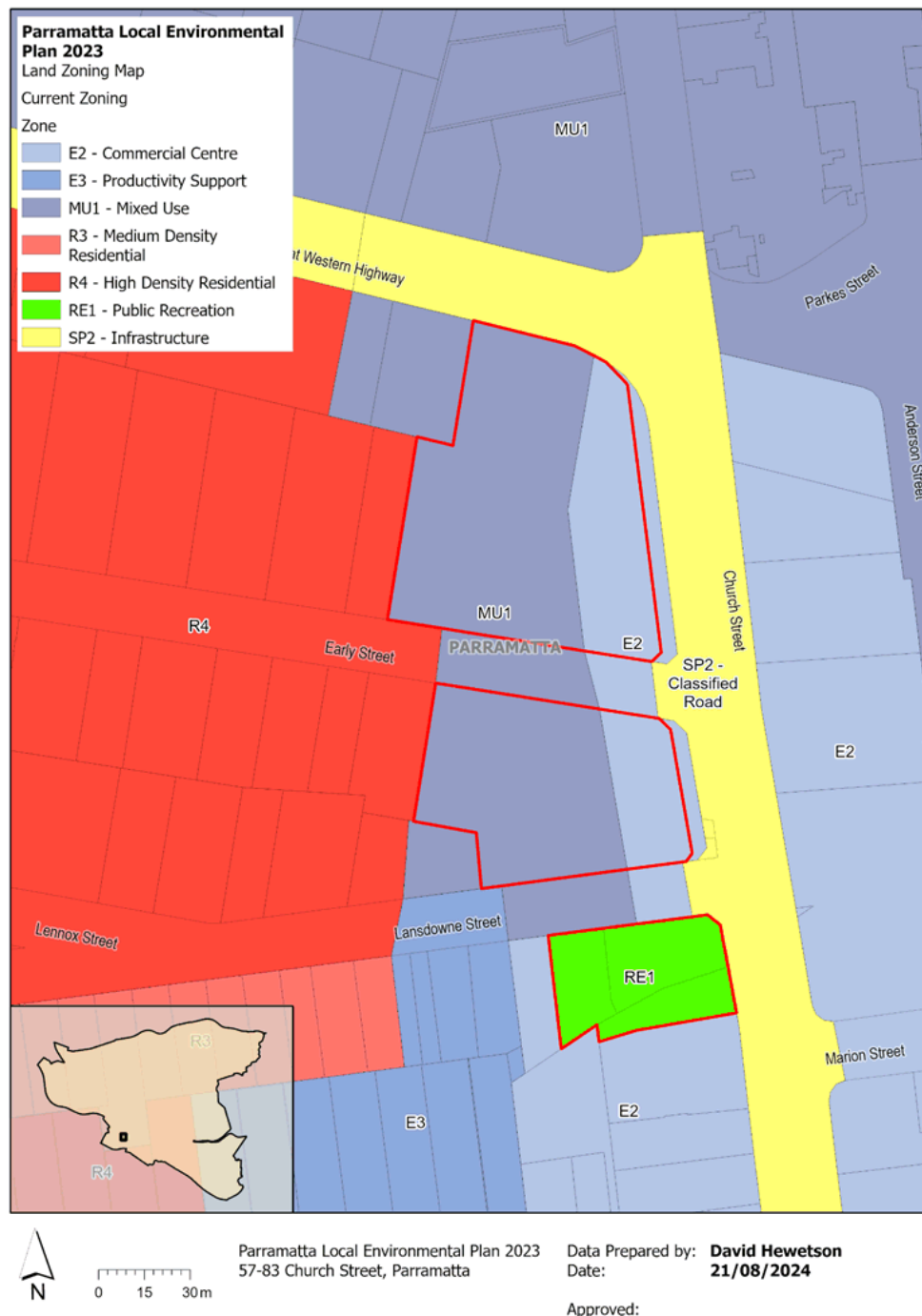


Figure 6 Existing Land Use Zoning controls for 57-83 Church Street, Parramatta.

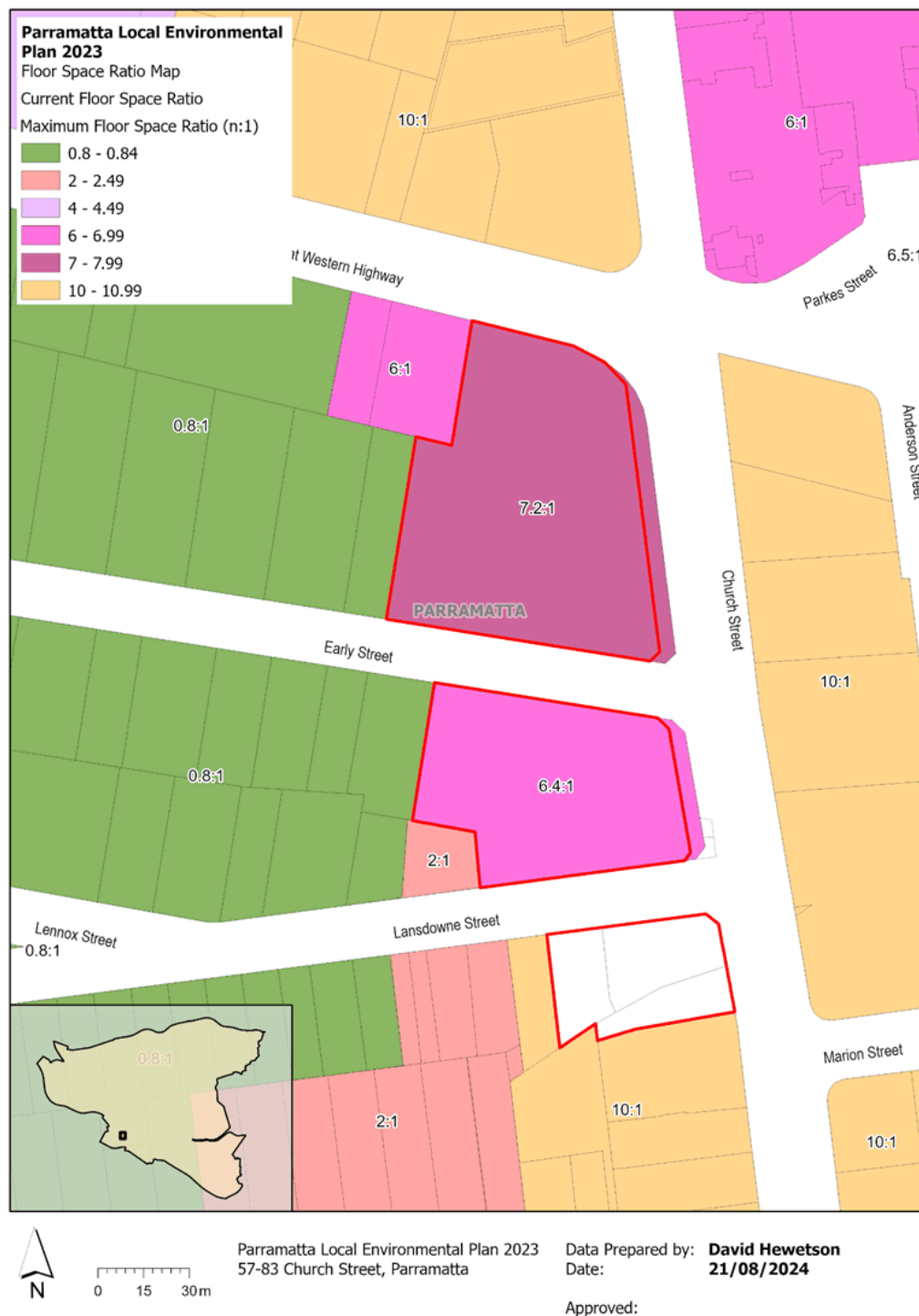


Figure 7 Existing Floor Space Ratio map for 57-83 Church Street, Parramatta.

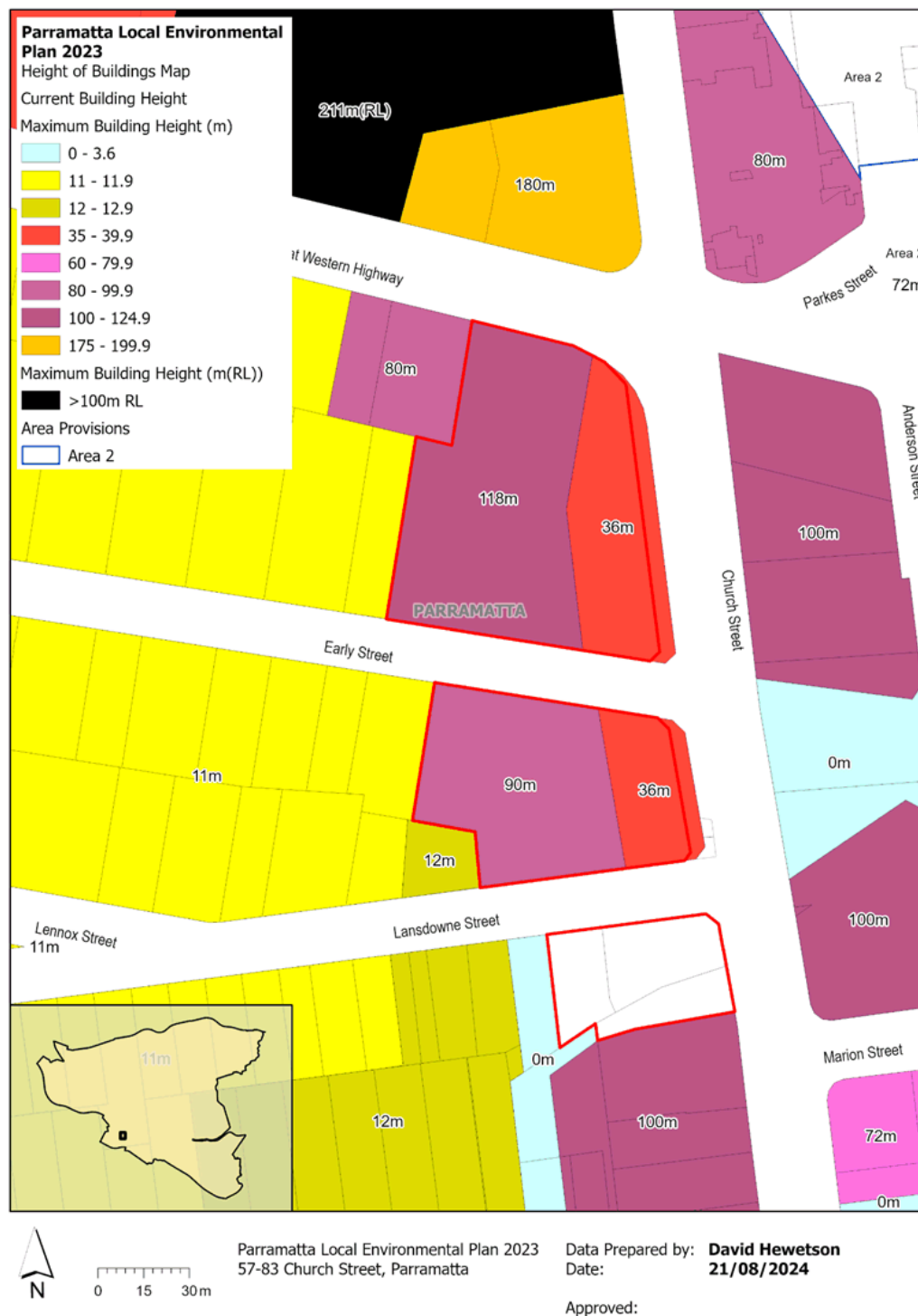
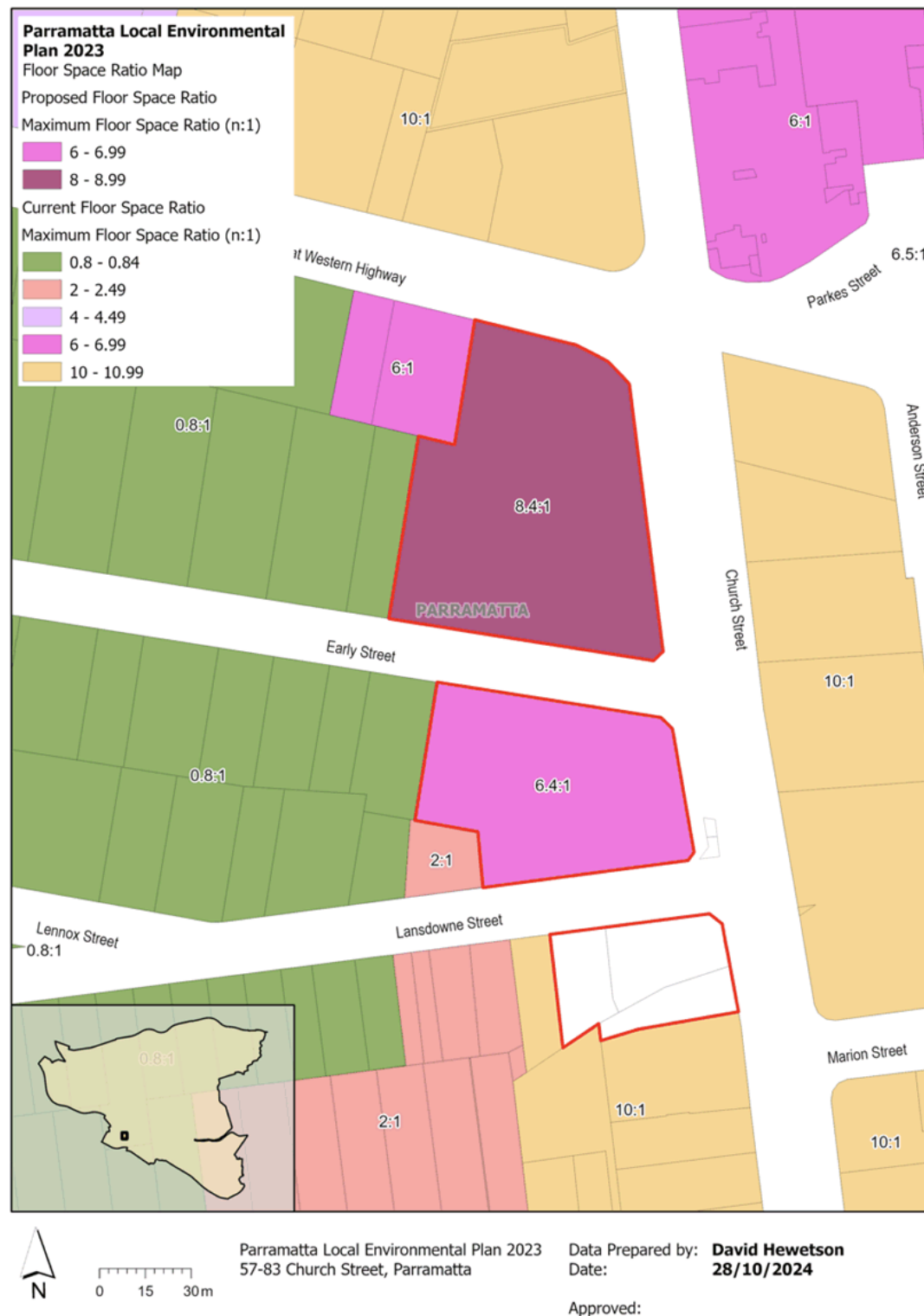


Figure 8 Existing Height of Buildings Map for land at 57-83 Church Street, Parramatta.

4.2 Proposed controls

The figures in this section illustrate the proposed Parramatta LEP 2023 Maps.



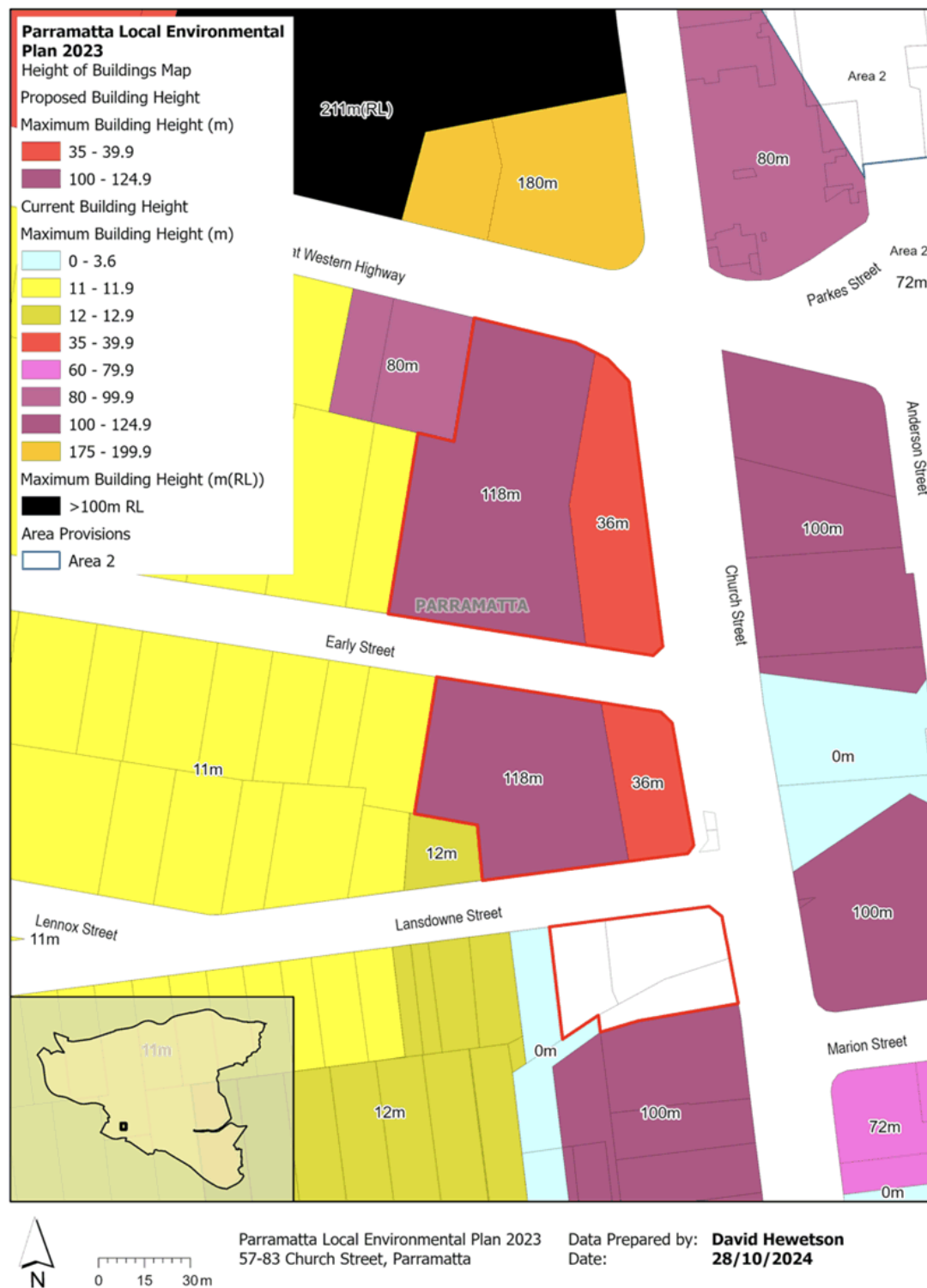


Figure 10 Proposed Floor Space Ratio Map for land at 57-83 Church Street, Parramatta.



Figure 11 Proposed Additional Permitted Uses Map for land at 57-83 Church Street, Parramatta.

PART 5 – COMMUNITY CONSULTATION

The Planning Proposal is to be publicly available for community consultation.

Public exhibition is likely to include:

- display at Council's Customer Service centre;
- display at PHIVE library;
- display on the Council's website; and
- written notification to adjoining landowners.

The Gateway determination will specify the level of public consultation that must be undertaken in relation to the Planning Proposal including those with government agencies.

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

PART 6 – PROJECT TIMELINE

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

Table 7 below outlines the anticipated timeframe for the completion of the Planning Proposal.

Table 7 – Anticipated timeframe to Planning Proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	November 2024
Report to Council on the assessment of the PP	December 2024
Referral to Minister for review of Gateway determination	December 2024
Date of issue of the Gateway determination	February 2025
Commencement and completion dates for public exhibition period	March 2025
Commencement and completion dates for government agency notification	March 2025
Consideration of submissions	April 2025
Consideration of Planning Proposal post exhibition and associated report to Council	April/ May 2025
Submission to the Department to finalise the LEP	June 2025
Notification of instrument	July 2025

Appendix 1 – Urban Design Report

Refer to **Attachment 3** in Local Planning Panel Report

Appendix 2 – Letter from the Minister of Planning and Public Spaces regarding the housing crisis

Refer to **Attachment 4** in Local Planning Panel Report

Appendix 3 – Economic Assessment Report

Refer to **Attachment 5** in Local Planning Panel Report

Appendix 4 – Flood Planning Statement

Refer to **Attachment 6** in Local Planning Panel Report

Appendix 5 – Traffic and Parking Assessment

Refer to **Attachment 7** in Local Planning Panel Report

Appendix 6 – Draft Planning Agreement Letter of Offer

Refer to **Attachment 2** in Local Planning Panel Report

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PLANNING PROPOSAL

ITEM NUMBER	0.0
SUBJECT	Gateway Request for 57-83 Church Street PARRAMATTA
REFERENCE	F2024/00282 -
APPLICANT/S	Early Street Development Pty Ltd
OWNERS	JQZ Seventeen
REPORT OF	Project Officer; Project Officer

PURPOSE

To seek the Parramatta Local Planning Panel advice on a Planning Proposal for land at 57 – 83 Church Street, Parramatta for the purpose of seeking a Gateway Determination from the Department of Planning, Housing and Industry (DPHI).

RECOMMENDATION

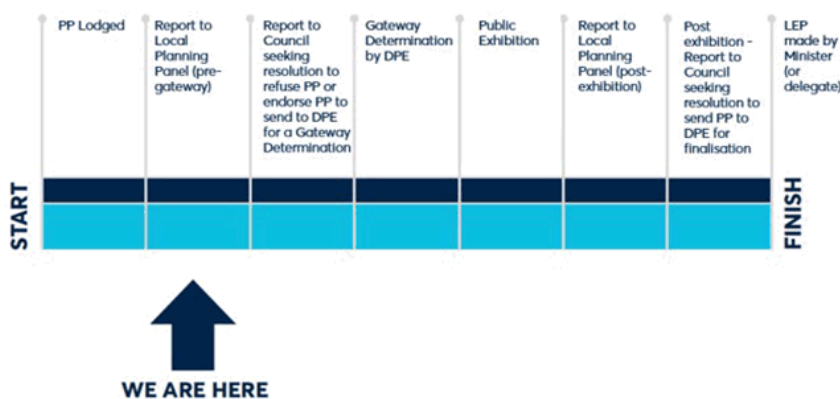
That the Parramatta Local Planning Panel (LPP) consider the following Council Officer recommendation in its advice to Council:

- (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 57-83 Church Street, Parramatta (**Attachment 1**), which seeks the following amendments to the Parramatta Local Environmental 2023 (Parramatta LEP 2023):
 - i. Increase the Floor Space Ratio control from 7.2:1 to 8.4:1 for land at 83 Church Street, Parramatta (Site 1).
 - ii. Increase the Height of Buildings control from 90m to 118m (40 storeys) for land at 63 Church Street, Parramatta (Site 2).
 - iii. For Site 1 and 2, switch off the provisions within Clause 7.14 Competitive design process of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (5) Site specific provisions to exempt any future application comprising of alterations and additions from the competitive design process to ensure compliance with the approved winning design excellence competition scheme.
 - iv. For Site 1, switch off Clause 7.24 Dual water systems of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (6) to reflect the approval for this site which was granted before dual water systems were mandated.
 - v. For Site 1 and 2, amend Clause 7.29 Site specific provisions to revise the non-residential gross floor area requirement from 40% to 25% of total Gross Floor Area.
 - vi. To include a clause under Schedule 1 Additional permitted uses to allow residential basement carparking in the E2 Commercial Centre zone on Sites 1 and 2 and development for creative industries on Site 2.
- (b) **That** Council approve the draft amendments, as described in this report, to Parramatta Development Control Plan 2023 (DCP) associated with the land subject to this Planning Proposal for the purposes of public exhibition.
- (c) **That** Council request that DPHI provide it with authorisation to exercise its plan-making delegations for this Planning Proposal.

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- (d) **That** the CEO be authorised to negotiate and draft the Planning Agreement consistent with the terms of the Letter of Offer (**Attachment 2**) provided by the landowner and that the Planning Agreement be placed on public exhibition concurrently with the Planning Proposal and the draft DCP.
- (e) **Further, that** Council authorises the CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process.

PLANNING PROPOSAL TIMELINE



SUMMARY

1. This report seeks the advice of the Parramatta Local Planning Panel on a Planning Proposal at 57 – 83 Church Street Parramatta for the purpose of seeking a Gateway Determination from the Department of Planning, Housing and Industry (DPHI).
2. The Planning Proposal seeks to amend Parramatta LEP 2023 in order to develop the site for higher density development, alter the ratio of residential to non-residential floor space and include the dedication of a Community and Cultural Building to Council.

SITE DESCRIPTION & CONTEXT

3. The subject sites are known as 57 – 83 Church Street and comprises of three allotments. The following table describes the associated lot numbers and properties across the three sites:

Site Address	Lot Number and Deposited Plan	Land Size (sqm)
83 Church Street, Parramatta (Site 1)	Lot 100/DP1249271	7,136
63 Church Street, Parramatta (Site 2)	Lot 102/DP1249271	4,519
57 Church Street, Parramatta (Site 3)	Lot 15/DP651039, Lot 16/DP12623 and Lot 114/DP129484	1,953

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The sites are shown below in **Figure 1**.



Figure 1: Subject Site at 57-83 Church Street, and 44 Early Street Parramatta.

4. The site is located within the Auto Alley Precinct at the southern gateway to the Parramatta City Centre, which was historically characterised by its high concentration of car sales yards.
5. Site 1 is bounded by the Great Western Highway to the north, Church Street to the east and Early Street to the south. Approval has been granted for demolition, tree removal, consolidation of lots, construction of a 10-storey hotel and two residential towers over a retail/commercial podium with associated landscaping and plaza works. Construction has commenced on Site 1 in accordance with DA/738/2016. Basement excavations are currently underway, and the site is surrounded by construction fencing to prevent public access.
6. Site 2 is bounded by Early Street to the north, Church Street to the east and Lansdowne Street to the south. A dilapidated three storey building occupies the eastern portion of the site fronting Church Street. The building is the former 'Holden House' car dealership within the Auto Alley Precinct. The western

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portion of the site is occupied by a construction site office which services the construction at Site 1.

7. Site 3 is bounded by Lansdowne Street to the north and Church Street to the east and currently occupied by a construction site office which services the construction at Site 1. Site 3 is zoned RE1 Public Recreation and is to be developed and dedicated to Council as a public park in accordance with the timing set out in the previous Planning Agreement. It is noted that Site 3 is not subject to any amendments sought by the Planning Proposal.
8. The site is located 550m from Parramatta Station and 500m from Harris Park Station.
9. Jubilee Park is located approximately 200m to the east of the site. Jubilee Park is owned by the City of Parramatta Council and comprises public open space, play equipment, Harry Todd Band Hall and Jubilee Park Childcare Centre.

BACKGROUND

10. The site has an extensive planning history and been subject to past planning studies and applications for over a decade, including a site-specific Planning Proposal, Planning Agreement, Architectural Design Competition, Concept DA and Detailed DA.
11. A previous Planning Proposal (RZ/9/2011) was gazetted in September 2014 and rezoned the site to permit mixed-use development including residential, commercial and retail uses. The proposal also established building heights up to 118m and a maximum FSR of 7.2:1.
12. The previous Planning Proposal also introduced the site-specific clause 7.29 into the then Parramatta LEP 2011 that mandated a minimum 40% per site of GFA on Site 1 and 2 be used for non-residential purposes. The intent of this clause was to provide employment opportunities within the site.
13. Following gazettal of RZ/9/2011, the site was subject to an Architectural Design Competition and Concept Development Application (DA/706/2014). The Concept DA was approved by the then Sydney West Joint Regional Planning Panel in June 2016 and granted consent for the construction of seven buildings across Sites 1 and 2 comprising approximately 753 apartments and 39,000sqm of commercial and retail floor space, and dedication of land for road widening in Church Street, a public park on Site 3.
14. A detailed DA (DA/738/2016) was approved by the Sydney Central City Planning Panel in August 2017 and granted consent for:
 - *Site 1 - 83 Church and 44 Early Street: Demolition, tree removal, construction of a 11 storey non-residential building fronting Church Street, two residential towers (22 storey and 40 storey) containing a total of 538 apartments over 2 levels of retail/commercial podium at the rear of the site, with associated landscaping and plaza works.*
 - *Site 2 - 63 Church Street: Demolition, tree removal, construction of a 10 storey non-residential building fronting Church Street, and a mixed use tower containing 9 levels of non-residential floor space and 22 storeys*

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comprising 235 apartments at the rear of the site, with associated landscaping and plaza works.

15. DA/738/2016 has been subject to several modifications which have amended conditions of consent, the staging of construction and have sought minor design amendments to the approved layout.
16. An existing Planning Agreement between the landowner and Council is registered on the title of the land to deliver:
 - The embellishment and dedication of land at Site 3 comprising a total of 1,953sqm for use as a public open space
 - Embellishment and footpath widening along Church Street
 - Construction and dedication of a 200sqm commercial suite to Council
 - Provision of a pedestrian thoroughfare through Site 1 and 2
 - Cash contribution in accordance with the City Centre Contributions plan
17. It is proposed that the existing Planning Agreement be extinguished and replaced with the Planning Agreement proposed under the Letter of Offer (**Attachment 2**) associated with this Planning Proposal (**Attachment 1**).



Figure 2: Approved development under DA/738/2016

ADDITIONAL PLANNING CONSIDERATIONS

18. On 20 November 2019, Council considered a report on the Parramatta CBD Planning Proposal (CBD PP) and resolved to defer consideration of a number of areas zoned R4 High Density Residential, including an area known as the

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Southern Planning Investigation Area (SPIA) forming the broader CBD PP at that time. The SPIA is located to the west of the subject site. The precinct was deferred to allow further development options to be investigated.

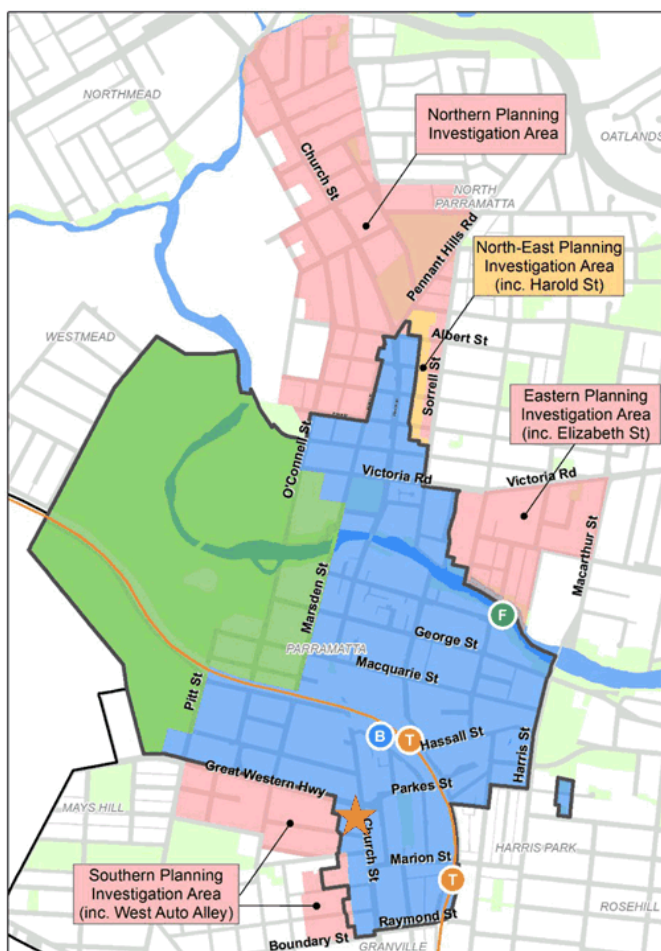


Figure 3: Southern Planning Investigation is shown to the west of the subject site (red star).

19. At the 20 November 2023 Council meeting, Council endorsed a phased work program for the Planning Investigation Areas that were deferred from the CBD PP. The SPIA forms 'Phase 2' of the program after the completion of planning work for 'Phase 1' being the North-East Planning Investigation Area.
20. To support the National Housing Accord's target of delivering 1.2 million new homes by mid-2029, the Federal Government released the Housing Support Program to provide funding support for local government. City of Parramatta Council was awarded \$860,000 to develop the Southern Parramatta CBD Master Plan for the SPIA. Work on this master plan will commence once the funding agreement has been executed. The master plan will introduce new planning controls to deliver additional dwellings within the SPIA area.

PLANNING PROPOSAL

21. The Planning Proposal seeks to facilitate a higher density mixed use development scheme than permitted under the current planning controls by

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increasing the Height of Building and Floor Space Ratio controls. It will also introduce an additional permitted use on the site and site-specific provisions to facilitate the changes envisaged in the Urban Design Report (refer to **Attachment 3**). The proposal also includes a substantial public benefit offering, including a new cultural and community building and the previously secured public park and through-site links.

22. The Planning Proposal will provide a minimum of 25,376sqm of non-residential floor space across Sites 1 and 2 which will be used for a variety of commercial, retail, community and cultural uses which will generate employment opportunities. The non-residential floor area will be provided within Buildings L and F, and within the ground level and podiums of the residential buildings.
23. The site layout, building numbers and proposed built form is shown below within **Figure 4**.

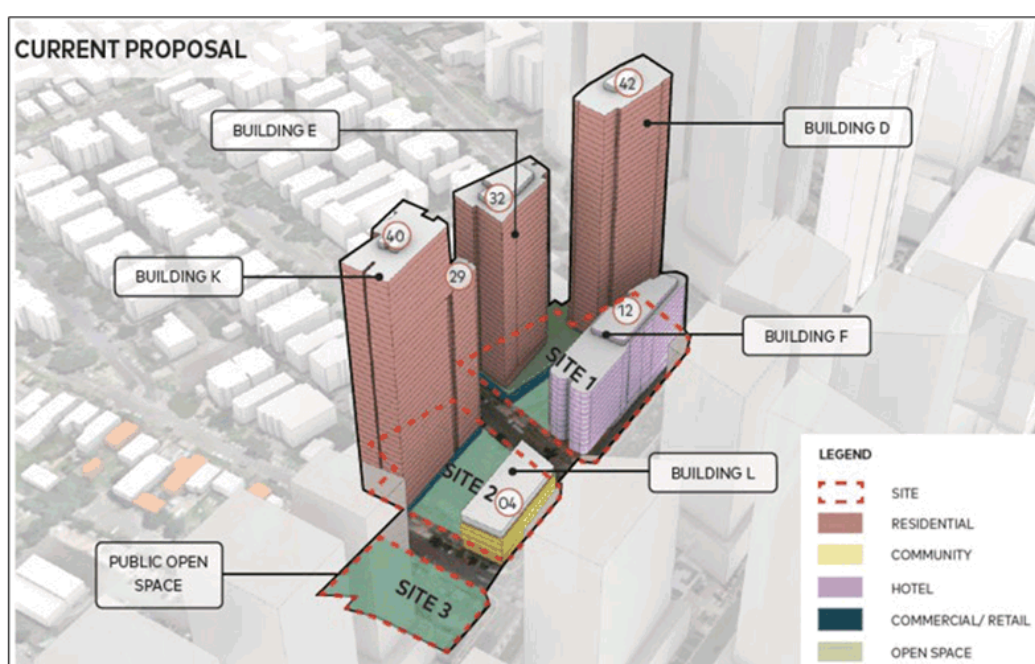


Figure 4: Site layout and proposed scheme

24. Table 1 summarises the instrument changes being sought under the Planning Proposal compared with the current controls under Parramatta LEP 2023.

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Table 1: Proposed Parramatta LEP 2023 Amendments

	Existing as per Parramatta LEP 2023 (Approved DA/738/2016)		Amendments sought under this Planning Proposal	
	Site 1	Site 2	Site 1	Site 2
Zoning	Part MU1 and Part E2	Part MU1 and Part E2	Part MU1 and Part E2 (no change)	Part MU1 and Part E2 (no change)
Height of Buildings	Part 36m and Part 118m (12 and 42 storeys)	Part 36m and 90m (10 and 32 storeys)	Part 36m and 118m (12 and 42 storeys)	Part 36m and Part 118m (4 and 40 storeys*)
Floor Space Ratio	7.2:1	6.4:1	8.4:1 (+1.2)	6.4:1 (no change)
Dwelling Yield	479	235	539 (+60 dwellings)	383 (+148 dwellings)**
Residential GFA	40,249sqm	18,392sqm	46,259sqm (+6,010sqm)	32,132sqm (+13,740sqm)
Non-residential GFA	22,613sqm	16,503sqm	22,613sqm (no change)	Minimum 3,455sqm (-13,048sqm)
Clause 7.29 Church and Early Streets, Parramatta	<ul style="list-style-type: none"> At least 40% of the GFA on Site 1 is to be used for non-residential purposes. The FSR on Site 1 will not exceed 7.2:1 if the development includes a basement for commercial purposes. 	<ul style="list-style-type: none"> At least 40% of the GFA on Site 2 is to be used for non-residential purposes. 	<ul style="list-style-type: none"> At least 25% of the GFA across Sites 1 and 2 are to be used for non-residential purposes. Clause 7.14 Competitive design process does not apply to the land to which this part applies if the application comprises only alterations and additions to a building that is the winner of a design competition. Clause 7.24 Dual water systems does not apply to 	<ul style="list-style-type: none"> At least 25% of the GFA across Sites 1 and 2 are to be used for non-residential purposes. Clause 7.14 does not apply to the land to which this part applies if the application comprises only alterations and additions to a building that is the winner of a design competition.

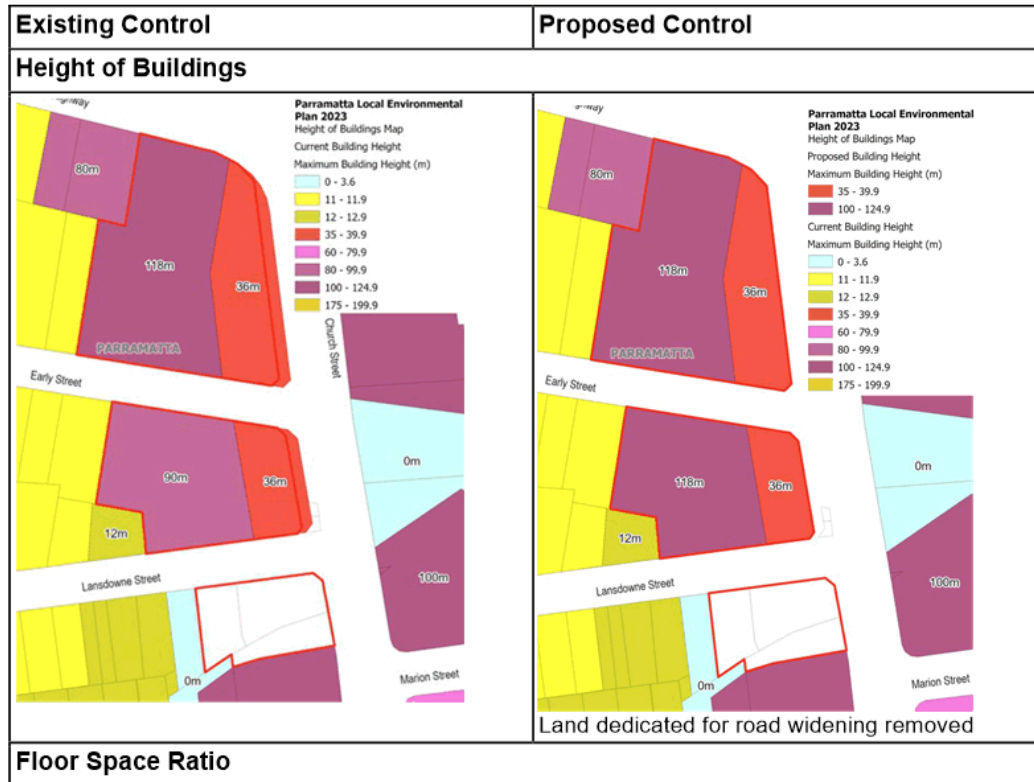
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			the land on Site 1 that comprises only alterations and additions to a building.	
Additional Permitted Uses	None	None	<p><i>26 Use of certain land at Early and Church Street, Parramatta</i></p> <p><i>(1) This clause applies to land identified as "26" on the Additional Permitted Uses Map, comprising Lot 10, DP 733044, Lot B, DP 304570, and Lot 20, DP 732622.</i></p> <p><i>(2) Development for the purposes of residential flat buildings is permitted with development consent if –</i></p> <p><i>a) No dwellings are permitted on the land zoned E2 Commercial Centre, and</i></p> <p><i>b) Development on land zoned E2 Commercial Centre to support residential flat buildings that are located on the land is limited to the basement.</i></p> <p><i>(3) Development for the purposes of creative industries is permitted with development consent in the E2 Commercial Centre zone.</i></p>	<p><i>26 Use of certain land at Early and Church Street, Parramatta</i></p> <p><i>(1) This clause applies to land identified as "26" on the Additional Permitted Uses Map, comprising Lot 10, DP 733044, Lot B, DP 304570, and Lot 20, DP 732622.</i></p> <p><i>(2) Development for the purposes of residential flat buildings is permitted with development consent if –</i></p> <p><i>a) No dwellings are permitted on the land zoned E2 Commercial Centre, and</i></p> <p><i>b) Development on land zoned E2 Commercial Centre to support residential flat buildings that are located on the land is limited to the basement.</i></p> <p><i>(3) Development for the purposes of creative industries is permitted with development consent in the E2 Commercial Centre zone.</i></p>

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* The difference (in stories) between Site 1 and 2 is due to the increased floor to ceiling heights within the podium level of Building K that enables future transformation into commercial floor space.

** Dwelling number increase is a result of the redistribution of non-residential floor area to residential floor area through amendments to Clause 7.29. Overall, there is no change in FSR on Site 2.

25. **Table 2** below shows the map changes being sought under this Planning Proposal compared to the current mapping in the Parramatta LEP 2023.



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Table 2: Parramatta LEP Maps showing current and proposed Height of Buildings and Floor Space Ratio controls

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Height of Buildings and Floor Space Ratio

26. A comparison of the approved building height and floor space ratios against the proposed scheme is shown below in **Figures 5 and 6**.

SITE 1

27. The proposed increase of FSR from 7.2:1 to 8.4:1 on Site 1 seeks to allow an additional 10 storeys of residential apartments to be delivered on Building E. The addition of the residential GFA will increase the height by 32m (10 storeys) whilst maintaining compliance with the mapped height limit of 118m (42 storeys).
28. The construction of the additional 10 storeys will require the submission of a new Development Application on Site 1, as an addition and alteration to the previous approved building. As land dedication for road widening along Church Street has been undertaken, the updated FSR maps reflects the reduced site area of Site 1.

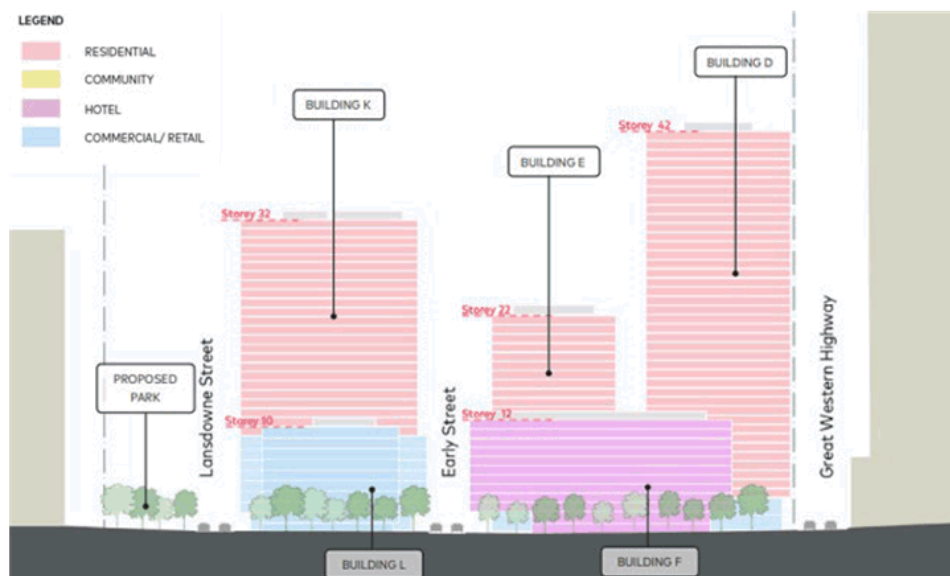


Figure 5: Approved Building Massing

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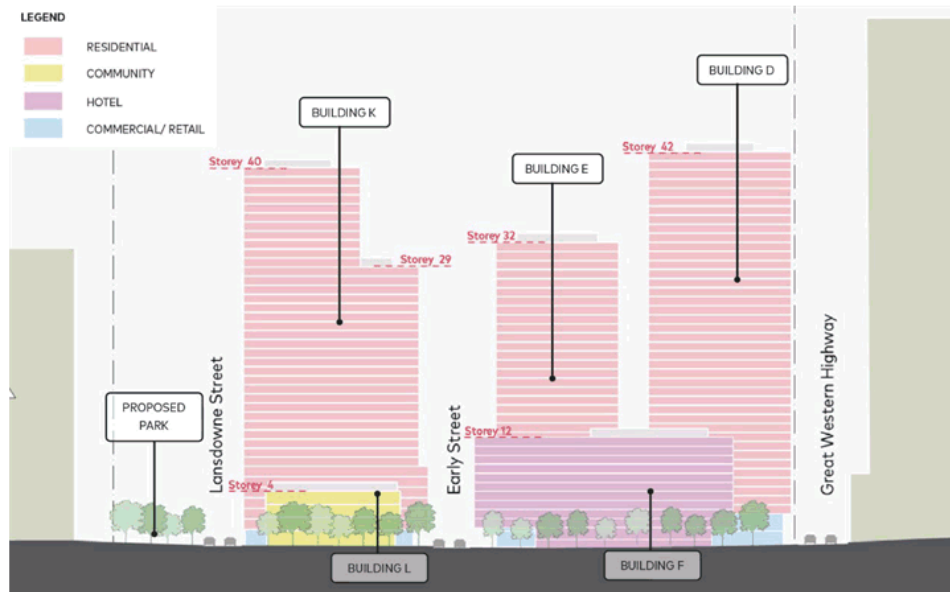


Figure 6: Proposed Building Massing

SITE 2

29. Amendments to the Height of Buildings Map from 90m to 118m (40 storeys) for Site 2 is proposed to reflect the intended built form outcome of the urban design report. As depicted in **Figure 5 and 6** above, the increase in building height is required to facilitate the redistribution of commercial GFA from Building L to increase residential density on Building K, while maintaining a podium floor to ceiling height within Building K that can accommodate residential or commercial development.
30. The increase in height and redistribution of the floor space from Building L (fronting Church Street) to Building K (rear of Site 2) provides the opportunity for tower articulation resulting in improved views to sky and a stepped, slender tower form. It also reduces overshadowing to the open space to the south on the park at Site 3.
31. Additionally, the above provision allows the entirety of Building L to be dedicated to Council, in stratum, which otherwise would be dedicated as strata lots which would complicate management and operational considerations related to shared ownership.

Non-residential Gross Floor Area and Jobs

- The Planning Proposal seeks to reduce the quantum of non-residential floor space from 40% of the GFA on Site 1 and Site 2, to 25% over both Site 1 and Site 2's total GFA to accommodate higher density residential development in response to high commercial floor space vacancy rates within the Parramatta City Centre.
32. The rezoning of the site in 2011 which established the 40% requirement for non-residential GFA relied upon 5,694sqm of this GFA being delivered as a basement level supermarket. During the assessment of the approved DA, it was revealed that the site's flood affectation restricted the provision of

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basement level commercial floor space due to a high level of risk to life and property.

33. There is also a State-wide priority to delivery housing within rezoning schemes to address the current housing affordability crisis and supply shortage. As such, this Planning Proposal seeks to increase the proportion of residential floor space and reduce the overall quantum of non-residential floor space from 40% of the GFA of Site 1 and Site 2 to 25% of the overall GFA across both sites.
34. The Planning Proposal proposed a reduction in non-residential floor space and estimated jobs is detailed in **Table 3**.

	Previous Planning Proposal	Approved DA	Current Planning Proposal
Non-Residential Floor Area (sqm)	Minimum 34,764sqm	39,101sqm	Minimum 25,941sqm
Estimated jobs	1,922	N/A – The number of jobs were not specified in the approved DA.	430
Supermarket jobs	213	0	0
Cultural and Community Centre Jobs	0	0	91

Table 3: Floor Area & Estimated Jobs Change

35. It is therefore proposed to amend the existing site-specific clause 7.29 to replace the existing rate of non-residential floor space of 40% with a new rate of 25%.

Design Excellence

36. For Site 1 and 2, the Planning Proposal seeks to switch off the provisions within Clause 7.14 Competitive design process of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (5) Site specific provisions to exempt any future application comprising of alterations and additions from the competitive design process to ensure compliance with the approved winning design excellence competition scheme.
37. As described earlier, both sites have been the subject of an Architectural Design Competition and a subsequent detailed DA was approved by the Sydney Central City Planning Panel. Currently under clause 7.14 of the Parramatta LEP 2023, any development on land within the Parramatta City Centre would be subject to a new competitive design competition as highlighted in the clause.

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38. The relevant provisions of Clause 7.14 which apply to the site are highlighted in bold and states:

- (1) *This clause applies to the following development to which this Division applies—*
 - (a) *development involving a building that has, or will have, a height above ground level (existing) of more than—*
 - (i) *for development on land identified as “Area A” on the [Special Provisions Area Map](#)—55m, or*
 - (ii) ***otherwise—40m.***
 - (b) *development involving a building to which clause 7.3(4) applies,*
 - (c) *development involving a building on land, other than land identified as “Area A” on the [Special Provisions Area Map](#), that—*
 - (i) *will have a floor space ratio of at least 3:1, and*
 - (ii) *involves or adjoins a heritage item,*
 - (d) *development on land identified as “Area A” on the [Special Provisions Area Map](#) if—*
 - (i) *the site area is more than 1,000m² but no more than 1,800m², and*
 - (ii) *the development seeks to use the maximum permissible FSR, and*
 - (iii) *it is not physically possible to amalgamate the site with adjoining sites,*
 - (e) *development with an estimated development cost of more than—*
 - (i) *for development on land identified as “Key site” on the [Key Sites Map](#)—\$10 million, or*
 - (ii) *otherwise—\$100 million,*
 - (f) *development for which the applicant has chosen to participate in a competitive design process.*
- (2) ***Development consent must not be granted to development to which this clause applies unless a competitive design process has been held in relation to the development.***
- (3) *A competitive design process is not required if the consent authority is satisfied—*
 - (a) *a competitive design process is unreasonable or unnecessary in the circumstances, and*
 - (b) *the development—*
 - (i) *involves only alterations or additions to an existing building, and*
 - (ii) *does not significantly increase the height or gross floor area of the building, and*
 - (iii) *does not have a significant adverse impact on adjoining buildings or the public domain, and*
 - (iv) *does not significantly alter an aspect of the building when viewed from a public place.*
- (4) *This clause does not apply to the following development—*
 - (a) *development in relation to which the Planning Secretary had, immediately before 18 December 2015, issued a certificate under [Parramatta City Centre Local Environmental Plan 2007](#), clause 22B(5),*
 - (b) *development the subject of a concept development application for which development consent may be granted on the determination of the concept development application.*

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39. Subclause 1(a)(ii) applies to the site as the site is within the Parramatta CBD, and any future application to increase the height of the buildings would result in the buildings exceeding 40m in height.
40. Regarding subclauses (3)(a) and 3(b)(i-iv), these subclauses would not apply to any future application which would give effect to the envisaged increase in height and FSR because the applications would be inconsistent with subclause (3)(b)(ii) in that adding an additional 10 storeys on Building E and increasing the height of Building K by 9 storeys is not insignificant and therefore would not be exempt from this provision at the Development Application stage.
41. The proposed insertion of Clause 7.29 (5) seeks to ensure that any future development application or modification will not be subject to a completely new design excellence competition process, and reads as follows:
 - (5) Clause 7.14 does not apply to the land to which this part applies if the application comprises only alterations and additions to a building that is already the winner of a design competition.
42. This is reasonable, as the architects from the original design excellence competition LA/386/2013 (AJC and Turner Studios) have been retained on the project and will ensure that any future development application or modification application that seeks to fulfil the envisaged increase in height and FSR is consistent with the winning design excellence competition principles for the site, as evidenced in the Urban Design Report (**Attachment 3**).
43. Furthermore, any application on the site will still be required to comply with clause 7.13 Design excellence of the Parramatta LEP 2023.

Dual Water Systems

44. The Planning Proposal seeks to introduce a site-specific provision to the Parramatta LEP 2023 relating to the applicability of dual water systems on Site 1.
45. Clause 7.24 Dual water systems was introduced as part of the gazettal of the Parramatta CBD Planning Proposal in October 2022 which states:
 - (1) The objective of this clause is to ensure the security of water supply in Parramatta City Centre.*
 - (2) Development consent must not be granted to the erection of a building unless the consent authority is satisfied the building uses a dual water reticulation system containing pipes for potable water and recycled water for all inside and outside water uses.*
46. The Planning Proposal intends to switch off the above Clause 7.24 with a site-specific provision to allow any future applications for buildings on Site 1 to be exempt from providing dual water systems. This is because Development Consent for the current approval on Site 1 was granted before the implementation of Clause 7.24 dual water systems. It is therefore impractical to require compliance with this clause, as construction of buildings on Site 1 has already commenced.
47. The proposed site-specific provision is as follows:
 - (6) Clause 7.24 does not apply to the land on Site 1 that comprises only alterations and additions to a building.*

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48. However, it is reasonable for Buildings K and L on Site 2 to comply with Clause 7.24 of the Parramatta LEP 2023, as construction has not yet commenced on this site and the buildings can practically comply with these requirements. Furthermore, compliance with design excellence and Clause 7.29 will ensure that the building (L) dedicated to Council will be constructed to achieve Council's objectives towards net zero and to be climate positive as outlined in its Environmental Sustainability Strategy (2024-2033).
49. To enable the delivery of the additional residential apartments, rebalancing of commercial floor area and the provision of a Community and Cultural Building, the developer will be required to submit a new Development Application for Site 1 and a modification application to the current approval for Site 2. In consideration of the design excellence competition, dual water and commercial floor area & floor space ratio statements within this report, Clause 7.29 is to be amended as follows (~~strikeout text~~ is text to be deleted and **bold text** is to be added):
- (1) This clause applies to the following land at Parramatta—
 - (a) ~~Lot 10, DP 733044~~ **Lot 100, DP1249271**, 83 Church Street and ~~Lot B, DP 304570, 44 Early Street (Site 1),~~
 - (b) ~~Lot 20, DP 732622,~~ **Lot 102, DP1249271** 63 Church Street (*Site 2*).
 - (2) The objectives of this clause are to ensure that development on the land—
 - (a) provides employment opportunities in the precinct by ensuring that a minimum proportion of the available floor space is provided for commercial purposes, and
 - (b) the scale and bulk of the development does not adversely impact the amenity of the precinct.
 - (3) Development consent must not be granted to development, including staged development, involving the erection of a building on Site 1 **and Site 2** unless the consent authority is satisfied—
 - (a) at least **4025%** of the combined gross floor area of **Site 1 and 2** ~~of Site 1~~ will be used for purposes other than residential accommodation or serviced apartments, and
 - (b) ~~the floor space ratio of Site 1 will not exceed—~~
 - (i) ~~if the development includes a basement to be used for commercial purposes—7.2:1, or~~
 - (ii) ~~otherwise—6.4:1, and~~
 - (c) the gross floor area of each storey of a building on **Site 1** above a height of 40m will not exceed 700m².
 - (4) ~~Development consent must not be granted to development, including staged development, involving the erection of a building on Site 2 unless the consent authority is satisfied at least 40% of the gross floor area of Site 2 will not be used for residential accommodation or serviced apartments.~~
 - (5) **Clause 7.14 does not apply to the land to which this part applies if the application comprises only alterations and additions to a building that is the winner of a design competition.**
 - (6) **Clause 7.24 does not apply to the land on Site 1 that comprises only alterations and additions to a building.**

Schedule 1 Additional Permitted Uses

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50. The proposed inclusion of an Additional Permitted Use under Schedule 1 of the Parramatta LEP 2023 seeks to enable development for the purposes of creative industries and carparking for residential flat buildings within the E2 Commercial Centre zone, provided that any development for car parking within the E2 zone is limited to basement levels only and does not permit dwellings to be constructed within this zone.
51. Schedule 1 Additional Permitted Uses of the Parramatta LEP 2023 will be amended to insert the following:
- 26 Use of certain land at Early and Church Street, Parramatta***
- (1) This clause applies to land identified as “26” on the Additional Permitted Uses Map.
 - (2) Development for the purposes of residential flat buildings is permitted with development consent if –
 - (a) No dwellings are proposed on the land zoned E2 Commercial Centre
 - (b) Development on land zoned E2 Commercial Centre to support residential flat buildings that are located on the land is limited to the basement.
 - (3) Development for the purposes of creative industries is permitted with development consent in the E2 Commercial Centre zone.
52. The reallocation of commercial car parking to residential has resulted in some parking spaces being located within the E2 portion of the site. Residential carparking is currently prohibited within the E2 zone. The above clause will enable the full site footprint to be used for both commercial and residential carparking, reducing the level of basement excavation required as the carparking can be spread over a wider footprint.
53. The inclusion of ‘creative industries’ as an Additional Permitted Use has been proposed to expand the possible future use of Building L on Site 2. This building will be dedicated to Council in its entirety, and it is Council officers’ position that a potential future use for part of the building could include an artist studio, exhibition space or similar. ‘Creative industries’ are compatible in the site’s context and will be entirely contained within Building L, away from residential receivers within the development.

LOCAL AND STRATEGIC MERIT CONTEXT

State Planning Policies and Strategies

Housing Delivery

54. The Minister for Planning and Public Spaces has written to all councils and planning panels asking them to *‘prioritise the delivery of housing when assessing development applications and rezoning schemes, so that the entire planning system is geared to addressing the housing shortfall’*. The Minister further asks that *‘...council teams prioritise the opportunity to deliver homes as part of merit considerations where, on balance, dwelling numbers may warrant a scale or built form that is different to or greater than the outcome originally anticipated’* (see **Attachment 4**).

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55. The Minister also advises in his letter that updated region and cities' plans are being prepared by DPPI, and that in the meantime a strategic merit assessment should be applied to Planning Proposals which will be used to confirm if the proposal can satisfy relevant regional, district, and local strategies. A summary of how the subject Planning Proposal is consistent with the relevant policies is provided below, with **Attachment 1** providing a full assessment of the Proposal's consistency against relevant State Planning Policies and Ministerial Directions.

Greater Sydney Region Plan and Central City District Plan

56. The Planning Proposal is generally consistent with relevant state policies and planning strategies including the Greater Sydney Region Plan, Central City District Plan, and Ministerial Directions under Clause 9.1 of the Environmental Planning and Assessment Act 1979.
57. This Planning Proposal contributes to the overall planning directions, objectives and priorities described in state plans and policies. The intent of this planning proposal addresses the priorities and objectives outlined in the Greater Sydney Region Plan (GSRP) and Central City District Plan (CCDP).
58. Objectives 3, 6, 10 of The Greater Sydney Region Plan: A Metropolis of Three Cities include *"infrastructure adapts to meet future need", "services and infrastructure meet communities' changing needs" and Greater housing supply*. The Planning Proposal satisfies these objectives as it will immediately increase housing supply and facilitate the delivery of community infrastructure that will be flexible in its use. A key goal of this proposal is to provide additional housing within the Parramatta City Centre whilst allowing for development of diverse and mixed-use buildings to address changing needs within the high growth precinct.
59. The Planning Proposal is consistent with the planning priorities described in the CCDP with particular focus on N3, N9 and N17. The Planning Agreement associated with this proposal includes the provision of a Community and Cultural Hub and additional open space in the form of an urban park along Lansdowne Street which targets these key priorities. The planning priorities are below:
- *N3: Provide services and social infrastructure to meet people's changing needs*
 - *N9: Delivering integrated land use and transport planning and a 30-minute city*
 - *N17: Delivering high quality open space*

Local Strategies

Local Strategic Planning Statement

60. The Parramatta City Centre is identified as a strategic centre and a high growth precinct in Parramatta's LSPS which the land subject to this Planning Proposal is located. The LSPS provides a housing target of 7,180 dwellings and jobs target of 85,600 for the Parramatta CBD by 2036. This Planning Proposal will

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contribute to housing targets by delivering 208 additional dwellings as part of the proposal.

61. The Planning Proposal is consistent with Council's Planning Priorities listed within the LSPS. In particular, the proposal is consistent with Planning Priorities 1, 4, 6, 7 and 11. Refer to the Planning Proposal at **Attachment 1** for further details regarding alignment with the LSPS.

Local Housing Strategy (LHS)

62. The land subject to this Planning Proposal is located within the Parramatta City Centre growth precinct and facilitates contributions of additional housing towards the goals outlined in Parramatta's LHS. The Planning Proposal aligns with the LHS as it sequences housing delivery and transport infrastructure with identified growth precincts (Parramatta City Centre). The site being located within 800m from Harris Park Station and the Parramatta Transport Interchange makes it consistent with the objectives of the LHS.

Community Infrastructure Strategy

63. Council's Community Infrastructure Strategy (CIS) outlines the long-term strategy for the provision of community infrastructure. The CIS identifies potential community facility and open space infrastructure in the Parramatta LGA and recommends the delivery of a new community hub to service the south of the Parramatta City Centre.
64. The Planning Proposal and associated Planning Agreement will address the recommendation by providing a Community and Cultural Building (Building L) which will be fully dedicated to Council and constructed as a permanent home for the Parramatta Artists Studio alongside office space, a community hall space and two ground floor retail tenancies. The Cultural and Community Building is in addition to the previously secured elements of the existing Planning Agreement including the embellishment and dedication of a public park on Site 3 to support the density in the southern part of the City Centre and fulfil the objectives of the CIS.

A Cultural Plan for Parramatta CBD

65. Council's Culture and Our City – A Cultural Plan for Parramatta's CBD provides a vision for making Parramatta a culture destination. The four goals of the strategy are:
- Always was, always will be a Gathering Place
 - Diversity is our Strength
 - Ideas and Imagination are the heartbeat of our City
 - By Design, our City Incubates Creativity, Industry and New Knowledge
66. The Cultural Plan outlines Parramatta Artists Studio (PAS) as a "key arts development organisation providing vital studio spaces to artists from across disciplines and career stages. Through its residency, commissioning and community-engaged programs, Parramatta Artists Studios significantly contributes to artists' careers as well as connecting artists and communities locally and beyond."

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67. The development of the Parramatta Metro Station had resulted in the temporary relocation of the PAS to Granville.
68. The Planning Proposal and associated Planning Agreement will deliver a Cultural and Community Building as a new, expanded and permanent home for PAS that will provide a variety of spaces, encouraging dialogue and production across multiple arts and cultural forms.

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ANALYSIS OF PLANNING PROPOSAL

Urban Design, Built Form and Public Domain

69. On Site 1, the Planning Proposal would facilitate an increase of 10 storeys to Building E (total 32 residential storeys). On Site 2 the Planning Proposal would facilitate an increase of 9 storeys to Building K (maximum 40 residential storeys). Building L would be reduced by 6 storeys (to 4 storeys) and proposed to be wholly dedicated to Council for Community and Cultural purposes. Buildings D and F on Site 1 are not altered from the approval as they are under construction (approved by DA/738/2016).
70. As part of the design excellence competition that was carried out in 2014, a series of winning criteria was established for the site. A key design excellence principle established by the jury of the competition was to ensure that each building demonstrates variation in its height so as to avoid a 'wall-like' effect on the skyline. The proposed building massing in this Planning Proposal has maintained consistency with the winning design excellence principles.
71. The height of Building K will increase from the approved 32 storeys to a maximum of 40 storeys. Additional storeys above the approved 32 storeys will be modulated and stepped in on a smaller floor plate in order to enable a more slender tower form, reduce visual bulk and scale and maintain height differentiation in the skyline (as shown in **Figure 7**) which ensures consistency with the winning design excellence competition criteria. It is recommended that the draft SSDCP controls be amended to facilitate this intended built form. As a result, the skyline is varied, views to sky are enhanced and the principles of the Design Excellence Competition are upheld.
72. **Figure 7** below shows the key changes made through height adjustments and redistributing GFA across both Sites 1 and 2. It outlines the reduction of Building L from 10 to 4 storeys, increasing the provision of housing stock by extending the height of Building E. As shown in cell '3', the height of Building K is extended to offset the GFA that is removed from Building L (cell '1').

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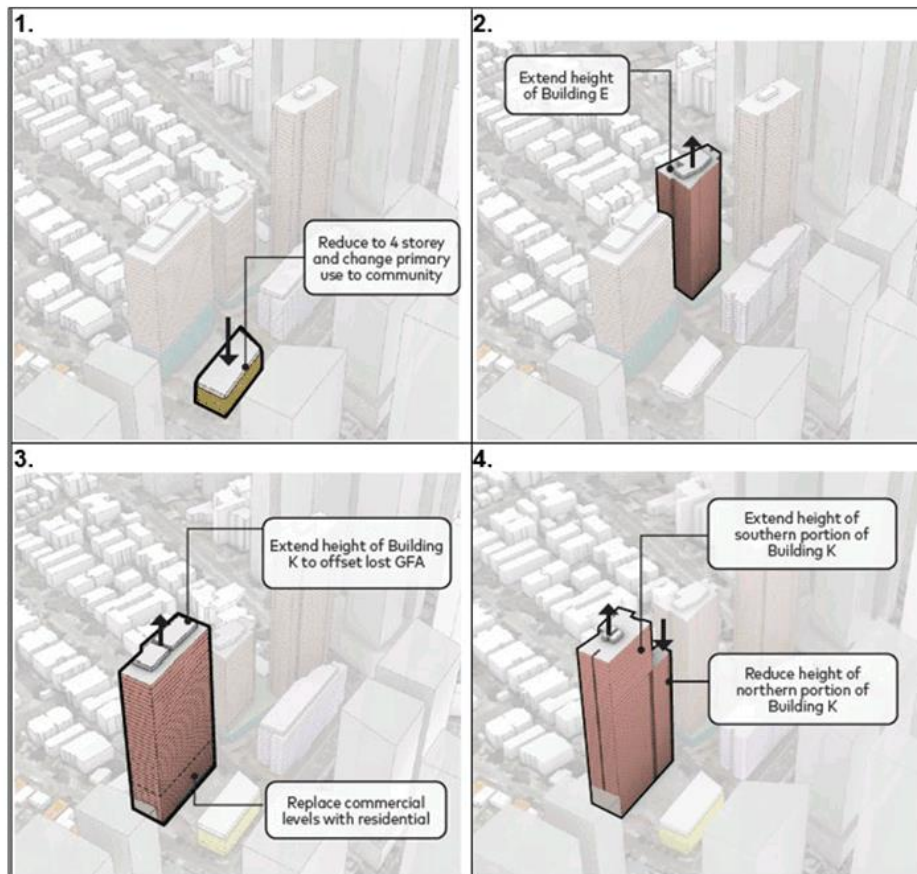


Figure 7: Proposed redistribution of floor space across the development

73. Furthermore, retaining the development outcomes of the Design Competition is enforced through the amendment to Clause 7.29 where any amending DA or modification application requires consistency with Clause 7.13 ensuring design excellence is maintained.
74. An artist impression that shows the proposed site arrangement and building forms is detailed in **Figure 8**.

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Figure 8: Artist's impression of the scheme resulting from the Planning Proposal

75. Consideration of any changes to the public domain and through-site links on the subject land will be completed at the Development Application or Modification stage for any future applications.

Economic Impact

76. The proposed development is the first of its kind within the Auto Alley corridor and southern CBD and is seen as the catalyst to springboard the redevelopment of Church Street towards the M4. The Parramatta CBD is currently experiencing high commercial office vacancy rates, with rates expected to remain above 20% over the five-year medium term as evidenced in the supporting Economic Assessment (**Attachment 5**). This is largely because of the COVID-19 pandemic and subsequent fundamental change in the way people work, resulting in less demand for commercial office space in the current market. At this time, as the site is under construction, it is unlikely that the quantum of commercial office space under the existing site-specific clause will be fully occupied within the future development. It is important to also note that the Housing SEPP provisions allow build-to-rent on commercial zoned land.
77. The applicant initially proposed to reduce the quantum of non-residential GFA to 20% of the total GFA of Sites 1 and 2. This was considered to be an unsupportable reduction, and it was important to retain a higher level of employment generating land uses on the site. Following consultation with the applicant, it was determined that an appropriate amount of non-residential GFA to be delivered across Site 1 and 2 is 25%. If the Planning Proposal was to reduce the non-residential GFA to 20%, this would have resulted in approximately 1,600m² of commercial floor area, equivalent to two storeys of the Cultural and Community Building.

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78. The approved development under construction will deliver a new 5-star hotel (Building F on Site 1), with the confirmed operator being the Marriott Group. The hotel development will be a key contributor to Parramatta's visitor economy and will help service domestic and international visitors to Parramatta, Sydney Olympic Park and the forthcoming Western Sydney International Airport that is due to open in late 2026. The hotel will not only generate primary jobs but will also generate subsidiary jobs through uses associated with the hotel such as catering companies, event management and corporate conferences.
79. The addition of the Cultural and Community Building will establish an emerging character for the southern CBD as a destination for arts and cultural spaces. The fringe location of the site presents an opportunity to deliver alternative land uses that will complement commercial office space, generating employment opportunities and boost Parramatta's cultural economy.
80. Council officers have considered these impacts in the Planning Proposal and given the current market conditions, the site being under construction and the provisions of the Housing SEPP allowing build to rent on commercial zoned land, the provision of a Community and Cultural Building, a new 5-star hotel offering, and other commercial uses including diverse retail offerings, the Planning Proposal adequately balances the economic impacts of the proposal while noting the delivery of additional dwellings.
81. Overall, the decrease in the quantum of non-residential floor space in this instance is supportable for the following reasons:
- The basement levels of the buildings cannot accommodate the 5,694sqm of supermarket floor area due to flooding constraints as detailed in the assessment of the approved scheme (DA/738/2016);
 - The site is under construction and its location on the fringe of the Parramatta CBD means it is unlikely that the already approved commercial floor space will be utilised in the short and medium term;
 - The economic analysis by Urbis (**Attachment 5**) indicates that vacancy rates for commercial floor space are unlikely to lower in the medium term;
 - Diversification of land uses through the inclusion of creative industries are well-suited for this location in the Parramatta CBD;
 - Continues to retain non-residential GFA, particularly along Church Street, by providing an alternative use to the provisions under the State Environmental Planning Policy (Housing) 2021 that permits build-to-rent on E2 land; and
 - The Minister for Planning and Public Spaces has requested public authorities and planning panels to prioritise the delivery of housing.

Social Impact

82. The delivery of a public park under the existing Planning Agreement and the proposed dedication of Community and Cultural Hub building (Building L) are deemed to offer significant public benefit and support the proposed density on the site and surrounding area.
83. The Community and Cultural building addresses the Community Infrastructure Strategy (CIS) by delivering approximately 2,500sqm within a four-storey building to be used for a variety of purposes such as creative uses, office space,

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community hall and meeting spaces. By allowing these uses at this site, it unlocks the potential for Council to address other community needs at the Marion Street Carpark which is also identified within the CIS.

Flooding

84. The site is identified as being flood prone on the Floodplain Risk Management Map in the Parramatta LEP 2023. The Planning Proposal has been assessed against the 2024 Parramatta Flood Study that was adopted by Council on 11 June 2024.
85. The site subject is within proximity to Clay Cliff Creek and affected by 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) which requires consideration of mitigation measures in relation to these flood events.
86. The applicant submitted a Flood Planning Statement which determines that the 2024 Parramatta Flood Study does not change the required mitigation measures from the approved to the proposed scheme. The proposed scheme provided as part of this Planning Proposal package complies with the Flood Planning Level requirements based on the new Flood Study.
87. Any future development on the site will need to respond to the Flood Risk Development Manual and the relevant controls contained within the Parramatta LEP 2023 and Parramatta DCP 2023.
88. Council's Catchment Engineer has reviewed the proposal and the submitted Flood Planning Statement (**Attachment 6**) and raises no objections to the proposal.

Traffic and Transport

89. The Planning Proposal seeks to deliver an increased number of residential dwellings and reduction in commercial floor area. The required number of carparking spaces is different to that of the existing Development Application, as the parking rates were reduced with the implementation of Parramatta City Centre LEP 2023.
90. The parking controls under Parramatta LEP 2011, which were in place at the time of determining the DA/738/2016 are higher than the current parking rates under Parramatta LEP 2023. The following table provides a comparison of the applicable parking rates:

	Approved Parking Rates (Parramatta LEP 2011)	Proposed Parking Rates (Parramatta LEP 2023)
Residential flat buildings	A maximum of 1 parking space to be provided for every dwelling plus 1 parking space to be provided for every 5 dwellings for visitors	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

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Retail	A maximum of 1 parking space to be provided for every 30 square metres of gross floor area	Car Parking Formula* $M = (G \times A) \div (50 \times T)$
Commercial	A maximum of 1 parking space to be provided for every 100 square metres of gross floor area	Car Parking Formula $M = (G \times A) \div (50 \times T)$
Hotel	A maximum of 1 parking space to be provided for every 5 hotel rooms or suites plus 1 parking space to be provided for every 3 employees	The sum of the following— (a) 1 space for every 4 bedrooms up to and including 100 bedrooms, (b) 1 space for every 5 bedrooms above 100 bedrooms
Community**	Car Parking Formula $M = (G \times A) \div (50 \times T)$	Car Parking Formula $M = (G \times A) \div (50 \times T)$

*where—

M is the maximum number of car parking spaces.*G* is the gross floor area of certain premises in the building, as specified in the provision in which the formula is used.*A* is the site area.*T* is the total gross floor area of all buildings on the site.

**Parramatta LEP 2023 does not have a specific parking rate for a community hall use, as such car parking requirement for the community hall has been assessed based on a commercial use using the car parking formula providing in LEP 2023 with the site area being 4,742m² and a total gross floor area of 34,896m².

91. The Traffic and Parking Assessment (**Attachment 7**) includes a comprehensive assessment of the parking that will be provided as part of any future DA or modification on the site. The assessment affirms that, notwithstanding the uplift in residential dwellings, the proposed level of carparking is satisfactory.
92. The exact allocation of car parking spaces to each land use on the site will be finalised at the DA stage, however the submitted Traffic and Parking Assessment has satisfied Council's Traffic Officer that the Planning Proposal can facilitate a compliant car parking layout.

Wind Tunnel Impacts

93. A detailed wind impact assessment will need to be provided at the DA stage to appropriately manage wind behaviour.

PLANNING AGREEMENT

94. The Planning Proposal is accompanied by a Letter of Offer (**Attachment 2**) which proposes to deliver the following public benefits at a value estimated by the applicant to be \$26,543,384.00:
 - Dedicate Building L as a Community and Cultural Building comprising of:
 - Basement carparking comprising 34 spaces;
 - Retail tenancy comprising of a total 131sqm in a cold shell fit-out;
 - One ground floor community hall comprising a total 555sqm in a warm shell fit-out;
 - Three level commercial office space comprising of 1,723sqm (including balcony areas) to an agreed level of fit-out
 - Dedicate a fully embellished open space public park on Site 3 totalling approximately 1,953sqm.

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- Design, construction and embellishment of footpaths and through-site links across Site 1 and 2 facilitating north-south movement between the buildings fronting Church Street and to the rear of the site.
 - Embellish and make accessible via public easements to be held by Council to provide thoroughfares on Site 1 and 2.
 - Include a monetary contribution equivalent to the Section 7.11 Contributions, enabling Council to directly allocate this funding to the fit-out of Building L.
95. It is noted that an existing Planning Agreement between the landowner and Council is registered on the title of the land, which was to deliver the following items at a total value of \$15,142,695:
- Embellishment and dedication of land at Site 3 comprising a total of 1,953sqm for use as a public open space;
 - Embellishment and footpath widening along the Church Street frontage of the land;
 - Provision of a pedestrian thoroughfare through Site 1 and 2;
 - The construction and dedication of a commercial suite comprising 200sqm to Council; and
 - Payment of a \$7.3 million cash contribution to Council's City Centre Section 94A (7.12) Plan
96. This Planning Proposal seeks to extinguish the existing Planning Agreement and replace it with a new Planning Agreement. Whilst the existing development consent includes a Planning Agreement, it provides for a limited contribution toward community facilities. The CIS identifies a lack of community hubs within the Parramatta LGA. This is addressed by revising the original dedication of a commercial suite (200sqm) to Council by increasing the offering to a four storey Community and Cultural Building.
97. A preliminary assessment of the Letter of Offer by Council Officers concludes that in principle the items offered are acceptable and satisfy major Council objectives related to community and social infrastructure provision.

DEVELOPMENT CONTROL PLAN

98. Site-specific planning provisions for the site were included in the Parramatta Development Control Plan (DCP) 2011. These controls were adopted as Section 9.10.2 in the 'Harmonisation' DCP (Parramatta DCP 2023) which consolidated and updated controls for the Parramatta LGA.
99. The changes sought as part of this Planning Proposal can primarily achieve the future desired character and compliance with the controls as set out in Section 9.10.2. The Planning Proposal requires some amendments to the DCP to facilitate the built form shown in the urban design report and the approved development application.

Item

100. A draft DCP amendment will be prepared to accompany the exhibition of the Planning Proposal. The amendment will ensure consistency with the urban design report by providing:
- Removal of references to 44 Early Street due to lot amalgamation with 83 Church Street
 - Updated building height figures in Figure 9.10.2.3
 - Updated building footprints in Figure 9.10.2.3
 - Removed reference to a basement level supermarket on Site 1 in Figure 9.10.2.4
 - Relabelled Figure 9.10.2.4 – Building Form Control Section (Northern Side) to Figure 9.10.2.4 – North-South Section for clarity
 - Updated the Figure 9.2.10.4 to reflect the urban design report
 - i. Building F (Hotel) is coloured as commercial/hotel
 - ii. Building F is 12 levels not 10 levels
 - iii. Podium levels are commercial
 - iv. Building D is updated to 42 levels

PLAN MAKING DELEGATIONS

101. Should Council resolve to endorse the Planning Proposal to proceed, it is recommended that Council request that it exercise its plan-making delegations. This means that once the Planning Proposal has been to Gateway, undergone public exhibition and been adopted by Council, Council officers will deal directly with the Parliamentary Counsel Office on the legal drafting and mapping of the amendment. The LEP amendment is then signed by the CEO before being notified on the NSW Legislation website.

CONSULTATION & TIMING

102. The Planning Proposal and supporting documents were referred internally to various Council staff and teams including:
- City Design Unit
 - Traffic and Transport Team
 - Social/Cultural Team
 - Economic Development Team
 - Flooding and Catchment Engineers
 - Social and Community Services Team
103. No public consultation has yet been undertaken relating to this Planning Proposal. Should Council resolve to proceed with the Planning Proposal, it and all related information, will be submitted to the DPHI for Gateway Determination. Community Consultation will be undertaken as required by the Gateway Determination.

FINANCIAL IMPLICATIONS FOR COUNCIL

104. Should Council resolve to proceed with the Planning Proposal, the costs incurred in conducting the community consultation are covered by the fees associated with the submission of the Planning Proposal by the applicant.

Item

105. The Planning Proposal is accompanied by a Letter of Offer which proposes that the applicant enter into an agreement to deliver community infrastructure. The financial implications of the offer will be presented to Council.

CONCLUSION AND NEXT STEPS

106. This report recommends that the Planning Proposal for 57-83 Church Street, Parramatta be submitted to the DPHI for Gateway assessment.
107. It is recommended that Council endorse the preparation of a draft Planning Agreement for 57-83 Church Street, Parramatta based on the submitted Letter of Offer, and that the Chief Executive Officer be authorised to prepare the legal drafting.
108. It is recommended that Council endorse preparation of the amendments related to the site-specific DCP (SSDCP) for land at 57-83 Church Street Parramatta, to be made to the Parramatta DCP 2023.
109. Council will be requested to consider the merits of the proposal following the Parramatta Local Planning Panel's consideration of same. If approved, the Planning Proposal, draft Planning Agreement and draft SSDCP will be publicly exhibited concurrently for 57-83 Church Street, Parramatta when the Gateway determination is issued. Darren Ung

Project Officer

Liam Spinks

Project Officer

Belinda Borg

Team Leader Land Use Planning

Jennifer Concato

Executive Director City Planning and Design

ATTACHMENTS:

1	Attachment 1 - Planning Proposal	53 Pages
2	Attachment 2 - Letter of Offer	6 Pages
3	Attachment 3 - Urban Design Report	53 Pages
4	Attachment 4 - Letter Correspondence from the Minister for Planning and Public Spaces	2 Pages
5	Attachment 5 - Economic Assessment Report	45 Pages
6	Attachment 6 - Flood Assessment Report (separately enclosed)	36 Pages
7	Attachment 7 - Traffic and Parking Assessment Report	15 Pages

Item

REFERENCE MATERIAL



**CITY OF
PARRAMATTA**

MINUTES

**Parramatta Local Planning Panel
Tuesday, 26 November 2024
3.30pm**

**Level 3, PHIVE
Parramatta Square, Parramatta**

MINUTES – Parramatta Local Planning Panel – 26 November 2024

PANEL MEMBERS

Elizabeth Kinkade PSM (Chairperson)
Dr Nicholas Brunton (Expert Member)
Greg Flynn (Expert Member)
Frederick Lee (Community Member)

STAFF MEMBERS

A/Group Manager Major Projects and Precincts Major Projects & Precincts – Michael Rogers, Team Leader Land Use Planning Major Projects and Precincts – Belinda Borg, Team Leader Development Support – Sarah Irani, ICT Service Team Officer – Efty Edmy, Project Officer - Liam Spinks, Business Support Officer – Zane de Belin

APPLICANT ATTENDEES

Jeremy Hung – Head of Development, JQZ (Developer)
David Fok – Architect, JQZ (Developer)
Adrian Villella – Director, Urbis (Planner)
Sebastian Aguilar – Senior Consultant, Urbis (Planner)
Brian Mariotti – Director, AJC Architects (Architect of Masterplan & Site 1)
Duncan Corrigan – Director, AJC Architects (Architect of Masterplan & Site 1)
Stephen Cox – Director, Turner Architects (Architect of Site 2)
Brian Fong – Associate Director, Turner Architects (Architect of Site 2)
Michael Lee – Director, MLA Transport Planning (Traffic Consultant)

1. ACKNOWLEDGEMENT TO TRADITIONAL OWNERS OF LAND

The Chairperson, acknowledged the Burramattagal people of The Darug 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.

MINUTES – Parramatta Local Planning Panel – 26 November 2024

4A. PUBLIC SPEAKERS

There were no public speakers registered to this Local Planning Panel.

5. REPORTS - PLANNING PROPOSALS

- 5.1 **SUBJECT** Gateway Request for 57-83 Church Street PARRAMATTA
REFERENCE F2024/00282 -
APPLICANT/S Early Street Development Pty Ltd
OWNERS JQZ Seventeen
REPORT OF Project Officer

PANEL'S ADVICE

- A. The Parramatta Local Planning Panel support the Council officer's recommendation as follows:
- (a) 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 57-83 Church Street, Parramatta (**Attachment 1**), which seeks the following amendments to the Parramatta Local Environmental 2023 (Parramatta LEP 2023):
 - i. Increase the Floor Space Ratio control from 7.2:1 to 8.4:1 for land at 83 Church Street, Parramatta (Site 1).
 - ii. Increase the Height of Buildings control from 90m to 118m (40 storeys) for land at 63 Church Street, Parramatta (Site 2).
 - iii. For Site 1 and 2, switch off the provisions within Clause 7.14 Competitive design process of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (5) Site specific provisions to exempt any future application comprising of alterations and additions from the competitive design process to ensure compliance with the approved winning design excellence competition scheme.
 - iv. For Site 1, switch off Clause 7.24 Dual water systems of the Parramatta LEP 2023 and apply the proposed Clause 7.29 (6) to reflect the approval for this site which was granted before dual water systems were mandated.
 - v. For Site 1 and 2, amend Clause 7.29 Site specific provisions to revise the non-residential gross floor area requirement from 40% to 25% of total Gross Floor Area.
 - vi. To include a clause under Schedule 1 Additional permitted uses to allow residential basement carparking in the E2 Commercial Centre zone on Sites 1 and 2 and development for creative industries on Site 2.

MINUTES – Parramatta Local Planning Panel – 26 November 2024

- (b) That Council approve the draft amendments, as described in this report, to Parramatta Development Control Plan 2023 (DCP) associated with the land subject to this Planning Proposal for the purposes of public exhibition.
- (c) That Council request that DPHI provide it with authorisation to exercise its plan-making delegations for this Planning Proposal.
- (d) That the CEO be authorised to negotiate and draft the Planning Agreement consistent with the terms of the Letter of Offer (**Attachment 2**) provided by the landowner and that the Planning Agreement be placed on public exhibition concurrently with the Planning Proposal and the draft DCP.
- (e) That Council authorises the CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process.

B The Panel provides the following further advice:

1. The Panel recommends Council review the Concept Development Consent ensuring any relevant provisions have been considered and if required are incorporated into the Draft Development Control Plan.
2. The Panel notes that pedestrian and cycle connectivity from the Southern Planning Investigation Area to the CBD and Transport nodes requires further consideration.
3. The Panel wishes to thank Staff on their excellent paper and work on the Planning Proposal.

REASONS FOR ADVICE

1. The planning history of the site, existing development consents, the suitability of the location, and the opportunity to provide much needed housing support the proposed increase in height and floor space ratio for certain building envelopes and sites.
2. The Site's strategic location within walking distance to two heavy rail stations and a major bus interchange is appropriate to support a higher residential density.
3. The Economic Impact Assessment indicates that, given the site-specific analysis of commercial floor space, the currently approved quantum of commercial floor space will be underutilised, hence the increased residential GFA is considered appropriate in this location.

MINUTES – Parramatta Local Planning Panel – 26 November 2024

4. There is a significant increase in public benefit resulting from the proposal, being the delivery of a community and creative building and public park.

Voting 4-0 (unanimous)

The meeting closed at 4:10 pm.



Chairperson

JQZ SEVENTEEN PTY LIMITED

ABN 74 489 580 973

PO Box 686 BURWOOD NSW 1805
(02) 9378 1000 (ph)

11 November 2024

Chief Executive Officer
City of Parramatta Council
PO Box 32
Parramatta NSW 2124

Dear Madam,

Planning Agreement Offer

JQZ Seventeen Pty Ltd (ABN: 74 489 580 973) offers to enter into a Planning Agreement with Council under section 7.4 of the *Environmental Planning and Assessment Act 1979* in connection with a 2024 Planning Proposal.

An existing Planning Agreement (AI392225F) between Parramatta City Council and Boyded Industries Pty Ltd (ACN 000 092 464) dated 22 January 2014 is registered on the title of the Land. This Planning Agreement Offer is subject to the existing Planning Agreement (AI392225F) being removed from the title of the Land and any monetary payments made by JQZ Seventeen Pty Ltd to Parramatta City Council under that agreement being allocated to the works to be provided by JQZ Seventeen Pty Ltd as per this Planning Agreement offer.

JQZ Seventeen Pty Ltd accepts the terms as generally set out in the Council's Planning Agreement template and in the following table:

Item	Terms
Parties	City of Parramatta Council JQZ Seventeen Pty Ltd (ABN: 74 489 580 973)
Land	Site 1: 83 Church Street and 44 Early Street, Parramatta (Lot 100 in Deposited Plan (DP) 1249271) Site 2: 63 Church Street, Parramatta (Lot 102 in DP 1249271) Site 3: 55 - 59 Church Street, Parramatta (Lot 16 in DP 12623, Lot 114 in DP 129484, and Lot 15 in DP 651039)
Planning Proposal / Development Application	The Planning Proposal relates to amendments to the Parramatta Local Environmental Plan 2023 to facilitate the construction of an amended development on the Land as follows:

NLS\NLS\67228044\1
Legal\88905594_5

Item	Terms
	<ul style="list-style-type: none"> • Permit basement residential car parking and storage in E2 Local Centre zone on Site 1 and Site 2. • Increase the maximum permitted building height on Site 2 to 118m. • Increase the maximum permitted floor space ratio (FSR) control for Site 1 to 8.4:1 (including land dedicated to Council for road widening along Church Street). • Revise the minimum percentage of non-residential floor space to be delivered on Site 1 and Site 2 (combined) to minimum 25%. • Exclude the application of clause 7.14 to development on the Land where development includes only alterations and additions to a building. • Exclude the application of Clause 7.24 under Division 5 to the Land on site 1, to avoid conflict with approved base-building designs.
Monetary Contribution	<p>There will be no monetary contributions offered pursuant to section 7.11.</p> <p>Instead, JQZ Seventeen Pty Ltd will construct the Community and Cultural Hub building (Building L) as referred to in point 8 of the "Works", and the dedication of this land and building to Council for community use as described in point 2 of the Dedication of Land below.</p>
Works	<p>The works to be provided under this Planning Agreement Offer are:</p> <p>Works previously committed under the existing VPA which are retained in this offer:</p> <ol style="list-style-type: none"> 1. Site 1 footpath design and construction as described in AI392225F as 'Northern Land Parcel Footpath design and construction'. 2. Site 2 footpath design and construction as described in AI392225F as 'Northern Land Parcel Footpath design and construction'. 3. Site 3 open space design and construction as described in AI392225F as 'Open Space design and construction'. 4. Site 1 through-site link design and construction as described in AI392225F as 'Northern Thoroughfare design and construction'.

