

# 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, 8 July 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

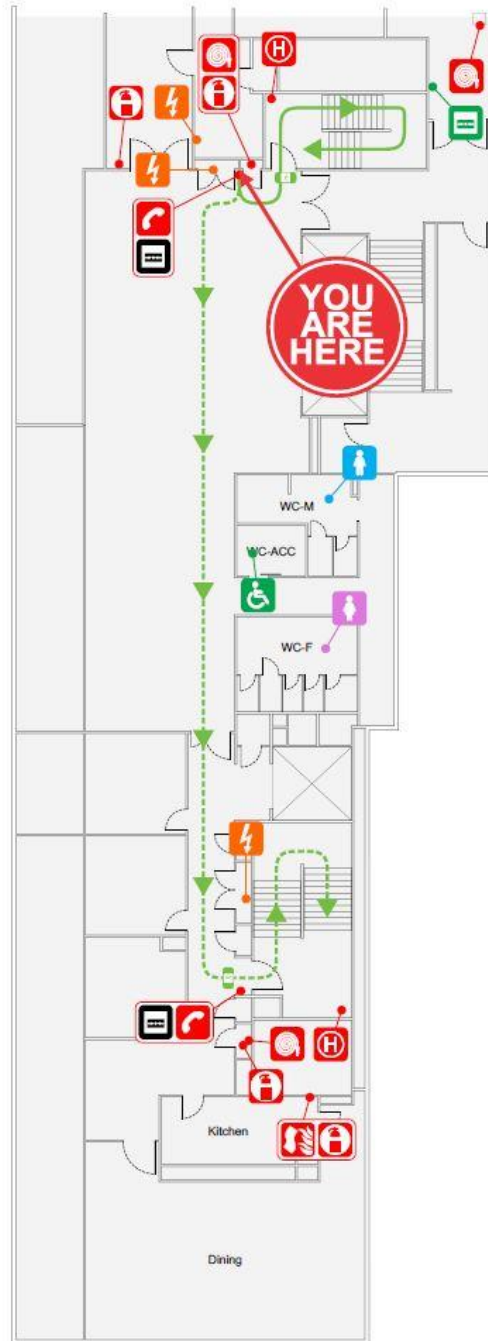
- (R)** REMOVE people from immediate danger
- (A)** ALERT people nearby and raise an alarm (Dial 000)
- (C)** CONFINE fire and smoke (Close doors behind you if safe to do so)
- (E)** EVACUATE via the nearest emergency exit

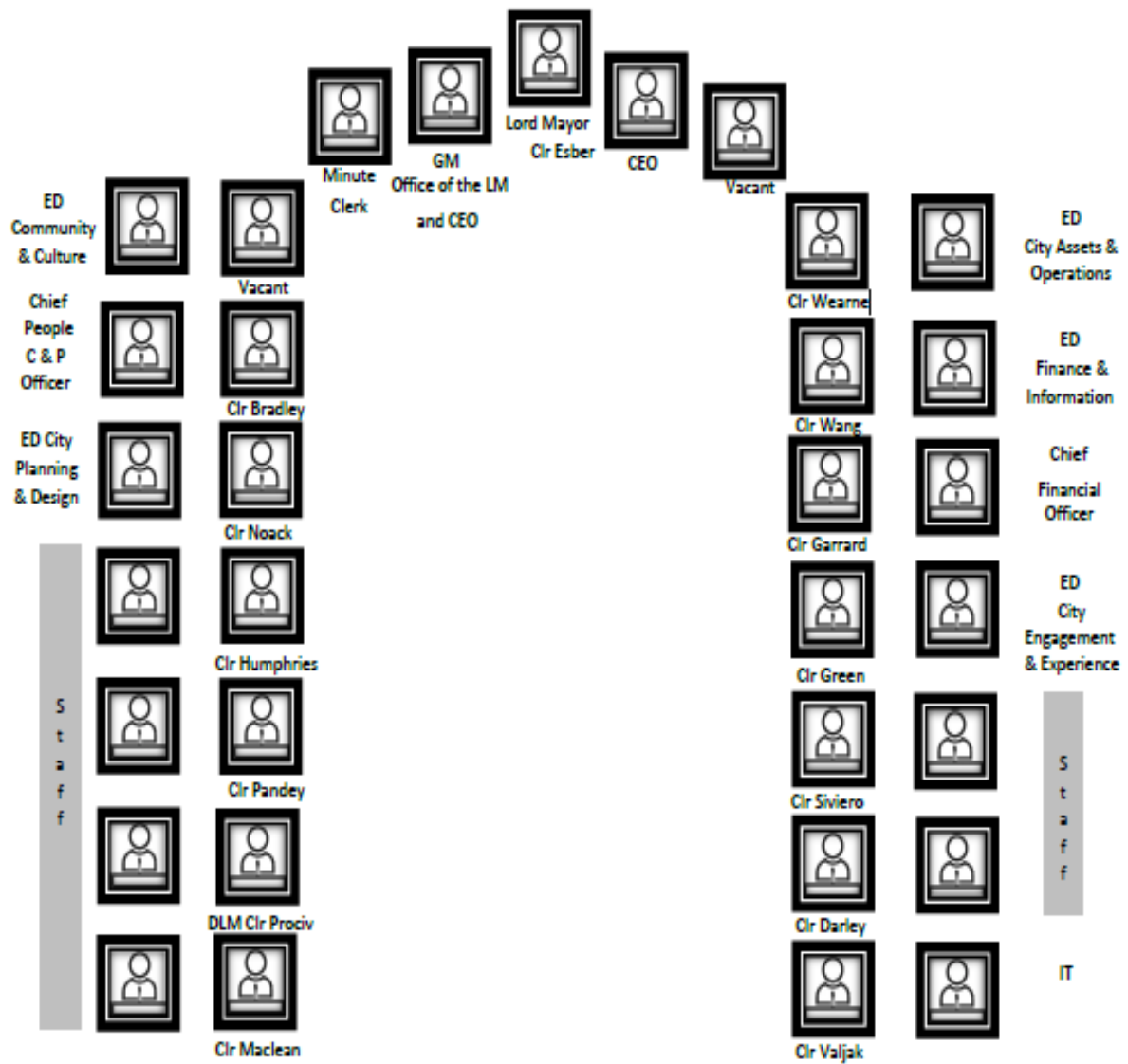
## Legend

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

## Site Plan

Parramatta PHIVE





PUBLIC & PRESS GALLERY

## STATEMENT OF ETHICAL OBLIGATIONS:

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

Obligations	
Oath [Affirmation] of Office by Councillors	I swear [solemnly and sincerely declare and affirm] that I will undertake the duties of the office of Councillor in the best interests of the people of the City of Parramatta Council and the City of Parramatta Council that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the Local Government Act 1993 or any other Act to the best of my ability and judgement.
<b>Code of Conduct Conflict of Interests</b>	
Pecuniary Interests	A Councillor who has a <b>pecuniary interest</b> 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.  The Councillor must not be present at, or in sight of, the meeting: a) At any time during which the matter is being considered or discussed, or b) 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 <b>non-pecuniary conflict of interest</b> 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 <b>significant</b> 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 <b>not significant</b> 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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# CITY OF PARRAMATTA

## MINUTES

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**Ordinary Council Meeting  
Monday, 24 June 2024  
6.30pm**

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

## **PRESENT - COUNCILLORS**

The Lord Mayor, Councillor Pierre Esber, Deputy Lord Mayor Councillor Patricia Prociv and Councillors Phil Bradley, Kellie Darley, Michelle Garrard, Henry Green, Ange Humphries, Cameron MacLean, Paul Noack, Sameer Pandey, Georgina Valjak and Donna Wang.

## **PRESENT – STAFF**

Chief Executive Officer - Gail Connolly, Executive Director City Engagement and Experience - Angela Jones-Blayney, Executive Director City Assets & Operations - George Bounassif, Executive Director Finance and Information - John Angilley, Chief Financial Officer - Amit Sharma, Acting Executive Director City Planning and Design - Robert Cologna, Acting Executive Director Community and Culture - David Moutou, Group Manager Office of the Lord Mayor and CEO - Roxanne Thornton, Chief People, Culture and Performance Officer - Brendan Clifton, Chief Information Officer and Acting Chief Governance and Risk Officer - John Crawford, Group Manager Communications & Customer Engagement - Sally White, Group Manager Roads Infrastructure - Michael Cremasco, Group Manager Major Projects and Precincts - David Birds, Senior Project Officer - Simon Coleman, Contracts Manager - Suresh Kumar, Manager Roads Asset Delivery - Edy Rustum, ICT Service and Delivery Manager - Ian Vong, ICT Service Desk Officer - Navneet Cheema, Governance and Procurement Manager – Gwendolyn Hughes, Council Secretariat and Policy Officer - Marina Cavar, Secretariat Support Officer - Adrianna Hokin, Senior Policy & Advocacy Adviser - Renee Attard, Business Manager - Michelle Samuel.