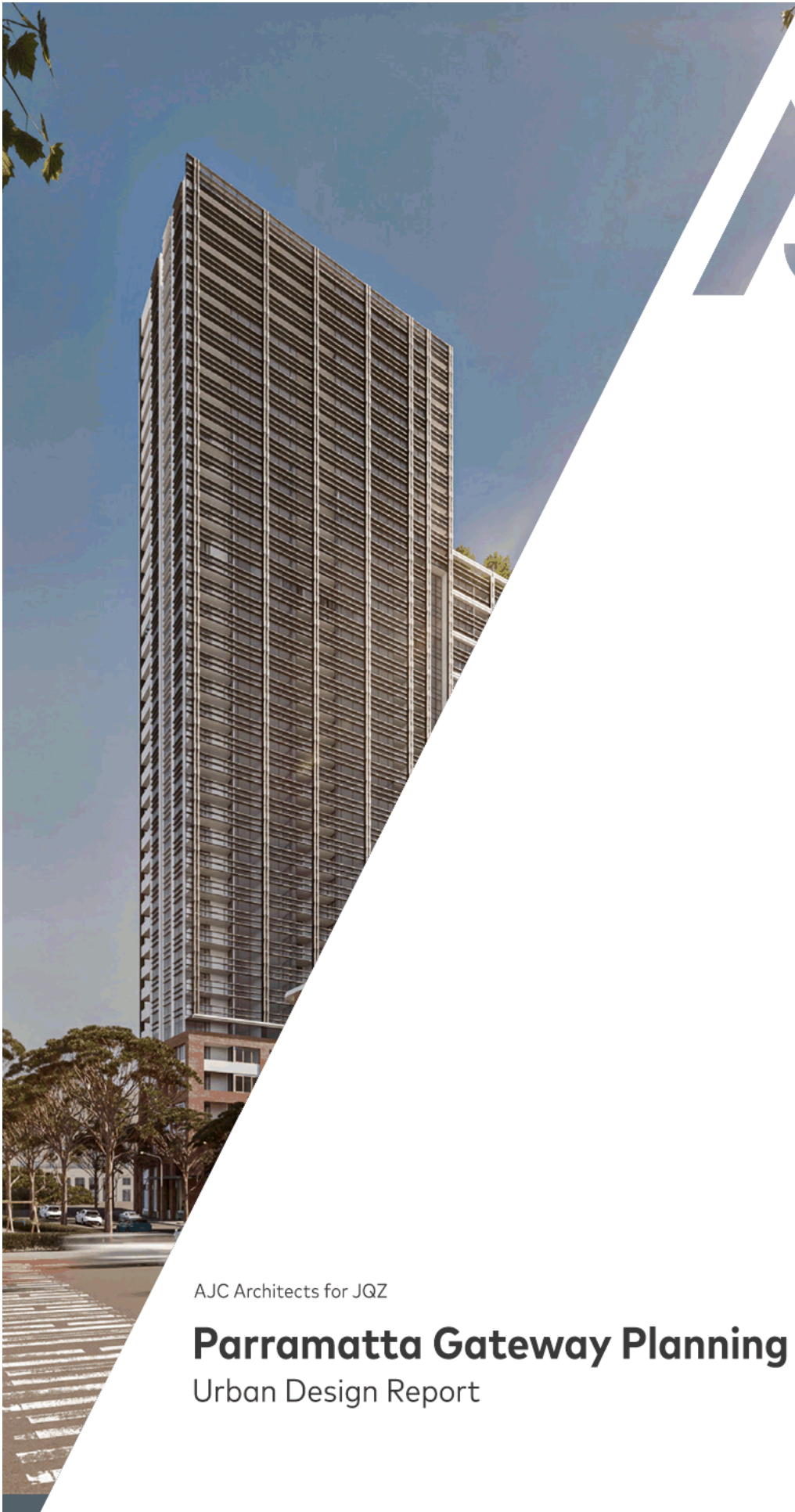
Item	Terms
	<p>5. Site 1 through-site link easement registration as described in AI392225F as 'Northern Thoroughfare easement registration'.</p> <p>6. Site 2 through-site link design and construction as described in AI392225F as 'Central Thoroughfare design and construction'.</p> <p>7. Site 2 through-site link easement registration as described in AI392225F as 'Central Thoroughfare easement registration'.</p> <p>The nature and extent, manner of delivery, and timing of the completion of the above works is to be as per AI392225F.</p> <p>Works previously committed under the existing VPA which are excluded in this offer:</p> <p>The Commercial Suite, being a small lot in a commercial building approximately 200SQM in size, is no longer included for the purposes of the proposed VPA. Instead, the Developer proposes a larger works below.</p> <p>New works to be completed in this offer:</p> <p>8. Construction and fit-out of a four storey "<i>community and cultural hub</i>" building (Building L) on Site 2 that comprises*:</p> <ul style="list-style-type: none"> • Basement car parking comprising 34* spaces • Two ground floor retail tenancies comprising total 131*sqm gross floor area (GFA) – cold shell fit out • One ground floor community hall comprising 555*sqm GFA – warm shell fit out • Three level cultural facility comprising approx. 1,723sqm plus balcony - cold shell fit out <p>*indicative figures to be confirmed.</p> <p>Cold shell fit-out includes:</p> <ul style="list-style-type: none"> • Shell and core only with core amenities fully fitted • Standard window wall façade • Main and typical lobbies finished • Base building including all fire and life safety systems, lifts, central main plant and equipment, chillers, cooling towers, boilers, mechanical extraction systems, power and hydraulic infrastructure to typical floors perimeter and all rises • Statutory signage • Building maintenance units

Item	Terms
	<p>Cold shell fit-out excludes building services fit-off and corporate building signage in addition to general exclusions.</p> <p>Warm shell fit-out includes cold shell fit-out details and:</p> <ul style="list-style-type: none"> • Floor finishes • Ceiling finishes • Partitions, doors, screens • Joinery and fitments • Power and lighting • Airconditioning duct and ceiling registered and grilles • Fire alarm fit-off • Signage <p>Warm shell fit-out excludes computer equipment and furniture, feature lighting, interior and exterior decorations and artworks and general exclusions.</p>
Dedication of Land	<p>The land to be dedicated under this Planning Offer is:</p> <p>Land previously committed under the existing VPA which are retained in this offer:</p> <ol style="list-style-type: none"> 1. Site 3 open space dedication as described in AI392225F as 'Open Space dedication'. <p>The nature and extent, manner of delivery, and timing of the completion of the above land dedication is to be as per AI392225F.</p> <p>New land to be dedicated in this offer:</p> <ol style="list-style-type: none"> 2. A stratum lot on Site 2 to Council as operational land comprising: <ol style="list-style-type: none"> a) The Community and Cultural Hub building (Building L) b) 34* basement car parking spaces, bicycle parking and related circulation areas (with associated easements for access) <p>Note: See point 4 of "Other Public Benefits" below.</p>
Other Public Benefits	<p>The other public benefits to be provided under this Planning Offer are:</p> <p>Public benefits previously committed under the existing VPA which are retained in this offer:</p>

Item	Terms
	<ol style="list-style-type: none"> 1. Site 1 through-site link easement registration as described in AI392225F as 'Northern Thoroughfare easement registration'. 2. Site 2 through-site link design and construction as described in AI392225F as 'Central Thoroughfare design and construction'. 3. Site 2 through-site link easement registration as described in AI392225F as 'Central Thoroughfare easement registration'. <p>The nature and extent, manner of delivery, and timing of the completion of the above public benefits is to be as per AI392225F.</p> <p>New public benefits in this offer:</p> <ol style="list-style-type: none"> 4. Site 2 basement easement registration to provide access to the basement car parking spaces to be dedicated to the Council for use to support the community and cultural hub building (Building L). <p>Note: See point 2 in "Dedication of Land" above.</p>
Application of section 7.11, 7.12 and 7.24	<p>Sections 7.11, 7.12 apply to the Development, however as per the terms of this Public Benefit Offer, the equivalent contribution payable at the time of the offer will be allocated to the construction of the Community and Cultural Hub building (Building L) on Site 2.</p> <p>Section 7.24 of the Act is not excluded from the Development.</p>
Registration	<p>Agreed, subject to the introduction of the following words under clause 8.2(a):</p> <p><i>"Within 20 business days of the execution of this Agreement, ..."</i></p> <p>Further the 10 day term under clause 8.2(b)(i) is to be amended to 20 days.</p>
Dispute Resolution	Accepted
Security	<p>The bank guarantee (No. 33377570) of \$1,394,812,38 will be held as security.</p> <p>Note: This Bank Guarantee was issued by the Developer pursuant to the existing VPA and continues to be valid.</p>
Restrictions on Issue of Certificates	<p>The construction of the 'community and cultural hub' building outlined in number 8 of the "Works" above must be completed prior to the issue of the first Occupation Certificate for building K on Site 2, which Occupation Certificate must</p>

Item	Terms
	<p>include and authorise occupation of the Community Hub Stratum Lot. The Developer and Council may agree in writing to an alternative completion date to accommodate any changes to construction programming or to ensure public safety. Both parties must act reasonably.</p> <p>Within 20 Business Days after the issue of the first Occupation Certificate for the 'community and cultural hub' building (which Occupation Certificate must include and authorise occupation of the Community Hub Station Lot), the Developer must transfer the Community Hub Stratum Lot to the Council.</p>
Other Terms	Nil
Costs	<p>JQZ Seventeen Pty Ltd agrees to pay Council's reasonable costs of and incidental to the negotiation, preparation and entering into the agreement, as well as administration and enforcement of the planning agreement in accordance with the terms set out in the template planning agreement.</p>

Yours faithfully



AJC Architects for JQZ

30 October 2024

Parramatta Gateway Planning Proposal

Urban Design Report



AJC's Chippendale office is in Turpentine-Ironbark Country within the traditional lands of the Gadigal people of the Eora Nation. We acknowledge that by operating within this Country we have a responsibility to contribute to its care.

We pay our respects to Elders past, present and emerging; recognising their culture, wisdom and knowledge.

Lisa-Jane Van Dyk

This artwork represents the Southern Cross in the night sky, which First Nations tribes used for travelling. Each dot represents a star in the constellation. For some tribes, the position of certain stars within the constellation indicated if it was nesting season for certain animals, and therefore eggs could be harvested.

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Date	Rev.	Status	By	Checked
30.10.24	G	Planning Proposal Issue	DW	DC

Executive Summary

OVERVIEW

AJC Architects have been engaged by JQZ to prepare this Urban Design Report in support of a Planning Proposal for three sites known as Parramatta Gateway South in Parramatta, NSW.

The document advocates for amendments to the Parramatta Local Environmental Plan 2023 (PLEP 2023) to support mixed use development on the site.

The subject sites are known as 83 Church Street and 44 Early Street (Site 1), 62 Church Street (Site 2) and 57 Church Street (Site 3).

The project was subject to an Architectural Design Competition in 2014. The outcome of the competition was to award the project to multiple design firms with AJ+C designing Site 1, Turner Site 2, and Oculus responsible for the landscape design on Site 3.

The project currently has a Concept DA approval for all three sites (DA/706/2014) and DA approval for Site 1 & 2 (DA/738/2016).

Due to post-COVID vacancies in the commercial office market, JQZ and the City of Parramatta Council (Council) discussed alternative outcomes for Site 2, including the removal of the project's previously large office floor space component.

This current planning proposal results from those discussions, with Council identifying a need for new social infrastructure in this area. Consequently, the development proposal has been modified to provide a four-storey Council building on the corner of Landsdowne, Church and Early Streets. The 'lost' GFA (from the reduction in office space) has then been redistributed across the two residential towers on Buildings E and K, requiring increased building heights.

Further discussions with Council have identified the required changes to the development. These changes require amendments to the Height of Building and Floor Space Ratio LEP Maps, which are discussed in this Urban Design Report as well in the main Planning Proposal document.

**Unit Note: Number of apartments is indicative, final unit number will be subject to future S4.55 approval.*

AJC Architects | Parramatta Gateway Planning Proposal

SUMMARY OF PROPOSED CHANGES

	Previous Approval	Current Proposal	Change
Site Area			
Site 1	7,592m ²	7,136m ²	-456m ²
Site 2	4,743m ²	4,743m ²	-
GFA			
Site 1	62,862m ²	68,830m ²	+5,968m ²
Site 2	34,895m ²	34,895m ²	-
FSR			
Site 1	7.2:1 (8.3:1 incl. +15%)	8.4:1 (9.66:1 incl. +15%)	+1.2
Site 2	6.4:1 (7.36:1 incl. +15%)	6.4:1 (7.36:1 incl. +15%)	-
Units*			
Site 1	540	539	-1
Site 2	235	383	+148
Storeys			
Building D	42	42	-
Building E	22	32	+10
Building F	12	12	-
Building K	31	40	+9
Building L	10	4	-6

Building D: No changes.

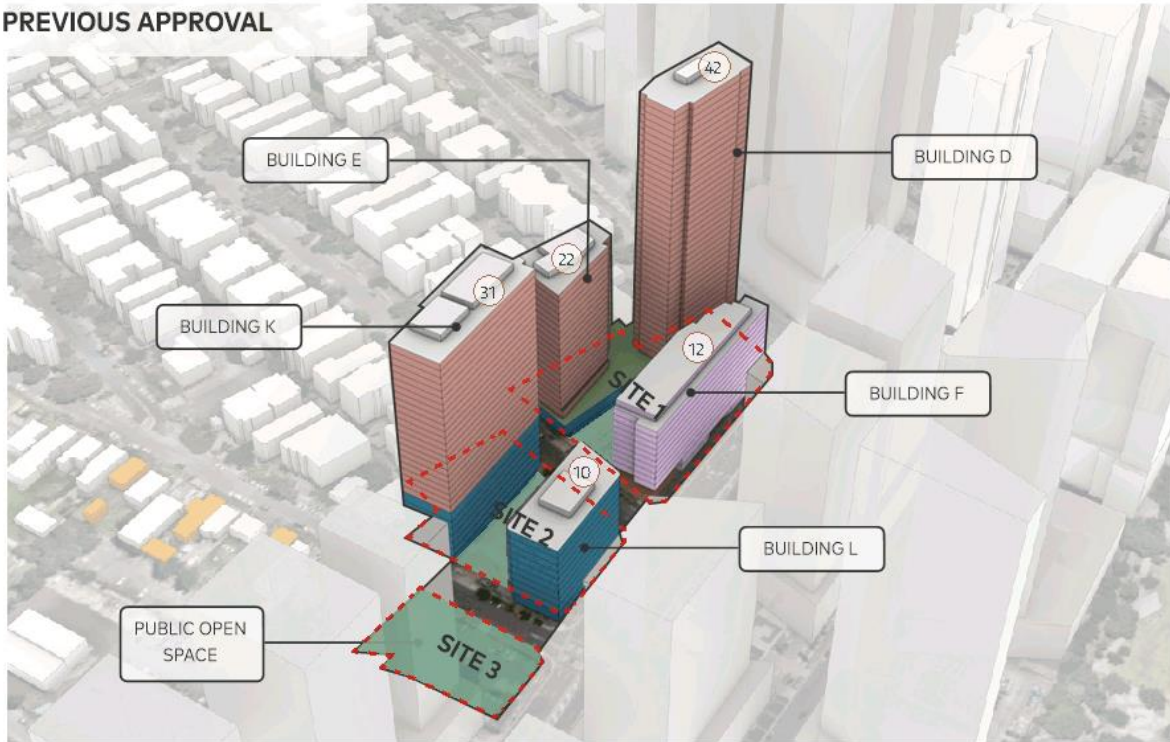
Building E: Addition of 10 residential storeys, increasing apartments, with corresponding adjustments to lower levels.

Building K: Replace lower 7 levels of commercial floors with residential uses and add 9 storeys of residential units. Retain ground level retail and loading area.

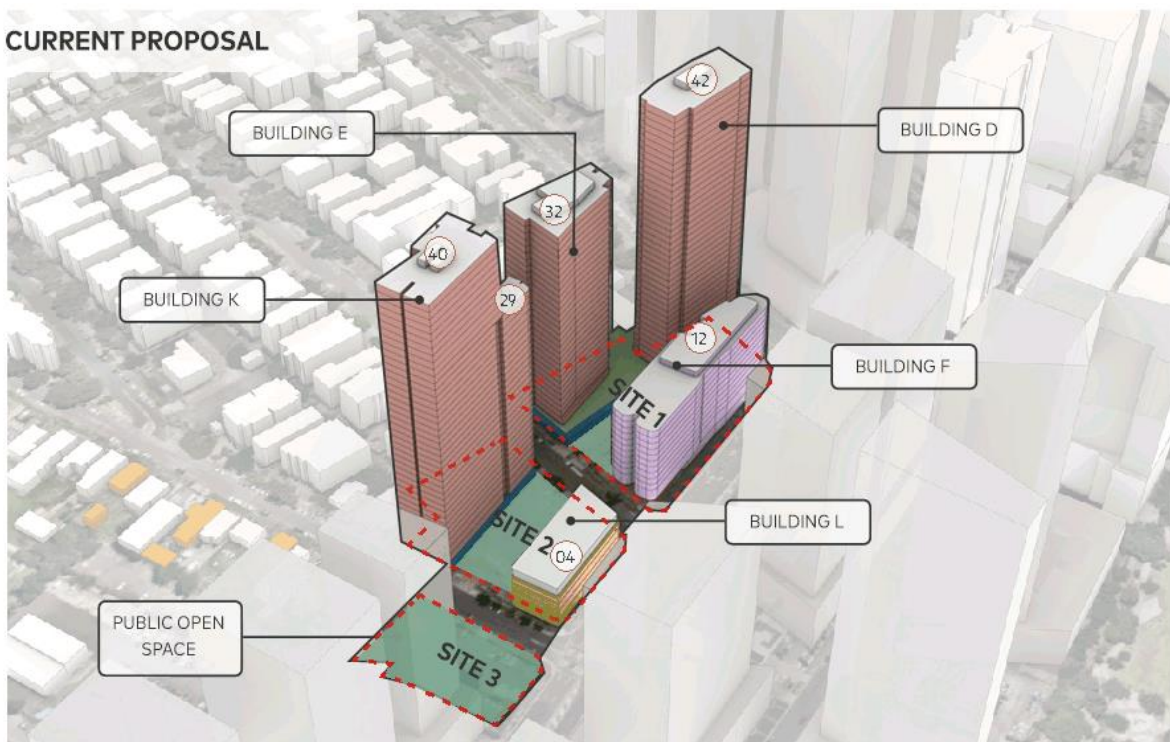
Building L: Reduce from 10 storeys to 4 storeys, retain retail at ground level, introduce Community uses including 110 place child care. Retain one commercial office tenancy on L3, to be owned by Council.

Basement: Removal of restriction on allocated parking spaces needing to be within their respective land use zones (underground). General changes to basement layouts to allocate parking as required.

PREVIOUS APPROVAL



CURRENT PROPOSAL





1. Review of Existing Planning Framework



1.1. Existing Planning Framework

Parramatta Local Environmental Plan 2023

The Parramatta Local Environmental Plan 2023 (PLEP) is the primary statutory planning instrument applicable to the study area.

Land Zoning

Three land zoning categories apply to the project, with the majority of Sites 1 & 2 along the western half zoned MU1 (Mixed Use) and E2 (Commercial Centre) along the frontage of Church Street. Site 3 is zoned as RE1 (Public Recreation).

Building Height

The sites' maximum HOB restrictions vary from 36 to 118 metres, with Site 3 having no HOB controls in place. The LEP land use zoning allows a 36-metre maximum height for the Commercial zone and a 118-metre maximum height for the Mixed Use zone.

Flood Risk

The Floodplain Risk Assessment Map shows that the entire southern lot and a portion of the site's northeast side are flood-prone.

Floor Space ratio (FSR)

Maximum FSR of 7.2:1 applies for Site 1 and 6.4 applies to Site 2. Site 3 has no FSR control applied.

Heritage

The location is not inside a heritage conservation area and does not have any entries on the heritage list. Nonetheless, a number of historically significant objects are close to the site's southwest corner.

Active Frontages

To improve street activity, all of the site's lots that front Church Street (to the east) are highlighted in the Active Frontage Map.

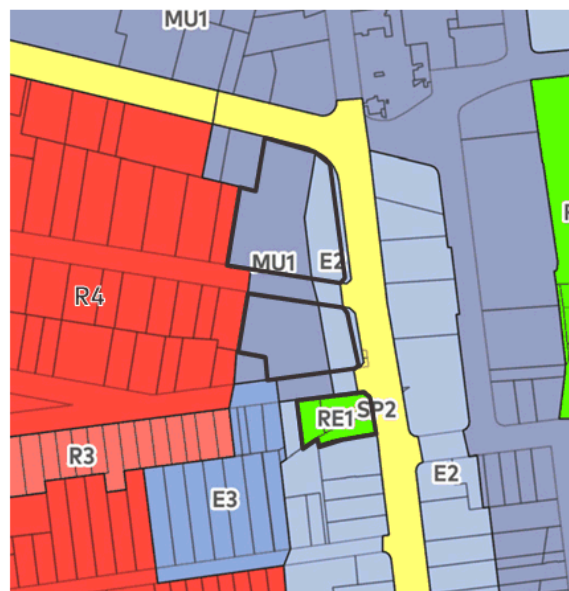


Figure 1. Land Zoning Map

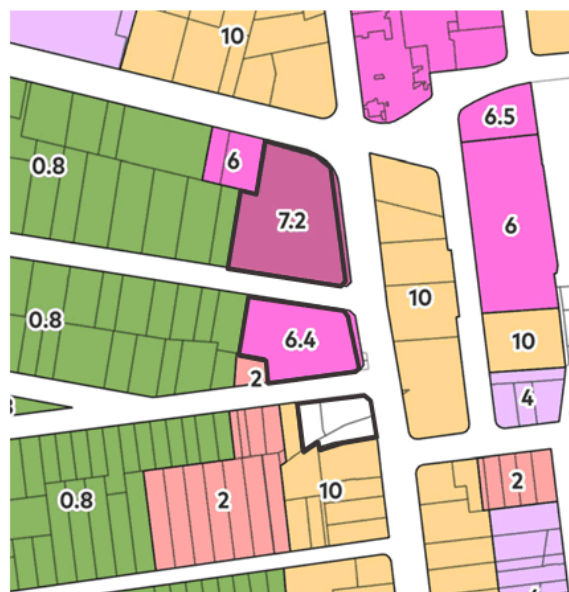


Figure 2. FSR Map



LEGEND



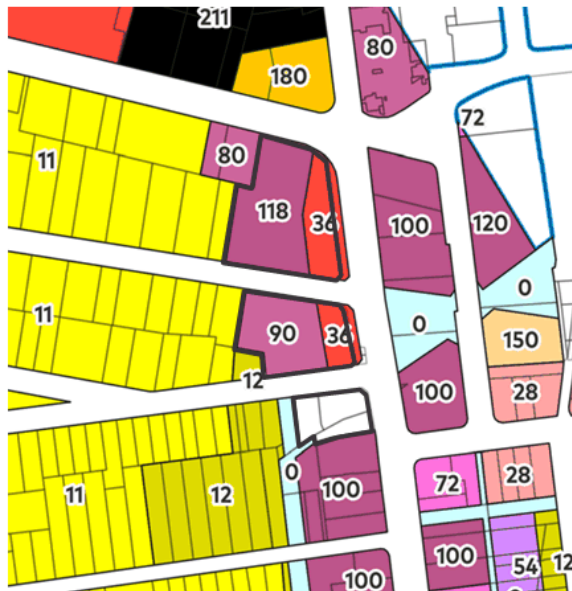


Figure 3. HOB Map

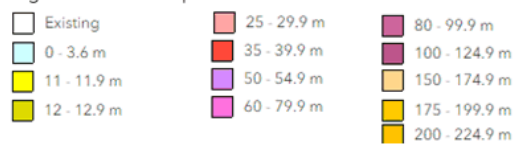


Figure 4. Heritage Map

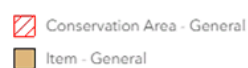


Figure 5. Floodplain Risk Management Map



Figure 6. Active Frontages Map



1.2. Existing Planning Framework

Parramatta Local Environmental Plan 2023 Standard Instrument

In addition to the principle development standards set out for the site, Division 6 - Site Specific Provisions within PLEP 2023 sets out site specific requirements for a number of strategically important sites in the LGA. Site specific requirements are set out the sites of the subject proposal found within Section 7.29:

"7.29 Church and Early Streets, Parramatta

(1) This clause applies to the following land at Parramatta—

(a) Lot 10, DP 733044, 83 Church Street and Lot B, DP 304570, 44 Early Street (Site 1),

(b) Lot 20, DP 732622, 63 Church Street (Site 2).

(2) The objectives of this clause are to ensure that development on the land—

(a) provides employment opportunities in the precinct by ensuring that a minimum proportion of the available floor space is provided for commercial purposes, and

(b) the scale and bulk of the development does not adversely impact the amenity of the precinct.

(3) Development consent must not be granted to development, including staged development, involving the erection of a building on Site 1 unless the consent authority is satisfied—

(a) at least 40% of the gross floor area of Site 1 will be used for purposes other than residential accommodation or serviced apartments, and

(b) the floor space ratio of Site 1 will not exceed—

(i) if the development includes a basement to be used for commercial purposes—7.2:1, or

(ii) otherwise—6.4:1, and

(c) the gross floor area of each storey of a building above a height of 40m will not exceed 700m².

(4) Development consent must not be granted to development, including staged development, involving the erection of a building on Site 2 unless the consent authority is satisfied at least 40% of the gross floor area of Site 2 will not be used for residential accommodation or serviced apartments."

1.3. Previous Approval

Concept DA (DA/706/2014) & Design Competition

The Parramatta City Council received a development application from Boyded Industries Pty Ltd in October 2014, requesting "concept approval" for the redevelopment of three development sites in the Auto Alley area.

With the approval of the concept development application, seven buildings with 753 apartments and over 39,000 square metres of retail and commercial space might be built, together with a new park.

A condition of the Concept DA was that a Design Competition be held with three firms providing designs, AJ+C, Turner & SJB. AJC awarded Site 1 with Turner awarded Site 2.

The design directions from the Jury over the competition related to:

- Providing a variable skyline (rather than a uniform wall of tall buildings)
- Ensuring solar access to the Park at Site 3
- Ensuring Amenity of the plazas
- Maintaining a street wall to Church St
- Impact of overshadowing to the west

In 2016, the competition Panel reviewed a suite of updated documentation referred to as Stage 1 DA. The Panel evaluated the Stage 1 DA documents against issues arising from the original panel

report of 12.3.14. The Panel found that most issues had been responded to appropriately; however, it found that some conditions should be imposed on future approvals, namely around facade design, BASIX, consistency with ADG, and tri-generation investigations.

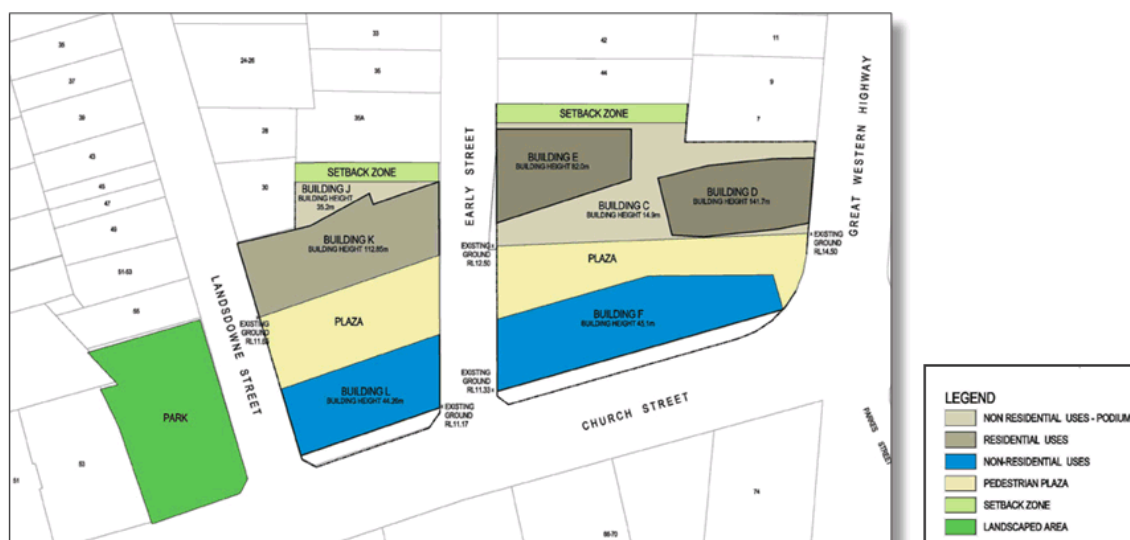
The Panel wrote that *"The Panel congratulates the architects in the generally well-considered design and submission for this major and complex project. The Panel considers that the design will be a positive contribution to the urban quality of the Parramatta City Centre subject to addressing the below ongoing concerns."*

The Panel went on to comment that *"The Panel considers that the Stage 1 DA achieves design excellence, is supportive of the 15% variation to the height and floor space provisions of Council's standards."*

Detailed DA (DA/738/2016)

In 2016, Gateway Parramatta One Pty Ltd submitted a Stage 1 Development Application (DA/736/2016) for a mixed-use development across two of the development sites, known as Sites 1 and 2 (63 & 83 Church Street, Parramatta), after the concept development proposal was approved.

The DA was subject to the Sydney Central City Planning Panel approval. The Panel approved the detailed development application on 24 August 2017.



2. Country



2.1. Country

2.1.1 Engaging with Community

The Design with Country process has advanced significantly in the last few years. Because much of the design process was finished before these practises were established, the project has not involved a full designing with Country process.

The team's understanding and respect for Country largely follows the Connecting with Country Framework 2023, a significant document and piece of research by the Government Architect's Office that included references to notable projects.

Going ahead, it is recommended that the project team engage with Parramatta Elders and the local Aboriginal community to integrate meaningful design ideas. This could include speaking with the Aboriginal and Torres Strait Islander Advisory Committee of the City of Parramatta.

2.1.2 Aligning with GANSW's Connecting with Country Framework

The GANSW's Connecting with Country framework is a document that guides the design and delivery of projects in New South Wales, Australia.

The Framework aims to foster a respectful and collaborative relationship between the Government, the Aboriginal people and the land.

The framework outlines a commitment that: *"All NSW built environment projects will be developed with a Country-centred approach guided by Aboriginal people, who know that if we care for Country, Country will care for us."*

This is supported by a series of guiding principles:

- **Practices** : Re-framing design thinking and moving away from a human centred design philosophy to a country centred one.
- **Actions** : Implement a new perspective of the project life cycle made up of interlinking and non linear principles of 'Thinking/Communing', 'Feeling/Sensing' and 'Behaving/Being'.
- **Outcomes for Country** : The desired outcomes for a country centred approach are:
 - Healthy Country
 - Healthy Community
 - Protecting Aboriginal Cultural Heritage
 - Cultural Competency
 - Better Places

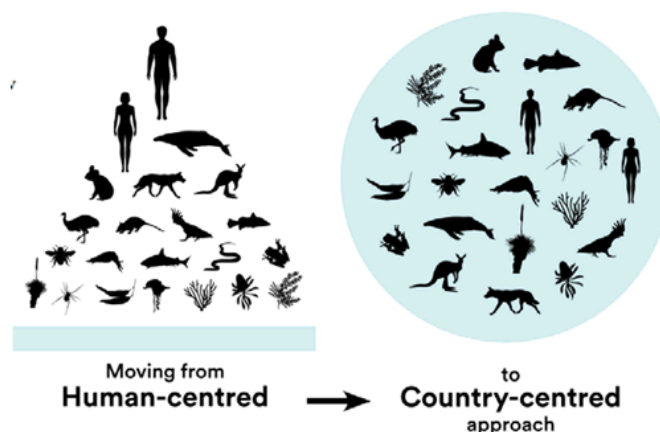


Figure 7. Human-centred or Country-centred (Connecting with Country Framework , NSWGA 2023)

2.1.3 Observations on Country

The site is located within the City of Parramatta, which has historically belonged to the Burramattagal clan of the Darug people. The Darug clan lands are vast, reaching from the Blue Mountains in the west, Hawkesbury in the north and Appin in the South.

The name Burramattagal is believed to come from the Aboriginal word for 'place where the eels lie down', referring to the Burramatta or Parramatta River (Burra = eel, matta = place, gal = the people of).

The Eel holds historical significance - for tens of thousands of years, Aboriginal people have successfully managed and maintained native ecologies through sustainable practices and inventions. The eel trap, an Aboriginal invention, is a testament to the sophisticated early aquaculture techniques developed by early Aboriginal communities.

For the Burramattagal descendants, the eel remains a significant Totem "We, as Burramattagal people, have a Totem, and we honour our Totem, the Eel"¹ as it is seen to represent a historical migration of people in Parramatta. This significance is recently echoed in Reko Renni's artwork "Where Eels Lie Down" a striking 7.5 metre sculpture at the heart of Parramatta Square.

This report recognises the importance of revisiting Burramatta/Parramatta Country. It acknowledges the Aboriginal history, the continued spirit, and language of the Darug in the contribution to the healing of Country. The Aboriginal meaning of Country encompasses complex ideas about law, place, custom, language, spiritual belief, cultural practice, material sustenance, family and identity,² and implies a duty of care for land.

Despite Parramatta being changed from raw country to a cosmopolitan City, this Country is still cared for by the Burramattagal whose ancestors continue to walk on this land. As more recent custodians of this country we share the responsibility of care, and can do this by listening and treading softly when operating within it, recognising that "together we can belong here."³

1. Jules Christian, <https://garlandmag.com/article/burra/>
2. Connecting With Country Framework 2023, Office of the Government Architect NSW
3. Aunty Edna Watson in Culture And Our City, A Cultural Plan for Parramatta's CBD 2017-2022



Figure 8. Pavement Artwork at 32 Smith Street, Parramatta (Artist Unknown)

3. Site Analysis



3.1. Site Analysis













3.1.1 Neighbourhood Context

Parramatta is recognised as Sydney's second CBD and acts as a major commercial and administrative centre for Sydney's west. The suburb is undergoing a significant transformation with large investment from private and government agencies and numerous major projects under construction or in planning.

The site is located in the southern extents of the Parramatta City Centre in an area known as the Auto Alley Precinct, which historically has been known for its car dealerships. The area is transforming into the southern gateway to the city and will serve as a mixed use neighbourhood providing employment and housing opportunities.

The site is well located near Parramatta Square and the commercial centre, with easy access to public transport stops, major roads, parks and other social infrastructure.

LEGEND

	Site
	Parramatta City Centre
	Public Open Space
	West Auto Alley Precinct
	Train Line
	Parramatta Light Rail Stage 1 (Open 2024)
	Western Motorway M4
	Sydney Metro West future underground line
	Clay Cliff Creek
	Train Station
	Light Rail Stops
	Future Metro Station

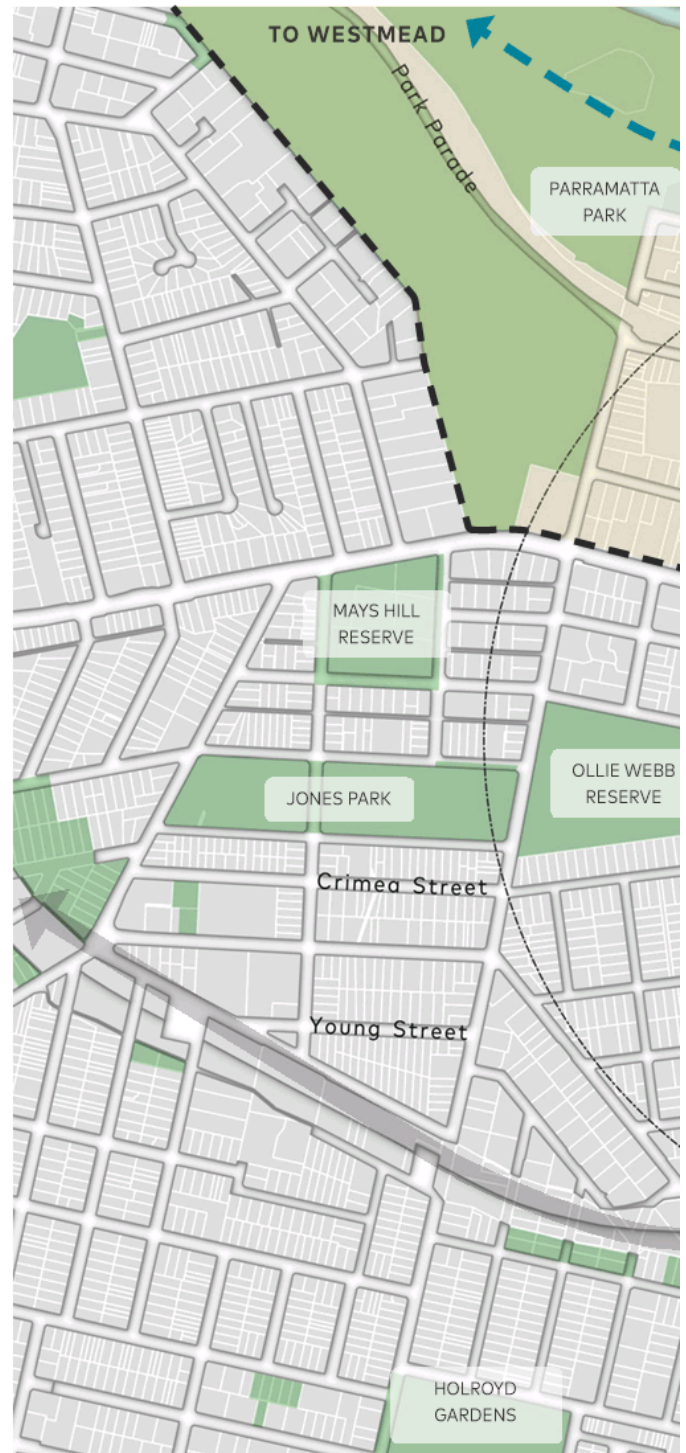
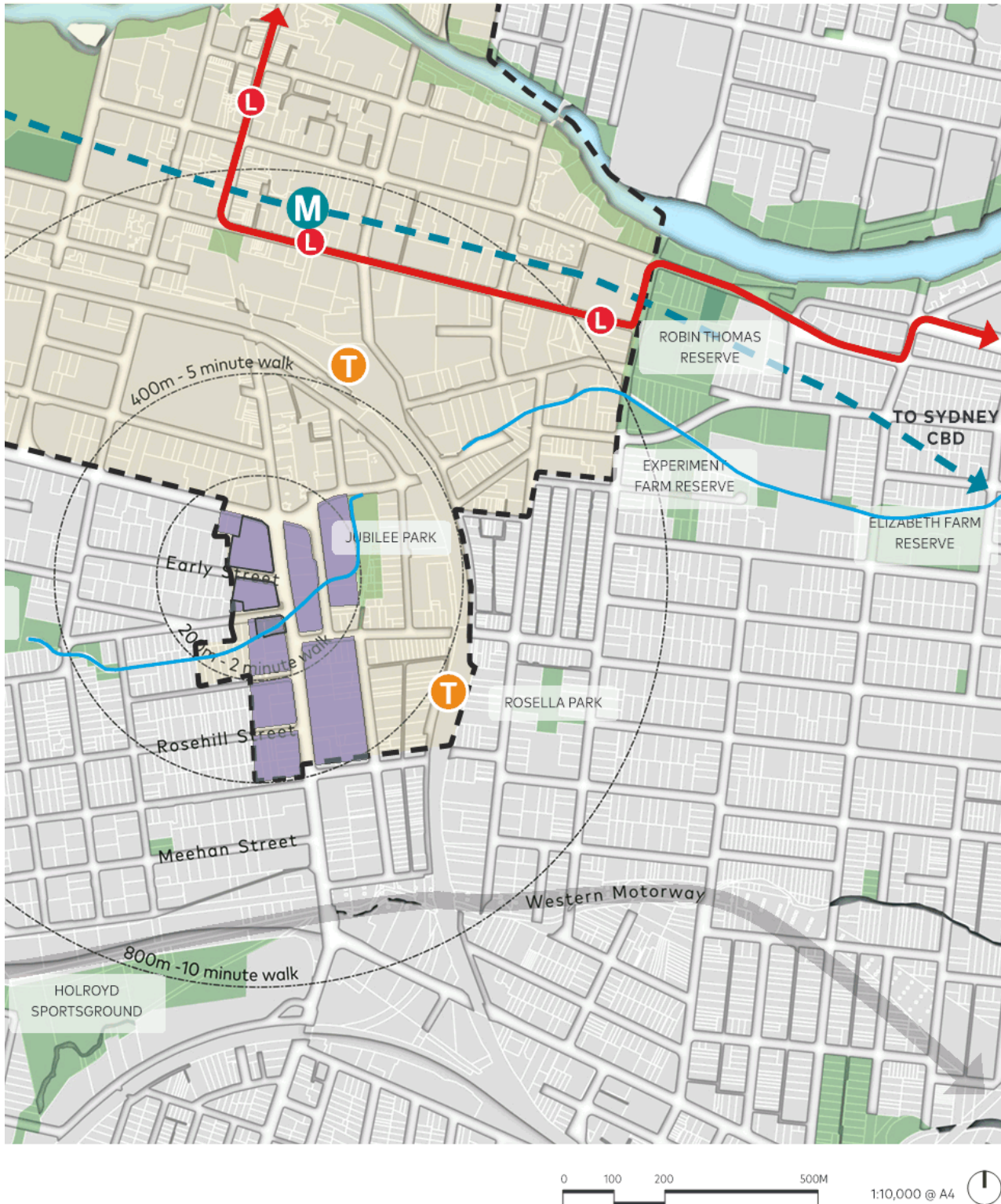


Figure 9. Caption Text



3.1.2 Topography

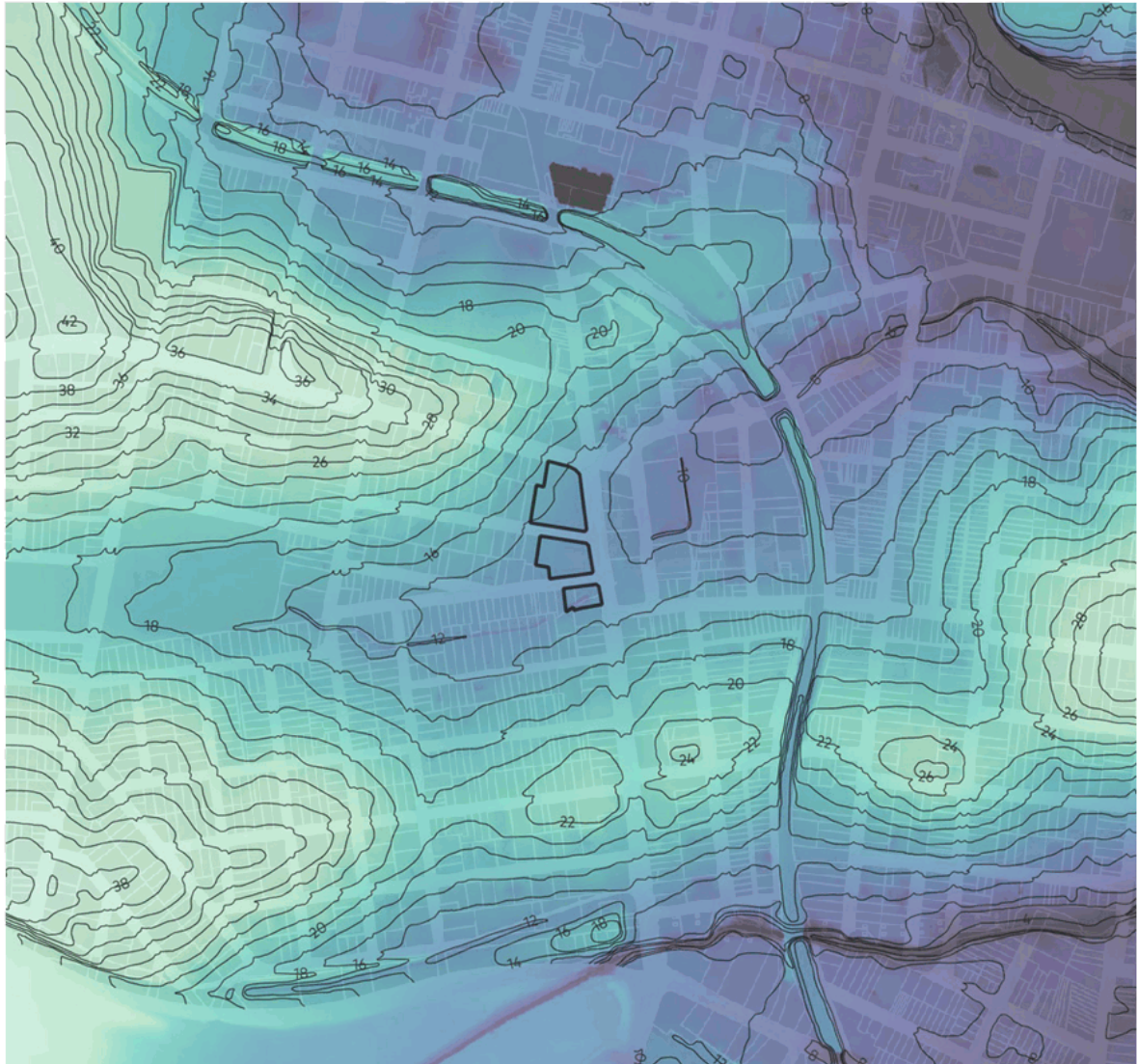






Figure 10. Topography

The land form around Parramatta is largely defined by the Parramatta River and its tributaries, although much of it has been benched and levelled for development.

The site sits between two valleys to the north and south with Clay Cliff Creek running through the southern extents of the site.

The site is generally flat falling from RL 15 in the north to RL 12 in the south.

LEGEND

-  SITE
-  RL 0
-  RL 30
-  CONTOUR

0 100 200 500M

1:10,000 @ A4 

3.1.3 Public Open Space



Figure 11. Public Open Space

Numerous public open spaces are scattered within walking distance of the site, providing opportunity for a range of leisure activities.

A network of regional (>5ha), district (2–5ha), and local (0.5–2ha) parks, including Parramatta Park, Jones Park, Ollie Webb Reserve, Holroyd Sports, Rosella Park, Jubilee Park, and the Experiment Farm Reserve, is located within the 800 m catchment.

A pocket park is planned for the south lot of the property to address the need for open space in high-density regions.

LEGEND

- SITE
- PUBLIC OPEN SPACE
- WALKING DISTANCE CATCHMENT



1:10,000 @ A4



3.1.4 Public Transport

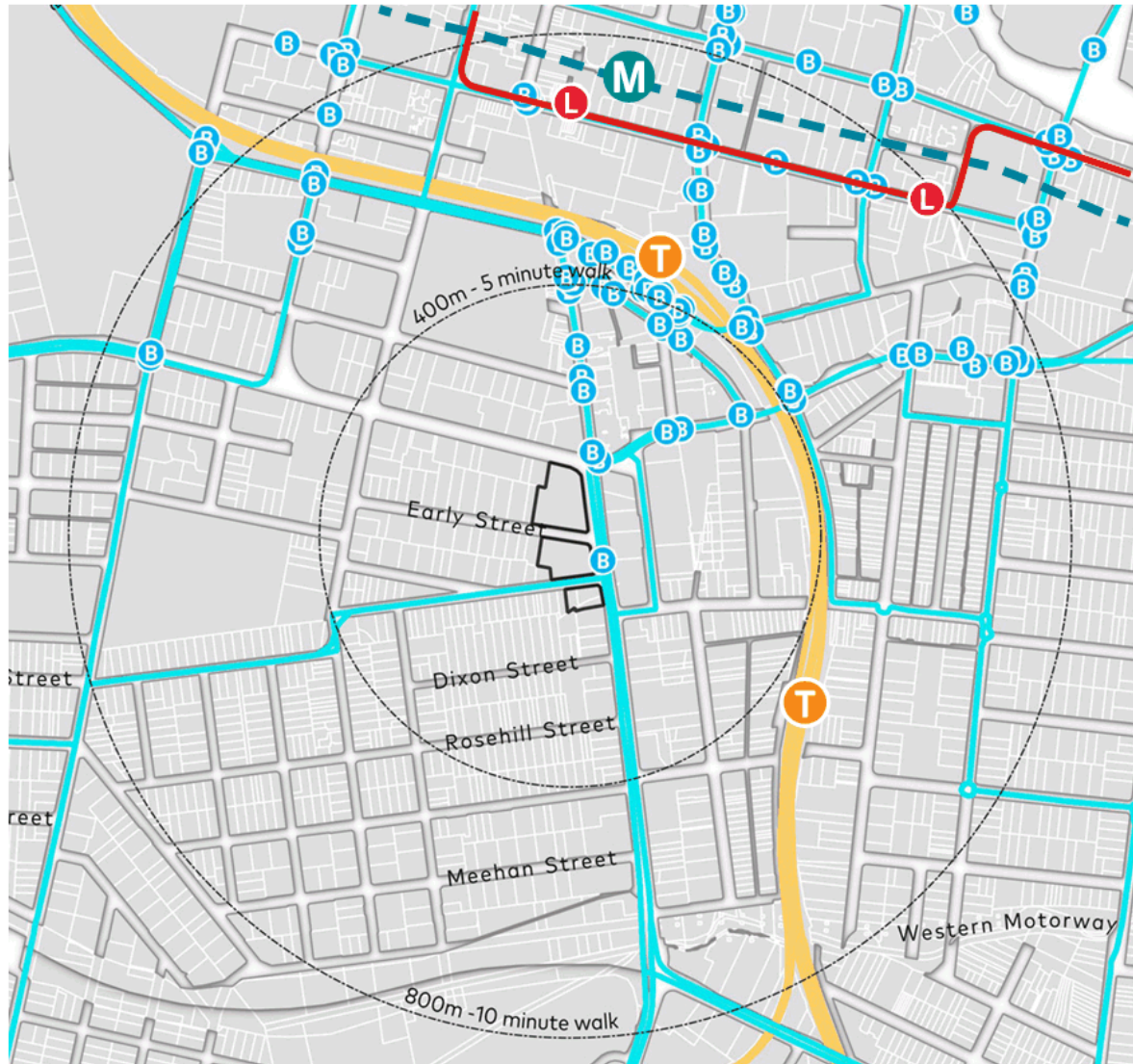


Figure 12. Caption Text

The location is well-served by various public transport options. Within an 800-metre radius, there are two train stations: Parramatta to the north and Harris Park to the east, offering connections to Sydney CBD and other key destinations. Bus stops are conveniently grouped near Parramatta Train Station, creating a bus interchange.

Additionally, the Sydney Metro West project includes plans for a new metro station north of the current Parramatta Station, and the upcoming Parramatta Light Rail line (Stage 1) is scheduled to commence operations in 2024.

LEGEND

	SITE		BUS STOP
	BUS ROUTES		TRAIN STATION
	TRAIN LINE		SYDNEY METRO
	SYDNEY METRO		LIGHT RAIL
	PARRAMATTA LIGHT RAIL		

0 100 200 500M

1:10,000 @ A4

3.1.5 Road Network

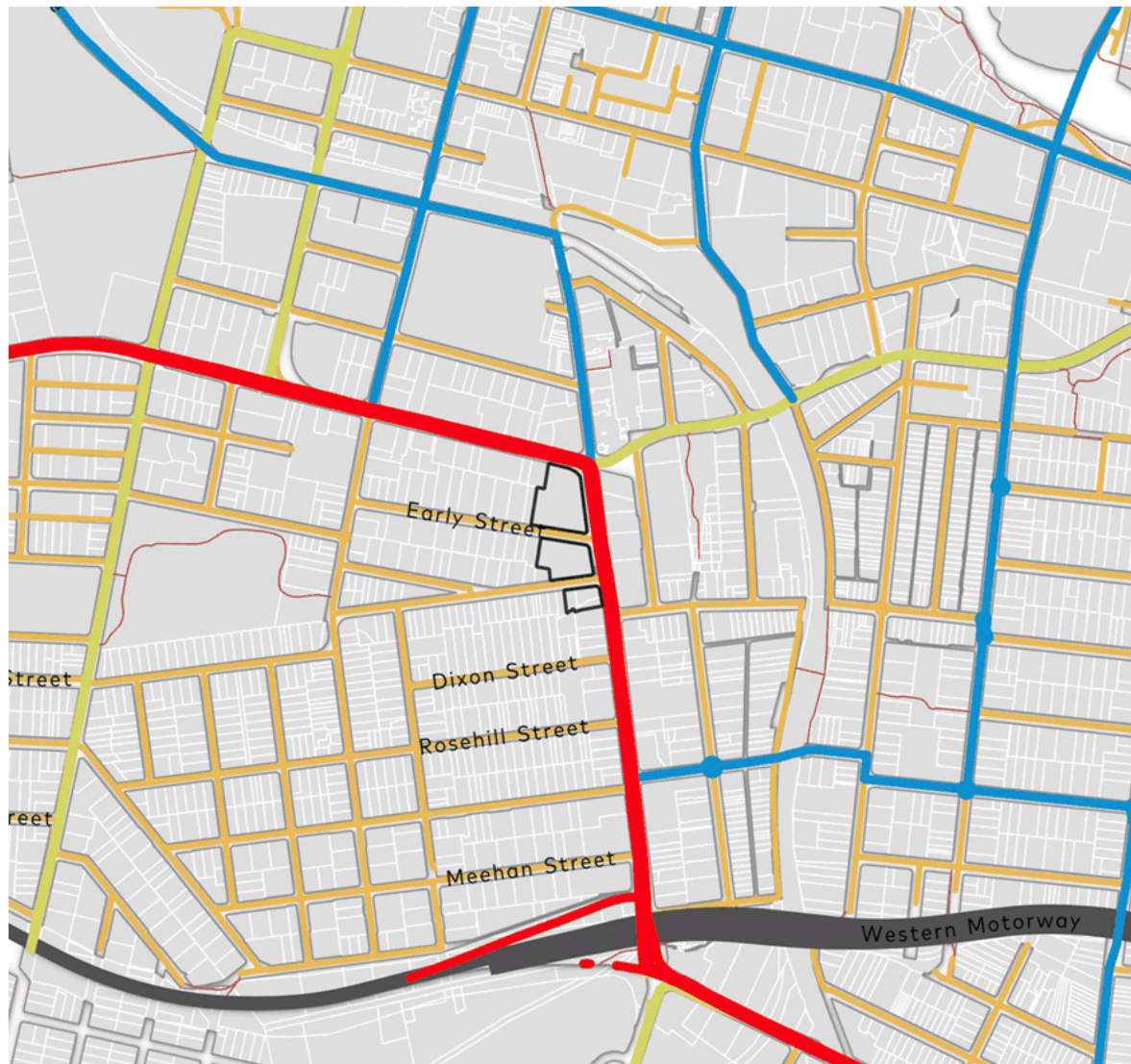








Figure 13. Road Network

The property consists of several lots and can be accessed through one primary road and three local streets, being Great Western Highway, Early Street, and Lansdowne Street. Within 800m to the south, the Highway intersects with the Western Motorway M4, offering connections to Sydney CBD, International Airport, and other major locations.

Although the site is well-connected to major roads, they are also considered barriers to active transport users (e.g., pedestrians, cyclists) and sources of noise and pollution, reducing amenity.

LEGEND

-  SITE
-  MOTORWAY
-  PRIMARY ROAD
-  ARTERIAL ROAD
-  DISTRIBUTOR ROAD
-  LOCAL ROAD

0 100 200 500M

1:10,000 @ A4



3.1.6 Surrounding Height Study



Figure 15. Current building heights

Significant public and private investment is transforming Parramatta's urban landscape, partly in response to Sydney's demand for a second major CBD.

Buildings up to 211 metres (about 60 residential storeys) are depicted on current HOB maps. Additional height is permitted under Design Excellence provisions and other planning mechanisms. The diagram on the left illustrates how the Parramatta CBD is recognizing this elevation, especially in the site's northern region.

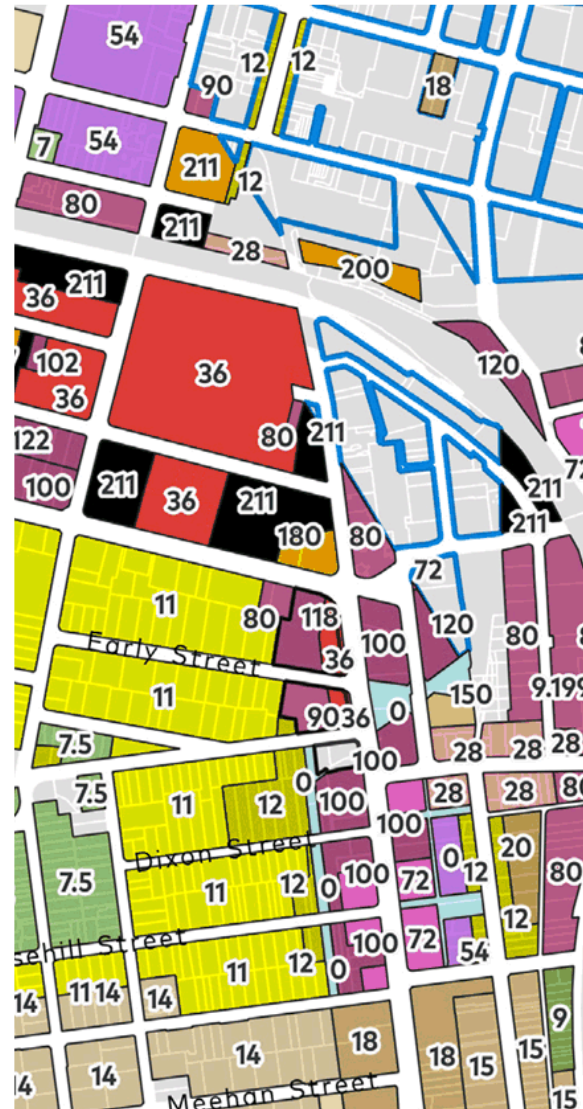


Figure 14. Current LEP HOB Map

LEGEND

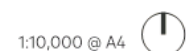
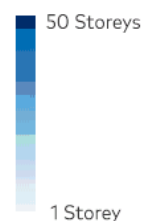




Figure 17. Heights in 2016



Figure 16. Heights in 2024

The context of the 2016 approval: tower heights were identified to create a Southern Gateway into the CBD, with variability in heights creating a standalone tower. This was a similar strategy to the Northern Gateway, which featured even taller towers closer to the then-emerging central business district of Parramatta.

The context today: The core of the central business district has been significantly realised, particularly by the super tall heights of Parramatta Square, and a legible Eastern Gateway has emerged. The legibility of a Southern Gateway has been diminished by the taller tower heights now permissible adjacent to the site.

3.2. Summary of Opportunities & Constraints

3.2.1 Constraints



Figure 18. Summary of Constraints

1. Noise and pollution from primary road
2. Proximity and interface to medium-scale residential zone
3. Poor pedestrian access to public transport
4. Lack of community amenities, places to gather
5. Heritage Listed Items and Conservation Area

LEGEND

	SITE
	NOISE AND EMISSIONS
	MID-RISE RESIDENTIAL
	OPEN SPACE
	HERITAGE LISTED ITEMS
	CONVOLUTED PEDESTRIAN ROUTE
	BUS STOP
	TRAIN STATION AND FUTURE METRO STATION

3.2.2 Opportunities

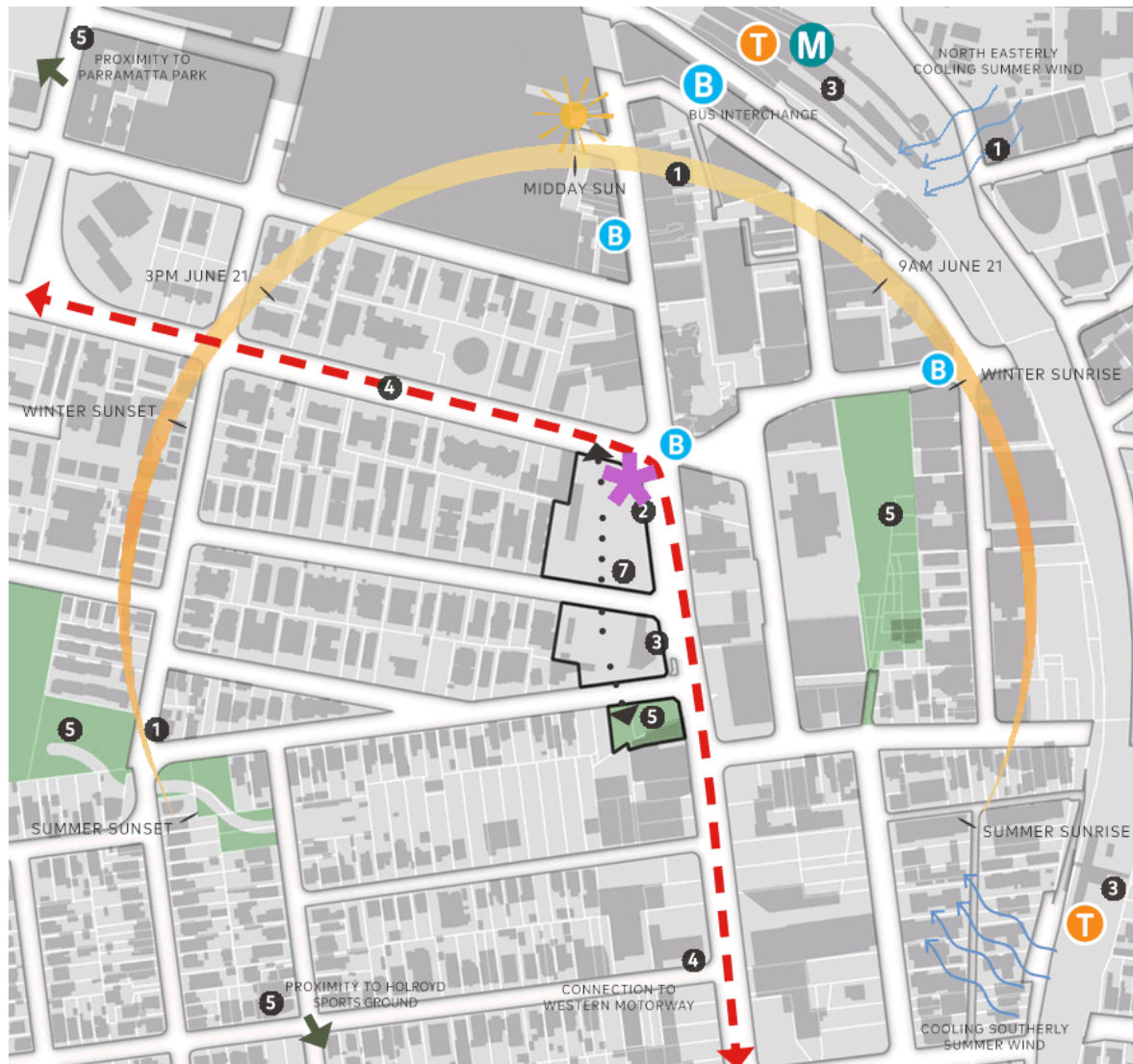
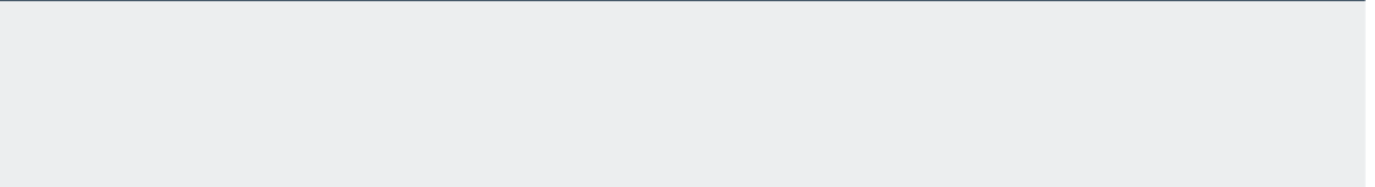
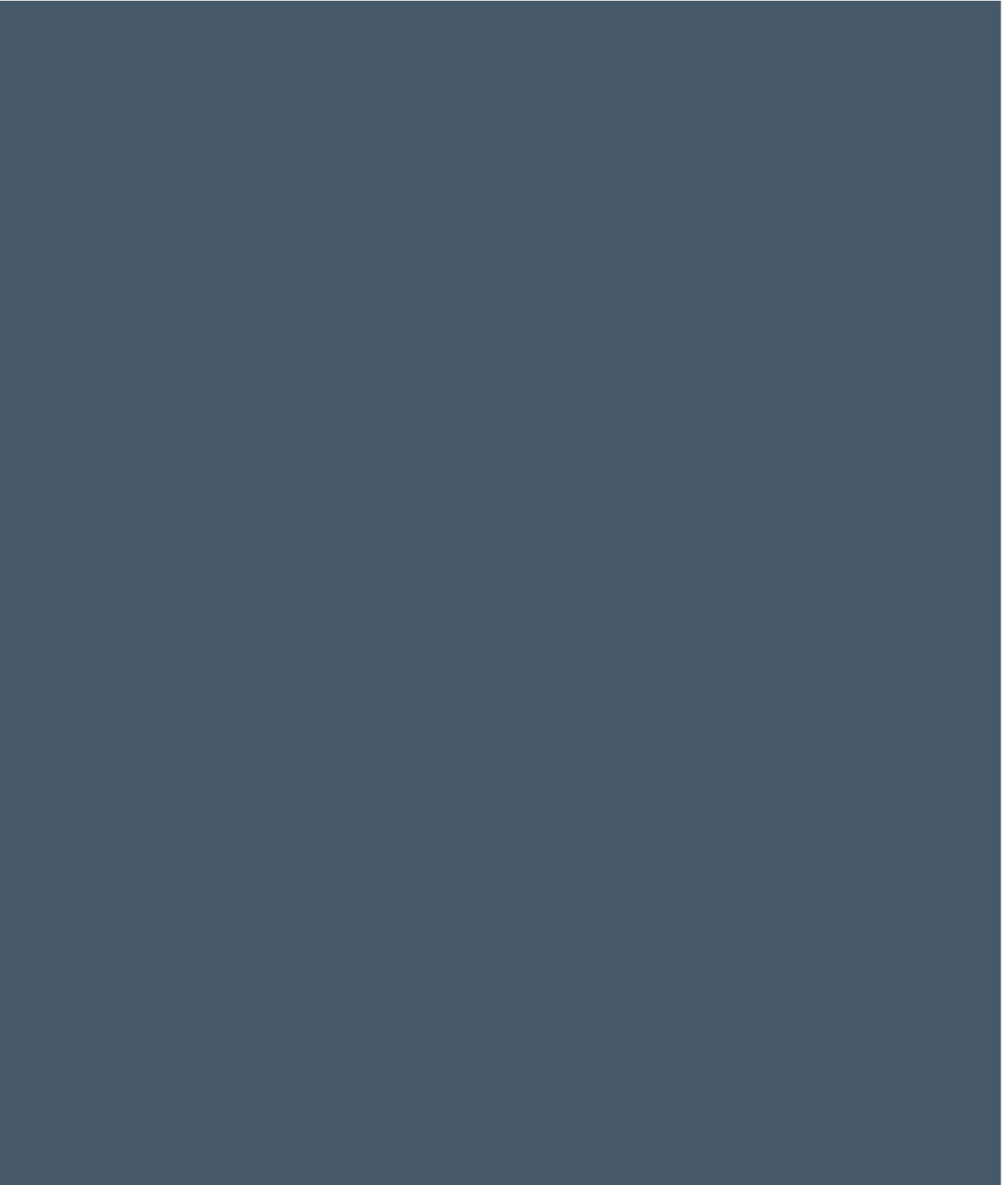


Figure 19. Summary of Opportunities

1. Good northern aspect for solar access and ventilation
2. Prominent corner site with potential for architectural features
3. Proximity to public transport
4. Well serviced and connected through road network
5. Walking distance to numerous public open spaces
6. Respond to the surrounding street and future zoned density
7. Opportunity to create active transport network for pedestrians and cyclists to connect with amenities and open spaces

LEGEND

	SITE
	ROAD NETWORK CONNECTIONS
	PEDESTRIAN CONNECTIONS
	OPEN SPACE
	BUS STOP
	TRAIN STATION
	FUTURE METRO STATION



4. Design Proposal



4.1. Project Vision & Design Principles

The 2014 Design Competition process and the Design Competition Jury's (the Jury) directions and commentary had a significant influence on the overall vision and guiding design Principles. The Jury's direction throughout the competition generally focused on:

- Providing a variable skyline (not a uniform wall of tall buildings)
- Ensuring solar access to the Park at Site 3
- Ensuring Amenity of the plazas
- Maintaining a street wall to Church St
- Impact of overshadowing to the west

The vision and design principles that follow are an update rather than an attempt to recreate the fundamental design intent of the competition process and the approvals that followed.

VISION

Helping transform the 'Auto Alley' precinct, the Southern Gateway will be a vibrant mixed-use development that serves as a welcoming gateway to Parramatta. A central open space spine weaves through the area, enhancing the city's streetscape. This spine not only connects various elements of the precinct but also adds to the neighbourhoods vibrancy. It's a place where diverse housing options coexist with community facilities and where hotels, restaurants, and cafés offer spaces for relaxation and a place to meet, enhancing the sense of community for residents and visitors. This precinct aims to be a dynamic hub that reflects the city's growth and diversity.

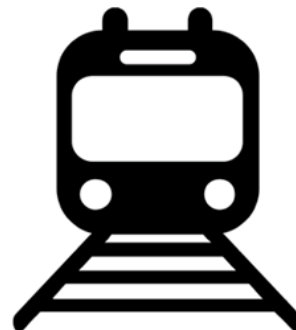
DESIGN PRINCIPLES

Detailed to the right are a number of guiding design principles that will help to realise the vision, uphold the original design objectives, and integrate the Jury's recommendations.



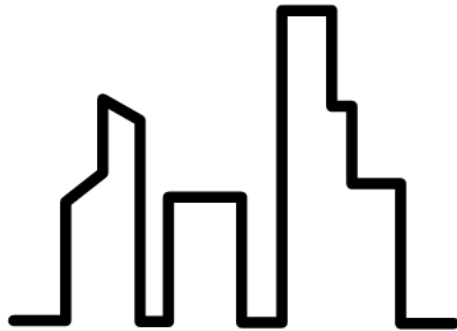
Enhance existing public domain and provide high amenity open spaces and plazas

Tower form should take into account solar amenity to the central plazas. Buildings directly to the north of the new open space should be designed to maximise solar amenity, particularly from 9 a.m. to 1 p.m.



Provide density close to mass transit nodes

Design accommodates for high density housing with good access and proximity to public transport, retail and public domain



Create a southern gateway and contribute to a varied skyline

The proposed design aims to create a 'sense of arrival' by facilitating a mixed-use environment (high-density residential, commercial, retail, and community) with high-quality architectural features. Buildings fronting Church Street to be at a lower scale to provide a street wall to provide a more sympathetic scale for pedestrians



Enhance the pedestrian experience by activating street edge

Create active streets and plazas by locating fine grain shop fronts on the ground floor with all fronts and entrances at street level.



Provide a mix of uses which provide employment opportunities, new housing, entertainment and community facilities

The proposal should cater for a wide range of needs contributing to the well being and diversity of the area.



To create safe, legible, and attractive routes and connections between public and private spaces

The proposal should create an environment that is comfortable, legible, and safe for pedestrians to use. The aim is to facilitate social uses and provide places to meet with appropriate design (street furniture, accessibility, lighting, weather protection).

4.2. Structure Plan

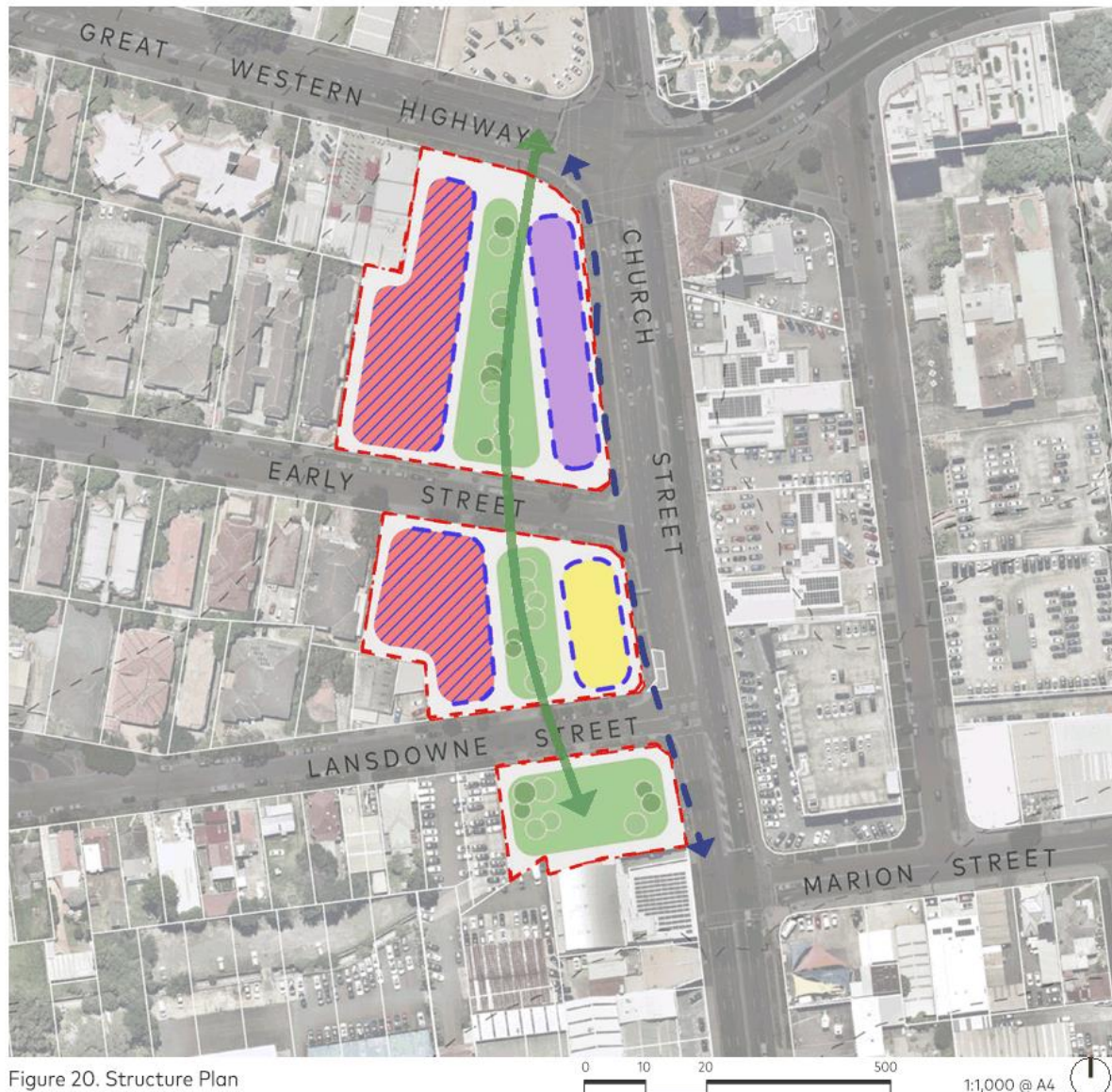


Figure 20. Structure Plan

The proposed structure plan remains consistent with the Concept DA Approval.

It places an emphasis on mixed-use development, hotel and community amenities, street activation, pedestrian-friendly pathways, a central open space spine, and enhanced active transportation, as well as linking with the city centre and transportation.

LEGEND

	SITE		PEDESTRIAN ROUTES
	MIXED USE		BICYCLE LANE
	COMMUNITY		ACTIVE FRONTAGE
	HOTEL		
	PLAZA		
	OPEN SPACE		

4.3. Master Plan

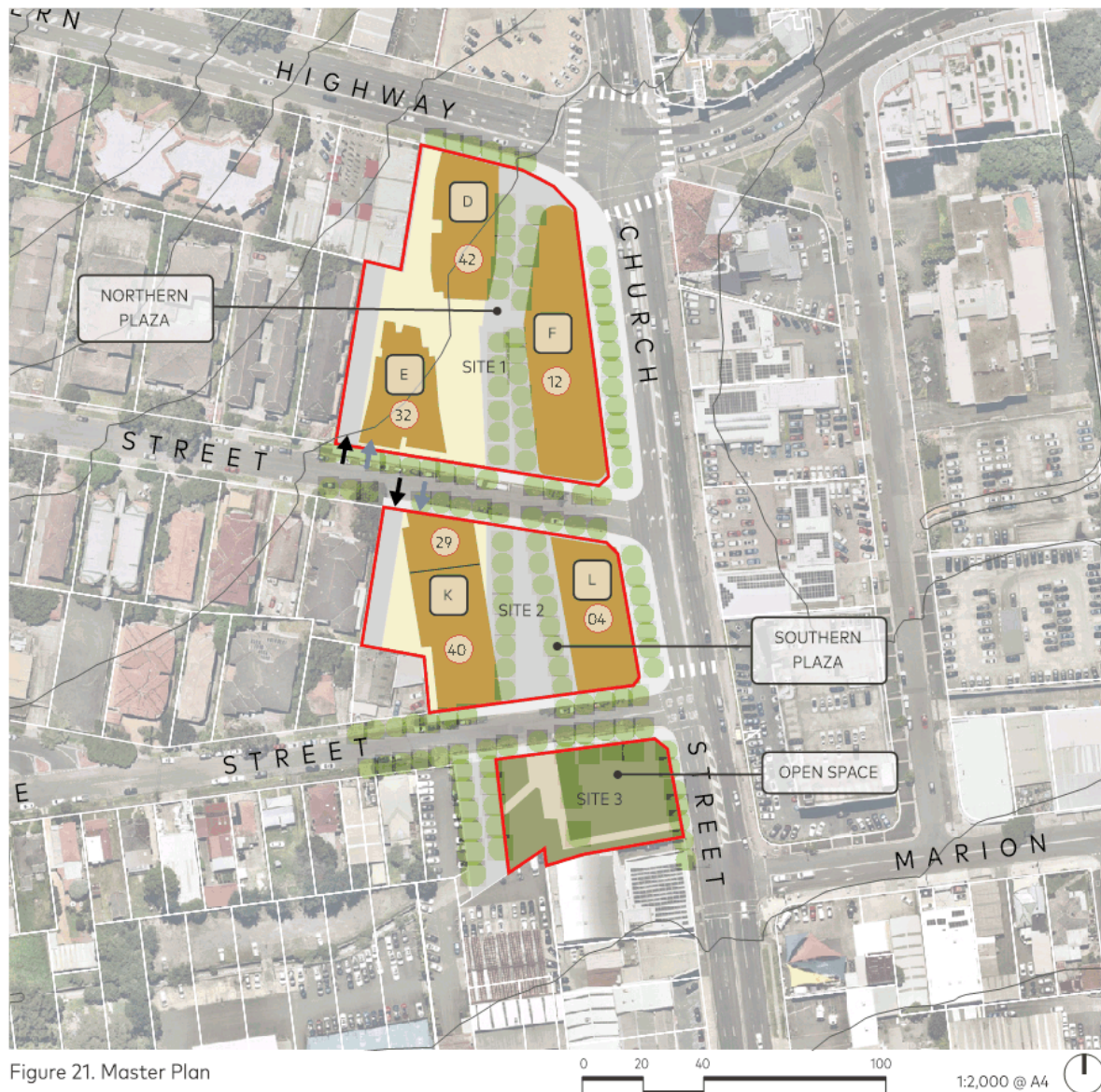


Figure 21. Master Plan

Like the proposed structure plan, the master plan remains generally consistent with the Concept DA Approval.

The plazas provide pedestrian-friendly, lower-scaled street wall by dividing residential/retail buildings into a well-defined 2 storey retail/commercial podium and residential towers set back above.

The plaza features a continuous colonnade and awning on the western and eastern sides, providing a safe, inviting pedestrian environment. Tree planting and down-drafts from buildings and winds also protect outdoor spaces, while the colonnade is scaled for outdoor dining areas.

LEGEND

- SITE
- TOWER FOOTPRINT
- PODIUM FOOTPRINT
- PLAZA
- PARK
- CARPARK ENTRY
- LOADING ENTRY

4.4. Key Moves

The following explains the key moves to develop the previous approval to the current proposal.

The current proposal maintains the positive design outcomes of the approval with changes focusing on building heights and minor variation in uses.

Previous Approval



1.

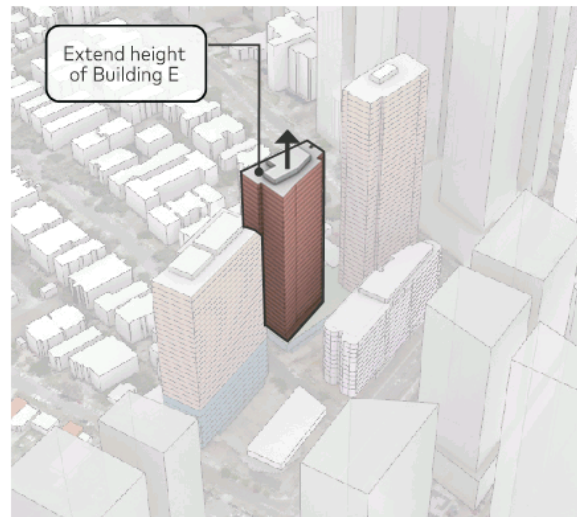


Building L is lowered from ten storeys to four storeys to better align with the council's brief and requirements.

The building will provide child care for 110 children, a community hall, and 1 level of commercial use.

The large reduction in height will provide a reduction in shadow impact on the future public open space on Site 3.

2.



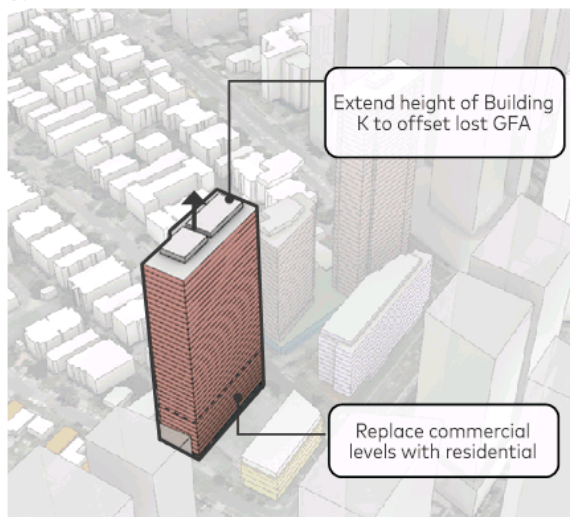
To provide much-needed additional housing stock, ten storeys are added to Building E. The addition also helps balance the towers while maintaining varied building forms.

The resultant development has been modified with Building L's height reduced from ten to four storeys, aligning with council requirements and reducing solar impact on adjacent public spaces. It will house child care for 110 children, a community hall, and commercial space. Building K will now have increased height to accommodate the floor space from Building L, and its commercial levels are converted into residential apartments to enhance housing diversity. Building E will gain ten additional storeys to maintain a balanced and varied skyline.

Current Proposal

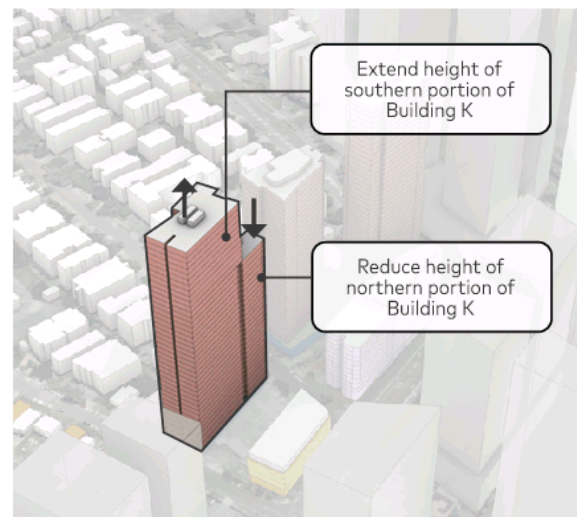


3.



Building K's height is extended to reflect the redistribution of floor space from Building L. The seven levels of commercial at Building K are replaced with residential units, offering much-needed apartments and improving the area's housing diversity.

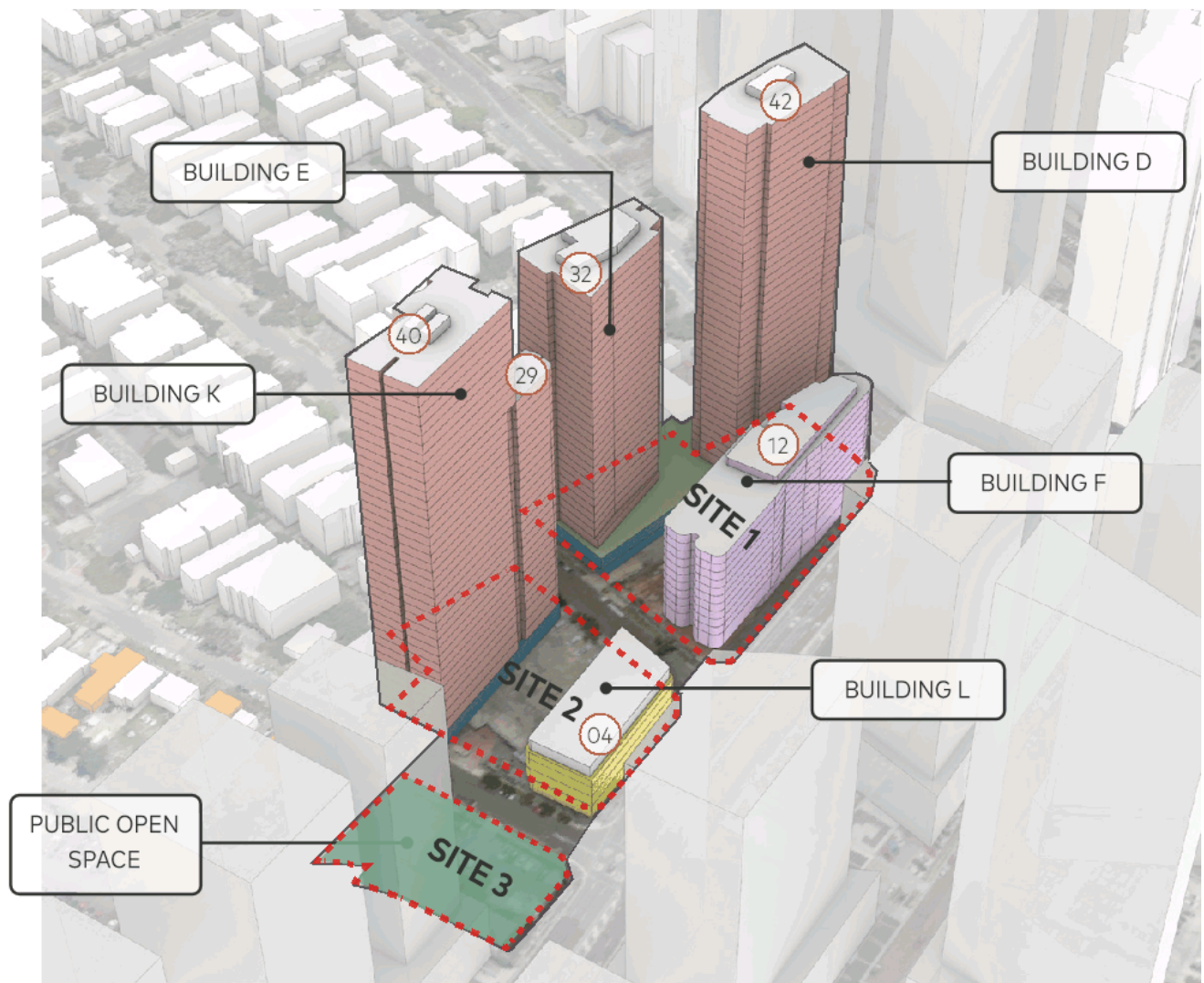
4.



To provide a more varied skyline Building K's floor plate is split with the northern plate lowering to 29 storeys and the southern plate extending to 40 storeys.

The resultant bulk and scale is more sympathetic and suited to the adjacent areas current and future context.

4.5. Proposed Building Envelopes



LEGEND

 	SITE
	RESIDENTIAL
	COMMUNITY
	HOTEL
	COMMERCIAL/ RETAIL
	OPEN SPACE

4.6. Envelope Sections



Figure 22. North-south section- Approved DA

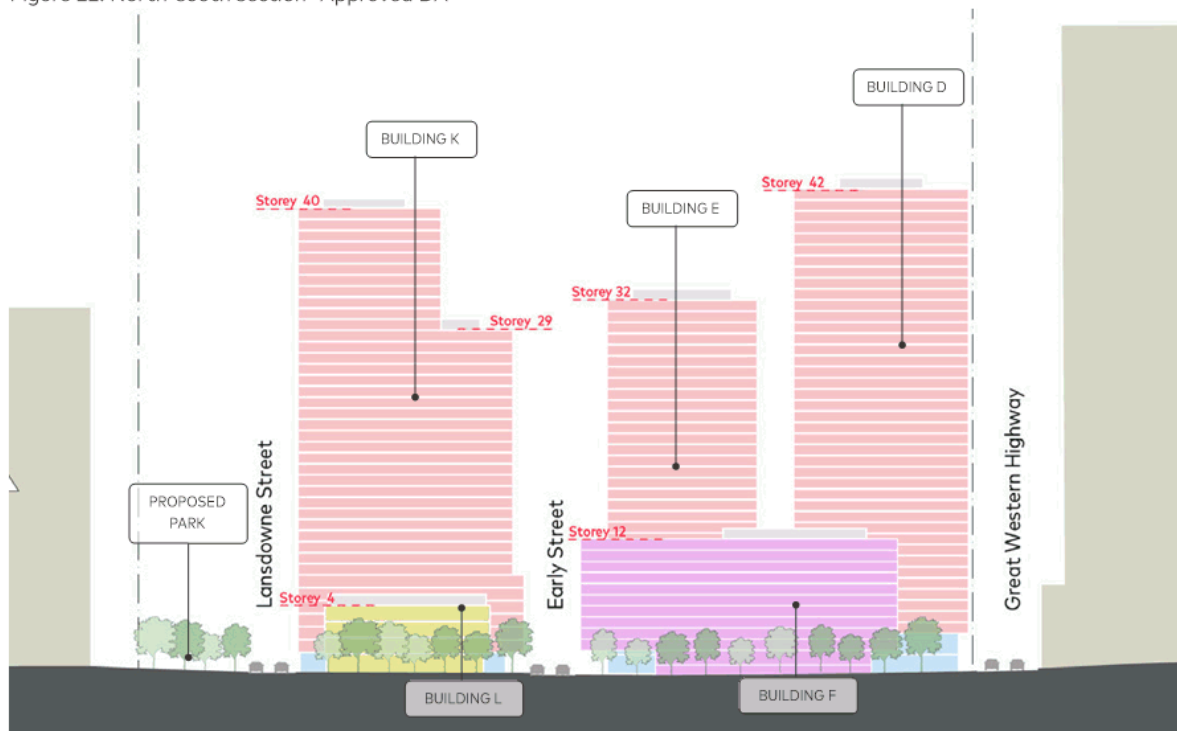


Figure 23. North-south section- Proposed development

4.7. 3D Envelope Massing Diagrams

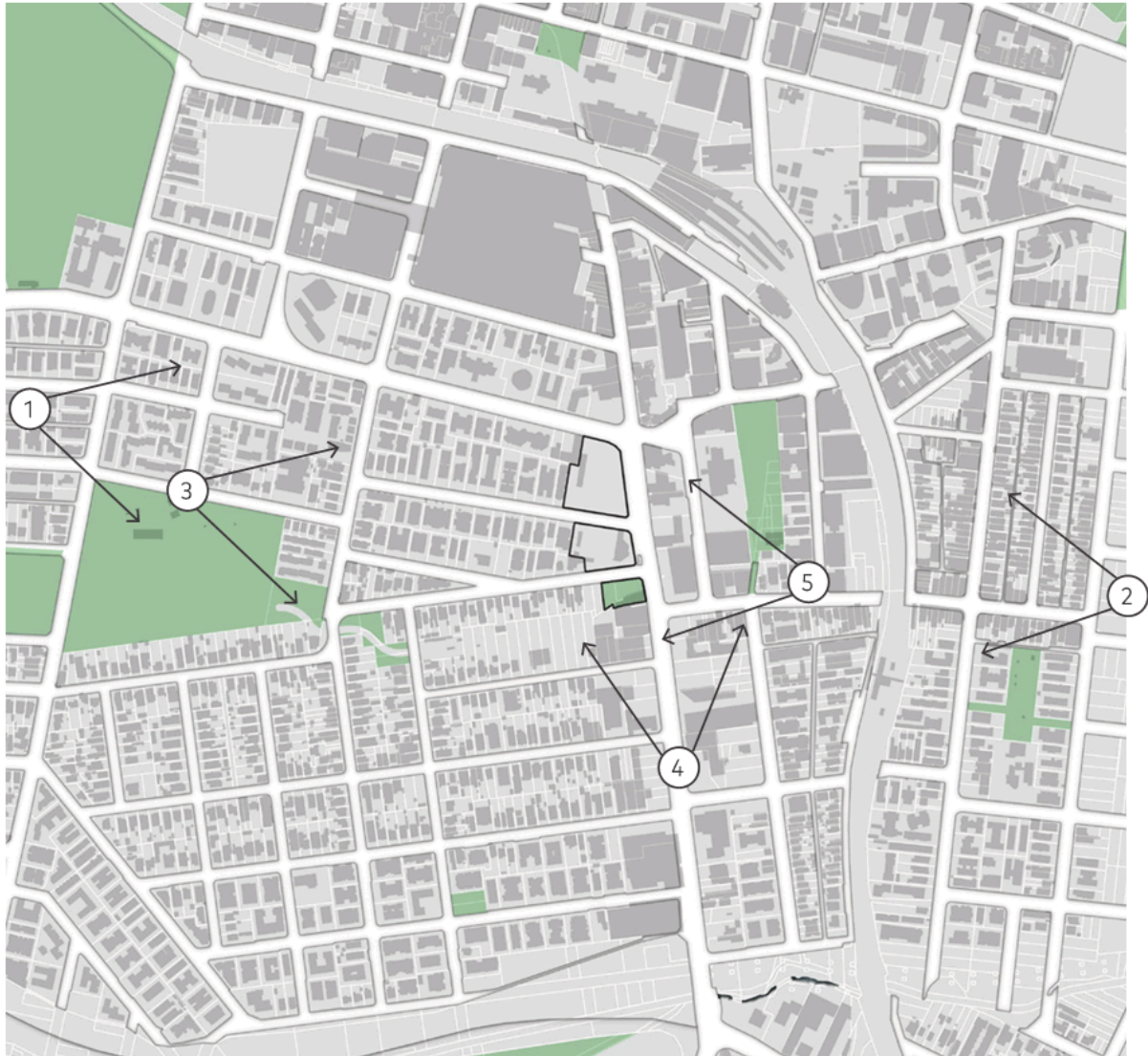


Figure 24. Envelope Massing View Studies

NTS

The following images provide the approved and proposed massing envelopes from a series of important views and vistas.

Each view is shown with surrounding current and future context. Future context has been modelled mainly around Church Street and south of the rail station.

Future context envelopes were modelled based on PLEP HOB maps and requirements found in the DCP, specifically Part 9—Parramatta City Centre.

LEGEND



SITE



RESIDENTIAL



COMMUNITY



HOTEL



COMMERCIAL/ RETAIL



FUTURE CONTEXT

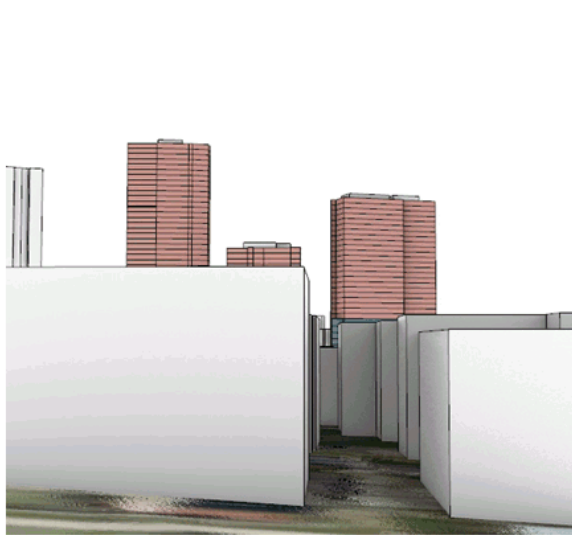


EXISTING CONTEXT

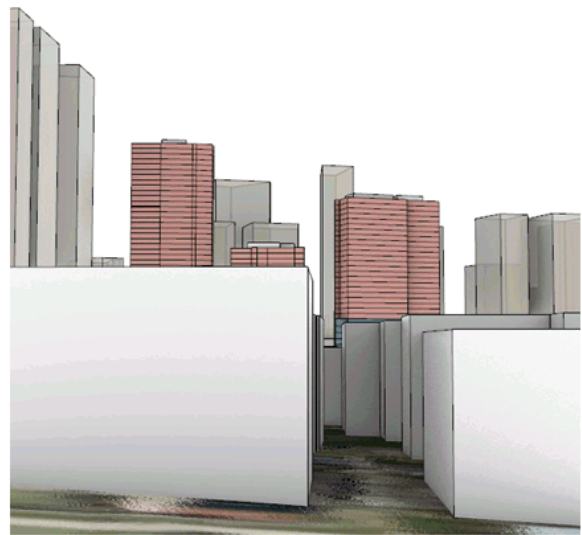


LOCATION OF VIEW/
VISTA

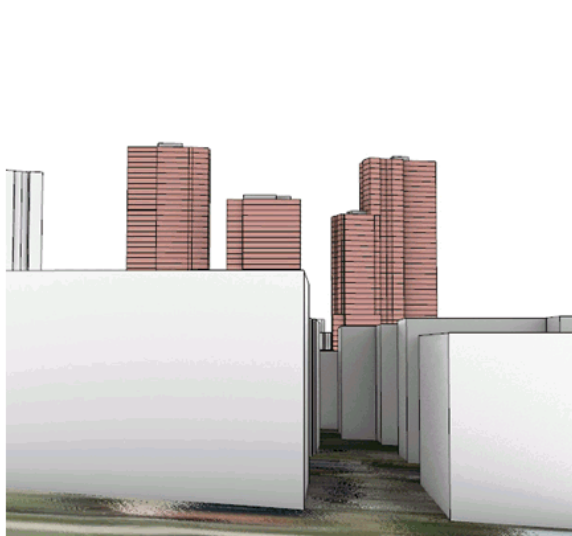
4.7.1 South West Skyline



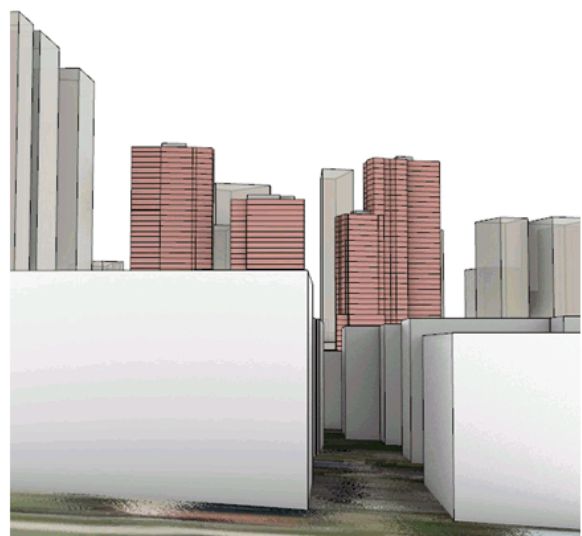
Approved_Current Context



Approved_Future Context

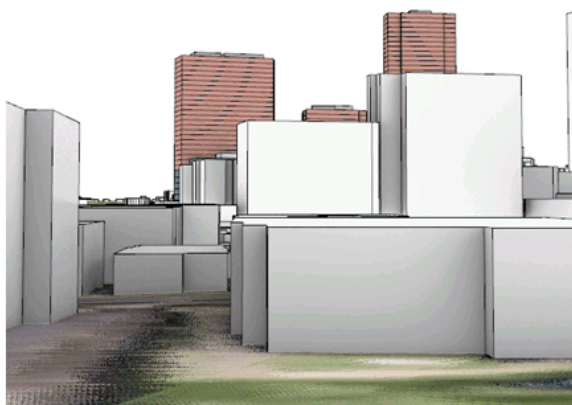


Proposed_Current Context

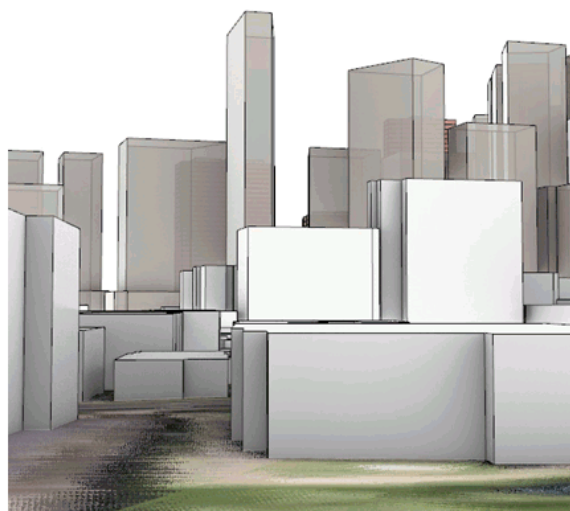


Proposed_Future Context

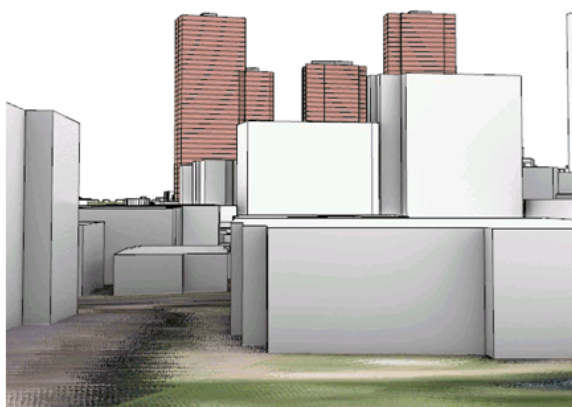
4.7.2 South East Skyline



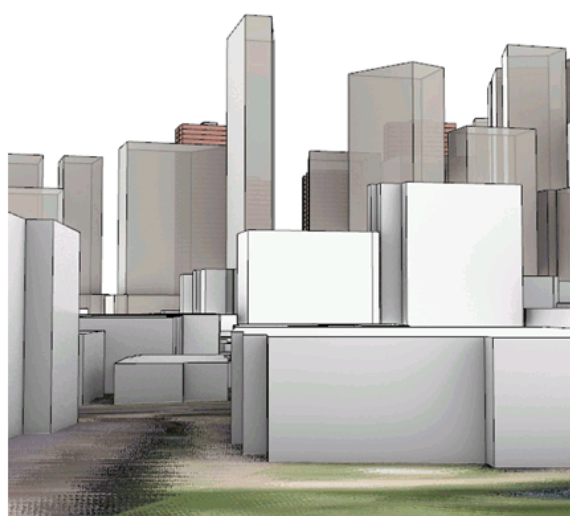
Approved_Current Context



Approved_Future Context

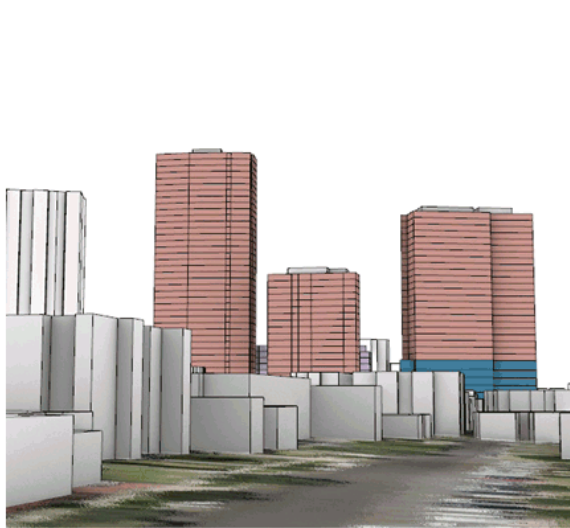


Proposed_Current Context

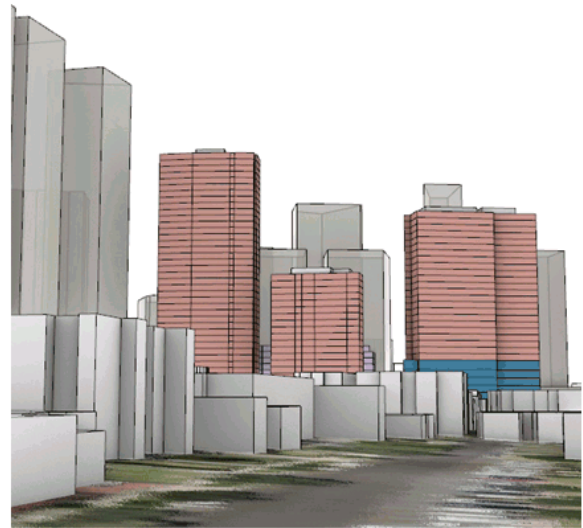


Proposed_Future Context

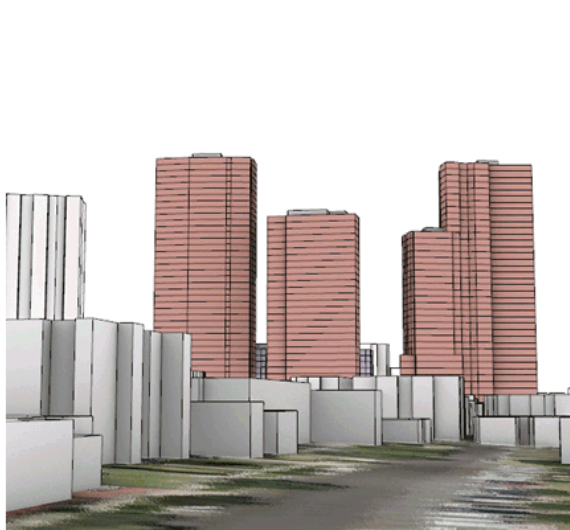
4.7.3 South West Approach



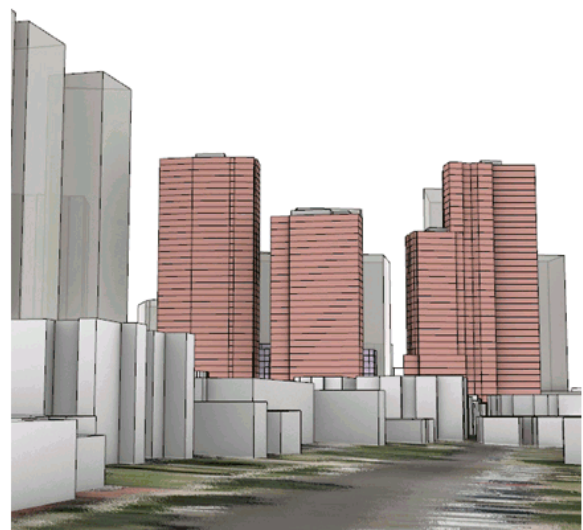
Approved_Current Context



Approved_Future Context

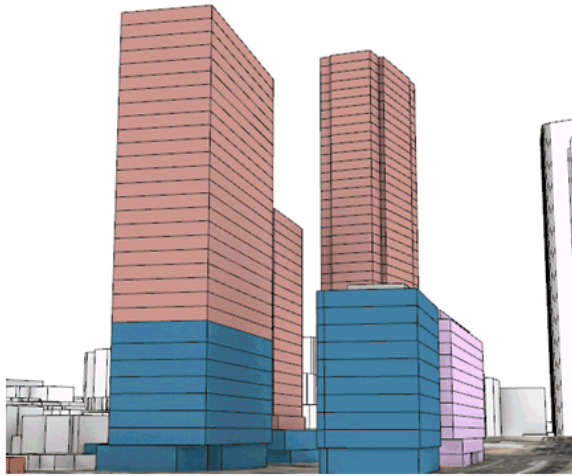


Proposed_Current Context

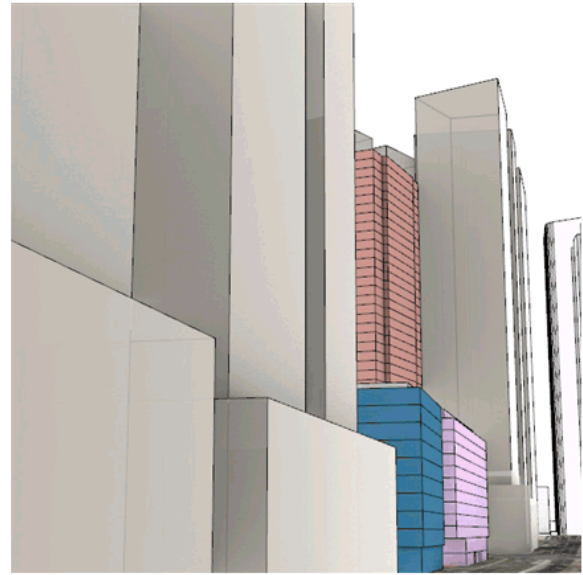


Proposed_Future Context

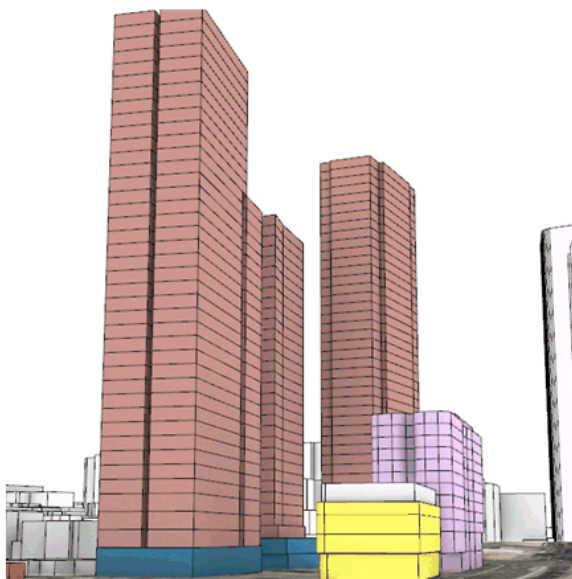
4.7.4 South Approach



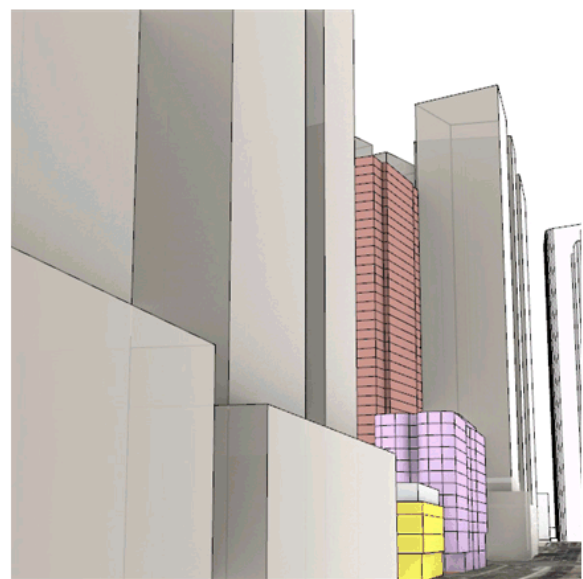
Approved_Current Context



Approved_Future Context

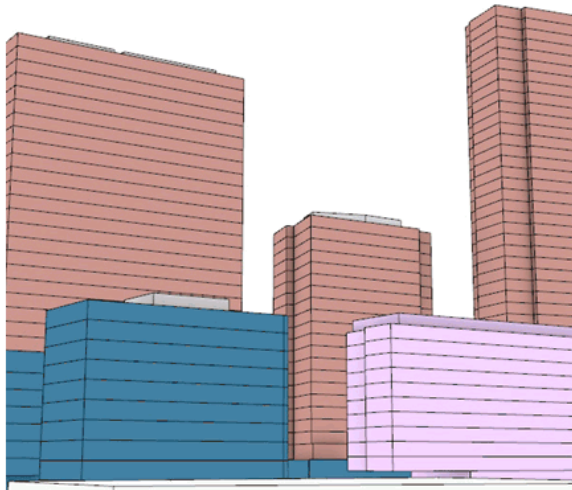


Proposed_Current Context

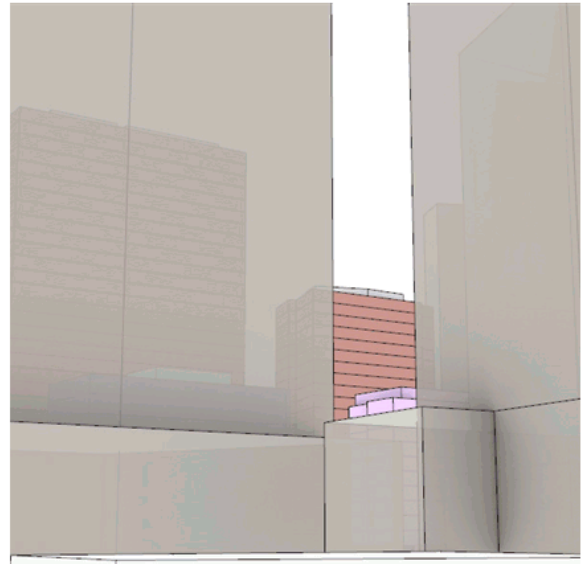


Proposed_Future Context

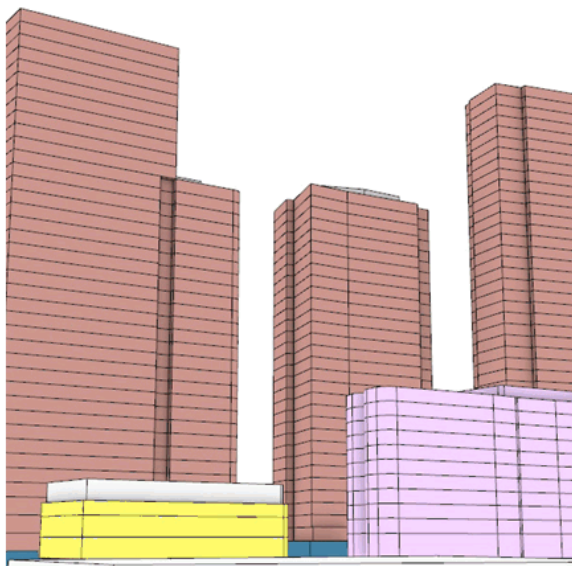
4.7.5 East Approach



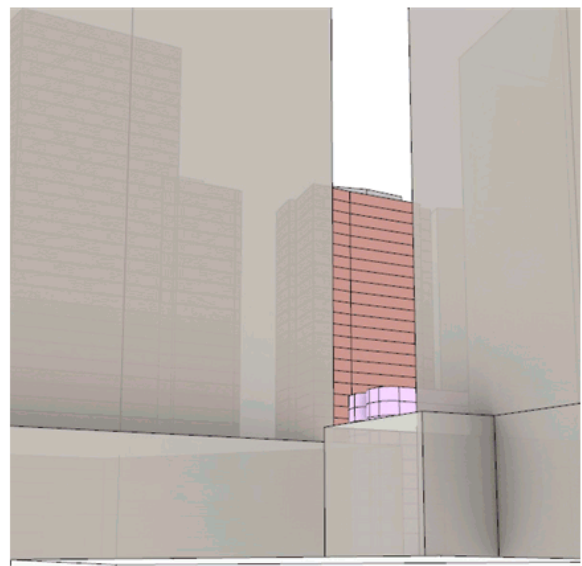
Approved_Current Context



Approved_Future Context



Proposed_Current Context



Proposed_Future Context

4.8. Building Setbacks



Figure 25. Lower Levels (Ground-4)

Building setbacks are consistent with the existing approval, which balanced the DCP then in-force with ADG requirements. This is consistent with the design excellence competition winning scheme, with the competition jury noting that *"given the urban density of the city centre location and the site configuration of all of the buildings and the potential for development on the neighbouring site, that the Proposal provides a reasonable balance of all of the issues and is acceptable."* (Competition Panel response to Stage 1 DA – Final Report 10.6.16)

LEGEND

- 0m setback
- 6m setback
- Building separation

4.9. Building Separation



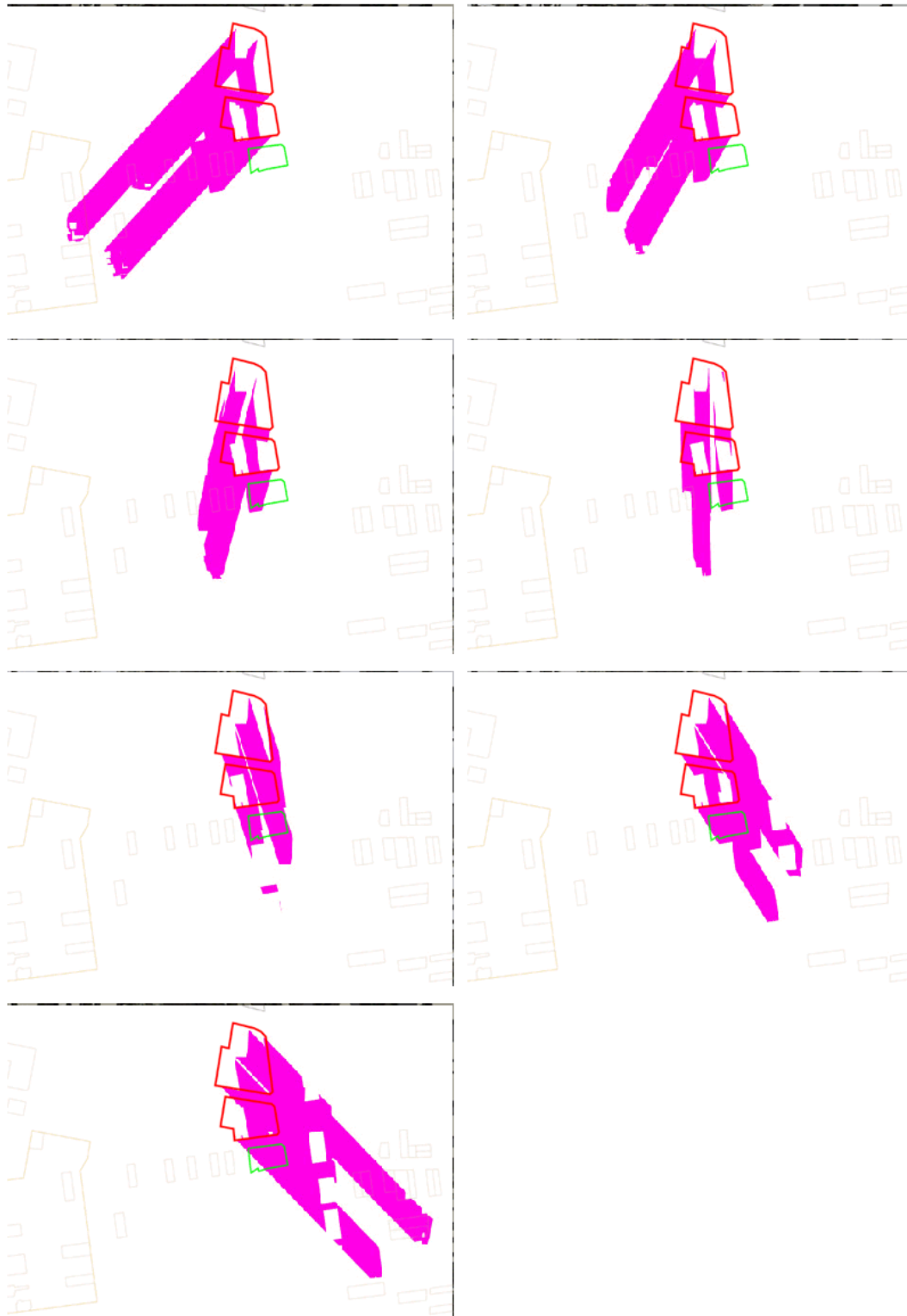
Figure 26. Upper Levels (5-32)

Building separations are consistent with the existing approval. ADG separation distances guidelines are challenged in some locations. This is consistent with the design excellence competition winning scheme, with the competition jury noting that “*building separation within the site is well done. Where buildings are closer than 15m, special amelioration measures apply such as offset towers and avoidance of living rooms opposite living rooms*” (Competition Panel response to Stage 1 DA – Final Report 10.6.16)

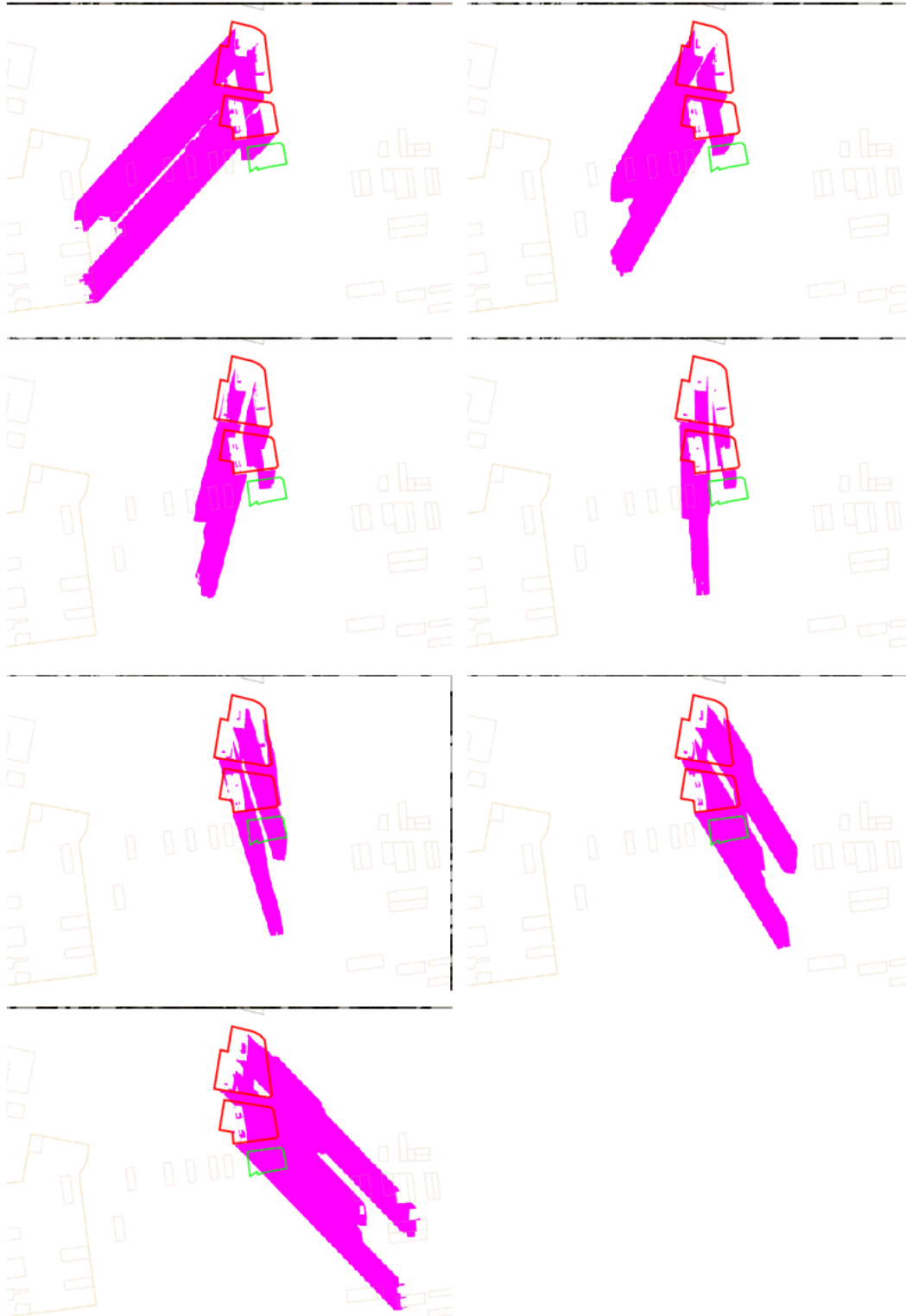
LEGEND

- 0m setback
- 6m setback
- 3m setback
- Building separation

4.10. Shadow Impact : Approved Shadows



4.11. Shadow Impact : Proposed Shadows



4.12. Test Fit - Floor Plans

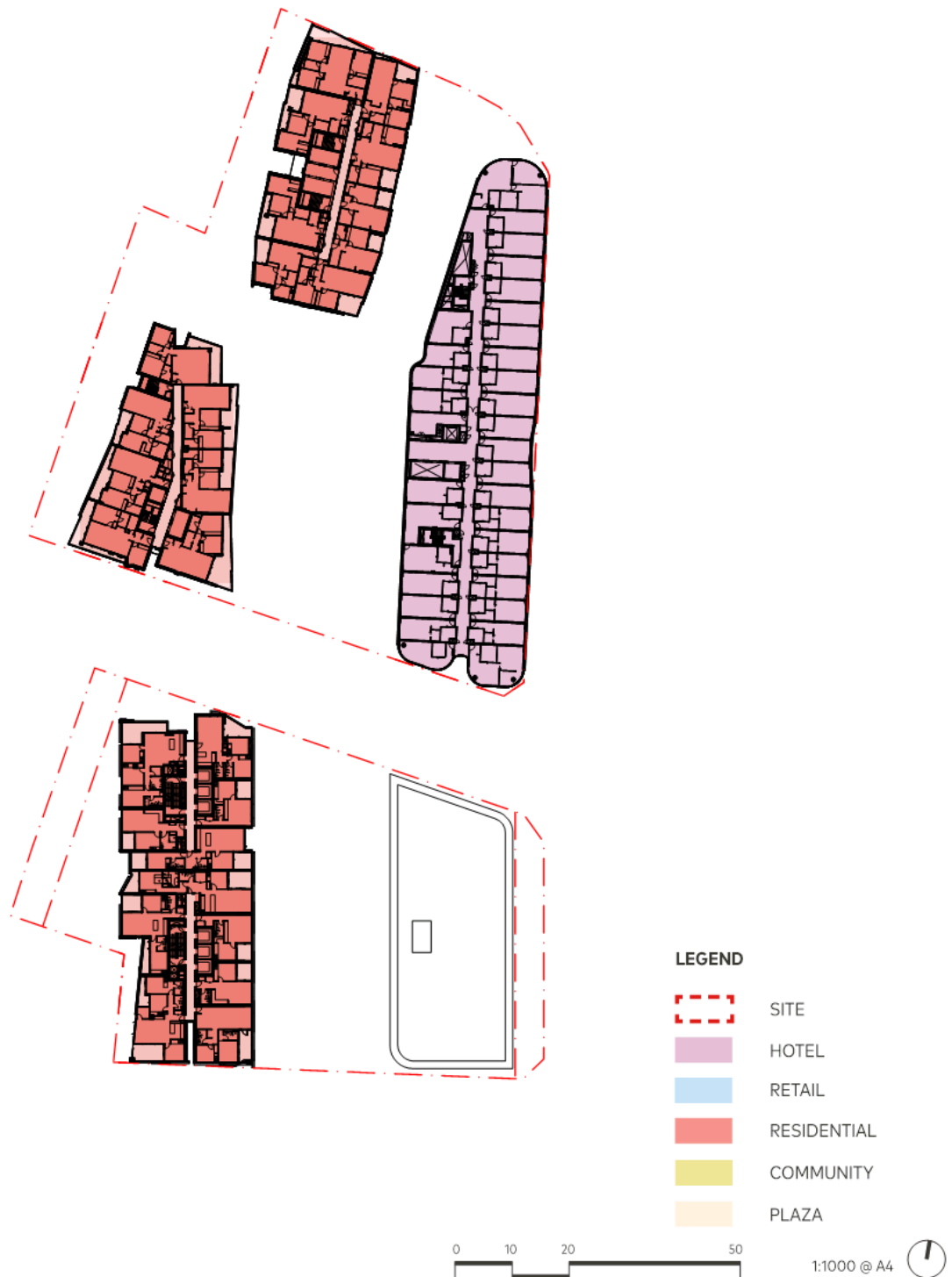
Ground Floor Plan



Podium Floor Plan



Typical Floor Plan



Upper Typical Floor Plan



5. Proposed Statutory Planning Framework



5.1. Proposed LEP Maps

5.1.1 Floor Space Ratio Map



PROPOSED

It is proposed to change Site 1's maximum FSR from 7.2:1 to 8.4:1 to facilitate the reduced non-residential density at Site 2 within a height workshoped with Council. No change is proposed to the Site 2 FSR.

All FSRs have an additional 15% Design Excellence bonus available.

FSR	Previous Approval	Current Proposal	Change
Site 1	7.2:1 (8.3:1 incl. +15%)	8.4:1 (9.66:1 incl. +15%)	+1.2
Site 2	6.4:1 (7.36:1 incl. +15%)	6.4:1 (7.36:1 incl. +15%)	-



CURRENT

5.1.2 Height of Building Map



PROPOSED

It is proposed to change Site 2's maximum HOB from 90m to 118m to facilitate the additional height at Building K. The eastern edge of Site 2, and entirety of Site 1 & 3 will remain unchanged.

Storeys	Previous Approval	Current Proposal	Change
Building D	42	42	-
Building E	22	32	+10
Building F	12	12	-
Building K	31	40	+9
Building L	10	4	-6



CURRENT



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Australia

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The Hon Paul Scully MP
Minister for Planning and Public Spaces



Ref: IRF23/1420

Clr Sameer Pandey
Mayor
City of Parramatta Council
PO Box 32
PARRAMATTA NSW 2124
[Via: council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au); lordmayor@cityofparramatta.nsw.gov.au

Dear Clr Pandey, *Sameer*

We have a shared responsibility to address the housing crisis and meet the goals of the National Housing Accord, and I want to thank you for the collaborative effort you have made and continue to make on behalf of the communities you represent.

The urgency is real — as we return to strong population growth in challenging market conditions, we are seeing housing pressures impacting housing supply, diversity and diminishing housing choice.

Delivering a fair distribution of housing, jobs, and social and economic infrastructure for the people of NSW is going to take effort from all levels of government.

Our decisions, whether at state or council level, need to be supported by a planning system that makes decisions based on current needs, circumstances, and priorities.

While governments at all levels have undertaken substantial work to implement strategic plans and deliver housing targets, it's clear to me that past strategic plans didn't anticipate or account for the scale of the housing crisis we now face.

The immediate need is for us to make sure the planning system presents no impediment to dwelling approvals and construction in appropriate locations.

I am asking councils and planning panels to factor this into their decision-making and prioritise the delivery of housing when assessing development applications and rezoning schemes, so that the entire planning system is geared to addressing the housing shortfall.

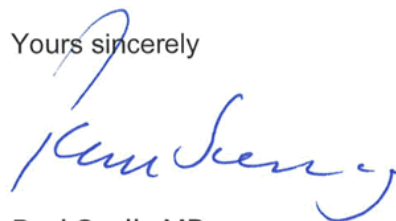
While I await the publication of updated region and cities plans by the Greater Cities Commission, I ask that you and your council teams prioritise the opportunity to deliver homes as part of merit considerations where, on balance, dwelling numbers may warrant a scale or built form that is different to or greater than the outcome originally anticipated.

The [Strategic Merit Test](#) (referenced in the [Local Environmental Plan Making Guideline](#)) exists for such times and provides a framework for responding to a change in circumstances, such as the investment in new infrastructure or changing population and demographic trends.

I do not deny this is a difficult and challenging time, but it is critically important we undertake this shared responsibility and work together to meet that challenge. I look forward to working with each of you to create cities and regions that deliver fair opportunities for all.

Should you have any questions, Malcolm McDonald, Executive Director, Local and Regional Planning, at the Department of Planning and Environment can be contacted on 02 9274 6267.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Paul Scully', written over the printed name.

Paul Scully MP

Minister for Planning and Public Spaces

5/8/23



Our Ref: 23030107C-240916

16 September 2024

JQZ Pty Ltd
Retail 24 & 25, 1 Nipper Street
HOMEBUSH NSW 2140

Attention: Mr Jeremy Hung

Dear Jeremy,

**RE: 83 CHURCH ST AND 63 CHURCH ST, PARRAMATTA PROPOSED
MIXUSED USE DEVELOPMENT – PLANNING PROPOSAL TRAFFIC AND
PARKING ASSESSMENT**

As requested, MLA Transport Planning (MLA) has conducted a traffic and parking assessment for the above proposed development to accompany a planning proposal. The findings are contained herein.

Background

This traffic statement accompanies a planning proposal to be lodged with Parramatta City Council (Council) seeking approval to amend the approved development on the site to reflect the needs of the community and development realities in 2024.

The subject site has an extensive history of planning approvals. These include an approval for a detailed development application (DA/738/2016, as modified) in August 2017 permitting the overall development precinct to be redeveloped into a mixed use development across two sites. In addition, an earlier concept plan approval (DA/706/2014) permits a third site to be redeveloped into a public park.

The site forms part of the Auto Alley, a precinct within Parramatta CBD that historically has been used for car yards and maintenance facilities. Auto Alley has been designated as a key area for future development to cater for the projected increase in the residential and working population of Parramatta since c.2007, however, the renewal of the area has been slow to progress. As a result, the site has sat vacant for several years while the landownership has changed hands.

MLA Transport Planning
Level 14, 275 Alfred St
NORTH SYDNEY NSW 2060



The proponent's vision for the redevelopment of the site is a vibrant mixed use neighbourhood which blends a mix of retail and commercial premises, visitor accommodation, residential accommodation and community facilities. The through-site links and new public open space will be activated during the day, evenings and weekends through the mix of land uses provided. Residents of the development and surrounding properties will have retail amenities, public open space, and childcare facilities at their doorstep.

As part of the development, Council will also gain a standalone building comprising retail and commercial uses, a childcare facility, and community hall which will relieve pressure on existing community facilities and allow for their potential renewal or reuse.

In light of the above, the planning proposal will seek approval for amendments to the local environmental plan and associated development standards for the site. To this end, the architectural team has developed a reference scheme to demonstrate that a mixed use development can be accommodated across the site to facilitate the redevelopment of the site into a vibrant mixed use neighbourhood.

It is noted that the proposed amendments to the development standards will only affect the approved developments on Site 1 and Site 2, while Site 3 will remain unaffected. Site 3 will continue to be redeveloped into a public park as originally approved.

This statement presents the findings from an assessment of the traffic and parking effects of the proposed modifications to the approved development identified in the reference scheme in this planning proposal.

It is noted that following the gazettal of the proposed local environmental plan and development standard amendments in this planning proposal, additional detailed development application and/or S4.55 application will be submitted to Council for the relevant site at a future date. Further traffic and parking assessment will accompany the future applications.

Site Description

The overall development precinct is situated on Church Street to the south of the Great Western Highway and falls within the City of Parramatta Council local government area. It comprises three individual sites separated by Early Street and Lansdowne Street. The individual sites are as follows:

- Site 1 83 Church Street with the legal description of Lot 100 in DP1249271
- Site 2 63 Church Street with the legal description of Lot 102 in DP1249271, and
- Site 3 57 Church Street with the legal description of Lot 16 in DP12623, Lot 114 in DP129484 and Lot 15 in DP651039.

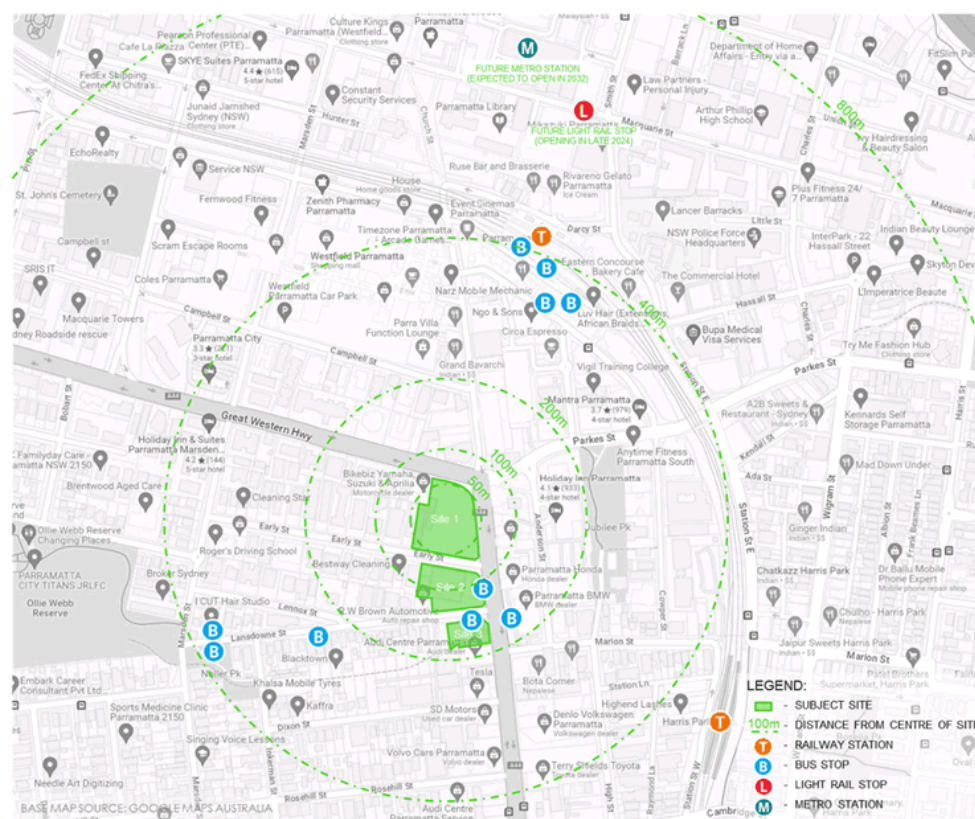


The site is located within 500m walking distance of Parramatta Railway Station, a key transport hub for western Sydney that connects with bus services, other rail lines, and future metro and light rail services. The site also benefits from direct access to bus services, with bus stops located at its doorstep.

Additionally, the site is well-positioned on the road network, being adjacent to major arterial roads, including the Great Western Highway and Church Street, with access to local streets.

The location of the development precinct and its surrounding environs are presented in Figure 1.

Figure 1: Site Locality Plan



Approved Development

The site has an existing detailed development application approval (DA/738/2016, as modified) permitting the site to be redeveloped into a mixed use development across Site 1 and Site 2.



Development consent DA/738/2016 (as modified) permits Site 1 to be redeveloped into two residential buildings, namely Building E with 22 levels and Building D with 40 levels, accommodating a mixed use development comprising:

- 540 residential dwellings with the following mix:
 - 30 x studio dwellings
 - 155 x 1-bedroom dwellings
 - 327 x 2-bedroom dwellings
 - 28 x 3-bedroom dwellings
- 1,740m² gross floor area (GFA) of retail floor area, and
- 2,600m² GFA of commercial floor area.

The approval includes the construction of a 6-level combined basement car park and loading area with the following approved car parking spaces and service vehicle bays:

- 807 car parking spaces comprising
 - 535 residential car parking spaces
 - 103 residential visitor car parking spaces
 - 58 retail car parking spaces
 - 26 commercial car parking spaces, and
 - 85 hotel car parking spaces
- 6 service vehicle bays comprising:
 - 2 medium rigid vehicle (MRV) bays, and
 - 4 small rigid vehicle (SRV) bays.

It is noted that there is a current S4.55 modification application ((DA/738/2016 Mod F) being considered by Council. It seeks approval to modify the approved development on Site 1.

Table 2 compares the approved development metrics against those proposed in the current Mod F S4.55 application.



Table 1: Comparison of Approved Development with Mod F Proposed Modifications

Land Use	Approved Development	Mod F Proposed S4.55 Modifications	Change
Residential Use			
- Studio	30 Dwellings	0 Dwellings	-30
- 1-Bedroom Dwellings	155 Dwellings	94 Dwellings	-61
- 2-Bedroom Dwellings	327 Dwellings	319 Dwellings	-8
- 3-Bedroom Dwellings	28 Dwellings	66 Dwellings	+38
- Total (Residential)	540 Dwellings	479 Dwellings	-61
Non-Residential Use			
- Retail	1,740m ²	1,907m ²	+167m ²
- Commercial	2,600m ²	2,537m ²	-63m ²
- Hotel	275 Rooms	288 Rooms	+13 Rooms
- Conference Centre	N/A	390m ²	N/A

In addition, the Mod F S4.55 application proposes to reduce the overall car parking provision in Site 1 from the approved 807 car parking spaces to 776 car parking spaces.

The approved development metrics for Site 2 (as approved in the original DA) are as follows:

- 235 residential dwellings with the following mix:
 - 12 x studio dwellings
 - 71 x 1-bedroom dwellings
 - 140 x 2-bedroom dwellings
 - 12 x 3-bedroom dwellings
- 536m² GFA of retail floor area, and
- 15,966m² GFA of commercial floor area.

A 5-level basement car park containing 455 car parking spaces, and one truck loading bay has been approved to serve the approved development on Site 2.



Planning Proposal Proposed Modifications

A reference scheme reflecting the proposed amendments to the local environmental plan has been developed to demonstrate that a vibrant mixed use development can be accommodated across the site.

In relation to traffic and parking, the reference scheme has identified the following modifications to the approved developments on Site 1 and Site 2.

- Site 1
 - an additional 10 storeys in Building E equating to an additional 60 apartments
 - no change to the approved non-residential gross floor area
- Site 2
 - inclusion of additional community land use types, namely centre based childcare facilities and community facilities (community hall)
 - an additional six storeys in Building K
 - redistribution of floor space from the non-residential use in Building L to residential use in Building K, and
 - the above changes will result in an additional 148 residential apartments, a new 110-place childcare centre and reduction in commercial gross floor area.

Modifications are not proposed for Site 3. A public park consistent with the original approval will continue to be provided with work expected to commence in 2027.

Table 2 provides a numeric summary of the proposed modifications identified in the reference scheme to the approved development metrics.

Table 2: Numeric Summary of Proposed Modifications to the Approved Development

Land Use	Approved Development	Proposed Planning Proposal Modifications	Change
Site 1 Proposed Development			
Residential Use			
- Studio	0 Dwellings	0 Dwellings	0
- 1-Bedroom Dwellings	94 Dwellings	94 Dwellings	0
- 2-Bedroom Dwellings	319 Dwellings	359 Dwellings	+40
- 3-Bedroom Dwellings	66 Dwellings	86 Dwellings	+20
- Total (Residential)	479 Dwellings	539 Dwellings	+60
Non-Residential Use			



Land Use	Approved Development	Proposed Planning Proposal Modifications	Change
- Retail	1,907m ²	1,907m ²	No Change
- Commercial	2,537m ²	2,537m ²	No Change
- Hotel	288 Rooms	288 Rooms	No Change
- Conference Centre	390m ²	390m ²	No Change
Site 2 Proposed Development			
Residential Use			
- Studio	12 Dwellings	0 Dwellings	-12
- 1-Bedroom Dwellings	71 Dwellings	138 Dwellings	+67
- 2-Bedroom Dwellings	140 Dwellings	166 Dwellings	+26
- 3-Bedroom Dwellings	12 Dwellings	79 Dwellings	+67
- Total (Residential)	235 Dwellings	383 Dwellings	+148
Non-Residential Use			
- Retail	536m ²	502m ²	-34m ²
- Commercial	15,966m ²	844m ²	-15,122m ²
- Community Use	N/A	555m ²	N/A
- Childcare Centre	N/A	110 Places/ 800m ²	N/A

The above proposed modifications will continue to provide total gross floor areas on both sites consistent with the original approval.

In addition to the above numerical modifications, the approved basement car park layouts in both sites will be modified to be better suit the respective revised scheme on each site. The car parks will continue to be provided as 5-level basement car parks as approved.

The additional 60 apartments in Site 1 will be subject to a new amending development application following the gazettal of the subject planning proposal. Similarly, the redistribution of floor space from commercial use to residential use and the additional community uses on Site 2 will be subject to a future S4.55 modification application seeking approval to amend the original approval DA/738/2016 to be followed by a new development application for the fitout of the future community use, namely the childcare centre and community hall.



Planning Proposal Parking Effects

Car Parking Requirements for Site 1 Reference Scheme

Car Parking Requirements

Parking assessment for the additional 60 apartments in Site 1 has been assessed against current planning controls, namely Parramatta Local Environmental Plan 2023 (LEP 2023) and Parramatta Development Control Plan 2023 (DCP 2023). Furthermore, parking requirements stipulated in Parramatta Local Environmental Plan 2011 (LEP 2011) and Parramatta Development Control Plan 2011 (DCP 2011) will continue to be applicable to the approved development as these were enforced at the time of the approval of the original development application.

The applicable car parking rates for the additional 60 apartments are stipulated in Clause 7.17 in LEP 2023. It is noted that both LEP 2011 and LEP 2023 prescribe maximum permissible car parking for various land uses.

The car parking assessment for the additional 60 apartments in Site 1 is presented in Table 3.

Table 3: Site 1 LEP 2023 Maximum Permissible Car Parking

Land Use	No. of Dwellings	LEP 2023 Maximum Car Parking Rates	LEP 2023 Maximum Permissible Car Parking
Additional Apartments Only (Not Including Approved Development)			
- 2-Bed Units	40 Dwellings	0.7 spaces per dwelling	28
- 3-Bed Units	20 Dwellings	1 space per dwelling	20
Total[§]	-	-	48

Note: LEP 2023 does not stipulate any car parking requirements for residential visitors.

The additional 60 apartments have a maximum permissible car parking of 48 car parking spaces.

The traffic assessment that accompanied the Mod F S4.55 modification application for Site 1 indicates that the approved development has a maximum permissible car parking of 793 car parking spaces.

As such, the reference scheme in Site 1 has a maximum permissible car parking of 841 car parking spaces with the following allocations:

- 527 maximum permissible resident car parking spaces
- 96 maximum permissible residential visitor car parking spaces



- 89 maximum permissible retail/commercial car parking spaces, and
- 129 maximum permissible hotel car parking spaces (including a maximum permissible of 39 car parking spaces for the conference centre within the hotel).

Adequacy of Car Parking Spaces

The approved development in Site 1 has been conditioned (Condition #26) to provide the maximum car parking as indicated on the approved architectural plans i.e. a maximum of 807 car parking spaces. As noted previously, Mod F S4.55 modification application proposes to reduce the overall car parking provision to 776 car parking spaces. Furthermore, it is noted that there is no scope to add any additional car parking spaces inside Site 1 basement car park.

As such, it is proposed to re-allocate the 776 available car parking spaces as follows:

- 527 resident car parking spaces
- 36 visitor car parking spaces (including three car parking spaces provided as shared visitor/car wash bays)
- 86 retail/commercial car parking spaces, and
- 127 hotel car parking spaces.

The proposed car parking allocations for each proposed use and the overall proposed car parking provision are either equal to or less than LEP 2011/LEP 2023 maximum permissible parking.

As such, the proposed car parking provision for the proposed development is satisfactory.

Adaptable/Accessible Parking Requirement

DCP 2023 requires 15 per cent of all units to be provided as adaptable units. DCP 2023 also requires each adaptable unit to be provided with an accessible car parking space.

Following the above, an additional 60 apartments will require nine accessible car parking spaces to be provided.

It is proposed to comply with this requirement.

The proposed accessible/adaptable car parking spaces are proposed to be designed to comply with the design requirements set out in AS2890.6 and/or AS4299.



Bicycle Parking Requirement

Section 6.3 of Part 6 in DCP 2023 requires bicycle parking for residential developments to be provided with one bicycle parking space per dwelling plus one bicycle parking spaces per 10 dwellings for visitors.

Bicycle parking provision is proposed to comply with the above requirements.

Motorcycle Parking Requirement

In relation to motorcycle parking, DCP 2023 requires motorcycle parking at rate of one space per 50 car parking spaces.

Motorcycle parking provision is proposed to comply with the above requirement.

Car Parking Requirements for Site 2 Reference Scheme

Car Parking Requirements

Parking assessment for the proposed modifications in Building K and the retail use in Building L in Site 2 have been assessed against parking requirements stipulated in LEP 2011 and DCP 2011 as they will be subject to a S4.55 modification application. The community uses in Building L have been assessed against the current planning controls being LEP 2023 and DCP 2023 as they will be subject to a new detailed development application.

The car parking assessment for the reference scheme in Site 2 is presented in Table 4.

As can be seen over page, the reference scheme in Site 2 (including the approved uses granted under DA/738/2016) has a maximum permissible parking of 495 car parking spaces comprising:

- 383 maximum permissible resident car parking spaces
- 76 maximum permissible residential visitor car parking spaces
- 12 maximum permissible (Building K) retail car parking spaces
- 13 maximum permissible (Building L) retail/commercial car parking spaces, and
- 11 maximum permissible (Building L) community use car parking spaces.



Table 4: Site 2 LEP 2011/LEP 2023 Maximum Permissible Car Parking

Land Use	No. of Dwellings/ Floor Areas	LEP 2011 Maximum Car Parking Rates	LEP 2011 Maximum Permissible Car Parking
Residential Use (LEP 2011)			
- 1-Bed Units	138 Dwellings	1 space per dwelling	138
- 2-Bed Units	166 Dwellings	1 space per dwelling	166
- 3-Bed Units	79 Dwellings	1 space per dwelling	79
- Visitors	-	1.0 space per 5 dwellings	76.6
- Sub-Total	383 Dwellings	-	459.6
Non-Residential Uses (LEP 2011)			
- Retail (Building K)	371m ²	1 space per 30m ² GFA	12.4
- Retail (Building L)	131m ²	1 space per 30m ² GFA	4.4
- Commercial (Building L)	844m ²	1 space per 100m ² GFA	8.4
- Sub-Total	-	-	25.2
Building L Community Uses (LEP 2023)			
- Community Hall [§]	555m ²	$(G \times A) \div (50 \times T)$	1.5
- Childcare Centre	800m ²	1 space plus 1 space for every 100m ² GFA	9
- Sub-Total	-	-	10.5
Total	-	-	495

§ - LEP 2023 does not have a specific parking rate for a community hall use, as such car parking requirement for the community hall has been assessed based on a commercial use using the car parking formula providing in LEP 2023 with the site area being 4,742m² and a total gross floor area of 34,896m².

Adequacy of Car Parking Spaces

The reference scheme for Site 2 indicates that a total of 470 car parking spaces can be accommodated within the approved 5-level basement car park. The available car parking spaces are proposed to be allocated as follows:

- 383 resident car parking spaces
- 41 visitor car parking spaces
- 12 retail car parking spaces (Building K), and
- 34 community use (Building L) car parking spaces.



The proposed car parking allocations for each proposed use and the overall proposed car parking provision are either equal to or less than LEP 2011/LEP 2023 maximum permissible parking.

As such, the proposed car parking provision for the proposed development is satisfactory.

Adaptable/Accessible Parking Requirement

In relation to the additional apartments in Site 2, DCP 2011 requires 10 per cent of all units to be provided as adaptable units. DCP 2011 also requires each adaptable unit to be provided with an accessible car parking space.

Following the above, the residential component with 383 dwellings will require 38 accessible car parking spaces to be provided.

In relation to the other uses, DCP 2011 and DCP 2023 require accessible parking to be provided in compliance with the Building Code of Australia (BCA). The BCA has the following accessible parking requirements for these uses (and building classes):

- retail use (Class 5) – one space for every 100 car parking spaces provided
- commercial use (Class 6) – one space for every 50 car parking spaces provided, and
- community use/childcare centre (Class 9b) – one space for every 50 car parking spaces provided.

As such, the non-residential uses in Site 2 will require nil accessible car parking spaces.

It is proposed to comply with the above requirements.

The proposed accessible/adaptable car parking spaces are proposed to be designed to comply with the design requirements set out in AS2890.6 and/or AS4299.

Bicycle Parking Requirement

For the residential use in Site 2, Section 3.6 of Part 3 in DCP 2011 requires bicycle parking is to be provided as follows:

- residential use – one bicycle parking space per two units, and
- retail/commercial uses – one bicycle parking space per 200m².

On this basis, the residential component on Site 2 is required to provide 192 bicycle parking spaces for residents, whilst the retail/commercial use is required to provide seven bicycle parking spaces.



In relation to the community use, DCP 2023 (based on the proposed community use being consistent with that of a commercial premises) requires one employee bicycle parking space per 250m² plus one visitor bicycle parking space per 500m². DCP 2023 has not specific bicycle parking requirement for a childcare facility.

Bicycle parking provision is proposed to comply with the above requirements.

Motorcycle Parking Requirement

DCP 2011 has no specific requirement for the provision of motorcycle parking.

In relation the community use, DCP 2023 requires motorcycle parking at rate of one space per 50 car parking spaces. As such, one motorcycle parking space is required to be provided.

It is proposed to comply with the above requirement.

Planning Proposal Traffic Effects

The approved development (DA/738/2016) on Site 1 and Site 2 has been estimated to generate the following development traffic:

- weekday morning peak – 422 two-way vehicle trips per peak hour
- weekday evening peak – 541 two-way vehicle trips per peak hour, and
- Saturday peak – 526 two-way vehicle trips per peak hour.

Using the same traffic assessment methodology as that in the traffic assessment report prepared by MLA (Ref 23030102C-231213 dated 13 December 2023) that accompanied the S4.55 modification application (Mod F), the reference scheme has been estimated to generating the following development traffic:

- weekday morning peak – 451 two-way vehicle trips per peak hour
- weekday evening peak – 562 two-way vehicle trips per peak hour, and
- Saturday peak – 564 two-way vehicle trips per peak hour.

As can be seen above, the reference scheme is expected to generate an additional 39 vehicle trips per peak hour during the busiest period. The additional development traffic is predominantly due to the new community uses, namely the new childcare centre.

However, it is considered that the above estimated development traffic for both the community facility and the childcare centre to be highly conservative.

The community facility has been estimated to generate traffic at the same rate as a traditional commercial premises, but in reality, the community facility would not be as



traffic intensify as a traditional commercial premises. It is expected that the community facility would predominantly attract pedestrian trips more than vehicular trips especially noting that limited number of car parking spaces have allocated to this.

Similarly, the traffic estimate for the childcare centre is considered to be highly conservative. The proposed childcare centre is also expected to generate a vast majority of pedestrian trips given its location relative to the future surrounding land use. Therefore, it is expected that the childcare centre patrons will be drawn from the local area within walking distances, including the development on the subject site.

Notwithstanding, an additional development traffic of 39 vehicle trips per peak hour, equating to one vehicle at approximately every 1.5 minutes on average, is considered to be low. This low volume of additional development traffic is not expected to create any material change to the traffic operation of the local road network considering the additional development represents only a minute fraction of the peak hour traffic on the surrounding roads. Furthermore, the minute change in the additional traffic when input into a traffic modelling tool such as SIDRA, especially after the development traffic has been distributed to the local road, is unlikely to register any changes to the modelling output.

Given above, the reference scheme is not expected to create traffic impacts any worse than those of the approved scheme. Thus, it is submitted that the traffic effects arising from the reference scheme would be minimal and therefore satisfactory.

Summary and Conclusion

MLA has conducted an assessment into the traffic and parking effects of proposed modifications to the local environmental plan and associated development standard for the site at 83 and 63 Church Street, Parramatta.

A reference scheme reflecting the proposed amendments to the development controls has been developed by the architectural team. The reference scheme will result in the following numeric modifications to the approved development on Site 1 and Site 2:

- an additional 60 apartments on Site 1
- an additional 148 apartments on Site 2
- a reduction of some 34m² of retail floor area on Site 2
- a reduction of some 15,122m² of commercial floor area on Site 2, and
- a new community facility and 110-place childcare centre on Site 2.

The reference scheme indicates that on site parking can be provided in full compliance with LEP 2011/LEP 2023 and DCP 2011/DCP 2023.



In terms of the traffic effects of the proposed modifications, the review indicates that the reference scheme would generate an additional 39 vehicle trips per peak hour during the busiest period. The additional development traffic is considered low and is not expected to create any noticeable change in the traffic operation of the local road network. The reference scheme is not expected to create traffic impacts any worse than the approved scheme.

Overall, the traffic and parking aspects of the planning proposal are considered to be satisfactory.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Michael Lee', written over a circular stamp or seal.

Michael Lee
Director

URBIS

PARRAMATTA ECONOMIC ASSESSMENT

Prepared for: JQZ
October 2024

This report is dated **October 2024** and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of JQZ (Instructing Party) for the purpose of a **Parramatta Economic Assessment** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

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Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

Parramatta Economic Assessment

Urbis staff responsible for this report were:

Director	Alex Stuart
Senior Consultant	Jennifer Williams
Consultant	Peter Youssef
Project code	P0046076
Report number	Final Report

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01



EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Key Market Findings

The Subject Site is a mixed-use residential, office and retail development located at 83 Church Street, Parramatta. It is located on the border of the Parramatta Office Market as defined by the Property Council of Australia (PCA).

Being located outside of the Mid City of Parramatta in a building located within a largely retail and residential location, the office space (under expected market conditions) is unlikely to be able to be leased over the short to medium term. While some office leasing activity is likely to occur in Parramatta, this will primarily be moderate and in more prominent office locations, which are currently being discounted in an attempt to lure tenants from less well-positioned locations and from lower-grade stock.

Vacancy is expected to remain at or above 20% over the five-year outlook in the Office Study Area, well above the long-term average. This is despite most of the planned pure office supply being pushed out beyond 2030. This is due to a structural change that occurred in 2020 that has altered the way people work and, therefore, office requirements and considerations.

Urbis forecasts the achievable net effective rent in the Office Study Area to range between \$354/sq.m and \$412/sq.m and face rents to range from \$624/sq.m to \$635/sq.m from 2024 to 2030. This is significantly below the pre-commitment rents that have been achieved, which has resulted in office space being able to commence and commercial development being viable for their owners.

Due to current and forecast office market conditions, commercial development at the Subject Site will likely be economically unfeasible over the short to medium-term; thus, alternative land uses should be explored.

Residential is likely to represent the highest and best use for the Subject Site, with the Apartment needs assessment compared to apartment supply showing a large gap. This is compounded by State Government dwelling targets compared to expected dwelling supply showing more housing is going to be needed in the City of Parramatta over the short to medium term.

Parramatta Economic Assessment

Parramatta Commercial Office Market Rents, ranges achievable 2024-2030

Forecast Prime Net Effective Rent (\$/sq.m) \$354 - \$412

Forecast Prime Net Face Rent (\$/sq.m) \$624 - \$635

Source: Urbis Office Model



Vacancy
Rate

January 2024

22%

January 2029

20%

30-year historical
average

8.5%

Source: PCA, Cordell Connect, Cityscope, Developer websites, Urbis Office Model

Current State of the Parramatta Residential Market – Against Targets

Five Years to FY29

State Government Dwelling Target

19,500

Cumulative Dwelling Supply Forecast

13,126

City of Parramatta Dwelling Shortfall

-6,374

Source: Planning NSW, UDP, Urbis

EXECUTIVE SUMMARY CONTINUED

The Development Proposal Findings

Key highlights of the proposed Parramatta Gateway Development include:

- The project is shovel-ready, which would contribute significantly to the projected shortfall in housing in the Parramatta LGA over the next five years.
- The project is set to add a significant amount of ongoing direct employment with over 500 jobs (as shown in the table right). It will also contribute hundreds of additional indirect jobs to the Local Government Area.
- The project completion is expected to be at the end of 2026, and recruitment of ongoing jobs within the development will commence in early 2026. The benefits to the area will, therefore, start in 2026.
- Negotiations have commenced with tenants and space operators and Marriott is close to finalising a deal for the significant amount of hotel space included in the plans.

Expanding office space from the proposed square metres identified will likely make the development unfeasible. With completion likely in late 2026, office space is also unlikely to contribute significant additional employment as the space is expected to remain predominately vacant over the next five years. Given the Parramatta CBD vacancy is going to be over 20% over this period, tenants will be able to occupy space in the Parramatta CBD Core at discounted rents and will, therefore, not consider space located in the Fringe (see Appendix 1 for a letter outlining expectations for the office space from CBRE a major International leasing agency).

The table right shows employment from non-residential uses, but it should be noted that the additional residential space will also create direct and indirect jobs.

Proposed Development to Make a Significant Contribution to Employment

Land Use	Non-Residential GFA	Direct Job Work Space Ratio	Direct Jobs (FTE)
Site 1			
Retail	1,959 sq.m	26.7 sq.m per worker	73
Hotel	18,001 sq.m (288 rooms)	JLL Data	160
Office	2,656 sq.m	15 sq.m per worker	177
Community Space	555 sq.m	84.6 sq.m per worker	6
Sub-Total	23,171 sq.m		416
Site 2			
Retail	502 sq.m	26.7 sq.m per worker	18
Childcare*	800 sq.m	65 sq.m per worker	12
Lobby	62 sq.m		1
Office	844 sq.m	15 sq.m per worker	56
Sub-Total	2,208 sq.m		87
Total	25,379 sq.m		503 jobs

Source: JQZ, City of Sydney Floor space and Employment Survey, 2017, WA Land Use Employment Survey JLL estimate of hotel staff. *Childcare jobs will be dependent on the number of places and is estimated at 10.25 sq.m per child (Education and Care Services National Regulations 2016). Applying this to a 800 sq.m centre a ratio of 65 sq.m per worker is estimated. Note: Assumes space is fully occupied Excludes outdoor dining areas.

02



SITE OVERVIEW

SUBJECT SITE CONTEXT

Key Findings

The Subject Site is an approved mixed-use development made up of two registered lots located at 83 Church Street (including 44 Early Street) and 63 Church Street, Parramatta, referred to as Sites 1 and 2, respectively. The proposed development changes to convert large portions of the approved commercial floorspace to residential apartments only relate to Site 2.

The site is located around the southern entrance to Parramatta CBD. To the north and east, the area is generally comprised of several car dealerships and urban services land, followed by the beginning of Parramatta CBD. The site is classified as being located in the Parramatta Fringe.

The alignment of Church Street and the Great Western Highway, which extends along the northern and eastern boundary of the site, is fronted, namely, by industrial and urban service-based land uses. Towards the west, the land uses transition to medium-density and low-density housing, with higher-density housing along the Great Western Highway. This area is interspersed with retail, showrooms and a substation.

The Subject Site is within walking distance of existing amenities, including Ollie Webb Reserve, Westfield Parramatta and the Church Street retail strip.

Parramatta and Harris Park Stations are approximately 500-700 metres walk from the Subject Site. The Sydney Metro West is scheduled to open in 2030 and will link residents in Parramatta to the Sydney CBD in around 20 minutes.

Potential ground-floor retail and medical tenants, including Coles, and a private health care operator have raised concerns about access to the Site. In particular, they see the lack of a right-hand turn from Church Street into Early Street as a constraint. The concerns stem from the busy nature of the surrounding roads and concrete traffic islands. This may limit ground floor retail and medical potential.

Parramatta Economic Assessment

Subject Site Map



SITE AND DEVELOPMENT OVERVIEW

Key Findings

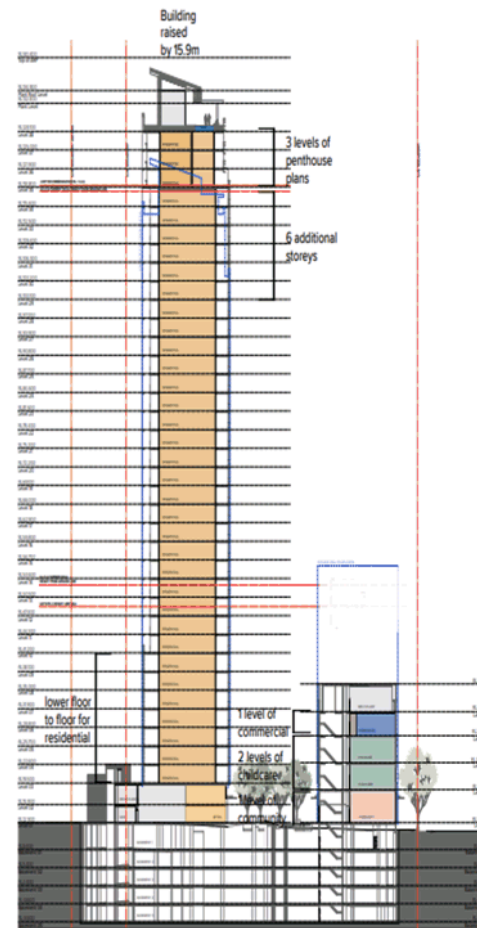
The consent for the original Development Application (DA) was granted for a mixed-use development across two sites, including the development of a hotel containing 275 rooms and two residential towers containing 542 apartments over two levels of retail and commercial podium at Site 1. Additionally, Site 2 includes the construction of a non-residential building and a mixed-use tower containing 9 levels of non-residential floor space and 22 storeys comprising 235 apartments.

The proposed shift from commercial to residential GFA at the Subject Site only relates to Site 2.

The new Planning Proposal for the Subject Site consists of:

- DA-approved total GFA of 34,901 sq.m
- An increase of 148 apartments to a total of 383 residential apartments, offering a mix of 138 one-bedroom units, 166 two-bedroom units and 79 three-bedroom units.
- 13,625 sq.m GFA converted from office to residential
- Community and retail Use at Level 1
- Childcare at Levels 2 and 3
- Commercial at Level 4.

Planning Proposal Scheme



Source: JQZ; Turner



03



COMMERCIAL OFFICE

COMMERCIAL OFFICE STUDY AREA

Key Findings

The proposed development at the Subject Site is located within the 'Parramatta Fringe' just outside the Parramatta Office Market boundaries defined by the PCA shown on the map adjacent.

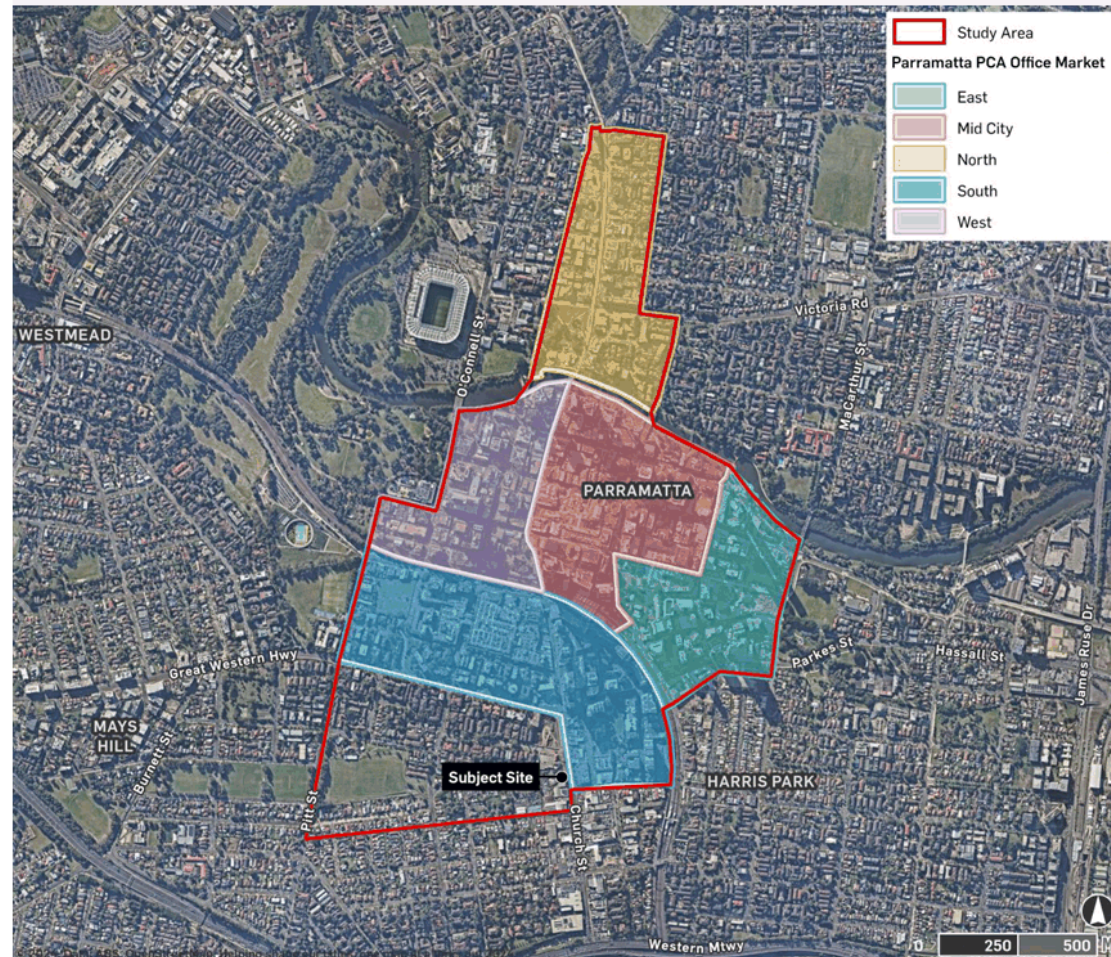
For the purpose of this analysis, Urbis have considered the PCA office market plus the additional area to the South of the CBD, which incorporates the Subject Site, as the Office Study Area. This Study Area was chosen as the Subject Site will have to compete directly with any office space located within this area.

Generally, the Fringe is less desirable than the CBD from the perspective of tenants for the following reasons:

- Lower agglomeration economies
- Often further distance to/from amenities in particular key transport hubs
- Often in residential or retail areas and hence the area is unlikely to hold prestige or in many cases have a corporate look and feel. This can severely impact the type of potential tenants that will go to the area.

This needs to be carefully considered in the context of the Study Area, as while the area included is directly competing for tenants, the area in the CBD has a significantly higher chance of obtaining those tenants.

Commercial Office Study Area



3.1



OFFICE SUPPLY ANALYSIS

HISTORICAL STOCK AND SUPPLY AND OUTLOOK

Key Findings

The table adjacent outlines the historical and forecast stock, supply and withdrawals within the Parramatta commercial office market between January 2019 and January 2029.

According to the PCA Office Market Report (January 2024) and an examination of the additional area outside of the PCA office market area, the Study Area had ~719,500 sq.m of net lettable commercial floorspace (NLA) in January 2019. The market has been significantly increasing stock size since 2019 at 5% per annum, with approximately 243,840 sq.m developed (with moderate withdrawals) to January 2024.

Since 2005, the rapid rise in population in the Parramatta area has resulted in increased demand from the local population servicing office tenants, in particular from professional services firms. This has been combined with increased investment in the area and supply of A-grade office stock, which is attracting business and professional services firms as well as financial and insurance services firms to the area. This assisted in filling some of the net 243,839 sq.m of office space added to the market over the five years to January 2024.

Over the next five years, commercial stock is forecast to increase by more than 63,630 sq.m of NLA. Also consistent with the past five years, there is unlikely to be a moderate rate of withdrawal in the Study Area to January 2029. This is indicative of a market that is in oversupply. The excess supply is due to the completion of several office developments throughout the pandemic and a slowing of tenant demand.

Historical and Projected Stock and Supply, Jan 2019 – Jan 2029

	Stock (sq.m)	Gross New Supply (sq.m)	Withdrawals (sq.m)	Net New Supply (sq.m)
Jan-19	719,547	26,920	12,789	14,131
Jan-20	768,421	62,174	13,300	48,874
Jan-21	809,526	44,363	3,258	41,105
Jan-22	887,268	126,222	48,480	77,742
Jan-23	959,818	74,800	2,250	72,550
Jan-24	963,386	21,964	18,396	3,568
Jan-25	993,298	24,912	0	24,912
Jan-26	1,028,298	5,000	0	5,000
Jan-27	1,019,554	35,000	8,744	26,256
Jan-28	1,025,819	6,265	0	6,265
Jan-29	1,027,019	11,396	8,800	2,596

Source: PCA, Cordell Connect, Cityscope, Developer websites, Urbis Office Model

SUPPLY OUTLOOK BREAKDOWN

Key Findings

In addition to the 963,386 sq.m of existing commercial floorspace, the Office Study Area has proposed commercial developments that are anticipated to deliver more than 225,530 sq.m of commercial floorspace by 2031. The majority of proposed developments in the Study Area are located in the Mid-City sub locale of the Parramatta PCA Office Market, which has greater access to public transport and retail amenities than the other sub-locales. Many of these projects have developer completion dates earlier than indicated in the table. However, as most office developments are currently not feasible and are unlikely to receive precommitments, all the pure office buildings that have not commenced have been pushed out along the development timeframe. The rising construction costs, in conjunction with low effective rents, have led to very few economically feasible projects.

The notable developments include:

- **197 Church Street** is a mixed-use development currently under construction that comprises a hotel, retail space and commercial office. The 25-storey commercial office is estimated to deliver 35,000 sq.m of office floor space by 2026.
- **110 George Street (The Octagon)** is a mixed-use development currently in the development approval stage that comprises 397 BTR apartments, childcare, retail and commercial office space. The commercial office development is estimated to deliver 40,499 sq.m of commercial floor space by 2027 according to the developer. Urbis have factored in an expected completion of 2031 due to the expected market conditions over the next five years.

Proposed Stock and Supply

Project Address	Type	Development Status	Estimated Completion Date	Office NLA (sq.m)
7 Charles Street	Mixed-Use inc Office	Construction	2025	5,000
197 Church Street	Mixed-Use inc Office	Construction	2026	35,000
64-66 Phillip Street	Mixed-Use inc Office	DA Applied	2027	6,265
132 Marsden Street	Pure Commercial	DA Approved	2028	11,396
81 George Street	Pure Commercial	DA Approved	2030	50,000
2 Fitzwilliam Street	Mixed-Use Office and BTR	DA Applied	2030	30,000
33 Argyle Street	Mixed-Use Office and BTR	DA Applied	2030	3,570
110 George Street	Mixed-Use Office and BTR	DA Approved	2031	40,499
140 George Street	Pure Commercial	DA Approved	2031	43,800
Total Proposed Commercial Floorspace				225,530

Source: PCA, Cordell Connect, Cityscope, Developer websites, Urbis Office Model

Note: Completion dates have been adjusted outwards, factoring in expected market conditions. Only Office NLA is included in the Office NLA (sq.m). No projects listed above have applied for change of use to residential/BTR as of October 10, 2024.

3.2



OFFICE DEMAND AND VACANCY

OFFICE DEMAND DRIVERS

Key Findings

The future demand for commercial office space within the Office Study Area has been forecast by adopting the Australian Bureau of Statistics (ABS) and Transport for NSW (TfNSW) employment projections for the Study Area. Based on the employment projections, employment in the Office Study Area is projected to grow by 2.4% from around 33,160 in 2024 to more than 37,250 in 2029. This is a total of 4,096 jobs. By 2029, TfNSW forecasts strong growth in several industry sectors requiring commercial floorspace. The key growth industries include:

- Financial and Insurance Services (+1,584 jobs, +2.9% per annum)
- Professional, Scientific and Technical Services (+753 jobs, +2.7% per annum)
- Public Administration and Safety (+745 jobs, +1.8% per annum).
- Health Care and Social Assistance (439 jobs, +3.9% per annum).

The solid forecast employment in the top four sectors indicates some demand for commercial office space to support the additional jobs. In total, the 4,096 additional jobs in the CBD equates to around 61,440 sq.m of office space, applying a floor space ratio of 15 sq.m per worker. This indicates a potential gross absorption of 12,288 sq.m per year. There are also likely to be moves out of the market, and a portion of these workers are likely to at least partially work from home. This allows companies to take less space than has traditionally been the case.

Employment Growth Forecasts, 2024 – 2029

	2024		2029		2024-29	
	No.	%	No.	%	Total Change	Annual Growth (%)
Financial and Insurance Services	10,434	31%	12,019	32%	1,584	2.87%
Professional, Scientific and Technical Services	5,375	16%	6,128	16%	753	2.66%
Public Administration and Safety	8,035	24%	8,780	24%	745	1.79%
Health Care and Social Assistance	2,061	6%	2,500	7%	439	3.93%
Administrative and Support Services	1,194	4%	1,338	4%	144	2.30%
Education and Training	834	3%	961	3%	127	2.89%
Rental, Hiring and Real Estate Services	902	3%	975	3%	73	1.57%
Other Services	463	1%	531	1%	68	2.77%
Arts and Recreation Services	153	0%	216	1%	63	7.18%
Information Media and Telecommunications	485	1%	537	1%	53	2.08%
Electricity, Gas, Water and Waste Services	554	2%	585	2%	31	1.10%
Wholesale Trade	385	1%	398	1%	14	0.70%
Manufacturing	485	1%	496	1%	11	0.44%
Transport, Postal and Warehousing	380	1%	392	1%	11	0.58%
Agriculture, Forestry and Fishing	16	0%	17	0%	1	1.39%
Mining	11	0%	10	0%	0	-0.50%
Construction	702	2%	701	2%	-1	-0.03%
Accommodation and Food Services	191	1%	183	0%	-8	-0.87%
Retail Trade	504	2%	492	1%	-12	-0.46%
Total	33,164	100%	37,260	100%	4,096	2.36%

Source: ABS; TfNSW; Urbis

OFFICE DEMAND DRIVERS

Key Findings

Remote working opportunities increased markedly during the pandemic, with many companies permanently providing flexible or hybrid positions.

As most workers commute into Parramatta via public transport, Transport for NSW opal card data provides a substantial measure of the number of workers returning to the office. The chart shows the total trips to Parramatta Train Station via all public transport modes. Total trips are starting to increase but are still well below pre-pandemic averages, and, as of December 2023, were at 75.2% of 2019 levels. This level is likely to decrease again in 2024 as the first four months of 2024 have been 10% below the same time last year. This data indicates on average, people are working 2 to 3.5 days in Parramatta. This may return to 4 days a week, but Urbis believe it is likely to stabilise around this level.