### **1. OPENING MEETING**

The Lord Mayor, Councillor Esber, opened the meeting at 6.31pm.

### **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.

Note: Councillor Bradley arrived to the meeting at 8.31pm.

Note: Councillor MacLean arrived to the meeting at 8.32pm.

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

**RESOLVED:** Councillor Garrard and Councillor Valjak

That and apology be accepted on behalf of Councillor Wearne and a leave of absence be granted.

**Record of Voting:**  
**CARRIED**

#### 6. CONFIRMATION OF MINUTES

**Minutes of the Council Meeting held on 11 June 2024**

4757 **RESOLVED:** Councillor Noack and Councillor Garrard

That the minutes be taken as read and be accepted as a true record of the Meeting, noting the wording for Item 10 (Petitions) is to be updated to read;

“Councillor Noack tabled a petition appeal from Harris Park's businesses to the City of Parramatta Council requesting;

1. Review of zoning of the streets within the Little India precinct (a City of Parramatta Council entity).
2. Regulatory actions to be put on hold whilst the review is in progress.
3. The fines issued so far be withdrawn and
4. An urgent meeting with the Lord Mayor, the CEO and executives.

Note: A copy of the Petition is on FILE.”

**Record of Voting:**  
**CARRIED**

## 7. DISCLOSURES OF INTEREST

**Deputy Lord Mayor, Councillor Prociv** disclosed a Non-Significant Non-Pecuniary interest in **Item 13.2 Preparation of Concept Plan - Proposed Closure of Eleanor Street, Rosehill to Create Open Space** for the reason that she owns a property within close proximity of Eleanor Street, Rosehill. Deputy Lord Mayor, Councillor Prociv will remain in the meeting and will participate in the consideration and voting on this item.

## 8. MINUTES OF THE LORD MAYOR

### 8.1 **Parking for Committee Members Attending Meetings**

(Lord Mayor, Councillor Pierre Esber)

4758 **RESOLVED:** Councillor Esber and Councillor Darley

- (a) That Council recognise the community service rendered by members of the community who serve on City of Parramatta advisory committees.
- (b) That the CEO investigate providing free parking at Parramatta Square car park for external City of Parramatta advisory committee members while they are attending committee meetings at PHIVE. This investigation should consider any financial and resourcing implications of the proposal and potential delivery timeframes.
- (c) That the Lord Mayor and CEO be delegated authority to determine the provision of free parking at Parramatta Square for external City of Parramatta Committee members while they are attending advisory committee meetings.

**Record of Voting:  
CARRIED**

## PROCEDURAL MOTION SUSPENSION OF STANDING ORDERS

### DEALING WITH MATTERS BY EXCEPTION

**RESOLVED:** Councillor Noack and Councillor Garrard

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

- Item 8.2 Community Ward Workshops Feedback
- Item 8.3 NSW Budget Outcomes for City of Parramatta

**Record of Voting:**  
**CARRIED**

#### 8.2 **Community Ward Workshops Feedback**

(Lord Mayor, Councillor Pierre Esber)

4759 **RESOLVED:** Councillor Noack and Councillor Garrard

- (a) That Council note the comprehensive community feedback provided by residents invited to attend the 2024 Community Ward Workshops held in each ward.
- (b) That Council commend all staff involved on the highly successful engagement with residents, who provided high quality, relevant feedback on Council's work and strategies.
- (c) That Council staff consider the excellent feedback provided in the preparation of various Council strategies and plans, including the Community Engagement Strategy refresh, Draft Parramatta 2050, Draft Cultural Strategy, Community Strategic Plan refresh, Delivery Program 2025-28 and Operational Plan 2025/26 (DPOP).

**Record of Voting:**  
**CARRIED**

### 8.3 NSW Budget Outcomes for City of Parramatta

(Lord Mayor, Councillor Pierre Esber)

4760 **RESOLVED:** Councillor Noack and Councillor Garrard

- (a) That Council recognise the range of positive NSW Budget outcomes for City of Parramatta, delivering funding for transport, local jobs, housing, health, education and culture.
- (b) Further, that Council acknowledge the consistent advocacy efforts by the City of Parramatta to secure these positive outcomes on behalf of the people of the City.
- (c) Finally, note that the Lord Mayor has written to the Hon. Daniel Mookhey MLC, Treasurer, the Hon. Courtney Houssos MLC, Minister for Finance, and Ms Donna Davis MP, Member for Parramatta to acknowledge the NSW Government's investment in the City of Parramatta.

**Record of Voting:  
CARRIED**

## 9. PUBLIC FORUM

	Speaker	Report No.	Report Title
1.	David Cullen	13.5	Gateway Request: Planning Proposal and Draft Site-Specific Development Control Plan for Land at 53-61 Rawson Street, Epping

Note: All Councillors were provided with a copy of the Public Forum submission prior to the Council Meeting.

## PROCEDURAL MOTION SUSPENSION OF STANDING ORDERS

### DEALING WITH MATTERS BY EXCEPTION

**RESOLVED:** Councillor MacLean and Councillor Garrard

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

- Item 12.1 Investment Report for May 2024.
  - Item 13.1 Casual Vacancy of Civic Office – Resignation of Councillor Daniele Siviero (Application to Minister for Local Government to Dispense with By-Election)

- 13.3 Adoption of Late Night Trading DCP Amendments to Parramatta DCP 2023
- 15.1 Questions Taken on Notice at 11 June 2024 Council Meeting
- 16.1 Sydney Metro West Interface Agreement - Proposed Amendment
- 16.2 Tender 1/2024 Woodhouse Lane and Wentworth Street (South), Parramatta - Streetscape Upgrade

**Record of Voting:**  
**CARRIED**

12.1 **Investment Report for May 2024**

(Tax and Treasury Accountant)

4761 **RESOLVED:** Councillor MacLean and Councillor Garrard

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

**Record of Voting:**  
**CARRIED**

13.1 **Casual Vacancy in Civic Office - Resignation of Councillor Daniele Siviero (Application to Minister for Local Government to Dispense with By-Election)**

(Group Manager Office of the Lord Mayor and CEO)

4762 **RESOLVED:** Councillor MacLean and Councillor Garrard

That Council make an application to the Minister for Local Government for an Order that the second vacancy that has now occurred in the office of councillor at City of Parramatta Council not be filled.

**Record of Voting:**  
**CARRIED**

13.3 **Adoption of Late Night Trading DCP Amendments to Parramatta DCP 2023**

(Land Use Planning Manager)

4763 **RESOLVED:** Councillor MacLean and Councillor Garrard

- (a) That Council adopts the amended Late Night Trading Development Control Plan (DCP) controls at Attachment 1 for finalisation and publishing in Parramatta DCP 2023.
- (b) That Council notify the public authorities and stakeholders who made submissions during the public exhibition of the draft Late Night Trading DCP controls; as well as the Department of Planning, Industry and Environment, Office of the 24 hour Commissioner, Liquor & Gaming NSW, NSW Police, Environment Protection Agency and Parramatta Liquor Accord, that the DCP controls have been finalised and adopted.
- (c) That Council delegate authority to the Chief Executive Officer to:
  - i. Make any changes of a minor, administrative and/or non-policy nature to the endorsed Late Night Trading DCP controls that may arise during the plan finalisation process; and
  - ii. Finalise the 'User Guide for Businesses' in accordance with this Report and create a template Plan of Management, with both to be published on Council's website.
- (d) That Council approve the immediate rescission of the CBD Small Bars Policy (Policy 348).
- (e) That Council consider as part of the 2025/26 Budget process the preparation of an acoustic study in the CBD when the Parramatta Light Rail is fully operational to understand the acoustic character of the CBD to inform whether the controls in the DCP should be further reviewed.
- (f) That Council endorses the commencement of investigations and early engagement on a Special Entertainment Precinct in the Parramatta CBD, around Parramatta Square and Church Street "Eat Street", with the results to be reported back to Council in 2025.

**Record of Voting:  
CARRIED**

## 15.1 Questions Taken on Notice at 11 June 2024 Council Meeting

(Council Secretariat & Policy Officer)

### 4764 QUESTIONS TAKEN ON NOTICE

**Councillor Pandey** asked a question in relation to Item 13.3 - 2025 Annual Community Grants Program:

- Could staff provide Councillors, with wording that is used in our Grants Agreement?