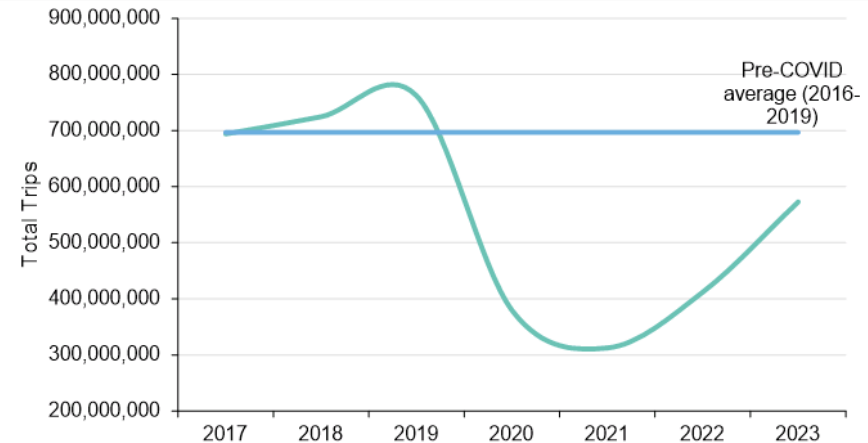
According to the 'Taking the Pulse of the Nation' Survey, run by The University of Melbourne, 70% of Australians who work from home would like to continue doing so. Work from home trends are likely to stay, with many workers expressing a preference for working remotely. Opal card data indicates a structural shift in work patterns to the detriment of the office sector. This structural change occurred in 2020 and has altered the way people work and, therefore, office requirements and considerations across markets. All studies completed prior to 2020, in light of this, would need to be reviewed.

An indicator of this shift is the high and increasing office vacancy across the major office markets. As shown in the table, office vacancy rose in major Sydney precincts by between 8.3% and 19.3 percentage points from January 2020 to January 2024. The current market conditions have been witnessed through the marketing of 558 Pacific Highway, St Leonards, in which 53% of the building remains vacant with incentives as high as 50% being required. The main contributing factors driving these weaker market conditions in areas such as St Leonards are increased competition within the market reflected by the high vacancy rate of 26.3% as per the PCA and weaker demand as occupiers are drawn to markets such as North Sydney as they look at locations that can aid in retaining and attracting talent within their organisations. The current vacancy rates reflect office markets heavily favouring tenants.

Further increases in vacancy are likely across Sydney as companies continue to 'right size' and lease smaller office spaces.

Parramatta Economic Assessment

All Trips to Parramatta Train Station, 2017 – 2023



Source: TfNSW; Urbis

Impact of Office Structural Change on Total Vacancy in Major Sydney Markets

CBD	January 2020	January 2024
Parramatta	3.2%	22.0%
Macquarie Park	4.6%	20.1%
Chatswood	3.7%	18.8%
Crows Nest/St Leonards	7.0%	26.3%
North Sydney	7.6%	24.2%
Sydney	3.9%	12.2%

Source: Property Council of Australia Office Market Report (January 2024)

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HISTORICAL OFFICE DEMAND AND VACANCY

Key Findings

The opal data has shown that the pandemic has significantly changed work patterns, sharply increasing remote working opportunities. This has caused substantial changes to the office sector in the Office Study Area.

One indicator of this shift is **the increase in office vacancies**. Office vacancies have substantially increased in the Office Study Area and Parramatta City South by ~19% and ~21%, respectively, from January 2019 to January 2024). The 212,416 sq.m of vacant commercial floorspace in the Office Study Area as of January 2024 reflects an office market heavily favouring tenants, particularly in B-grade stock, as tenants experience the 'flight to quality' phenomenon and upgrade to newly completed A-grade spaces. This is largely driven by rents being offered in these buildings at lower rates than what they are currently paying under existing lease terms and incentives being offered that pay for the entire move and fit out of any new space taken up.

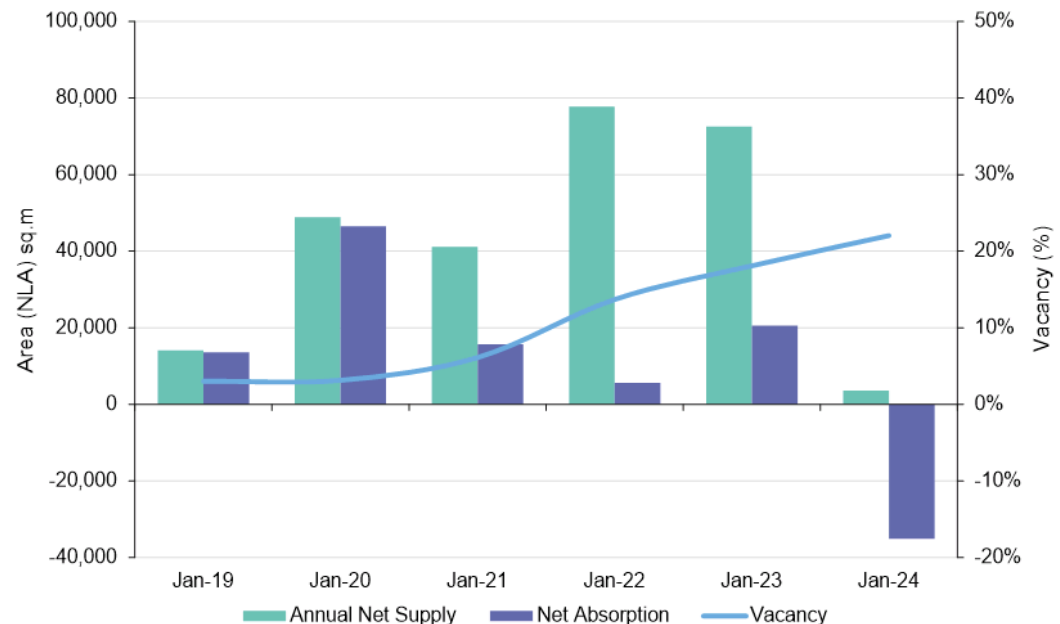
During January 2024, the total vacancy for the Study Area was 22%. This compares with the pre-COVID-19 rate of circa 3%.

The significant increase in office vacancies within Parramatta City South (the closest PCA office sub-locale to the Subject Site) since the pandemic coincides with the completion of four large office buildings in Parramatta Square, which have more convenient access to public transport, retail amenities, and agglomeration benefits.

Further increases in vacancy are likely across Sydney as companies continue to 'right size' by leasing smaller office spaces on lease expiry.

The negative net absorption (reduction in tenant leased space) over the year to 2023 is in part driven by this right-sizing.

Office Study Area Annual Office Market Net Absorption and Vacancy, Jan 2019 - Jan 2024



Source: PCA, Cordell Connect, Cityscope, Developer websites, Urbis Office Model

FORECAST OFFICE DEMAND AND VACANCY

Key Findings

As shown on the previous page, the Office Study Area witnessed a sustained low level of vacancy in the period prior to COVID-19. However, the continuous supply of commercial office space has placed significant pressure on the market, particularly secondary (consisting of B-Grade, C-Grade and D-Grade stock) grade stock, with many tenants taking advantage of high incentives and lower rents on offer to upgrade to new, A-grade facilities.

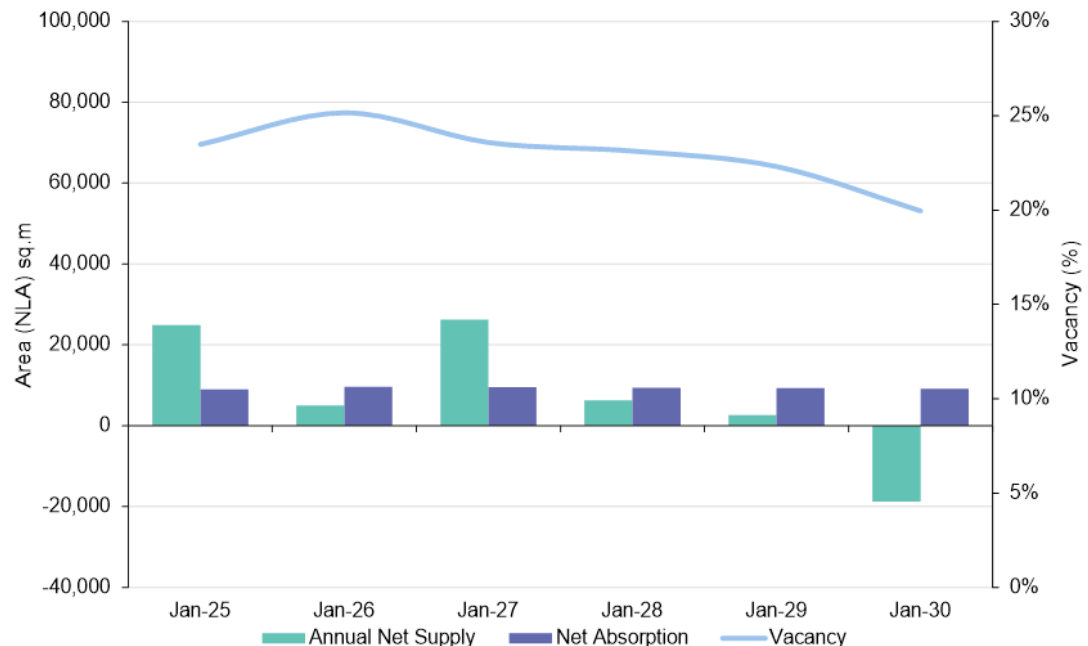
Over the five years to January 2030, the Office Study Area is anticipated to see moderate net absorption in line with historical averages. This is due to forecast increases in office-based employment, as illustrated on page 16. However, vacancies are set to remain at or above 20% over the next four years, peaking at ~25% in January 2026.

It must be noted that it took approximately four years for Parramatta CBD to exit the early 90's downturn. This was a supply-led downturn, and vacancy only peaked at 15.2%. It is likely that the current downturn (which is already significantly more severe) will be prolonged by the combination of stronger supply and the structural change brought about by an increased acceptance of employees working from home. Office vacancy in Parramatta going into the early-90s downturn (2.6%) was similar to the current downturn (3.0%), and net supply was 161,417 sq.m, whereas net supply over the current supply cycle has been 243,839 over the same 3.5-year lead-in period and is still underway.

This indicates vacancy is likely to remain high over a significantly longer period, resulting in greater difficulty for the office market during the next 5-10 years than during the early-90's recession.

Parramatta Economic Assessment

Office Study Area Annual Office Net Absorption and Vacancy, Jan-25 – Jan-30



Source: PCA, Cordell Connect, Cityscope, Developer websites, Urbis Office Model

CBRE Analysis of Potential of Subject Site for Office

"Due to its fringe location, we would expect that occupiers will be drawn initially to more centrally located options within the CBD and hence we would not expect that there would be demand from occupiers for more than the currently proposed envelope of 3,000+ sqm."

Stefan Perkowski - Director Office Leasing North Sydney
See Appendix 1 for details

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3.3



OFFICE RENTS AND INCENTIVES

RENTAL AND INCENTIVE MARKET

Key Findings

Office rents are another key indicator of demand for office space in a market. Decreasing rents and rising incentives signify a lower need for office space as landlords have to discount effective rents to attract tenants.

There has been a distinct 'flight to quality' in Sydney generally, and particularly in the Office Study Area, with vacancy in the A-grade market at 18.4% compared to 40% in B-grade stock. Face rents have not significantly responded to the current supply and demand discrepancy as owners try to keep these stable. High incentives, however, have increasingly become commonplace, notably for institutionally owned assets, resulting in significant decreases in effective rents. B-grade rents have been under greater pressure as vacancies continue to increase, and the flight-to-quality continues. This is due to the lower effective rentals available in prime space and the need for tenants to have higher-quality and located office space to attract tenants back into the office.

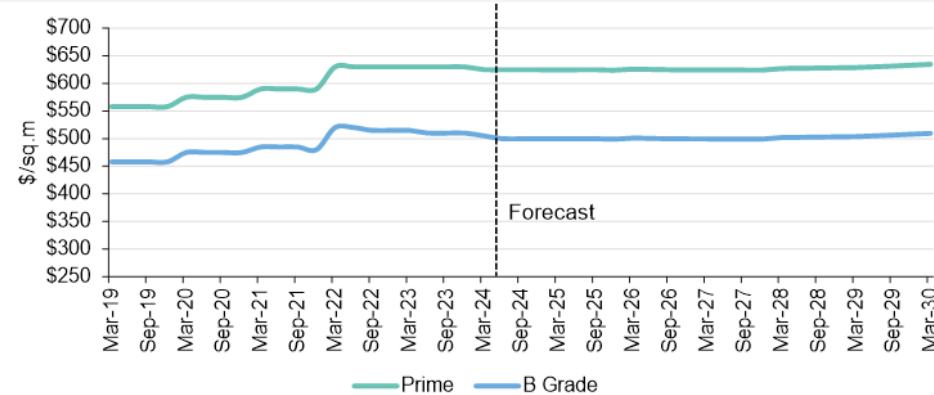
Despite market challenges, face rents are expected to stabilise in the short term. As of March 2024, net prime face rents sat at \$625/sq.m, relative to the \$505/sq.m achieved in the B-grade office market.

The Office Study Area Prime Office Market experienced volatile net effective rents from March 2019 to March 2023, peaking at \$528/sq.m and quickly declining to \$386/sq.m in March 2022. Since March 2019, Prime incentives in the Market have increasingly become more significant, growing from 8% in March 2020 to approximately 36% in March 2024. Urbis forecasts that incentives will increase to around 43% towards the second half of 2025 before gradually declining to a still high 35% by March 2030.

Net effective rents are forecast to be subdued over the short to medium term, due to incentives remaining high.

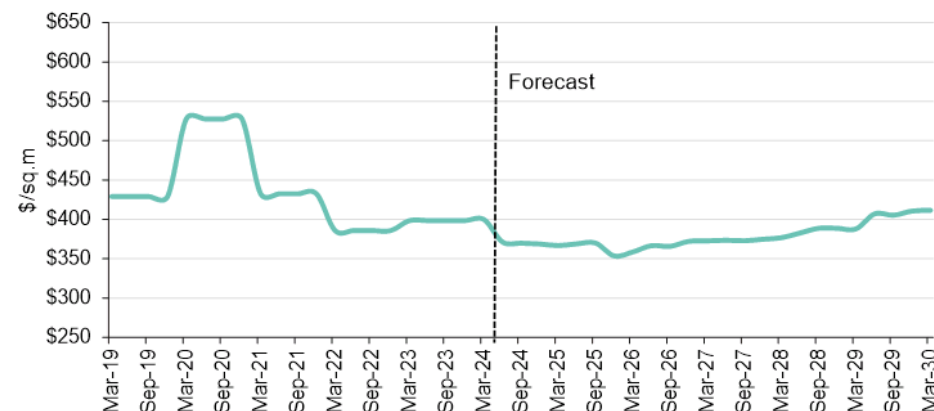
The Subject Site is located in a secondary location just outside of the fringe of the PCA-defined Parramatta CBD market and is, therefore, more likely to achieve closer to B-Grade rentals.

Office Study Area Net Face Rents, Mar 2019 – Mar 2030



Source: PCA, Cordell Connect, Developer websites, Urbis Office Model

Office Study Area Prime Net Effective Rents, Mar 2019 – Mar 2030



Source: PCA, Cordell Connect, Developer websites, Urbis Office Model

3.4



COMMERCIAL OFFICE RECOMMENDATIONS

RECOMMENDATIONS

Key Findings

The outlook for the office market is weak in the short to medium term. While a significant number of pure office supply additions have been postponed due to uncertainty and unfeasibility in current market conditions, the prospect of further refurbished or mixed-use supply being added to the market in the short to medium term will keep vacancies elevated. While office face rents are unlikely to see much growth over the short to medium term due to the stock available in the market, net effective rents may see some improvement if incentives decline from their current high. The 'flight to quality' will likely remain a prominent factor as tenants seek out affordable A-grade stock over secondary offerings. Secondary stock and that outside the Mid City is, however, unlikely to see any rental growth over the short to medium-term

Urbis forecast the achievable prime net face rent in the Office Study Area to range between \$624/sq.m to \$635/sq.m and B-Grade to range from \$505/sq.m to \$510/sq.m from 2024 to 2030.

The starting rents for commercial office pre-commitments in the Office Study Area over the past few years ranged from \$558/sq.m to \$751/sq.m, significantly higher than the \$505/sq.m net face rents being achieved in the Office Study Area B-grade commercial office market at current. This is likely to render the office component of this development unfeasible. The data and findings outlined in this report demonstrate that due to the current and forecast office market conditions, it is highly unlikely that a commercial development at the Subject Site will be economically feasible over the short to medium term. Therefore, alternative land uses such as residential should be explored.

Key Commercial Office Metrics in the Office Study Area

Forecast Prime Net Effective Rent (\$/sq.m) (2024-2030)	\$354 - \$412
Forecast Prime Net Face Rent (\$/sq.m) (2024-2030)	\$624 - \$635
Forecast B-Grade Net Face Rent (\$/sq.m) (2024-2030)	\$505 - \$510
Current Pre-Commitment Rent in Parramatta Mid-City (2023-2024)	\$558 - \$751
Forecast Vacancy Rate (2024-2030)	20% - 22%

Source: PCA, Cordell Connect, Developer websites, Urbis Office Model
Note: Pre-commitment rents are historical and compared to forecasts. Pre-commitment rents provide an indication of rents needed for buildings to commence. This shows we are not expecting the market to reach sufficient rents for new buildings to commence over the period from 2024-2030.

04



RESIDENTIAL

HISTORICAL AND PROJECTED POPULATION GROWTH

Key Findings

To determine the potential demand for a residential development at the Subject Site, Urbis have adopted the Parramatta Local Government Area (LGA) as our Residential Study Area.

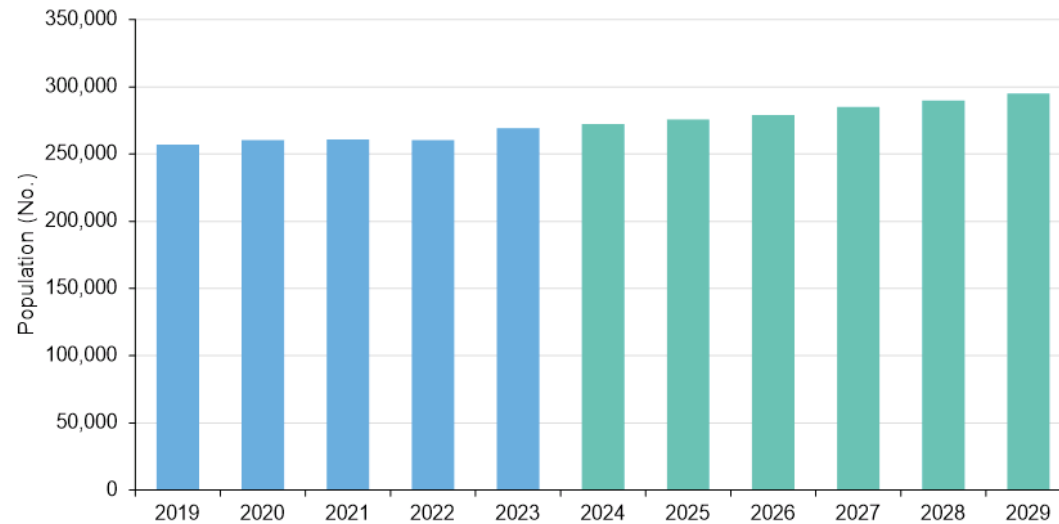
The rate and extent of future population growth in the Residential Study Area will have a substantial bearing on future demand for residential apartments.

The Chart shows historical and projected population growth within the Residential Study Area between 2019 and 2029. From 2019 to 2024, the Study Area population grew by an average of 1.2% per annum to reach ~272,351 residents in 2024. According to official DPHI projections, the Study Area is estimated to experience population growth between 2024 and 2029, averaging 1.6% per annum to reach ~294,872 residents in 2029. This equates to an additional ~22,521 residents during this period.

The Table highlights the Residential Study Area household size projections between 2021 and 2041. The Study Area is projected to see a decline in average household size over the forecast period. This reflects the Study Area's potential for smaller products to meet the needs of smaller households, including the growing cohort of lone-person households.

Families and couples remain a key driver of the market, and while their share is likely to reduce as a percentage over the outlook period, they are still going to take a large share of the available apartments.

Residential Study Area Historical and Projected Population Growth, 2019 – 2029



Source: ABS; DPHI; Urbis

Household Size Projections, 2021 – 2041

	2021	2026	2031	2036	2041
Residential Study Area	2.70	2.69	2.66	2.62	2.60

Source: ABS; DPHI; Urbis

SOCIO-DEMOGRAPHIC CHARACTERISTICS

Key Findings

The chart, overleaf, summarises the key demographic characteristics of residents within the Residential Study Area relative to the Greater Sydney average, as at the ABS Census 2021. Key findings include:

- The Residential Study Area saw average household incomes increase by 3.8% over the last 10 years to \$133,400 in 2021. Although they remain below the Greater Sydney benchmarks.
- The average age of the Residential Study Area residents is 37 years, ~4% lower than the Greater Sydney average. This variance reflects the high proportion of residents under 36 years of age and families with children within the Study Area, indicating potential demand for young establishing families looking to live close to employment opportunities and amenities and who are willing to rent.
- Apartments account for 47% of the Residential Study Area dwellings, significantly higher than the 31% in Greater Sydney. This reflects the Study Area's proximity to a CBD location, availability of amenities and apartment affordability compared to Greater Sydney.
- Around 47% of the Residential Study Area households are renting, 10% higher than the benchmark, indicating potential demand from investors.
- In 2021, the Residential Study Area recorded a significantly higher proportion of overseas-born residents relative to Greater Sydney. This is likely attributed to the proximity of the Study Area to amenities, employment, education and medical precincts.
- Around 80% of employed residents in the Residential Study Area are white-collar workers, which is slightly higher than the Greater Sydney average.

Overall, the 2021 resident population of the Residential Study Area can generally be characterised as comprising young families with children who are renting or paying off their mortgage. In addition, there is a relatively high proportion of

residents who have obtained tertiary certifications due to the presence of Western Sydney University campuses and other tertiary institutions in the area.

The continued growth of residents and household formation in Greater Sydney and Parramatta LGA is driving a need for further housing. Parramatta has a lower household size than Greater Sydney and a mix of household types, which indicates a need for housing diversity. With apartment living already accepted within much of Parramatta LGA, particularly in and around the City, there is further opportunity to increase density and meet this housing demand.

It was found that couple households and lone-person households, which are more likely to be located in higher-density dwellings, particularly apartments accounted for almost half the population in Parramatta LGA as at the 2021 Census.

The lower personal and household incomes in the Study Area compared to Greater Sydney also means affordability of future housing needs to be considered. Apartments are generally cheaper than houses and will, therefore, better meet these affordability needs.

Residents are likely to be attracted to the Residential Study Area because it offers larger apartments at a relatively affordable price point without compromising on amenities, employment, or education opportunities.

SOCIO-DEMOGRAPHIC CHARACTERISTICS

Key Demographic Characteristics, Residential Study Area and Greater Sydney, 2021



Source: ABS; Urbis

4.1



RESIDENTIAL SUPPLY ANALYSIS

EXISTING RESIDENTIAL SUPPLY

Key Findings

This section provides an assessment of the existing and proposed supply of residential dwellings in the Residential Study Area.

The Chart top right shows new dwelling approvals within the Residential Study Area between FY18 and FY24. New dwelling approvals in the Study Area have historically been dominated by apartment developments, accounting for an average of 76% of total approvals.

Approvals peaked at almost 4,100 dwellings in FY19 and remained high in FY20, reflecting the 'flight to suburbia' trend catalysed by the pandemic. However, approvals have since fallen, spurred by high construction costs and interest rates.

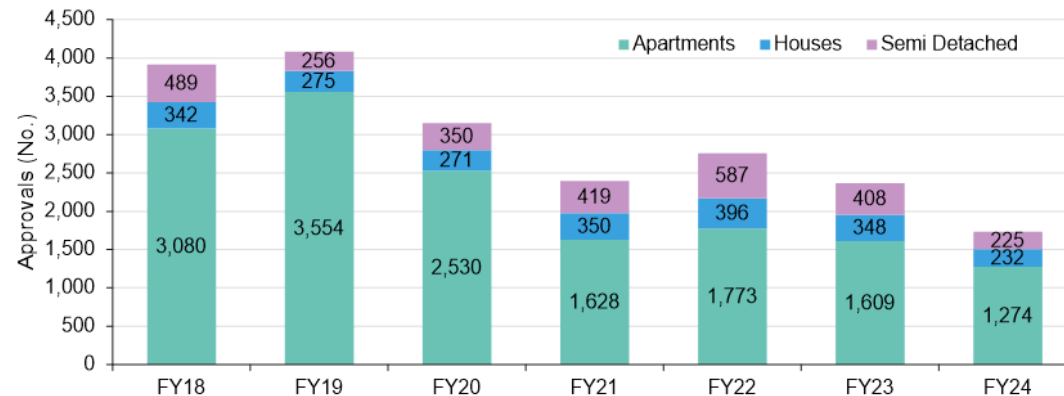
The Chart at the bottom right shows new dwelling completions within the Residential Study Area between FY18 and FY23 (the latest available data). Similar to approvals, apartments accounted for an average of 80% of dwelling completions during this period. Semi-detached and houses comprised 14% and 6%, respectively.

Completions have declined since FY18, averaging ~2,890 dwellings per annum. Below-average approvals since FY23 will likely translate to fewer completions over the short—to medium-term. This will likely be fueled by the current high construction costs and interest rate environment, which will continue to put pressure on project feasibility.

According to Urbis Essentials, in FY24, there were approximately 1,390 apartment completions within the Residential Study Area,

The Subject Site is well placed to deliver additional housing over the medium to longer term to help fill any supply gap.

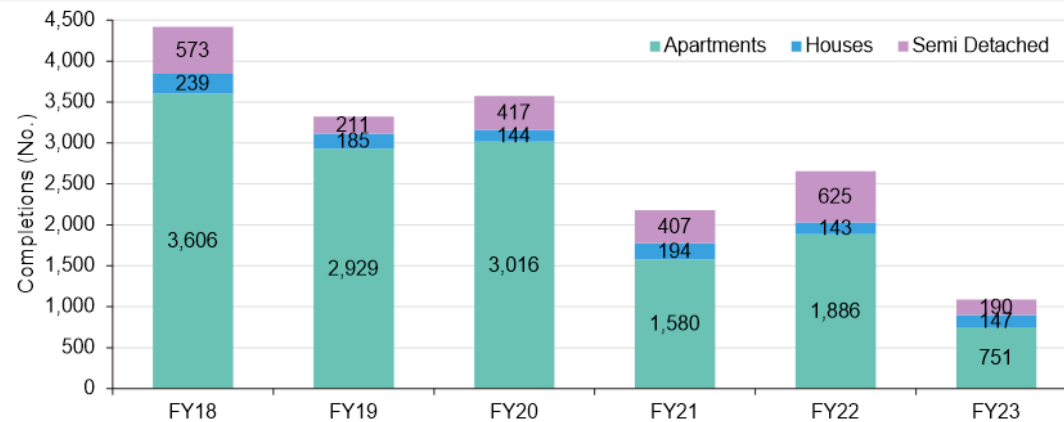
Residential Study Area New Dwelling Approvals, FY18 – FY24*



*FY24 Approvals are to April 2024

Source: UDP; Urbis

Residential Study Area New Dwelling Completions, FY18 – FY23



Source: UDP; Urbis

FUTURE RESIDENTIAL SUPPLY

Key Findings

According to Cordell and Urbis research, there are 21 new residential apartment projects in the Residential Study Area. These projects, with an average size of 311 units, are at various stages of development, from early planning to under construction.

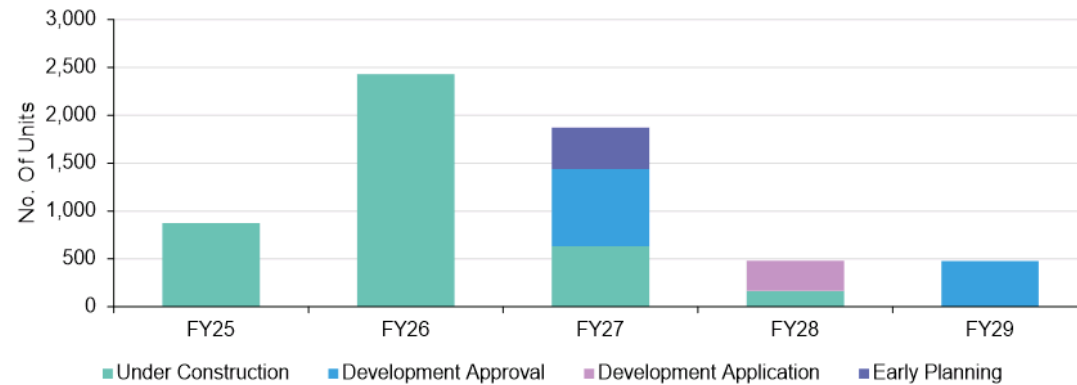
The Chart adjacent shows the status of the proposed residential apartment projects in the Residential Study Area by stage and financial year. Of the proposed apartments, a majority, 67%, are in the construction phase, 2% are in the development approval stage, and 12% of projects are in the development application and early planning stages and face a higher probability of changes and delays.

Approximately 60% of apartments currently under construction are expected to be completed by FY26.

The development site located at 189 Macquarie Street has been included in the supply pipeline as it was recently purchased by ALAND as an incomplete development site. ALAND has plans to develop 425 BTR apartments at the site and is anticipated to come online in 2027.

It must be noted that the existence of defective and empty apartment developments within the Residential Study Area has not been included in the supply chart, as the anticipated completion date of these developments cannot be determined due to external factors such as unknown extent of defects and ability to find a buyer. These projects are shown in the table opposite. Only one of these projects is likely to receive practical completion within the five-year assessment period.

Proposed Apartments by Year and Status, Study Area



Source: Cordell; Urbis Essentials

Apartments yet to achieve Practical Completion, Study Area

Project	Current Status	Estimated Completion	Yield
Imperial Towers	Prohibition Order Issued – Being sold in current state and will not be issued an Occupation Certificate until sold and fixed.	2025-2029*	179
Three Sisters	Development Site with 22% dedicated to social housing	2030+	4,700
Total			4,879

Source: Cordell; RP Data; Urbis

*This project had an initial completion of 2021

EMPTY (GHOST) HOUSING RESEARCH

Key Findings

The ABS broadly defines unoccupied dwellings as structures built specifically for living purposes that are habitable but unoccupied on Census night. Vacant houses, holiday homes, huts and cabins (other than seasonal workers' quarters) are considered unoccupied private dwellings. Also included are newly completed dwellings not yet occupied, dwellings that are vacant because they are due for demolition or repair, and dwellings to let. This definition also includes all unoccupied dwellings, including those temporarily empty because they are being sold or rented, which reflects market mobility and churn, not a vacancy. Further, it also includes homes where residents are "temporarily absent": on holiday, staying with family or a partner, or away for work on Census night.

According to ABS estimates, there were more than 2,580 unoccupied apartments in the Parramatta LGA as of 2021. This was impacted by COVID-19 with rental vacancies at around 4-5% during this time in the Parramatta area.

Additionally, the recent trend of builders going bust could result in Imperial Towers stalling prior to Practical Completion. This development could potentially add 179 apartments to the existing stock over the next five years. Adding this building to supply would still result in an undersupply of residential apartments, bringing the undersupply in FY29 to -2,061.

This influx of unfinished or partially completed projects could further complicate the housing market dynamic in the area. However, despite these unoccupied apartments and the potential addition of new stock, the overall result remains an undersupply of housing stock in the Parramatta LGA.



Imperial Towers complex could result in 179 apartments being added to housing supply once defects have been rectified and Practical Completion issued. Most of the 179 apartments have been pre-sold according to ABC News article 1 July 2021 (<https://www.abc.net.au/news/2021-07-01/nsw-parramatta-twin-towers-development-defects/100255704>)

TRANSACTION VOLUMES AND SALES PRICE GROWTH

Key Findings

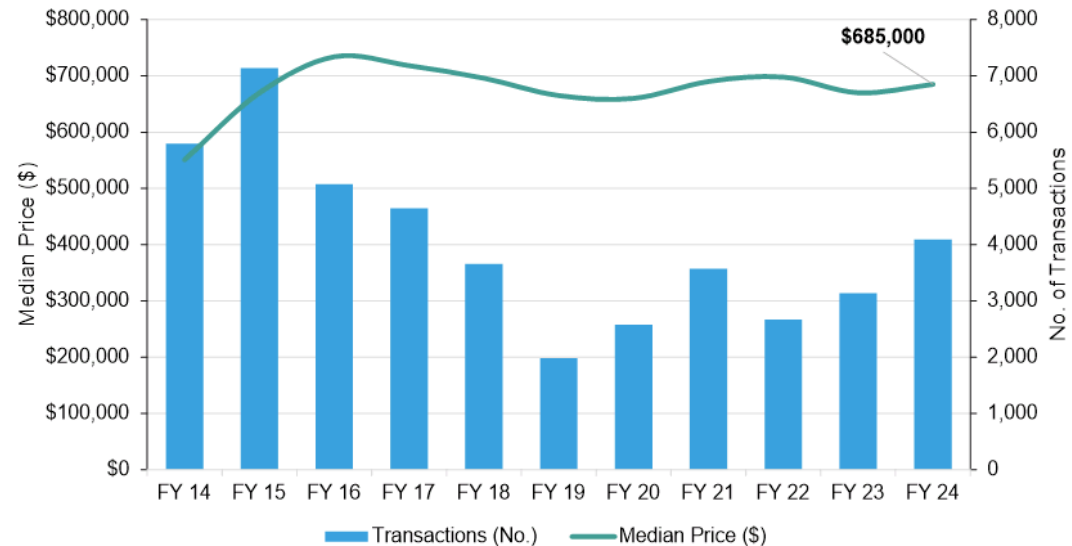
The Chart shows historical apartment prices and transactions between FY14 and FY24.

The Residential Study Area has recorded a steady launch of new apartment projects since FY14. New apartment transactions peaked in FY15 as the Sydney apartment market was booming and major apartment projects were launched. However, new sales slowed in line with the broader Sydney market downturn in FY18. Since FY20, prices have increased, reflecting the Study Area's resilience to the impacts of COVID-19 and consistent demand for an attractive location surrounding Sydney's second CBD.

Between FY14 and FY18, median apartment prices in the Residential Study Area grew, averaging 6.0% per annum, to \$695,900. During this period, the Residential Study Area averaged ~5,260 sales annually.

Median apartment prices then remained steady through to FY20, before the onset of the pandemic, before experiencing near year-on-year growth through to FY24, during the COVID-induced 'flight to suburbia' boom. In FY23-FY24 median apartment sales prices have stabilised, reflecting the impacts of interest rate hikes on sales and affordability.

Residential Study Area Apartment Price Growth, FY14 – FY24



Source: Pricerfinder; Urbis.

Note: Chart shows settled sales volumes and pricing

PRIVATE RENTAL MARKET

Key Findings

The rental market provides a good indication of the current state of the residential market, with rents and vacancy rates responding quickly to changes in supply and demand dynamics.

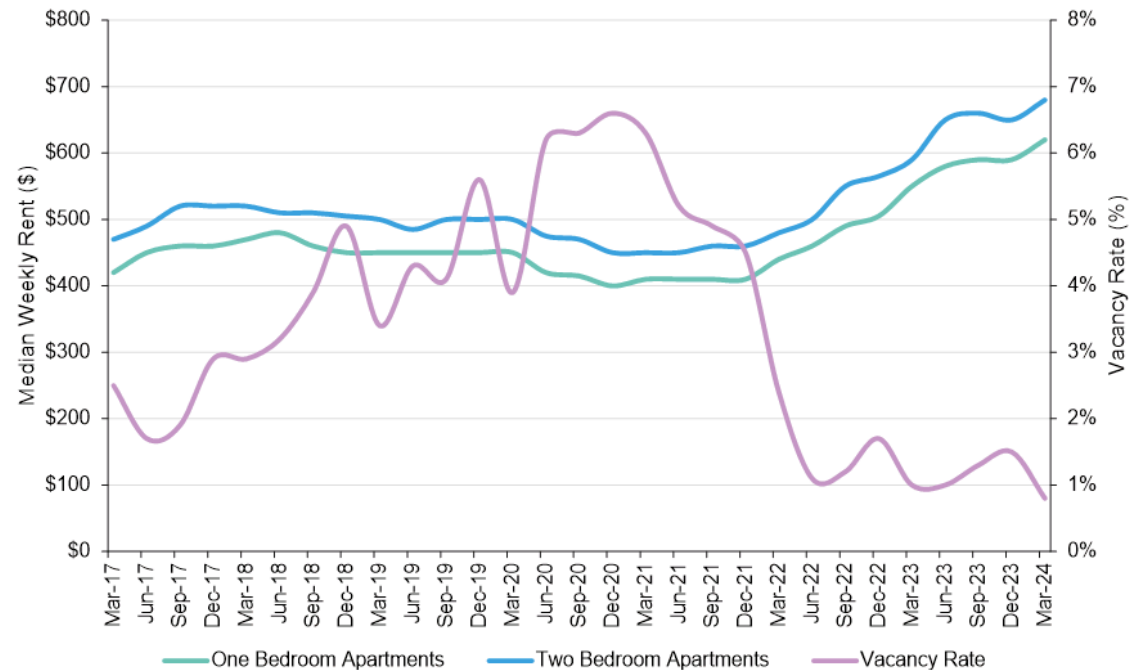
The Chart adjacent depicts historical vacancy rates and median weekly apartment rents in the Residential Study Area between March 2017 and March 2024.

Between March 2017 and March 2019, one- and two-bedroom apartments in the Residential Study Area generally increased by 3.5% and 3.1% per annum, respectively. During this period, the Residential Study Area witnessed an increase in vacancy, with some spikes likely associated with new supply coming online.

Vacancy rates in the Residential Study Area then reached a peak of 6.6% in December 2020, during the onset of the pandemic, before tightening significantly to reach 1.1% by June 2022. During this period, the Residential Study Area recorded strong rental growth, with one-bedroom apartments averaging 7.2% per annum to reach \$460 per week and two-bedroom apartments averaging 5.4% growth per annum to reach \$500 per week.

Vacancy rates in the Residential Study Area have since remained below equilibrium (2.5%-3.5%) and recorded a historic low of 0.8% in March 2024. Weekly median apartment rents have continued to rise, reaching \$620 for one-bedroom apartments and \$680 for two-bedroom apartments in March 2024, reflecting potential housing supply constraints in the area.

Median Weekly Apartment Rents and Vacancy Rates, March 2017 – March 2024



Source: Department of Communities and Justice; SQM Research; Urbis

4.2

RESIDENTIAL NEEDS ASSESSMENT



RESIDENTIAL NEEDS VERSUS SUPPLY FORECAST

Key Findings

The Table, right, details forecast residential apartment need within the Residential Study Area between FY25 and FY29.

Based on official population and household size projections released by ABS and DPHI, there is projected need for an additional ~1,404 dwellings in FY24, growing to demand for ~2,295 dwellings in FY29. Apartments are estimated to account for 75% of dwelling need in FY24, based on historical shares of dwelling approvals and completions. This is anticipated to increase to 80% by FY29. This will be driven by the continued densification in and around the Residential Study Area. Urbis estimate that in the Study Area, there is cumulative demand for approximately 1,067 apartments in FY25, growing to ~7,622 in FY29.

We then applied the forecast apartment supply pipeline in the Residential Study Area, which includes projects that are under construction, have received development approval or have applied for development approval. It is estimated that there is an undersupply of apartments in the Residential Study Area in FY25 of 194 apartments, relative to demand. The Study Area is then forecast to enter an oversupply of 1,173 apartments as the majority of developments under construction come online. This isn't expected to last long, with the Study Area forecast to return to a shortage of apartments in FY28. Undersupply is expected to continue until FY29 when a shortfall of ~2,240 apartments will have accumulated. This is further compounded by an undersupply of housing that the vacancy rates indicate has existed in the Study Area since March 2022.

Residential Study Area Apartment Demand and Gap Analysis, FY25-FY29

	FY24	FY25	FY26	FY27	FY28	FY29
Study Area Population	272,351	275,595	278,877	284,978	289,708	294,872
Study Area Household Size	2.5	2.5	2.5	2.5	2.5	2.5
Study Area Annual Dwelling Requirement	-	108,746	110,124	112,657	114,786	117,082
Study Area Annual Dwelling Need	-	1,404	1,378	2,533	2,129	2,295
Apartment Share of Dwelling Need (%)	75%	76%	77%	78%	79%	80%
Study Area Annual Apartment Need	-	1,067	1,061	1,976	1,682	1,836
Cumulative Apartments Need	-	1,067	2,128	4,104	5,786	7,622
Study Area Annual Apartments Supply Pipeline	-	873	2,428	1,440	163	478
Study Area Cumulative Apartments Supply Pipeline	-	873	3,301	4,741	4,904	5,382
Apartment Gap (+oversupply/-undersupply)	-	-194	1,173	637	-822	-2,240

Sources: DPHI, ABS, Cordell Connect (October 2024), and Urbis Essentials (September 2024).

RESIDENTIAL NEEDS VERSUS SUPPLY FORECAST

Key Findings

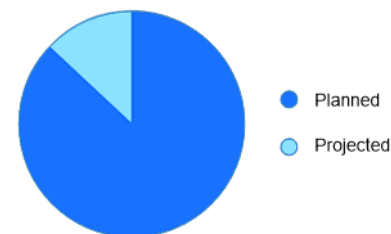
In May 2024, the NSW Government released five-year housing completion targets, responding to the National Housing Accord target to deliver 377,000 new well-located homes across the State by FY29. The City of Parramatta has a target to achieve 19,500 new dwellings by FY29. Urbis has applied the Greater Sydney Urban Development Program housing supply forecasts from FY25 to FY27 and the 10-year completions average of 3,138 dwellings in FY28 and FY29, which is significantly higher than what has been achieved in FY23 and FY24. Looking at the difference there is an undersupply of approximately 6,374 dwellings in the Parramatta LGA by FY29.

A residential development at the Subject Site provides a shovel-ready opportunity to deliver a significant number of apartments to the Study Area, helping meet the significant need for apartments as well as bridging the undersupply of dwellings compared to the Parramatta Council's Dwelling Targets.

Parramatta Council Housing Targets Five Years to FY29

	Five Years to FY29
Parramatta Council Dwelling Target	19,500
Cumulative Dwelling Supply	13,126
Dwelling Gap (+oversupply/-undersupply)	-6,374

Planned and Projected Need for Dwellings in the Parramatta LGA FY25 - FY29



Source: Planning NSW (May 2024); UDP (June 2024); Urbis. Note: The State Government Housing targets incorporate both Planned and Projected growth in dwellings for the Parramatta LGA and are aimed at best meeting the dwelling need across NSW of 377,000 homes. The UDP dashboard indicates a significant portion of the planned supply is unlikely to be achieved.

05



MULTI-CRITERIA ASSESSMENT AND EMPLOYMENT GENERATION

LAND USE ASSESSMENT

Key Findings

Urbis looked at a range of potential land uses for the Subject Site (including the current proposed uses) to determine if there are additional opportunities for employment generation in the development.

It was found that the land uses selected in the proposed development are the highest and best uses for the Site. Of these uses, Residential is the most financially feasible under current market conditions.

The inclusion of additional employment-generating uses will be challenging due to the fringe location of the site, competition from both the CBD/Westfield Parramatta and in the surrounding area and market fundamentals.

A list of the potential supportability and comments on the examined uses are included in the table right.

The uses with high supportability are already included in the development plans and other uses that are only moderate are also included. There may be an opportunity to include a small medical centre within the development based on the analysis, but this is likely to be incorporated into the ground floor retail, which is already included in the development proposal.

Supportable Land Uses

Land Use	Currently Included	Supportability	Comment Based on High-level assessment
Residential	Y	High	Significant housing need in Parramatta and Greater Sydney. Highest and best use for the site as outlined in the needs/gap analysis.
Hotel	Y	High	The growing tourism market in Parramatta is supported by major infrastructure investment. Negotiations have commenced with Marriott Hotels to develop a 288-room hotel at the Subject Site from completion in 2026 (see Appendix 2). Given the scale, there is no further opportunity for hotel space.
Convenience Retail	Y	Moderate - High	Floorspace included in development to support onsite residents. Potential constrained by competition from nearby Westfield Parramatta, which limits potential for more.
Supermarket	N	Low	Constrained by competition from nearby Westfield (200m). Within a 2km drive of the site there are 9 supermarkets. There is also a road constraint of no right turn from Church Street, which limits accessibility. As mentioned on page 7 this was seen as a constraint for Coles operating on the Site and have indicated they are not attracted to the site. Therefore, there is limited opportunity at the Subject Site for a major supermarket.
Discretionary Retail	N	Low	A critical mass of supply is generally needed to support discretionary retail. The site opportunity is constrained by competition from nearby Westfield Parramatta (200m).
Showroom Retail	N	Low	Constrained by competition in surrounding area with considerable supply along Great Western Highway.
Private Hospital	N	Low	Further to comments on page 7, private hospital/healthcare market is challenging with higher costs and constrained revenue due to insurance revenue. Site is also in proximity to Westmead, which is a major existing health precinct
Medical Suites	Potentially	Moderate	Potential for some small-scale medical facilities in the retail space to support onsite and nearby residents.
Office	Y	Moderate - Low	Limited by the location and state of the office market. Likely to be significant vacancies and, therefore, limited employment increase, if expanded
Gym	N	Low	A gym requires a population of 10,000-20,000 within 3 km for success. However, there is already extensive supply within this trade area.
Community Hall	Y	Moderate - High	The population within a 1.3 kilometre radius is above the 30,000 persons benchmark requirement. It is noted that the community hall at 160 Marsden Street is 1.4 kilometres from the Subject Site.
Childcare	Y	Moderate	Large floorspace included in development to support onsite residents

EMPLOYMENT GENERATION WITHIN PROJECT

Key Findings

There is the potential for over 500 direct operational jobs at the Subject Site based on the non-residential land uses in the proposed development plans.

Based on these direct employees, it is calculated that hundreds of jobs could be indirectly generated due to the supply chain impacts created by the direct employees. These supply chain jobs include, but are not limited to:

- Online travel agents, group and wholesale agents
- Operating supplies and equipment suppliers for all hotel departments
- Part-time agencies for housekeeping and events requirements
- Linen laundry
- Laundry and dry cleaning of Hotel Team member uniforms.
- Recycling and waste removal and disposal
- Sales and Marketing agencies including PR agencies, webpage designers, photographers and videographers, sign makers etc.
- Recruitment agencies
- Equipment maintenance contractors, including swimming pool, gym, lifts, kitchen, MEP, fire life safety, etc.
- Landscaping and indoor plant hire
- Heavy-duty cleaning for carpets, external glass windows, etc.
- Food and beverage supplies and distributors
- Audio visual vendors for events
- IT equipment suppliers
- Cafes and shops

Further employment (direct and indirect) is also generated during the construction of the buildings and from the residential space on the Site, including strata and building management jobs, maintenance, cleaning, etc.

The 233 potential jobs from office uses is based on full occupancy of the available space. It is likely that over 50% of this space will be vacant for at least two years. This is based on current leasing up times in new buildings, such as 558 Pacific Highway, St Leonards, which completed in 2023. It currently has 53% vacancy despite 50% incentives being offered. As such, more office space would have a limited impact on employment generation. Fringe locations in Sydney are experiencing high vacancies due to more core locations also experiencing high vacancies and challenging demand conditions.

Parramatta Economic Assessment

Development's Employment Space Contribution

Land Use	Non-Residential GFA	Direct Job Work Space Ratio	Direct Jobs (FTE)
Site 1			
Retail	1,959 sq.m	26.7 sq.m per worker	73
Hotel	18,001 sq.m (288 rooms)	JLL Data	160
Office	2,656 sq.m	15 sq.m per worker	177
Community Space	555 sq.m	84.6 sq.m per worker	6
Sub-Total	23,171 sq.m		416
Site 2			
Retail	502 sq.m	26.7 sq.m per worker	18
Childcare*	800 sq.m	65 sq.m per worker	12
Lobby	62 sq.m		1
Office	844 sq.m	15 sq.m per worker	56
Sub-Total	2,208 sq.m		87
Total	25,379 sq.m		503 jobs

Source: JQZ, City of Sydney Floor space and Employment Survey, 2017, WA Land Use Employment Survey JLL estimate of hotel staff. *Childcare jobs will be dependent on the number of places and is estimated at 10.25 sq.m per child (Education and Care Services National Regulations 2016). Applying this to an 800 sq.m centre a ratio of 65 sq.m per worker is estimated. Note: Assumes space is fully occupied Excludes outdoor dining areas.

14/10/2024

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APPENDIX

APPENDIX 1

LETTER FROM CBRE OFFICE MARKET CONDITIONS

Kenny Chen
Associate Property
JQZ
Level 2, 558 Pacific Highway
St Leonards NSW 2065
PO Box 686,
Burwood NSW 1805



Level 29
177 Pacific Highway
North Sydney NSW 2060

Stefan.perkowski@cbre.com.au
www.cbre.com.au

Dear Kenny,

We are pleased to provide you with an update on the current market conditions that we are witnessing through the marketing of 558 Pacific Highway St Leonards.

In summary upon practical completion of the building in 2023 and whilst we have completed 7 leasing transactions, 53% of the building remains vacant. Net rentals that we achieved to date have ranged from \$710 psqm to \$820 psqm with incentives as high as 50% required.

The main contributing factors driving these weaker market conditions in St Leonards are:

- Increased competition within the St Leonards market as we are experiencing a high vacancy rate in St Leonards of 26.2% as per PCA
- Weaker demand as occupiers are drawn to markets such as North Sydney as they look at locations that can aid in retaining and attracting talent within their organisations
- Supply issues as markets such as North Sydney experiencing historically high vacancy rates at 23.5%

The latest Property Council of Australia Office Market Report for the six months to July shows for the Parramatta market:

- Vacancy rates for Parramatta fell from 22.0 per cent to 19.4 per cent. However this can be attributed to 35,000 sqm in office space being taken off the market at Jessie Street Centre at 2-12 Macquarie Street.
- The period saw 39,741sqm of withdrawals, while 8,899sqm of space was added
- Future supply anticipates 20,547sqm coming online in the second half of this year. Another 40,000sqm is anticipated in 2025.

We have analysed the subject project location at Parramatta, which currently allows for 3,000+ sqm of office space. Due to its fringe location, we would expect that occupiers will be drawn initially to more centrally located options within the CBD and hence we would not expect that there would be demand from occupiers for more than the currently proposed envelope of 3,000+ sqm.

If you require anything further at this stage please do not hesitate to contact me.

Regards,

Stefan Perkowski
Director Office Leasing North Sydney

APPENDIX 2

LETTER OF SUPPORT FROM MARRIOTT HOTELS INTEREST IN 83 CHURCH ST, PARRAMATTA



Marriott International Inc
Offices at Sheraton Grand Sydney Hyde Park
161 Elizabeth Street
Sydney NSW 2000

14 October, 2024

Chief Executive Officer
City of Parramatta Council

Letter of Support: JQZ Pty Group Ltd Hotel, Parramatta

Further to our recent correspondence with JQZ Pty Group Ltd, I write to confirm Marriott International's (NASDAQ: MAR) interest in progressing ongoing discussions regarding their desire to develop an approximate 288 key hotel as part of a proposed mixed-use development at 83 Church Street and 44 Early Street, Parramatta.

We believe this is a compelling opportunity to introduce an internationally branded full-service hotel to Parramatta, an area with excellent underlying demand and prospects for long-term success, in line with ownership's vision.

Marriott International is the world's largest hotel group, with 32 brands, 9,000 properties and 800,000 people across 142 countries. This advancement promises unrivalled opportunities for the hotel investment and local communities that we serve, and Parramatta is a priority consideration, with no operational hotels currently within our network and a substantial loyalty base of over 210 million globally to satisfy.

Marriott International is recognized as the global leader in the full-service/premium accommodation space with brands including Westin, Marriott, and Sheraton, along with numerous others which enjoy dominant international market profiles and a growing footprint domestically.

The hotel scheme gained our immediate interest, as it is clear this will be the premium hotel offering in Parramatta, and we believe that our globally recognised Marriott brand is the perfect fit. We currently have Marriott branded hotels in the capital cities of Sydney, Melbourne, Brisbane and Adelaide, and see Parramatta as a logical next fit.

We look forward to the opportunity to progress discussions.

Best wishes,

A handwritten signature in dark ink, appearing to read "Tristan Cooper", written over a light blue horizontal line.

Tristan Cooper
Director | Hotel Development
Australia, New Zealand, and Pacific

M +61 455 485 504 E tristan.cooper@marriott.com




URBIS.COM.AU

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.6
SUBJECT	Planning Proposal for 361-365 North Rocks Road, North Rocks
REFERENCE	F2024/00282 - D09519814
APPLICANT/S	Mecone NSW Pty Ltd
OWNERS	NextSense (Former Royal Institute for Deaf and Blind Children)
REPORT OF	Team Leader Land Use Planning

CSP THEME: Innovative

COUNCILLOR BRIEFING DATE: 3 December 2024

DEVELOPMENT APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL Nil

PURPOSE To update Council on the issued Gateway Determination by the Department of Planning, Housing and Infrastructure (DPHI).

RECOMMENDATION

- (a) That Council notes that the property owner has submitted a letter of offer to Council seeking to engage in negotiating and drafting a Planning Agreement (Attachment 3), seeking to provide local infrastructure to support a future development of land at 361-365 North Rocks Road, North Rocks. The Planning Agreement seeks to provide:
- i. A full sized oval construction and embellishment with associated pavilion and amenities
 - ii. Two (2) multipurpose courts capable of being used for pickleball
 - iii. Provision of play equipment adjacent to the community square and oval
 - iv. Provision of a pocket park on the south east corner of the site including play equipment and refurbishment of the existing cottage in that location
 - v. Passive open space or dog park in the north east corner of the site
 - vi. Potential dedication or access easement of bushland reserve at the northern part of the site
 - vii. Dedication of affordable housing
 - viii. Upgrade of shared path connections to the M2 Barclay commuter car park
 - ix. Monetary contribution for pathway upgrades within the bushland reserve and upgrades of open space
 - x. Construction and fit out of a multi-purpose facility of 1,000sqm – 1,500sqm

xi. Community parking to support open space and the multipurpose centre uses.

- (b) That the CEO be authorised to secure the delivery of supporting infrastructure by:
- i. Negotiating the Planning Agreement based on the terms outlined in part (a) above;
 - ii. Ensuring the Planning Agreement does not exclude the application of 7.11 contributions and no credits or offsets are provided against contributions for any items delivered as part of the Planning Agreement.
 - iii. Publicly exhibiting the draft Planning Agreement for a minimum period of 28 days;
 - iv. Reporting to Council the outcomes of the public exhibition; and
 - v. Correcting any anomalies of a minor or non-policy nature that may arise during the preparation of the draft Planning Agreement.
- (c) That a submission be prepared in relation to the Planning Proposal when it is placed on public exhibition in accordance with the matters detailed in this report.
- (d) That a draft amendment to the DCP be prepared and exhibited for a minimum period of 28 days and the results of the exhibition be reported for Council's consideration.
- (e) That Council request that the DPHI not bring into force any changes to the LEP until the DCP amendment is finalised and the Planning Agreement is signed by Council and the landowner and is registered on title.

SITE LOCATION

1. The subject site is located at 361-365 North Rocks Road, North Rocks and is an irregular-shaped lot with an approximate area of 12.67ha (refer to Figure 1). It is located opposite to the North Rocks Shopping Centre. The site is currently occupied by low-scale, predominantly two storey buildings, which were previously being utilised by NextSense (formerly known as The Royal Institute for Deaf and Blind Children). NextSense provides a range of educational services for students with vision and/or hearing impairment and has relocated to a new facility at Macquarie Park.

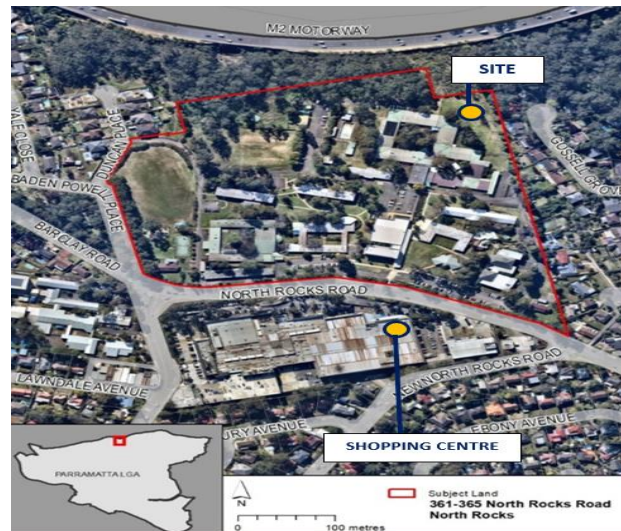


Figure 1: Aerial view of the subject site at 361-365 North Rocks Road, North Rocks

BACKGROUND

2. In June 2021, Council received a Planning Proposal seeking to amend the planning controls for land at 361-365 North Rocks Road, North Rocks to facilitate approximately 1,080 dwellings by:
 - a. Rezoning the site from R2 Low Density Residential to part R3 Medium Density Residential and R4 High Density Residential;
 - b. Increasing the maximum height of buildings from 9m (2 storeys) to 25m (7 storeys); and
 - c. Introducing a maximum floor space ratio of 1.35:1.
3. An initial assessment by Council officers raised numerous concerns relating to non-compliances with Council's Local Strategic Planning Statement 2036 (LSPS), urban design merit, traffic, impacts upon natural areas, bushfire hazard, open space and tree canopy, flooding, water management and overall strategic merit. The Planning Proposal was reported to the Parramatta Local Planning Panel on 18 October 2022 and Council on 28 November 2022. On 28 November 2024, Council unanimously resolved not to proceed with the Planning Proposal and the applicant subsequently lodged a request for a Rezoning Review with DPHI to be considered by the Strategic Planning Panel arm of the Sydney Central City Planning Panel (Panel). Two separate Panels were convened to consider the Planning Proposal and are discussed below.
4. As a result of the rezoning review, the Panel has become the Planning Proposal Authority (PPA) for the Planning Proposal rather than Council. Council's role is limited to making a submission during the exhibition of the Planning Proposal.

Sydney Central City Planning Panel - 1 May 2023 - Not supported

5. At its meeting on 1 May 2023, the Panel was briefed by both Council officers and the applicant. The Panel determined that the Rezoning Review should not proceed to Gateway Determination. The majority of Panel members concluded that the Planning Proposal was not acceptable and did not satisfy the Strategic merit test, relying on the importance of Council's adopted LSPS to reach this conclusion.

Sydney Central City Planning Panel - 31 October 2023 - Supported

6. On 18 August 2023, Council was advised by DPHI that it was reconvening the Panel to reconsider the Rezoning Review having regard to the capacity of the Planning Proposal to deliver housing. This followed correspondence by the Minister for Planning and Public Spaces to all council mayors and the Planning Panel chairs within Sydney stating that the delivery of housing is a strategic priority for NSW.
7. The reconvening of the Panel was unusual, and officers were of a view that it was outside of the terms of the planning legislation to allow a Panel to be reconvened once it had made a determination. Officers sought legal advice and, in a letter, dated 19 September 2023, wrote to the Department advising that Council would not be engaging in the Rezoning Review process further or attending any Panel meetings until evidence was provided that DPHI could legally reconvene the Panel. DPHI wrote to Council on 23 October 2023 citing legal advice submitted by the applicant and advised that the Panel would reconvene despite officer's concerns.
8. The Panel met on 31 October 2023 and decided to support a revised Planning Proposal with recommendations for a proposal that differed from the original Planning Proposal submitted to Council. At that meeting, the Panel agreed to meet again following the receipt of a further revised Planning Proposal to be submitted by the applicant to determine whether it had met their recommendations. The Panel met on 13 March 2024 and were asked by the applicant to consider two options in relation to meeting the recommendations.
9. The Panel acknowledged that Council had not endorsed the Planning Proposal, however requested Council officers present to the Panel in relation to the two options presented by the applicant. Council staff attended the meeting on 13 March 2024 as requested by the Panel and advised that an option that provided reduced height of buildings fronting North Rocks Road to 3 storeys, reduced heights across the site to transition to the low-density residential character of the locality and responded to natural topography was preferred should the Panel decide to proceed with a Planning Proposal for the site. That option was endorsed by the Panel for submission for Gateway.
10. Council was advised on 31 July 2024 that another revised Planning Proposal (refer Attachment 2) was submitted to DPHI by the proponent following the Panel's decision. The Panel was not requested to review the revised Planning Proposal to ensure it was consistent with its recommendations but were briefed by the DPHI on the changes.

PLANNING PROPOSAL - GATEWAY DETERMINATION

11. A Gateway Determination was issued by DPHI on 21 October 2024 for the revised Planning Proposal (refer to Attachments 1 and 2). The Planning Proposal subject to Gateway will facilitate a reduction of dwellings from the original Planning Proposal of approximately 1,080 to 925 dwellings by introducing a reduced proposed maximum floor space ratio of 1:1 (from 1.35:1). However, the Planning Proposal will give the applicant more height than the Panel recommended. This is a fundamental concern for Council officers as the impact of the built form is one of the most contentious issues with this Planning Proposal.

12. Specifically, the Panel determined that the scale of development fronting North Rocks Road should be no greater than three storeys, yet the provisions in the Gateway determination allow for a four-storey development. The Panel also determined that the heights of buildings throughout the central part of the site be stepped down to relate to the sloping topography, with a maximum height of five storeys with the potential for one additional storey set back (equating to six storeys in total). However, the height controls in the Planning Proposal the subject of Gateway (and therefore will be exhibited) allows for heights of seven storeys.
13. On notification and review of the Gateway Determination, officers raised concerns with DPHI that there are errors in the proposed planning provisions that will apply to the site and questioned whether or not DPHI had fulfilled their obligations by ensuring that when the Planning Proposal is exhibited it will be consistent with the Panel's Record of Decision. In correspondence dated 30 October 2024, Council officers also requested that a revised Gateway determination be issued to rectify these issues.
14. On 31 October 2024, DPHI responded stating, in summary, that with regards to building height and FSR, they believe the recommendations of the Panel are accurately reflected in the Planning Proposal, no further amendment will be made to the Gateway Determination, and that Council will be able to make a submission so these matters can be fully addressed prior to finalisation.
15. As described earlier, Council is not the Planning Proposal Authority (PPA) for the Planning Proposal. As the Strategic Planning Panel arm of the Sydney Central City Planning Panel is the PPA, it will consider all submissions made during exhibition period, prepare a finalisation report and make a recommendation to the DPHI to complete the LEP amendment and issue it for notification.
16. Council officers recommend that a submission outlining the abovementioned concerns is made during the exhibition period. The exhibition period at this stage is likely to be next year as there are Gateway conditions that need to be addressed by the applicant before the Planning Proposal can be placed on exhibition.
17. Given that the Planning Proposal exhibition will not be undertaken by Council, it is important that the supporting Development Control Plan (DCP) and Planning Agreement that are still within the remit of Council are exhibited either concurrently or as close as possible to when the Planning Proposal is exhibited. This will give the community the clearest possible picture regarding the potential development outcomes for the site.
18. It is noted that Council's position was not to support development on the site, but as the Planning Proposal is now proceeding to public exhibition, ensuring that the draft DCP and Planning Agreement are commensurate with what is being proposed will facilitate the best possible outcome for the site within the parameters that have been set by DPHI.

DEVELOPMENT CONTROL PLAN

19. To ensure the best outcome for the site is achieved, it is recommended that the DCP amendment have objectives and controls including but not limited to the following matters:
- Access and site setbacks;
 - Orientation of buildings;
 - Built form (including separation and setbacks between built form);
 - Public open space;
 - Private and communal open space; and
 - Car parking.
20. It is noted that the Planning Proposal, the subject of the Gateway Determination, introduces a clause requiring the preparation of a site specific DCP. It is important to note that under clause 4.23 of the *Environmental Planning and Assessment Act 1979*, where a LEP requires the preparation of a DCP before any development can be carried out on any land, that obligation may be satisfied by the making and approval of a concept development application (Concept DA) in respect of the land. The proponent has indicated that there is an intent to submit a concept DA once the amendments to the LEP are notified. To ensure that a DCP gives guidance at the DA stage, it is recommended that Council request that the DPHI not bring into force any changes to the LEP until an amendment to the DCP is adopted by Council.

PLANNING AGREEMENT

21. The Planning Proposal is accompanied by a letter of offer from the applicant to Council seeking to enter into and engage in negotiating and drafting a Planning Agreement under Section 7.4 of the *Environmental Planning and Assessment Act 1979* (refer to **Attachment 3**). A Planning Agreement is necessary to ensure that the supporting infrastructure is secured in the event that DPHI supports the proposal.
22. The applicant proposes to provide for the assets and facilities outlined in **Table 1** to be considered:

Table 1: Planning Agreement Proposal - Assets and Facilities

Open Space	<ul style="list-style-type: none"> Full sized oval construction and embellishment (as generally shown in the proponent's master plan included at Attachment 4) capable of accommodating multiple sports such as cricket and soccer and delivery of associated sporting infrastructure in line with Council's Sportsground Strategy. Construction and fit out of oval pavilion including amenities and storage facilities circa 300m². Minimum of 2 multipurpose courts with the ability for use for pickleball located in the area identified in the masterplan. Provision of play equipment in the area located adjacent to the community square and oval. Refurbishment of the existing building (cottage in the southern eastern site corner) to a standard fit for a community purpose subject to detailed consultation with
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	<p>Council staff and creation of pocket park with play equipment.</p> <ul style="list-style-type: none"> • Passive parkland or dog park in the north-eastern site corner. • Potential dedication of (northern) bushland reserve to Council should the land not be impacted by Asset Protection Zone obligations. Alternatively, an easement for public access is provided.
Affordable Housing	<ul style="list-style-type: none"> • Approximately 16 units dedicated in perpetuity to Council in accordance with the proponents Planning Proposal.
Traffic & Transport	<ul style="list-style-type: none"> • Upgrade of shared path connections to M2 Barclay Commuter Carpark.
Monetary Contribution	<ul style="list-style-type: none"> • Upgrade pathways within the adjoining bushland reserves. • Upgrades of open space outside of the site (location to be determined).
Multi-Purpose Facility	<ul style="list-style-type: none"> • Construction and full fit of a multipurpose facility in the order of 1,000m² - 1,500m².
Parking	<ul style="list-style-type: none"> • Community parking to support open space and the multipurpose centre uses. • Dedication of the majority of the road network as public roads. This would be facilitated at the DA stage. Nil value will be ascribed in the Planning Agreement.

23. The multi-purpose facility proposed by the applicant has the ability to be utilised in various manners. At present the proposal considers the relocation of the current senior citizens building at Don Moore Reserve to the new facility. The removal of this building from its current location aligns with current strategies to declutter the reserve, reduce financial expenditure on an ageing asset and would create additional space for alternative uses at Don Moore Reserve. The proposal contains a large portion of aged care and seniors living. Council officers believe the relocation of the current senior citizens use to the new site would assist in expanding amenity provision for current and incoming residents.
24. Additionally, the applicant has proposed to lease part of the facility to a not-for-profit organisation named 'Little Big'. Attachment 5 of this report provides details on the community services and benefits Little Big provides and are subsidised by the developer through their philanthropic fund. There is the possibility for Little Big to manage on Council's behalf the community use and bookings of the facility. Further discussions are required to determine lease terms and conditions.
25. The Planning Agreement letter of offer (Attachment 3) notes that "*EG's preference is that contributions under sections 7.11 and 7.12 be excluded in whole or in part, and acknowledges that this is to be resolved in future consultation with Council.*" While the applicant indicates a preference to exclude

the application of 7.11 contributions against items proposed to be delivered as part of a Planning Agreement, it is recommended that Council's position is to not exclude contributions as part of any Planning Agreement. This will be addressed with the applicant as part of the negotiations undertaken in the drafting of the Planning Agreement.

26. Local traffic upgrades will be considered and required as part of any future development of the site. Such upgrades will be considered at the Development Application stage dependent upon the extent of development that will ultimately be achievable on the site and will be included as conditions of consent that must be addressed by the developer.
27. In addition, an appropriate dwelling mix of the affordable housing dwellings to be dedicated to Council in accordance with the planning proposal will be determined and form part of the negotiations with the proponent in the drafting of the Planning Agreement.
28. Further discussion will be required to determine the overall value of the Planning Agreement, noting the applicant has identified an approximate value of \$60 million. More detailed costings of the value of the Planning Agreement deliverables shall be peer reviewed by externally appointed quantity surveyors to ensure fairness and accuracy in determining value.
29. It is noted that while Council has not resolved to support the Planning Proposal for the site, it is important for Council to secure an infrastructure offer commensurate with what is being proposed in the Planning Proposal to ensure the needs of the community are being met should the proposal proceed.

CONSULTATION

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
3 Dec 2024 - briefing	All invited	Not known at time of this report	Not known at time of this report	Group Manager - Major Projects and Precincts

FINANCIAL IMPLICATIONS FOR COUNCIL

31. The Planning Agreement is expected to deliver a range of financial benefits to Council. Should Council not authorise the CEO to negotiate and process a draft Planning Agreement in a timely manner, the risk is that the DPHI approves the proposal without securing the deliverables of the supporting infrastructure, thus financially burdening Council to deliver the infrastructure. Notwithstanding, this report seeks to negotiate a Planning Agreement for the purposes of public exhibition. Maintenance and depreciation costs will be detailed in the post-exhibition report to Council.

32. The exhibition of the draft Planning Agreement and DCP will be funded from the City Planning and Design directorate budget.

CONCLUSION

33. It is recommended that Council:
- a. Prepare a submission on the Planning Proposal in accordance with the matters detailed in this report.
 - b. Authorise the CEO to negotiate with the applicant, process and exhibit a Planning Agreement to secure the delivery of supporting infrastructure.
 - c. Prepare and exhibit an amendment to the DCP to provide detailed planning and design guidelines as described in this report.

Naomi L'Oste-Brown
Team Leader Land Use Planning






Michael Rogers
Acting Group Manager Major Projects and Precincts

Jennifer Concato
Executive Director City Planning and Design

Amit Sharma
A/Executive Director Finance & Information

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

1		Gateway Determination	3 Pages
2		Planning Proposal	143 Pages
3		Letter of Offer - Planning Agreement	6 Pages
4		Proponent's Site Master Plan	1 Page
5		Little Big Information	29 Pages

REFERENCE MATERIAL



Department of Planning, Housing and Infrastructure

Our ref: IRF24/2051

Ms Gail Connolly
Chief Executive Officer
City of Parramatta Council
PO Box 32
PARRAMATTA NSW 2124
21 October 2024

Subject: Planning proposal PP-2021-3409 to amend Parramatta Local Environmental Plan 2023

Dear Ms Connolly

I am writing to inform you of the outcome of the planning proposal for land at 361-365 North Rocks Road, North Rocks to facilitate a mixed-use residential development with open space and affordable housing.

As delegate of the Minister for Planning and Public Spaces, I have determined that the planning proposal should proceed subject to the conditions in the enclosed gateway determination.

Due to the planning proposal being the subject of a rezoning review, the Minister for Planning and Public Spaces, or their delegate, is the local plan-making authority. The proposed local environmental plan is to be finalised on or before 9 October 2025.

I encourage Council and the proponent to continue working towards a suitable arrangement for the acquisition of land identified in the proposal for a public purpose, including the RE1 Public Recreation zoning for the proposed oval. This zoning and associated acquisition must have the approval of the nominated acquisition authority prior to the making of the LEP in accordance with the *Environmental Planning and Assessment Act 1979*.

Should you have any enquiries about this matter, I have arranged for Holly Villella to assist you, she can be contacted on (02) 9860 1477.

Yours sincerely

A handwritten signature in blue ink, appearing to read "D Thompson".

Daniel Thompson
Acting Executive Director
Local Planning & Council Support

Encl: Gateway determination



Department of Planning, Housing and Infrastructure

Gateway Determination

Planning proposal (Department Ref: PP-2021-3409): to facilitate a mixed-use residential development with open space and affordable housing at 361-365 North Rocks Road, North Rocks.

I, the Acting Executive Director, Local Planning & Council Support at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Parramatta Local Environmental Plan 2023 to facilitate a mixed-use residential development with open space and affordable housing at 361-365 North Rocks Road, North Rocks should proceed subject to the following

The LEP should be completed on or before 9 October 2025.

Gateway Conditions

1. The planning proposal is to be updated to:
 - Change the C2 Environmental Conservation zoned land to either RE1 Public Recreation zone (subject to consultation with City of Parramatta Council) or RE2 Private Recreation zone, with a mechanism for public access.
 - Consult with the NSW Rural Fire Service (RFS) in accordance with Ministerial Direction 4.3 Planning for Bushfire Protection. The proposal will need to be appropriately updated to address any comments from NSW RFS.
 - Remove the suggested wording of the proposed additional local clauses and replace with further explanation of the intent of each individual clause.
2. During the exhibition phase:
 - Consult with Department of Climate Change, Energy, the Environment and Water (DCCEEW) to confirm whether the existing area of the site identified on the Natural Resources mapping in the Parramatta LEP 2023 is appropriate following consideration of the biodiversity values of that portion of the site.
3. Prior to finalisation:
 - Following consideration of the consultation outcomes with DCCEEW and the RFS, further consultation with Council is to be undertaken regarding mechanisms for dedication of the land adjoining the northern boundary (previously proposed C2 zoned land) and securing public access in perpetuity.
 - The planning proposal and mapping should be updated as required.
4. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:
 - (a) the planning proposal is categorised as complex as described in the *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023) and must be made publicly available for a minimum of 30 working days; and

- (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023).
5. Consultation is required with the following public authorities and government agencies under section 3.34(2)(d) of the Act and/or to comply with the requirements of applicable directions of the Minister under section 9 of the Act:
- NSW Rural Fire Service (RFS)
 - Biodiversity, Conservation and Science Division of the Department of Climate Change, Energy, the Environment and Water (DCCEEW)
 - Transport for NSW (TfNSW)
 - Department of Education (Schools Infrastructure NSW)
 - Sydney Water
 - City of Parramatta Council
- Each public authority and government agency is to be provided with a copy of the planning proposal and any relevant supporting material via the NSW Planning Portal and given at least 30 working days to comment on the proposal.
6. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

Dated 21 October 2024



Daniel Thompson
Acting Executive Director,
Local Planning and Council Support

**Department of Planning, Housing and
Infrastructure**

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

PP-2021-3409 (IRF24/2051)



Planning Proposal

North Rocks Village

No's 361-365 North Rocks Road, North Rocks



PREPARED FOR EG FUNDS MANAGEMENT PTY LTD

June 2024

MECONE.COM.AU

Mecone acknowledges the Traditional Custodians of the land on where this project is undertaken and across the Mecone offices that this report is prepared, paying respect to the Elders past and present. We recognise the ongoing connection of Aboriginal and Torres Strait Islander peoples to land, waters, and culture.



Project Director

Ben Hendriks

Georgia Sedgmen

Contributors

Erin Crane

REVISION	REVISION DATE	STATUS	AUTHORISED: NAME & SIGNATURE
A	9 May 2024	DRAFT 1 client review	EC
B	14 May 2024	DRAFT 2 client review	EC
C	16 May 2024	Final	GS 
D	28 June 2024	Final – Response to RFI dated 12/6/24	BH 

* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

Contact

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Appendix List

APPENDIX	ITEM	AUTHOR
1	Proposed LEP Mapping	Mecone
2	Urban Design and Landscape Architecture	Hassall Studio
3.1	Integrated Traffic and Transport Assessment	GTA Consultants (Stantec)
3.2	Traffic and Transport Updated Addendum Advice Letter	
4.1	Community Needs and Social Impact Assessment	Urbis
4.2	Community Needs and Social Impact Addendum Advice Letter	
5.1	Social Infrastructure Options Analysis	Elton Consulting
5.2	Social Infrastructure Addendum Advice Letter	Will Roden Consulting
6	Community Consultation	Strategic Housing Solutions
7.1	Economic Impact Assessment	Urbis
7.2	Economic Impact Assessment Addendum Advice Letter	
8	Diverse and Affordable Housing Assessment	Atlas Urban Economics
9.1	Sustainability Strategy	Flux
9.2	Sustainability Addendum Advice Letter	
10.1	Geotechnical Report	JK Geotechnics
10.2	Geotechnical Addendum Advice Letter	



11.1	Bushfire Assessment	Travers Bushfire and Ecology
11.2	Bushfire Addendum Advice Letter	
12.1	Ecological Assessment Report	Travers Bushfire and Ecology
12.2	Ecological Addendum Advice	
13	Due Diligence Aboriginal Archaeology Assessment	AMAC Group
14	Electrical Services Report	Northrop
	Hydraulic Services Report	
15.1	Flood Assessment Report	Royal Haskoning DHV
15.2	Flood Addendum Advice Letter	
16.1	Acoustic Impact Assessment	Marshall Day
16.2	Acoustic Addendum Advice Letter	
17	Contamination Statement	Trace Environmental
18	Visual Impact Assessment	Urbis



Executive Summary

This planning proposal has been prepared by Mecone Planning (Mecone) on behalf of EG Funds Management Pty Ltd (the proponent/EG) to establish a new planning control framework and therefore facilitate the renewal of, the former Next Sense campus (previously known as the Royal Institute for Deaf and Blind Children – RIDBC) at No's 361-365 North Rocks Road, North Rocks (herein referred to as 'the site').

Next Sense is Australia's largest non-government provider of education, therapy and cochlear implant services for children with vision and hearing impairment. Next Sense has relocated its operations to a new purpose-built Centre of Excellence at Macquarie University. This change in circumstance has rendered the site surplus to the needs of Next Sense, while the sale of the site has supported the future of the organisation.

The primary aim of the planning proposal is to facilitate an exemplar residential development at a respectful scale and deliver significant public infrastructure on an expansive centrally located site within the nucleus of the North Rocks Local Centre.

In a district and metropolitan context, the site and the renewal opportunity it offers is of strategic significance. The proposal is not only considered to be consistent with key Government policy but will specifically deliver a number of key housing, urban renewal and sustainability related priorities and actions contained within:

- *Greater Sydney Region Plan – A Metropolis of Three Cities,*
- *Central City District Plan, and*
- *City of Parramatta's Local Strategic Planning Statement – City Plan 2036.*

It is of an infill scale entirely consistent with urban consolidation, and the Central City District Plan (District Plan) key themes of a productive, liveable and sustainable city.

Equally it is a rare opportunity to deliver genuine housing diversity in a Local Centre context, as anticipated by Parramatta City Council's Local Strategic Planning Statement (City Plan 2036/LSPS).

The proposal is considered compatible with the local character and will deliver critical local infrastructure including an oval, extensive parkland, a civic square in addition to a potential library and community centre or 'hub'. Importantly, the proposal will deliver more compact, diverse and affordable housing typologies including seniors housing in an accessible location, thereby catering for different stages of life including for young couples, families, downsizers and retirees.

Site Specific and Strategic Merit

The rezoning or planning proposal, at a reduced density, has been the subject of wide-ranging consultation with both Government and key community stakeholders. It received support from the Sydney Central City Planning Panel Strategic Planning Panel following its meeting held 20th September 2023. The Panel determined the proposal should be submitted for a Gateway determination because the proposal had demonstrated strategic and site-specific merit. The Panel's record of decision dated 3rd November included detailed reasons as to why the proposal was deemed to have strategic and site-specific merit, as follows:

"The Panel agreed that the planning proposal had Strategic Merit that:

- *The planning proposal is consistent with applicable strategic planning documents, particularly as they relate to the general objectives for housing. These include the Greater Sydney Region Plan, 2018; Sydney Central District Plan, 2018; and the development is consistent with the outcomes sought under schedule 7 of the Parramatta Local Strategic Planning Statement, 2020 (LSPS).*
- *Delivering housing supply is a priority for Sydney at all levels of Government.*



- The planning proposal is consistent with strategic objectives, regionally and locally, to locate new housing in areas close to local services and public transport.
- Additionally, the Federal and State Government Housing Accord seeks an additional 1 million well located homes over the next five years. This proposal responds to changing circumstances by delivering additional well-located housing and housing diversity...

The Panel agreed that the proposal had Site Specific Merit, in that:

- The site has no significant natural environmental constraints to preclude development.
- The site has the potential to provide housing diversity including affordable housing, seniors housing as well as community facilities and landscape amenity.
- The site is a large, consolidated area that is well located close to a local centre providing direct access to goods and services.
- Infrastructure is available to support the development.
- The site is within 20-30 minutes of Parramatta CBD by public transport and other employment centres can be accessed via public transport along the M2 motorway.
- The site is of sufficient area and self-containment to accommodate development that could have an increased scale, density and compatibility with the locality."

The Proposal

The conceptual reference design or masterplan submitted in support of the rezoning is referred to as North Rocks Village. It has sought to deliver genuine housing diversity within a Local Centre context consistent with local and State planning policy. The proposal is not only informed by extensive studies but has been supported through extensive consultation with both local and State government agencies as well as key community stakeholders.

A summary of the key elements that form the master plan are provided below:

TABLE 1 – PLANNING PROPOSAL SUMMARY

COMPONENT	DESCRIPTION
Land Use Summary	
Apartments	560
Townhouse style product and detached dwellings	235 (includes 185 underbuilding townhouses, 40 townhouses and 10 detached dwellings)
Seniors living	130 Independent Living Units and aged care centre
Community facilities	Approx. 4,400m ² – Library, multi-purpose community facility and other resident communal buildings
Commercial	Approx. 2,800m ² – Café, restaurant, medical and ancillary office/admin
Access to major road	North Rocks Road (4 lane arterial).
Sustainability initiatives	Sustainable building design and operations, energy management and load distribution, EV charging, optimise water collection, water management and usage regimes, in addition to water sensitive urban design and increased urban tree canopy (from 23 to 40%).



A planning summary of the proposed provisions are provided below:

TABLE 2 – SUMMARY OF PROVISIONS

PROVISION	PROVISION SOUGHT
Zoning	
2.1 Land Use Zone	R3 Medium Density, R4 High Density, RE1 Public Recreation and C2 Environmental Conservation.
Minimum Subdivision Lot Size	
4.1 Minimum Subdivision Lot Size	It is proposed to remove the minimum subdivision lot size control.
Height	
4.3 Height of Buildings	9m, 12m, 14m, 23m.
Floor Space Ratio	
4.4 Floor Space Ratio	1.1:1 Note: the proposed 1.1:1 FSR control will equate to a maximum permissible GFA of 139,436m ² (1.1 x 126,760m ² site area).
Division 6 Additional Local Provision – Development on certain land at North Rocks	
Additional Local Provision – Development on certain land at North Rocks	<i>This clause applies to land identified as Key Site X on the Key Sites Map, hereafter referred to as North Rocks Village.</i> Subsequent additional local provisions are outlined below.
Additional Local Provision – Calculation of Floor Space Ratio	To provide clarity around how GFA is calculated, it is proposed that a new Additional Local Provision be inserted into <i>Parramatta Local Environmental Plan 2023</i> . Suggested wording is provided below. Floor Space Ratio – North Rocks <i>The site area of proposed development on land within the North Rocks Village is, for the purpose of applying a floor space ratio under clause 4.5, taken to include land that—</i> <ul style="list-style-type: none"> (a) <i>is dedicated to the Council or a public authority for a public purpose (including roads, drainage or open space), and</i> (b) <i>would have been part of the site area if it had not been so dedicated.</i> <p>In effect, this clause enables a concept DA to utilise the entire site area (including future public open space) when allocating GFA to development lots, providing certainty to both Council and proponents around future built form outcomes.</p> <p>We note that this is common practice in precinct development scenarios and a similar clause is observed within the <i>Hills Local Environmental Plan 2019</i>.</p>
Additional Local Provision – Development requiring the preparation of a development control plan	A local provision is proposed which requires the preparation of a site-specific development control plan. Suggested wording is provided below: Development requiring the preparation of a development control plan (1) <i>The objective of this clause is to ensure that development within the North Rocks Village Precinct occurs in accordance with a site-specific development control plan.</i>



PROVISION	PROVISION SOUGHT
	<p>(2) Development consent must not be granted for development on land within the North Rocks Village Precinct unless—</p> <p>(a) a development control plan that provides for the matters specified in subclause (3) has been prepared for or applies to the land, or</p> <p>(b) the development is of a minor nature and is consistent with the objectives of the zone in which the land is situated.</p> <p>(3) The development control plan must provide for all of the following—</p> <p>a) spatial arrangement of open space, roads and building typologies,</p> <p>b) site access and permeability,</p> <p>c) building envelopes, setbacks, articulation and other built form controls,</p> <p>d) pedestrian and cycle connections (active transport),</p> <p>e) environmental sustainability measures,</p> <p>f) tree retention, tree canopy and planting requirements,</p> <p>g) impact on, and proposed improvements to, the public domain including areas with a civic focus such as a village square, community centre or library,</p> <p>h) public domain connections on site and to surrounding land,</p> <p>i) vehicular access to, and design of, basement car parking, and</p> <p>j) extensive landscaping of the public and private domain, including within setbacks to adjacent property and along the North Rocks Road frontage.</p>
Additional Local Provision – Design Excellence	A design excellence clause is proposed to ensure that future development exhibits design excellence that contributes to the natural, cultural, visual and built character values of North Rocks. Proposed wording is provided below.

Design Excellence – North Rocks

- (1) The objective of this clause is to ensure that development exhibits design excellence that contributes to the natural, cultural, visual and built character values of North Rocks.
- (2) This clause applies to development involving shop top housing, residential flat buildings, multi-dwelling housing, seniors housing, community facilities and libraries on land identified as Key Site X on the Key Sites Map (North Rocks Village).
- (3) Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.
- (4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters—
- (i) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
 - (ii) whether the form and external appearance of the development will improve the quality and amenity of the public domain,
 - (iii) whether a high standard of landscape design including extensive tree plantings will improve the quality of the and amenity of the development and public domain;
 - (iv) whether the development detrimentally impacts on any view corridors,
 - (v) the requirements of the relevant Development Control Plan/s,
 - (vi) how the development addresses the following matters—
 - a) the suitability of the land for development,
 - b) existing and proposed land uses and use mix,
 - c) a reduction in scale of the built form at the eastern and western site interface to be compatible with that surrounding or adjacent the site,
 - d) impacts on the North Rocks Road streetscape,



PROVISION	PROVISION SOUGHT
	<ul style="list-style-type: none"> e) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form, f) the relationship of the development with any proposed community infrastructure including ovals, civic open space and community facilities g) bulk, massing and modulation of buildings in addition to high-quality materiality, h) street frontage heights, i) high standards of landscaping and contribution to tree canopy coverage within the site and along key boundaries j) environmental impacts such as sustainable design, overshadowing, wind and reflectivity, k) the achievement of the principles of ecologically sustainable development, l) pedestrian, cycle, vehicular and service access, circulation and requirements, and/or m) the impact on, and any proposed improvements to, the public domain. <p>(5) In addition, development consent must not be granted to development to which this clause applies unless—</p> <ul style="list-style-type: none"> (a) a design review panel reviews the development, and (b) the consent authority takes into account the findings of the design review panel
Additional Permitted Uses	
Schedule 1 – Additional Permitted Uses	<p>An additional permitted use clause is proposed to facilitate a restaurant, café and medical centre in the R4 High Density Residential zone within and near the village square. Suggested wording is as follows:</p> <p>Use of certain land at 361-365 North Rocks Road, North Rocks</p> <p>(1) This clause applies to land identified as Key Site X on the Key Sites Map at 361-365 North Rocks Road, North Rocks, being Lot 3001 DP 1115866.</p> <p>(2) Development for the purposes of a restaurant or café and medical centre are permitted with development consent, but only if the combined gross floor area of any restaurant or cafe, and medical centre on the land does not exceed 2,800m².</p>

Next Steps

The planning proposal will facilitate a development that will become a catalyst for positive change in North Rocks. It will result in the delivery of much needed community infrastructure to allow North Rocks to evolve into a true Local Centre.

The proponent has continued discussions with the City of Parramatta (Council) in relation to a Voluntary Planning Agreement (VPA) in support of the planning proposal. An Interim Letter of Offer was submitted by the proponent for initial consideration prior to drafting of the formal VPA documentation. The VPA will formalise the proponent's commitment to and delivery of open space and its embellishment, community facilities, transport infrastructure and affordable housing.



1 Introduction

1.1 Overview

This planning proposal has been prepared by Mecone Planning (Mecone) on behalf of EG Funds Management Pty Ltd (the proponent/EG) to establish a new planning control framework for the former Next Sense campus (formerly known as the Royal Institute for Deaf and Blind Children – RIDBC) at No's 361-365 North Rocks Road, North Rocks (herein referred to as 'the site').

The site is legally described as Lot 3001 in Deposited Plan 1115866 and occupies a total area of 12.67ha. The site has historically been used as a school campus and the head office of the Royal Institute for Deaf and Blind Children (RIDBC), now Next Sense and contains a series of roads, buildings and structures of various ages. The site is now surplus to the needs of Next Sense, who have relocated to a modern bespoke facility or Centre of Excellence at Macquarie University.

The planning proposal seeks to create a Housing Diversity Precinct (HDP) consistent with Parramatta City Council's *Local Strategic Planning Statement* (City Plan/LSPS) and serves as a statement of intent for the future quality and character of North Rocks. The proposal has the potential to deliver approximately 795 dwellings across the site in a mix of detached housing, townhouses and low to mid-rise apartments. The proposal will also deliver significant public benefits including new community facilities, a civic square as well as active and passive open space including a full-sized oval.

The proposal also includes seniors living opportunities, including approximately 130 independent living units (ILUs) and an aged care facility (up to approximately 100 beds). A component of affordable housing is also proposed including approximately 16 units to be dedicated in perpetuity.

The proposal will improve housing choice and diversity within the area including the ability to age in place. It seeks to complement the adjacent shopping centre and establish a sustainable urban village that will facilitate place-making and a genuine sense of community.

In order to achieve this intent, the planning proposal seeks to:

- Rezone the site from R2 Low Density Residential to part R4 High Density Residential, part R3 Medium Density Residential, part RE1 Public Recreation and part C2 Environmental Conservation;
- Provide for a maximum floor space ratio of 1.1:1, which equates to a maximum permissible GFA of **139,436m²** (1.1 x 126,760m² site area);
- Provide maximum height of building control ranging from 9m at interfaces along the eastern and western boundaries, 12m for townhouse products, 14m at North Rocks Road to and 23m within the centre of the site;
- Remove the minimum lot size control;
- Introduce additional local provisions for design excellence;
- Introduce an additional permitted use clause under Schedule 1 to facilitate a restaurant or café and medical centre in the R4 High Density Residential zone; and
- Introduce a clause requiring the preparation of a site-specific Development Control Plan and specific planning, urban design, landscaping and sustainability considerations the DCP needs must address.



1.2 Planning Proposal Authority

Clause 3.32 of the *Environmental Planning and Assessment Act 1979* identifies the planning proposal authority to be either the council for the local government area to which the proposed instrument is to apply, or where directed, the Planning Secretary, a Sydney district or regional planning panel or any other person or body prescribed by the regulations.

In this instance, the project has been subject to a rezoning review (See Section 1.5 Project Background). As such, the Sydney Central City District Planning Panel is the planning proposal authority (PPA).

1.3 Proponent and Project Team

This planning proposal has been prepared by Mecone on behalf of the applicant, EG Funds Management Pty Ltd. Supporting studies and details of the project team are provided in the table below.

TABLE 3 – PROJECT TEAM

APPENDIX	ITEM	AUTHOR
1	Proposed LEP Mapping	Mecone
2	Architecture, Urban Design and Landscape Architecture	Hassall Studio
3	Integrated Traffic and Transport Assessment Traffic and Transport Updated Addendum Advice Letter	Stantec (formerly GTA)
4	Community Needs and Social Impact Assessment Community Needs and Social Impact Addendum Advice Letter	Urbis
5	Social Infrastructure Options Analysis Social Infrastructure Addendum Advice Letter	Will Roden Consulting (formerly Elton)
6	Community Consultation	Strategic Housing Solutions
7	Economic Impact Assessment Economic Impact Assessment Addendum Advice Letter	Urbis
8	Diverse and Affordable Housing Assessment	Atlas Urban Economics
9	Sustainability Strategy Sustainability Addendum Advice Letter	Flux Sustainability Consultants
10	Geotechnical Geotechnical Addendum Advice Letter	JK Geotechnics
11	Bushfire Assessment Bushfire Addendum Advice Letter	Travers Bushfire & Ecology
12	Ecological Assessment Report Ecological Addendum Advice	Travers Bushfire & Ecology
13	Due Diligence Aboriginal Archaeology Assessment	AMAC Group
14	Electrical Services Report Hydraulic Services Report Infrastructure Services Addendum Advice Letter	Northrop Consulting Engineering



15	Flood Assessment Report Flood Addendum Advice Letter	Royal Haskoning DHV
16	Acoustic Impact Assessment Acoustic Addendum Advice Letter	Marshall Day Acoustic Consultants
17	Contamination Statement	Trace Environmental
18	Visual Impact Assessment	Urbis

1.4 Purpose and Structure

The planning proposal has been prepared in accordance with:

- Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and
- *Local Environmental Plan Making Guideline* (DPE, 2023).

Specifically, the planning proposal includes the following information:

Sections 1–3 – Project Background and Description

Sections 1 to 3 of this report seek to introduce the planning proposal, provide a detailed description of the site and surrounding context, and provide an outline of the proposed village masterplan and reference scheme.

Planning Proposal Report

In accordance with the Local Environment Plan Making Guideline, the Planning Proposal has been structured as follows:

- **Part 1 – Objectives and Intended Outcomes**
A statement of the objectives and intended outcomes of the proposed changes.
- **Part 2 – Explanation of Proposed Provisions**
Explanation of proposed provisions to be included within the Parramatta Local Environmental Plan 2023.
- **Part 3 – Justification of Strategic and Site-Specific Merit**
Justification of strategic and potential site-specific merit, outcomes, and the process for implementation.
- **Part 4 – Maps**
Proposed LEP mapping;
- **Part 5 – Community Consultation**
Details of consultation undertaken with Government agencies, council or other authorities, and community consultation that is to be undertaken on the planning proposal post-Gateway and during exhibition.
- **Part 6 – Project Timeline**
Project timeline to detail the anticipated timeframe for the LEP-making process.



1.5 Project Background

Lodgement and Assessment

The original planning proposal was submitted to the City of Parramatta Council in May and formally receipted on 2nd June 2021.

Its lodgement followed extensive early engagement with State Government agencies including:

- NSW Department of Planning,
- Roads and Maritime Services,
- Transport for NSW,
- the Greater Sydney Commission, and
- Central City District Commissioner.

Numerous meetings were also held between Council, and the proponent including pre-lodgement meeting/s with advice. The original masterplan as lodged included proposed building heights in the range of 2-7 storeys and an overall Floor Space Ratio (FSR) of 1.35:1.

10 months after lodgement of the planning proposal, Council issued an extensive RFI on 2nd March 2022 in response to which the proponent began refining the masterplan. On 28th July, Council issued an alternative preferred masterplan which suggested an overall FSR of 0.36:1, with 35% or 4.43 hectares required as public open space. These preferred changes to the masterplan represented substantial departures from the intended renewal outcome, were contrary to prior Council advice (with regards residential typologies, density and height), and could not be feasibly delivered.

Peer Review Process

In responding to Council's issues, the refinements to the conceptual Masterplan (undertaken post receipt of Council's RFI on 2nd March 2022) were guided by an Expert Advisory Panel engaged by the proponent, which comprised of a number of eminent design and planning practitioners comprising:

- Nicole Gurran,
- Ken Maher AO, and
- Tim Williams.

The role of the Panel was to critically review the existing Masterplan, provide guidance to the consultant team and establish a foundation for an exemplar demonstration project and urban renewal outcome for a significant strategic site within the nucleus of a designated Local Centre.

In addition, the proponent and the panel drew on the expertise of Gabrielle Morrish RIBA, FRAIA, who has played a significant role in the NSW planning system for over 30-years, in designing planning codes, and in her experience both at executive levels in State and Local Government and within private practice as principal and managing director of GM Urban Design and Architecture. She specialises in urban design both on a city and precinct level and has served as a member of the NSW government's Urban Design Advisory Committee.

The review and refinements to the Masterplan were also led by Gabrielle Morrish in close collaboration with Hassell.



The Panel provided input during various iterations of the refined Masterplan between April and September 2022 and applied their planning, urban design, architectural, housing diversity and place-making expertise in the development of the refined Masterplan.

The design team worked extensively to carefully consider the matters raised by Council in their formal RFI and also refined the Masterplan to address key issues and optimise the overall structure, permeability, open space and built form outcomes. The Expert Advisory Panel has also provided regular oversight and feedback to ensure refinements to the Masterplan aligned with their vision for exemplar urban renewal.

Rezoning Review

A Request for Rezoning Review was submitted by the proponent to the Sydney Central City Planning Panel (SCCPP) on 23 November 2022.

The masterplan at this stage included a reduced FSR and building heights in the range of 2–7 storeys. Shortly after this, Council at its meeting held 28 November 2022 formally resolved to not support the lodged rezoning or planning proposal.

The proponent then presented to the SCCPP at three separate rezoning review briefings, as follows:

- Briefing 1 – 1 May 2023,
- Briefing 2 – 20 September 2023, and
- Briefing 3 – 13 March 2024.

Following the first panel briefing, a decision was made on 11 May 2023, recommending that the Planning Proposal not proceed for a Gateway determination because it has not demonstrated strategic merit. While there was a unanimous agreement among the SCCPP members on the site's potential for greater density, there was a lack of consensus on how to determine the appropriate rezoning pathway for the site's development. It is noted that Parramatta Council's two panel representatives were in support of the proponents rezoning and masterplan, with only minor recommended modifications.

However, in submitting legal advice, the proponent argued the panel decision was reached on the basis of an incorrect application of the strategic merit test set out in the Local Environmental Plan Making Guideline and an incorrect interpretation of related Planning Circular PS-22-003.

On 9 August 2023, a letter was received from the Department of Planning and Environment (DPE). The letter cited a *change in strategic circumstances*, being that the delivery of housing is a strategic priority in NSW. The letter suggested that the panel be reconvened, and following this a further meeting was held on 20 September 2023.

Following the second panel briefing on 20 September, an additional panel meeting was held (excluding the applicant) on 31 October 2023, and a decision was issued on 3 November which found the planning proposal had demonstrated both strategic and site-specific merit and supported the planning proposal progressing to gateway determination, subject to recommendations. The recommendations included several design changes to reduce building heights, the preparation of an Affordable Housing Viability Assessment and required the panel to reconvene following the receipt of updated material. Amendments were undertaken during this period and a third panel briefing was held with on 13 March 2024.

Following the third panel meeting, a Record of Decision to Submit Planning Proposal to Gateway Determination was issued on 21 March 2024. The panel decision supported the progression of proposed design option one, which included a proposed 1.1:1 FSR and building heights ranging from 2-6 storeys across the site. The panel specifically recommended building heights be limited to a maximum of 3 storeys to North Rocks Road, along with several other recommendations. The Planning Proposal has now been updated to align to the panel recommendations as per the 21 March decision. A covering letter has been provided with



this planning proposal which outlines the panel recommendations and how this planning proposal has been updated to respond.

The table below provides a summary of the changes to the planning proposal since lodgement in June 2021.

TABLE 4 – PLANNING PROPOSAL UPDATES SUMMARY

	LODGED PLANNING PROPOSAL (JUNE 2021)	REVISED PLANNING PROPOSAL (May 2024)
Proposed Zone	R3, R4 and RE1	R3, R4, RE1 and C2
Height (Storeys)	2-7 storeys	2-6 storeys Limited to 3 storeys along the North Rocks Road frontage.
Height (LEP Control)	9m – 25m	9m – 23m
Open Space	30% (approx.)	34%
FSR	1.35:1	1.1:1
Dwelling Yield	1080 dwellings + aged care facility, comprising: 690 low rise apartments 245 dwellings/townhouses 145 independent living units	925 dwellings + aged care facility, comprising: 560 low rise apartments 185 underbuilding townhouses 40 townhouses 10 detached dwellings 130 independent living units
Other Uses	Commercial: 700m ² Community: 4,000m ²	Commercial: 2,800m ² Community: 4,400m ²
Dwelling Density	85 dwellings/HA	73 dwellings/HA
Jobs	Approx 180	Construction phase: 279 Operational phase: 211

The table below provides a timeline of key consultation points with Council and the Sydney Central Planning Panel to date.

TABLE 5 – ENAGEMENT TIMELINE

MILESTONE	DATE
Pre-lodgement meeting with Council	8 March 2019
Planning Proposal Submitted	2 June 2021
Council RFI Requesting Significant Changes	2 March 2022



MILESTONE	DATE
Parramatta Local Planning Panel recommends return to Council	18 October 2022
Rezoning Review Submitted to Sydney Central City Planning Panel (SCCPP)	23 November 2022
Parramatta Council Resolved to not support the rezoning at an FSR of 1.1:1 as submitted	28 November 2022
Rezoning Review SCCPP Briefing 1	1 May 2023
SCCPP Decision 1 issued. PP <u>was not recommended</u> for gateway determination; with Council's panel representatives in dissent.	11 May 2023
Proponent response to panel decision, pointing to errors, including in law, by SCCPP	15 May 2023
Rezoning Review SCCPP Briefing 2	31 October 2023
SCCPP Decision 2 issued. PP <u>recommended</u> for gateway determination, with recommendations.	3 November 2023
Applicant Proposal Responding to Panel Decision	12 December 2023
Rezoning Review SCCPP Briefing 3.	13 March 2024
SCCPP Decision 3 issued. PP <u>recommended</u> for gateway determination, with recommendations.	21 March 2024
Planning Proposal updated in accordance with Panel recommendations and re-submitted to DPHI.	16 May 2024



2 Site Information

2.1 Site Details

The site is located at No's 361–365 North Rocks Road, North Rocks, in the Parramatta Local Government Area (LGA).

An aerial image depicting the site and its immediate context is provided in the below.



FIGURE 1 – SITE LOCATION

Source: Nearmap modified by Mecone

The table below provides a description of the site and its immediate surrounding context.

TABLE 6 – SITE SUMMARY

ITEM	DESCRIPTION
Legal Description	Lot 3001 DP 1115866
Site Area	Approx. 12.67ha



Frontage	North Rocks Road (southern boundary) – 464m Duncan Place (western boundary) – 80m
Current zoning and FSR	R2 Low Density Residential FSR: 0.5:1
Topography	The site has a fall of approximately 17m from the southern boundary to the northern boundary (M2 Motorway corridor).
Existing Buildings/ Structures	Since the 1960's, the site was utilised by the Royal Institute for Deaf and Blind Children (now known as Next Sense) as a school campus for children with hearing and sight impairment, in addition to research and administration. The site contains a series of roads, buildings, and structures of various ages.
Immediate Surrounding Development	Land to the north comprises Crown Land (bushland reserve) which abuts the M2 Motorway. Land to the south, opposite North Rocks Road, comprises the North Rocks District Shopping Centre precinct. It contains a diversity of retail services including two discount department stores, two large supermarkets, NSW Service Centre, gymnasiums, indoor swim centre, medical services, post office, service station, liquor stores, automotive services and a range of other specialty stores including cafes and restaurants. At grade and basement parking also forms part of the retail complex. The centre has recently been the subject of a multi-million expansion and renovation including a refurbished supermarket, retail outlets and additional parking. Land to the east of the site comprises mostly low density detached dwellings. Land to the west comprises low density detached dwellings and Barclay Road Park, a passive park containing the 1st North Rocks Scout and a Girl Guides hall.
Public Transport	Several bus stops are located directly adjacent the site on North Rocks Road. These stops accommodate the 546, 549, 553, 625 and 630 bus services. These connect the site to Parramatta Central Business District, Westmead, Beecroft, Blacktown, Carlingford, Epping, Pennant Hills and Seven Hills. The site is also located within an approximate 1km level walk of the Barclay Road M2 Express Bus Interchange, providing rapid bus services to other major employment hubs including Norwest, Macquarie Park, North Sydney and also the Sydney CBD. The site benefits from proximity to frequent and reliable direct bus services to major employment centres including Parramatta and Epping. The site's accessibility also indirectly benefits from the delivery of major state transport infrastructure including North Connex, Pennant Hills Road upgrades and Parramatta Light Rail (Stage 1). The parking area and pedestrian amenity improvements have also been significantly expanded and upgraded at the Barclay Road M2 Express Bus stop.
Access	Vehicular and pedestrian access is provided from two existing access points on North Rocks Road, with one accessway provided off Duncan Place. An internal driveway provides access to the internal buildings, carparks and other uses contained within the site.
Heritage	No heritage items are located on the site, nor is the site located within a heritage conservation area.

The following figures depict the site, its interface and the surrounding locality.





FIGURE 2 – VIEW LOOKING EAST ALONG NORTH ROCKS ROAD

Source: Google



FIGURE 3 – VIEW OF MAIN SITE ENTRANCE FROM NORTH ROCKS ROAD

Source: Mecone





FIGURE 4 – VIEW OF SHOPPING CENTRE (OPPOSITE THE SITE) LOOKING WEST ALONG NORTH ROCKS ROAD

Source: Mecone



FIGURE 5 – EXISTING ROAD ON EASTERN BOUNDARY, TYPICAL OF ROADS THROUGHOUT SITE

Source: Mecone





FIGURE 6 – VIEW OF EXISTING EASEMENT LOCATED WITHIN THE NORTH EASTERN PORTION OF THE SITE

Source: Mecone



FIGURE 7 – VIEW OF EXISTING VEGETATION LOCATED TO NORTH (REAR) OF SITE

Source: Mecone





FIGURE 8 – EXAMPLE OF EXISTING STRUCTURES DEVELOPED ACROSS THE SITE
Source: Mecone



FIGURE 9 – VIEW OF THE NORTHERN CARPARK LOOKING SOUTH, ONE OF SEVERAL CAR PARKING AREAS LOCATED ACROSS THE SITE
Source: Mecone





FIGURE 10 – EXISTING SCHOOL OPEN SPACE LOCATED IN THE NORTH-WEST OF THE SITE
Source: Mecone



FIGURE 11 – WESTERN ENTRANCE TO THE SITE FROM DUNCAN PLACE
Source: Mecone





FIGURE 12 – EXISTING WESTERN BOUNDARY, LOOKING NORTH TOWARD NORTH ROCKS ROAD AND DEPICTING RE1 LAND AND SCOUT / GIRLS GUIDE HALL

Source: Mecone



FIGURE 13 – VIEW LOOKING WEST FROM INTERSECTION OF DUNCAN AND BADEN POWELL PLACE TOWARD BARCLAY ROAD

Source: Mecone





FIGURE 14 – VIEW OF FORMER RIDBC FIELD

Source: Mecone



FIGURE 15 –VIEW OF NORTH ROCKS SHOPPING CENTRE, LOOKING ACROSS NORTH ROCKS ROAD FROM SOUTHERN BOUNDARY OF THE SITE

Source: Mecone





FIGURE 16 – VIEW OF THE FORMER MAIN ADMINISTRATION BUILDING 'ROSS FIELD HOUSE', LOCATED TOWARDS THE SOUTHERN BOUNDARY AND PRIMARY ENTRANCE

Source: Mecone

2.2 Surrounding Context

The site is in close proximity to a range of public transport connections, services, open space and amenity.

It is directly adjacent the North Rocks Shopping Centre precinct to the south, the M2 Motorway corridor to the north and four schools are located within 1.5km of the site. In particular, North Rocks Primary School is located directly opposite the site at its south-western corner, whilst Muirfield High School is located 380 metres (approx.) to the west of the site.

Furthermore, the site is located approximately 1 km east of the Barclay Road Rapid Bus Station and 1.4km west of Oakes Road Rapid Bus Station.

The site is located 5km north-east of Parramatta CBD and 7.5km west of Macquarie Park. The figure below identifies the location of the site in proximity to existing public transport nodes, North Rocks District Shopping Centre, schools and public open space.



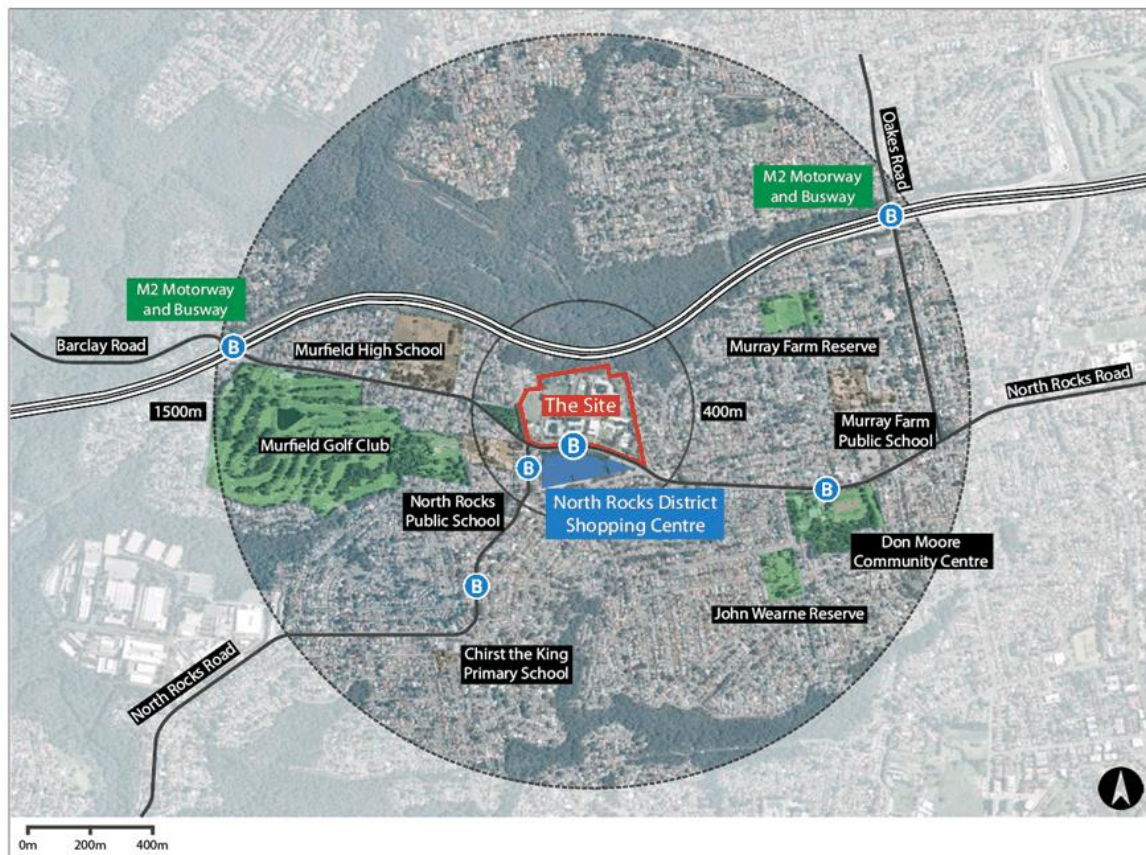


FIGURE 17 – LOCAL CONTEXT MAP

Source: Nearmap modified by Mecone

2.3 Planning Context

2.3.1 North Rocks Local Centre

North Rocks is one of the largest Local Centres in the Parramatta LGA by commercial floorspace and is located within a 30-minute commuting distance (by bus) of three key strategic centres being the Parramatta Central Business District, Norwest Business Park and Macquarie Park which have a combined 283,000 jobs.

The North Rocks employment (industrial) precinct is also within a 5-minute commuting distance of the site.

The site is located along and has direct frontage to a sub-arterial road network being North Rocks Road and Barclay Road, with direct connections to major arterial roads being Windsor Road and Pennant Hills Road.

North Rocks is located approximately 5km to the north of the Parramatta CBD and also the Westmead Hospital and Health Precinct.

The site is one of the largest sites in single ownership within the Parramatta Region and is therefore of strategic significance. It forms part of the 'nucleus' of the North Rocks Local Centre.



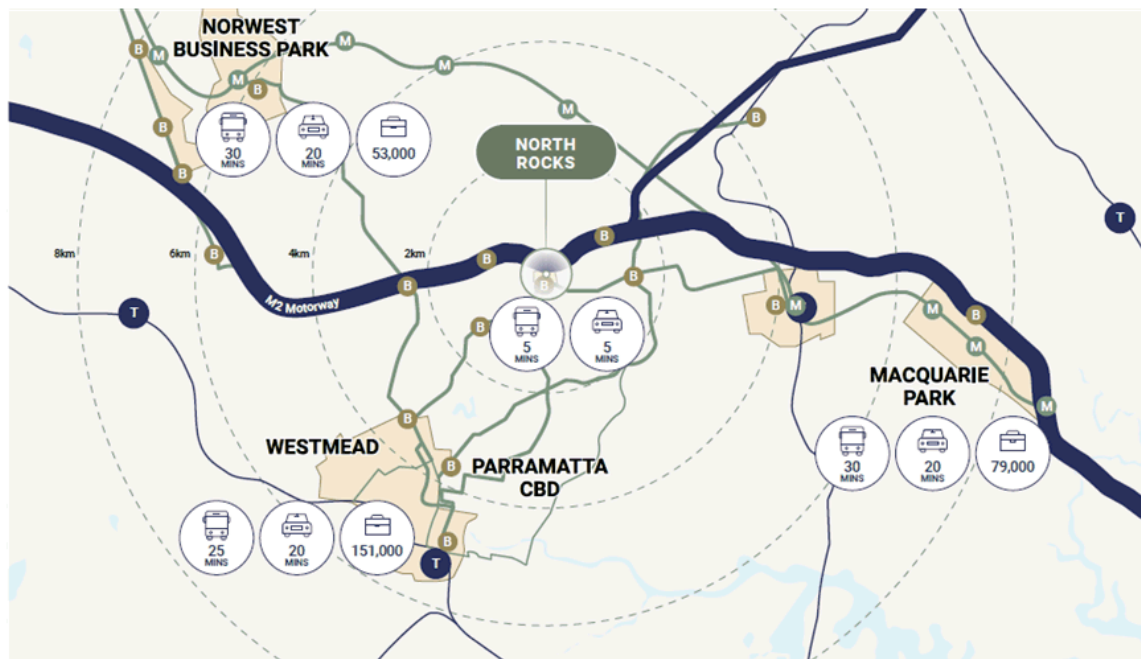


FIGURE 18 – NORTH ROCKS LOCAL CENTRE

Source: EG

2.3.2 Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) is the metropolitan blueprint for Greater Sydney. Under the Plan, North Rocks is situated within the Central River City, which is envisaged to grow substantially, capitalising on unprecedented public transport investment and city shaping infrastructure.

The Region Plan requires Councils to prepare housing strategies to supply housing for the next 5 years (minimum targets). In addition, the Central City District Plan (District Plan) provides over-arching objectives to provide local infrastructure to support transport and develop a fine grain urban form and land use mix that is essential for improving the regions liveability.

The Region Plan identifies housing targets for the Central City District as follows:

- A 0-5 year (2016-21) housing supply target of 53,500 dwellings; and
- A 20 year strategic housing target (2016-36) of 207,500 dwellings.

Planning for housing supply beyond 2026 is more strategic to allow for a range of changing circumstances and industry responses to market changes.

Critical to the Region Plan is the need to deliver housing in line with infrastructure and identify opportunities for urban renewal. The Region Plan states:

Councils are to investigate opportunities for supply and a diversity of housing particularly around centres to create more walkable neighbourhoods.



2.3.3 Central City District Plan

Under the District Plan, North Rocks is strategically positioned near major centres of Parramatta, Norwest, Epping, and Castle Hill. The overarching vision is for residents of the Central City to have 'quicker and easier access to a wider range of jobs, housing types and activities as part of the transformation of their District as well as improving the District's lifestyle and environmental assets.'

It is predicted to grow substantially, capitalising on its location close to the geographic centre of Greater Sydney.

In terms of liveability, it states:

Central City District will be the fastest growing District over the next 20 years with demand for an additional 207,500 dwellings. This will be provided through urban renewal, land release and infill development. The focus of growth will be on well-connected walkable places that build on local strengths and deliver quality public places.

The figure below identifies North Rocks as a Local Centre under the District Plan.



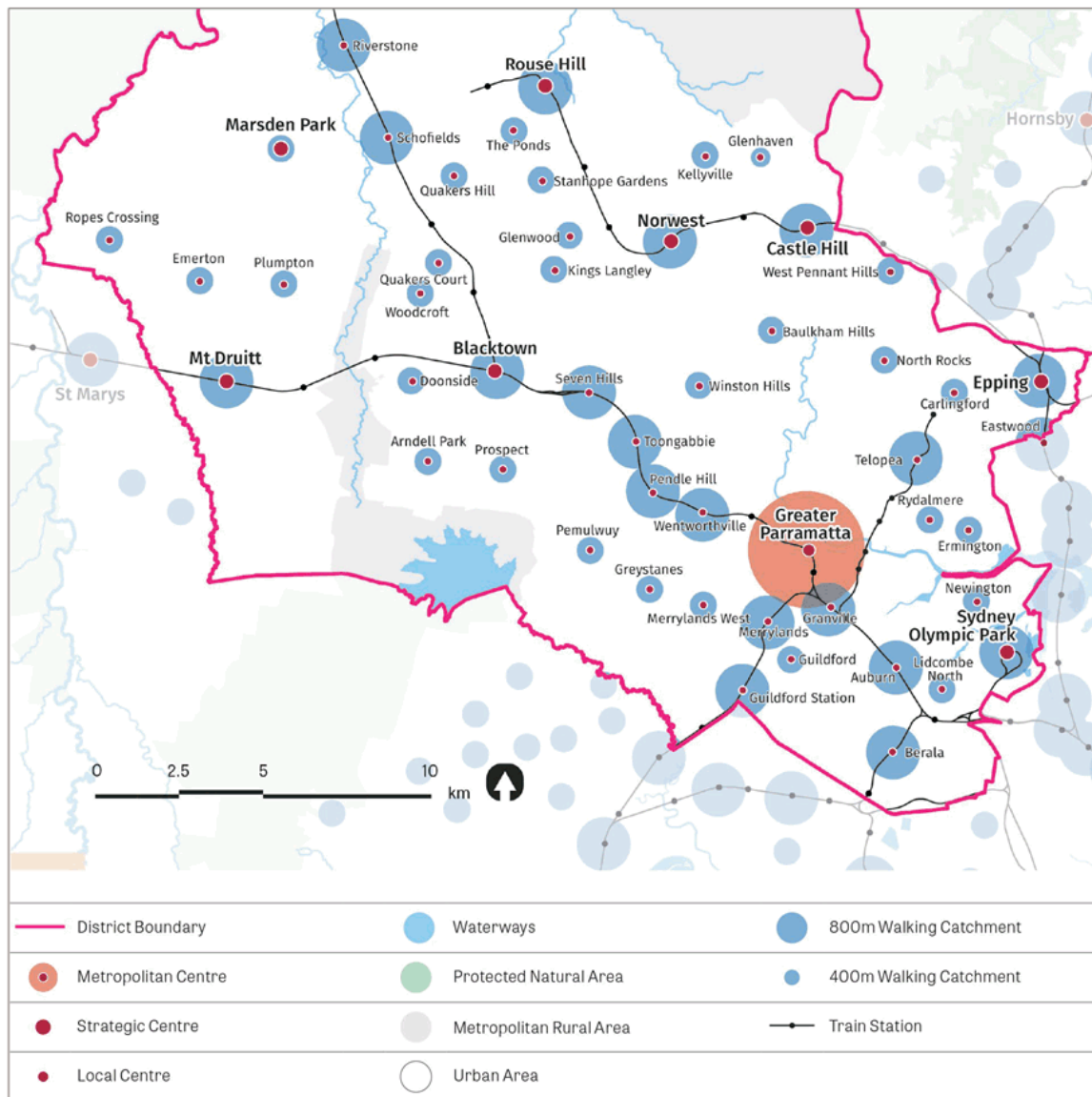


FIGURE 19 – EXTRACT FROM CENTRAL CITY DISTRICT PLAN

Source: Greater Sydney Commission

The District Plan, as illustrated in the figure above, places emphasis on the ability to create future housing capacity around Local Centres, serving as important local infill development.

The Plan identifies North Rocks and the area within a 400m walking catchment as part of the Local Centre. Assuming the North Rocks shopping precinct represents the centre of the 400m catchment, then the entirety of the site is within 400m from the shopping centre. The site's highly central location, within the nucleus of the North Rocks Local Centre therefore provides an excellent opportunity to develop suitable infill housing typologies in close proximity to retail amenity, frequent (bus) transport services, walking and cycling trails.



Local Centre Comparison

There exist a number of Local Centres within the Central City district many of which are reliant on bus access. These centres provide a range of housing opportunities including residential apartment and medium density forms. These are summarised below:

TABLE 7 – LOCAL CENTRE COMPARISON

	BAULKHAM HILLS	WINSTON HILLS	TOP RYDE	WOODVILLE RD, GUILFORD (Neighbourhood Centre)
Zone	B2, R1 R3 and R4	E1 and R2	B4 and R4	B4
FSR (maximum)	3:1	2:1	5:1 (Top Ryde Shopping Centre)	2.2:1
Height	30-50m	12m	21.5m and nominated RLs	31m
Proximity to train station	Approx. 3.1km (Castle Hill Metro)	Approx. 3.2km (Seven Hills Station)	Approx. 1.43km (Meadowbank Station)	Approx. 1.25 (Merrylands Station)
Access to major road	Windsor Road and Old Northern Road	Old Windsor Road	Lane Cove Road and Blaxland Road	Woodville Road
Anchor retail	Stockland Baulkham Hills	Winston Hills Shopping Centre	Top Ryde Shopping Centre	N/A



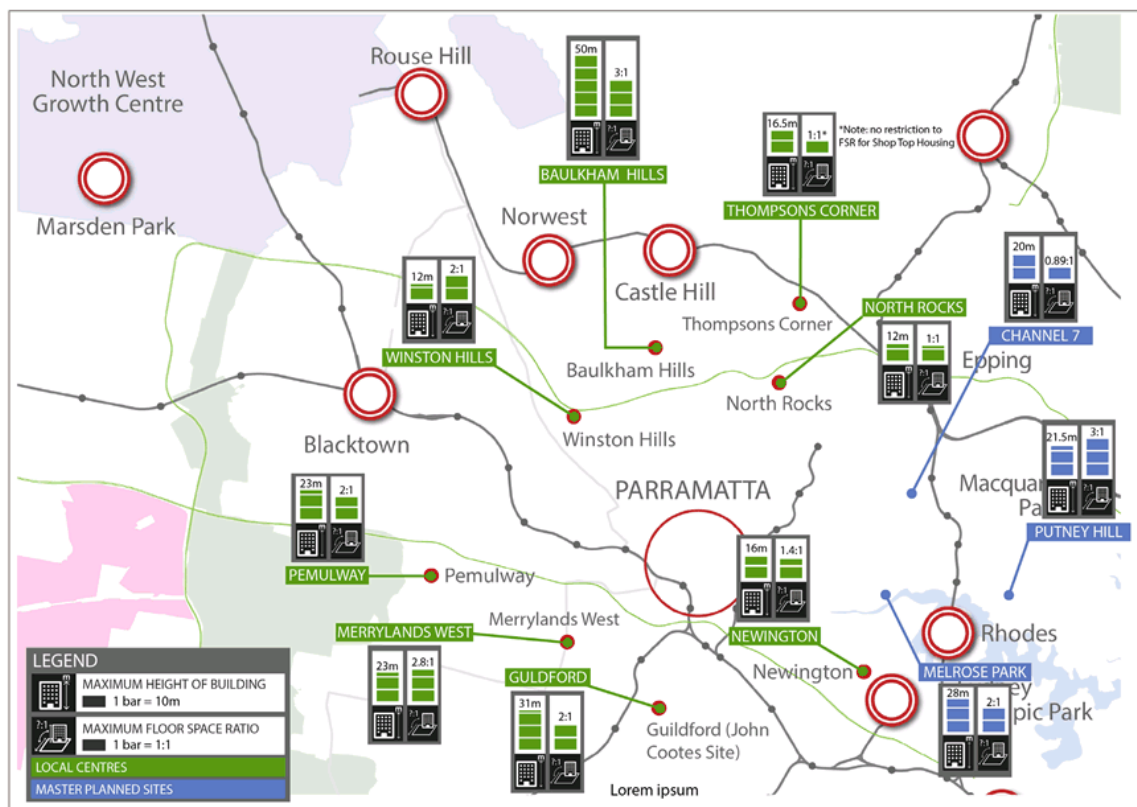


FIGURE 20 – LOCAL CENTRES DIAGRAM

Source: Greater Sydney Commission

As shown in the table and above figure, a number of comparative Local Centres and master planned sites across Sydney provide varied zone, height, and floor space ratio controls to facilitate a mix of housing options and sensible levels of density near local amenity.

The existing control framework in North Rocks does not provide the necessary density or land use outcomes consistent with role and function of many surrounding and successful Local Centres. This includes limited capability to provide much needed housing choice in the northern part of the LGA with associated recreation and community infrastructure.

Furthermore, we note the current zoning and density framework in North Rocks Local Centre has not materially changed for a number of decades.

It has not been the subject of any strategic planning or urban design review for over two decades by either The Hills Shire Council (applicable Council prior to the recent amalgamation) nor the City of Parramatta, notwithstanding the Local Centre is one of the largest by commercial GFA within the Parramatta LGA with high levels of transport (bus) accessibility.



2.4 Local Context

2.4.1 Local Strategic Planning Statement

Council's LSPS provides overarching strategic direction for the LGA over the next 20 years. Proposals seeking to amend planning controls are assessed against the LSPS.

The LSPS is supported by a Structure Plan, which underpins the main strategies and key moves aimed at ensuring the actions and objectives of the LSPS are met by 2036.

A critical component of the LSPS is the introduction Housing Diversity Precincts (HDP's), which seek to provide diversity of housing and new urban infill opportunities outside identified Growth Precincts. HDP's may comprise a diversity of housing types from townhouses, affordable and seniors housing to apartment buildings.

Section 6.2 of this report outlines the planning proposals consistency with the relevant actions and priorities outlined in the LSPS.

The figure below outlines the overall Structure Plan for Parramatta LGA, including Growth Precincts and the GPOP boundary.



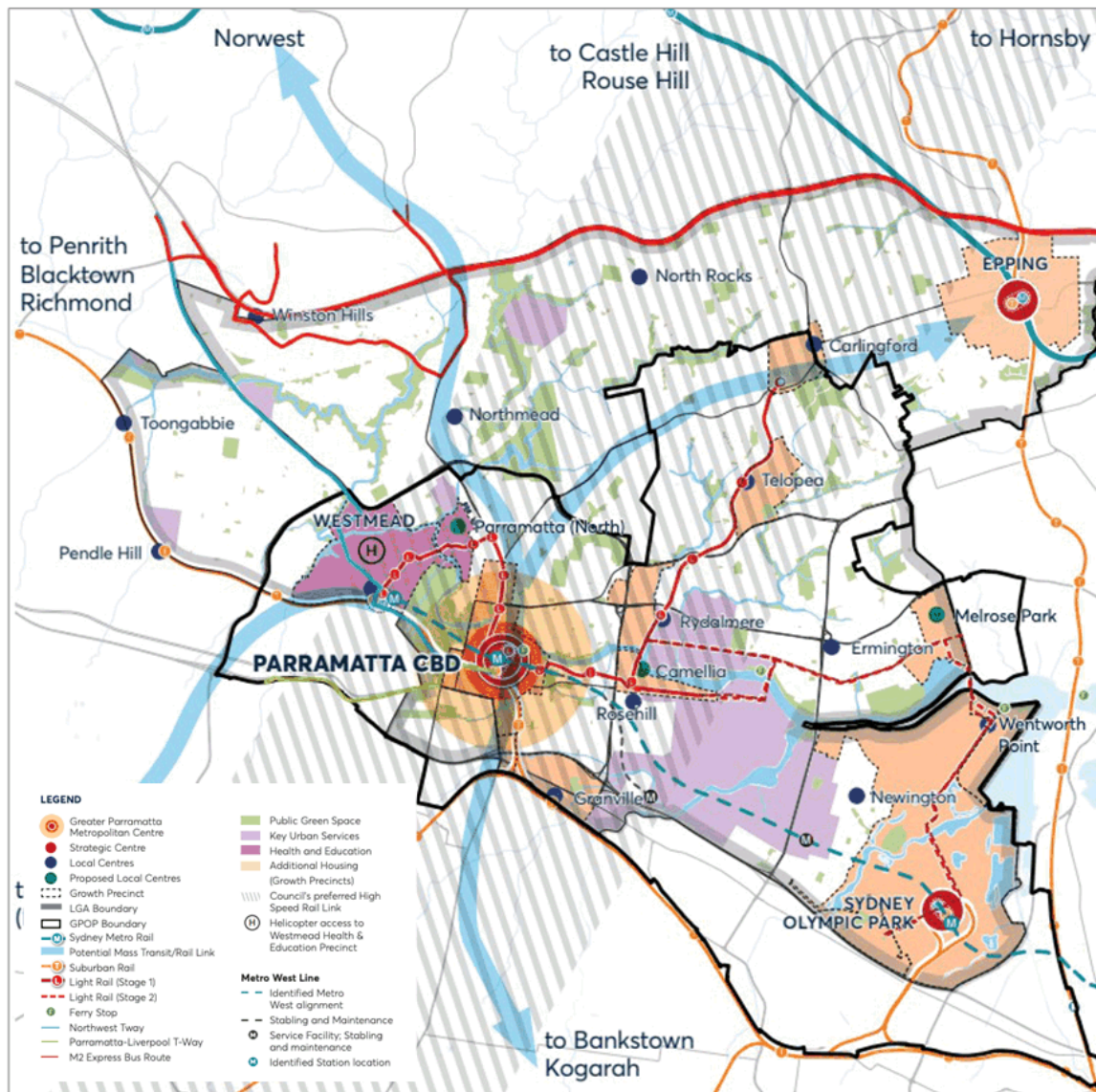


FIGURE 21 – PARRAMATTA LSPS PLAN

Source: Parramatta LSPS

The LSPS states that beyond 2021, Council will achieve its share of the overall District housing target, and potentially exceed it by over 3,900 dwellings to 2036. 83% of this is expected to come from Greater Parramatta to Olympic Peninsula (GPOP) and growth precincts, while the remaining 17% will be delivered through low density and associated infill growth.

The majority of housing in Parramatta LGA will be in the GPOP corridor, the majority of this will be in the form of investor lead high rise apartments (refer to figure below). There is a significant under supply of medium density and low to mid-rise apartment development, particularly in the owner occupier market.



The figure below identifies the location of the site in context of the housing targets of GOPP precincts.

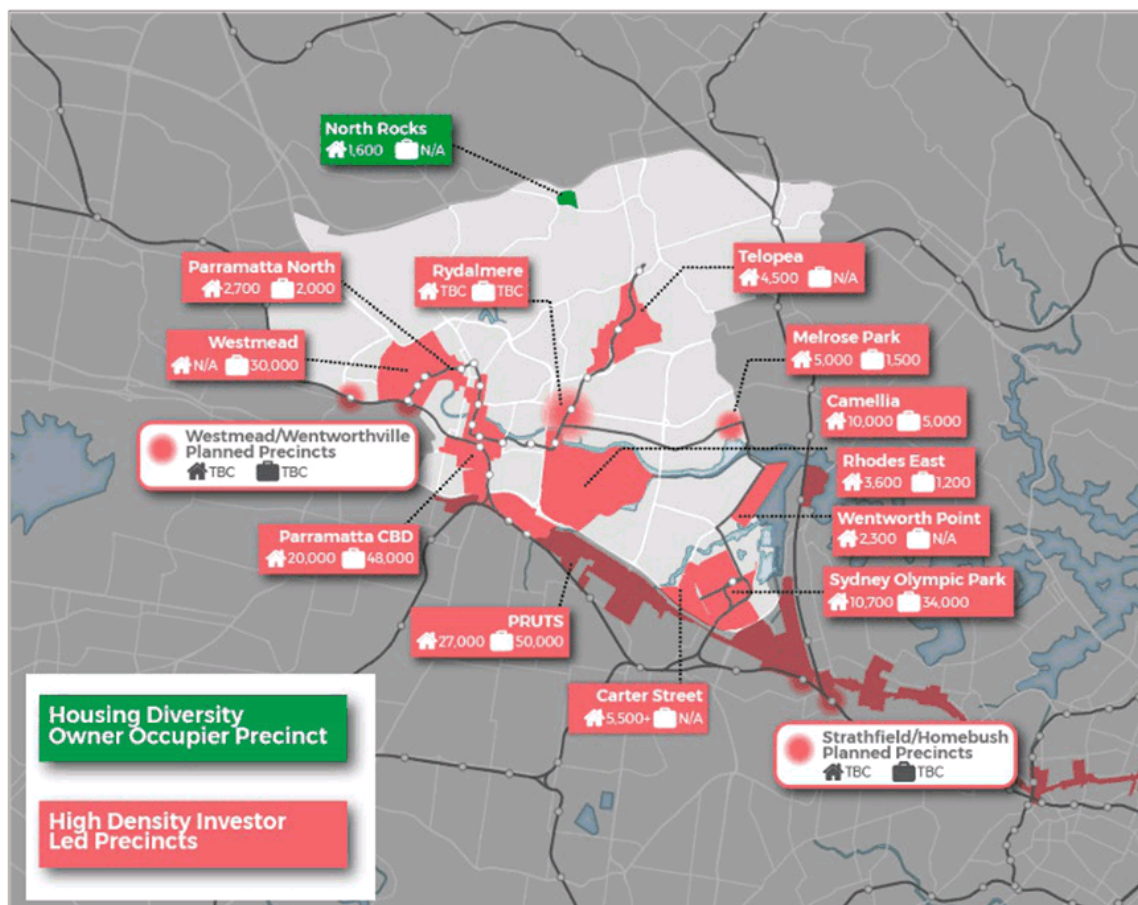


FIGURE 22 – GOPP PRECINCTS

Source: Parramatta LSPS

To address this imbalance, there is a need to ensure that new proposals deliver a diverse range of housing types consistent with Council's HDP Criteria and facilitate new market opportunities for different housing typologies including the 'missing middle', large private garden townhouses (3 and 4 bedrooms) and low-rise apartments.

There is currently no housing diversity in North Rocks Local Centre, with less than 20% of housing stock comprising medium and high-density typologies. It is predominantly comprised of detached housing forms with virtually no apartment forms, medium density (i.e., townhouses) nor seniors housing such as vertical villages within a 2-kilometre radius of the North Rocks Shopping Centre precinct.

North Rocks Village has the potential to be an exemplar project that provides much needed housing choice, close to transport and retail amenity.

The planning proposal successfully meets all components of the HDP Criteria and is supported by a detailed capability test, which is discussed in Section 6.3.2 of this report. It will serve a unique and important role in



providing executive level/family grade as well as seniors housing in contrast to the typologies envisaged in the majority of the GPOP area.

2.5 Current Statutory Planning Framework

2.5.1 Parramatta Local Environmental Plan 2023

Parramatta City merged with portions of The Hills Shire, Auburn City, Holroyd City and Hornsby Shire on 12 May 2016. As a consequence, the site was transferred from The Hills Shire Council to the City of Parramatta.

At the time of the transfer, the site was subject to the provisions of The Hills Local Environmental Plan 2012 (THLEP 2012). The LEP was renamed Parramatta (former The Hills) Local Environmental Plan 2012 (LEP 2012), however has since been replaced by Parramatta Local Environmental Plan 2023 (LEP 2023).

The table below provides an overview of the key local planning controls contained in LEP 2023 in relation to the site.

TABLE 8 – EXISTING PLANNING CONTROLS SUMMARY

CLAUSE	PROVISIONS
Zoning	R2
Minimum Lot Size	700m ²
Height of Building	9 metres
Floor Space Ratio	0.5:1
Heritage Conservation	The site is not a heritage item, does not adjoin a heritage item and is not located within a Heritage Conservation Area (HCA). There are no heritage items located within the vicinity.
Bushfire hazard reduction	The site is identified with a small component of Category 1 Vegetation, located along the northern boundary. An additional area is identified as Vegetation Buffer, located within the rear third of the site.
Biodiversity	A small portion of the site in the north east corner is identified a terrestrial biodiversity on the Natural Resources Map. Clause 6.3 therefor applies, which aims to protect native flora and fauna and protect valuable ecological areas. The planning proposal has had regard to the ecological values of the remnant vegetation in this location, and most of this area is to be retained in-situ, and this will become a passive 'bushland' park forming an appropriate transition and interface to the bushland reserve to the north.



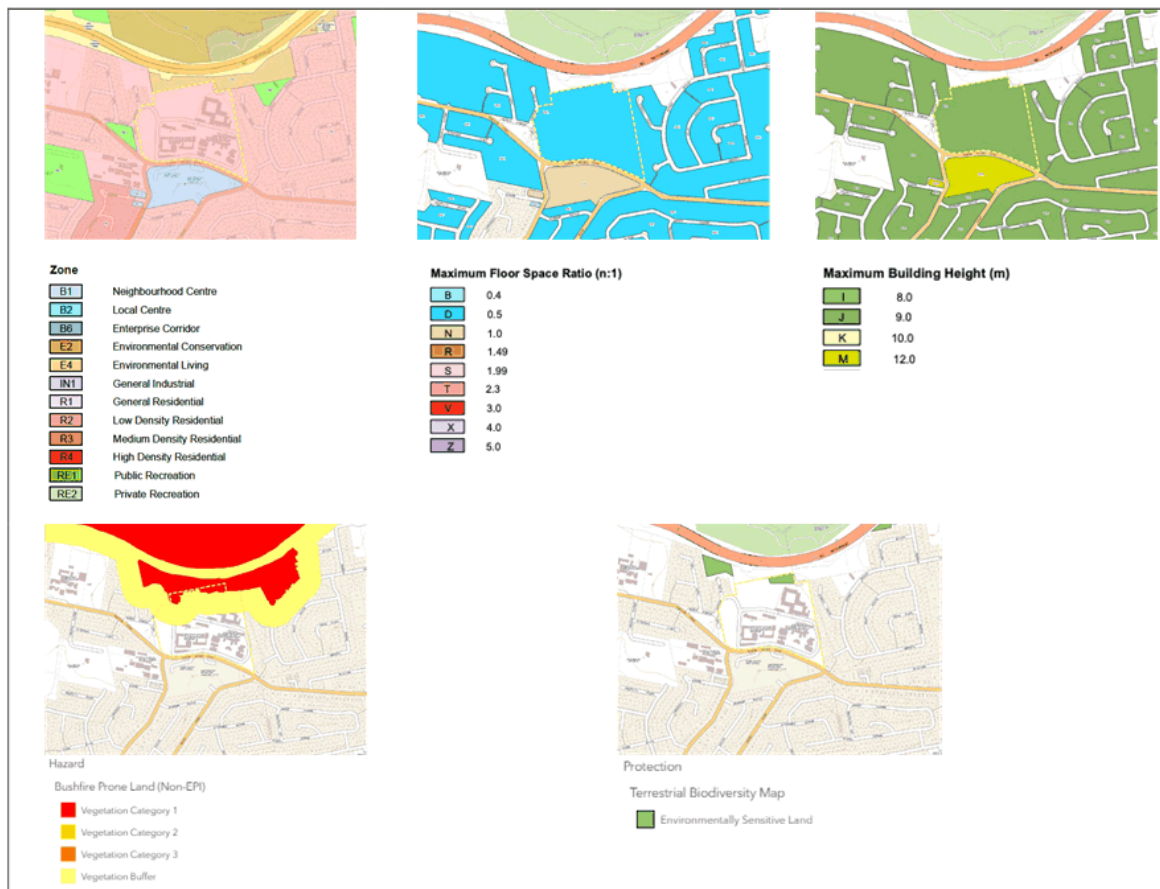


FIGURE 23 – PARRAMATTA LEP MAPPING

Source: NSW EPlanning Portal



3 North Rocks Village

3.1 Vision

The vision for North Rocks Village, as developed by the proponent, project team and through discussions with local and State stakeholders is to:

Create a sustainable residential village that provides genuine housing diversity (including low to mid-rise apartment forms, townhouses, detached dwellings and seniors housing) all within a heavily landscaped garden setting, respectful of local character and its context.

North Rocks Village will provide a diverse mix of active and passive public open space (including a full-size oval, civic square / village green, new parkland and a bushland reserve) in addition to a potential Community Hub and neighbourhood library to foster social interaction.

It represents a unique place-making opportunity to create a genuine sense of community for all North Rocks residents through inspired public spaces and local amenity.

The figure below depicts an artist's impression of the proposed Village Square and Community Hub, which will be a focal point for the community.



FIGURE 24 – ARTIST'S IMPRESSION OF PROPOSED VILLAGE SQUARE

Source: Hassell



3.2 Proposal Summary

The North Rocks Village Master plan seeks to create a model urban village that is complementary to the surrounding neighbourhood and enhances North Rocks Local Centre.

The Master plan has been refined over several years and shaped through an iterative process involving engagement with Council, State agencies, an expert advisory panel, a rezoning review panel and key local stakeholders. It has also been informed by its Local Centre context including the adjacent retail offering, bus node, building typologies, land-use, topography, significant trees and existing streetscapes to create a 'green' urban village with a range of public spaces, walkable streets and a diversity of housing types that are respectful of the surrounding built form.

A summary of the key elements that form the Master plan are provided below:

- Redevelopment of the current underutilised 12.67-hectare site
- Approximately 900-950 dwellings comprising low to mid-rise apartments, townhouses, detached and seniors housing including ILUs and aged care
- 1.7-hectare oval precinct with sports field, pavilion & multi-purpose court.
- 6 new local parks
- New 'Village Square' (1,600m²)
- New 'Library' and 'Community Hub' (1,500m²)
- Supporting Commercial and Medical Floorspace (2,800m²)
- Improved transport infrastructure, access to M2 and local access upgrades (cycleways, pedestrian links). This includes a potential shuttle bus service for 10-15 years.
- A proposed FSR of 1.1:1, which equates to a maximum permissible GFA of **139,436m²** (1.1 x 126,760m² site area)
- Building heights ranging from 2-6 storeys
- A minimum 34% of the site as open space
- 40% tree canopy (up from 23%)
- Staging to be delivered over approximately 10 years

In terms of dwelling yield, the master plan has the potential to deliver the following diverse housing typologies:

- 560 Apartments (Studio, 1, 2, 3 and 4 bedroom)
- 185 Underbuilding Townhouses
- 40 Townhouses
- 10 Detached dwellings
- 130 Independent living units
- Total: 925 dwellings



In addition, the masterplan contemplates a Residential Aged Care Facility which could accommodate up to 100 beds. It also includes a commitment to deliver a minimum of 2% of the new residential floor space as affordable housing, which is equivalent to 16 apartments.

The proposal represents a rare opportunity to create an exemplar urban village with best practice outcomes for urban greenery, housing diversity and social sustainability. The figure below depicts the envisaged master plan for the site and encapsulates the key elements identified above.



FIGURE 25 – MASTER PLAN

Source: Hassell



3.3 Design Framework

A summary of the Design Framework that underpins the master plan is provided below.

3.3.1 Structure Plan

The design analysis and principles outlined in the accompanying urban design report by Hassell in **Appendix 2** has informed the preparation of a structure plan, that has been used to guide the development of the master plan.

The structure plan consolidates the key principles to establish the capability of the site in terms of land use, built form (height), landscape and the movement network. Refer to Figure 24 below.





FIGURE 26 – STRUCTURE PLAN

Source: Hassell

3.3.2 Land Use and Activation

While the development is predominantly residential in use, a relatively minor component of floorspace will be used for commercial purposes, such as a café and/or restaurant, medical centre and specialised services, childcare as well as community uses including a potential community facility and neighbourhood library. The commercial uses noted above would be confined to the village square and adjacent buildings.





FIGURE 27 – LAND USE AND ACTIVATION PLAN

Source: Hassell

3.3.3 Landscape and Open Space

The master plan retains five existing significant mature tree groves and woodland areas. These have informed the siting and design of new open space, whereby the trees will be incorporated into new parkland settings. These groupings will be complemented by new large canopy tree plantings throughout the site, including within street reserves, common areas as well as new parks. The project targets a proposed 40% tree canopy cover (up from 23%).



The planning masterplan provides for a proposed 1.7-hectare oval precinct with full size sports field, pavilion & multi-purpose court, northern bushland area, well as 6-8 local parks. The total open space provision represents 34% of the total site area.

It is intended that key open space such as the oval will be dedicated to the City of Parramatta for public use (i.e., youth cricket and soccer), whilst other open space and the smaller parks will remain in common or private ownership but remain publicly accessible via an appropriate mechanism such as an easement ensuring on-going public access. At this stage, it is anticipated that the entire oval precinct (including the multi-purpose court and civic square) and potentially the northern bushland park could be dedicated to Council, subject to agreement of a VPA and appropriate land use zones being agreed.

Existing 'green' spaces adjoining the site including the bushland reserve to the north and a Council reserve to the west, have the potential to be extended into the site and become more useable recreation areas. Pathway networks (on and off road) will connect all internalised open spaces.





FIGURE 28 – OPEN SPACE ARRANGEMENT

Source: Hassell



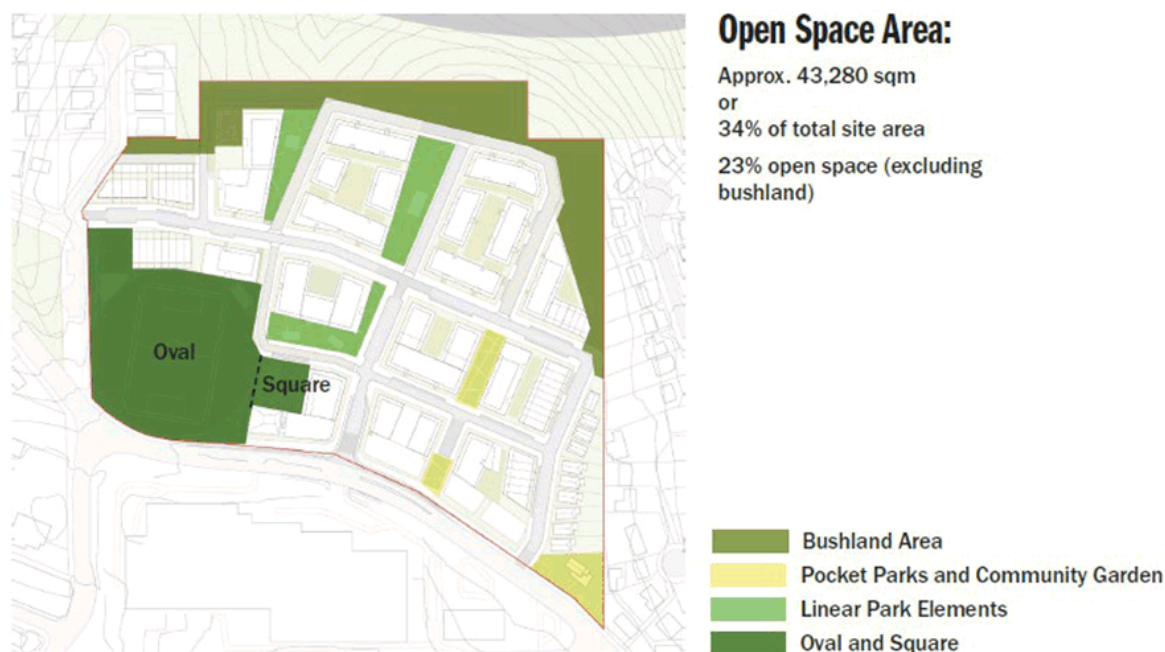


FIGURE 29 – OPEN SPACE AREA PLAN

Source: Hassell

The table below provides an indication of how open space may be allocated across the site, based on the test scheme within the Urban Design Report (Appendix 2). These figures are indicative and may be refined at detailed design stages. Notwithstanding, the Planning Proposal commits to 34% of the site area to be provided as open space.

Open Space Type	Area (Sqm)	Proportion of Site (%)
Sports Oval and Multifunctional Court	18,317	14.5%
Northern Bushland Interface	14,432	11.4%
Linear Open Space	5,907	4.7%
Village Square	1,600	1.3%
Resident Pocket Parks	1,097	0.9%
Community Garden/Park	1,929	1.5%
Total	43,282	34%

FIGURE 30 – INDICATIVE ALLOCATION OF OPEN SPACE AREA

Source: Hassell

3.3.4 Movement and Access

The master plan proposes a series of distinct streets that are centred around walkability, legibility, comfort and safety.

The existing tree-lined east-west street is retained and integrated into a broader movement network including a new entry avenue, which is strategically positioned opposite North Rocks District Shopping Centre supported



by a series of local streets, pedestrian links and shared paths. The street widths have been designed to ensure consistency Council's Public Domain Guidelines (2017).

The master plan will deliver the missing link in the cycle network, with a shared path proposed along North Rocks Road. The figure below depicts the proposed street network and movement framework.

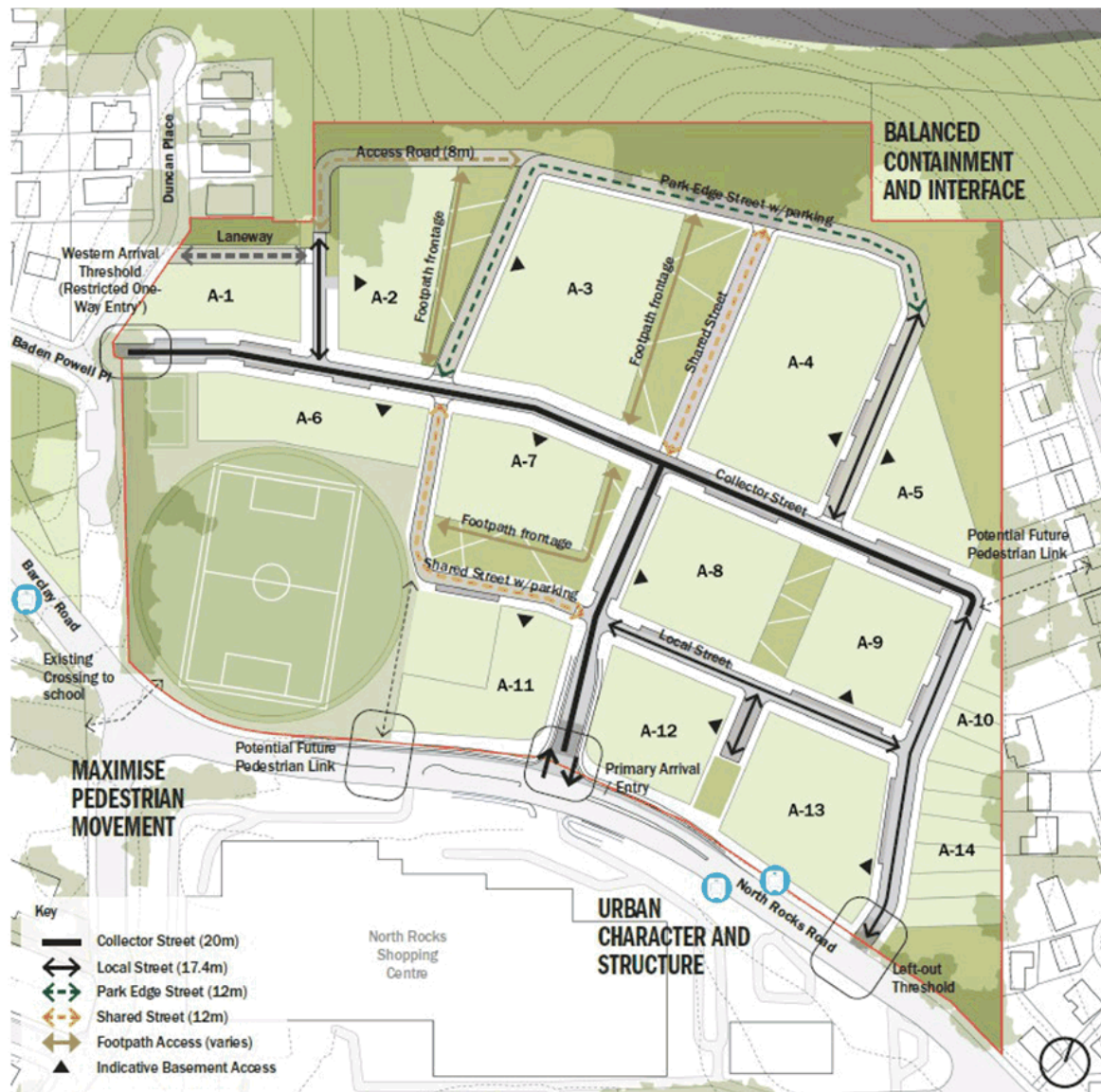


FIGURE 31 – STREET NETWORK

Source: Hassell





FIGURE 32 – JOURNEYS AND MOVEMENT PLAN

Source: Hassell

3.3.5 Building Heights

The master plan proposes buildings with heights ranging from 2 – 6 storeys.

The project team has carefully considered the impact of various heights across site to ensure the proposal demonstrates contextual fit and neighbourhood compatibility. This includes a detailed assessment of visual impacts, overshadowing, and key Apartment Design Guide (ADG) compliance.



Detached housing and townhouses (2 – 3 storeys in height) have been located within the eastern and western parts of the site to ensure a compatible interface with adjacent low-density housing.

Taller buildings (ranging from 4 – 6 storeys) are confined to the central and rear parts of the site, where the site slopes steeply toward the M2 corridor reservation. Along the North Rocks Road frontage building heights are restricted to 3 storeys.

The site has a fall of approximately 17m from the North Rocks Road frontage to the rear of the site, which assists in further mitigating the visual impact of the building forms when viewed from North Rocks Road and adjacent areas.

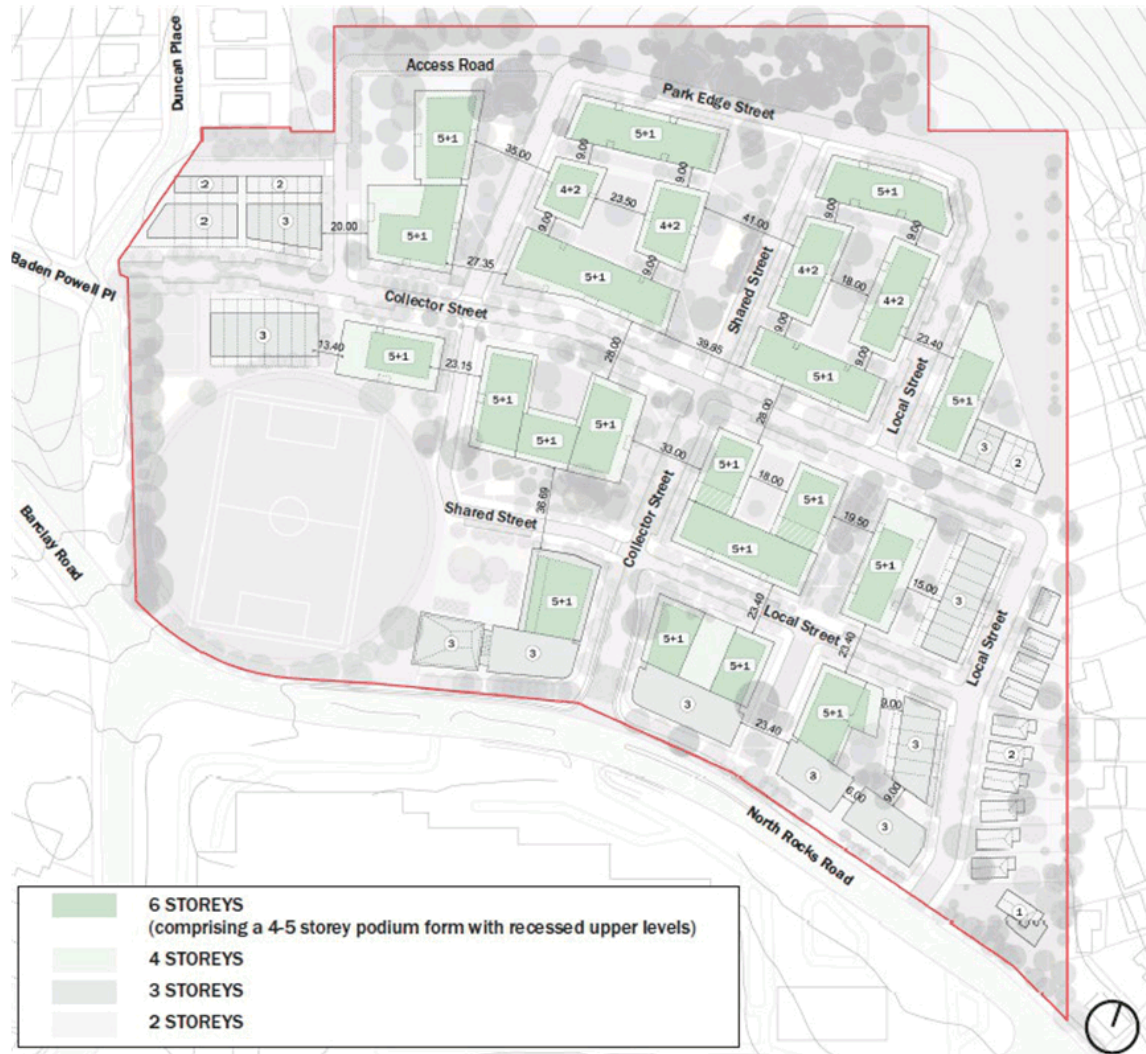


FIGURE 33 – BUILDING HEIGHTS AND SEPARATIONS

Source: Hassell





FIGURE 34 – BUILDING HEIGHT PLAN

Source: Hassell



A visual impact assessment has also been undertaken, which demonstrates taller building elements are mostly obscured or concealed from view (particularly from surrounding vantage points to the east and west of the site) by a combination of landform, established tree canopy and existing residential buildings.

This is discussed further in Section 6.3 of this report.

3.3.6 Staging and Tenure

An indicative staging plan is provided below, which identifies delivery over four key stages and over an approximate 9+ year period. It should be noted that within each precinct, development could be progressively staged.

The future staging has been considered having regard to the following key objectives:

- Careful minimisation of any construction impacts upon adjoining residents and adjacent North Rocks shopping centre precinct,
- Early delivery of key community infrastructure including the oval precinct, open space, Village Square and Community Hub,
- A diverse mix of housing typologies including townhouse and low-rise apartments (of different bedroom types) are supplied early in the site's renewal, and
- Management of residential traffic flow and clear separation of construction activities from residents.

At this stage, the intention is for the vast majority of all roads under the Master Plan to become public roads, dedicated to Council and to remain under their care and control. Certain key open space, such as the oval precinct and village square would also likely ultimately be dedicated to Council for public use by the wider North Rocks community. This would be the subject of future negotiation with Council.

A number of the townhouse and detached housing allotments have the potential to be subdivided under a Torrens title arrangement.

Other typologies including townhouse, apartment buildings and any commercial component would likely become strata titled allotments but bound by an 'umbrella' agreement that would ensure the on-going management and maintenance of a number of common open spaces, communal buildings and deliver a range of community initiatives. In this way, land not dedicated to Council can be made publicly accessible via a series of easements benefitting council and paid for by levies collected from the owners. The owners would have an obligation to maintain, insure and replace if necessary, any common property under the umbrella deed in perpetuity.



0-2 yrs ESTABLISH



2-5 yrs EMBED



5-9 yrs GROW



9+ yrs MATURE



FIGURE 35 – PLACE-BASED STAGING PLAN

Source: Hassell



4 Part 1: Objectives and Intended Outcomes

The planning proposal seeks to facilitate an exemplar residential development within a Local Centre context that aligns with, supports, and promotes key strategic planning priorities of State and local government.

It will facilitate a diversity of housing typologies, community and recreation infrastructure in addition to a limited commercial offering.

It proposes a site density befitting its local centre status, strategic context and accessibility, whilst being respectful of the neighbouring local character particularly to the east and west of the site.

The proposed inclusion of community benefits such as a full-sized oval, Community Hub and Village Square will engender social interaction and a genuine sense of place for North Rocks residents.

The proposal also seeks to ensure design excellence is realised at the design and development stage, particularly in terms of environmental sustainability, built form outcomes and the landscape design response.

The objectives and intended outcomes of the planning proposal are categorised as follows:

Housing Diversity

- To provide a diverse range of housing types to meet the needs of current and future residents of North Rocks including larger sized apartments, townhouses and detached housing;
- To enable residents to age in place via a number of seniors housing options including independent living and assisted care;
- To offer medium and higher density forms of living not currently available in North Rocks.
- To provide affordable housing opportunities for key workers; and

Open Space and Community Infrastructure

- To facilitate an environmentally sustainable and resilient housing precinct that includes approximately 4.3 HA (or 34% of the site) as publicly accessible open space. This is made up primarily of public open space (including a full-size playing field, bushland park, dog park and community garden), however will include some smaller privately owned publicly accessible local parks.
- The proposal has the capacity to deliver critical community infrastructure including a multi-purpose space, library and meeting rooms;
- To provide new landscaped open space areas which will expand Sydney's strategic network of open spaces in accordance with the objectives of the Sydney Green Grid; and
- To enhance the public domain along the North Rocks Road frontage and embellish the adjacent Council reserve.

Local Character

- To ensure the scale of housing at the interface with established residential areas to the east and west of the site is of a low-rise nature, and therefore compatible with existing neighbourhood character;
- To ensure future development exhibits design excellence, ensuring high quality public domain and built form outcomes integrate with the surrounding context;



- To facilitate a heavily treed environment consistent with the local landscape character, whereby existing significant mature tree groupings are to be retained within open space and supplemented by extensive new tree plantings; and
- To provide spaces and areas for regular community events and functions within and near the Village Square, celebrating local culture, place and identity.

Sustainability

- To create a highly permeable 'walkable' environment throughout the village in addition to improved connections to nearby activity nodes and to encourage modal shift from private care to active and public transport;
- To increase the tree canopy from 23% to a targeted 40% across the site;
- To implement an integrated strategy of water demand reduction, reuse and recycling, and passive water treatments; and
- To ensure high standard of sustainable building and design operations, energy management and to make provision for EV charging and sustainable infrastructure systems.

Transport and Accessibility

- To provide a wholistic transport plan including improved public transport options for current and future residents whilst maintaining adequate intersection performance for private vehicles;
- Prioritise active and public transport as well as demand management measures to support more sustainable travel behaviour;
- To improve public transport and traffic infrastructure along North Rocks and Barclay Roads, including enhanced pedestrian safety between the site adjacent shopping centre; and
- To facilitate a highly permeable and legible internal street network for pedestrians and cyclists that directly connects with the surrounding area, whilst also improving the surrounding pathway network.

Design Capability

- To provide high quality sustainable residential accommodation, incorporating a range of housing typologies consistent with the requirements of a HDP;
- To facilitate high quality architectural design that is responsive to the topography as well as adjacent land-use, built form, and the bushland interface;
- To ensure low-rise detached housing and townhouse typologies interface with the adjoining established low density residential areas to the east and west; and
- To ensure residential apartment buildings are of a high standard of architectural design in terms of siting, orientation, layout, liveability, articulation and materiality.

Local Centre Renewal

- To facilitate the renewal and densification of an expansive strategic holding within the 'nucleus' of North Rocks Local Centre achieving genuine housing diversity and thereby satisfying related Government policy;
- To complement the existing North Rocks District Shopping Centre by introducing civic and outdoor spaces, which will enhance the centre's local character and general appeal;



- To facilitate the redevelopment of the site as a high-quality master planned development that is comparable in scale and use to other Local Centres in the Central District; and
- To increase density and housing choice adjacent to an existing shopping centre and bus nodes, contributing to the long-term vitality of the wider centre.

Socio-Economic

- To assist in achieving future State and Local Governments housing targets and address the lack of housing diversity within the locality by providing additional residential accommodation for key workers;
- To provide much needed housing supply to submarkets including owner occupiers, seniors, young families and key workers that have not been catered for in this locality in the past;
- To deliver approximately 130 independent living units (seniors housing) and approximately 100 bed residential aged care facility.
- To deliver affordable housing that is 2% of new residential floor space (equivalent to 16 apartments) that could accommodate key workers such as nurses, teachers, emergency service personnel.
- To make provision for a very limited retail and commercial offering to assist in activating the Village Square and that does not compete with the existing North Rocks District Shopping Centre.



5 Part 2: Explanation of Provisions

The planning proposal seeks to achieve the intended outcomes outlined in Part 1 of this report through the following amendments to *Parramatta Local Environmental Plan 2023*:

- Rezone the site from R2 Low Density Residential to part R4 High Density Residential, part R3 Medium Density Residential, part RE1 Public Recreation and part C2 Environmental Conservation
- Provide for a maximum floor space ratio of 1.1:1;
- Provide maximum height of building controls ranging from 9m and 12m at interfaces along the eastern and western boundaries, 14m at North Rocks Road to and 23m within the centre of the site;
- Remove the minimum lot size control;
- Introduce additional local provisions for design excellence;
- Introduce an additional permitted use clause under Schedule 1 to facilitate a restaurant or café and medical uses in the R4 High Density Residential zone;
- Partially identify the site on the Land Reservation Acquisition Map reflecting the proposed RE1 zone; and
- Introduce an additional local provision that requires the preparation of a site-specific Development Control Plan.

Table 5 below provides the details of the proposed LEP provisions. The relevant mapping changes are shown below and at Part 4 of this report.

TABLE 9 – PROPOSED LEP PROVISIONS

PROVISION	PROVISION SOUGHT
Zoning	
2.1 Land Use Zone	R3 Medium Density, R4 High Density, RE1 Public Recreation and C2 Environmental Conservation.
Minimum Subdivision Lot Size	
4.1 Minimum Subdivision Lot Size	It is proposed to remove the minimum subdivision lot size control.
Height	
4.3 Height of Buildings	9m, 12m, 14m, 23m.
Floor Space Ratio	
4.4 Floor Space Ratio	1.1:1 Note: the proposed 1.1:1 FSR control will equate to a maximum permissible GFA of 139,436m ² (1.1 x 126,760m ² site area).
Division 6 Additional Local Provision – Development on certain land at North Rocks	
Additional Local Provision – Development on certain land at North Rocks	<i>This clause applies to land identified as Key Site X on the Key Sites Map, hereafter referred to as North Rocks Village.</i> Subsequent additional local provisions are outlined below.



PROVISION	PROVISION SOUGHT
Additional Local Provision – Calculation of Floor Space Ratio	<p>To provide clarity around how GFA is calculated, it is proposed that a new Additional Local Provision be inserted into <i>Parramatta Local Environmental Plan 2023</i>. Suggested wording is provided below.</p> <p>Floor Space Ratio – North Rocks</p> <p><i>The site area of proposed development on land within the North Rocks Village is, for the purpose of applying a floor space ratio under clause 4.5, taken to include land that—</i></p> <ul style="list-style-type: none"> <i>(c) is dedicated to the Council or a public authority for a public purpose (including roads, drainage or open space), and</i> <i>(d) would have been part of the site area if it had not been so dedicated.</i> <p>In effect, this clause enables a concept DA to utilise the entire site area (including future public open space) when allocating GFA to development lots, providing certainty to both Council and proponents around future built form outcomes.</p> <p>We note that this is common practice in precinct development scenarios and a similar clause is observed within the <i>Hills Local Environmental Plan 2019</i>.</p>
Additional Local Provision – Development requiring the preparation of a development control plan	<p>A local provision is proposed which requires the preparation of a development control plan. It is noted that a concept development application is a suitable alternative to a development control plan pursuant to Clause 4.23 (2) of the EP&A Act.</p> <p>Suggested wording is provided below:</p> <p>Development requiring the preparation of a development control plan</p> <p><i>(1) The objective of this clause is to ensure that development within the North Rocks Village Precinct occurs in accordance with a site-specific development control plan.</i></p> <p><i>(2) Development consent must not be granted for development on land within the North Rocks Village Precinct unless—</i></p> <ul style="list-style-type: none"> <i>(a) a development control plan that provides for the matters specified in subclause (3) has been prepared for or applies to the land, or</i> <i>(b) the development is of a minor nature and is consistent with the objectives of the zone in which the land is situated.</i> <p><i>(3) The development control plan must provide for all of the following—</i></p> <ul style="list-style-type: none"> <i>a) spatial arrangement of open space, roads and building typologies,</i> <i>b) site access and permeability,</i> <i>c) building envelopes, setbacks, articulation and other built form controls,</i> <i>d) pedestrian and cycle connections (active transport),</i> <i>e) environmental sustainability measures,</i> <i>f) tree retention, tree canopy and planting requirements,</i> <i>g) impact on, and proposed improvements to, the public domain including areas with a civic focus such as a village square, community centre or library,</i> <i>h) public domain connections on site and to surrounding land,</i> <i>i) vehicular access to, and design of, basement car parking, and</i> <i>j) extensive landscaping of the public and private domain, including within setbacks to adjacent property and along the North Rocks Road frontage.</i>
Additional Local Provision – Design Excellence	<p>A design excellence clause is proposed to ensure that future development exhibits design excellence that contributes to the natural, cultural, visual and built character values of North Rocks. Proposed wording is provided below.</p>



PROVISION	PROVISION SOUGHT
	<p>Design Excellence – North Rocks</p> <p>(1) The objective of this clause is to ensure that development exhibits design excellence that contributes to the natural, cultural, visual and built character values of North Rocks.</p> <p>(2) This clause applies to development involving shop top housing, residential flat buildings, multi-dwelling housing, seniors housing, community facilities and libraries on land identified as Key Site X on the Key Sites Map (North Rocks Village).</p> <p>(3) Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.</p> <p>(4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters—</p> <ul style="list-style-type: none"> (vii) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved, (viii) whether the form and external appearance of the development will improve the quality and amenity of the public domain, (ix) whether a high standard of landscape design including extensive tree plantings will improve the quality of the and amenity of the development and public domain; (x) whether the development detrimentally impacts on any view corridors, (xi) the requirements of the relevant Development Control Plan/s, (xii) how the development addresses the following matters— <ul style="list-style-type: none"> a) the suitability of the land for development, b) existing and proposed land uses and use mix, c) a reduction in scale of the built form at the eastern and western site interface to be compatible with that surrounding or adjacent the site, d) impacts on the North Rocks Road streetscape, e) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form, f) the relationship of the development with any proposed community infrastructure including ovals, civic open space and community facilities g) bulk, massing and modulation of buildings in addition to high-quality materiality, h) street frontage heights, i) high standards of landscaping and contribution to tree canopy coverage within the site and along key boundaries j) environmental impacts such as sustainable design, overshadowing, wind and reflectivity, k) the achievement of the principles of ecologically sustainable development, l) pedestrian, cycle, vehicular and service access, circulation and requirements, and/or m) the impact on, and any proposed improvements to, the public domain. <p>(5) In addition, development consent must not be granted to development to which this clause applies unless—</p> <ul style="list-style-type: none"> (a) a design review panel reviews the development, and (b) the consent authority takes into account the findings of the design review panel
Additional Permitted Uses	



PROVISION	PROVISION SOUGHT
Schedule 1 – Additional Permitted Uses	<p>An additional permitted use clause is proposed to facilitate a restaurant, café and medical centre and related uses in the R4 High Density Residential zone within the village square. Suggested wording is as follows:</p> <p>Use of certain land at 361-365 North Rocks Road, North Rocks</p> <p>(1) This clause applies to land identified as Key Site X on the Key Sites Map at 361-365 North Rocks Road, North Rocks, being Lot 3001 DP 1115866.</p> <p>(2) Development for the purposes of a restaurant or café and medical centre are permitted with development consent, but only if the combined gross floor area of any restaurant or café, and medical centre on the land does not exceed 2,800m².</p>

Land Use Zone

The proposed zoning map accords with the careful distribution of housing typologies expressed in the master plan. It confines low-rise apartment typologies to the central spine of the site, while medium and low-density housing is confined to the transition areas along the eastern and western boundaries.

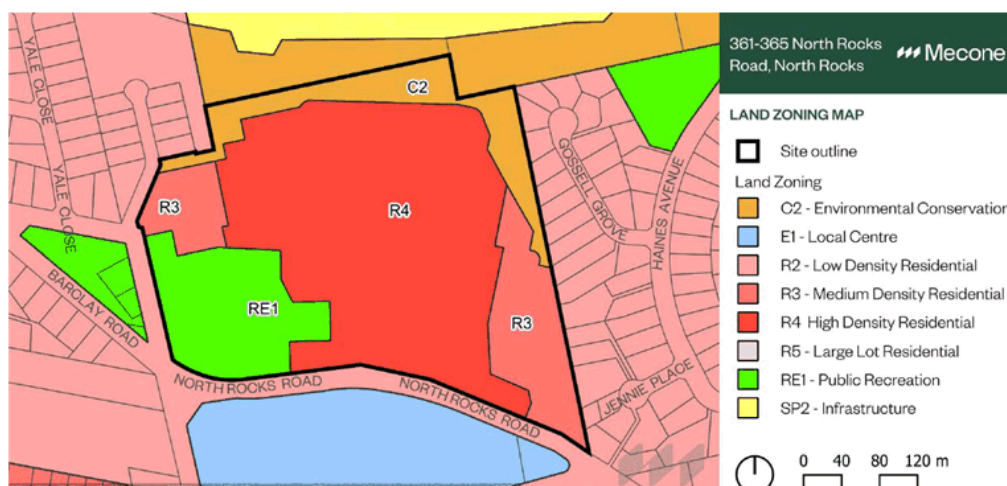


FIGURE 36 – PROPOSED ZONING MAP

Source: Mecone



Lot Size Map

In order to facilitate the proposed land uses and future potential subdivision pattern, the planning proposal seeks to remove the existing minimum lot size control.

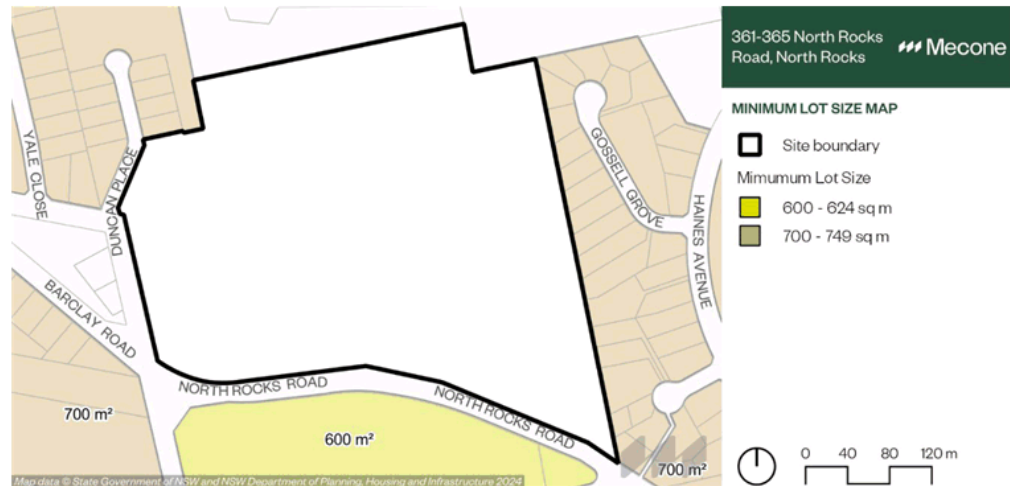


FIGURE 37 – PROPOSED LOT SIZE MAP

Source: Mecone

Height of Buildings

The proposed height of buildings map accords with the envisaged built form outcomes expressed in the master plan. It reinforces low scale building heights along the eastern and western boundaries, while the central spine and the rear of the site are capable of providing taller building forms in response to the slope of the land.

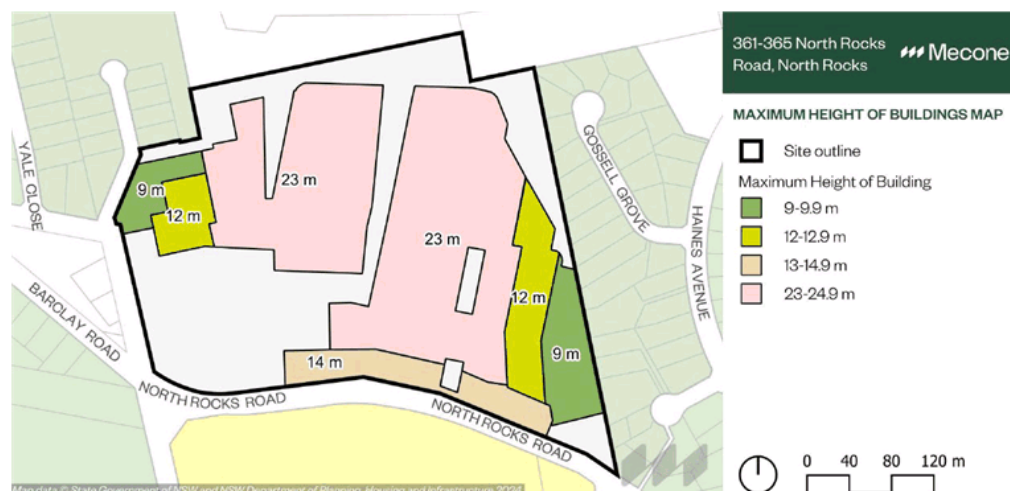


FIGURE 38 – PROPOSED HEIGHT OF BUILDINGS MAP

Source: Mecone



Floor Space Ratio

The proposed FSR map accords with the envisaged built form outcomes expressed in the master plan. The single FSR will allow for a broad degree of design flexibility, which will benefit innovative design outcomes at the DA stage. The height and zone bands will provide certainty with the overall built form approach.

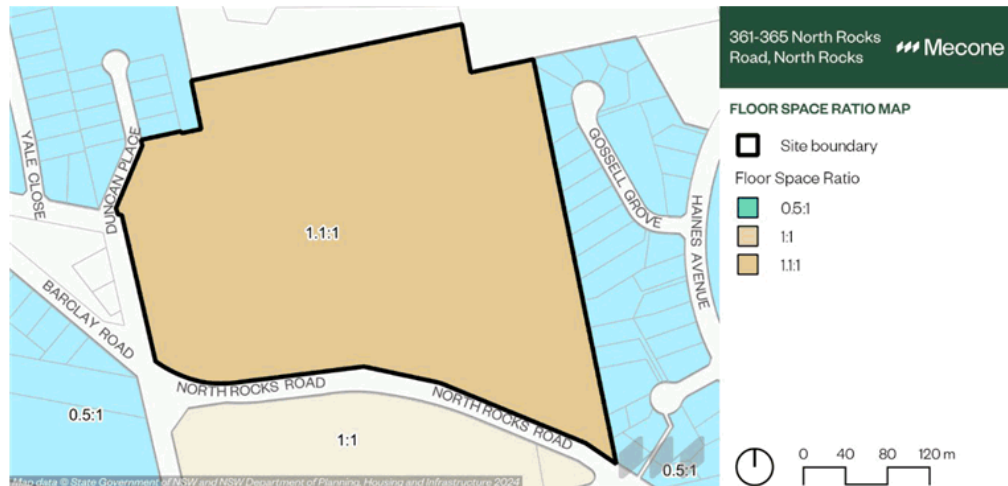


FIGURE 39 – PROPOSED FLOOR SPACE RATIO MAP

Source: Mecone

Key Sites Map

The proposal seeks to define the site as the *North Rocks Village Precinct* for the purposed of applying additional local provisions as outlined in the table above.