**Acting Executive Director Community and Culture Response:**

As indicated in the meeting, Council's Legal Services team has been asked to review the existing text for funding agreements (regarding how Council is appropriately acknowledged in funded projects or partnership work). This wording is copyright and forms part of legally binding contracts or agreements and therefore Council officers will provide the clauses via the Councillor Portal.

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**Councillor Valjak** asked two questions in relation to Item 15.2 - Question with Notice NSW Civil and Administrative Tribunal – Councillor Legal Action:

- Will a precedent be set if NCAT makes a decision in relation to the matter?

**Acting Executive Director Finance and Information Response:**

Response has been provided under separate Confidential cover.

- Does this mean that there is a likelihood of confidential information being made public?

**Acting Executive Director Finance and Information Response:**

Response has been provided under separate Confidential cover.

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**Councillor Garrard** asked a question in relation to Item 15.2 - Question with Notice NSW Civil and Administrative Tribunal – Councillor Legal Action;

- Where on the Councillor Portal is the Legal Report relating to this matter?

**Acting Executive Director Finance and Information Response:**

Council's Chief Technology Officer provided Councillor Garrard with a link to the location of this document during the Council meeting (proceed to the Briefing Notes tab and search "legal" to receive a list of all monthly status reports).

**16.1 Sydney Metro West Interface Agreement - Proposed Amendment**

(Group Manager Infrastructure Planning & Design)

4765 **RESOLVED:** Councillor MacLean and Councillor Garrard

That Council approves the amendment to the Sydney Metro West Interface Agreement (Western Tunnelling Package) by Letter of Amendment provided at Attachment 1, and the Chief Executive Officer be delegated authority to execute all necessary documentation, including making any minor or non-policy changes necessary to implement the Letter of Amendment.

**Record of Voting:  
CARRIED**

**16.2 Tender 1/2024 Woodhouse Lane and Wentworth Street (South), Parramatta - Streetscape Upgrade**

(Group Manager Capital Projects)

4766 **RESOLVED:** Councillor MacLean and Councillor Garrard

- (a) That the tender submitted by CA&I Pty Ltd for the streetscape upgrade of Woodhouse Lane and Wentworth Street (South), Parramatta for the sum of \$2,263,400 (excluding GST) be accepted.
- (b) That all unsuccessful tenderers be advised of Council's decision in this matter.
- (c) That Council delegate authority to the Chief Executive Officer to finalise and execute all necessary documents.

**Record of Voting:  
CARRIED**



## 10. PETITIONS

Councillor Noack tabled a petition appeal from Harris Park's businesses to the City of Parramatta Council requesting extended operating hours up to 10.00 pm for businesses in Wigram Street, Harris Park.

Note: A copy of the Petition is on FILE.

## 11. RESCISSION MOTIONS

Nil

## PROCEDURAL MOTION SUSPENSION OF STANDING ORDERS ORDER OF BUSINESS

**RESOLVED:** Councillor MacLean and Councillor Garrard

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

- 13.5 Gateway Request: Planning Proposal and Draft Site-Specific Development Control Plan for Land at 53-61 Rawson Street, Epping.

**Record of Voting:**  
**CARRIED**

13.5 **Gateway Request: Planning Proposal and Draft Site-Specific Development Control Plan for Land at 53-61 Rawson Street, Epping**  
(Project Officer Land Use)

4767

**RESOLVED:** Councillor MacLean and Councillor Procriv

- (a) That Council approve for the purposes of seeking a Gateway Determination from the Department of Planning, Housing and Infrastructure (DPHI), the Planning Proposal for land at 53-61 Rawson Street, Epping (Attachment 1) which seeks to amend the Parramatta Local Environmental Plan 2023 (PLEP 2023) in relation to the subject site by:
- i. Introducing an additional local provision to allow an additional Floor Space Ratio (FSR) of 1.5:1 for commercial premises only; and
  - ii. Amending the height of buildings control from 48m (15 storeys) to part 103m RL (22m or 5 storeys), part 197m RL (112m or 33 storeys) and part 206m RL (122m or 36 storeys).

- (b) That Council request DPHI to provide Council with the authorisation to exercise its plan-making delegations for this Planning Proposal.
- (c) That Council authorise the CEO:
  - i. To amend the Parramatta Development Control Plan (PDCP) in accordance with the draft Site-Specific Development Control Plan (SSDCP) (Attachment 2) to align with the Planning Proposal and to address the matters described in this report; and
  - ii. If a Gateway Determination is issued by DPHI, to place the draft SSDCP on public exhibition concurrently with the Planning Proposal.
- (d) That Council authorise the CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process and finalisation of the documents.

**Record of Voting:**

For the Motion: Lord Mayor, Councillor Esber, Deputy Lord Mayor, Councillor Prociv and Councillors Darley, Green, Humphries, MacLean, Noack, Pandey and Valjak.

Against the Motion: Councillors Bradley, Garrard and Wang.

On being PUT to the meeting Voting on the Motion was nine (9) votes FOR and three (3) votes AGAINST. The Motion was **CARRIED**.

## 12. REPORTS TO COUNCIL - FOR NOTATION

### 12.1 Investment Report for May 2024

(Senior Officer - Cultural Projects & Public Art)

Item dealt with earlier in the Meeting as detailed in these Minutes.

### 12.2 Update Report - Status of Council Policies and Documents for the Delivery of Public Art

(Senior Officer - Cultural Projects & Public Art)

#### 4768 **RESOLVED:** Councillor Pandey and Councillor Garrard

- (a) That the matter be deferred until after September 2024 for consideration by the incoming Council.
- (b) That the incoming Council be requested to establish a Public Art Committee to consider this and other matters relating to the provision of Public Art in the City of Parramatta.

**Record of Voting:  
CARRIED**

**12.3 Status Update - CBD Footpaths Audit and Pavement Replacement Program (Peer Review)**

(Coordinator Infrastructure Asset Plan)

**4769 RESOLVED:** Councillor Green and Councillor Garrard

That Council note the status update report on the progress of the CBD Footpath Audit peer review work.

**Record of Voting:  
CARRIED**

Question Taken on Notice (Deputy Lord Mayor, Councillor Prociv) regarding Item 12.3 Status Update – CBD Footpaths Audit and Pavement Replacement Program (Peer Review);

- How do we stop Sydney Water and other services from digging up the newly laid footpaths or paving?

Question Taken on Notice (Councillor Pandey) regarding Item 12.3 Status Update – CBD Footpaths Audit and Pavement Replacement Program (Peer Review);

- There was a previous resolution of Council for the City of Parramatta to be a member of the NSW Streets Opening Coordination Council (SOCC) iWORCS System, where councils put their Capital Delivery Program etc and on that program and organisations like Sydney Water put in theirs. In the last term of Council, I also had a Notice of Motion asking if Council can advocate to organisations like Telstra to participate in the program. Has this happened? If not, can we revisit that and see if Council is a member of the NSW Streets Opening Coordination Council (SOCC) iWORCS System Program?

### **13. REPORTS TO COUNCIL - FOR COUNCIL DECISION**

**13.1 Casual Vacancy in Civil Office – Resignation of Councillor Daniele Siviero (Application to Minister for Local Government to dispense with By-Election)**

(Group Manager Office of the Lord Mayor and CEO)

Item dealt with earlier in the Meeting as detailed in these Minutes.

**13.2 Preparation of Concept Plan - Proposed Closure of Eleanor Street, Rosehill to Create Open Space**

(Group Manager Parks & Open Space)

4770 Note: Deputy Lord Mayor, Councillor Prociv disclosed a Non-Pecuniary, Non-Significant interest in this Item.

**RESOLVED:** Councillor Prociv and Councillor MacLean

- (a) That Council approve the preparation of a concept plan to transform the portion of Eleanor Street, Rosehill (located between Penelope Lucas Lane and James Ruse Drive) into a public open space area.
- (b) That the concept plan be prepared in consultation with Rosehill ward Councillors and be used to consult the community about the proposal.
- (c) That \$25,000 be allocated from the current 2023/2024 Rosehill Ward Initiative budget to fund the preparation of the concept plan and community consultation.
- (d) That the outcome of the community consultation be reported to Council.

**Record of Voting:**

For the Motion: Lord Mayor, Councillor Esber, Deputy Lord Mayor, Councillor Prociv and Councillors Bradley, Darley, Humphries, MacLean, Noack and Pandey.

Against the Motion: Councillors Garrard, Green Valjak (abstained) and Wang.

On Being Put to the meeting voting on the item was eight (8) votes FOR and four (4) votes AGAINST. The Motion was **CARRIED**.