FIGURE 40 – PROPOSED KEY SITES MAP

Source: Mecone



Land Reservation Acquisition Map

In accordance with Clause 5.1 of Parramatta LEP 2023 the area of land zoned RE1 Public Recreation is subject to acquisition by Council, which will be subject of dedication as part of the VPA.

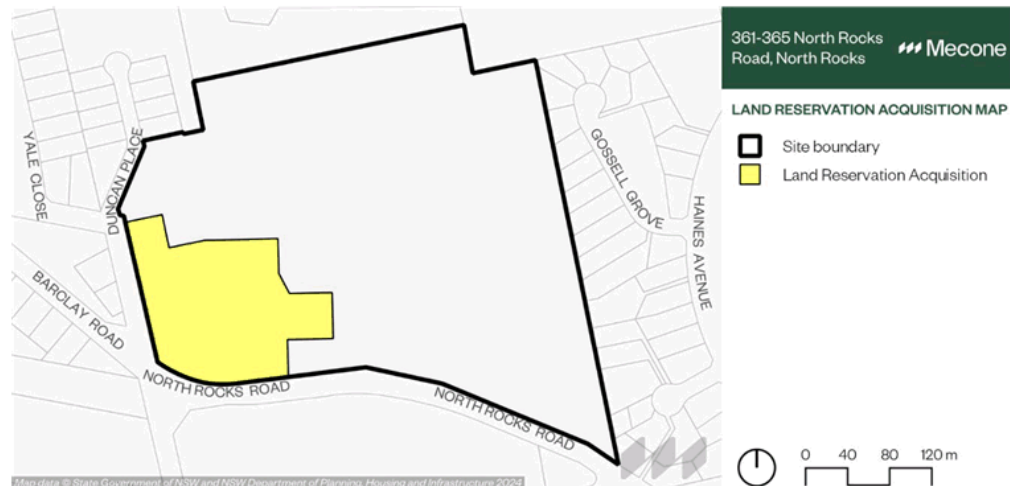


FIGURE 41 – PROPOSED LAND RESERVATION ACQUISITION MAP

Source: Mecone

Site-Specific Development Control Plan or Concept Development Application

As outlined in the LEP provisions, it is intended that a site-specific DCP (or equivalent) will be prepared following finalisation of the planning proposal.

The DCP (or equivalent) will give effect to the North Rocks Village master plan as described in the accompanying Urban Design report in **Appendix 2**. It will provide site-specific objectives and controls that will guide any future site re-development and would address (but not be limited to) the following:

- spatial arrangement of open space, roads and building typologies,
- site access and permeability,
- building envelopes, setbacks, articulation and other built form controls,
- pedestrian and cycle connections (active transport),
- environmental sustainability measures,
- tree retention, tree canopy and planting requirements,
- impact on, and proposed improvements to, the public domain including areas with a civic focus such as a village square, community centre or library,
- public domain connections on site and to surrounding land,
- vehicular access to, and design of, basement car parking, and
- extensive landscaping of the public and private domain, including within setbacks to adjacent property and along the North Rocks Road frontage.



It is noted that a Concept Development Application (Concept DA) may also satisfy the proposed LEP clause requiring the preparation of a DCP. A concept DA would capture the more detailed elements of the masterplan which cannot be appropriately captured in an LEP. Future development applications will then need to demonstrate consistency with the concept DA, creating greater certainty of the built form outcome.

Section 7.11 of the Urban Design Report at Appendix 2 includes a series of structure plans which are intended to inform a future DCP/Concept DA. These include:

- Land use structure plan
- Street network and movement structure plan
- Open space framework structure plan
- Landscaping structure plan

Refer to Section 6.3 of this report for further information regarding the proposed urban design response.

Future Dedication and Management of Open Space

Key open space such as the oval, multi-purpose court and village square will be zoned RE1 Public Recreation and likely dedicated to the City of Parramatta. This will be confirmed via a Voluntary Planning Agreement to be agreed and executed with Council.

Any remaining open space land (not dedicated) will be owned by the proponent or relevant community association and terms will be included in the community management statement for that community association requiring on-going maintenance of that land.

Suitable encumbrances can also be registered on title to ensure the open space is made publicly accessible in perpetuity. For example, an easement will be registered on the title to the land requiring it to be made available for public access at all times, a restrictive covenant would prevent the open space being lawfully used for anything other than its intended purpose and a positive covenant would require the owner of the land (i.e. the community association) to maintain and keep the open space in good condition and working order.



6 Part 3: Justification of Strategic and Site-Specific Merit

6.1 Section A – Need for the Proposal

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

The planning proposal has been prepared as a result of the following:

- A change in circumstance whereby Next Sense is vacating the site and relocating to a new campus, and also the critical Sydney-wide need to deliver additional housing opportunities but in a considered manner,
- Council's LSPS, which specifically enables proposals for Housing Diversity Precincts in accessible locations that deliver genuine housing diversity and that satisfy the associated criteria,
- Related policy directives of the State Government and Greater Sydney Commission, and
- Proponent led planning and design investigations.

A change in circumstance

Next Sense is now in the process of relocating its operations including its school, research and administrative functions to a modern bespoke facility at Macquarie Park. This change in circumstance will render the 12.67 ha campus at North Rocks surplus to the needs of Next Sense, whilst also supporting the future of the organisation.

The vacated site and the renewal opportunity it offers is therefore of strategic significance within a district and metropolitan context, being one of the largest holdings in single ownership within the Central City District, and immediately adjacent a large retail shopping precinct and bus transport nodes.

The expansive site is well positioned to deliver an outcome that significantly improves the liveability of the centre, in particular via greater housing choice and civic amenity.

The strategic merit test was also recently reviewed in August 2023 whereby the justification for a Planning Proposal can and should now reference any change in circumstance not recognised by the existing planning framework.

This may include State Government priorities, policy or related needs such as housing. At a macro level, the dire housing crisis has resulted in the Government initiating a number of policies, directives and planning reforms to deliver more housing to address an existing and predicted critical shortfall. Within the City of Parramatta a housing shortfall is also predicted.

The Planning Proposal seeks to renew a now redundant former school campus for greater density (from an FSR of 0.5 to 1.1:1), a diversity of housing typologies in addition to recreation and community infrastructure.

Housing Diversity Precincts

Council's LSPS acknowledges the need to provide new housing typologies outside GPOP and nominated growth areas in new HDPs.

Specifically Planning Priority 7 of the LSPS seeks to 'provide for a diversity of housing types and sizes to meeting community needs into the future'. It states:



Council Policy Directions:

- *P25 Require a mix of housing within Housing Diversity Precinct sites consistent with Housing Diversity Precinct Criteria (below).*

Actions

- *A44 Consider proposals for new Housing Diversity Precincts that deliver housing diversity in appropriate locations that satisfy the Housing Diversity Precinct Criteria (below).*

To be eligible as a HDP, a number of specific criteria are required to be satisfied being the provision of diverse housing typologies within or close to a Local or Strategic centre, existing open space or recreation facilities, regular transport services (i.e., bus services) and retail convenience. They are also required to have urban design merit including compatibility with the surrounding neighbourhood.

As demonstrated in Section 6.2.7 of this report, the planning proposal is considered to satisfy and/or deliver all of the stated criteria in order to qualify as a HDP..

The resultant proposal:

- Meets community needs and demands at different stages of life, catering to diverse household types ensuring alignment with Council's HDP objectives,
- Includes the provision of approximately 130 independent living units, an approximate 100 bed aged care facility and a minimum 2% of new residential floor space to be dedicated (in perpetuity) as affordable housing (equivalent to 16 apartments, and
- Offers a unique and important role in providing executive level/family grade housing in contrast to the majority of typologies envisaged in GPOP and other growth precincts.

Planning Investigations

The proposal has also been the subject of detailed planning analysis and site testing to inform an appropriate land-use and density outcome.

This also included extensive urban design investigations (refer **Appendix 2**) and socio-economic impact analysis (refer **Appendices 4 and 5**), which informed the master plan, resultant dwelling mix and community infrastructure outcomes.

Metropolitan and District Planning Policy

The proposal is also a result of several key priorities and actions contained within both the Greater Sydney Commission's Region Plan and District Plan, specifically with regards to the following:

- The locating of more diverse compact housing forms in accessible locations such as local centres close to transport, infrastructure, retail amenity and/or jobs,
- Local centre renewal and place-based approach to urban development,
- A compact city, whereby three major employment centres are accessible in a 30-minute commute,
- Enhancement of the natural environment including creation of new open space and recreational facilities, and
- Provision of needed community infrastructure and civic amenity.

Alignment with these policy documents is set out in Section 6.2.1.



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

This planning proposal is the most appropriate method of achieving the intended urban renewal outcomes for the site and the benefits it could deliver to the broader community.

Without such a proposal, the opportunity to renew an expansive strategic site, address demand for greater housing choice, achieve local centre renewal including the delivery of public recreation and civic amenity in the centre of North Rocks could be lost.

A planning proposal together with a voluntary planning agreement (VPA) is the most effective means of allowing for an integrated master planned approach that will deliver significant public benefit, ensure compatibility with local character and achieve design excellence.

The various options to deliver the objectives of the proposal are considered below:

- Proponent led planning proposal;
- Government initiative or Council led strategic review / planning proposal; and
- Rezoning through an integrated LEP amendment.

A proponent-led planning proposal is the best means of achieving the intended outcomes of the proposal. This will be delivered through a considered master planned approach that allows for the concurrent provision of community infrastructure (public benefit), delivery of needed housing typologies and a related framework to ensure the built form is responsive to its context. Delivery of these community benefits will also be confirmed through the VPA process in consultation with Council.

The other options were considered but ruled out for the following reasons:

- There is currently no Council programmed strategic review of North Rocks Local Centre, nor its zoning or urban design framework.
- Neither has any such review been undertaken for over a quarter of a century by either the Hills Council or City of Parramatta.
- Parramatta Council's consolidated LEP review has recently concluded, however that did not contemplate relocation of the Next Sense operations rather maintained the same R2 Low Density Residential zoning over the land.
- Also, Council's preferred site masterplan issued to the proponent in mid-2022 would have resulted in a reduction in the current density or FSR of 0.5:1 (which applies to the majority of all low-density R2 zoned lands such as single detached dwelling areas) to 0.36:1. This was not economically feasible nor would it properly address the current housing shortfall or need for more diverse housing choice within close proximity to local centres, retail amenity, and/or transport as recognised by Council's own Housing Diversity Precinct criteria.
- The State Government's recently announced policy reform to make permissible low and mid-rise housing near and surrounding transport nodes and key local centres such as North Rocks, is likely to provide an opportunity to renew the site at similar densities to what is now proposed, befitting its central accessible location. However, these reforms remain in draft form (for now) and would still require the site to be rezoned as R3 Medium Density Residential.
- The Sydney Central City Planning Panel (SCCPP) has recently agreed the proponent's proposal had both strategic and site-specific merit (subject to a number of amendments including a reduction in height) and can be forwarded for Gateway review.



Accordingly, the proponent led planning proposal pathway is the most effective means of achieving the intended objectives and outcomes. This has also been recognised by the SCCPP in its deliberations.

6.2 Section B – Relationship to Strategic Planning Framework

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

This section demonstrates the planning proposals consistency against the Region Plan, District Plan and Council's LSPS.

In short, the proposal is considered to be consistent with and give effect to the key priorities and actions contained within:

- The NSW Premier's Priorities;
- Greater Sydney Region Plan; and
- Central City District Plan.

Whilst this is a planning proposal rather than a request for a rezoning review, the planning proposal has been the subject of a merit assessment, which demonstrates the proposal has both strategic and site-specific merit.

6.2.1 Local Strategic Planning Statement

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

Under Parramatta's LSPS, North Rocks is reaffirmed as a Local Centre. It acknowledges that Local Centres have been changing from a retail focus to a service focus, providing for basic needs and a place for local communities to gather and socialise.

The figure below outlines Parramatta's centre hierarchy.



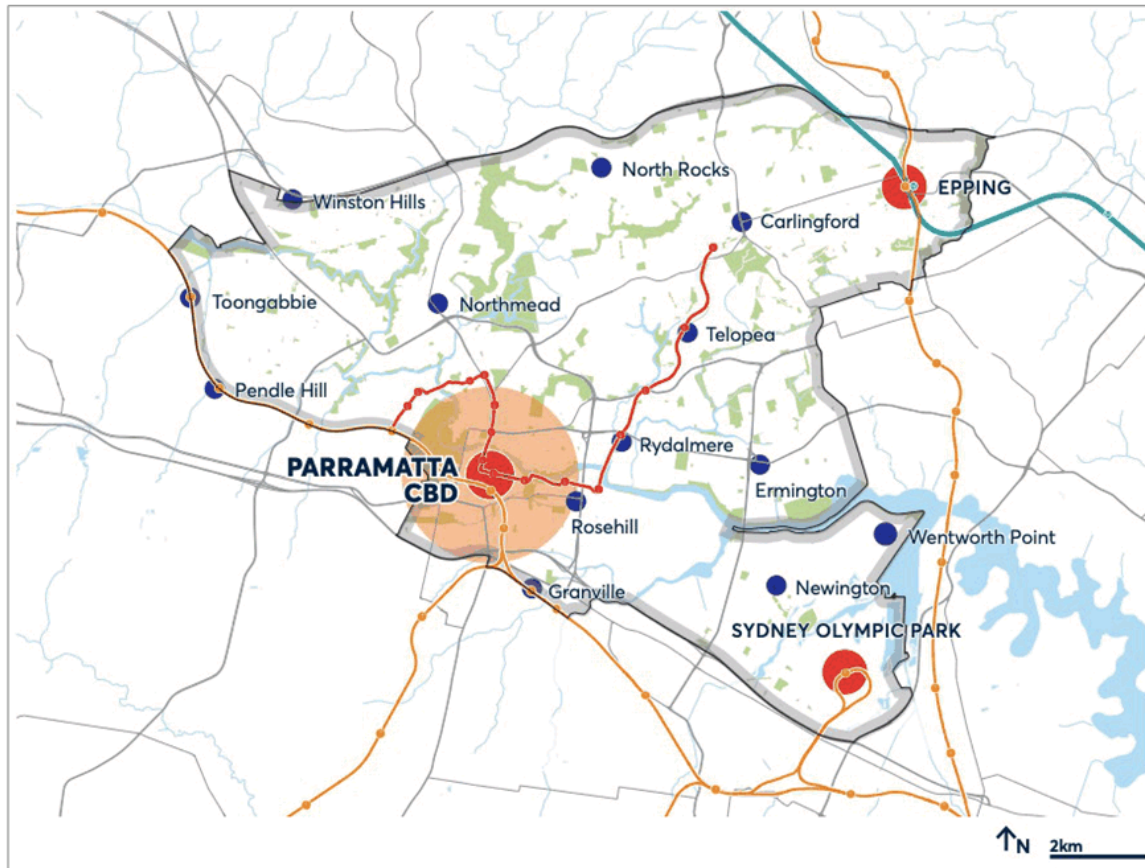


FIGURE 42 – CENTRES HIERARCHY

Source: Parramatta LSPS

The LSPS defines Local Centres as:

A Local Centre is a focal point of neighbourhoods and are an important part of a 30-minute city. While local centres are diverse and vary in size, they provide essential access to day to day goods and services close to where people live.

The LSPS acknowledges the need to improve resilience of private and public realm by promoting and regulating for better design, to deliver low carbon and efficient built environments that minimise resource use and are suited to a changing climate.

Furthermore, the LSPS notes established tree canopy (public and private) is to be valued and protected for its role in cooling communities and supporting local biodiversity. It notes remnant bushland and waterways are to be protected and enhanced, recognised for their vital role in making the LGA a great place. This is strongly aligned to the District objectives including:

- Communities are healthy, resilient and socially connected;
- Greater Sydney's communities are culturally rich with diverse neighbourhoods;



- Biodiversity is protected, urban bushland and remnant vegetation is enhanced;
- Urban tree canopy cover is increased;
- The Green Grid links parks, open spaces, bushland, and walking and cycling paths;
- Public open space is accessible, protected and enhanced;
- A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change;
- Energy and water flows are captured, used and re-used;
- People and places adapt to climate change and future shocks and stresses; and
- Heatwaves and extreme heat are managed.

As shown in the figure below, North Rocks is identified as “1”, being low when it comes to heat vulnerability.

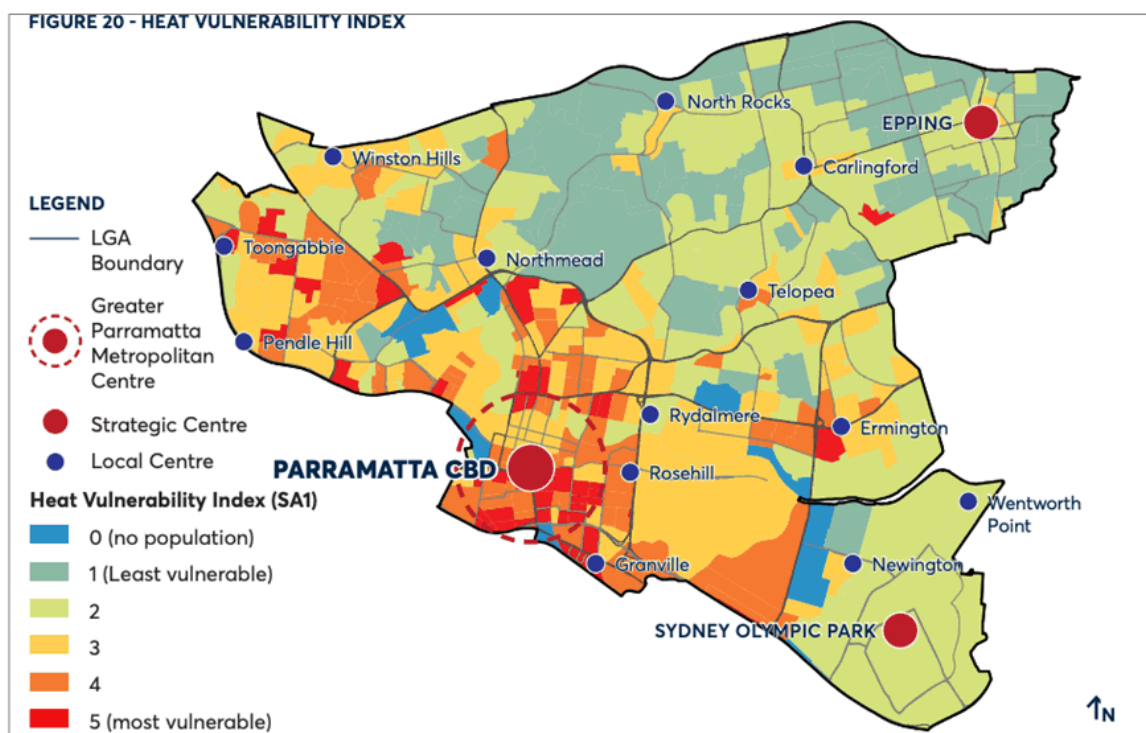


FIGURE 43 – HEAT VULNERABILITY INDEX MAP

Source: Parramatta LSPS

With regards housing, Planning Priority 7 of the LSPS states the need for a diversity of housing types and sizes to meet community needs into the future. This is supported by Direction 25, which require a mix of housing within HDP sites consistent with the HDP Criteria.

Action 44 of the LSPS states:

Consider proposals for new Housing Diversity Precincts that deliver housing diversity in appropriate locations that satisfy the Housing Diversity Precinct Criteria (below).



The proposal will achieve this Planning Priority by:

- Fulfilling the HDP Criteria as expressed in the LSPS by providing much needed housing choice and affordability not currently available in North Rocks nor the northern part of the LGA.
- Locating more compact, diverse housing forms in an accessible location, within the nucleus of a Local Centre and adjacent public (bus) transport, community infrastructure, open space and a large retail centre.
- Delivering a genuine diversity of housing typologies including low-rise apartments, townhouses, detached dwellings and also a significant seniors housing component, including approximately 130 independent living units and approximately 100 bed residential aged care facility.
- Affordable housing will also form part of the proposal comprising 2% of the new residential floor space, equivalent to 16 apartments. The proposed affordable housing contribution is balanced against the proposed delivering other significant community benefits and those associated costs. The provision of 2% affordable housing is supported by a Diverse and Affordable Housing Viability Assessment prepared by Atlas Economics at Appendix 8. The provision of 2% affordable housing has been supported by the Sydney Central Planning Panel as part of the rezoning review process.
- All dwellings (particularly those affordable housing dwellings) are capable of accommodating key workers such as local teachers, nurses and emergency service personnel.
- The potential for dedicated housing for use by the Next Sense including families, staff and those visiting the future facility and Sydney Cochlear Implant Centre at Macquarie Park.
- Including larger unit dwelling types and quality housing forms catered towards an owner occupier market.

It is also noted that Direction P18 of the LSPS contemplates renewal in Local Centres including for apartment forms. It states:

P18 Limit the height of mixed use and residential apartment development in Local Centres in suburban Parramatta to low rise building forms.

The proposal is entirely consistent with this policy in that low-rise residential apartments ranging from 3 – 6 storeys are proposed. A 3-storey built form is proposed to North Rocks Road which will ensure the low-scale character and identity of North Rocks is respected.

The table below provides a summary of the planning proposal's consistency with relevant LSPS actions.

TABLE 10 – CITY OF PARRAMATTA LOCAL STRATEGIC PLANNING STATEMENT

POLICY DIRECTIONS	CONSISTENCY
P1 Support job growth in key employment centres to reinforce Greater Parramatta's role as the Central City.	Consistent. The proposal will provide additional residential population in a Local Centre setting, which is within close proximity (30 minute commute) to three major employment centres including Macquarie Park, Norwest and Parramatta CBD in addition to the North Rocks employment precinct.
P4 Promote diverse and active (non-residential) uses at the street level of buildings in the B4 Mixed Use business zones within Growth Precincts and	Consistent. N/A – the site is not located within a B4 mixed use zone.



	Local Centres to create lively neighbourhoods with interest and vitality	
P7	Encourage the design of development in Growth Precincts, Strategic Centres and Local Centres that maximises accessibility to, and safety of, existing and planned public transport services, including heavy rail, light rail, bus and ferry which includes technological innovation and improved liveability, sustainability and place management outcomes.	<p>Consistent.</p> <p>The proposal supports the transformation of North Rocks Local Centre by introducing new open spaces, tree-lined streets, green links and cycle paths that will better facilitate access to the public transport network.</p> <p>Transport infrastructure will also be improved including local bus nodes and a shuttle service to the M2 Express Bus Service Interchange for 10-15 years. Refer to Section 6.3.2.3 for further discussion on traffic and transport.</p>
P18	Limit the height of mixed use and residential apartment development in Local Centres in suburban Parramatta to low rise building forms.	<p>Consistent.</p> <p>The proposal will provide low-rise residential apartment development ranging from 3 storeys at north rocks road to a maximum 6 storeys.</p> <p>The positioning of apartment buildings has been confined to the central and rear parts of the site to minimise bulk and any adverse visual impacts from the surrounding neighbourhood and streets.</p> <p>The proposal further satisfies the criteria for a HDP, ensuring a majority of the site features low-rise buildings including townhouses and detached housing. Refer to Section 6.3.2.1 for further discussion on the urban design response.</p>
P23	Consider the use of Voluntary Planning Agreements for development within Growth Precincts, Housing Diversity Precincts and for other Planning Proposals.	<p>Consistent.</p> <p>An Interim Letter of Offer has been submitted to Council and VPA discussions are ongoing.</p>
P24	Provide for a range of housing types and sizes that cater to the Parramatta community to ensure housing diversity consistent with the City of Parramatta Local Housing Strategy (once endorsed by Council and DPIE).	<p>Consistent.</p> <p>The proposal satisfies Council's HDP Criteria (P25) and provides diverse typologies catered to the local housing market and needs of the existing and future community.</p> <p>It is proposed to include apartment forms, townhouse typologies, detached housing and seniors housing comprising independent living units and assisted care. Dwelling units will also vary from studio and one bedroom units to 2, 3 and even 4 bedroom dwelling types catering for singles, retirees, young and established families along with key workers.</p>
P25	Require a mix of housing within Housing Diversity Precinct sites consistent with Housing Diversity Precinct Criteria (below).	<p>Consistent.</p> <p>The proposal complies with the requirements set out in the HDP Criteria.</p>
P29	Consider Voluntary Planning Agreements as a potential mechanism to facilitate provision of an Affordable Rental Housing Contribution where Planning	<p>Consistent.</p> <p>An Interim Letter of Offer has been submitted to Council and VPA discussions are ongoing.</p>



	Proposals seek increased residential capacity.	
P30	Provide for appropriate scale public artwork and cultural facilities in Local and Strategic Centres, as well as Parramatta City Centre Art and Culture Walk, to promote cultural expression and a distinctive sense of the place.	<p>Consistent.</p> <p>The proposal is supported by a landscape masterplan, which articulates a vision for a number of character precincts within the site. This includes the provision of community facilities, public domain treatments and design interventions to support place making.</p>
P31	Support the design and planning of Growth Precincts and Housing Diversity Precincts that commemorates the history of the site or locality to provide a link between past and future generations.	<p>Consistent.</p> <p>The site is not a heritage item and is not located within a Heritage Conservation Area (HCA).</p> <p>Nonetheless, the proposal has been designed and developed from a first principles approach, ensuring the master plan utilises existing natural assets, respects and celebrates the historical use of the site.</p> <p>This includes for example extensive interpretation throughout the public domain, sensory design and technologies, and retention of the existing Rotary markets and existing campus streets where possible.</p>
P33	Create a high quality and safe walking and cycling network across the LGA to cater for and encourage short trips (up to 2km) to local centres, jobs, public and shared transport services, schools, local open space, Green Grid and other trip generators.	<p>Consistent.</p> <p>The proposal will deliver improved pedestrian and cycleway connectivity (on/off road connections) between the site and local destinations such as North Rocks District Shopping Centre, bus stops (M2), schools, open space and bushland areas.</p>
P36	Promote and prioritise expansion of recreational opportunities and spaces with a focus on the Green Grid, Parramatta Ways Walking Strategy, and the Parramatta River.	<p>Consistent.</p> <p>The proposal provides a range of open spaces including a full-sized sports field (oval), multi-function court, local open space, passive open space, community gardens and associated amenities. These support the creation, expansion and prioritisation of the Green Grid.</p>
P53	Protect and increase tree canopy cover and vegetation across public and private land.	<p>Consistent.</p> <p>The proposal seeks to increase the mature tree canopy coverage of the site from 23% to 40%, supporting increased vegetation and tree coverage across public and private land.</p>
P54	Enhance street tree canopy to support walkability.	<p>Consistent.</p> <p>The proposal will deliver significant street tree canopies in the form of green streets. Public domain and streets will be defined by mature existing and proposed trees to support comfort and walkability.</p>
P55	Protect and enhance urban bushland and biodiversity	<p>Consistent.</p> <p>The proposal will retain existing significant native tree groupings within planned parks and other passive open space. A minimum of 34% of the site will be nominated as open space. Extensive new and complimentary plantings are also proposed. Remnant urban bushland</p>



		that occurs along the northern site edge will also be largely retained, managed and accessible to the general public.
P56	Provide for a diversity of green spaces to support different community needs such as for recreation, relaxation and enjoyment.	<p>Consistent.</p> <p>The proposal will provide a series of tailored and diversified open space areas including a full-size sports oval, multi-function court, Village Square, bushland interface, passive parkland and a community garden.</p> <p>These spaces will serve multiple recreation and relaxation needs for the existing and future community.</p>
P58	Carefully manage development in areas of high environmental or cultural significance to ensure that these are not compromised.	<p>Consistent.</p> <p>The proposal provides a suitable interface and treatment to the bushland reserve and environmental diversity along the northern boundary towards the M2 Motorway.</p> <p>Existing trees are retained along this edge as part of a native landscape and passive open space area, providing shaded pedestrian connections, open space and visual amenity as well as contributing to the biodiversity of the site.</p>
P59	Make Parramatta a low carbon city.	<p>Consistent.</p> <p>The proposal is supported by an ESD report, which outlines strategies to ensure redevelopment of the site responds to a zero carbon environment. This includes best practice in sustainable building design and operations, energy management and load sharing/distribution, being prepared for and facilitating EV charging, and implementing sustainable infrastructure systems.</p>
P62	Accelerate low carbon transport and emerging trends in mobility.	<p>Consistent.</p> <p>The proposal provides a number of strategies to create a highly permeable environment that encourages active and public modes of transport. This is aimed at providing a shift from private car usage to alternative options including walking, cycling and public transport.</p> <p>Strategies include upgrading and new walkways and cycle paths, EV charging stations and a new shuttle bus service to Barclay Road M2 bus stop.</p>

P25 Housing Diversity Precinct Criteria

To encourage a more diverse range of housing, the LSPS introduces provisions for new HDPs.

These precincts are required to provide a mix of housing types, such as detached housing, townhouses, villas, seniors housing, low-rise apartments and affordable housing.

The planning proposal successfully meets all components of the HDP Criteria, which are addressed in Appendix 2 and discussed below:

TABLE 11 – LSPS HOUSING DIVERSITY PRECINCT CRITERIA

CRITERIA	CONSISTENCY
To be considered as a Housing Diversity Precinct, a site or area must satisfy the following criteria:	



1.	Have urban design merit via an urban design capability test that demonstrates the proposed built form is compatible with surrounding development and neighbourhoods.	<p>Consistent.</p> <p>The proposal has urban design merit as summarised in the Capability Test prepared by Hassell at Appendix 2.</p> <p>The comprehensive assessment has informed the master plan and resulted in a highly responsive built form approach whereby low-rise apartment typologies (3-6 storeys) are proposed with heights concentrated at the center of the site, with expansive areas for low and medium density housing along the eastern and western parts of the site adjacent established low-density neighbourhoods.</p> <p>The resultant-built form approach ensures compatibility with neighbouring residential development.</p>
2.	Be at least 1 hectare and located either: a. entirely within a 10 minute walk of a Strategic or Local Centre, or	<p>Consistent.</p> <p>The site is 12.67ha in area and is entirely within a 5-10-minute walk of North Rocks District Shopping Centre, as the site forms part of the North Rocks Local Centre. The site is one of the largest holdings in common ownership within a local centre in the Parramatta LGA and Central City District.</p>
3.	b. within the GPOP area, having 30-minute door-to-door access to employment in Parramatta CBD, Westmead or Sydney Olympic Park.	<p>N/A.</p> <p>The site is not within the GPOP area, rather a designated Local Centre.</p>
4.	Include or be located within walking distance (800m) of retail convenience.	<p>Consistent.</p> <p>The site is directly adjacent the North Rocks District Shopping Centre precinct (less than 100m), which provides a diverse range of local and district level retail and community services.</p>
5.	For sites 1-2 ha in size – contain or be entirely within a 5-minute walk of a park, sportsground or play space as detailed in the Community Infrastructure Strategy	<p>N/A.</p> <p>Site is larger than 2ha.</p>
6.	For sites greater than 2 ha in size – require the on-site provision of quality parks, sportsgrounds or play spaces as detailed in the Community Infrastructure Strategy	<p>Consistent.</p> <p>The proposal includes a full-size sports oval of sufficient size to accommodate most sporting codes, in addition to a diverse offering of smaller open spaces over 34% of the site area. The oval precinct encompassing parkland, a pavilion and multi-function court and is approximately 1.8ha in area.</p>
7.	Propose one or more of the following housing types: <ul style="list-style-type: none"> • attached or detached dwelling houses • terrace housing • semi-detached housing • villas • townhouses 	<p>The proposal includes a genuine diversity of housing typologies including a combination of detached housing, townhouses/terraces, seniors housing, independent living units and aged care.</p> <p>Potential dwelling numbers are as follows:</p> <ul style="list-style-type: none"> • 560 Apartments • 185 Underbuilding Townhouse • 40 Townhouses • 10 Detached



	<ul style="list-style-type: none"> manor homes co-housing (maximum 3 storeys) seniors housing (maximum 3 storeys) new age boarding houses (maximum 3 storeys) 	<ul style="list-style-type: none"> 130 Independent Living Units Total: 925 <p>Plus an approximate 100-bed residential aged care facility.</p>
8.	Residential flat buildings may be permitted in Housing Diversity Precincts, but only where:	<p>Consistent.</p> <p>The proposal includes low-rise residential apartment development as a result of the following:</p>
	a. The built form is compatible with the surrounding neighbourhood and meets the urban test as per clause (1); and	<p>The proposal has been carefully designed to integrate and respond to the existing neighbourhood and local character, as demonstrated in the detailed Capability Test prepared by Hassell.</p> <p>In particular, the proposal provides a careful transition of low-density and low-rise development along the east and western boundaries, while locating denser mid-rise buildings in the middle of the site where they are largely concealed by existing vegetation and the topography.</p> <p>This is confirmed in the visual assessment prepared by Urbis. In almost all views, the proposed built form is not visible from outside the site.</p> <p>The most visible building elements will be along North Rocks Road at the centre of the North Rocks Local Centre. It is envisaged this will provide a focal point to the local centre, provide a high-quality built form and landscaped outcome complimentary to the existing North Rocks District Shopping Centre precinct.</p>
	b. Other housing types are also provided in the precinct, as specified in clause (7); and	<p>The proposal provides a number of housing options including approximately 185 underbuilding townhouse, 40 townhouses, 10 detached dwellings, 130 independent living units and a 100-bed residential aged care facility.</p>
	c. They contain at least 5-10% permanent affordable rental housing (subject to viability); however, where viable, Council's aspiration is for a higher provision.	<p>The proposal seeks to provide 2% affordable housing of the new residential floor space. Affordable housing may accommodate key workers including nurses, teachers, emergency service personnel and a portion allocated for the RIDBC.</p> <p>This will potentially include a number of dwellings nominated to a Community Housing Provider whilst others may be offered at a discounted rental but where the developer retains ownership, such as Build to Rent.</p> <p>The provision of 2% affordable housing has been supported by a Viability Assessment by Atlas Economics, provided at Appendix 8.</p>
9.	Have strategic merit in relation to: access (including to a regular public transport service); constraints; topography; environment; and amenity.	<p>Consistent.</p> <p>The proposal demonstrates strategic merit for a HDP for the following reasons:</p> <ul style="list-style-type: none"> The proposal will ensure future residents have frequent and convenient access to public transport including established frequent bus services available along North Rocks Road with stops directly adjacent the site, and the proposed shuttle service to the M2 Express Bus Interchange;



-
- The site is within a short level 10-20 minute walk from the Barclay Road M2 Express Bus Interchange, or 2 minute drive;
 - The site is strategically located and will facilitate public transport access to a range of major employment centres including Parramatta, Macquarie Park and Norwest. These centres are within a 30-minute commute from the site. A number of public transport solutions are proposed as part of a broader integrated traffic and transport outcome;
 - The site does not have any environmental constraints that would preclude the rezoning or renewal of the site for residential purposes. The site's environmental features lends itself to a master planned approach with a well-considered layout and built form response;
 - The site's topography allows for a range of built form opportunities, including medium density and low-rise apartments, that are able to integrate with the local context and demonstrate contextual fit without adverse impact;
 - The proposed density and built form response is a result of an extensive planning, urban design and socio-economic analysis, and is considered highly appropriate and commensurate with its Local Centre context and accessible location;
 - Provides a level of density (FSR) that is comparable to or less than that of many other local centres in metropolitan Sydney and the Central City District, in addition to more isolated large renewal sites that are reliant on bus access only (i.e., Melrose Park); and
 - The proposal provides for a range of amenity outcomes that will assist with the positive transformation of the Local Centre including a full-size oval, affordable housing, Community Hub and a Village Square.
-

6.2.1.1 Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long-term Community Strategic Plan (Plan) for the City of Parramatta. The Plan considers that Parramatta CBD, Westmead, Camellia and Rydalmere will undergo significant change in the next 25 years and considers these areas to be key commercial precincts.

The Plan notes that when plans are implemented for improving the city with better parklands, light rail, river pathways, and better motorway connections (M4, M2 and WestConnex), more housing and more jobs will be created in a sustainable way that minimises impacts on existing and future residents.

Key strategies identified in the Plan of relevance to the proposal include:

- Invest in services and facilities for our growing community;
- Support people to live active and healthy lives;
- Design our city so that it is usable by people of all ages and abilities; and
- Provide green spaces for recreation, relaxation and enjoyment.

The planning proposal is considered consistent with the strategies and key objectives of the plan by:



- Delivering significant on-site community infrastructure, including a multi-purpose community facility, neighbourhood library/learning hub, meeting rooms and a publicly accessible civic space; and
- Providing a diversity of housing products including seniors housing, as well as a range of dwelling types that cater for singles, couples, families and the elderly and disabled.

Furthermore, the proposal will improve local connections by providing a series of through site links, a cycleway link and a potential recreational trail along the M2 Motorway.

The proposal will deliver a high-quality master planned development that achieves all the strategic directions stated in Parramatta 2038.

6.2.2 State and Regional Strategies

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

6.2.2.1 Greater Sydney Region Plan

The planning proposal is consistent with relevant key objectives in the Region Plan as demonstrated in the table below.

TABLE 12 – GREATER SYDNEY REGION PLAN

OBJECTIVE	CONSISTENCY
1 Infrastructure supports the three cities	<p>Consistent.</p> <p>The proposal is located within close proximity to existing and proposed open space, a primary and high school, and is directly adjacent local transport and a large shopping centre precinct.</p> <p>The proposal will also deliver new publicly accessible open space including a new sports field and a Village Square (civic space) in addition to community infrastructure being a multi-purpose space and neighbourhood library.</p> <p>The site is also in close proximity to an M2 Motorway Express Bus Service Interchange, NorthConnex and Parramatta Light Rail (Stage 1).</p> <p>Existing bus services provide 30-minute travel to nearby major strategic/employment centres including Parramatta, Epping, Norwest and Macquarie Park.</p>
2 Infrastructure aligns with forecast growth – growth infrastructure compact	<p>Consistent.</p> <p>The proposal has considered a number of infrastructure solutions to support the proposal including integrated traffic and transport solutions, community infrastructure and open space.</p>
3 Infrastructure adapts to meet future needs	<p>Consistent.</p> <p>The proposal provides new open space and transport infrastructure to meet the needs of the future population. On demand bus services are proposed from the site to nearby key bus interchanges during peak periods.</p>



4	Infrastructure use is optimised	<p>Consistent.</p> <p>The proposal provides opportunity to increase active and passive infrastructure by situating new homes in close proximity to bus services, open space, retail amenity and other local services.</p>
5	Benefits of growth realised by collaboration of governments, community and business	<p>Consistent.</p> <p>The proposal has been subject to ongoing discussion and collaboration with Council and DPHI over several years, in relation to realising the vision for the site and providing an outcome that is consistent with the directions of local and district planning policy.</p>
6	Services and infrastructure meet communities' changing needs	<p>Consistent.</p> <p>The proposal will provide a number of significant public benefits for existing and future North Rocks residents.</p> <p>These include:</p> <ul style="list-style-type: none"> • New housing opportunities to cater for couples, young families, downsizers, seniors and key workers; • Public open space including an oval and civic space; • New centrally located community infrastructure; and • Transport improvements including improved bus, road, cycleway and pedestrian infrastructure in addition to intersection improvements.
7	Communities are healthy, resilient and socially connected	<p>Consistent.</p> <p>The proposal will include approx. 34% of the site as publicly accessible open space in the form of a Village Square, full-sized oval, local parks and bushland edges, which will encourage socially connected communities. Approximately 40% of the site will comprise public domain including open space and green streets.</p> <p>The proposal will provide new local streets within the site alongside new pedestrian links. This will break up the large campus format of the site into a fine grain streetscape with improved pedestrian experience and permeability.</p> <p>In addition to a new multi-purpose space and library it will include a new Village Square, which has the potential to become a new civic 'heart', and meeting place to foster community interaction for North Rocks residents.</p>
8	Greater Sydney's communities are culturally rich with diverse neighbourhoods	<p>Consistent.</p> <p>The proposal will provide 2% of new residential floor area as affordable housing, ensuring the proposal caters to a range of household incomes. Independent living units and a residential aged care facility is also proposed to cater for the older demographic.</p>
9	Greater Sydney celebrates the arts and supports creative industries and innovation	<p>Consistent.</p> <p>The proposal will provide an opportunity for public art and sculpture works throughout the precinct.</p>
10	Greater housing supply	<p>Consistent.</p> <p>The proposal seeks to provide approximately 925 dwellings in a mix of detached housing, townhouses, garden townhouse apartments and</p>



		<p>low-rise apartments. This will be achieved through the creation of a HDP.</p> <p>The mix will include approximately 130 independent living units for seniors and an approximate 100 bed residential aged care facility. This will contribute to the housing targets as mandated by the GSC.</p>
11	Housing is more diverse and affordable	<p>Consistent.</p> <p>The proposal will deliver more compact diverse and affordable housing typologies in an accessible location, catering for different stages of life including for young couples, families and also downsizers and retirees.</p> <p>It proposes a mix of housing types including one, two, three and four bedroom dwellings, contributing to housing mix and affordability.</p> <p>The proposed typologies detailed within the master plan include detached housing, townhouses, seniors living and low-rise apartments.</p> <p>The mix will include approximately 130 independent living units for seniors and an approximate 100 bed residential aged care facility.</p>
12	Great places that bring people together	<p>Consistent.</p> <p>The size of the site affords opportunity to create a suitably scaled development, and a sense of community via an improved public realm including a new Village Square, parks and sports oval.</p>
13	Environmental heritage is identified, conserved and enhanced	<p>Consistent.</p> <p>The site is not identified as containing heritage items nor is it located within a Heritage Conservation Area (HCA).</p> <p>Nonetheless, the proposal has been designed and developed from a first principles approach, ensuring the master plan utilises existing natural assets and reflects the historical use of the site. This includes the retention of existing Rotary markets.</p>
14	A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	<p>Consistent.</p> <p>The site is located within and forms a significant part of the nucleus of the North Rocks Local Centre. It is directly adjacent a large retail precinct and existing bus services. In combination with complementary on-site retail uses, community infrastructure and open space it will ensure a walkable outcome.</p> <p>The analysis from GTA (now Stantec) demonstrates the site is within a 30-minute commute of key employment centres including Parramatta CBD, Norwest and Macquarie Park when accessed by public transport.</p>
15	The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	<p>Consistent.</p> <p>The proposal will strengthen pedestrian and cycle connectivity around North Rocks providing improved access to local activity nodes and surrounding destinations such as the bus interchange and shopping centre.</p> <p>Local road and transport access will also be upgraded.</p> <p>The proposal improves the areas liveability and desirability as a place for future residents, while supporting nearby CBDs such as Parramatta.</p>
17	Regional connectivity is enhanced	<p>Consistent.</p>



		The proposal will improve the regional connectivity between North Rocks and the M2 Busway. The proposal also outlines opportunities to provide limited/express services in peak periods to Parramatta, as well as operating at an increased frequency.
19	Greater Parramatta is stronger and better connected	<p>Consistent.</p> <p>The site is already accessible, being within a 30 minute bus commute to three surrounding major employment centres. In addition to a local shuttle service to the M2 interchange and improved pedestrian connections, the proposal outlines potential for increased bus service frequency to Parramatta, Carlingford Station and Epping Station (in consultation with TfNSW).</p> <p>The proposal will also complete the shared path between Jennie Place and the Barclay Street commuter car park on the northern side of Barclay Road, enhancing active transport and integrating the site into the broader cycle network.</p>
22	Investment and business activity in centres	<p>Consistent.</p> <p>The proposal will facilitate increased business activity in North Rocks by providing a critical mass of new residents. This in turn will facilitate the demand for additional services and stimulate additional business in the centre. Seniors living housing will also facilitate opportunity for additional employment.</p> <p>In particular, the proposal will provide more persons within walking distance of North Rocks District Shopping Centre, supporting retail trade and business activity.</p>
24	Economic sectors are targeted for success	<p>Consistent.</p> <p>The proposal will provide employment opportunities on the site through limited convenience retail, community services and also an aged care facility</p>
25	The coasts and waterways are protected and healthier	<p>Consistent.</p> <p>The proposal protects the Bluegum Creek and Parramatta River Catchments and will be protected with a Water Sensitive Urban Design (WSUD) and open space outcome.</p>
27	Biodiversity is protected, urban bushland and remnant vegetation is enhanced	<p>Consistent.</p> <p>The proposal has been designed to integrate with surrounding bushland and vegetation currently on the site. The proposal will provide large areas of deep soil on site (40%), allowing for existing and future vegetation to be enhanced.</p> <p>Remnant bushland (native tree species) will be preserved, including along the northern boundary thereby respecting the existing environmental qualities of the site.</p>
28	Scenic and cultural landscapes are protected	<p>Consistent.</p> <p>The proposal responds to the natural assets bound by the site including the bushland corridor located to the immediate north by establishing new north-south pedestrian connections, and a transitional passive recreation area.</p> <p>Further a core objective of the landscape design approach is to retain a heavily treed environment, whereby the canopy is increased from 23% to approximately 40%, and buildings sit at or below the mature</p>



		tree canopy. This will ensure compatibility with the surrounding landscape character.
29	Environmental, social and economic values in rural areas are protected and enhanced	N/A. The site is not located in a rural area.
30	Urban tree canopy cover is increased	Consistent. The proposal provides large areas of deep soil (40%), allowing for growth of large and mature trees across the site. The site's tree canopy will increase from 23% to 40% under the proposal. The landscape concept depicts a mix of deciduous and evergreens around the proposed road network.
31	Public open space is accessible, protected and enhanced	Consistent. The proposal will provide approximately 34% of the site as publicly accessible open space. The site's renewal will significantly improve connectivity within the adjoining vegetation corridor, located between the site and the M2 Motorway corridor, the adjacent council reserve to the west and other nearby parklands.
32	The Green Grid links parks, open spaces, bushland and walking and cycling paths	Consistent. The proposal is consistent with contributing to Sydney's Green Grid by providing potential walking paths in tandem with new north-south green connections to the remnant vegetation located adjacent to the site.
33	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	Consistent. The proposal will allow the site to respond to, and operate in, a zero-carbon environment. This includes best practice in sustainable building design and operations, energy management and load sharing/distribution and being prepared for EV charging and sustainable infrastructure systems.
34	Energy and water flows are captured, used and re-used	Consistent. The proposal will provide uses that will enable WSUD and ensure water is appropriately used across the site. In particular, the proposal will introduce an integrated strategy for water demand reduction, reuse and recycling and passive water treatments within the landscaping works of the project. It will seek to exceed the BASIX minimum targets.
35	More waste is re-used and recycled to support the development of a circular economy	Consistent. The proposal will facilitate a mix of land uses that can utilise recycled water for landscaping and WSUD.
36	People and places adapt to climate change and future shocks and stresses	Consistent. The proposal will seek to reduce urban heating through extensive new plantings and treed areas, in addition to other related sustainability initiatives.



37	Exposure to natural and urban hazards is reduced	Consistent. Environmental investigations accompanying the proposal reveal there are no major constraints or limits to the site's future redevelopment.
38	Heatwaves and extreme heat are managed	Consistent. As noted above, extensive canopy plantings are proposed to reduce the urban heat effect. The master plan proposes additional landscaping with significant tree canopy along the street network and passive areas. Refer to Section 6.3.2.
40	Plans refined by monitoring and reporting	Consistent. This objective relates to the development of performance indicators that measure the 10 Directions for Greater Sydney, as well as monitoring and reporting of housing and employment data. The proposal will not hinder this objective from being achieved.

6.2.2.2 Central City District Plan

The planning proposal is consistent with relevant key objectives in the Region Plan as demonstrated in the table below.

TABLE 13 – CENTRAL CITY DISTRICT PLAN

PLANNING PRIORITY		CONSISTENCY
C1	Planning for a city supported by infrastructure	Consistent. The site has frontage to an arterial road, is immediately adjacent a large retail precinct, school and bus transport. It is also within a walkable distance of a high school and an M2 express bus service, and other established recreational facilities. The proposal also seeks to provide new recreational and community infrastructure on-site in the form of a new public oval, community facilities, village square and other active/passive recreation space.
C3	Providing services and social infrastructure to meet peoples changing needs	Consistent. The current planning controls for the site restrict the creation of health, creative and socially connected communities. The site is well positioned to deliver an outcome that significantly improves the liveability and amenity of North Rocks. The proposal will deliver a genuine diversity of housing types to cater for different life stages, new open space both active and passive, in addition to a multi-purpose community centre, learning hub or library centred around a new civic plaza space.
C4	Fostering healthy, creative, culturally rich and socially connected communities	Consistent. The current planning controls relating to the site restrict the creation of a healthy, creative and rich socially connected community. The proposal will facilitate a progressive development that can provide a dynamic mix of residential living, public spaces and limited convenience retail.



C5 Providing housing supply, choice and affordability, with access to jobs and services	<p>Consistent.</p> <p>The proposal will deliver more compact, diverse and affordable housing typologies in an accessible location catering for different stages of life including for young couples, families and also downsizers and retirees.</p> <p>The housing typology proposed will feature a range of one, two, three and four-bedroom dwellings in a garden setting including detached housing, townhouses, family-sized garden underbuilding townhouses and low-rise apartments. This includes approximately 140 independent living units for seniors, an aged care facility and 2% affordable housing.</p> <p>The site is well positioned to provide high quality housing in suitable infill locations to support access to amenity, jobs and services.</p> <p>North Rocks currently has a lack of diversity in its housing supply that is exacerbated by an absence of affordable housing opportunities. Urbis found that the housing market in the North Rocks area is dominated by low density housing, with 85% of dwellings in the suburb being detached homes.</p> <p>The proposal seeks to address this by providing a true mix of housing products aimed at meeting a range of demographics including an owner occupier market, downsizers, families, seniors and key workers.</p>
C6 Creating and renewing great places and local centres, and respecting the District's heritage.	<p>Consistent.</p> <p>The proposal will deliver much needed civic amenity in a highly accessible location within North Rocks. This is proposed to include an oval for sporting activity, new parks, and a village square accessible to the general public. A multi-purpose community centre and neighbourhood library will also be centered around this new civic space in addition to a cafe. This precinct encompassing the oval, Village Square and Community Hub have the potential to become the new 'civic' heart of North Rocks.</p> <p>Whilst there is no listed heritage on-site, past uses and occupation including by the RIDBC will be respected and interpreted in the design of the public domain. A 'Hear the Children' medical service managed by the RIDBC will also be retained on-site and in the Community Hub.</p>
C9 Delivering integrated land use and transport planning and a 30-minute city	<p>Consistent.</p> <p>The site is immediately adjacent existing bus services along North Rocks Road, providing connection with Epping and Parramatta CBD. Further the M2 express bus interchange is within a 10-15 minute level walk to the west, which can also be accessed via bus along Barclay Road.</p> <p>The proposal will ensure future residents have frequent and convenient access to public transport, including existing bus services along North Rocks Road and the proposed shuttle service to the M2 Express Bus Interchange.</p> <p>The site is strategically located and has been designed to facilitate public transport access to a range of major employment centres including Parramatta, Norwest, Macquarie Park and Epping – all of which are accessible within 30-minutes.</p> <p>A number of public transport solutions are proposed as part of a broader integrated traffic and transport outcome to deliver a 30-minute city.</p>



C15	Protecting and enhancing bushland and biodiversity	<p>Consistent.</p> <p>The historical use of the site for educational uses has restricted the opportunity for publicly accessible active and passive recreation opportunities.</p> <p>The proposal ensures the bushland edge along the northern boundary of the site will also be protected and enhanced.</p>
C16	Increasing urban tree canopy cover and delivering Green Grid connections	<p>Consistent.</p> <p>The proposal will retain existing mature trees on the site, where possible, and establish new tree lined streets in the local road network. The proposal will increase the tree coverage across the site from 23% to 40%.</p>
C17	Delivering high quality open space	<p>Consistent.</p> <p>The proposal will deliver approximately 34% of the site as publicly accessible open space in the form of a village square, full-size oval, local parks and bushland edges. This will not only provide high quality open space for the benefit of on-site residents but will be utilised and accessible for the wider North Rocks population and visitors.</p>
C19	Reducing carbon emissions and managing energy, water and waste efficiently	<p>Consistent.</p> <p>The proposal will feature robust sustainability outcomes strategies to reduce carbon emissions. This includes best practice in sustainable building design and operations, energy management and load sharing/distribution, being prepared for and facilitating EV charging and implementing sustainable infrastructure systems.</p> <p>The proposal intends to deploy water sensitive urban design throughout the public domain, and implement strategies to manage water demand, reduction, re-use and recycling.</p>
C20	Adapting to the impacts of urban and natural hazards and climate change	<p>Consistent.</p> <p>The proposal seeks to reduce urban heating via extensive tree and understory plantings throughout the site. It will also retain significant existing trees tree groupings within proposed open space areas. The proposal plans for 40% canopy coverage across the site.</p> <p>There are no environmental hazards or constraints that will limit the future re-development of the site as described by the master plan.</p>

6.2.2.3 Future Transport Strategy

Transport for NSW's Future Transport Strategy (2022) replaces Future Transport 2056: Shaping the Future, published in 2018. It remains a long-term vision for mobility in NSW. The amended strategy takes into account climatic change, increased use of technology post Covid in addition to continued population growth and global megatrends. It includes ground-breaking ideas to revitalise cities, connect regional communities and encourage thriving local neighbourhoods.

It seeks to ensure transport and land use planning are fully integrated and includes a vision to create connected 30-minute cities and convenient 15-minute neighbourhoods, starting with the piloting of Future Transport Hubs in Parramatta, Chatswood, Wollongong and Coffs Harbour.

Transport for NSW's principle of a 15-minute neighbourhood includes:



- Safer, greener and more liveable 15-minute neighbourhoods across NSW, where wider footpaths, cycle lanes, street trees, pedestrian crossings and lower speeds will improve access to nearby shops and services.
- In conjunction with smarter land use planning, we will provide more housing opportunities near transport.
- Recognition of the potential of streets as local public spaces and ensure new spaces are accessible on foot by the local community, including young people.
- Safer streets will allow more children to walk or cycle to school.

The North Rocks proposal and refined Master Plan will best serve the objectives of this Plan through:

- Supporting the '30-minute city' model allowing better access to essential services and jobs closer to home, and closer to each other;
- Facilitating integrated transport and land use planning, allowing for more housing close to existing transport nodes, retail and community infrastructure in addition to open space. This will include a new oval, activated village square and co-location of a library and community hub resulting in improved liveability by making essential, retail and medical/well-being services more accessible;
- Direct alignment with and implementation of the 15-minute neighbourhood concept, by providing more housing near local and district bus transport nodes, improved safer connectivity to local retail amenity as well as new open space within the site, and creation of safer neighbourhoods with off-road pedestrian connections and safer street design; and
- Supporting the utilisation of the existing local, district and M2 Express Bus services by providing increased residential living opportunities close to local bus nodes, within the epi-centre of North Rocks Local Centre opposite the shopping centre precinct.

Parramatta Light Rail

Stage 1

The Parramatta Light Rail (PLR) Stage 1 will connect Westmead to Carlingford via Parramatta CBD and Camellia with a two-way track spanning 12 stops. It is expected to commence passenger operation in 2024.

Stage 1 will provide a light rail stop at Carlingford and Westmead.

As a part of the Travel Management Plan it is proposed to investigate improved bus connections between the site to nearby transport connections including the Carlingford Terminus of the Stage 1 Parramatta Light Rail.

As of March 2024, testing of light rail vehicles has been ongoing and has been focussed on sections within the parramatta CBD. Testing will progress to North Parramatta, Cumberland Precinct and Westmead in the near future.

Stage 2

The PLR Stage 2 will connect the Parramatta CBD to Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park. Additionally, Stage 2 will connect to Sydney Metro West, the heavy rail in Parramatta and Sydney Olympic Park, and ferry services at Rydalmere and Sydney Olympic Park.

The figure below depicts the the alignment of the PLR Stage 1 and 2.



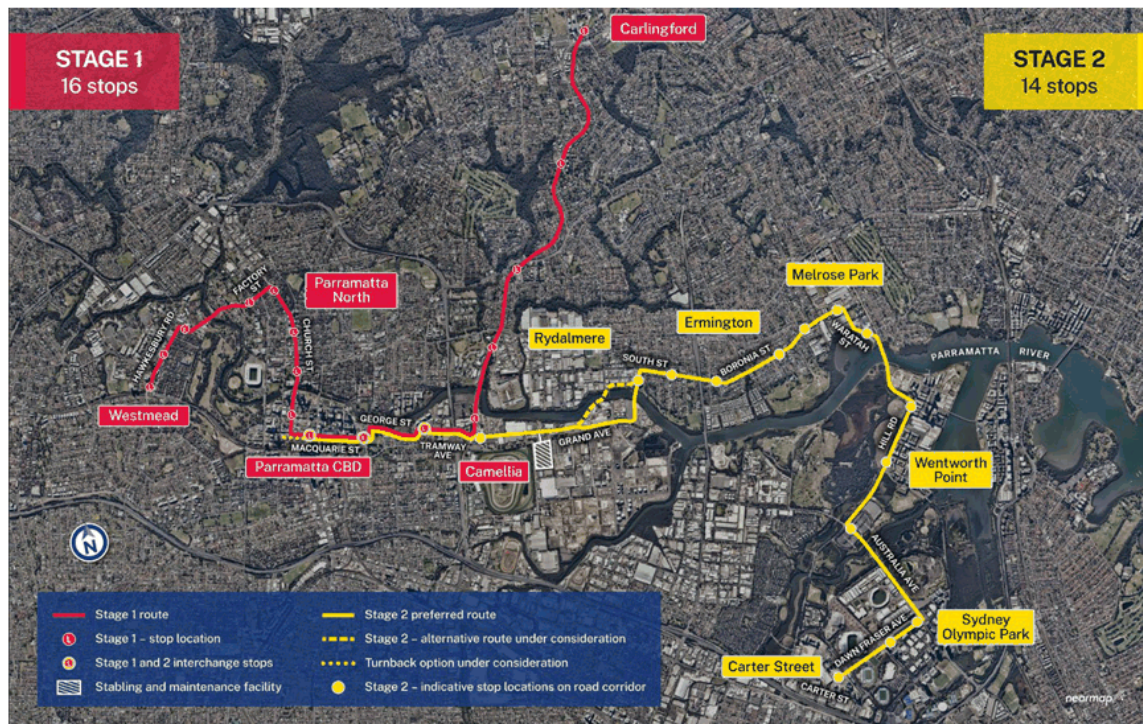


FIGURE 44 – PLR STAGE 1 & 2 ALIGNMENT

Source: City of Parramatta

NorthConnex

The benefits from major investment in recent road infrastructure projects, including NorthConnex, which is a 9km tunnel that connects the M1 Motorway to the M2 Motorway.

The site is located approximately 1.9km from the junction of Pennant Hills Road and the M2 Motorway, where the tunnel has been constructed and connects to the M1 Motorway, improving access to these locations. The project will also improve traffic conditions and opportunities for public transport along Pennant Hills Road.



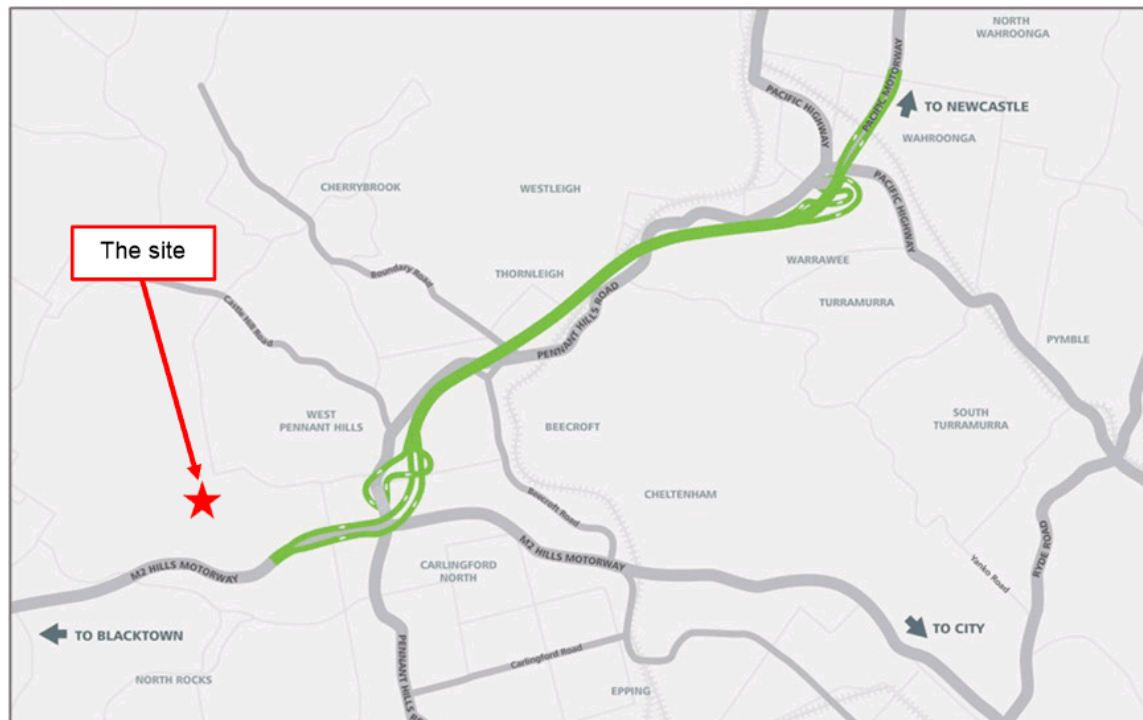


FIGURE 45 – NORTHCONNEX ALIGNMENT

Source: NorthConnex

Greater Sydney Principal Bicycle Network

Another initiative that the site will benefit from is the completion of the Greater Sydney principal bicycle network, which will assist with the long-term plan to complete Greater Sydney's Green Grid.

As shown in the figure below, the site appears to be located close to a future cycle path connecting Greater Parramatta with Castle Hill.



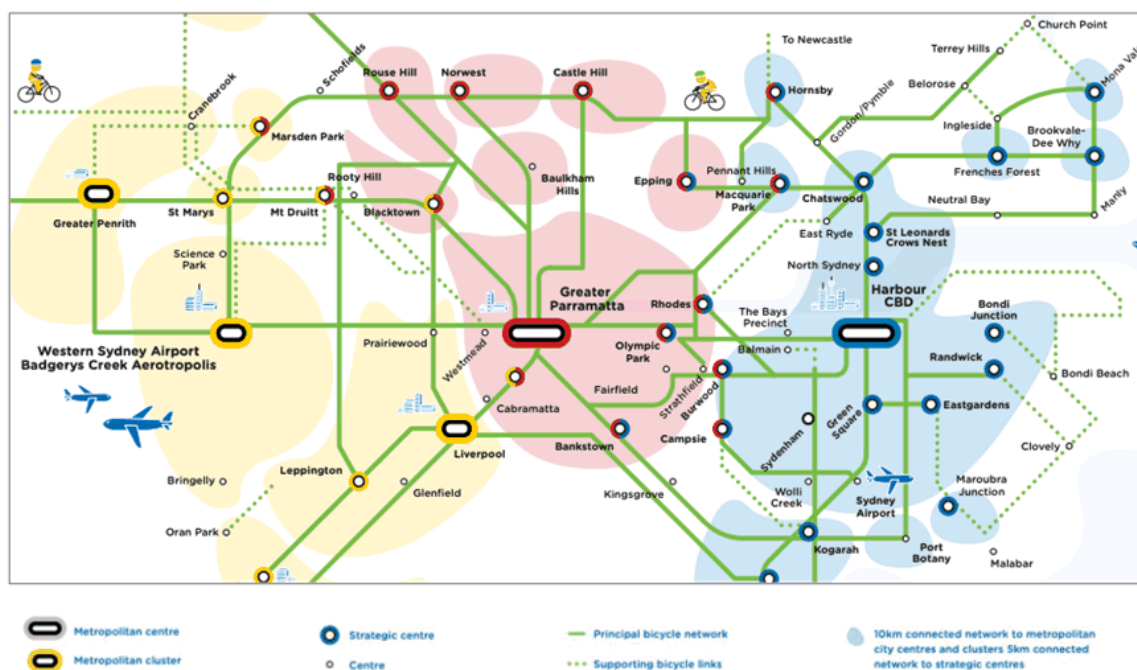


FIGURE 46 – GREATER SYDNEY BICYCLE NETWORK

Source: Greater Sydney Commission

6.2.3 State Environmental Planning Policies

6. Is the planning proposal consistent with applicable SEPPs?

Yes, the planning proposal is consistent with relevant State Environmental Planning Policies (SEPPs) as outlined in the table below.

TABLE 14 – STATE ENVIRONMENTAL PLANNING POLICIES

SEPP	CONSISTENCY
SEPP (Biodiversity and Conservation) 2021	<p>Consistent</p> <p>The proposal will retain existing trees on site where possible to establish adequate vegetation buffers to adjoining development and the vegetation to the north.</p> <p>The submitted ecological report identifies 0.57ha of remnant vegetation on the northern boundary of the site.</p> <p>The Biodiversity Offset Area (BOS) area threshold for vegetation clearing is 0.25 ha, and therefore any clearing of native vegetation equal to or greater than 0.25 ha will require a biodiversity offset to be obtained.</p> <p>The report considers that one of the following strategies be implemented for future development:</p>



	<p>Partial removal of remnant native vegetation and obtain biodiversity offsets under BOS.</p> <p>Retain a 20m vegetation buffer along the northern buffer, which would reduce the area of clearing to 0.24 ha and therefore no offsets will be required.</p> <p>It is anticipated that these measures will be further considered during design development and assessment of bushfire risk.</p> <p>Refer to the Ecological Assessment submitted at Appendix 12.</p>
SEPP (Sustainable Buildings) 2022	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>
SEPP (Exempt and Complying Development Codes) 2008	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>
SEPP (Housing) 2021	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p> <p>The master plan is capable accommodating residential buildings that are consistent with SEPP's principles and the ADG.</p> <p>An overview of the planning proposals ability to comply with key ADG criteria is provided in the Urban Design Report submitted at Appendix 2.</p>
SEPP (Industry and Employment) 2021	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>
SEPP (Planning Systems) 2021	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>
SEPP (Precincts—Central River City) 2021	<p>NA</p> <p>The site is not within a precinct covered by this SEPP.</p>
SEPP (Primary Production) 2021	<p>NA</p> <p>The site is not primary production land.</p>
SEPP (Resilience and Hazards) 2021	<p>Consistent</p> <p>The site will be appropriately remediated to ensure it is suitable for residential development.</p>
SEPP (Resources and Energy) 2021	<p>NA</p> <p>The proposal does not involve mining or extractive industry.</p>
SEPP (Transport and Infrastructure) 2021	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>

6.2.4 Ministerial Directions

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



Yes, the planning proposal is generally consistent with all applicable Section 9.1 Directions as detailed in the table below. Where the proposal is inconsistent with a direction, justification is provided.

TABLE 15 – MINISTERIAL DIRECTIONS

DIRECTION	CONSISTENCY
Focus Area 1: Planning Systems	
1.1 Implementation of Regional Plans	<p>Consistent</p> <p>The proposal is consistent with the Greater Sydney Region Plan. Refer to further discussion in Section 6.2.2.1.</p>
1.3 Approval and Referral Requirements	<p>NA</p> <p>The proposal does not include consultation, referral or concurrence provisions, nor clarifies any development as designated development.</p>
1.4 Site Specific Provisions	<p>Consistent</p> <p>The proposal will need to include café/restaurant and medical centre uses on the site as additional permissible uses given these uses are not permissible in the R4 Zone under Parramatta LEP 2023.</p> <p>The proposal is consistent with this direction as it will allow a land use on the site without imposing any development standards or requirements in addition to those already contained in the principle environmental planning instrument being amended.</p> <p>Additional Local Provisions clause is proposed to ensure residential flat buildings and multi-dwelling housing demonstrate and exhibit design excellence.</p>
Focus Area 3: Biodiversity and Conservation	
3.1 Conservation Zones	<p>Consistent</p> <p>A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas. Part of the land within the northern bushland is identified as terrestrial biodiversity. A proposed C2 Environmental Conservation zone has been provided over the northern bushland, however an RE1 Public Recreation zone may be more appropriate to enable the ongoing management of this land as part of the bushfire protection requirements. Refer to Section 6.3.2 of this report for further detail.</p> <p>Notwithstanding, an appropriate zone (either C2 or RE1) will be provided to enable the ongoing protection of environmentally sensitive land.</p>
3.7 Public Bushland	<p>Consistent</p> <p>This direction seeks to protect bushland in urban areas, including rehabilitated areas, and ensure the ecological viability of the bushland. The planning proposal minimises impacts to public bushland by avoiding tree removal in existing areas of dense vegetation. Additional tree planting is proposed to complement the existing bushland character. The existing northern bushland will be retained and made available for public recreation purposes through the provision of walking paths.</p>
Focus Area 4: Resilience and Hazards	



4.1 Flooding	<p>Consistent</p> <p>The proposal is supported by a flood report at Appendix 15 which confirms the site is not prone to mainstream flooding. The site is situated along a ridgeline.</p>
4.3 Planning for Bushfire Protection	<p>Consistent</p> <p>The site is identified as containing a small area of category 1 vegetation adjoining the northern boundary of the site and an area of vegetation buffer. However, it is considered 'low risk' given the narrow width of vegetation between the site and the M2.</p> <p>The proposal is accompanied by a Bushfire Assessment Report, which provides a bushfire protection assessment and establishes an Asset Protection Zone and a number of planning strategies to guide future development.</p> <p>Refer to further discussion in Section 6.3 below.</p>
Focus Area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	<p>Consistent</p> <p>The proposal will enhance access to jobs, housing and services through the provision of new walking paths and shuttle bus service.</p> <p>The increased density will strengthen the viability of existing public transport services in the area.</p>
5.2 Reserving Land for Public Purposes	<p>Consistent</p> <p>The proposal does not contain existing any land that has been reserved for a public purpose. The planning proposal proposes the dedication of RE1 Public Recreation to Council. This will be subject to an agreed VPA.</p>
Focus Area 6: Housing	
6.1 Residential Zones	<p>Consistent</p> <p>The proposal seeks to provide a diverse range of housing opportunities to meet future population projections for the LGA. The site forms an integral part of the North Rocks Local Centre and includes proximity to open space and local services.</p>

6.2.5 Summary of Strategic Merit

In a district and metropolitan context, the near 13-hectare RIDBC site and the renewal opportunity it offers is of strategic significance. The proposal is not only considered to support key Government policy but will specifically deliver a number of key priorities and actions contained within the Greater Sydney Region Plan (A Metropolis of Three Cities); Central City District Plan; and Parramatta LSPS. The site's renewal as outlined by this proposal is considered to have strategic merit for the following reasons:

- Reinforces North Rocks designation as a Local Centre. North Rocks is one of the largest local centres in the Parramatta LGA and plays an important role in providing access to district level goods and services close to where people live. Increasing residential densities at a respectful scale within the nucleus of the centre, directly adjacent bus services and a district shopping centre precinct is a desirable liveability outcome.



- The proposal will make a significant contribution to the renewal of the North Rocks Local Centre as mandated by the District Plan, not only through greater housing choice but delivery of critical public infrastructure and open space including new public parks, a 1.8ha oval precinct, village square, local library and a multi-purpose community facility community hub.
- Delivers the GSC's and TfNSW's aim of a 15 Minute Neighbourhood and 30 Minute City, via residential renewal in a highly central, accessible local centre setting immediately adjacent bus transport, community and retail amenity all within a walkable distance.
- Delivers more compact, diverse and affordable housing typologies in an accessible location, catering for different stages of life including for young couples, families, downsizers and retirees.
- Provides a level of density that is comparable to (or less than) that of other local centres in metropolitan Sydney.
- Meets the relevant objectives, directions and actions of Parramatta Council's LSPS and successfully meets the requirements of a Housing Diversity Precinct.
- The proposal is supported by a rigorous Urban Design Capability Test (Capability Test) demonstrating compatibility with the surrounding character;
- Significantly enhances the existing environment that defines the Local Centre, including access to open space at a local, district and regional scale. This includes a full-size oval, local parks and associated recreation facilities that can accommodate local sporting users;
- Increases the proportion of homes in urban areas within 10 minutes' walk of quality green, open and public space;
- Enhances the urban tree canopy across the site, supporting increased vegetation and tree coverage across publicly accessible land;
- Facilitates integrated traffic and transport solutions to improve the surrounding traffic environment, promote active transport, enhance access to express bus stops and travel to major employment centres;
- Provides a Community Hub and library with a learning and cultural focus within the Local Centre in close proximity to existing schools;
- Maximises utilisation of existing infrastructure including sub-arterial road network, frequent bus services both local and district, schools both primary and secondary, retail amenity including a large shopping centre with associated community services in addition to existing utilities and services; and
- Contributes towards high quality urban renewal at scale that is consistent with the objectives for urban consolidation.

The proposal is considered to satisfy the strategic merit test and promotes key strategic planning priorities of Council and State Government.

Importantly the Sydney Central City Planning Panel Strategic Planning Panel considered this matter at a meeting of 31 October 2023 and noted in the record of decision:

The Panel agreed that the planning proposal had Strategic Merit that:

- *The planning proposal is consistent with applicable strategic planning documents, particularly as they relate to the general objectives for housing. These include the Greater Sydney Region Plan,*



2018; Sydney Central District Plan, 2018; and the development is consistent with the outcomes sought under schedule 7 of the Parramatta Local Strategic Planning Statement, 2020 (LSPS).

- *Delivering housing supply is a priority for Sydney at all levels of Government.*
- *The planning proposal is consistent with strategic objectives, regionally and locally, to locate new housing in areas close to local services and public transport.*
- *Additionally, the Federal and State Government Housing Accord seeks an additional 1 million well located homes over the next five years. This proposal responds to changing circumstances by delivering additional well-located housing and housing diversity...*

In addition, the SCPP agreed that the proposal had Site Specific Merit, in that:

- *The site has no significant natural environmental constraints to preclude development.*
- *The site has the potential to provide housing diversity including affordable housing, seniors housing as well as community facilities and landscape amenity.*
- *The site is a large, consolidated area that is well located close to a local centre providing direct access to goods and services.*
- *Infrastructure is available to support the development.*
- *The site is within 20-30 minutes of Parramatta CBD by public transport and other employment centres can be accessed via public transport along the M2 motorway.*
- *The site is of sufficient area and self-containment to accommodate development that could have an increased scale, density and compatibility with the locality.*

Section 6.3 of this report speaks to site specific merit and key environmental, economic and social impacts in further detail.



6.3 Part C – Environmental, Social and Economic Impact

6.3.1 Critical Habitat and Ecology

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

The proposal is accompanied by an Ecological Assessment Report prepared by Travers Bushfire and Ecology at **Appendix 12**, which examines existing ecological values of the site and the impact of new site development. The report was prepared in 2021 based on the masterplan proposed at that time. While there have been no major changes to the masterplan layout which impact ecological values, for completeness, Addendum Ecological Advice has also been provided at **Appendix 12**. The findings are detailed below.

Vegetation

Native vegetation occurs as part of small remnant area close to the northern boundary and occupies 0.57ha. The remaining vegetation on site occurs as planted trees, garden beds and managed lawn.

The vegetation has been mapped as Smooth Barked Apple – Red Blackwood- Blackbutt tall open forest on shale sandstone transition soils in eastern Sydney (PCT 1845), which is largely equivalent to Coastal Shale Sandstone Forest.

Travers considers that the vegetation within the study site is not commensurate with any endangered ecological community (EEC) listed under the *Biodiversity Conservation Act 2016* (BC Act) or *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The figure below depicts flora survey results and the Smooth Barked Apple, located along the northern boundary of the site.





FIGURE 47 – FLORA AND FAUNA SURVEY RESULTS

Source: Travers Bushfire Ecology

A Biodiversity Offset Scheme (BOS) may be required to undertake clearing on the site. The BOS threshold for vegetation clearing is 0.25ha, therefore any clearing equal to or above this threshold will require a biodiversity offset to be obtained.

Flora

No threatened flora species were observed within the study site during the field survey undertaken.



Fauna

The fauna survey was limited to an assessment of habitat attributes undertaken during the flora survey. A detailed survey is expected to be undertaken as part of a future DA.

It is noted that the remnant vegetation on site may provide habitat for fauna. Due to the high levels of previous disturbance and the lack of suitable habitat, Travers conclude that it is unlikely that endangered fauna species will occur within the site.

Biodiversity Offsets and Clearing

The Biodiversity Offset Scheme (BOS) includes two (2) elements to the threshold test – a Biodiversity Values Land Map trigger and an area clearing trigger. The site **is not** mapped as having biodiversity values on the NSW DPE Biodiversity Values Map (April 2024). However, the planning proposal is likely to include clearing of more than 0.25HA of native vegetation will be cleared and offsetting will be required under the BOS. Whilst there may not be direct impacts for the placement of structures in native vegetation, it is likely that the native vegetation will need to be maintained within an asset protection zone in the north of the site. As this still has an impact upon native vegetation through selective canopy removal, thinning of mid-storey and maintenance of the ground layer, it is expected to cover an area greater than the threshold.

Should clearing be proposed which triggers entry into the BOS, a Biodiversity Development Assessment Report will be prepared at such time to review the proposed impacts in detail and establish the offset requirements.

LEP Mapping

Whilst the site is not identified on NSW Biodiversity Values Maps, it has been identified as part of the Parramatta LEP 2023 Biodiversity Values map, as shown in the figure below.





FIGURE 48 – LEP BIODIVERSITY MAP

Source: NSW EPlanning Maps

As such, any works proposed within the areas highlighted green in the north west corner of the site trigger the consideration of Clause 6.3 of Parramatta LEP 2023. Clause 6.3 aims to maintain terrestrial and aquatic biodiversity values. The planning proposal masterplan generally avoids the area shown green on the LEP map however this land may form part of an asset protection zone. The impact of the APZ would be in the form of selective canopy removal, mid-storey and ground layer maintenance. The impact of the APZ requires further consideration. However, as stated above there has been no threatened flora or fauna species observed on site. Should clearing be proposed which triggers entry into the BOS, a Biodiversity Development Assessment Report will be prepared at such time to review the proposed impacts in detail and establish the offset requirements, including any impacts relating to the confirmed APZ requirements.

Conclusion

Travers conclude that:

- No part of the study area is affected by threatened ecological communities however there is only remnant vegetation near the northern boundary of the site;



- At the time the report was commissioned, the site is not mapped as containing biodiversity values;
- Given the highly disturbed nature of the site and extent of existing development footprints over the vast majority of the subject site, the likelihood for threatened flora to exist is considered very low, as is the case for any planted threatened specimens. It is noted that approximately 95% of the study area is cleared of native vegetation;
- The habitats on site are not particularly unique that hold a high ecological constraint at the time of inspections. Diurnal and nocturnal fauna survey will be required as part of a future development application on site;
- There are no wetlands or riparian zones within the study area that require assessment and / or protection or setbacks; and
- Given the nature of the site, there is not likely to be any 'red-flag' issues with regard to the EPBC Act.

Recommendations

The report provides a number of recommendations to manage remnant onsite ecology. For example, more detailed tree assessments, and targeted survey for threatened fauna and flora species may be required at the DA stage. It is noted significant native tree groupings are to be retained and incorporated within planned open space.

6.3.2 Other Environmental Impacts

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

The proposal has been the subject of detailed environmental impact assessment.

This section summarises various environmental and design investigations that have been conducted and which have informed the resultant rezoning reference scheme (masterplan) and proposed control framework or LEP provisions, including matters relating to urban design, landscaping, bushfire, traffic and transport, geotechnical, archaeology, soil contamination, flooding, acoustic and visual impact.

In summary, there are no adverse environmental impacts resulting from the proposal, rather as demonstrated below any impacts can and will be appropriately managed.

6.3.2.1 Built Form and Architecture

Place Vision and Performance

The Urban Design Report, provided at **Appendix 2** establishes a proposed place-based vision: *Re-imagining the heart of the North Rocks Local Centre*.

The master plan for North Rocks Village has been designed around and assessed against 4 key place performance principles. These include:

1. A Healthy Place

The master plan looks to support active and healthy lifestyle options for residents and visitors alike. To do this it will create new active open space including an oval for local sports and celebrate its proximity to surrounding landscape and integrate this within its structure, enabling an engagement with nature. Additionally, it seeks to respond to broader connections around active transport such as trail walking and cycling to integrate it into its context and the North Rocks area.



2. A Diverse Place

The master plan looks to respond to the site's central accessible location (within the epicentre of North Rocks Local Centre, opposite bus nodes and a district shopping centre as well as schools). It seeks to co-locate a variety high amenity places and open spaces (including an oval, village square, library and community spaces) within a mix of housing typologies. It will create diverse precincts with distinct identities supporting a unique sense of place and a highly attractive precinct.

3. A Connected Place

The master plan looks to create a clear and urban structure that allows the visual and physical permeability through the site. Current and future connections have been identified to ensure that the precinct can support the future growth of North Rocks and the surrounding area.

4. A Sustainable Place

The master plan looks to hold and retain much of the existing sites landscape setting and embedding it into the structure of the master plan. It also looks to supplement the established landscape through new interventions and elements integrated into the public realm to ensure that it contributes positively to the ecology of North Rocks.

Urban Design Capability Test

Hassell have also undertaken an extensive Capability Test that investigates the proposals compatibility with the surrounding context and character. Refer to **Appendix 2**.

The Capability Test assesses the compatibility of the development across a range of categories including; land use, interface, development footprint, scale, transport network, landscape character and materiality.

Based on the analysis undertaken, it is considered that:

- The proposal is consistent with the surrounding context and the role of this location as the Local Centre for North Rocks;
- The built form and landscape has been designed sensitively to the surrounding local character;
- The proposal will have very low or no visual impact from all adjacent residential vantage points;
- The proposal will significantly expand open space on the site and enhance the green nature of the locality; and
- The proposal provides a compatible and sensitive interface with adjoining uses and areas.

A Visual Impact Assessment was also prepared by Urbis (Appendix 18) to illustrate the limited exposure of the proposed masterplan on the surrounding community.

The visual impact assessment findings are discussed below.

Visual Impact Assessment

A critical component of the Capability Test was the impact of the proposed built form on the existing neighbourhood context in both scale, density and views from the surrounding residential area. The Visual Impact Assessment considers existing views towards the site and the compatibility of the proposed built form with ongoing visual amenity.

Impacts were considered from 6 key view points as shown in the figure below. It was noted that the majority of views towards the site are heavily screened or filtered by foreground, mid ground and distant vegetation in views from the west, north and east.



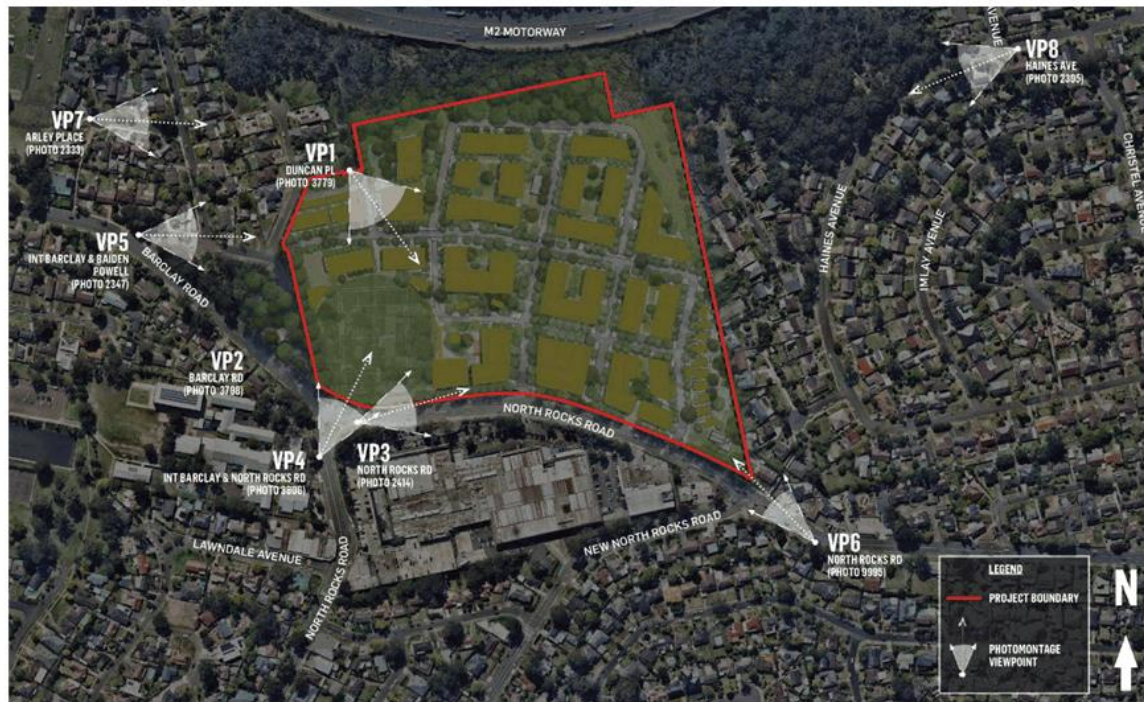


FIGURE 49 – VISUAL ASSESSMENT LOCATIONS

Source: Urbis



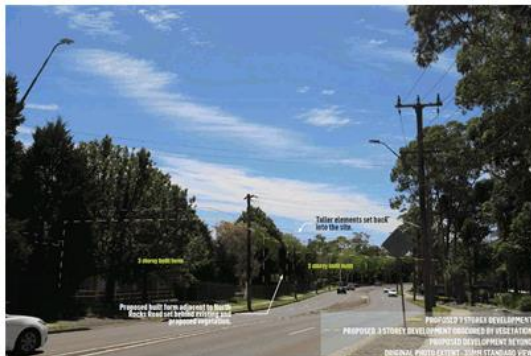
View Point 1



View Point 2



View Point 3



View Point 4



View Point 5



View Point 6



FIGURE 50 – VIEW ASSESSMENT PHOTOGRAPHS

Source: Urbis

In almost all views, buildings proposed are largely obscured by existing dwellings, large trees and the natural topography of the area, particularly from existing residential view points 1 and 5 and along North Rocks Road.



The placement of residential flat buildings towards the rear and centre of the site was key design consideration in minimising the appearance of taller building elements when viewed from the surrounding area.

The most visible building elements will be along North Rocks Road, where it is envisaged a high quality 3-storey built form will respond to the existing North Rocks District Shopping Centre. Close views from North Rocks Road to the site will be of short duration, mostly from moving vehicles. Existing extensive tree plantings along this frontage supplemented by new plantings will further reduce visibility of the proposed built form.

GIS viewshed analysis and fieldwork observations confirm that the tallest forms proposed will not be visible from the M2 motorway. Further, the proposal does not block access to any documented views, heritage items, icons or areas of unique scenic quality. The proposal allows for the retention of significant vegetation on the site and as such maintain its underlying intrinsic scenic quality.

The proposal can be supported on visual impact grounds.

Apartment Design Guide

A preliminary ADG review has also been undertaken to ensure the master plan can achieve compliance with the key design criteria contained in the ADG.

Refer to the Urban Design Report at Appendix 2 for further detail.

Building Separation

All blocks within the master plan have been designed to provide compliant ADG building separation. It is noted that in some locations, a habitable to non-habitable or non-habitable to non-habitable separation treatment will be required.

Solar Access

Preliminary floor plate testing suggests that 70% or greater number of apartments within a single building will receive a minimum 2 hours of solar access between 9am and 3pm mid-winter.

Natural Ventilation

Preliminary floor plate testing suggests that 60% or greater number of apartments within a single building will be naturally cross ventilated.

Communal Open Space

Each building is capable of providing 25% of the site as communal open space in a combination of podium, ground or rooftop space.

6.3.2.2 Landscape and Public Domain

Landscape Concept

The landscape concept provides a diverse range of recreational and social opportunities across a pedestrian focused and contextually grounded public domain. Refer to Appendix 2.

The oval and Village Square provide the focal point for the site, which are supported by a series of intimate local parks and connections through the site that serve the needs of residents. These include community gardens, a dog park, bushland, local parks, picnic areas and play spaces. Refer to the figure below.

Scattered across the site are a series of community buildings and facilities to support the existing and future community including a multi-function court and community spaces.





FIGURE 51 – LANDSCAPE CONCEPT

Source: Hassell

Canopy Cover

The proposed mature tree canopy cover of the site has been increased from 23% to 40% to align with the targets set in the Region Plan and is consistent with the Premier's Priorities.

This is achieved through a site-wide approach to maximising canopy cover and the retention of high value trees on site. The figure below compares existing tree canopy cover on the site with the proposed master plan.





FIGURE 52 – CANOPY COVER

Source: Hassell

Landscape Interfaces

The following section outlines how the proposed landscaping plan will respond to the various interfaces of the site to soften the built form, promote urban tree canopy and site ecology and manage the relationship with adjoining development.

North Rocks Road

The existing trees along North Rocks Road currently provide a green edge to this main road and as such, this will be retained where possible and strengthened as a planting edge through additional trees and low-level planting.





FIGURE 53 – ARTIST'S IMPRESSION OF NORTH ROCKS ROAD INTERFACE

Source: FK Architecture and Pointilism

Council Reserve

The Council reserve directly adjacent the site provides valuable open space within the local area and presents an opportunity to integrate with the new oval and village green. The landscape plan envisages a direct access path between the oval and the reserve through the row of existing mature trees along the boundary.



FIGURE 54 – ARTIST'S IMPRESSION OF OVAL VIEW LOOKING WEST FROM VILLAGE SQUARE

Source: FK Architecture and Pointilism



Residential

The existing low-density context warrants a sensitive interface treatment where new development will adjoin existing dwellings. To address this, building heights step down to the site boundaries and feature 2 – 3 storey townhouses and detached housing typologies.

These will include generous landscaped backyard areas that provide a strong planted edge made up of existing and new vegetation to improve existing residential amenity and soften building transition.



FIGURE 55 – ARTIST'S IMPRESSION OF LOW-DENSITY STREETSCAPE ALONG EASTERN SITE EDGE

Source: Pointilism

Planting Strategy

The planting strategy for North Rocks Village reinforces the existing landscape character of open bushland forest and tree groupings through a predominantly native planting palette combined with selected feature exotics.

The planting strategy works to a principle of having buildings (up to 6 storeys) sitting at or below the existing and proposed mature tree canopy to reinforce the landscape character throughout the site.

Street trees are predominantly native evergreen trees, with larger species of Smooth Barked Apple and Spotted Gums defining the key north-south and east-west roads, while the lower order streets are populated with Water Gums, paperbarks and Red Mahogany. Tree species within the parks will include a mix of large native trees for scale and shade including Eucalypt and Ficus species.

Native species for the rain garden and wetland areas have been selected as they are ideally suited to the local microclimate, create habitat for birds and micro fauna. The plants include a selection of wetland edge vegetation, such as wildflowers, sedges, rushes, shrubs and small trees.





FIGURE 56 – TREE SPECIES PLAN

Source: Oculus

6.3.2.3 Traffic and Transport

A preliminary Traffic and Transport Assessment was prepared by Jacobs and issued to TfNSW in September 2018 to inform pre-lodgement discussions and outline the proposal outcomes. TfNSW provided in-principle support for the proposal at an FSR of 1.5:1 on 19 October 2018, subject to further detail relating to:

- Completion of a comprehensive assessment of the proposal's impacts;
- Justification of trip generation and distribution on the road network;
- Assessment of ultimate development plus ten-year background growth; and
- Identification of transport infrastructure upgrades required to mitigate the proposals impacts.

Following this, the proponent engaged GTA Consultants (now Stantec) to prepare a detailed Transport Assessment in 2021 which set out the anticipated transport implications of the proposal (at that time) and provided a response to the findings and recommendations provided by TfNSW and Council. That report is provided at **Appendix 3**, noting that.

- The 2021 report reflected conditions associated with the proposed masterplan at that time, which included 935 total dwellings (now reduced to approximately 925, also noting that the proportions of dwelling types will change as a consequence of reducing the total dwelling numbers and increasing the number of aged care dwellings), and



- In addition to reducing the proposed number of dwellings, the updated 2024 masterplan also proposes to increase GFA for non-residential uses (i.e. community space, the library and retail/commercial development) than what was assessed in 2021.

Stantec prepared an updated letter of advice dated 13 May 2024 (also at **Appendix 3**) to review the traffic outcomes of the updated masterplan and revised floor space mix. The below discussion relies on the findings of both the 2021 report and updated letter advice provided at **Appendix 3**.

Stantec have also reassessed the parking requirements, as a result of Council amalgamations and subsequent planning changes resulting in the applicable Development Control Plan (DCP) changing from The Hills DCP 2012 to the Parramatta DCP 2023). Combined with the changes proposed by the latest masterplan, such DCP changes will result in a small reduction (i.e. approximately 83 spaces (4.6%)) in the total number of spaces being required when compared against both the Parramatta DCP 2023 and the former Parramatta DCP 2011). Regarding such rates, Stantec advises that:

- Given the medium/high density nature of proposed future development and the site's proximity to schools, shops and public transport, the Parramatta DCP 2023 rates are most appropriate for the planning proposal and associated future development, and
- Reduced parking rates form a better response to the mode share objectives for the site and for strategies that encourage sustainable modes of transport.

As the previously proposed internal road layout will remain generally unchanged and peak traffic movements in to/out of the site will be slightly reduced, the three vehicular site access points proposed by the 2021 masterplan have therefore been retained. No modifications are therefore sought by the 2024 masterplan to the previously proposed signalised access point at the intersection of North Rocks Road and North Rocks Shopping Centre eastern access / main site access, as detailed below.

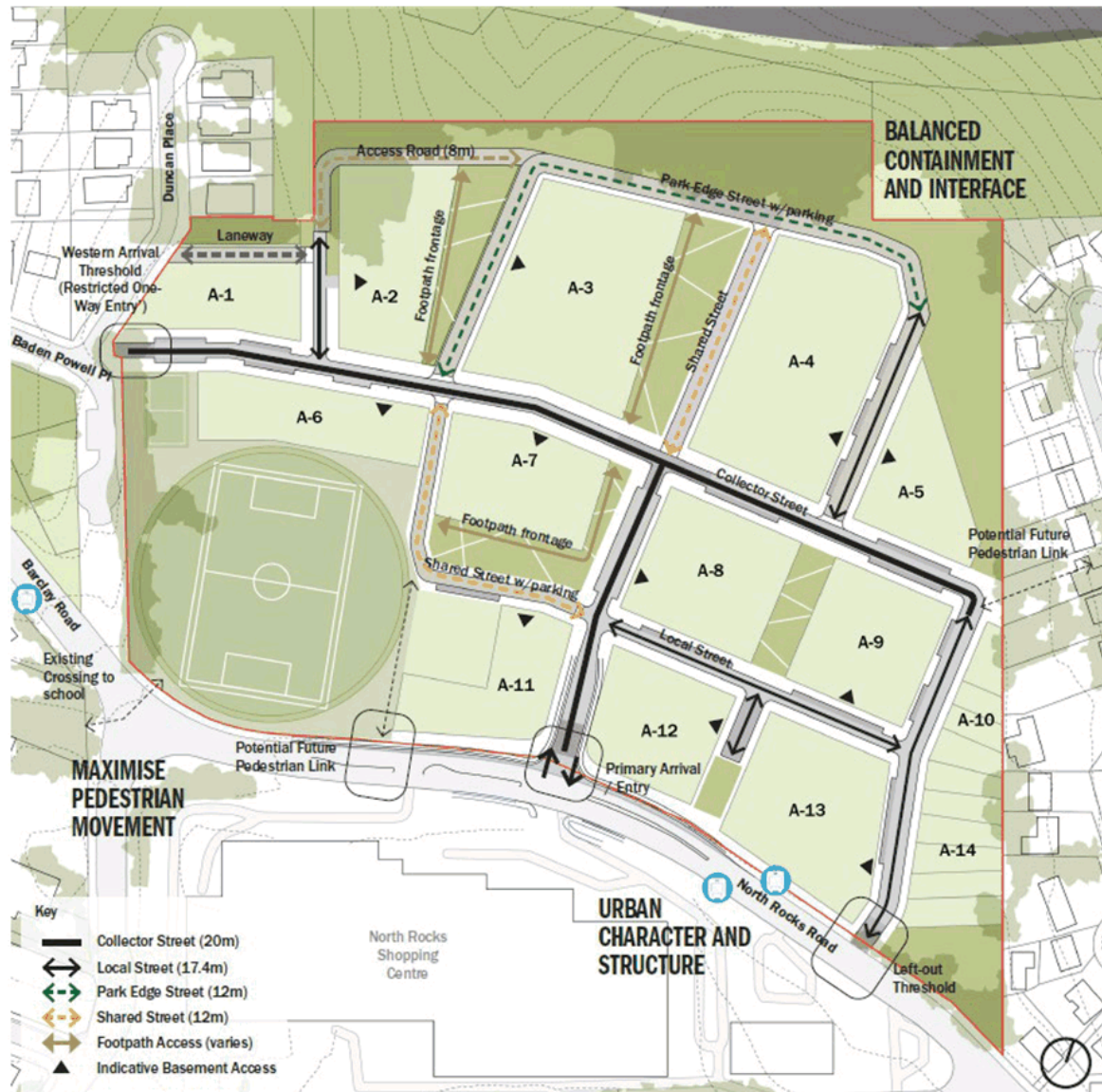
Access Arrangements

The proposal includes three vehicular access points, being:

- North Rocks Road/North Rocks District Shopping Centre eastern access/main site access – realignment of current site access with the eastern shopping centre access to form an all turning movements signalised intersection. The signalised intersection would include right turn bays along North Rocks Road for the shopping centre and the site;
- North Rocks Road/secondary site egress – a left-out only from the site to North Rocks Road; and
- Baden Powell Place/secondary site entry – an entry-only to the site via Baden Powell Place as an extension of the existing road.

The below diagram shows the proposed vehicle access points on North Rocks Road and Baden Powell Place and their relationship to the proposed internal street network.





Signalised Intersection

A concept layout of the proposed signalised access at North Rocks Road is provided in the figure below. It is noted that the intersection design was prepared in 2021. The built form within the development lots has since been amended, however the geometry of the intersection and proposed road layout at this location remain unchanged in the 2024 masterplan. This is confirmed by Stantec in the 2024 letter advice.



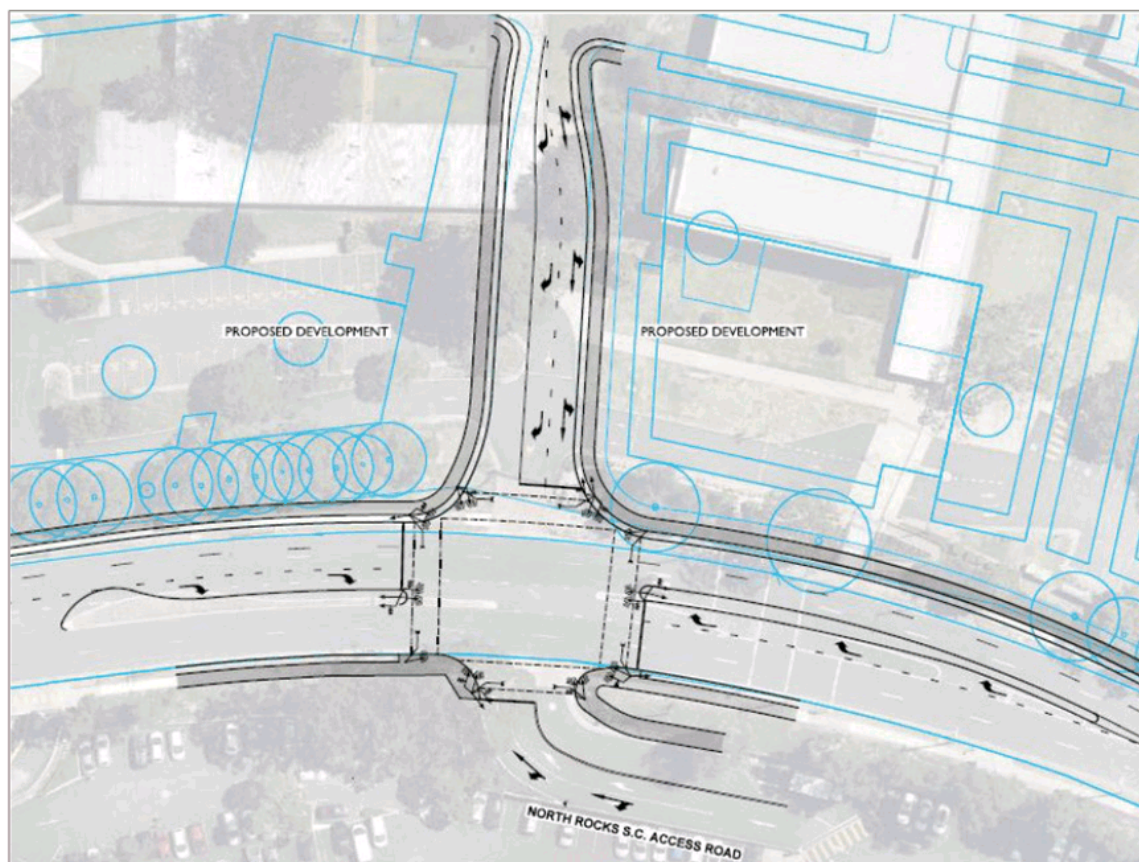


FIGURE 58 – NORTH ROCKS SIGNALISED ACCESS POINTS

Source: GTA Consultants

Stantec consider that the proposed signalised access on North Rocks Road is effectively a relocation of the existing mid-block pedestrian signals. It is located 185m and 230m from the nearby signalised intersection, which presents opportunities for signal coordination between the three intersections along north Rocks Road to efficiently manage traffic flows.

Furthermore, Stantec considers that the four-way intersection arrangement with the shopping centre opposite can significantly improve capacity for safe pedestrian movement between the two sites (in addition to bus stops on the southern side of North Rocks road that service west and south bound bus routes), which is currently limited due to the mid-block pedestrian signals favouring through traffic.

The proposed arrangement significantly improves pedestrian crossing opportunities between the site and North Rocks District Shopping Centre, which is crucial for reducing short vehicle trips between sites and providing convenient public transport access.

Integrated Transport Strategy

The proposal intends to achieve transport solutions by focusing on the movement of people and how the site interacts with both the surrounding established areas, including transport nodes.



As such, Stantec have identified a series of integrated transport actions that could be adopted to improve the existing traffic and transport context.

These are provided in Table E1 and Table 6.1 of the Integrated Traffic and Transport Assessment and are summarised below.

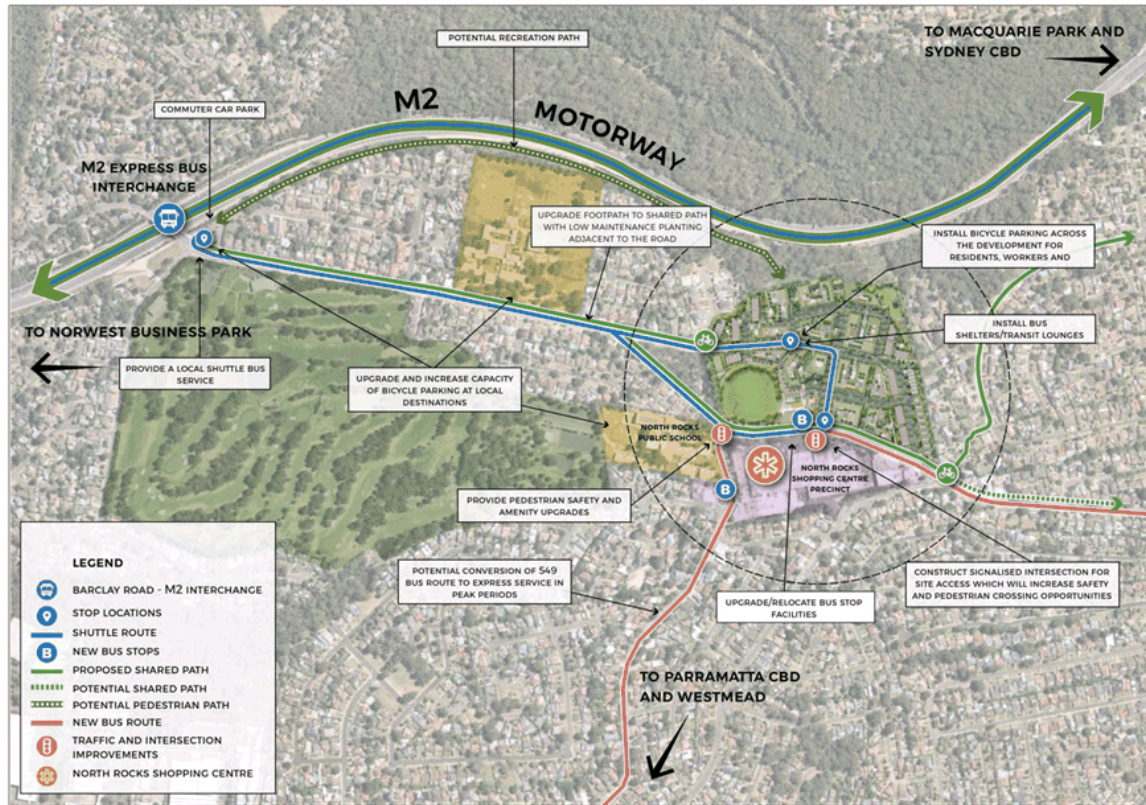


FIGURE 59 – SUMMARY OF TRANSPORT AND TRAFFIC INITIATIVES

Source: Mecone

Local Connectivity

- Provide walking and cycling networks throughout the site to key local destinations such as schools and North Rocks District Shopping Centre through the construction of additional shared paths and missing links; and
- Signalise the vehicle access to the site and the eastern shopping centre car park access. This will provide additional pedestrian crossings of North Rocks Road, encouraging walking to the shopping centre and improving safety outcomes.

Public Transport Facilities and Incentives

- Improve bus stop facilities adjacent to the site (as well as nearby) and increase pedestrian queuing capacity, where practical, in consultation with TfNSW and bus operators;
- Introduce shuttle bus services for the North Rocks area to key destinations and public transport interchanges, such as Epping railway station, Carlingford light rail station and the Baulkham Hills



bus interchange to access frequent bus services towards Norwest, in consultation with TfNSW and bus operators;

- Support future access to nearby transport nodes and interchanges including Barclay Road M2 Express Bus Service, Carlingford light rail station, Parramatta CBD and Westmead Health and Education precinct. These interchanges are also being explored for upgrades and improved End of Trip (EOT) facilities to enhance and encourage public transport use through the project delivery;
- The proposed bus shuttle service will operate in peak periods for a minimum 10 up to 15 years or until such a time that alternative or supplementary transport infrastructure is available. The proponent will also further consider potential on-demand services outside of peak periods should demand and need arise;
- Construct new shelters/transit lounges with help points, live transport information and on-demand call facilities at the Barclay Street commuter car park and at two locations within the site; and
- Subsidise public transport for new residents and staff through providing credit (to a specified meaningful value) on either new or existing Opal cards.

Walking and Cycling

- Complete the shared path between Jennie Place (east of the site) and the Barclay Street commuter car park along the north side of Barclay Road, with a further recreational path opportunity within open space south of the M2 Motorway, and provide clear pedestrian and cyclist wayfinding;
- Build on existing local initiatives and provide low maintenance planting or fencing in the verge between key pedestrian footpaths and adjacent roads to eliminate the maintenance of grass strips and improve safety;
- Construct additional shared path connections to local destinations in consultation with Council (including to Don Moore Reserve);
- Provide clear pedestrian and cyclist wayfinding along Barclay Road and North Rocks Road;
- Create a bicycle user group (targeting those living or working within five kilometres of the site); and
- Establish community events such as an annual 'ride to work' or 'ride to school' day.

Travel Demand Management

- Prepare a Green Travel Plan(s) (GTP) that details specific actions upon residents, staff and visitors to achieve the targeted travel behaviour shift;
- Provide EV charging stations in car parks of future development; and
- Provide car share services within the development to reduce reliance upon use and ownership of private vehicles.

Bicycle Facilities

- Provide high quality bicycle parking in accessible areas to cyclists that would be secure from theft. In addition, high quality change and shower facilities could be provided for retail/commercial tenant and public use; and



- Upgrade and increase capacity of bicycle parking and lockers at local destinations, such as the Barclay Road commuter car park and local schools to encourage cycling for these short distance trips.

Bus Services

- The transport assessment concludes that existing bus services are adequate to meet demand generated by the proposal, however notwithstanding this increased bus service frequency towards Carlingford Station (Route 630), Epping Station and Parramatta (Route 549) will be pursued in consultation with TfNSW and bus operators;
- Potential modification of existing bus route 549 into a limited stops or express service in peak periods, with only eight stops along the entire route, as well as operating at an increased frequency. This could include investigating sections of bus priority where feasible and would provide faster and more reliable travel times to both Parramatta and Epping for North Rocks residents. They would then also be able to interchange with light rail, heavy rail and Metro services; and
- Modify bus route 546 into a limited stops or express service in peak periods, via Statham Avenue and Bettington Road with fewer stops and more direct route between Epping and North Rocks.

Traffic Assessment

The trip generation for the proposal (based on 2024 rates) is provided in the table below. Net additional vehicle trips were determined by deducting the existing traffic movement from the site.

Mode	Generated trips (updated masterplan –2024)		Generated trips (previous masterplan –2021)		Net change	
	AM peak	PM peak	AM peak	PM peak	AM	PM
Person-trips	718	697	768	730	-50	-33
Vehicle-trips	359	355	379	363	-20	-8
Bus-trips	147	145	161	155	-14	-10
Train-trips	34	35	39	40	-5	-5

FIGURE 60 – FUTURE TRIP GENERATION SUMMARY TABLE EXTRACT

Source: Stantec Consultants

The above table shows that the updated masterplan and revised development yields will result in a minor reduction of overall trips during the peak hours. The 2024 letter prepared by Stantec indicates that the revised proposal will reduce expected peak trip generation as follows:

- AM peaks:
 - 50 fewer person trips (a reduction of 6.5%)
 - 20 fewer vehicle trips (a reduction of 5.3%)
 - 14 fewer bus trips (a reduction of 9.5%)
 - 50 fewer train trips (a reduction of 14.7%)
- PM peaks:
 - 33 fewer person trips (a reduction of 4.7%)
 - 8 fewer vehicle trips (a reduction of 2.3%)



- 10 fewer bus trips (a reduction of 6.9%)
- 5 fewer train trips (a reduction of 14.3%)

Note that the above does not include the library or community facilities, as such uses have peak traffic generation rates that do not coincide with other uses associated envisioned by the planning proposal.

Though the proposal increases the GFA for retail/commercial, the proposed residential dwellings, being the major trip generator, has been reduced from 935 units to 795 units (plus seniors living units), which resulted in such minor reduction of peak hour trips by the updated masterplan when compared with the trips generated by previous masterplan.

Summary of Traffic Impact

As demonstrated above, the revised 2024 masterplan will slightly reduce future traffic generation, therefore the finding associated with the 2021 masterplan remain relevant. In terms of traffic impacts arising from the development proposal:

- North Rocks Road generally operates satisfactorily, with some existing delays at key intersections during road network peak periods;
- Forecast background traffic growth may further reduce available capacity at a number of key intersections with North Rocks Road (Windsor Road/Church Street, Jenkins Road/Oakes Road and Pennant Hills Road) during road network peak periods;
- The proposed signalised intersection along North Rocks Road (opposite the shopping centre) is expected to operate at a satisfactory level of service;
- The traffic generated by the proposal is insignificant when compared to the forecast unconstrained background traffic growth occurring at a metropolitan scale;
- Development traffic disperses quickly beyond the immediate intersections, with minor additional traffic volumes on any turning movement at the arterial road intersections;
- Overall, the traffic generated by the proposal alone will not have adverse impacts on the local road network near the site, nor on the broader arterial road network;
- Key road corridor upgrade works will ultimately be required whether or not the site is redeveloped (i.e. not triggered by the redevelopment), noting there are several road and intersection improvements already in planning or delivery that this proposal (and the broader areas) will benefit from; and
- Notwithstanding the above, potential broader upgrade works and practical local measures are identified in this assessment to further improve the capacity and movement of traffic in the area.

Car Parking Assessment

The following figure provides an overview of parking rates required in The Hills DCP, Parramatta DCP and the Guide to Traffic Generating Developments.

The Hills DCP 2012 applied to the site at lodgement, however, given the change in local government areas, parking requirements from Parramatta DCP 2023 have also been assessed. *State Environmental Planning Policy (Housing) 2021* has been referenced for parking rates for the aged care facility.



Description	Use	Parramatta DCP 2023 minimum parking requirement (outside 400 m of transit)	Parramatta DCP 2011 (outside 400 m of transit)	TfNSW [1] (medium density)
Residential Apartment Building/ Townhouse/ Terraces and Small Lots (parking spaces per dwelling)	1 bedroom	1.0	1.0	1
	2 bedrooms [2]	1.25	1.25	1.2
	3 and above bedrooms	1.5	1.5	1.5
	4 bedrooms and above	2.0	1.5	1.5
	Visitors	0.25	0.25	0.2
Aged Care		Visitors – 1.0 per bed, Staff – 0.5 per staff, Ambulance – 1 space		
Community uses [3]		Empirical Assessment (1.0 per 100 m2)		
Retail/ commercial (parking space per 100 m2)		3.3	3.3	4.5
Oval [4]		Council Advice (50 to 80 spaces)		
Required parking spaces for previous masterplan (2021)		1,787	1,757	1,674
Required parking spaces for updated masterplan (2024)		1,704	1,632	1,594
Net change		-83	-125	-80

FIGURE 61 – REQUIRED PARKING SUMMARY TABLE EXTRACT

Source: Stantec Consultants

Based on the above, the proposal is required to provide approximately 2,612 spaces based on the Hills Shire parking requirements and 1,768 spaces based on City of Parramatta requirements. The City of Parramatta rates are generally in alignment with TfNSW 2002 rates, which is 1,686 required spaces.

Stantec considers that the parking rates outlined in Parramatta DCP would be more appropriate due to the site's proximity to schools, shops and proposed improved availability of public transport services. Further, reduced parking would also respond better to the mode share objectives for the site and encourage the use of sustainable modes of transport.

It is therefore submitted that the planning proposal will be able to support the parking requirements of the development, subject to refinement at a future DA stage(s).

6.3.2.4 Ecologically Sustainable Development

The planning proposal is accompanied by a Sustainability Strategy prepared by Flux Consultants (**Appendix 9**), which recognises that to be truly sustainable, a development must consider social, environmental, and economic performance – to deliver a sustainable proposition with life, purpose, and longevity. The planning proposal for the site integrates sustainability at its core, to make the project an exemplar for future sustainable development in the Greater Sydney Metropolitan Area.

In addition to the Sustainability Strategy Report, Sustainability Addendum Letter Advice has also been provided at Appendix 9 which provides a review of the 2024 masterplan (the subject of this planning proposal). The letter confirms that the assessment, findings and recommendations of the previously prepared report remain relevant to the amended planning proposal, with no changes or additional recommendations.

The Sustainability Strategy Report outlines sustainable initiatives the proposal can deliver. These include:

Social Infrastructure



The sustainability of the development includes consideration of the social fabric of the community, and how both facilities and programs can contribute to the success of that community. Woven through the design of this proposal is the connective tissue of the open space network, providing spaces and places for social wellbeing, supported by built facilities that provide the space in which community activities can occur, including:

- The multi-purpose community space and neighbourhood library (2,700m²);
- The Village Square;
- The full-size oval and pavilion;
- Local parks and passive open space; and
- Four community/resident 'hut' buildings.

The strategy considers the importance of the programs and curation of these spaces and activities.

This is underpinned by the commitment of the proponent, EG, to "Build In Good" ("B.I.G."™) to their projects. The B.I.G. philosophy establishes a sustainable focus on facilities and the management of spaces and places (for those spaces not publicly owned) to ensure the ongoing benefits associated with social activity and enterprises is captured and embraced.

Active Connections

Active connections enable improved patterns of movement, supporting improved accessibility and allows opportunities for better healthy living options for residents.

Strategies for the site include a highly permeable 'walkable' environment, improved connections to nearby activity nodes (including the shopping centre) and also opportunities to encourage a modal shift from private car to other options, providing connectivity to public transport nodes, looking to final mile solutions, connectivity to employment centres (a "30 minute city") and the ability for recreational movement and activity. These include:

- Improved bus facilities;
- Improved pedestrian and cycle connections; and
- A new local peak hour bus 'shuttle' service between the site, North Rocks Centre and the Barclay Road M2 Express Bus Interchange, approximately 1km to the west.

Ecological Connections

The master plan creates an ecologically vibrant site that embeds the concepts of the Green and Blue Grids within the site, contributing to the regional networks. The concept protects and restores the remnant bushland and tree groupings within the site.

An increased tree canopy targeting 40% coverage is planned and articulated within the landscape master plan, as are landscaped linkages facilitating movement through the site to the northern bushland edge.

Preparation for a Zero-Carbon World

The development of the master plan has been undertaken with recognition that the changes in climate will have a dramatic effect on the built environment.

The strategies in place for any future re-development allow the site to respond to this need to operate in a zero-carbon environment. This includes best practice in sustainable building design and operations, energy



management and load sharing/distribution, being prepared for and facilitating EV charging, and implementing sustainable infrastructure systems.

The landscape and nature network provides a response to urban heating, and the combined approach is structured to provide a resilience to climatic shifts. Waste management, both during construction and as part of ongoing operations, is considered to minimise landfill, vehicle movements and emissions.

Deliver a Positive Water Impact

It is essential that new developments take a responsible approach to the dependence on potable water, and address the collection, generation, and usage systems to ultimately have a positive impact on water availability. The North Rocks Village is seeking to optimise the water collection, management, and usage regimes, with a stretch target to be able to export more recycled water than the amount of potable water it imports and therefore deliver a positive impact on water availability.

An integrated strategy of demand reduction, reuse and recycling, and passive water treatments within the landscape work to deliver the goals of the proposal.

The sustainability outcomes are proposed to be supported and documented in part through “Smart City Infrastructure” data monitoring and analysis. It is proposed to deploy sensors that will monitor a range of inputs, continuously, providing data to facility operators, residents and visitors, and importantly Parramatta Council. We propose to monitor:

- Air temperature within built up zones and green spaces;
- Humidity;
- Wind;
- Air quality including monitoring for particles smaller than 10 microns (PM10);
- Water demand, harvesting, storage and production;
- Energy demand, production, storage and peak loads;
- Pedestrian, active transport and vehicle movements; and
- Waste volumes.

It is our intention that logged data will be made available for open analysis. Once the planning proposal is approved, it would be our intention to initiate a workshop with the Council to agree on initial sensor installation priorities and preferred reporting mechanisms for logged data.

The planning proposal for North Rocks Village is committed to delivering robust outcomes, featuring exemplary sustainability with real operational benefits.

The Sustainability Strategy positions the new community to be ready to address these issues and will provide significant benefits.

6.3.2.5 Geotechnical

The proposal is accompanied by a Geotechnical Investigation Report (**Appendix 10**) by JK Geotechnics which assesses the stability of the site and the potential for landslip, and any other geotechnical issues or constraints that may impact any proposed future development of the site.

Assessment



The assessment confirms that the site has not been identified as 'landslip risk land' in the Parramatta LEP 2023 and that based on the site visit, the site may be regarded as 'stable'.

The assessment notes that the geotechnical scope of work would need to be confirmed once the master plan layout has been confirmed.

Recommendations

The report provides a number of recommendations to deal with potential geotechnical issues. It concludes that levels of risk to life and property during and following the development will be at 'acceptable levels', assuming that design and construction are carried out in accordance with the preliminary recommendations provided in the report.

In addition to the Geotechnical Assessment Report, Geotechnical Addendum Letter Advice has also been provided at **Appendix 10** which provides a review of the 2024 masterplan (the subject of this planning proposal). The letter confirms that the assessment, findings and recommendations of the previously prepared report remain relevant to the amended planning proposal, with no changes or additional recommendations.

6.3.2.6 Aboriginal Archaeology Assessment

Archaeological Management and Consulting Group & Streat Archaeological Services Pty Ltd (AMAC & SAS) undertook a thorough background analysis of the environmental and archaeological context of the site at **Appendix 13**.

Assessment

AMAC & SAS determined that the study area exhibits moderate to high surface disturbances. Nevertheless, pockets of less disturbed areas have been identified on the site, suggesting the possible presence of intact Aboriginal objects and/or conservation-worthy deposits.

The surrounding landscape features imply the likelihood of sub-surface Aboriginal artifacts and/or deposits in undisturbed regions of the site, which are anticipated to hold low to moderate Aboriginal archaeological significance. During on-site inspections undertaken in 2018, natural soils were identified, hinting at the potential presence of undisturbed soil layers.

As the study area is situated on a ridge top and within close proximity to water bodies such as Lake Parramatta and Darling Mills Creek, given the historical patterns of Aboriginal movement and land use, AMAC & SAS conclude that it is plausible that the site contains valuable information regarding local Aboriginal cultural activities.

Recommendations

AMAC & SAS make the following recommendations to be undertaken at DA stage:

- Full Aboriginal community consultation;
- Preparation of an Aboriginal Cultural Heritage Assessment Report – particularly due to the site's proximity to water bodies and its location on a ridgeline; and
- A program of systematic, sub-surface archaeological test excavation to establish the nature and extent of any archaeological objects and/or deposits that are/may be present on the site.

6.3.2.7 Bushfire

A Bushfire Protection Assessment has been prepared by Travers Bushfire and Ecology at **Appendix 11**. The Assessment was prepared in 2021 based on the proposed masterplan and information available at that time. Travers considered a range of factors that contribute to the proposal's ability to comply with Planning for



Bushfire Protection (PBP). This included a bushfire attack assessment, strategic assessment (hazard context), review of nearby hazardous fuels, and required Asset Protection Zones (APZs). That assessment report is also the subject of a letter prepared by Travers Bushfire and Ecology (dated 13 May 2024), which relates to that earlier assessment report and provides additional details regarding modifications associated with this amended planning proposal.

Assessment

The key finding of the earlier assessment was that bushfire hazard is restricted to the northern part of the site. Bushfire attack could potentially affect the development from the adjoining forest vegetation located within the narrow strip of bushland to the north and north-east of the property, resulting in possible ember and radiant heat attack.

In 2021, Travers conclude that the proposed conceptual development can comply with the planning principles of the PBP, provided any future DA and proposed layout addresses the following:

- Use of an alternative solution to determine minimum APZ and bushfire attack level (BAL) setbacks for the dwellings adjacent to the northern bushland parcel using the short fire run (SFR) methodology;
- This application requires NSW Rural Fire Service (RFS) agreement to use SFR methodology in this instance (prior to finalising the masterplan design). This narrow riparian corridor is identified as low risk vegetation due to its consistent linear width, which is at right angles to the development. The development of the concept plan will require buildings to be located outside of the minimum APZ;
- Provision of access in accordance with the acceptable solutions outlined in PBP;
- Water, electricity and gas supply in compliance with the acceptable solutions outlined in PBP;
- Future dwellings to be constructed in accordance with the appropriate construction sections of AS3959-2018 and PBP; and
- Creation of a Plan of Management (PoM) to ensure the ongoing maintenance of APZs where they occur within open space areas.

Revised Recommendations and APZ Requirements

It is noted that the 2021 Assessment recommended an APZ along the northern property boundary which ranged from 15.5 to 33m in width. However, this advice was predicated on the development of a series of 'short-fire runs', which are performance based and may no longer be suitable in the light of recent decisions of the Land and Environment Court.

As such, Traver's have prepared a Bushfire Advice Addendum Letter at Addendum Letter which reviews the updated 2024 masterplan (the subject of this planning proposal). The letter dated 13 May 2024 is contained under the same appendix as the prior report. The letter does not change the recommendations of the of that earlier report, and notes that the latest planning proposal has been revised to incorporate the following, which is in accordance with previous recommendations, in that:

- The placement of all aged care units and seniors independent living dwellings (identified as 'Area 5') more than 100 metres from the bushland interface to the north (identified as 'Area 10'),
- Adopts earlier recommendations from both Traver's and the Rural Fire Service (RFS), in establishing a perimeter road along the northern boundary. Such a road will provide a minimum width of eight metres with roll-top kerb on its northern side (i.e. adjacent to the hazard), and



- The northern apartment block adopts a 29-metre setback acting as an Asset Protection Zone (APZ). Other future buildings will also be set back from the north-east parts of the site, and will also be compliant due to the clearance on the adjoining land associated with the electrical transmission infrastructure as well as the dog park and community gardens

The recommendations provided by that earlier report (including those outlined above) therefore do require further modification, and will therefore continue to apply to this latest planning proposal.

6.3.2.8 Flooding

A Flood Assessment Report has been prepared by Royal Haskoning DHV (RHDHV) in 2021, provided at **Appendix 15**. The Report which provides an assessment of flood affection and drainage constraints at the site. In addition to the Assessment Report, a Flooding Addendum Advice Letter has also been provided at **Appendix 15** which provides a review of the updated 2024 masterplan (the subject of this planning proposal) and confirms that findings and recommendations of the Report remain relevant. This is detailed below.

Assessment

The report notes that the site is located on a ridge line, is not traversed by nor is in close proximity to a local creek. The site does not receive stormwater run-off from off site. As such, RHDHV concludes that the site is not flood prone from mainstream flooding.

RHDHV also concludes that the proposed development does not appear to pose any significant implications for the existing flood risk on the site.

Recommendations

The report provides a number of recommendations to deal with potential flooding impacts resulting from the proposal, including:

- The undertaking of a formal flood impact assessment to inform the site's development;
- That the design of the future site's development should account for the existing drainage, requirements, as well as requirements for existing and likely increased on-site detention and water quality controls;
- That a drainage engineer is engaged for future design stages of the development; and
- That a survey of sub-surface stormwater infrastructure and the drainage system under the motorway is recommended to be undertaken prior to future design development.

These recommendations can be accommodated as the development of the site progresses. As such, the planning proposal will not result in any unacceptable flooding impacts.

6.3.2.9 Acoustic

An Acoustic Assessment Report has been prepared by Marshall Day at **Appendix 16**, which assesses the noise levels likely to be experienced for the residential and aged care components within the master plan. As the Assessment Report was prepared in 2021, Acoustic Addendum Letter Advice has also been provided at **Appendix 16**, which provides a review of the updated 2024 masterplan (the subject of this planning proposal) and confirms that findings and recommendations of the Report remain relevant. This is detailed below.

The Acoustic Assessment Report considers the relevant noise assessment guidelines outlined in State Environmental Planning Policy (Transport and Infrastructure) 2021 and NSW Environmental Protection Agency Noise Policy for Industry (NPII).

Assessment



The noise contour plots in the acoustic report provide an indication of the proposed dwellings most affected by traffic noise from the M2 Motorway and North Rocks Road.

Recommendations

Marshall Day note the existing 7.2m shield barrier between the M2 and the site shields the northern receivers from the most significant traffic noise impacts. More evident traffic impacts are anticipated to be experienced on the southern side of the site adjacent to North Rock Road. In this location, some of the proposed buildings are likely to require architectural acoustic treatments.

Some future dwellings facing North Rocks Road will exceed the NPfI criteria by a greater amount, which may require acoustically upgraded façade construction. This may include upgrade (single) glazing and external doors (in addition to alternative ventilation).

Residential facades likely to require acoustic treatment, recognising that exact treatments will need to be determined during the DA stage.

Marshall Day note acoustic treatment is not likely to be required for the building facades along the M2 Motorway. This will be confirmed during DA stage. Details of the proposed developments compliance with the Building Code of Australia and relevant Australian Standards will also be provided at DA stage.

6.3.3 Social and Economic Impacts

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

The proposal will deliver a number of positive social and economic outcomes, ensuring future on-site residents and the wider North Rocks population have access to retail amenity, community services and infrastructure, civic amenity in addition to recreation.

6.3.3.1 Social Impacts

The planning proposal is supported by a Community Needs and Social Impact Assessment prepared by Urbis at **Appendix 4**, which outlines how the proposal is capable of delivering a number of social benefits including for future on-site residents and also the broader locality. No adverse impacts nor social infrastructure demands are anticipated. This should also be read in conjunction with the Social Infrastructure Options prepared by Elton at **Appendix 5**.

It is noted that both the above reports were prepared in 2021. For completeness, Addendum Letter Advice has been provided at both **Appendix 4** and **5** in respect of these disciplines. The addendum advice provides a review of the updated 2024 masterplan (the subject of this planning proposal) and confirms that findings and recommendations of the Report remain largely relevant, with some additional findings noted. A summary of the key findings is provided below.

Population Increase

The planning proposal (updated 2024 masterplan) has been reviewed with consideration of the dwelling occupancy rates outlined in the *City of Parramatta (Outside CBD) Development Contributions Plan 2021 (Amendment 1) (2023)*. Based on this, the planning proposal is likely to accommodate an incoming population of **2,196 people**.

Libraries and Community Facilities

Based on the NSW State Library benchmarks, the incoming population of the development does not meet the benchmark for a new library. However, there is an existing shortfall in library services which will be increased by the development population by approximately 190m² of library area.



Further Council's own Community Infrastructure Strategy (2019) identifies a need for and recommends a new 500m² neighbourhood library (learning link space) in North Rocks.

The proposal includes a 2,700m² Community Hub as part of the development, which includes a neighbourhood library and multi-purpose community space. This could help meet demand for library services in North Rocks including the additional demand generated by the incoming population.

Schools and Childcare

There are four government schools within 2km of the site. The 2015 – 2019 open enrolment data indicates public school enrolments have been steadily increasing in local schools. Schools Infrastructure NSW (SINSW) are in the process of upgrading and constructing new schools to help cater for this projected growth. North Rocks Primary School is located directly opposite the site, whilst Muirfield High School is within a 400m walk from the site.

Initial discussions with the Department of Education suggest the school enrolment capacity is expected to increase based on the construction of new classrooms and recent changes to enrolment catchments.

The North Rocks Public School enrolment capacity is expected to increase based on the construction of a new 3 – 4 storey classroom building and recent changes to enrolment catchments. It is anticipated a number of public and private schools within the immediate proximity of the site and within 5 – 10km will also absorb the demand generated by this proposal.

Given the time elapsed since the enrolment data was reviewed, consultation is recommended with the Department of Education to understand updated capacities and to inform broader school planning.

Based on Council benchmarks, the incoming population is likely to generate demand for an additional 62 long day care places and 63 out of hours school care places. This would likely equate to one medium sized childcare centre. The provision of 2,800sqm additional retail/commercial floor space provides an opportunity for the inclusion of a larger childcare centre on site.

Open Space and Recreation

The proposal addresses the performance criteria outlined in the NSW Government Architect's Draft *Greener Places Design Guide* and the principles outlined in Council's *Community Infrastructure Strategy*. It provides a diversity of connected and high quality open spaces within the site.

The proposal includes approximately 4.3 ha of public open space which includes a full sized playing field, community garden and other parks. This represents 34% of the total site area. The open space provided supports a diversity of recreational activities with the site including a full sized sports field, multipurpose sports courts, local parks and a community garden. The proposed open space provision for an approximate population of 2,196 people means a ratio of around 1.95ha/1,000 people. This is more than double the World Health Organisation's recommended standard of 0.9ha/1,000 people.

The inclusion of the sports field will also contribute to meeting the need for sporting facilities in the LGA. The master plan also shows that open space is located within 400m of residents and the site within 2km of approximately 11 district size (greater than 2 ha) areas of open space, as identified in Section 6.5.

Preliminary consultation with local schools and SINSW suggests the oval could be utilised via a shared-used arrangement for structured and unstructured sports to help meet student demand, particularly during week day periods.

Affordable and Key Workers Housing

Council's Affordable Rental Housing Policy (2019) identifies that Parramatta LGA will need an additional 9,500 affordable rental dwellings by 2036 to meet demand. The LGA has also experienced a significant loss of key workers over the last 10 years due to lack of housing supply and affordability.



The proposal will seek to provide 2% of the additional residential floor space as affordable housing, equivalent to 16 apartments. The proposed 2% provision has been informed by a viability assessment, detailed within the Diverse and Affordable Housing Assessment at **Appendix 8**. The proposed affordable housing provision will include discounted rental dwellings nominated to a Community Housing Provider (CHP) or other forms of discounted rentals where the developer retains ownership such as Build to Rent (BTR).

It is noted that Council's Housing Diversity Precinct Criteria sets a target of 5-10% *affordable housing (subject to viability)*. The provision of 2% affordable housing is balanced against the commitment to deliver other significant community benefits including a full size playing field, multi-function courts, library, community facilities and extensive open space network. It has been demonstrated that 2% of additional residential floorspace is the appropriate provision of affordable housing (based on viability) in this context of the proposed density and other public benefit offerings.

The provision of 2% affordable housing has been supported by the Sydney Central Planning Panel as part of the rezoning review process.

Summary of Social Impacts

The planning proposal is expected to contribute to the community through diversifying housing choice, allowing residents to age in place and providing economic and employment opportunities. Further it will deliver significant on-site community infrastructure. Urbis conclude the following impacts:

- The proposal will diversify the existing housing choice in the local area, supporting ageing in place and provide affordable housing options for a broader section of the community;
- The proposal will provide increased access to social infrastructure to help meet the needs of the existing and future community;
- The proposal will renew a site with an important legacy to provide residential and senior housing. The proposal includes a range of community uses to encourage ownership of the site by the incoming and surrounding community;
- The proposal will support social equity through the provision of diverse and affordable housing, retention of existing rotary markets and increased public access; and
- Consultation with neighbouring properties and the broader community will continue during the next stages of the planning process.

Overall, the planning proposal seeks to create a sustainable urban residential village, which can contribute to meeting the recreational and community infrastructure needs of the incoming population and broader community.

6.3.3.2 Economic Impacts

Housing Diversity and Affordability

A Housing Diversity and Affordability Assessment has been prepared by Atlas Urban Economics (Atlas) at **Appendix 8**. The Assessment provides a recap of their previous 2020 Housing Diversity Study, as well as an updated assessment on the proposed dwelling mix and capacity to deliver affordable housing.

Housing Demand

The 2020 study found there were over 900 smaller households (i.e. couples without children, lone person households) residing within North Rocks, accounting for almost 40% of all households. However, there were just over 150 dwellings comprising 2-bedrooms or smaller in the area, equivalent to just 6.5% of total dwelling



stock. This suggests clear mismatch in housing supply and housing need. A similar conclusion was identified in the Parramatta Local Housing Strategy (City of Parramatta, 2020).

The Parramatta LGA's housing market is uniquely diverse and when viewed on the whole, amongst the most diverse in Greater Sydney. When viewed closer however, Parramatta's housing diversity is for the most part limited to the southern and eastern areas of the LGA (e.g. Parramatta, Westmead, Sydney Olympic Park, etc). The northern suburbs of North Rocks, Carlingford and Winston Hills are conversely characterised by homogenous, lower-density housing.

Whilst not every location should be 'everything to everyone', nor can every area accommodate higher density housing, ensuring local areas provide a minimum level of housing diversity is important from both a social and economic standpoint. The affordability of existing housing supply in North Rocks, coupled with the lack of more diverse, affordable stock, makes it difficult for some 72% of households within the Parramatta LGA to purchase housing in the area.

Housing Affordability

After the initial 'shock' of the COVID-19 outbreak, the cumulative impact of record low interest rates, improved household savings, low listing volumes, post-lockdown lifestyle changes, government incentives and strong consumer sentiment drove growth in the residential market to a decade-high in 2021.

Median house price growth recorded significant gains between 2021 and 2023. In contrast, median unit price growth was flat from 2016 and has remained soft to 2023.

In most markets (particularly those in Western Sydney), smaller housing typologies such as townhouses and apartments are typically priced below the average cost of an existing detached home. The Proposal's variety of housing typologies could play a role in providing such lower cost, private market housing.

Based on a feasibility assessment, the proposal also has the opportunity to deliver affordable housing that is 2% of new residential floor space.

Assessment of the Proposal

The Proposal would play a significant role in facilitating a broader range of housing choice in North Rocks. As a Housing Diversity Precinct, the Proposal proposes a true variety of housing choices, both 'missing middle' medium-density typologies and low-rise apartments.

The Proposal envisages the delivery of some 925 dwellings, including 690 apartments and 225 medium-density typologies. Additionally, the Proposal is set to include 130 independent living units and approximately 100 aged care rooms. Assuming the 2016 Census dwelling count as a starting point, this new supply would result in the proportion of medium and higher-density housing in North Rocks rising from 21.9% to 34.0%.

The inclusion of 130 independent living units and 100 aged care rooms within the Proposal seeks to address the growing number of elderly residents in North Rocks and surrounds who may wish to remain in the area and 'age in place'.

The Proposal intends on providing some 2% of affordable rental housing. This is equivalent to 16 affordable housing dwellings. The location of North Rocks Village is proximate a wide variety of lower income employment opportunities (144,000 low to moderate income workers within a 20-minute commute), presenting housing options for key workers and their families. Furthermore, delivery of affordable rental housing on North Rocks Village would represent a major increase in supply in Parramatta's north.

Overall the proposed development provides a positive contribution towards housing diversity and affordability in North Rocks.



Construction and Operational Impact

A Land Use Economics Study has been prepared Urbis **Appendix 7**, which provides an overview of retail considerations and economic and employment benefits as a result of the planning proposal. The Land Use Economics Study was prepared in 2021 and given the evolution of the masterplan, Addendum Letter Advice has been provided by Urbis based on the updated 2024 masterplan (the subject of this planning proposal). The Addendum Letter Advice is also provided at **Appendix 7**.

Construction Phase

- The proposed development is estimated to cost approximately \$1,036.2 million, as the project is delivered over the next 14 years. A stimulus of this scale has the potential to promote considerable job creation, which would include: Up to 279 jobs (comprising of 116 direct jobs and 163 indirect jobs) during the 14-year construction phase of the proposal, and
- Up to 295 jobs (comprising of 211 direct jobs and 84 indirect jobs) post-construction. Such jobs would be created within the library, commercial facilities and the Retirement and Aged Care facility.

Retail Impacts

The proposal provides a small component (2,800m²) of commercial or non-residential floor area, which will likely comprise café and restaurant floorspace adjacent and near the proposed village square, with the remainder comprising medical related uses, child-care and ancillary office or administration.

Due to the relatively small scale nature of this commercial component, such provision is likely to be adequately supported by additional residents with no adverse economic impact on the current North Rocks District Shopping Centre, particularly on more specialised stores within that nearby shopping precinct.

Place-based Consumer Benefits

Urbis outline several benefits associated with the retail component as part of the planning proposal:

- Enhanced retail choice including the overall quality and range of retailing provision within the trade area;
- The proposed 925 dwellings will accommodate approximately 2,200 residents upon completion. Retail at the site will be targeted to service the convenience needs of these residents;
- Access to convenient retail targeting the convenience needs of the immediate community;
- Creating a sense of place with strong connections to the public domain; and
- Improved public amenity and activation contributing to the overall liveability of the development.

Summary of Economic Impacts

Overall, the proposed development will not result in any adverse impacts upon the trading performance of other centres, and will instead improve local trading performance through increases to patronage of nearby retail services such as those within the North Rocks Shopping Centre.

Given the significant net increase in retail expenditure by onsite residents, visitors and workers, it is likely that all retail centres in and immediately around the trade area will experience an uplift in trading levels compared to current conditions, indicating that the proposed onsite retail will have a positive economic impact.

The construction and operational phase will also create significant employment both permanent and part-time workers both during and following construction, which will deliver broader economic benefits for the local and Greater Parramatta district.



Development extending from approval of the planning proposal will therefore substantially contribute to housing availability, affordability and variety within the Parramatta LGA and more specifically, the North Rocks area.

6.4 Section D – State and Commonwealth Interests

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

The proposal is accompanied by Hydraulic and Electrical Infrastructure Service Reports (**Appendix 14**) prepared by Northrop Consulting Engineers. The reports determine the existing services and utilities available and provides sufficient information to demonstrate servicing can be provided to support the proposed development. Northrop note that servicing of the site is feasible based on the existing service and utilities present.

Water

The existing water main located within North Rocks Road will have sufficient capacity to service the proposed development. A network of water mains will be extended from this main and provided in the development as per Sydney Water requirements.

Recycled water

The report confirms that there is no recycled water infrastructure near the site.

Sewer

The existing sewer connection main located north-east of the site should have sufficient capacity to service the proposed development. Final confirmation will occur upon receipt of DA Approval.

Natural gas

The development has access to several Jemena gas mains. A final application to Jemena will be required to confirm a connection to this main is committed.

Electricity

Electrical supply upgrades will be undertaken where needed.

Telecommunications

The report notes that typically in developments greater than 100 single-occupancy dwellings, NBN is highly likely to approve and provide service to the site. NBN is available in the area.

Further investigations will be undertaken to determine whether any upgrade of existing facilities is necessary in consultation with Council and service providers.

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

Consultation has occurred with a number of State authorities including the Department of Planning, Industry and Environment in addition to the Roads and Maritime Services and Transport for NSW. This will continue during the course of the planning proposal, and following Gateway Determination.



13. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Consultation has occurred with a number of State authorities including the Department of Planning, Industry and Environment in addition to the Roads and Maritime Services and Transport for NSW. This will continue during the course of the planning proposal, and following Gateway Determination.



7 Part 4: Maps

A comparison of existing controls and proposed controls is provided in **Table 14**.

TABLE 16 – EXISTING AND PROPOSED CONTROLS

Control	Existing	Proposed
Zone	R2 Low Density Residential	R4 High Density Residential R3 Medium Density Residential RE1 Public Recreation
Height of Buildings	9m	Various heights ranging from 9m to 23m – refer to below map
Floor Space Ratio	0.5:1	1.1:1
Key Site	Not identified	Proposed to be identified as key site for purpose of additional local provisions.
Minimum Lot Size	700m ²	No minimum lot size proposed
Land Reservation Acquisition	Not identified	Identified partially to reflect proposed RE1 zone

These changes are reflected in amendments to the mapping as shown in the figures below.

Land Use Zone

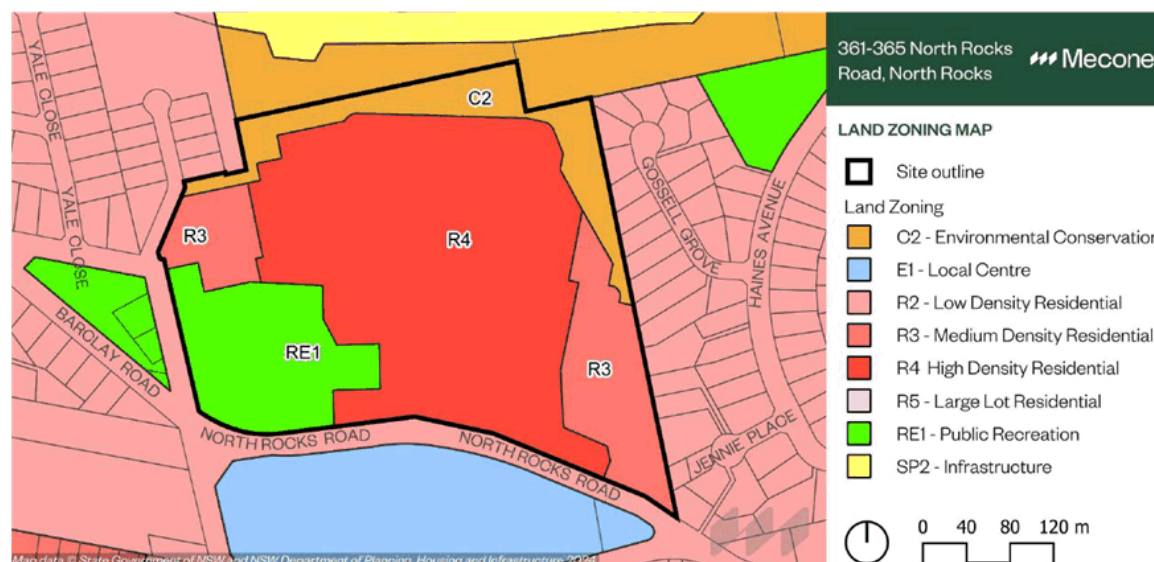


FIGURE 62 – PROPOSED ZONING MAP

Source: Mecone



Lot Size Map

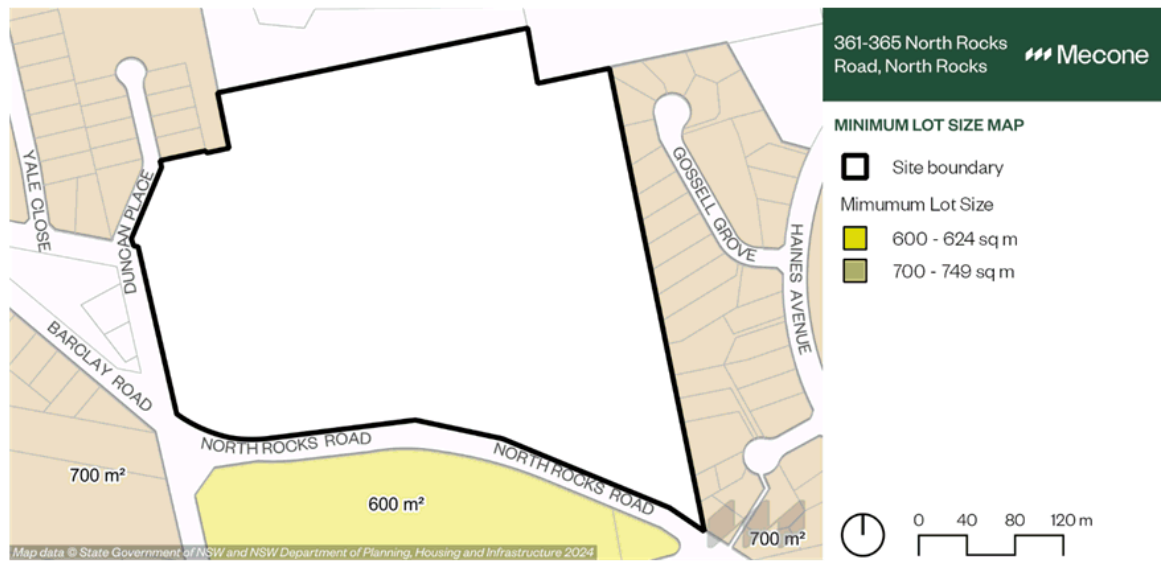


FIGURE 63 – PROPOSED LOT SIZE MAP

Source: Mecone

Height of Buildings

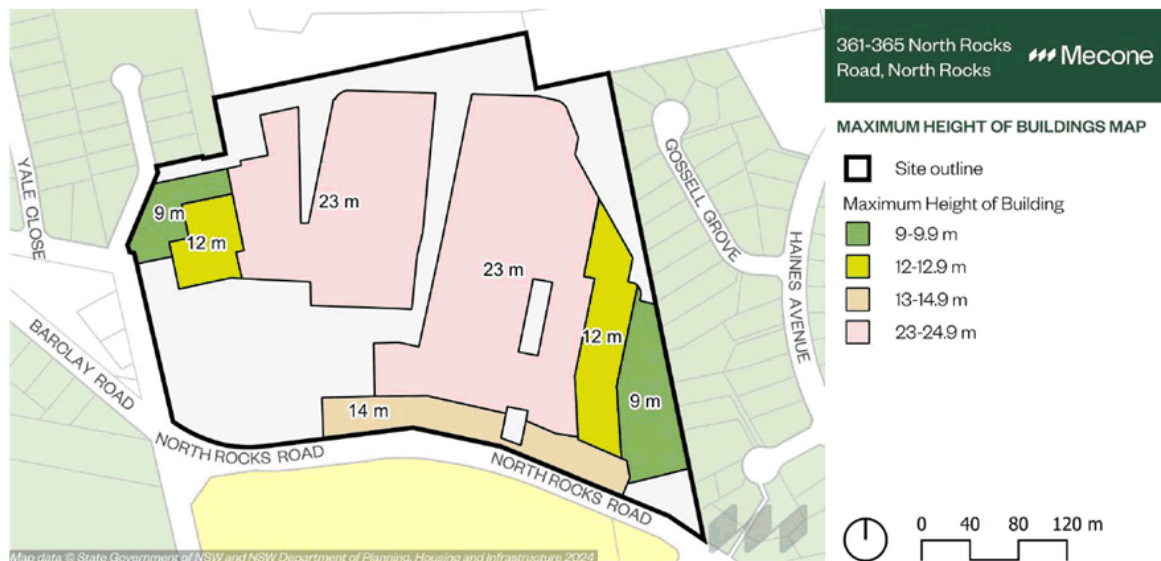


FIGURE 64 – PROPOSED HEIGHT OF BUILDINGS MAP

Source: Mecone



Floor Space Ratio

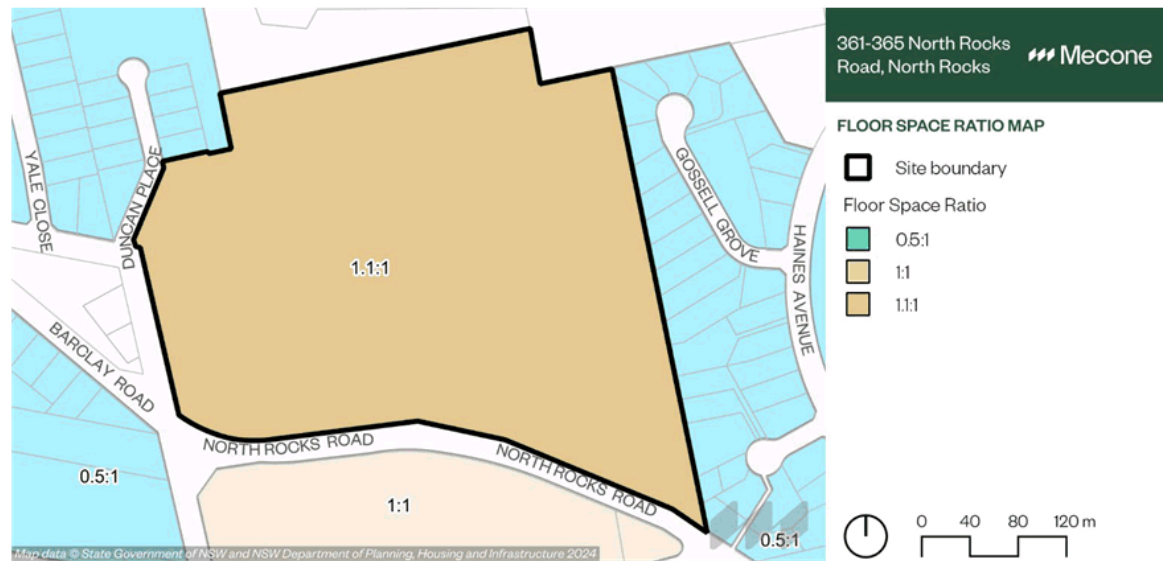


FIGURE 65 – PROPOSED FLOOR SPACE RATIO MAP

Source: Mecone

Key Sites Map



FIGURE 66 – PROPOSED KEY SITES MAP

Source: Mecone



Land Reservation Acquisition

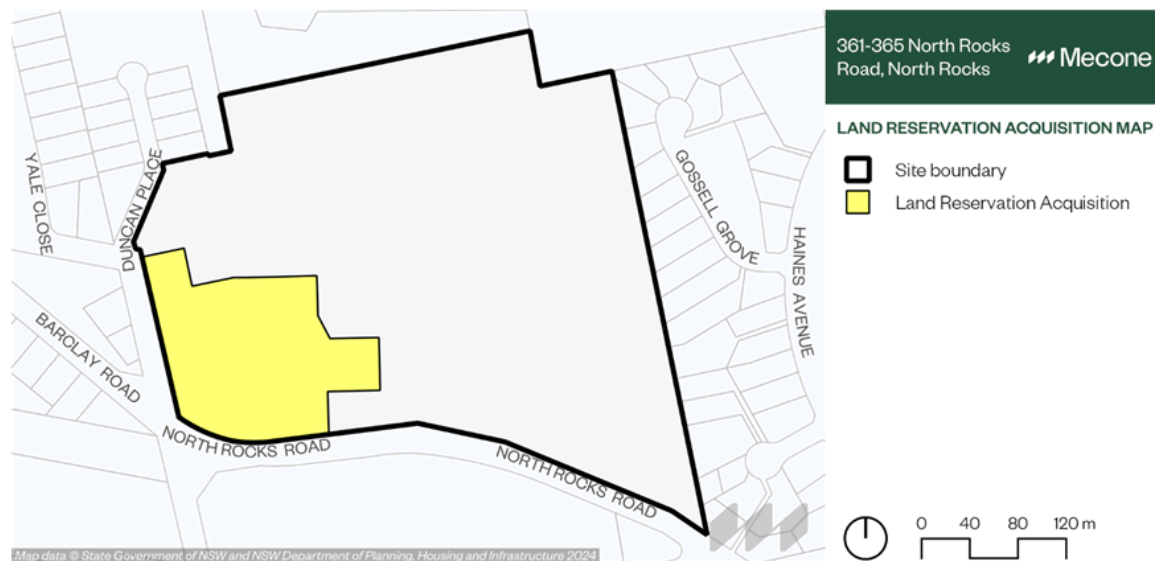


FIGURE 67 – PROPOSED LAND RESERVATION ACQUISITION MAP

Source: Mecone



8 Part 5: Community Consultation

The proponent has undertaken extensive engagement with a number of key local community stakeholders prior to the development of the masterplan, during its preparation and pre and post lodgement.

Engagement with the community comprised the following key components:

- Independent Qualitative Surveys; and
- Proponent-led face-to-face meetings and briefings with key groups, such as sporting associations, schools and local organisations in addition to a number of adjoining landowners.

The feedback from both forms of consultation were analysed and informed key elements of the planning proposal.

Collectively from all methods of resident engagement, the research identified resident priorities and preferences for any project being undertaken in North Rocks. Key issues include:

- The support and desire for more public transport was identified (25%) as a way of improving their community and 72% indicated that more local parks would greatly improve the quality of life for people in the community;
- Residents also identified new local parks (33%) and library (37%) as their most preferred new community facilities;
- While the proportion of residents who are renters is relatively small (reflecting the high proportion of home ownership in the area), 54% of renters said they were either very likely or fairly likely to move over the next 2-3 years. The main reason given for this (26%) was affordability; and
- Of all respondents, 83% indicated they felt that housing is becoming unaffordable and 46% agreed they would like to see more diversity of housing including aged care, seniors housing and apartments.

Refer to the Community Engagement Report provided at **Appendix 6**.

As noted above, prior and on-going consultation with a number of key stakeholders has informed the masterplan and potential future uses on-site and include (but not limited to):

- Carlingford Rotary: The aim being to accommodate and facilitate the continuation of the weekly Rotary markets on-site, being within and near the proposed village square.
- Hills Community Aid: A high-level agreement for the parties to work together on how best to deliver a range of community facilities as part of the North Rocks Village project by EG, potentially including HCA programmes and services.
- Local cricket association/s: Focused on the provision of a full-sized oval, parking and associated amenities including a pavilion structure.
- UTS (Institute of Sustainable Futures): Discussions concerning sustainably and preparation of a related strategy particularly for the site's ultimate renewal.

Further community consultation would take place following a Gateway determination made by the Minister for Planning and Public Spaces in accordance with Section 3.34 and Schedule 1 clause 4 of the Act.

It is anticipated that public exhibition would include:

- Notification on Council's website;



- Advertisement in local newspapers that are circulated within the local government area;
- Notification in writing to adjoining landowners and neighbours, and any other relevant stakeholders; and
- A four-week exhibition period.



9 Part 6: Project Timeline

This project timeline has been provided to assist with monitoring the progress of the planning proposal through the plan making process and assist with resourcing to reduce potential delays.

TABLE 17 – PROJECT TIMELINE

MILESTONE	DATE
Department Assessment	Commencing May 2024
Gateway Determination	TBC
Anticipated timeframe for the completion of additional required technical information	TBC
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	8 weeks (estimated)
Commencement and completion dates for public exhibition period	TBC (28 days)
Dates for public hearing (if required)	TBC
Timeframe for consideration of submissions	4 weeks (estimated)
Timeframe for the consideration of a proposal post exhibition	4 weeks (estimated)
Consideration of PP by Planning Panel	TBC
Date of submission to the Department to finalise the LEP	TBC
Anticipated date the plan-making authority will make the plan (if authorised)	TBC
Anticipated date the plan-making authority will forward to the PCO for publication	TBC



10 Conclusion

This planning proposal has been prepared by Mecone on behalf of EG to establish a new planning control framework for the former Next Sense campus at No's 361-365 at North Rocks Road, North Rocks.

The planning proposal seeks to amend Parramatta LEP 2023 in order to facilitate a new housing diversity precinct. This planning proposal provides detailed justification for the proposal and has been prepared in accordance with:

- Section 3.33 of the EP&A Act; and
- DPE's *Local Environmental Plan Making Guideline*.

The site represents a renewal opportunity that is both supportable and justified in terms of its strategic and site-specific merit. It is of an infill scale entirely consistent with urban consolidation and aligns entirely with the Greater Sydney Region Plan, Central City District Plan and Parramatta Council's Local Strategic Planning Statement. It is a rare and strategic opportunity at the local, district and metropolitan scale.

The planning proposal meets and delivers a diversity of housing in the manner and a location anticipated by Council's *Housing Diversity Precinct* criteria. It otherwise satisfies all relevant policy directives of Council's Local Strategic Planning Statement.

The renewal of Local Centres and objectives prescribed in the District Plan concerning housing diversity, walkability, open space and new civic infrastructure would also be delivered via the planning proposal and associated master plan.

In particular, it fulfils the stated role and purpose of a Local Centres as set down within the Region Plan. These include:

- Deliver public realm and an open space focus.
- Deliver transit-oriented development, co-locate facilities and social infrastructure.
- Provide, increase or improve local infrastructure and open space.
- Improve walking, cycling and public transport connections, including through the Greater Sydney Green Grid.
- Increase residential development in, or within a walkable distance of, the centre.
- Provide parking that is adaptable to future uses and takes into account of access to public transport, walking and cycling connections.

The proposal is also consistent with the current priorities of Government in providing additional housing supply in a highly central and accessible location, in the nucleus of North Rocks Local Centre.

The proposal is also considered to specifically deliver the following key priorities in the District Plan:

- Priority C3 – Providing services and social infrastructure to meet peoples changing needs
- Priority C5 – Providing housing supply choice and affordability with access to jobs services and public transport
- Priority C6 – Creating and renewing great places and local centres
- Priority C9 – Delivering integrated land use and transport planning and a 30-minute city
- Priority C16 – Increasing urban tree canopy cover and delivering Green Grid connections



- Priority C17 – Delivering high quality open space
- Priority C20 – Adapting to the impacts of urban and natural hazards and climate change

The proposal also aligns with the planning priorities of Council's LSPS including:

- Planning Priority 5 – Support and enhance the low-scale character and identity of suburban Parramatta outside of the GPOP area and Epping Strategic Centre
- Planning Priority 6 – Provide for community infrastructure and recreation opportunities
- Planning Priority 7 – Provide for a diversity of housing types and sizes to meet community needs into the future
- Planning Priority 10 – Improve active walking and cycling infrastructure and access to public and shared transport
- Planning Priority 14 – Protect and enhance our trees and green infrastructure to improve liveability and ecological health
- Planning Priority 15 – Reduce emissions and manage energy, water and waste efficiently to create better buildings and precincts and solve city planning challenges

Site Specific Merit

The planning proposal has been prepared as a result of a rigorous urban design analysis, and aligns with the State Government objectives to achieve high-quality place based design outcomes with a level of civic amenity befitting the North Rocks Local Centre.

The proposal is deemed compatible with surrounding development and the built form will not result in undue environmental impact upon the townscape with respect to visual impact, view loss, overshadowing and traffic generation.

The proposal is considered to achieve site specific merit through the delivery of significant public benefit and provides a master plan that demonstrates design excellence, benchmark environmental sustainability, is compatible with local character and responsive to environmental constraints. These include:

- **Major site in a Local Centre** – The scale of the site will support an integrated design, public benefit and transport outcome, not possible to achieve in smaller infill sites.
- **No significant environmental constraints** – There are no significant environmental constraints that would limit or act as a barrier to the site's development. The site's environmental attributes have been carefully considered as part of the masterplan development process.
- **Significant public benefits** – Provision of public benefits are well beyond that typically provided for a development of this scale.
- **Generous landscape and public domain offering** – Approximately 60% of the site will comprise 'green' or deep spoil landscaped spaces, whilst 34% of the site will be retained as publicly accessible open space..
- **Utilising local infrastructure capacity** – The site, and North Rocks in general, has capacity within its social and recreational infrastructure to support the development. The development itself can also deliver significant public infrastructure, including a full sized oval, civic square, library and community facility, which can be enjoyed broadly by North Rocks residents.
- **Compatible with local character** – The proposal will reflect and respect the local character of the area through maintaining 2-3 storeys at the site edges and interface with established low-density



housing. The master plan reflects a balance between a density commensurate with the site's local context whilst respecting the character of the immediate neighbourhood.

- **Creating a safe pedestrian environment** – The site will be developed around a walkable catchment within the Local Centre with streets designed to prioritise pedestrians.

Strategic Merit

The development of the RIDBC site as facilitated by this planning proposal, will support and promote a wide range of local and State government policy objectives. These include:

State Priorities and Actions

- **Design and Place** – The proposal supports and reinforces the State governments objectives to improve the quality of building design and civic spaces.
- **30-minute city** – The site benefits from frequent local and district bus services, which are located directly adjacent the site along North Rocks Road. It is also within a 30-minute commute of key employment centres by public transport, including via the M2 Express Bus Service. It will result in further improved access to these centres through a series of integrated traffic and transport solutions.
- **Green Grid** – The proposal will deliver approximately 4.3ha of publicly accessible open space in the form of a Village Square, full-size oval, local parks and bushland edges. This will contribute towards high quality open space and sporting facilities within the LGA.
- **Tree canopy** – The proposal increases the mature canopy coverage of the site from 23% to 40%, supporting mature vegetation, protecting remnant bushland and overall increasing tree coverage.
- **Diverse and Affordable housing** – The proposal will seek to provide a minimum 2% of affordable housing based on feasibility evidence, which would be dedicated in perpetuity,. It also includes provision of diverse and more smaller housing typologies, including seniors housing which will contribute to more affordable market housing in North Rocks.
- **Community infrastructure** – The site delivers an outcome that significantly improves the liveability of North Rocks, including a potential new Library and Community Centre (1,500m2 approx.) in addition to other communal spaces.

Local Priorities and Actions

- **Housing diversity** – The proposal fulfills the HDP Criteria as expressed in the LSPS. It will provide much needed housing opportunity and choice including executive/family housing catered towards an owner occupier market, whilst also committing to 2% affordable housing (of new residential floor space). This has been supported by the Sydney Central Planning Panel.
- **Sustainability** – The proposal has the ability to implement a number of sustainable a number of strategies to create a highly permeable environment that encourages active and public modes of transport. This is aimed at providing a shift from private car usage to alternative options including walking, cycling and public transport.

In summary,

- The Planning Proposal is consistent with the strategic planning framework including A Metropolis of Three Cities – The Greater Sydney Region Plan and the Central City District Plan by increasing housing diversity within an accessible and high amenity location.



- The Planning Proposal is consistent with Council's LSPS by delivering a true Housing Diversity Precinct, with increased housing choice addressing the housing needs of the local area.
- The Planning Proposal demonstrates the site can accommodate the proponent's vision to deliver a high-quality sustainable residential village supported by new civic and social infrastructure that will complement and enhance the existing North Rocks Local Centre, whilst minimising environmental impacts and delivering a built form that is compatible with its surrounding context.

For the reasons outlined above, the proposal demonstrates strategic and site-specific merit. The Sydney Central Planning Panel have also found the proposal has demonstrated strategic and site-specific merit and recommend that the proposal proceed to Gateway Determination.



Appendices

MECONE.COM.AU



mecone.com.au
info@mecone.com.au
02 8667 8668



26 November 2024

Chief Executive Officer
Gail Connolly PSM
City of Parramatta Council
PO Box 32
Parramatta NSW 2124

Dear Gail,

Planning Agreement Offer – Former Royal Institute for Deaf and Blind Children Campus, No's 361-365 Road, North Rocks.

We refer to our draft letter of offer to enter into a Planning Agreement in connection with a planning proposal for the rezoning of the Next Sense campus, formerly the Royal Institute for Deaf and Blind Children, at 361-365 North Rocks Road, North Rocks (Planning Proposal). As you would be aware, the Planning Proposal received Gateway determination on 21 October 2024.

We also acknowledge the discussions and correspondence we have had with Council staff, particularly over the last 12 months in relation to that draft offer.

This letter formalises the offer to enter into a Planning Agreement with Council under section 7.4 of the *Environmental Planning and Assessment Act 1979* in connection with the Planning Proposal.

We have had regard to the email from Ms Annette Crkovski of Council dated 14 November 2024 in the preparation of this offer. We note this correspondence itemises Council's preferred key deliverables or public benefits that differ slightly from the original draft offer, but which have been refined as a result of recent productive discussions with Council staff.

As per the email response from David Workman (EG's Divisional Director of Urban and Community Planning) dated 14 November 2024, we are happy for the key deliverables and public benefits in Ms Crkovski's email to be reported to Council as items for further discussion between the parties, with the intent they ultimately form part of a Planning Agreement.

This amended letter of offer has had regard to and generally reflects the refined schedule of deliverables and public benefits mentioned above. The letter been prepared with the assistance of Louise Camenzuli and Max Newman of Corrs Chambers Westgarth on behalf of EG Funds Management (EG).

It seeks to:

- identify in more detail various public infrastructure items that may be offered in support of the Planning Proposal and intended site renewal,
- inform future discussion and negotiations with Council and any relevant NSW Government agency in relation to the Planning Proposal.



EG is a privately-owned investment management group backed by a number of Australian Superannuation Funds and international investment houses with extensive experience in delivering high-quality urban renewal projects respectful of their context. Since its inception in 2000, EG has delivered numerous residential projects adjacent social and public infrastructure achieving excellence in urban planning, architectural design, environmental sustainability and importantly in curating new communities via its Little Big Foundation and 'build in good' philosophy.

The Little Big Foundation is a commitment to aid the establishment and curation of a new community post development completion. It represents a genuine social enterprise with a long-term commitment to communities dedicated to creating a connecting residents, reducing loneliness, and improving mental health.

The renewal of the site as outlined in the Planning Proposal has the potential to provide significant public infrastructure for both the existing and future community at North Rocks. This includes the presence of the Little Big Foundation within the planned Council multi-purpose facility adjacent the village square.

Both the Master Plan and associated infrastructure have been informed by engagement with a number of local stakeholders and community organisations.

Item	Terms
Parties	City of Paramatta Council EG Funds Management Pty Limited
Land	361-365 North Rocks Road, North Rocks NSW 2151, legally known as Lot 3001 in Deposited Plan 1115866.
Planning Proposal / Development Application	<p>Planning Proposal as lodged with Council on 7 May 2021 and which has now received Gateway determination on 21 October 2024, which seeks to amend the <i>Parramatta Local Environmental Plan 2023</i> by:</p> <ul style="list-style-type: none"> (a) rezoning the Land from R2 Low Density Residential to part R3 Medium Density Residential and part R4 High Density Residential; (b) introduce a new maximum floor space ratio development standard that applies to the Land (1.1:1); (c) amend the existing height of buildings development standard as it applies to the Land; and <p>introduce an additional permitted use provision to facilitate a restaurant or café and medical centre within the R4 High Density Residential zone (surrounding the proposed village square)</p>
Works	Embellishment of the public open space and provision of community space as follows:


EG

Item of Works
<p>Oval (approx. 17,040m²), comprising full sized oval construction and embellishment (as generally shown in the Planning Proposal master plan attached at Appendix A), which is capable of accommodating multiple sports such as cricket and soccer and delivery of associated sporting infrastructure in line with Council's sportsground strategy.</p>
<p>Oval pavilion/amenity (approx. 300 m²), comprising construction and fit out of oval pavilion including amenities and storage facilities</p>
<p>2x multi-purpose courts in the area identified in the masterplan, which can be used for sports including pickleball</p>
<p>Multi-Purpose Facility (1,000-1,500 m²) located adjacent to the proposed village square which is to be a publicly accessible space. Part of the multi-purpose facility can be occupied by the 'Little Big Foundation', a not-for-profit community organisation founded by EG. Other potential uses of the space can include the relocation of Senior Citizens from the existing aging facility at Don Moore Reserve.</p>
<p>Passive parkland or dog park in the north-eastern corner of the site.</p>
<p>Provision of play equipment in the area located adjacent to the village square and oval.</p>
<p>Refurbishment of the existing building (cottage in the south-eastern site corner) to Council standards and creation of pocket park with play equipment.</p>
<p>Potential dedication of (northern) bushland reserve to Council should the land not be impacted by Asset Protection Zone obligations. Alternatively, an easement for public access is provided.</p>
<p>Upgrade (where required) of shared path connections to the M2 Barclay Commuter Carpark.</p> <p>Upgrading of pathways within the adjoining bushland reserves.</p> <p>Upgrades of open space. Locations to be determined, but an example being a contribution toward embellishment of the adjacent Baden Powell Reserve.</p> <p>A monetary contribution in-lieu of these works could be provided.</p>


EG

	Community parking to support open space and multi-purpose centre uses.
	Future construction and dedication of internal roads to Council as public road.
	The final value of the contributions will be re-assessed prior to finalisation of the Planning Agreement. Values are to be based on a quantity surveyors' assessment and estimates provided for Council's consideration.
Other Public Benefits	Affordable housing contributions equivalent to at least 2% of the additional residential gross floor area created by the Planning Proposal, comprising the dedication of approximately 16 affordable rental units to Council or a community housing provider (to be determined prior to finalisation of the Planning Agreement), consistent with the District Panel's recommendations during the rezoning review of the Planning Proposal.
Application of section 7.11, 7.12 and Division 7.1, Subdivision 4 (Local and State Infrastructure Contributions)	EG's preference is that contributions under sections 7.11 and 7.12 be excluded in whole or in part, and acknowledges that this is to be resolved in future consultation with Council. Contributions under Division 7.1, Subdivision 4 are not to be excluded.
Registration	Agreed in principle, but subject to further legal review once the draft Planning Agreement has been prepared.
Dispute Resolution	Agreed in principle, but subject to further legal review once the draft Planning Agreement has been prepared.
Security	Provision of appropriate bank guarantees to secure the payment of the Monetary Contributions and delivery of the Works. The Planning Agreement will include provisions allowing Council to acquire any land required to be dedicated for \$1 if the Developer's obligations under the Planning Agreement are not met.
Restriction on Issue of Certificates	The timing for the delivery of contributions under the Planning Agreement will be appropriately staged in accordance with the carrying out of the proposed development the subject of the Planning Proposal. The Developer looks forward to discussing these matters with Council as part of the Planning Agreement negotiations.
Other Terms	All other terms of Council's template Planning Agreement are subject to further legal review and consideration once the draft Planning Agreement has been prepared.



	The Planning Agreement will, of course, contain the usual "no fetter" provisions in Council's favour.
Costs	The Developer agrees to pay Council's reasonable costs of and incidental to the negotiation, preparation and entering into the Planning Agreement, as well as administration and enforcement of the Planning Agreement in accordance with the terms set out in the template Planning Agreement.

EG expects that the Planning Agreement will comply with Council's Planning Agreement template and the NSW Government Practice Note (February 2021) relating to Planning Agreements, to ensure that all applicable probity requirements are met. The Planning Agreement will of course be publicly exhibited as required under the *Environmental Planning and Assessment Act 1979*.

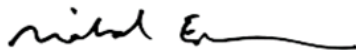
This offer to enter into a Planning Agreement with Council has been provided in good faith and as a sign of our commitment to ensuring that the Land is not only adequately serviced by public infrastructure following re-development but provides missing civic infrastructure for the benefit of the wider North Rocks community including (but not limited to) a public oval, new parkland, and multi-purpose facility adjacent a new village square. As Council would appreciate, this offer is premised on the expectation that the Planning Proposal will result in an amendment to the Parramatta Local Environmental Plan 2023 that is materially consistent with the Planning Proposal upon which a Gateway determination has been issued. If material amendments are made to the Planning Proposal prior to its finalisation, or if its implementation results in an instrument change that is not consistent with the essential terms of the Planning Proposal, EG reserves the right to make consequential changes to this offer.

We look forward to working with Council in finalising the planning agreement, and in delivering the public benefits. In particular, we greatly appreciate the opportunity for the Little Big Foundation to occupy part of the future multi-purpose facility.

Should you wish to discuss any aspect of this letter, please don't hesitate to contact either myself or Mr David Workman, EG's Divisional Director – Urban and Community Planning on (02) 9220 7045 or via email dworkman@eg.com.au.

Yours sincerely

EG Funds Management



Dr Michael Easson AM FRICS FAICD
Chairman – EG Funds Management Pty Ltd

T. +61 2 9220 7045

M. 0416234263

Email: MEasson@eg.com.au

EG

Appendix A – North Rocks Master Plan



North Rocks Master Plan (Hassell, November) 2024)



Figure 1 North Rocks Masterplan



Source: Hassell

CREATING VALUE FOR RESIDENTIAL COMMUNITIES



LONELY-LESS

Social, community and economic value.



A LESS LONELY LIFE IS NOT TOO MUCH TO ASK FOR.

What if we could build connection and engagement with less human and financial cost?

What if we could take measurable steps that put people in the best possible position when loneliness inevitably impacts them?

What if we were able to tie these social and community aspirations to existing property sector outcomes?

Little BIG communities are places that people will want to be a part of.

About Us

- Founded and funded by EG Funds.
- EG has committed to covering LBF overheads.
- Communities are run by a local Management Committee and (will be) self-sufficient with minimal head office support.
- Registered with the Australian Charities and Not-for-Profits Commission (ACNC) and eligible for tax deductible donations under the category 'health promotion charity'.
- Independent Board of Directors, annual audits and transparent financials.
- We support community members to deliver grass roots interventions with macro social, community and financial value measurement.



SOCIAL OUTCOME




FINANCIAL RETURN



ESG REPORTING



LONELY-LESS  DIVIDEND

Flour Mill of Summer Hill



Neighborhoodliness

x2

Flour Mill residents enjoy almost double average national rate of social contact outside the home (82%¹ vs 46%²)

60%

of people believe their can count on their neighbours compared to 46% nationally¹.

Award Winning

2024

#2 Friendliest Community in Australia

HOMELY

2019

"New Community of the Year"

UDIA

Returning value

3.6% pa faster

Unit prices in Little BIG development growing 3.6% pa faster than in adjacent, comparable development³

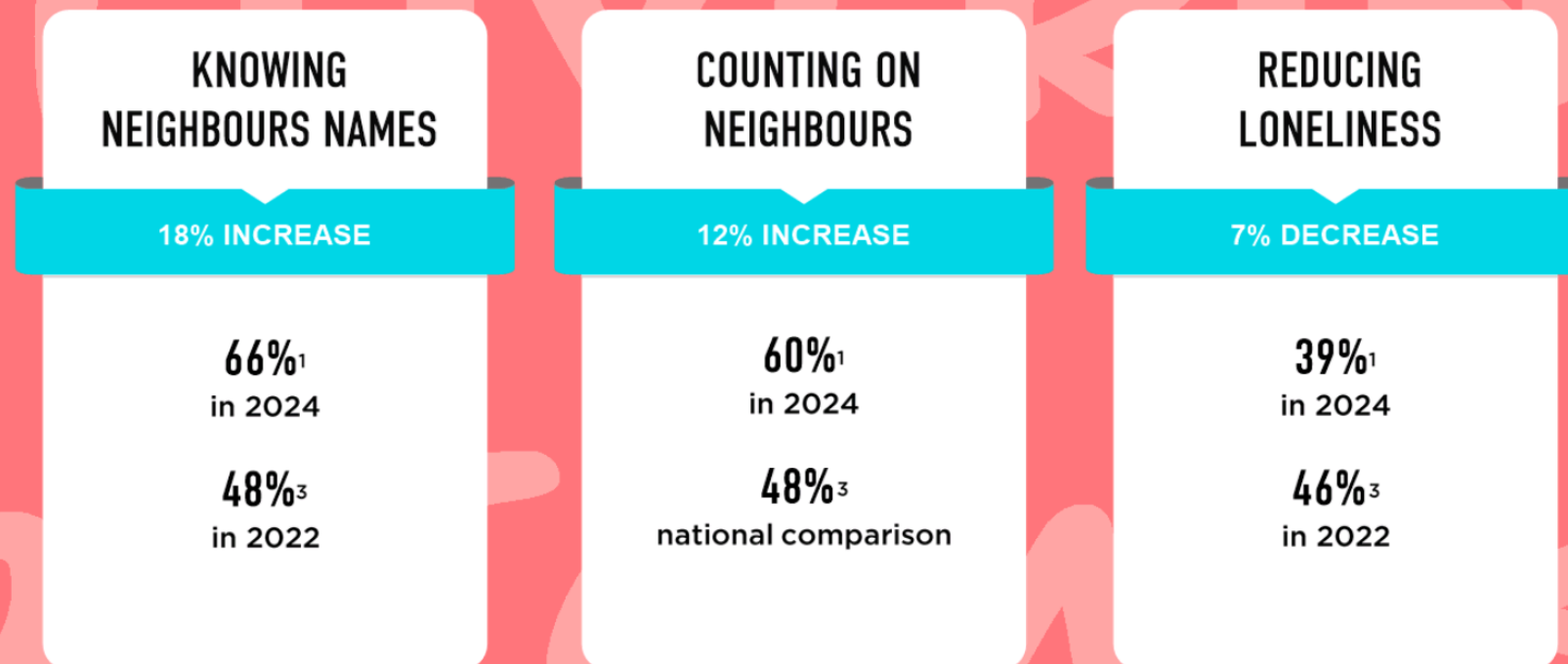
69%

of Flour Mill residents rank the Little BIG House in their top 3 priorities when selecting a place to live.¹

1. Little BIG Social Connect Report 2024, prepared by Social Ventures Australia - data drawn from the 'local community' segment.