13.3 **Adoption of Late-Night Trading DCP Amendments to Parramatta DCP 2023**

(Land Use Planning Manager)

Item dealt with earlier in the Meeting as detailed in these Minutes.

13.4 **Adoption of Planning Proposal for 45 Macquarie Street, Parramatta (Philip Ruddock Heritage Centre)**

(Student Project Officer)

4771 **RESOLVED:** Councillor Garrard and Councillor MacLean

- (a) That Council receive and note the submissions made during the exhibition period.
- (b) That Council approve the finalisation of the Planning Proposal, provided at Attachment 1, for land at 45 Macquarie Street,

Parramatta, that seeks to make the curtilage of the archaeological site identified on Schedule 5 of the Parramatta Local Environmental Plan (PLEP) 2023 (SP94346, SP94348 & SP94349) consistent with the State Heritage Register (SHR) listing of the item.

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

**Record of Voting:**  
**CARRIED**

For the Motion: Lord Mayor Councillor Esber, Deputy Lord Mayor Councillor Prociv and Councillors Bradley, Darley Garrard, Green, Humphries, Maclean, Noack, Pandey, Valjak and Wang. (Unanimous)

13.5 **Gateway Request: Planning Proposal and Draft Site-Specific Development Control Plan for Land at 53-61 Rawson Street, Epping**  
(Project Officer Land Use)

Item dealt with earlier in the Meeting as detailed in these Minutes.

13.6 **Customer Experience Transformation Plan for City of Parramatta**  
(Group Manager Communications & Customer Engagement)

4772 **RESOLVED:** Councillor Darley and Councillor Pandey

- (a) That Council endorse the introduction of a Customer Experience Transformation Plan to improve the customer experience for residents and businesses across the local government area (LGA).
- (b) That Council note that a Customer Relationship Management (CRM) system will be introduced in the 2024/25 financial year, allowing Council to better track customer interactions, build greater understanding of customer experience and streamline customer journeys.
- (c) That Council note the need for investment in a new City of Parramatta website as a critical step in improving customer experience.
- (d) That Council endorse the allocation of \$250,000 from the draft 2024/25 budget (general revenue savings obtained from Emergency Services Levy (ESL)) to support the first stage implementation of the Customer Experience Transformation Plan, noting that this will not impact the \$6 million operating surplus proposed for 2024/25.

- (e) That the CEO provide a further report to Council on the proposed options for funding the implementation of the unfunded components of the Customer Experience Transformation Plan in the 2024/25 financial year.

**Record of Voting:**  
**CARRIED**

13.7 **Adoption of Delivery Program, Operational Plan and Budget (DPOP) 2024/25 and Resourcing Strategy**

(Corporate Strategy Manager; Chief Financial Officer)

4773 **MOTION:** Councillor MacLean and Councillor Valjak

- (a) That Council adopt the updated four-year Delivery Program (2022/23 – 2025/26) and one-year Operational Plan (2024/25) (DPOP), inclusive of the Annual Budget 2024/25 and the Schedule of Fees and Charges 2024/25 (to commence from 1 July 2024).
- (b) That Council adopt expenditure totalling \$534.7 million in the Budget 2024/25 (which incorporates the operating and capital budgets) and the funds to cover such expenditure be voted.
- (c) That Council note the updated suite of Resourcing Strategy plans and:
  - i. Adopt the Long-Term Financial Plan 2025-34;
  - ii. Adopt the Asset Management Strategy 2025-34 including Asset Management Plans for Buildings, Parks and Open Spaces, Stormwater and Road Infrastructure; and
  - iii. Endorse the Workforce Management Strategy 2024-28.
- (d) That Council note the submissions received via the public exhibition process, as outlined in the Engagement Evaluation Report (Attachment 12), have been taken into consideration in the finalisation of all plans.
- (e) That, in accordance with s496, s496A, s534 and s535 of the *Local Government Act 1993*, Council makes rates and charges for every parcel of rateable land within the City of Parramatta Local Government Area for the year commencing 1 July 2024 as detailed in the Rates and Charges section of the 2024/25 Operational Plan (Attachment 2).
- (f) That the Chief Executive Officer be delegated authority to make changes of a minor, administrative and/or non-policy nature to the adopted/endorsed documents in the process of finalising them for publication.
- (g) 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 that a suitable balance is achieved between annual waste charges for landowners and the provision of new infrastructure for the future.

**AMENDMENT:** Councillor Bradley and Councillor Darley

- (a) That Council adopt the updated four-year Delivery Program (2022/23 – 2025/26) and one-year Operational Plan (2024/25) (DPOP), inclusive of the Annual Budget 2024/25 and the Schedule of Fees and Charges 2024/25 (to commence from 1 July 2024).
- (b) That Council adopt expenditure totalling \$534.7 million in the Budget 2024/25 (which incorporates the operating and capital budgets) and the funds to cover such expenditure be voted.
- (c) That Council note the updated suite of Resourcing Strategy plans and:
  - i. Adopt the Long-Term Financial Plan 2025-34;
  - ii. Adopt the Asset Management Strategy 2025-34 including Asset Management Plans for Buildings, Parks and Open Spaces, Stormwater and Road Infrastructure; and
  - iii. Endorse the Workforce Management Strategy 2024-28.
- (d) That Council note the submissions received via the public exhibition process, as outlined in the Engagement Evaluation Report (Attachment 12), have been taken into consideration in the finalisation of all plans.
- (e) That, in accordance with s496, s496A, s534 and s535 of the *Local Government Act 1993*, Council makes rates and charges for every parcel of rateable land within the City of Parramatta Local Government Area for the year commencing 1 July 2024 as detailed in the Rates and Charges section of the 2024/25 Operational Plan (Attachment 2).
- (f) That the Chief Executive Officer be delegated authority to make changes of a minor, administrative and/or non-policy nature to the adopted/endorsed documents in the process of finalising them for publication.
- (g) 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 that a suitable balance is achieved between annual waste charges for landowners and the provision of new infrastructure for the future.
- (h) That the bush regeneration program for FY25 be the same in total as the FY24 with any required adjustments to be made.

**Record of Voting:**

For the Amendment: Councillor Bradley

Against the Amendment: Lord Mayor Councillor Esber, Deputy Lord Mayor Councillor Prociv and Councillors Darley (Abstained), Garrard, Green, Humphries, MacLean (Abstained) Noack, Pandey (Abstained), Valjak and Wang.

On being PUT to the meeting voting on the Amendment was one (1) vote FOR and eleven (11) votes AGAINST. The Amendment was **LOST**.

**AMENDMENT:** Councillor Garrard and Councillor Green

- (a) That Council adopt the updated four-year Delivery Program (2022/23 – 2025/26) and one-year Operational Plan (2024/25) (DPOP), inclusive of the Annual Budget 2024/25 and the Schedule of Fees and Charges 2024/25 (to commence from 1 July 2024), with the exception of the 5.1% IPART endorsed rate increase.
- (b) That Council adopt expenditure totalling \$534.7 million in the Budget 2024/25 (which incorporates the operating and capital budgets) and the funds to cover such expenditure be voted, with the exception of the 5.1% IPART endorsed rate increase.
- (c) That Council note the updated suite of Resourcing Strategy plans and:
  - i. Adopt the Long-Term Financial Plan 2025-34;
  - ii. Adopt the Asset Management Strategy 2025-34 including Asset Management Plans for Buildings, Parks and Open Spaces, Stormwater and Road Infrastructure; and
  - iii. Endorse the Workforce Management Strategy 2024-28.
- (d) That Council note the submissions received via the public exhibition process, as outlined in the Engagement Evaluation Report (Attachment 12), have been taken into consideration in the finalisation of all plans.
- (e) That, in accordance with s496, s496A, s534 and s535 of the *Local Government Act 1993*, Council makes rates and charges for every parcel of rateable land within the City of Parramatta Local Government Area for the year commencing 1 July 2024 as detailed in the Rates and Charges section of the 2024/25 Operational Plan (Attachment 2).
- (f) That the Chief Executive Officer be delegated authority to make changes of a minor, administrative and/or non-policy nature to the adopted/endorsed documents in the process of finalising them for publication.
- (g) 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 that a suitable balance is achieved between annual waste charges for landowners and the provision of new infrastructure for the future.

**Record of Voting:**

For the Amendment: Councillors Garrard, Green and Wang.



**Against the Amendment:** Lord Mayor, Councillor Esber, Deputy Lord Mayor Councillor Proxiv, Councillors Bradley, Darley, Humphries, Maclean, Noack, Pandey and Valjak.

On being PUT to the meeting Voting on the Amendment was three (3) votes FOR and nine (9) votes AGAINST. The Amendment was **LOST**.

**RESOLVED:** Councillor MacLean and Councillor Valjak

- (a) That Council adopt the updated four-year Delivery Program (2022/23 – 2025/26) and one-year Operational Plan (2024/25) (DPOP), inclusive of the Annual Budget 2024/25 and the Schedule of Fees and Charges 2024/25 (to commence from 1 July 2024).
- (b) That Council adopt expenditure totalling \$534.7 million in the Budget 2024/25 (which incorporates the operating and capital budgets) and the funds to cover such expenditure be voted.
- (c) That Council note the updated suite of Resourcing Strategy plans and:
  - i. Adopt the Long-Term Financial Plan 2025-34;
  - ii. Adopt the Asset Management Strategy 2025-34 including Asset Management Plans for Buildings, Parks and Open Spaces, Stormwater and Road Infrastructure; and
  - iii. Endorse the Workforce Management Strategy 2024-28.
- (d) That Council note the submissions received via the public exhibition process, as outlined in the Engagement Evaluation Report (Attachment 12), have been taken into consideration in the finalisation of all plans.
- (e) That, in accordance with s496, s496A, s534 and s535 of the *Local Government Act 1993*, Council makes rates and charges for every parcel of rateable land within the City of Parramatta Local Government Area for the year commencing 1 July 2024 as detailed in the Rates and Charges section of the 2024/25 Operational Plan (Attachment 2).
- (f) That the Chief Executive Officer be delegated authority to make changes of a minor, administrative and/or non-policy nature to the adopted/endorsed documents in the process of finalising them for publication.
- (g) 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 that a suitable balance is achieved between annual waste charges for landowners and the provision of new infrastructure for the future.

**Record of Voting:**

For the Motion: Lord Mayor Councillor Esber, Deputy Lord Mayor Councillor Prociv, Councillors Bradley, Humphries, MacLean, Noack, Pandey and Valjak

Against the Motion: Councillors Darley, Garrard, Green and Wang.

On being PUT to the meeting Voting on the Motion was eight (8) votes FOR and four (4) votes AGAINST. The Motion was **CARRIED**.

## ADJOURNMENT OF MEETING

At 8.08pm, The Lord Mayor, Councillor Esber adjourned the meeting and the following Councillors were present:

Lord Mayor, Councillor Esber, Deputy Lord Mayor, Councillor Prociv and Councillors Bradley, Darley, Garrard, Green, Humphries, MacLean, Noack, Pandey, Valjak and Wang.

## RECONVENED MEETING

At 8.21pm, the Lord Mayor, Councillor Esber reconvened the meeting and the following Councillors were present:

Lord Mayor, Councillor Esber, Councillors Noack, Garrard, Green, Humphries, Noack, Valjak and Wang. A quorum was present.

13.8 **LATE REPORT: Appointment of the Chair, Alternate Chairs and Independent Expert Members for the Parramatta Local Planning Panel**

(Strategic Business Manager)

4774 **RESOLVED:** Councillor Noack and Councillor Wang

- (a) That Council note the advice from the Minister for Planning and Public Places approving Mr Richard Pearson as Chair and Ms Elizabeth Kinkade PSM and Mr Stuart McDonald as alternate chairs for appointment to the City of Parramatta Local Planning Panel.
- (b) That Council appoint Mr Richard Pearson as Chair and Ms Elizabeth Kinkade PSM and Mr Stuart McDonald as alternate chairs for the City of Parramatta Local Planning Panel
- (c) That Council appoint those independent experts as contained in Attachment 1 to the City of Parramatta Local Planning Panel.
- (d) That Council acknowledge and thank the outgoing panel Chair and Alternate Chairs Mr Stephen O'Connor, Mrs Mary-Lynne Taylor and Julie Walsh for their contribution.

**Record of Voting:  
CARRIED**

Note: Deputy Lord Mayor Councillor Prociv and Councillors Bradley, MacLean and Pandey returned to the meeting at 8.21pm.

Note: Councillor Darley returned to the meeting at 8.22pm.

## 14. NOTICES OF MOTION

14.1 **Emergency Accommodation and Womens' Shelters in Parramatta**  
(Councillor Paul Noack)

4775 **RESOLVED:** Councillor Noack and Councillor Garrard

- (a) That the CEO prepare a report on current and proposed emergency accommodation provision in the Parramatta LGA that serves women and children fleeing domestic and family violence, reported in such a way as to not compromise the safety of service locations.
- (b) That, if relevant, other types of emergency accommodation needs be highlighted, for example, emergency accommodation for young people.
- (c) That the report canvass options for Council to assist in the provision of additional accommodation, including, but not limited to:
  - i. Assistance with land use planning procedures and approvals;
  - ii. Potential to utilise Council or other properties; and
  - iii. Provision of funding towards operating costs or the full or partial provision of a service by Council.
- (d) That the report be presented for Council's consideration before end November 2024.

**Record of Voting:  
CARRIED**

Question Taken on Notice (Councillor Valjak) regarding Item 14.1 - Emergency Accommodation and Womens' Shelters in Parramatta;

- Is the link to 'Home Service' that is listed on Council's website available 24 hours 7 days a week?
- Can we explore a 24 hour service as part of this resolution?

## 15. QUESTIONS WITH NOTICE

### 15.1 Questions Taken on Notice at 11 June 2024 Council Meeting

(Council Secretariat & Policy Officer)

Item dealt with earlier in the Meeting as detailed in these Minutes.

## PROCEDURAL MOTION MOVE TO CLOSED SESSION

**RESOLVED:** Councillor Noack and Councillor MacLean

That at this time of the meeting, being 8.32pm, the Lord Mayor, Councillor Esber advised that the meeting would move into Closed Confidential Session to allow consideration of matters in Closed Session in accordance with Section 10A of the *Local Government Act 1993*. Accordingly, members of the press and public are excluded from the closed session and access to the correspondence and reports relating to the items considered during the course of the Closed Session will be withheld. This action is taken to discuss:

**Item 16.3 LATE REPORT: ITT 22/2022 Bus Shelter Advertising, Cleaning and Maintenance Services - Reject and Negotiation Outcome.** (Contract Manager)

*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.*

**Record of Voting:  
CARRIED**

Note: Council moved into closed session at 8.32pm.

## 16. CLOSED SESSION

### 16.1 Sydney Metro West Interface Agreement - Proposed Amendment

(Group Manager Infrastructure Planning & Design)

Item dealt with earlier in the Meeting as detailed in these Minutes.

### 16.2 Tender 1/2024 Woodhouse Lane and Wentworth Street (South), Parramatta - Streetscape Upgrade

(Group Manager Capital Projects)

Item dealt with earlier in the Meeting as detailed in these Minutes.

### 16.3 LATE REPORT: ITT 22/2022 Bus Shelter Advertising, Cleaning and Maintenance Services - Reject and Negotiation Outcome

(Contract Manager)

**RECOMMENDATION:** Councillor Noack and Councillor Pandey

- (a) That Council approve the appointment of oOh!media for the Bus Shelters Advertising, Cleaning and Maintenance Services contract for a 10-year term, with an option for an additional 5-year extension subject to satisfactory performance based on the commercial terms and conditions of the contract.
- (b) That Council acknowledge its commitment to oOh!media to review the existing Local Environmental Plan (LEP) provisions in regard to Free Standing Units (FSU) for advertising, as a permissible use within the local government area;
- (c) That Council delegate authority to the Chief Executive Officer to commence the review of the existing LEP in relation to FSUs;
- (d) That Council delegate authority to the Chief Executive Officer to finalise and execute all necessary documents for the contract.

**Record of Voting:**  
**CARRIED**

## PROCEDURAL MOTION RETURN TO OPEN SESSION

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

That Council move into open session.

**Record of Voting:**  
**CARRIED**

Note: Council returned to Open Session at 8.50pm.

## **PROCEDURAL MOTION CONSIDERATION OF RECOMMENDATIONS FROM CLOSED SESSION**

**RESOLVED:** Councillor Noack and Councillor MacLean

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

- Item 16.3 - LATE REPORT: ITT 22/2022 Bus Shelter Advertising, Cleaning and Maintenance Services - Reject and Negotiation Outcome

**Record of Voting:  
CARRIED**

16.3 **LATE REPORT: ITT 22/2022 Bus Shelter Advertising, Cleaning and Maintenance Services - Reject and Negotiation Outcome**

(Contract Manager)

4776 **RESOLVED:** Councillor Noack and Councillor MacLean

- (a) That Council approve the appointment of oOh!media for the Bus Shelters Advertising, Cleaning and Maintenance Services contract for a 10-year term, with an option for an additional 5-year extension subject to satisfactory performance based on the commercial terms and conditions of the contract.
- (b) That Council acknowledge its commitment to oOh!media to review the existing Local Environmental Plan (LEP) provisions in regard to Free Standing Units (FSU) for advertising, as a permissible use within the local government area;
- (c) That Council delegate authority to the Chief Executive Officer to commence the review of the existing LEP in relation to FSUs;
- (d) That Council delegate authority to the Chief Executive Officer to finalise and execute all necessary documents for the contract.