2. Biddle, N., Edwards, B., Gray, M., Rehill, P. 2022. "Wellbeing outcomes in Australia as lockdowns ease and cases increase - August 2022" Australian National University, Canberra, https://csmr.cass.anu.edu.au/sites/default/files/docs/2022/9/Tracking_paper_-_August_2022.pdf

3. Analysis of the Flour Mill Apartment (2:2:1) compared to Luna Apartments. Analysis provided by FLNT.



1. Little BIG Social Connect Report 2024, prepared by Social Ventures Australia - data drawn from the 'local community' segment.
2. Little BIG Social Connect Report 2023, prepared by Social Ventures Australia - data drawn from the 'local community' segment.
3. Little BIG Social Connect Report 2022, prepared by Social Ventures Australia - data drawn from the 'local community' segment.

69% of locals rank the Little BIG House in their top 3 priorities when selecting a place to live.

LONELY-LESS  DIVIDEND



Senior's Group member said the group at the LBH 'saved her life'.

She is the primary carer for her partner with dementia, and this provided her only out-of-the-house connection opportunity for the week.

She arranges respite and goes to lunch with a few group members have the event.

SENIOR'S GROUP PARTICIPANT



We see almost 600 people a year at the Summer Hill Safe Space (a drop-in on Friday and Saturday night for people feeling at risk of loneliness, depression or having suicidal thoughts).

About 1/3rd of these are regulars who need an ongoing community, and the rest are unique visitors in a moment of crisis.

SAFE SPACE VOLUNTEER



"I moved to the area after a breakup with my long-term partner. I was feeling extremely isolated and so looked for a community group. This is when I found Little BIG House.

LBH has made me feel connected!!! I feel stimulated and have fun.

It has made a huge impact on my life."

COMMUNITY MEMBER





Measuring and Reporting Impact



TYPICAL IN REAL ESTATE

LITTLE BIG ADDITIONS

ACTIVITIES

What we need to do to achieve outputs

Events led by community

Little BIG Programs & placemaking

Volunteer engagement

OUTPUTS

Immediate results from activities or products

of events run

of people at events

of precinct activations

Space utilisation

Charity partnerships

OUTCOMES

Consequences of repeated outputs

Rates of loneliness reduce

Knowing the names of other people in the building

Feeling that you live in a kind and caring community

Proportion of people who had social contact with someone outside once in the last week

Appetite to engage in events in their community

Rates of volunteering increasing

IMPACT

What we are trying to achieve

People feel connected to their community and therefore less lonely

% of people who feel less lonely than the national average

OUTCOME MEASUREMENT

How we will measure and compare

% of people who feel they can count on their neighbours/community

% of people who report they know many others in their community by name

% of people who report feeling they live/work in a kind and caring community

Testimonials, stories, case studies, anecdotes

DATA COLLECTION & COMPARISON

Collection method and comparative source

LBF conducted Annual Survey using nationally benchmarked questions

National benchmarking, and YoY progress

Australian Institute of Health on Social Isolations and Loneliness Report

Ending Loneliness Together, Annual State of the Nation Report

LBF Social Impact Report YoY comparison

SOCIAL RETURNS

62%

Of residents know their
neighbours by name after
attending a Little BIG Event.¹

LONELY-LESS**DIVIDEND**

Social and financial dividends.

1. Little BIG Social Connect Report 2024, prepared by Social Ventures Australia.
2. Analysis of the Flour Mill Apartment (2:2:1) compared to Luna Apartments. Analysis provided by FLNT.

↑ 3.6% PA

Unit prices growing 3.6% pa
faster than in adjacent,
comparable development.²

ECONOMIC RETURNS



LITTLE THINGS MAKE A B.I.G. DIFFERENCE

WE'RE ALL PART OF A MUCH
BIGGER WORLD, A WORLD WE
SHAPE THROUGH OUR INVESTMENT,
PLANNING AND DEVELOPMENT
DECISIONS.

We must be here to do more than just create value.
We have the opportunity to build a legacy for
lasting social impact.

It's B.I.G. (Build in Good) Thinking.



SOCIAL DISCONNECTION

**One in four
Australian adults
are lonely.**

30% of Australians rarely or never feel part of a group of friends.

Nearly half of Australians don't have neighbours they can call on for help.

2 million Australians live alone and this is projected to increase by somewhere between 3 and 3.5 million by 2041.

In 2020, Australian's reported a **40% increase** in the amount they felt lonely.

Australian Loneliness Report 2018
Herald-Lateral Economic Index of Australia's Wellbeing
APS 2019
AIHW Social Isolation and Loneliness Report 2021



VISION

Happier, healthier,
kinder communities.

MISSION

Mental wellbeing
through belonging.

THEORY OF CHANGE

If we... encourage social connections

By... providing a Little B.I.G House, seeding ideas, finding community leaders, and supporting interest groups (clubs/programs/initiatives) and events AND we learn more about connection from those programs

We can... create a future in which people enjoy kinder, happier and healthier lives

A philanthropic movement dedicated to promoting happier, healthier, kinder communities.

HOW IT WORKS

EG

- EG commits 5% of all profits directly to the Little BIG Foundation (covers overheads and key staff)



DEVELOPER

- Creates space for community ("hardware")
- Provide a space for a peppercorn rent
- Commits a % of GR's (dependent on project) to the Little BIG Foundation which is used for ongoing running costs



FOUNDATION

- Nurtures the culture ("software") from the commencement of the development
- Designs programs/ partnership to tackle loneliness and build community
- Supports community ideas
- Runs a volunteer program



COMMUNITY

- Volunteers to curate and look after the venue (supported by the Foundation)
- Hosts events and programs of interest to them (free access to the space)
- Books the venue for private events (private/personal gatherings)



HAPPIER, HEALTHIER, KINDER

HAPPIER

LITTLE B.I.G. EVENTS

Run by the Foundation, by partners or the community. Includes supporting in removing key roadblocks for community ideas to get off the ground.

Participants in Little B.I.G. communities self-report that they feel lonely less frequently than the national average.

Local community data compared to the national Australian Institute of Health and Welfare (AIHW) Survey.

HEALTHIER

HEALTH PROGRAM

Physical and mental health programs to boost wellbeing and drive preventative health.

Participants in the Little B.I.G. communities believe that they can actively manage their own health.

Local community data compared to the national Australian Bureau of Statistics National Health Literacy Survey.

KINDER

VOLUNTEER PROGRAM

Training, support & acknowledgement for volunteers and community leaders. Supporting the community to support itself.

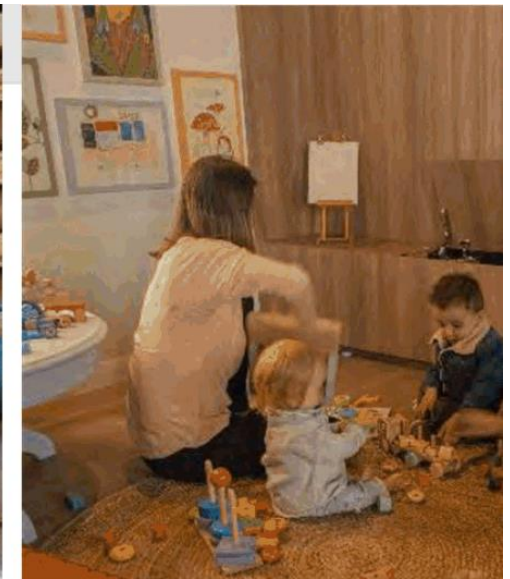
Little B.I.G. community members (over 15 years old) participate as hosts or volunteers in their community more than the national average.

Local community data compared to the national Australian Bureau of Statistics General Social Survey.



THE LITTLE BIG HOUSE AT SUMMER HILL

16 FLOUR MILL WAY, SUMMER HILL NSW





PROGRAMS AND EVENTS

September 2020 – July 2022

**despite lockdowns*

109

PROGRAMS

45

FOUNDATION

45

COMMUNITY

19

PRIVATE

1587

**INDIVIDUAL
EVENTS**

113,856

LITTLE BIG MOMENTS

Little BIG Moments are the interactions, touchpoints and chances for connection building that would not have been possible without the Little BIG Foundations programs and events.

FLOUR MILL MARKETS

Twice monthly organic food market run by the community.



FOOD TRUCK NIGHTS

Pop-up food truck night with live music for an evening picnic in residents very own backyard. Creating a sense of 'third place' and community spirit.



WORLD RECORD ATTEMPT

Bringing the community together in a GUINNESS WORLD RECORD attempt for the 'Largest Human Image of a House' and raising \$100,000 for Youth Off the Streets.





PANCAKE BRUCH

Pancake mix and handmade charity aprons delivered door-to-door for residents to enjoy brunch at home simultaneously (during lockdown).

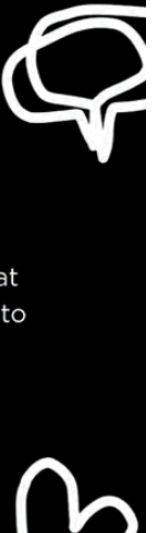
JAZZ BY CANDLELIGHT

A letter and candle delivered to every door, inviting residents to a courtyard jazz concert while in COVID-19 isolation (during lockdown).



ANZAC DAY IN ISOLATION

The Last Post was played live at dawn as residents came out onto their balconies to pay their respects (during lockdown).





MOTHER'S GROUP

September 2020
Ongoing Event
12+ pay session attendees
Happy, healthy



RANDOM ACTS OF KINDNESS

December 2020
1 Event
5 recipients | 50 donors
Happy, kind



SENIOR COFFEE CLUB

June 2020
Ongoing Event
35 members
Happy, healthy



COMMUNITY GARDEN

April 2021
Ongoing Event
6 committee + participants
Happy, healthy, kind



BOOK CLUB

April 2020
3-6 Events (COVID Pause)
5-27 Attendees
Happy



SANTA VISIT

December 2020
Ongoing Event
20 families
Happy, kind



BOSCO FUNDRAISER

March 2020
3 community members
Healthy, kind



AIGONG

6 June 2021
11 Events
8-10 participants per week
Healthy



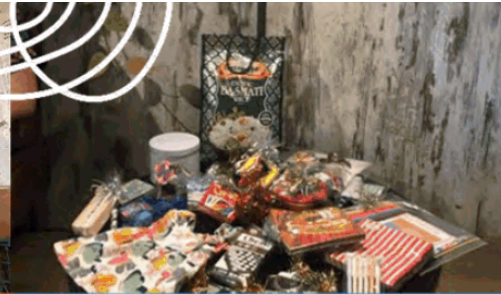
BOOTCAMP

9 July 2021
Ongoing for 12 months
15 participants weekly
Healthy



FOXY LANERS WORKSHOPS

July - December 2021
2 Events
30 community participants
Happy



\$20 CLUB

6 October 2021
Ongoing Event
5-20 people per week
Happy, kind



HYPOPRESSIVE

19 October 2021
Ongoing Event
2-6 participants per week
Healthy



FRIDAY NIGHT FIDDLES

22 October 2021
Ongoing Event
15-50 people per week
Happy, kind



YOGA

24 October 2021
Ongoing Event
4-6 per class
Healthy



GARAGE SALE TRAIL

20 November 2020
1 Event, 20 stall holders,
approx. 1,500 attendees
Happy, kind



INTERNATIONAL WOMEN'S DAY 2021

March 2021
1 Event
40 Attendees
Happy, healthy, kind





SAUSAGE SIZZLE

March 2021
1 Event
50 community members
Happy



FUNDRAISING CONCERT

6 June 2021
1 Event,
95 Attendees
Happy, kind



POP-UP SAFE SPACE

22 October 2021
Ongoing Event
2 at risk people per week
6 volunteers
Happy, healthy, kind



PINK RIBBON FUND RAISING

29 October 2021
1 Event
40 community attendees, 8 volunteer
Happy, healthy, kind



CHRISTMAS TREE CHARITY SALE

December 2021
6 Events
\$6,500 raised for charity
Happy, kind



INDIAN DANCE CLASS

02 February 2022
Ongoing Event
10 participants per week
Happy, healthy



SMALL BUSINESS WOMENS LUNCH

02 February 2022
1 Event
12 Attendees
Happy, kind



KINESIOLOGY WORKSHOP

03 January 2022
Ongoing Event
12 Participants
Healthy



CATALAN LANGUAGE CLASSES

13 February 2022
Ongoing Event

-
Happy



YOUTH GAMES NIGHT

13 February 2022
Ongoing Event

-
Happy



JUNIOR YOUTH GROUP

19 February 2022
Ongoing Event

-
Happy



SUMMER HILL ALP MEETINGS

16 February 2022
Ongoing Event

-
Kind



COMMUNITY CHOIR

03 March 2022
Ongoing Event

-
Happy



INTERNATIONAL WOMEN'S DAY 2022

08 March 2022
Ongoing Event

-
Happy, healthy, kind



HISTORICAL SOCIETY MEETINGS

09 March 2022
Ongoing Event

-
Happy



ART OF MINDFUL CHAI

20 March 2022
N/A

-
Happy, Kind

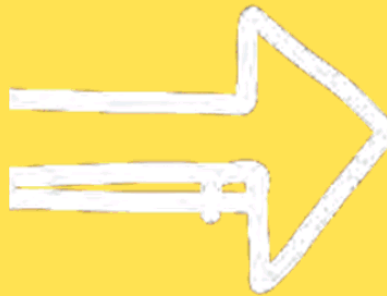


LOCAL BOOK LAUNCH

27 March 2022
N/A
-
Happy

CONVERSATION GROUP

21 April 2022
N/A
-
Happy, kind



**AND STILL
COUNTING...**

THE SUMMER HILL COMMUNITY



"...from what I have experienced of the community activations so far they have been wonderful. I thought we'd struck it lucky with a community herb garden and a playground but the balcony brunch was a whole other level!"

RUBY



"I hope this program (writers space) will make participants feel free to pursue their creativity in whatever way works best for them, whether that is simply a space to lose themselves in their work for a couple of hours, or to connect with other writers, or a bit of both."

VINCENT



"I love how beautiful, clean, comfortable and accommodating the space is. The facilities are perfect for the styles of wellness workshops I hold. The Little B.I.G. Foundation team have been wonderful and open to me hosting various workshops over the past year."

KATE



"My (yoga) students have been raving about all that has been done to activate the Flour Mill community (I agree entirely). All thanks to you and your team! I think if you ran a survey on all residents (by year they moved in) on the sense of community you'd get some excellent scores"

WEI-YEE



"I have recently moved to Summer Hill and we find this community so helpful and welcoming. We booked the Little BIG house for my son's birthday and the people I've dealt with were absolutely amazing. Just makes me feel I want to be a part of it and give something in return."

JAMES



"I love this community because I don't feel anonymous walking around. It has a country feel to it, very personable. The idea of the Little BIG House is amazing. The delivery of a space for the community that is inclusive and open for all is rare and very special."

ALAN



REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.7
SUBJECT	Public Exhibition: Duck River Nature Trail Stage 2 - Eastern Streets
REFERENCE	F2024/00282 - D09519796
REPORT OF	Senior Project Officer Transport Planning

CSP THEME: Accessible

WORKSHOP/BRIEFING DATE: Nil

PURPOSE: To publicly exhibit the draft concept design for the Duck River Nature Trail: Stage 2 – Eastern Streets in Silverwater.

RECOMMENDATION

- (a) That Council approve the draft concept design for Duck River Nature Trail: Stage 2 at Attachments 1, 2 and 3 for public exhibition for a minimum period of 28 days commencing after 10 January 2025.
- (b) That the outcomes of the public exhibition and the final concept design be reported back to Council.

BACKGROUND

- 1. In 2022, Council applied to WestInvest (now known as Western Sydney Infrastructure Grants – WSIG) for a wide range of community projects.
- 2. One of the successful applications was the \$27.8 million *Duck River Nature Trail* in Silverwater and Camellia. Duck River is a transformational project that will provide the community with recreational opportunities within previously inaccessible saltmarsh, mangrove communities and river environments.
- 3. The proposed 4.5km pedestrian and cyclist paths along both sides of Duck River between the M4 and the Parramatta River will open the corridor to pedestrians and cyclists through a combination of concrete paths, boardwalks, priority crossings and separated cycleways. A high-level alignment and staging plan are shown at **Figure 1**.
- 4. Due to scale, complexity and land ownership, the Duck River Nature Trail is planned for delivery in three stages over four years, starting with the most straightforward sections.

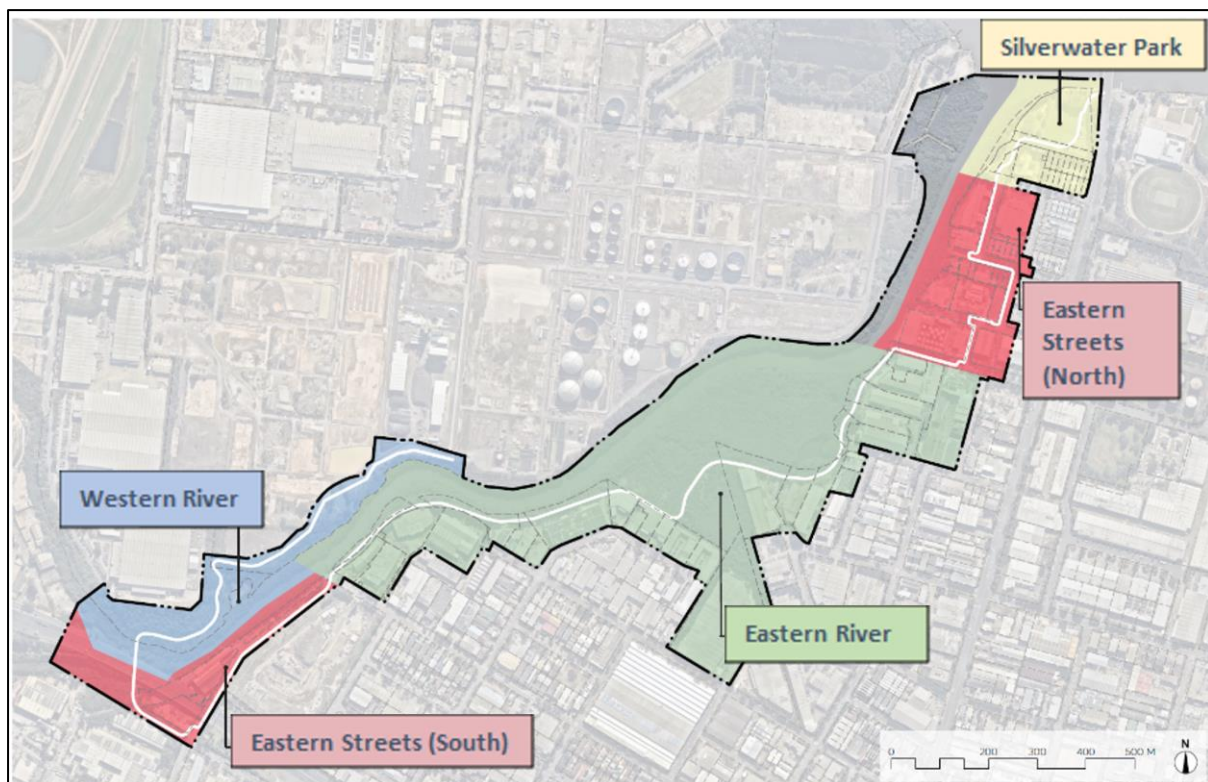


Figure 1: Duck River Nature Trail Alignment Plan (Staging)

5. Stage 1 of the project in Silverwater Park has completed consultation and the final concept plans were approved by Council at its meeting on 11 November 2024. The construction of this first stage of work is now being procured.
6. Stage 2 (Eastern Streets) encompasses the sections of the Trail where the foreshore is inaccessible and/or utilised by adjacent industries. The route therefore utilises the adjacent street network to the east to create a safe and enjoyable pedestrian and cyclist connection between the foreshore sections of the route. There are two sections where this approach is required, one in the North and one in the South, shown red in **Figure 1**.
7. This stage upgrades existing pedestrian infrastructure and retrofits new pedestrian and cycling facilities within the street network. The proposed works include raised priority pedestrian and cycling crossings, a separated bike path, short sections of shared paths, as well as new footpaths, tree planting and lighting upgrades. See **Attachments 1, 2 and 3** for draft concept plans. Two artist impressions of the draft concept design are provided at **Attachment 4**.
8. Subject to Council endorsement of this report, public exhibition is planned to commence after the Australia Day holiday in 2025.

ISSUES/OPTIONS/CONSEQUENCES

Eastern Streets – South

9. North of the M4, a local business still uses Duck River for deliveries, therefore the paths are proposed on the eastern edge of the Junction St road reserve extending north to Carnarvon Street.

10. Along the length of Junction Street, it is proposed to construct separate pedestrian and cyclist paths and lighting, see Figure 2 and 3 below, and **Attachment 3**. On the northern half where there is additional space, street trees are also proposed, see cross-sections in Figure 3 below.

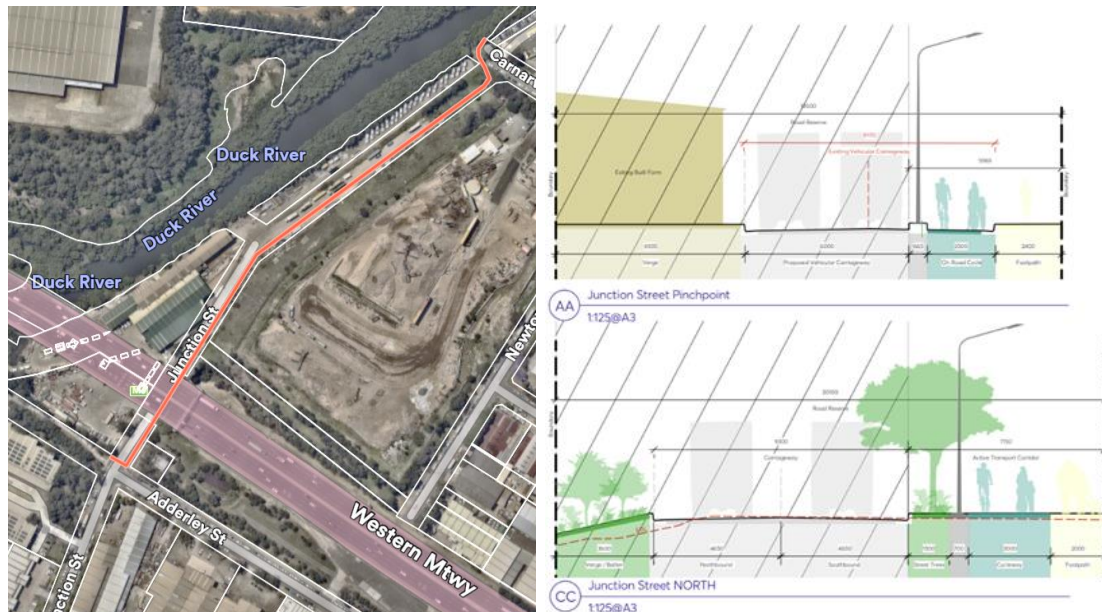


Figure 2 & 3: Location and indicative cross-sections of Junction Street.

11. Junction Street is currently leased by Council to a local business until March 2025. However, Council officers have worked collaboratively with the lessee to identify a path alignment within Council's road reserve that will enable the business to continue to function safely and securely within a smaller lease area.
12. Junction Street south of the M4 centreline is Cumberland City Council (CCC) Local Government Area, and relevant CCC officers have been consulted to ensure the design meets their standards and requirements with separated pedestrian and cyclist paths, and a western kerb build out to reduce crossing distances on the existing M4 Shared Path alignment. CCC plan to exhibit the portion of the draft concept design proposed on their land concurrently with City of Parramatta's exhibition of the project.

Eastern Streets North

13. The northern section of Stage 2 is located immediately south of Silverwater Park and situated in publicly accessible streets within the industrial precinct. Due to the width and clearances required for heavy vehicles associated with industry, it is not possible to insert a bike path on one side of the street and retain parking both sides. In line with Transport for NSW's *Road Space Allocation Policy*, removal of some parking is proposed to enable space to be reallocated for walking and cycling paths as well as three raised priority crossings.
14. To assess the impact of this proposal, comprehensive hourly video parking surveys were completed on a weekday and weekend to understand demand. Peak usage of the 287 available spaces is 220 on a weekday and 70 on a Saturday midway through the morning, as per Figure 4 and 5 below.

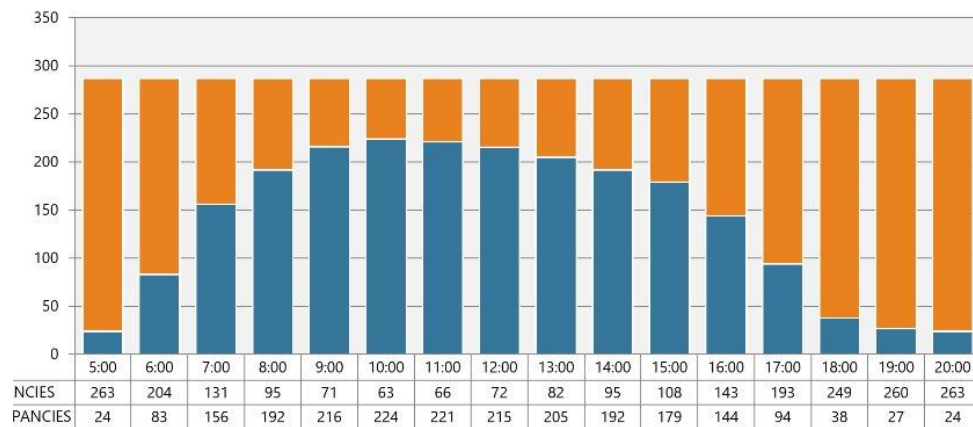


Figure 4: Street parking utilization Tuesday

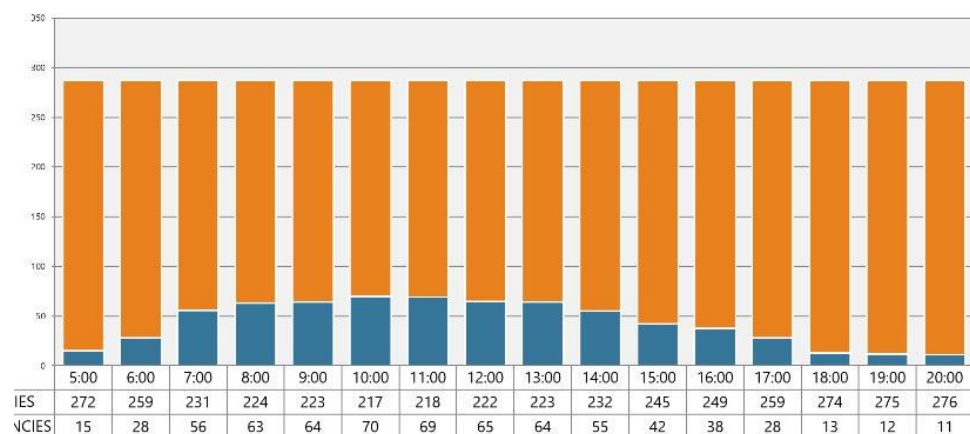


Figure 5: Street parking utilization Saturday

15. The baseline design proposes removing parking on one side of four streets: Picken St, Blaxland St, Silver St and Holker St (available at Figure 6 below and **Attachment 1**). This option displaces 61 spaces, about equal with the maximum spare capacity in this area. An alternative option has also been developed that retains parking both sides of Picken St and Blaxland St by making both streets one way southbound and eastbound respectively. This minimises the parking reduction to approximately 41 spaces (available at Figure 7 below and **Attachment 2**). The one-way option will result in a minor diversion for some businesses via Clyde St and/or Silver St, examples are provided at Figures 8-11.

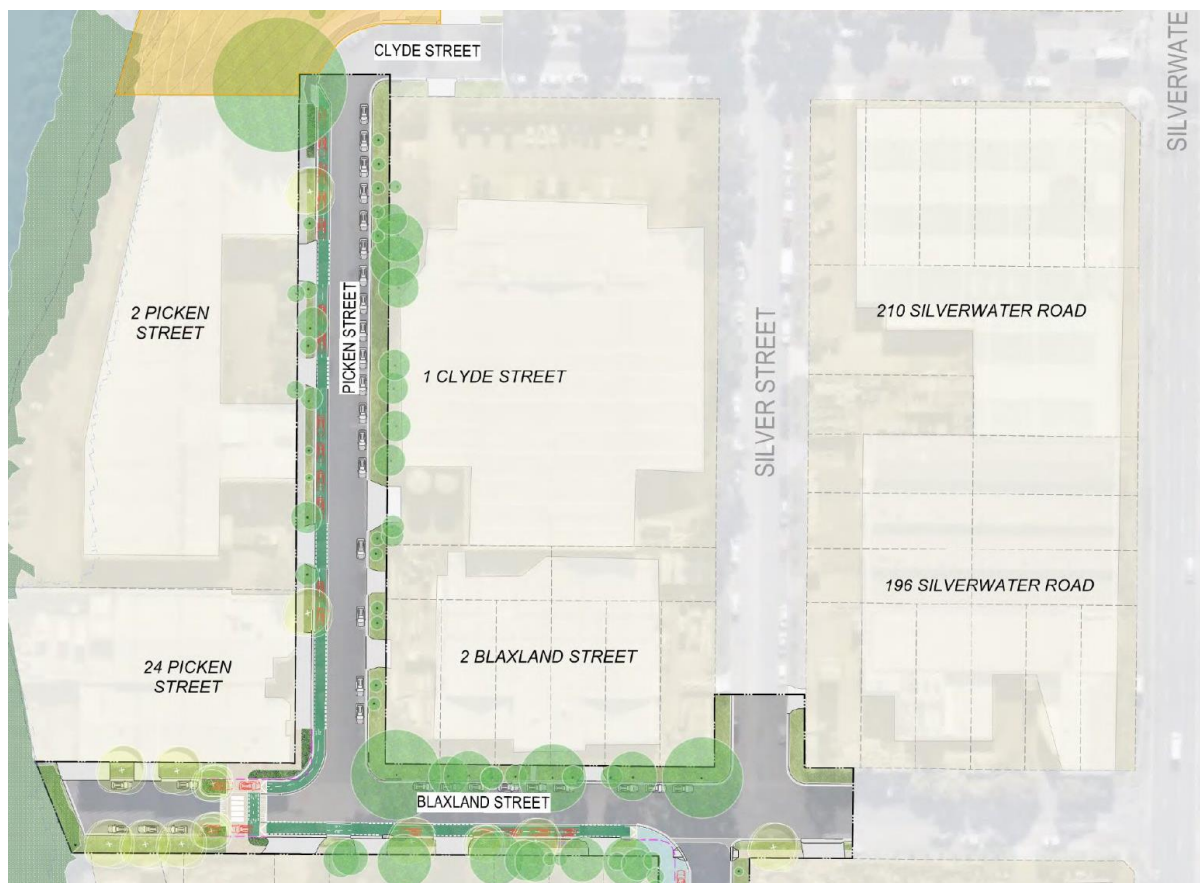


Figure 6: Northern Streets at Blaxland Street - two-way option

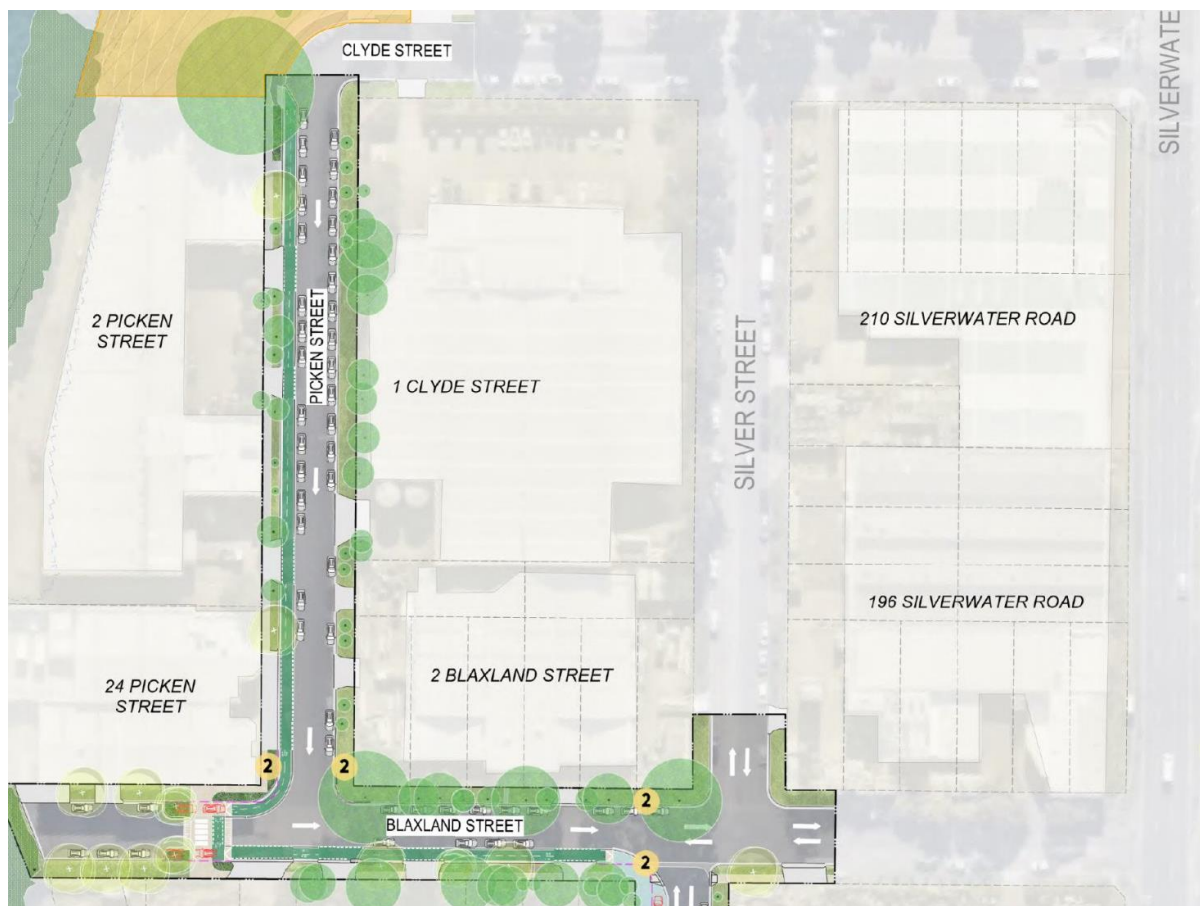
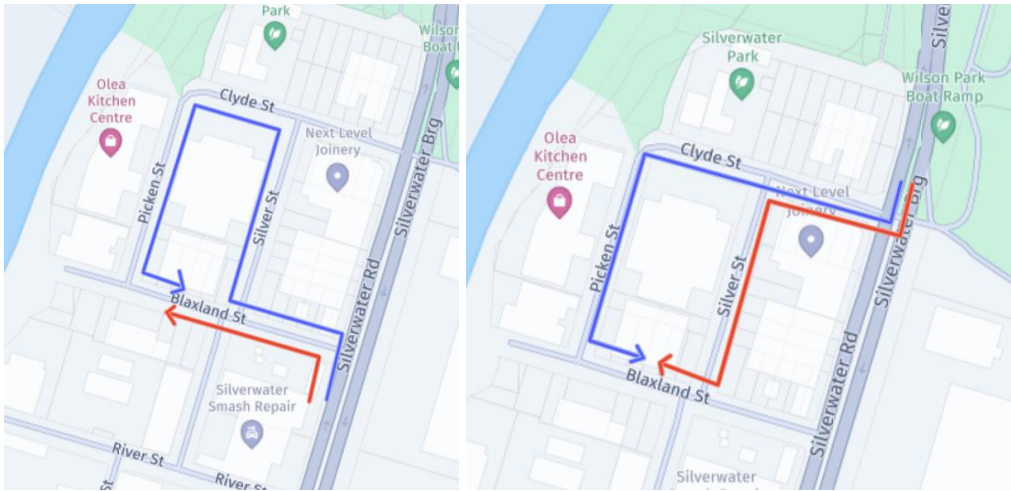


Figure 7: Northern Streets at Blaxland Street - one-way option



Figures 8 and 9: Greatest inbound access diversion (Northbound on Silverwater Road - additional 350m, Southbound additional 80m)

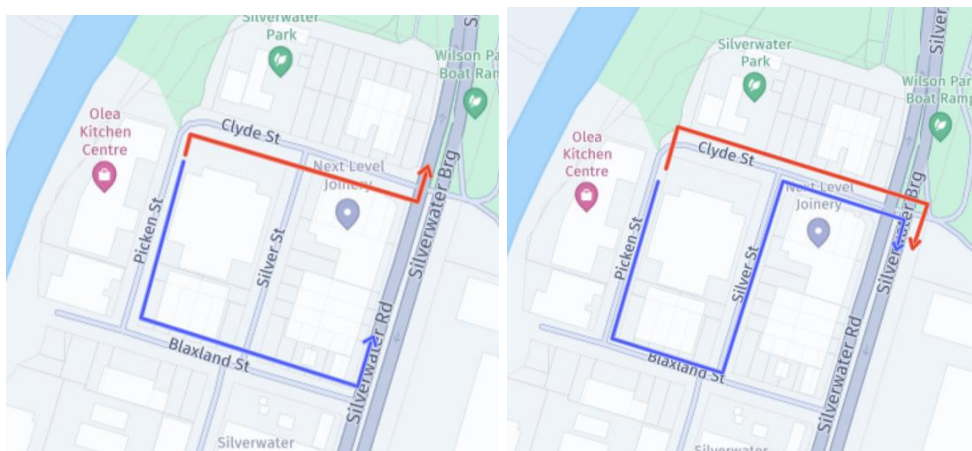


Figure 10 and 11: Greatest outbound access diversion (Northbound on Silverwater Road - additional 200m, Southbound additional 230m)

16. It is proposed to exhibit both these options as part of the draft concept design for community feedback. Council staff will contact owners and occupiers during the exhibition to discuss the proposal to obtain feedback. This feedback will be included in the report back to Council and will inform the preparation of the recommended concept design for approval.



Figure 12: Northern Streets at Shaft Street

17. Another challenge in this precinct is the narrowness of Shaft St (Figure 12). This poses challenges for turning movements for long vehicles at either end given the limited space to manoeuvre. While 23m long vehicles are currently permitted, the changes proposed (and applying current road design standards) means that any vehicle longer than a standard 19m semi-trailer will not be able to make the following turns:
- Eastbound on Holker, left into Shaft (1 heavy vehicle per day counted)
 - Eastbound on River, right into Shaft (5 heavy vehicles per day counted)
 - Northbound on Shaft, left into River (11 heavy vehicles per day counted)
18. The key impact for these turn restrictions is access for vehicles to the right turns at the Holker Street / Silverwater Road intersection. Three properties are directly affected. Of these, the business between Holker Street and River Street has access to both streets through its site (see red arrow in Figure 13 below). Service NSW is unlikely to require access for vehicles longer than 19m (the proposed turn restriction) and the driveway at 17 River Road does not easily allow vehicles over 19m to turn in or out. As per the one-way proposals immediately north,

owners and occupiers will be actively consulted on the proposed turn bans to understand any impacts to their business / site, if any.

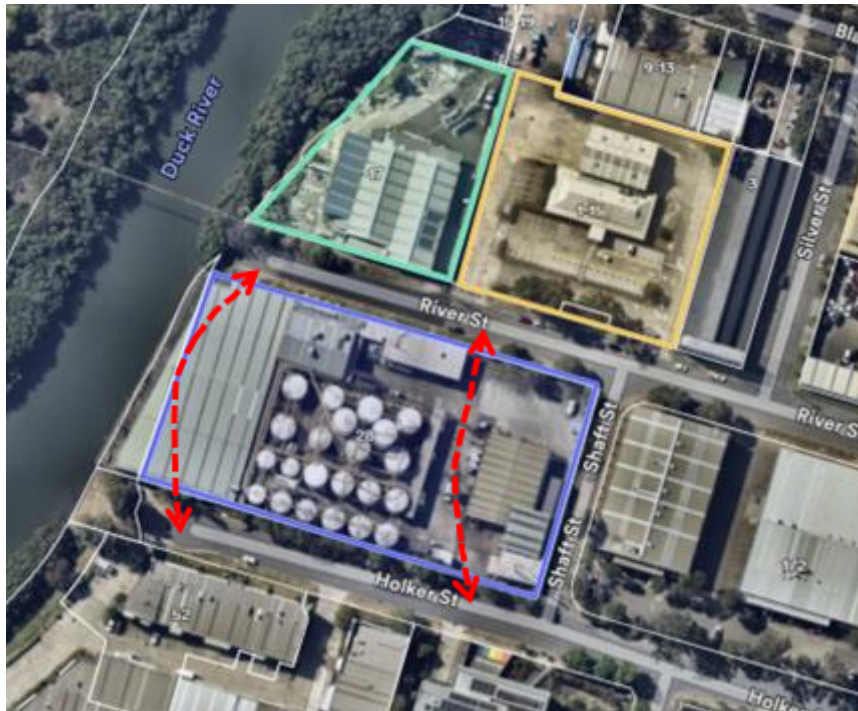


Figure 13: Properties access from River Street west of Shaft Street.

CONSULTATION & TIMING

Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
Ongoing correspondence	Cumberland City Council officers	Kerb build outs are the preferred option to cross Junction St. Replacing parking on eastern side of Junction Street with bike path can proceed to consultation.	Concept plan has been prepared to reflect this feedback.	Group Manager Infrastructure Planning and Design
Ongoing correspondence	Lessee of Junction St	The anticipated maximum size of load (oversize) should be allowed for at any pinch point.	This maximum size has been allowed.	Group Manager Infrastructure Planning and Design

Councillor Consultation

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

Date	Councillors	Councillor Comment	Council Officer Response	Responsibility
11 Nov 24 (All Rosehill Ward Councillors invited)	Clr Prociv and Clr Ng attended	When were traffic / parking counts undertaken? Is there any additional parking that can be provided? How well are the truck needs of business understood in the area? Are there B doubles in use?	Mid 2022 Cul de sac ends were investigated for angle parking however driveways and large vehicles precluded it. This will vary from site to site, Council officers will actively engage with business to understand. Yes	Group Manager Infrastructure Planning and Design

LEGAL IMPLICATIONS FOR COUNCIL

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

FINANCIAL IMPLICATIONS FOR COUNCIL

22. The capital components of the project are currently funded as follows:

Source	Funding
Western Sydney Infrastructure Grants Program	\$26,941,047
Transport for NSW Get NSW Active	\$556,750
Council Contribution (\$7.11 Outside CBD)	\$300,000
Total available funding	\$27,797,797

23. There are no financial impacts arising from the report's recommendation to publicly exhibit the design, as the cost for the exhibition is accommodated within the project budget. The current forecast total capital cost for the delivery of this project stage is within the approved budget.

24. Construction for Stage 2 is anticipated to commence before the end of 2025, with all three stages planned to be open to the public in the middle of 2027.

Mark Crispin
Senior Project Officer Transport Planning









Adam Fowler
Team Leader Infrastructure Design

Jennifer Concato
Executive Director City Planning and Design

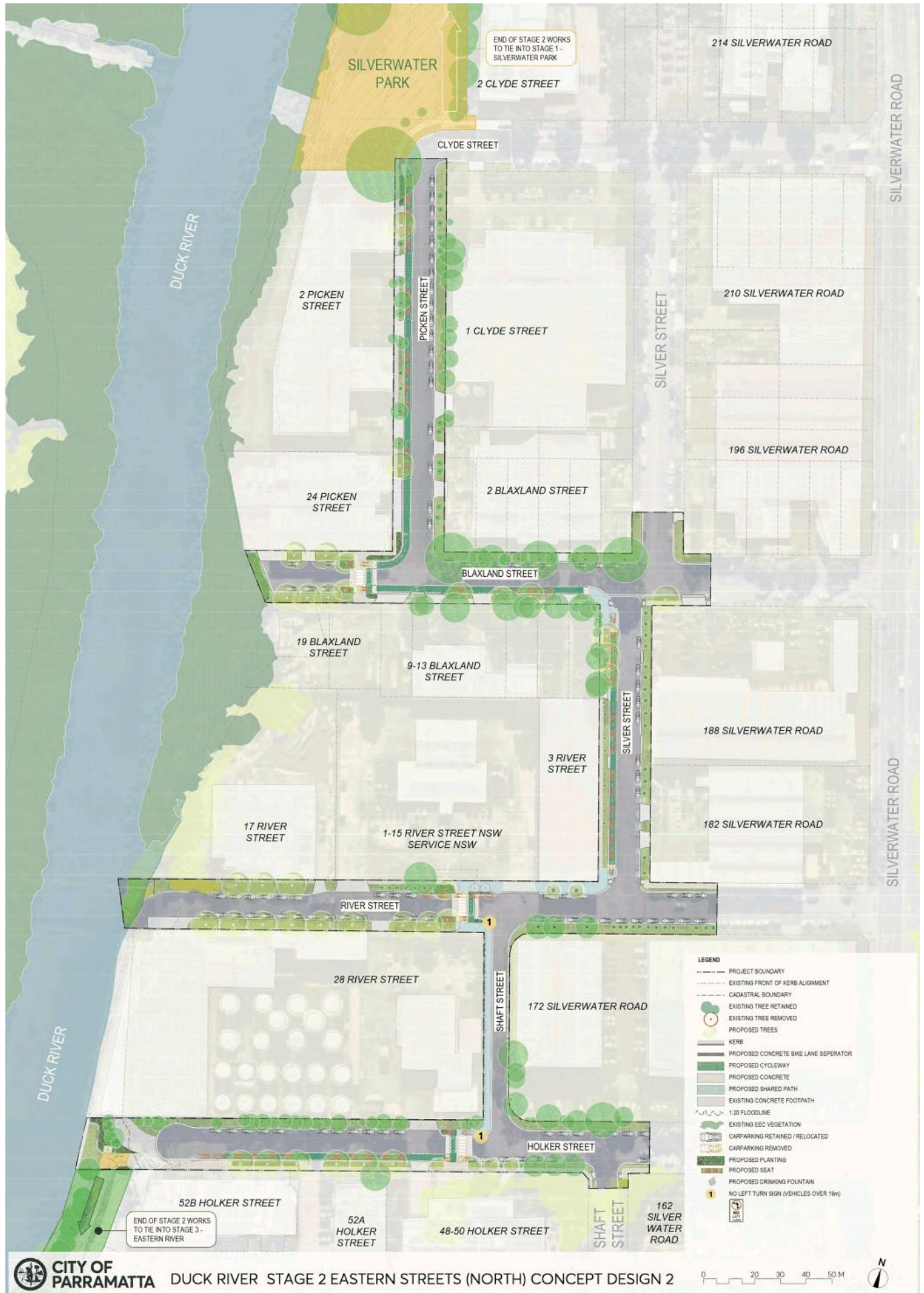
Amit Sharma
Chief Financial Officer

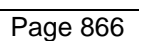
Gail Connolly
Chief Executive Officer

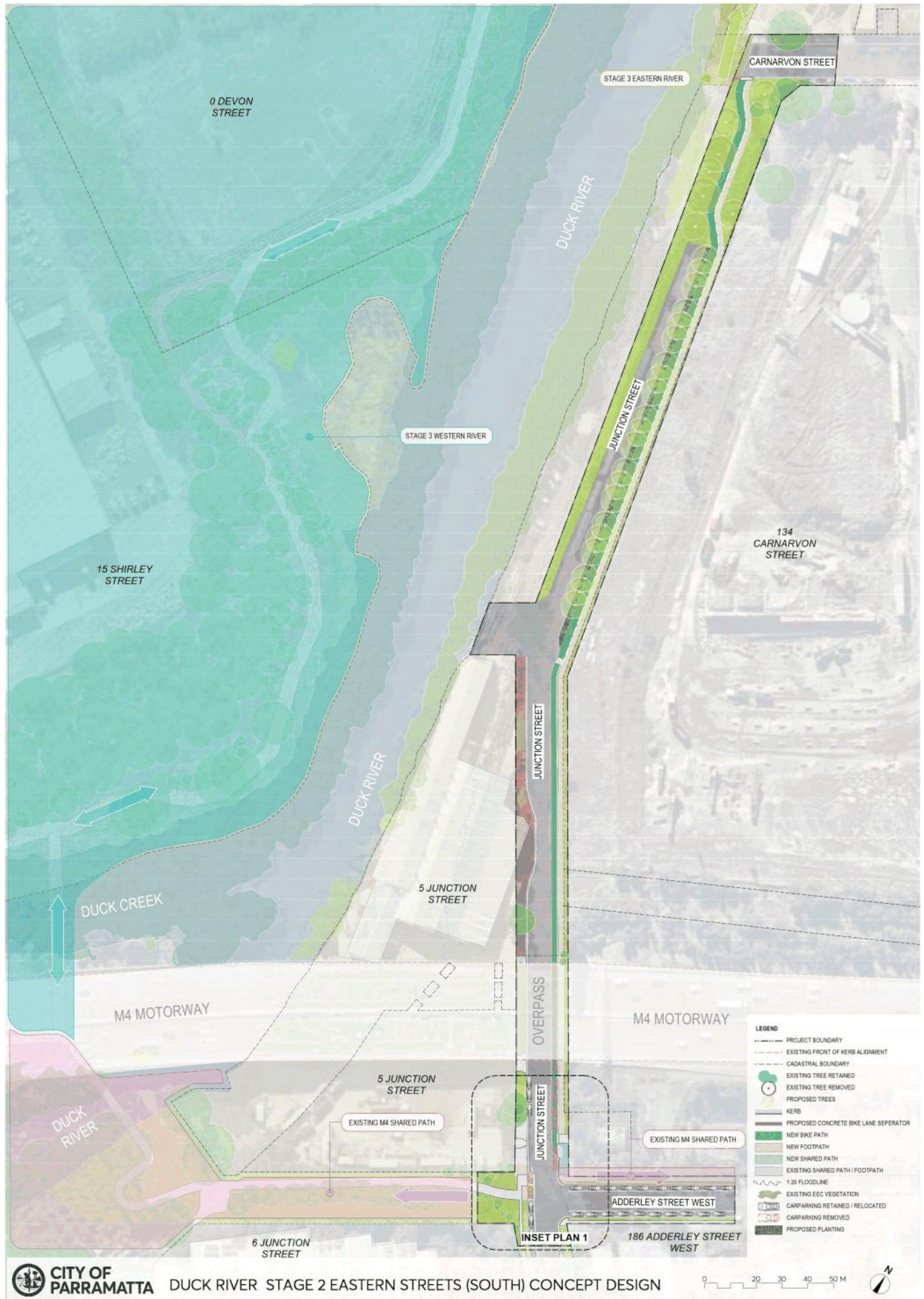
ATTACHMENTS:

- | | | | | |
|---|---|---|--|---------|
| 1 |  |  | DRNT Eastern Streets NORTH - Two Way | 1 Page |
| 2 |  |  | DRNT Eastern Streets NORTH - One Way | 1 Page |
| 3 |  |  | DRNT Eastern Streets SOUTH.pdf | 1 Page |
| 4 |  |  | DRNT - Eastern Streets North - Artist Impression 01 and 02 | 2 Pages |

REFERENCE MATERIAL









Artist Impression 01 | view to west over Holker Street, looking towards Duck River
Duck River Stage 2 – Eastern Streets (North) Draft Concept Design for Public Exhibition



Artist Impression 02 - view to east on Blaxland Street, looking towards Silverwater Road
Duck River Stage 2 – Eastern Streets (North) Draft Concept Design for Public Exhibition

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.8
SUBJECT	LATE REPORT - Adoption of Standing Committee Terms of Reference
REFERENCE	F2024/00282 - D09519906
REPORT OF	Coordinator Secretariat Services

The officer's report will be provided in the Supplementary Agenda.

Marina Cavar
Coordinator Secretariat Services

Renee Attard
Acting 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

ITEM NUMBER	13.9
SUBJECT	LATE REPORT - Adoption of Audit Risk and Improvement Committee Terms of Reference
REFERENCE	F2024/00282 - D09519905
REPORT OF	A/Chief Governance & Risk Officer

The officer's report will be provided in the Supplementary Agenda.

John Crawford

A/Chief Governance & Risk Officer

Amit Sharma

A/Executive Director Finance & Information

Gail Connolly

Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

REFERENCE MATERIAL

REPORTS TO COUNCIL - FOR COUNCIL DECISION

ITEM NUMBER	13.10
SUBJECT	DEFERRED REPORT (25 November 2024 Ordinary Council Meeting) - Quarterly Budget Review - September 2024
REFERENCE	F2024/00282 - D09519960
REPORT OF	Chief Financial Officer
CSP THEME:	FAIR

PURPOSE: To present the September 2024 Quarterly Budget Review Statement (QBRs) for adoption.

RECOMMENDATION

- (a) That Council adopt the September 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 2024/25 financial year:
 - i) Net operating result (including capital) of \$80.4 million surplus.
 - ii) Underlying net operating result (excluding capital) of \$1.9 million surplus.
 - iii) Capital expenditure of \$219.7 million.
- (c) That Council note the proposed allocation of \$300,000 of operating budget (for employee costs) to the Office of the Lord Mayor and CEO to enable improved resourcing of councillors (recruitment of councillor support officers) in accordance with the CEO's previous report to Council in February 2024. (The additional expenditure to be offset by savings in employee cost budgets across all directorates of Council).

Amit Sharma
A/Executive Director Finance & Information

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

1  Attachment 1 - QBRs Sept 24 Final 16 Pages

REFERENCE MATERIAL



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Executive Summary	3
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Reserve Balance Summary.....	10
Tender Contracts Awarded.....	14
External Legal & Consultancy Fees	15
RESPONSIBLE ACCOUNTING OFFICERS REPORT	16

Executive Summary

RECOMMENDATIONS

That Council adopt the September 2024 Quarterly Budget Review Statement and the Responsible Accounting Officer's report on the financial position of the Council.

The Net Underlying Operating surplus before capital revenue and asset disposal is forecasted to be \$1.9 million, which is \$4.1 million unfavourable to Budget.

The Net Operating surplus after capital revenue and asset disposal is forecasted to be \$80.4 million, which is \$1.6 million unfavourable to the Budget.

That Council note the proposed allocation of \$300,000 of operating budget (for employee costs) to the Office of the Lord Mayor and CEO to enable improved resourcing of councillors (recruitment of councillor support officers) in accordance with the CEO's previous report to Council in February 2024. (The additional expenditure will be offset by savings in employee cost budgets across all directorates of Council and adjusted as part of the Q2 budget forecast).

Key Highlights:

- Favourable movements to budget:
 - Higher interest income of +\$8.8m due to stronger returns on the investment portfolio.
 - Other revenue projected to increase by +\$5.1m, driven by \$2.3m legal cost recovery from Sydney Metro for Horwood Place, \$0.8m 9WS lease income, \$0.8m higher building fines, \$0.7m Bus Shelter income, and \$0.3m Parramatta Lane stall fees.
 - Rates and annual charges set to increase by +\$2.4m because of a higher volume of domestic waste services, supplementary residential and industrial rates.
 - Capital grants and contributions forecasted to rise by +\$2.2m, including a \$6.3m VPA contribution for the fit-out of the library/community facility and open space at Carlingford.
- Unfavourable movements to budget:
 - Higher Materials & Contracts (\$6.8m) – mainly from higher volume of Waste & Cleansing collection costs (\$5.5m)
 - Higher employee expenses (\$16.4m) due to more FTEs than budgeted and a \$1.7m Workers' comp adjustment for FY20-24.

September 2024 Financial Statements & Movements

The City of Parramatta's financial position is reflected in the following pages of the 2024-25 September Quarterly Review.

	FY25 Budget	Proposed Adjustments	Sep Forecast	YTD Sep Actuals
Income				
Rates & Annual Charges	229,252	2,354	231,606	230,504
User Charges & Fees	49,973	548	50,521	12,152
Interest	23,690	8,828	32,518	9,182
Other Revenue	18,880	5,101	23,981	6,823
Operating Grants & Contributions	23,721	1,475	25,197	1,799
Capital Grants & Contributions	75,732	2,226	77,957	3,756
Internal Revenue	19,799	(4,104)	15,695	3,110
Gain on Share in Joint Venture	600	0	600	0
Total Income	441,647	16,429	458,076	267,327
Expenses				
Employee Costs	145,933	(16,387)	162,320	37,854
Borrowing Costs	98	68	31	25
Materials & Contracts	72,305	(6,803)	79,109	16,576
Depreciation & Amortisation	66,500	(0)	66,500	16,625
Other Operating Expenses	55,251	726	54,524	15,972
Internal Expenses	19,799	4,254	15,544	2,876
Total Expenses	359,887	(18,142)	378,029	89,930
Loss/(Gain) on Disposal of Assets	211	110	321	0
Net Operating Surplus/(Deficit) Before Operating Grants	(17,693)	(5,565)	(23,257)	171,607
Net Operating Surplus/(Deficit) After Operating Grants	6,029	(4,089)	1,940	173,407
Net Operating Surplus/(Deficit) After Capital & Asset Disposal	81,971	(1,603)	80,368	177,397

KEY MOVEMENTS

The net operating result before capital revenue is (\$4.1m) below budget and (\$1.6m) below budget including capital revenue.

Revenue – favourable by \$16.4m:

- Higher interest income: +\$8.8m due to increased returns on investments.
- Other revenue: +\$5.1m (includes \$2.3m legal cost recovery from Sydney Metro for Horwood Place, \$0.8m 9WS lease income, \$0.8m higher building fines, \$0.7m Bus Shelter income, and \$0.3m Parramatta Lane stall fees).
- Higher rates and annual charges: +\$2.4m (due to \$1.3m in domestic waste services and \$0.9m in residential/industrial rates).
- Capital grants and contributions: +\$2.2m (with \$6.3m VPA contribution for Carlingford library/community facility and open space fit-out).

Expenses – unfavourable by (\$18.1m):

- Higher Materials & Contracts (\$6.8m) – mostly due to increased Waste & Cleansing collection costs (\$5.5m), partially offset by higher domestic waste revenue.
- Higher Employee expenses (\$16.4m) – caused by:
 - PAC (\$0.3m), PHIVE & Townhall (\$0.5m) – full year impact.
 - Overtime (\$0.4m) & penalty rates (\$0.2m) mainly due to lane, moving of office building and network outage.
 - Higher than expected cash out of annual leave (\$0.2m).
 - Workers' comp adjustment for FY20-24 (\$1.7m).
 - Failure to achieve the expected vacancy rates across all the directorates.
 - It's proposed to fill four vacant positions in OLM/CEO – the actual cost of these positions for the remainder of the financial year is \$0.3m. It is proposed to find the savings across all directorates and an update will be provided in the Q2 Forecast.

Directorate P&L Summary

Table 1.2: Operating Result summarises the key movements by revenue & operating expense for each directorate.

	FY25 Budget	Proposed Adjustments	Sep Forecast	YTD Sep Actuals
Income				
City Assets & Operations	128,885	4,176	133,061	62,019
Community & Culture	27,912	(372)	27,541	6,308
Finance & Information	52,496	7,263	59,759	13,490
City Planning & Design	31,659	7,579	39,238	2,837
City Engagement & Experience	297	473	770	271
People Culture & Performance	130	1	131	1
Office of Lord Mayor & Executive Office	0	0	0	0
Organisation Related	200,268	(2,692)	197,577	182,400
Total Income	441,647	16,429	458,076	267,327
Expenses				
City Assets & Operations	153,258	(13,639)	166,898	39,468
Community & Culture	54,783	(2,563)	57,346	11,933
Finance & Information	69,125	(1,826)	70,951	20,462
City Planning & Design	30,061	(1,926)	31,986	6,286
City Engagement & Experience	22,615	(1,052)	23,667	4,061
People Culture & Performance	7,506	(361)	7,867	1,527
Office of Lord Mayor & Executive Office	5,868	(905)	6,774	2,734
Organisation Related	16,671	4,130	12,540	3,446
Total Expenses	359,887	(18,142)	378,029	89,916
Loss/(Gain) on Disposal of Assets	211	110	321	0
Net Operating Surplus/(Deficit) Before Funding	(17,693)	(5,565)	(23,257)	171,607
Net Operating Surplus/(Deficit) After Operating Grants	6,029	(4,089)	1,940	173,407
Net Operating Surplus/(Deficit) After Capital & Asset Disposal	81,971	(1,603)	80,368	177,397

KEY MOVEMENTS BY DIRECTORATE

- CA&O's (\$9.5m) unfavourable variance is due to higher employee costs and increased materials and contractor expenses from waste and cleansing activities, partly offset by revenue.
- Community & Culture reported a (\$2.9m) unfavourable variance due to increased employee costs associated with PAC and Library (weekend holiday rates).
- Finance & Information recorded a favourable variance of \$5.4 million, mainly attributable to higher interest income.
- City Planning achieved a favourable variance of \$5.6 million, primarily due to a higher VPA contribution for the fit-out of the library/community facility and the embellishment of the open space provided at Pennant Hills Road, Carlingford.
- City Engagement & Experience showed an unfavourable variance of (\$0.6m), resulting from increased employee costs associated with event delivery across frontline staff.
- The Office of LM & Executive Office reported an unfavourable variance of (\$0.9m) due to higher than budgeted employee costs (\$0.4m) and council meeting costs (\$0.1m).
- People Culture & Performance, and Org related remained on budget.

Capital Expenditure Statement

Table 1.3: Summarises the key movements in Capital expenditure by directorate, with corresponding funding source movements.

	FY25 Budget	FY24 Carry Over	Other movements	Net Proposed adjustments	Sep Forecast
Directorate					
City Assets and Operations	156,021	-32,875	19,755	-13,120	169,141
Finance and Information Office	24,457	-4,727	-1,269	-5,996	30,453
People Culture and Workplace	0	-1,705	-7,416	-9,121	9,121
City Planning and Design	12,503	0	5,282	5,282	7,221
Community and Culture	1,658	-1,604	135	-1,469	3,127
Office of the Lord Mayor & CEO	0	0	-600	-600	600
Grand Total	194,638	-40,911	15,887	-25,024	219,662
Reserve Type					
Cultural Reserve	1,020	0	-1,147	-1,147	2,167
Developer Contributions	35,792	-10,595	26,214	15,619	20,173
Domestic Waste Management	13,800	-4,434	-1,667	-6,101	19,901
General Reserve	45,610	-6,733	-105	-6,838	52,447
Grants & Contributions	74,759	-14,415	-1,007	-15,421	90,180
Parking Meters	541	0	0	0	541
Property Development Reserve	21,051	-4,005	-6,447	-10,452	31,504
Special Rates	200	0	0	0	200
Storm water levy	1,865	-729	46	-683	2,548
Grand Total	194,638	-40,911	15,887	-25,024	219,662

Capital Major Works

Key Capital works with total project cost more than \$10m.

Project (\$'000s)	FY25 Budget	FY24 Carry Overs	Other Movements	Proposed Adjustments	Sep Forecast	Status	Comment
100290 - Mobile Garbage Bin Roll Program	13,800	0	0	0	13,800	Not yet started	FOGO rollout begins in November and ends by June 2025.
101031 - SES Facility	11,000	-1,000	0	-1,000	12,000	Not yet started	The delay is due to the SES location not being finalised yet.
100588 - Hunts Creek Culvert	9,526	-806	-1,104	-1,910	11,435	Behind Schedule	Due to RMS intervention for traffic control, the project construction is expected to start on February 2025 and be completed by February 2026.

Capital Variances

Variance in capital works more than \$500k.

Project	FY25 Budget	FY24 Carry Overs	Other Movements	Proposed Adjustments	Sep Forecast	Status	Comment
100528 - Af1 Dence Park Pool	20,841	0	20,591	20,591	250	Behind Schedule	Head Contract Tender complete. To go to Council for decision
100694 - WICR294 Carter Street Community Centre Fit-out	5,007	0	4,846	4,846	160	On track	Moving forward to the next stage with the head contractor appointment imminent.
100497 - Newington Reserve Upgrade	7,281	-1,775	5,716	3,941	3,341	On track	Currently on procurement aiming to report to council for December 2024 meeting. Construction to begin in March 2025
100449 - Civic Link Program (Capital)	6,522	0	3,926	3,926	2,596	Behind Schedule	Project is delayed and expected to be completed by FY27
100432 - Carter Street Regional Cycleway	3,867	0	3,813	3,813	54	Behind Schedule	Currently in design completion subject to TfNSW, landowner, and SOPA concurrence.
100608 - Granville Town Square	4,425	-337	4,055	3,718	707	On track	In early design phase.
100606 - Integrated Parking Solutions Program	3,103	0	2,414	2,414	689	On track	Painting work expected to be completed by Dec-24 and technology upgrade is on procurement stage
100466 - Client Technology & Computer Renewal Program	2,000	0	2,000	2,000	0	On track	Offsets with 100613 - TechOne Modernisation and Optimisation (Capital), as budgeted in the wrong project code and fixed in Q1
101091 - Ground Floor 9 Wentworth St	2,000	0	2,000	2,000	0	Not yet started	No longer progressing with the project
100018 - Pavilion Capital Improvement Program	3,500	-167	1,985	1,818	1,682	On track	There are multiple projects under this program. Projects are currently under planning and Delivery stage
100055 - Traffic Signals-Carlingford Rd	1,550	0	1,525	1,525	25	On track	Project handover to capital project team for construction
100736 - Bnp - Epping Town Centre High Streets Upgrade	1,608	-188	1,535	1,347	262	Behind Schedule	Design currently underway
100604 - Major Council Plant & Other Equipment Replacement Program	1,700	0	1,200	1,200	500	On track	Ongoing programme to replace Council plant and fleet
100043 - Sportsground Capital Improvement Program	900	0	900	900	0	Not yet started	Transferred to Park and Open Space
100058 - Roundabout-Fitzwilliam Rd at Tucks Rd Toongabbie	800	0	774	774	26	On track	Project handover to capital project team for construction
100004 - Rydalmere Park Masterplan stage 3	630	0	630	630	0	On track	Developing option for the Rydalmere Bowling Club building
100057 - Roundabout-North Rocks Rd at Loyalty Rd North Rocks	800	0	550	550	250	On track	Project handover to capital project team for construction
101116 - Toongabbie Intersections (P.0087707.07.001)	0	0	-500	-500	500	On track	TfNSW grant project
101109 - Smith St Improvement Works	0	0	-506	-506	506	On track	To be completed by March 25

Project	FY25 Budget	FY24 Carry Overs	Other Movements	Proposed Adjustments	Sep Forecast	Status	Comment
100083 - Stewart Street Reserve Upgrade	0	-500	-11	-511	511	On track	To be completed by December 2024
100628 - WICR344 Finlaysons Creek Cycleway	1,000	0	-520	-520	1,520	On track	Currently in design. To be completed by June 2026
100005 - WICR1040 Strengthening the Heart of Play	1,653	0	-559	-559	2,213	On track	Design currently underway
100686 - WILGA207 Max Ruddock Reserve Amenities	1,119	0	-573	-573	1,692	On track	Currently in procurement. Construction to start in early 2025
100060 - Playground Replacement Program	1,520	0	-578	-578	2,098	On track	There are multiple projects under this program. Projects are currently under planning and Delivery stage
100532 - Parramatta Square Public Art	0	-691	0	-691	691	On track	3 more elements in public artwork related to Heritage works yet to be completed, with costings to be updated in Q2
100634 - WICR346 Duck River Nature Trail	2,000	0	-725	-725	2,725	On track	Currently under design. Section 1 silver water park component will be procured soon
101166 - Robin Hood Reserve Park, Northmead – Stage 1 Works	0	0	-800	-800	800	Behind Schedule	Delays due to design modification requirements. Construction program to start in early 2025.
100605 - WICR305 Riverside Theatres Redevelopment	5,387	0	-814	-814	6,201	On track	Preparing Significant State Development Application documentation
100672 - O56b Places To Play	0	-500	-320	-820	820	On track	Under construction additional funding required to complete the project. Project would be completed by end of financial year 2025
100127 - Footpaths Construction Program	2,000	0	-826	-826	2,826	On track	Number of projects have been completed under this annual program. There are also number of projects in procurements stage. Design of outstanding projects are expected to be completed by end of December. On track to complete the remaining projects by end of the financial year.
100043 - Sportsground Capital Improvement Program	350	0	-868	-868	1,218	On track	There are multiple projects under this program. Projects are currently under planning and Delivery stage
101031 - SES Facility	11,000	-1,000	0	-1,000	12,000	Not yet started	Delayed due to the SES location, as a suitable site has not been finalized.
101153 - Alfred Street Stage 2b	0	0	-1,000	-1,000	1,000	Not yet started	Out on Tender. Tender closes end of November. Construction to start in April 25.
100128 - Roads Renewal Program	8,000	-1,067	-30	-1,096	9,096	On track	Number of projects have been completed under this annual program. Design of outstanding projects are expected to be completed by end of December. On track to complete the remaining projects by end of the financial year.
100630 - George Street East Cycleway	3,055	-931	-193	-1,124	4,179	Not yet started	Still under tender assessment. Aiming to report to council for the Feb2025 meeting
100691 - WILGA206 Doyle Ground Sports Facility Improvements	6,321	0	-1,145	-1,145	7,466	On track	Currently in design stage anticipated to be completed by April 25.

Project	FY25 Budget	FY24 Carry Overs	Other Movements	Proposed Adjustments	Sep Forecast	Status	Comment
100189 - Council Plant Fleet & Other Equipment Replacement Program	0	0	-1,200	-1,200	1,200	On track	Ongoing programme to replace Council plant and fleet
100743 - Bnp - Granville Town Centre	0	-1,263	0	-1,263	1,263	On track	Procurement completed construction to start in Feb 2025
100654 - myWorkplace ICT Workstream	1,750	-1,298	0	-1,298	3,048	On track	Project carried over to FY25, due to delays in moving to 9WS.
101134 - Hill Road Upgrade	0	0	-1,384	-1,384	1,384	On track	Procurement for Flood Study and Design underway
100058 - Roundabout-Fitzwilliam Rd at Tucks Rd Toongabbie	0	0	-1,400	-1,400	1,400	Not yet started	Currently in design. To be completed by June 2025
100605 - WICR305 Riverside Theatres Redevelopment	0	0	-1,614	-1,614	1,614	Behind Schedule	Riverside development behind schedule
101136 - Cultural Precinct in Harris Park	0	0	-1,740	-1,740	1,740	On track	Procurement for 'Welcome Gate' in progress. Streetscape design in progress
100588 - Hunts Creek Culvert	9,526	-806	-1,104	-1,910	11,435	Behind Schedule	Construction to commence in Feb 2025. To be completed by February 2026
100613 - Techone Modernisation and Optimisation (Capital)	0	-188	-2,000	-2,188	2,188	On track	Offsets with 100466 - Client Technology & Computer Renewal Program, as budgeted in the wrong project code, and fixed in Q1
100174 - Parramatta Square Public Domain Development	0	-3,044	541	-2,503	2,503	On track	Sydney Water breakthrough remaining
100592 - Phillip Street Smart St Stage 2	1,500	-2,540	0	-2,540	4,040	On track	Under construction expected to be completed by mid-2025
100579 - Pruaip - Fs Garside	0	-2,161	-425	-2,586	2,586	Completed	Park open, currently under maintenance period
101117 - Granville 40km/h High Pedestrian Activity Area (P.0092460)	0	0	-2,900	-2,900	2,900	On track	Project to be completed by December 2025
100633 - Alfred Street Cycleway Stage Two	2,277	-3,890	102	-3,788	6,064	On track	To be completed by End of Feb 2025. 95% of work completed due to Endeavour energy industrial action project was slightly delayed
100629 - Norwest T-Way Shared Path	0	-3,631	-710	-4,341	4,341	On track	To be completed by end of December
100494 - Community Recycling Facility	0	-4,434	0	-4,434	4,434	On track	To be completed by end of June 2025
100694 - WICR294 Carter Street Community Centre Fit-out	0	0	-5,565	-5,565	5,565	On track	Moving forward to the next stage with the head contractor appointment imminent.
100606 - Integrated Parking Solutions Program	0	-1,286	-5,699	-6,985	6,985	On track	Painting work expected to be completed by Dec-24 and technology upgrade is on procurement stage
100700 - 9 Wentworth St - Bldg Works	0	-1,705	-7,416	-9,121	9,121	Completed	Project is completed
Other	69,646	-7,509	-89	-7,599	77,245		
TOTALS	194,638	-40,911	15,887	-25,024	219,662		

Reserve Balance Summary

The following table provides a forecast of Council's restricted cash (internally and externally restricted reserves) and the forecast movements to and from reserves for the 2024/25 September Forecast.

\$'000	Closing Balance FY24 Actuals	Proposed Adjustments	Closing Balance June 25
Externally Restricted Reserves:			
Domestic Waste Management	48,959	(20,037)	28,922
Grants and Contributions	55,948	762	56,710
Specific Purpose Unexpended Grants (incl in Liabilities)	39,752	(37,037)	2,715
Developer Contributions	164,541	8,598	173,139
Special Rates	6,250	(200)	6,050
Stormwater Levy	446	(425)	21
Cultural Reserve	33,899	(2,167)	31,732
Total Externally Restricted Reserves	349,795	(50,507)	299,288
Internally Restricted Reserves:			
Employee Leave Entitlements	6,763	406	7,169
Parking Meters	1,299	(541)	758
Property Development Reserve	171,782	(27,004)	144,778
CBD Infrastructure	5	0	5
Ward Works	180	0	180
City Headquarters (new)	0	0	0
Election reserves (new)	0	1,414	1,414
Total Internally Restricted Reserves	180,029	(25,725)	154,304
Total Restricted reserves	529,824	(76,231)	453,593
Unrestricted cash and investments	62,263	7,992	70,255
Total cash and investments	592,086	(68,239)	523,848

Council's cash position estimates an **unrestricted balance of \$70.3m** as of end of June 2025.

Tender Contracts Awarded

The following table provides a list of tender contracts for specific works for the period 1st July to 30th September 2024.

Council Meeting Approval Date	Term	Contractor	Description	Tender Number	Contract Amount (excl GST)
12-Aug-24	3 years	ESRI Australia Pty Ltd	Geospatial software licensing	Exemption	\$1,500,000
26-Aug-24	3 years + 2 x 1-year options	Christmas Concepts Australia	City Christmas tree and decorations	32/2023	Schedule of Rates

External Legal & Consultancy Fees

The following table provides a total of Legal & Consultancy services to 30th September 2024.

Expenses \$000	Actual YTD Sept	Budget YTD Sept
External Legal Fees	296	463
Consultancy Fees	889	1,437

A consultant is a person or organisation engaged under contract on a temporary basis to provide recommendations or high-level specialist or professional advice to assist decision making by management. Generally, it is the advisory nature of the work that differentiates a consultant from other contractors.

Where any expenses for Consultancy or Legal Fees (including Code of Conduct expenses) have not been budgeted for, an explanation is to be given. Report on external expenses only (not internal expenses).

RESPONSIBLE ACCOUNTING OFFICERS REPORT

Responsible Accounting Officer's Statement

Quarterly Budget Review

For the period 1 July to 30 September 2024

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2005:

It is my opinion that the Quarterly Budget Review statement for the City of Parramatta Council for the quarter ended 30/09/2024 indicates that Council's projected financial position at 30/6/2025 will be satisfactory at year-end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

John Angilley
Responsible Accounting Officer

NOTICES OF MOTION

09 DECEMBER 2024

14.1	Enhanced Activation of Newington Community Centre	892
14.2	Proposed No Right Turn Restriction (Peak Hours) into McDonalds on Windsor Road, Northmead	894
14.3	Review of Parramatta Farmers Market.....	896
14.4	Proposed Additional Recycling Collection and Acceleration of WARR Strategy	898

NOTICE OF MOTION

ITEM NUMBER 14.1
SUBJECT Enhanced Activation of Newington Community Centre
REFERENCE F2024/00282 - D09519909
FROM Councillor Michael Ng

MOTION

- (a) That the CEO prepare a report for Council on potential opportunities to increase activation of Newington Community Centre for the benefit of the community, including consideration of:
- i. Capital improvements, both planned and potential;
 - ii. Fees and Charges;
 - iii. Programming;
 - iv. Customer services;
 - v. Operating hours; and
 - vi. Associated costs and potential funding sources;
- (b) That the report be submitted to Council in March 2025.

BACKGROUND

1. Newington Community Centre was built as the media and conference centre during the 2000 Sydney Olympic Games. Post Olympics it became a community centre for the new community of Newington, while also servicing Silverwater.
2. It is a 485sqm facility comprising of a 140sqm hall that can seat 80 people in theatre style and a meeting room as well as amenities and kitchen. Attached to the facility is a fenced multi-purpose outdoor court, which is subject to an improvement project to be completed by the end of the 2024/25 financial year.
3. A sub-branch library occupied a small area in the foyer and was open twice a week on limited hours. The service was replaced by the much larger Wentworth Point Library and Community Centre in 2019 and did not resume service after the COVID lockdown in 2020.
4. The facility provides valuable space for hire for a range of community organisations and small businesses. Council also uses the facility for some recreation programming and Over 55s Leisure and Learning programs.
5. The facility is well regarded by the community and benefits from good parking and convenient location to the neighbourhood centre of Newington and good proximity to residents of Silverwater.
6. This Motion seeks a report on ways to increase activation of the facility and improve the amenity of the facility and its benefit to the community.

STAFF RESPONSE

1. The intent of this Motion is consistent with the key recommendations for Newington Community Centre in the approved Community Infrastructure Strategy, being: Improve quality and promote availability.
2. If this Motion is resolved, the report will be prepared utilising existing resources.

Michael Ng
Councillor Michael Ng

David Moutou
Acting Executive Director Community Services

Jon Greig
Executive Director Community Services

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

NOTICE OF MOTION

ITEM NUMBER	14.2
SUBJECT	Proposed No Right Turn Restriction (Peak Hours) into McDonalds on Windsor Road, Northmead
REFERENCE	F2024/00282 - D09519896
FROM	Councillor Manning Jeffrey

MOTION

That the Lord Mayor write to the Minister for Transport, the Hon Jo Haylen MP with a request to investigate the installation of a 'No Right Turn' restriction during peak hours in Windsor Road (northbound) at the driveway of the Northmead McDonalds at 225 Windsor Road, Northmead.

BACKGROUND

1. Members of the community have raised concerns that northbound motorists that wait on the travel lane to turn right from Windsor Road into the Northmead McDonalds is causing excessive delays. The motorists making this manoeuvre are often delayed due to the volume of traffic travelling in the opposite direction, therefore restricting northbound traffic flow to only one travel lane. When this occurs, there is also concern for traffic safety as vehicles are forced to come to a stop and/or manoeuvre into the kerbside northbound lane to avoid queuing in the other northbound lane.
2. A 'No Right Turn' restriction during peak hours at the entrance of the McDonalds would be consistent with the 'no right turn' restrictions already in place along Windsor Road to control turns into side roads.

STAFF RESPONSE

A staff response will be provided in the Supplementary Agenda.

Manning Jeffrey
Councillor Manning Jeffrey

Jennifer Concato
Executive Director City Planning and Design

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

NOTICE OF MOTION

ITEM NUMBER 14.3
SUBJECT Review of Parramatta Farmers Market
REFERENCE F2024/00282 - D09519900
FROM Councillor Kellie Darley

MOTION

- a) That Council acknowledge the ongoing, and long standing, contribution the Parramatta Farmers Markets make to activating our CBD.
- b) That Council commence the weekly Parramatta Farmers Markets for 2025 on Wednesday 15th January.
- c) That the CEO conduct a review of the Parramatta Farmers Markets, aligned with the Events Strategy Refresh, to ensure its ongoing success and revitalisation, with a report back to Council by May 2025. The review and report should include, but not be limited to, attendance levels, visitor perceptions, stallholder satisfaction, current offering, proposed improvements, and an update of the Parramatta Farmers Market Charter (if necessary).

BACKGROUND

1. Parramatta Farmers Market commenced in 2008 and has been under Council's management since November of that year. They were initiated as a means to add vitality and amenity to the City and to celebrate Parramatta's food offering.
2. The markets were originally approved to operate on Saturdays. They then expanded to two days a week, Thursdays and Saturdays, before being consolidated to Fridays in 2013. Coming out of covid, the markets shifted to Wednesdays.
3. Over the years there have been ongoing refreshes of the markets in terms of promotion, stallholders and visit experience, such as activities, seating and entertainment.
4. The markets now consist primarily of hot food vendors and the number of stallholders seems to have reduced over time and regularly fluctuates. The farmers market or fresh/ homemade produce offering has also diminished over time. The hot food stalls though continue to be a major drawcard and appear to be well attended.
5. The regular live music, as well as themed markets such as during Dawili and Christmas, are well received. However, the games (and beanbags) on the lawn are missed.
6. It is normal for the markets to shut down over the Christmas/ New Years period for a few weeks. However, stallholders were informed in mid-November this year that the markets would finish for 2024 on Wednesday 18th December and not reopen until Wednesday 5th February 2025. This represents a 7-week shutdown period.
7. While it is acknowledged many offices close down over the Christmas/ New Year period and are much quieter in early January, such a long shutdown period would have a significant financial impact on the stallholders and also impact ongoing brand awareness and attendance at the markets. Plus, mid to late January not only sees the return of office workers to the CBD, but also

families for school holiday activities and visitors to our CBD for Sydney Festival and other activities.

8. It appears that the last formal review of the markets by Council was in 2012/2013 and it is therefore timely to carry out a review to ensure its ongoing success.

STAFF RESPONSE

A staff response will be provided in the Supplementary Agenda.

Kellie Darley
Councillor Kellie Darley

Angela Jones-Blayney
Executive Director City Engagement & Experience

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

NOTICE OF MOTION

ITEM NUMBER	14.4
SUBJECT	Proposed Additional Recycling Collection and Acceleration of WARR Strategy
REFERENCE	F2024/00282 - D09519907
FROM	Councillor Kellie Darley

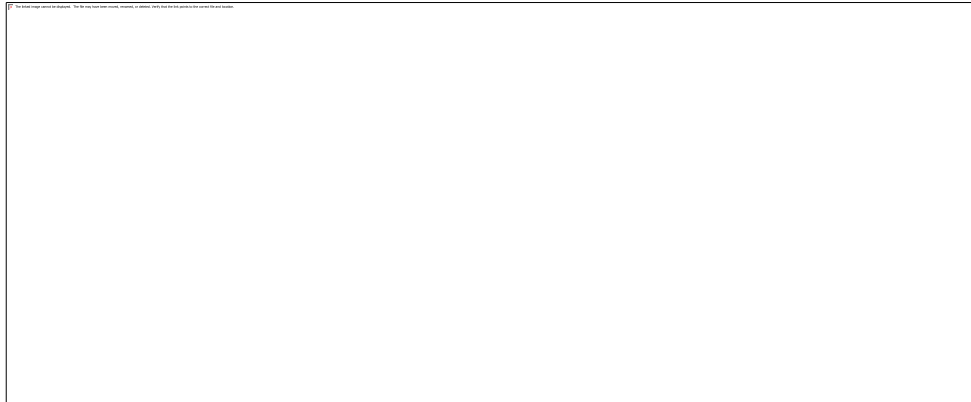
MOTION

- a) That the CEO commence discussions with Council's waste contractor regarding the trial of an additional recycling collection during the Christmas/ New Year period for 2025 and a report be provided to the Assets and Infrastructure Standing Committee on the costs and other implications by March 2025.
- b) That the CEO accelerate the delivery of the new Waste and Resource Recovery Strategy, and accompanying 10-year financial plan for the Domestic Waste Reserve, to mid-2025.

BACKGROUND

1. Managing waste and resources from residences, public spaces, and our own operations is one of Councils core services. Waste is also a valuable resource, which can be reprocessed and reused, reducing the need for new resources. Council has a key target to increase diversion from landfill to 85% by 2038. This is both for environmental and economic reasons.
2. The transition to a circular economy is urgent. City of Parramatta is the third largest source of waste generation in metropolitan Sydney, behind City of Sydney and Blacktown City, and there is limited space in Sydney's landfill. Greater efforts are required to reduce waste in the first instance, improve recycling practices and find new and innovative ways to treat and process residual waste.
3. One such way to better support residents for improved recycling practices is to provide an additional collection of the yellow recycling bin during the Christmas/ New Year period, given the amount of extra paper/ cardboard packaging and other recyclables that are generated during the festive season. A number of other nearby local Councils already provide this additional Christmas recycling collection service and it appears to be very well received. In addition, the roll-out of FOGO and the reduction in the standard red bin size to 80L, will likely mean households will find it challenging to dispose of the additional waste typically generated during the Christmas/ New Year period.
4. Council's previous Waste and Resource Recovery (WARR) Strategy was from 2019–2023 and there is no current endorsed WARR Strategy. Council did however resolve in June 2024, in endorsing the 2024/25 DPOP, to "Develop a new Waste Strategy to deliver on Council's waste targets and circular economy by 31/12/2025". But it is important to continue momentum on Council's current program of waste reduction and resource recovery (such as the recent roll-out of FOGO, and preparation for the opening of Council's first Community Recycling Centre) by not waiting two years in between WARR Strategies.
5. Council's Domestic Waste Reserve (DWR) has been accumulating over the last decade (see graph below) and ended the 2023/24 financial year with approximately

\$49m. In 2024/25 about \$13.8m is budgeted to be spent from the DWR as well as a carryover from last year and other movements of \$6.1m, including the \$50 rebate for all residential rate payers in the City of Parramatta who pay the domestic waste charge (costing about \$5m). The forecasted closing balance of the DWR for this financial year is about \$29m.



6.

7. It was acknowledged earlier this year that there has been an in-principle approach for the DWR of accumulating funds in preparation for the new waste contract, which included the roll-out of FOGO and bin replacement, as well as Parramatta LGAs first Community Recycling Centre. However there is not an endorsed long-term financial plan for the Domestic Waste Reserve that ties in with a WARR Strategy.
8. To this end, in June 2024, Council resolved “That the CEO prepare a 10-year financial strategy, to accompany the draft Waste Strategy in 2025, that maintains the long-term financial sustainability of Council’s Domestic Waste Reserve and ensures a suitable balance is achieved between annual waste charges for landowners and the provision of new infrastructure for the future.”
9. Given the significant amount of funds in Council’s DWR, the need to continue to roll-out waste reduction initiatives and requirement under the Local Government Act for domestic waste management charges to not exceed the reasonable cost of providing these services, developing a long-term financial plan needs to happen sooner rather than later. The availability of the financial plan will also then inform decisions such as trialling an additional recycling collection during the festive season.

STAFF RESPONSE

A staff response will be provided in the Supplementary Agenda.

Kellie Darley
Councillor Kellie Darley

Gail Connolly
Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

QUESTIONS WITH NOTICE

09 DECEMBER 2024

15.1	Parramatta Eels Commercial Partnership Update.....	902
15.2	Employee Matters - Casual Staff Information	903
15.3	Questions Taken on Notice at the 25 November 2024 Council Meeting.....	904

QUESTIONS WITH NOTICE

ITEM NUMBER	15.1
SUBJECT	Parramatta Eels Commercial Partnership Update
REFERENCE	F2024/00282 - D09519957
REPORT OF	Councillor Michael Ng

QUESTIONS WITH NOTICE

1. Could staff provide a general update on the delivery of community and business initiatives (to date) arising from the partnership with the Eels?
2. Could staff advise when applications will open/close for the Rising Women of Western Sydney Scholarship?
3. Could staff advise when the report on Year 1 partnership achievements will be submitted to Council?

STAFF RESPONSE

A staff response will be provided in the Supplementary Agenda.

ATTACHMENTS:**REFERENCE MATERIAL**

QUESTIONS WITH NOTICE

ITEM NUMBER	15.2
SUBJECT	Employee Matters - Casual Staff Information
REFERENCE	F2024/00282 - D09519929
REPORT OF	Councillor Judy Greenwood

QUESTIONS WITH NOTICE

1. How many casual positions have been advertised by Council in the last twelve months?
2. What percentage of total jobs advertised does this figure represent?
3. How many staff are in positions filled by job agencies and generally what are their roles?
4. How many casuals have been employed for a period of:
 - (a) 1-12 months
 - (b) 1-5 years
 - (c) 5-10 years
 - (d) greater than 10 years?
5. What is the percentage of casuals are employed by department?
6. What is the make-up of gender and age brackets of the casuals?
7. How many casuals have advanced in pay grade since beginning as a casual?
8. How many casuals staff have been offered/accepted employment on a permanent basis in the last year?
9. What steps are being taken to offer permanent employment to casuals that have been employed for 12 months or more?

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 25 November 2024 Council Meeting
REFERENCE	F2024/00282 - D09519910
REPORT OF	Secretariat Officer

QUESTIONS TAKEN ON NOTICE

Councillor Pandey asked a question in relation to Item 8.4 (16 Days of Activation):

- [Do we have a Purple Bench in the Parramatta LGA?](#)

The CEO advised that an answer would be provided on Councillor Connect (Councillor portal) to all Councillors given the sensitive nature of the subject matter.

Councillor Chen asked a question in relation to Item 14.1 (Proposed Reduction in Parramatta Station Carpark Fees)

- [I would like to further understand the allocations of the car park revenue. With the reduction in the revenue, was there an impact for the community?](#)

An answer will be provided in a Supplementary Agenda

ATTACHMENTS:

There are no attachments for this report.

REFERENCE MATERIAL