**Record of Voting:  
CARRIED**

## 17. CONCLUSION OF MEETING

The meeting concluded at 8.52pm.

This page and the preceding 24 pages are the Minutes of the Ordinary Council Meeting held on Monday, 24 June 2024 and confirmed on Monday, 8 July 2024.

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Chairperson

UNCONFIRMED





## **REPORTS TO COUNCIL - FOR COUNCIL DECISION**

**08 JULY 2024**

13.1	DEFERRED FROM OCM ON 24 JUNE 2024 - Smoke Free Parramatta Square Report .....	34
13.2	Adoption of Affordable Rental Housing Policy 2024 .....	37
13.3	Adoption of the Smart City and Innovation Strategy 2024-2033.....	73
13.4	Approval of Toongabbie to Westmead Pedestrian and Cyclist Corridor (Final Scope of Works) .....	168
13.5	Gateway Request: Planning Proposal for Land at 90-94 Phillip Street, Parramatta .....	215
13.6	Approval of Updated Facade Improvement Grant Program (Scope of Works and Activation) .....	423
13.7	Canopy Plan - Targets and Interim Action Plan.....	435

**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.1
<b>SUBJECT</b>	DEFERRED FROM OCM ON 24 JUNE 2024 - Smoke Free Parramatta Square Report
<b>REFERENCE</b>	F2024/00282 - D09449925
<b>REPORT OF</b>	Health & Building Services Manager Council at its meeting on 24 June 2024 resolved that the matter be deferred to the meeting to be held on 08 July 2024.

**CSP THEME:** Green.

**WORKSHOP/BRIEFING DATE:** NIL

**PURPOSE:**

To advise the Council on the results of the broad stakeholder consultation for the users and visitors of Parramatta and Centenary Squares concerning Smoke-Free Areas in connection to the no-smoking restrictions under the Smoke-Free Environment Act 2000 (the Act).

**RECOMMENDATION**

- (a) That Council approves the introduction of signage to be installed in Parramatta Square under the provisions of the Smoke-Free Environment Act 2000 (the Act).
- (b) That Council, for consistency, approves the introduction of signage to be installed in the adjoining area of 'Centenary Square' under the Act.
- (c) That Council notes that a specific No Smoking Policy is not necessary or required as the Act and its Regulations are specific and prescriptive to manage smoking in public spaces whether signposted or not.

**BACKGROUND**

- 1. New South Wales introduced the Smoke-Free Environment Act 2000 prohibiting smoking in enclosed public places, workplaces, areas of public transport, al fresco dining, children's playgrounds and the entry area of publicly accessible buildings.
- 2. On 20 November 2023 Council resolved to undertake community consultation of all stakeholders of Parramatta and Centenary Squares, including adjoining areas, regarding the introduction of No Smoking signage.
- 3. The current smoking population of Australia currently stands at 14.5%.

**ISSUES/OPTIONS/CONSEQUENCES**

- 4. Parramatta Square and Centenary Square are public spaces that have been significantly upgraded and built to provide spaces for the enjoyment of the residential, visiting and working communities.

5. To further enhance the utilisation of these spaces in a vibrant, usable, and healthier way of life, Council has considered implementing in the public spaces of Parramatta and Centenary Squares a No Smoking requirement.
6. Council has undertaken a review of similar spaces in Sydney that have undergone a change and introduced No Smoking spaces. Following a public survey in which they received just over 500 responses, City of Sydney introduced a No Smoking 12-month trial in May 2015 in Martin Place.
7. Consequently, the City of Parramatta has undertaken a 6-week broad stakeholder consultation of both users and visitors of Parramatta and Centenary Square.
8. The consultation followed two distinct but related paths. An intercept survey, on Tuesday 19 March and Wednesday 20 March 2024 and an online survey between 19 March and 30 April 2024.
9. The results of the consultation revealed 420 people (88%) out of the 475 who answered the survey were in favour of Parramatta and Centenary Squares becoming smoke-free areas, with 50 people (11%) being against it and 5 people (5.1%) being neither for nor against it.
10. The results were shared at the CEO Roundtable Parramatta Square Alliance Meeting. There was no specific objection or opposition to restricting smoking in both Parramatta and Centenary Square.

## CONSULTATION & TIMING

### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
19 March 2024 – 30 April 2024	Public consultation	420 people for = 88% 50 people against = 11% 5 people neither = 5.1%	Overwhelming support for No Smoking.	City Experience and Engagement

## LEGAL IMPLICATIONS FOR COUNCIL

12. There are no legal implications for Council associated with this report. Council has the required statutory power to install signage in a public place.

## FINANCIAL IMPLICATIONS FOR COUNCIL

13. If Council resolves to approve this report in accordance with the proposed resolution, the cost to design, develop and install signage in both Centenary

Square and Parramatta Square is \$12,000. This will be funded from the Parramatta Square 2024/25 operating budget.

Adrian Mihaila  
**Health & Building Services Manager**

George Bounassif  
**Executive Director City Assets and Operations**

John Angilley  
**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**

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<b>ITEM NUMBER</b>	13.2
<b>SUBJECT</b>	Adoption of Affordable Rental Housing Policy 2024
<b>REFERENCE</b>	F2024/00282 - D09392051
<b>REPORT OF</b>	Project Team Leader

**CSP THEME:** Fair

**WORKSHOP/BRIEFING DATE:**

Policy Review Committee – 6 December 2022

Policy Review Committee – 14 March 2024

Councillor Workshop – 18 March 2024

**PURPOSE:**

To advise Council on exhibition outcomes and adopt the Affordable Rental Housing Policy 2024 (Policy 298).

**RECOMMENDATION**

- (a) That Council notes the submissions received during public exhibition of the draft Affordable Rental Housing Policy 2024.
- (b) That Council adopts the Affordable Rental Housing Policy 2024 at Attachment 1.
- (c) That Council delegate authority to the Chief Executive Officer to make any administrative and/or non-policy amendments to the Affordable Rental Housing Policy 2024 during finalisation.

**BACKGROUND**

1. On 22 April 2024, Council resolved to place the draft Affordable Rental Housing Policy on public exhibition for a period of 28 days.
2. The draft Affordable Rental Housing Policy and the Affordable Housing Action Plan 2023-2025 serve different but complementary purposes. The Affordable Housing Action Plan 2023-2025 is a strategic document that sets out Council's vision, policy positions, and advocacy priorities. The Affordable Rental Housing Policy addresses operational matters that relate to Council's management of its Affordable Rental Housing properties and acquisition of additional Affordable Rental Housing.
3. The draft Affordable Rental Housing Policy was placed on public exhibition from 29 April to 27 May 2024. Submissions on the draft Policy were invited from members of the public by using Council's Participate Parramatta portal. Tier 1 community housing providers (CHPs) were contacted via email and were invited to make a submission. Printed copies of exhibition materials were also made available for viewing at Council's library branches and Customer Service Centre.
4. The Participate Parramatta page for the draft Affordable Rental Housing Policy received 421 page views and the document was downloaded 190 times.

**SUMMARY OF EXHIBITION RESPONSE**

5. During public exhibition, six submissions were received on the draft Policy, of which two were from community members and four were from organisations (community housing providers and peak bodies).
6. Submissions were largely supportive of the draft Policy and Council's commitment to expanding its portfolio of affordable rental housing. One submission opposed the draft Policy, suggesting that Council should not be involved in affordable rental housing.
7. Key comments raised across the submissions and Council Officer responses are summarised below:

<b>Key comments</b>	<b>Council Officers' responses</b>
The proposed affordable housing contributions rate of 0 to 5% should be more ambitious	The 0 to 5% range is set within the context of other community infrastructure needs in the City of Parramatta. Wording in the draft Policy has been updated to reflect that Schedule 1 Criteria for Determining Affordable Housing Contributions will be used to determine the <u>minimum</u> percentage that Council will seek through a Planning Agreement and does not preclude Council from seeking a higher percentage.
Planning Agreements should not be the primary vehicle that Council uses to secure affordable housing. Affordable housing contributions schemes are more efficient and effective.	Council's Affordable Housing Action Plan (AHAP) 2023-2025 includes an action to put in place Affordable Housing Contributions Schemes (AHCSs) in appropriate precincts.
Collecting monetary contributions would enable affordable housing to be provided in purpose-built developments	The draft Policy updates Council's position on affordable housing contributions. Whilst Council's previous Affordable Rental Housing Policy 2019 permitted monetary contributions, the draft 2024 Policy does not. This is because, in the current market, a monetary contribution does not keep pace with the cost of housing over time. This draft Policy says Council will not consider cash contributions in lieu of the dedication of dwellings.
Council should consider transferring affordable housing contributions to a nominated community housing provider (CHP)	Council is not considering the transfer of affordable housing units or monetary contributions to community housing providers.
Council should seek to concentrate affordable housing provision within well-located developments, rather than dispersing smaller percentages across developments	Whilst we acknowledge the efficiencies of concentrating affordable housing in fewer, well-located developments, this is not currently an option, but it may be investigated in future.
Application of the draft Affordable Rental Housing Policy to CHP-led developments will result in operational inefficiencies and complexities	Council officers agree that the application of the draft Policy to CHP developments would lead to operational inefficiencies. In instances where a CHP lodges a planning proposal for an affordable housing development, Council will seek contributions for community infrastructure rather than affordable housing.
Concern that a 20% discount to market rent will still not be affordable and that rent should	Clause 3.20 of the draft Policy states that Council will set the rental prices for each Affordable Rental Housing dwelling at a 20% discount of the market rental value, and no more than

be set at 30% of the household's income	30% of the prospective tenant's income. Therefore, in the instance that rent at a 20% discount of the market value represents more than 30% of the prospective tenant's income, the rent will be adjusted to equal 30% of the tenant's income.
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See **Attachment 1** for further detail on the submissions and Council Officers' responses.

## KEY CHANGES FOLLOWING EXHIBITION

8. Council officers propose minor changes to wording in the draft Affordable Rental Housing Policy for the following reasons:
  - a. To clarify that the *Schedule 1 Criteria for Determining Affordable Housing Contribution* will identify the minimum percentage of affordable housing that Council will seek in a Planning Agreement, ranging from 0 to 5%. This does not preclude Council from seeking to negotiate a higher rate of affordable housing through a Planning Agreement. Establishing a higher minimum rate of affordable housing would hinder Council's ability to negotiate for other infrastructure outcomes, such as open space, community facilities, and public domain upgrades.
  - b. To clarify that Council will not consider cash contributions in lieu of the dedication of dwellings. In the current market, a cash contribution does not keep pace with the cost of housing over time.
  - c. To reflect proposed changes to Schedule 1 Criteria for Determining Affordable Housing Contribution.
9. During the public exhibition period, Council officers tested the Schedule 1 Criteria for Determining Affordable Housing Contribution using current applications. This testing sought to refine the criteria and weighting to achieve the intended policy outcomes. As a result, refinements have been proposed to Schedule 1.
10. Council officers recommend post-exhibition changes to the Schedule 1 Criteria for Determining Affordable Housing Contribution, which include the following:

<b>Criteria</b>	<b>Proposed change</b>	<b>Rationale</b>
<b>Yield of site</b> For sites with higher yield as the result of uplift, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply	Increased weighting from a maximum of 5 points to a maximum of 6 points.	To redistribute weighting due to removal of "Site profitability."
<b>Change in land use</b> Where there is a significant change in land use, such as a change from industrial to residential zoning, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.	Removed wording of "change in density" from the description of a significant change in land use.  Reworded descriptions to clarify the distinction between a minor change and significant change in land use.	To reduce overlap with "Yield of site."  To clarify the intent of this criterion.
<b>Site profitability</b> Where there is a significant change in site profitability, a higher	Removed this criterion from Schedule 1.	To reduce overlap with "Yield of site" and "Change in land use" and to address

percentage of dwellings dedicated as Affordable Rental Housing will apply		the challenge of objectively measuring site profitability.
<b>Size of site</b> For larger sites, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.	Increased weighting from a maximum of 1 point to a maximum of 3 points.	To redistribute weighting due to removal of "Site profitability."
	Updated range of site sizes, from points starting at 10ha to starting at 1,801sqm	To align with minimum lot sizes to deliver apartment blocks and to ensure applicability to sites within our LGA.
<b>Displacement of existing housing options</b> Where the development will displace a higher number of existing residential dwellings, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.	Increased weighting from a maximum of 2 points to a maximum of 3 points.	To increase weighting due to feedback from Councillors.
	Reworded to address loss of housing broadly, as this criterion previously focused on the loss of diverse housing types, particularly lower cost housing options.	To improve useability and consistency in application by addressing the challenge of objectively measuring diverse housing types.
<b>Community infrastructure provision</b> Where the existing provision of community infrastructure is comparatively adequate in the area, as determined in accordance with Council's Community Infrastructure Strategy, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.	Reduced weighting from a maximum of 2 points to a maximum of 1 point.	To ensure consistency with weighting for gaps in open space provision.

11. These proposed post-exhibition amendments to the Affordable Rental Housing Policy are documented in markup at **Attachment 2**.
12. The Affordable Rental Housing Policy (**Attachment 3**) is recommended for adoption.

## CONSULTATION & TIMING

### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
6 December 2022	Policy Review Committee	Concerns were raised about achieving the Affordable housing target set in the Affordable Rental Housing Policy 2019. Suggestions to address this included: <ul style="list-style-type: none"> <li>Update approach to seeking affordable housing through VPAs</li> </ul>	Suggestions informed the development of the Affordable Housing Action Plan and were considered in the review and update of the Affordable Rental Housing Policy.	City Planning & Design - City Strategic Planning



		<ul style="list-style-type: none"> <li>• Develop strategy to support the delivery of affordable housing</li> <li>• Consider using Council-owned land in partnership with the state government</li> <li>• Ensure affordable housing is affordable in perpetuity</li> </ul>		
14 March 2024	Policy Review Committee	PRC supported the version of the draft Policy that was circulated. Discussion focused less on the Policy and more on affordable housing targets and Councillor visibility of VPA processes.	Councillor workshop to address targets and visibility of VPA processes was held on 18 March.	City Planning & Design - City Strategic Planning
18 March 2024	Councillor Workshop	Discussion focused on affordable housing targets and Councillor visibility of VPA processes. Councillors requested a copy of the updated draft Policy, with tracked changes following PRC and Councillor workshop.	Council officers provided Councillors with a copy of the updated draft Policy, with tracked changes following PRC and Councillor workshop	City Planning & Design - City Strategic Planning
19 March 2024	Councillor Lorraine Wearne	Provided feedback on the draft Policy and made suggestions to improve clarity of wording.	Council officers incorporated feedback into the draft Policy to improve clarity of wording.	City Planning & Design - City Strategic Planning

## LEGAL IMPLICATIONS FOR COUNCIL

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

## FINANCIAL IMPLICATIONS FOR COUNCIL

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

16. Whilst not a new risk, Council is reminded that the dedication of Affordable Rental Housing units within a strata title property means that, as an owner, Council will be financially liable for costs resulting from potential building defects and poor construction quality. This includes, but is not limited to, financial liability for potential repair costs, legal expenses, and potential decreases in property value due to building defects.

17. The risk is mitigated by a program implemented by the State Government which has seen the Building Commission take responsibility for regulating the building and construction industry under a Building Commissioner who has been provided

additional powers and has established auditing processes and a construction business rating system.




Dayne Glinkowski  
**Corporate Strategy Manager**

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

John Angilley  
**Executive Director Finance & Information**

Gail Connolly  
**Chief Executive Officer**

**ATTACHMENTS:**

- |   |  |          |
|---|--|----------|
| 1 |  Response to submissions  | 6 Pages  |
| 2 |  Affordable Rental Housing Policy - mark up of proposed post-exhibition changes | 12 Pages |
| 3 |  Affordable Rental Housing Policy 2024  | 12 Pages |

**REFERENCE MATERIAL**

## Public Exhibition of the Draft Affordable Rental Housing Policy 2024: Response to Submissions

The draft Affordable Rental Housing Policy 2024 was publicly exhibited from 29 April to 27 May 2024, including on Council's [Participate Parramatta website](#). During this period, six submissions were received, including two from community members, two from community housing providers (CHPs), and two from peak bodies. Of the six submissions, five supported the draft Policy, and one opposed it.

Following review of submissions, two minor changes are proposed to clarify the intent of the draft policy. In response to two submissions that provided feedback on the 0 to 5% range for dedication of affordable rental housing, wording in the draft Policy has been updated to clarify that *Schedule 1 Criteria for Determining Affordable Housing Contributions* will be used to determine the minimum percentage that Council will seek through a Planning Agreement and does not preclude Council from seeking a higher percentage. Additionally, wording has been updated to clarify that Council will not consider cash contributions in lieu of the dedication of dwellings.

A summary of submissions and Council officers' responses are included in the table below.

Stakeholder	Summary of Submission	Council Officers' Response
Community member #1	This submission expressed opposition to the draft Affordable Rental Housing Policy. The submission stated that Council should not be involved in the provision of affordable rental housing, and that this matter should be left to the State Government to address.	<p>The community member's comments are noted.</p> <p>City of Parramatta's <i>Community Strategic Plan (CSP) 2018 – 2038</i>, prepared on behalf of the community, identifies our long-term vision, goals and aspirations for the future, and strategic actions for achieving these goals. The CSP establishes that Council will plan and advocate for quality housing options, including affordable housing, that support the needs of our diverse community through all life stages (Action F.3.1). Additionally, the <i>Affordable Housing Action Plan (AHAP) 2023-2025</i> establishes strategic directions to guide Council's action and advocacy in this space.</p> <p>Council plays a small role in providing affordable rental housing. The vast majority of affordable rental housing units located in Parramatta LGA are owned and/or</p>

		managed by Community Housing Providers (CHPs), not by Council. Whilst many of the policy tools to influence housing affordability are outside of local government's control, Council recognises the significant impact that housing affordability has on our residents and that Council can play to help address it.
Community member #2	This submission expressed support for the draft Policy and its level of detail.	The community members' support for the draft Affordable Rental Housing Policy is noted.
Organisation - Evolve Housing	Evolve Housing's submission expressed support for the draft Affordable Rental Housing Policy and ongoing commitment to partnering with Council to deliver on local strategic priorities for affordable housing. The submission provided comments and suggestions on specific parts of the draft Policy, which are summarised below.	Evolve Housing's overall support for the draft Policy is noted. The submission's specific comments and suggestions are addressed below.
	Recommends that Council strive for a higher percentage of affordable housing contributions than 5%, referencing the 5-10% affordable housing target published in the Central City District Plan by the then Greater Sydney Commission.	The 0 to 5% range is set within the context of other community infrastructure needs in the City of Parramatta. The GCC's <i>Greater Sydney Region Plan - A Metropolis of Three Cities</i> and <i>Central Region District Plan</i> identified a target range of 5-10% of new residential floor space to be dedicated as affordable rental housing, subject to viability. However, Council is unaware of any circumstance where a rate above 5% has been applied in practice.  Wording in the draft Policy has been updated to be clear that <i>Schedule 1 Criteria for Determining Affordable Housing Contributions</i> will be used to determine the minimum percentage that Council will seek through a Planning Agreement and does not preclude Council from seeking a higher percentage.
	Supports Council's proposed approach that a higher percentage of affordable housing should apply for sites that are located within 800 metres of public transport. Any affordable rental housing delivered through this policy should remain as affordable housing in perpetuity	Evolve Housing's support of this component of Schedule 1 is noted.  Clause 3.8.3 establishes that affordable rental housing should be dedicated at no cost to Council and be

	<p>and all rent received from afore mentioned housing stock should be used solely for the purpose of improving, replacing, maintaining, or providing additional affordable housing.</p>	<p>provided in perpetuity. Additionally, Clauses 3.15 and 3.16 of the draft Policy identify how income received through affordable rental housing dwellings can be used.</p>
	<p>Council should explore the option of concentrating affordable housing provision in fewer strategically located projects rather than opting for strata arrangements with developers. This would replace the practice of dispersing 5-10% affordable housing in every residential rezoning project. By consolidating affordable housing in fewer, well-located projects (while avoiding over-concentration), efficiencies can be achieved in both development and operational phases.</p>	<p>To directly influence the concentration of affordable housing within strategically located projects would require Council to directly deliver an affordable housing project, or fund a project undertaken by another party. The <i>Affordable Housing Action Plan (AHAP) 2023-2025</i> includes an action to investigate the potential for Council to deliver an Affordable Rental Housing project on its own land. However, even if Council were to pursue the delivery of affordable housing projects on Council-owned land, this would represent an extremely small percentage of developments in the Parramatta LGA. Therefore, Council must use other levers to increase the supply of affordable rental housing.</p> <p>Council's <i>AHAP 2023-2025</i> also includes an action to put in place Affordable Housing Contributions Schemes (AHCSs) in appropriate precincts, which will support the concentration of affordable housing in well-located areas.</p> <p>In the absence of any AHCSs currently being in place, Council will continue to seek the dedication of affordable housing through planning agreements.</p> <p>Whilst we acknowledge the efficiencies of concentrating affordable housing in fewer, well-located precincts, this is not currently an option, but it may be investigated in future.</p>
	<p>Council should consider transferring affordable housing contributions to a nominated CHP, with the condition that the CHP would further bolster the cash contribution received from Council with its own equity and debt to develop additional affordable housing.</p>	<p>At this point in time, Council is not considering the transfer of affordable housing units or monetary contributions to community housing providers.</p>

<p>Organisation – Hume Housing</p>	<p>Hume Housing’s submission expressed support for the draft Affordable Rental Housing Policy and provided feedback. The submission emphasised operational inefficiencies and complexities regarding the application of the draft Affordable Rental Housing Policy to community housing provider (CHP)-led developments.</p>	<p>Council officers agree that the application of the draft Policy to CHP developments would lead to operational inefficiencies. In instances where a CHP lodges a planning proposal for an affordable housing development, Council will seek contributions for community infrastructure rather than affordable housing.</p>
<p>Organisation – Community Housing Industry Association (CHIA) NSW</p>	<p>CHIA NSW’s submission expressed support for Council’s commitment to increasing the supply of affordable housing, noting that a clear Policy will provide clarity to developers and the community on when Council affordable rental housing contributions will be sought. This submission provided comments and recommendations to improve the draft Policy, which are summarised below.</p>	<p>CHIA NSW’s overall support for the draft Policy is noted. The submission’s specific comments and suggestions are addressed below.</p>
	<p>The basis for the 5 per cent target is unclear and the calculator should establish the minimum requirement. The submission also noted that the draft Policy should enable Council to seek a contribution of more than 5 per cent where higher levels of development uplift are being realised.</p>	<p>The 0 to 5% range is set within the context of other community infrastructure needs in the City of Parramatta. The GCC’s <i>Greater Sydney Region Plan - A Metropolis of Three Cities</i> and <i>Central Region District Plan</i> identified a target range of 5-10% of new residential floor space to be dedicated as affordable rental housing, subject to viability. However, Council is unaware of any circumstance where a rate above 5% has been applied in practice.</p> <p>Wording in the draft Policy has been updated to be clear that <i>Schedule 1 Criteria for Determining Affordable Housing Contributions</i> will be used to determine the minimum percentage that Council will seek through a Planning Agreement and does not preclude Council from seeking a higher percentage.</p>
	<p>Planning Agreements should not be the primary vehicle that Council uses to secure affordable housing, and affordable housing contributions schemes are a more</p>	<p>The <i>Affordable Housing Action Plan (AHAP) 2023-2025</i> includes an action to put in place Affordable Housing Contributions Schemes (AHCSs) in appropriate precincts.</p>

	<p>efficient and effective means of securing affordable housing.</p> <p>Monetary affordable housing contributions would provide beneficial outcomes to Council and the community because the affordable housing can be designed in a bespoke manner and provided in purpose-built developments not subject to strata fees and other potential operating inefficiencies arising from dwellings provided in-kind in mixed-tenure developments. CHIA NSW strongly recommends that affordable housing contributions are transferred to a CHP(s) nominated by Council. The dedication of contributions to CHPs can be subject to appropriate controls, securities, and contractual arrangements to ensure the affordable housing is retained long-term.</p>	<p>The draft Policy updates Council's position on affordable housing contributions. Whilst Council's previous Affordable Rental Housing Policy 2019 permitted monetary contributions, the draft 2024 Policy does not. This is because, in the current market, a monetary contribution does not keep pace with the cost of housing over time.</p> <p>At this point in time, Council will not consider cash contributions in lieu of the dedication of dwellings. Further, at this point in time, Council is not considering the transfer of affordable housing units or contributions to community housing providers.</p>
Organisation – Shelter NSW	<p>Shelter NSW provided comments on Clause 3.9.1, raising concern that the dedication of affordable housing can be waived in locations where public infrastructure is seen to be more critical.</p> <p>Shelter NSW provided comments on Clause 3.18.2, raising concern that priority will be given to applicants who have been in the LGA for over two years, suggesting that living in the LGA at the time of application should be sufficient.</p> <p>Any affordable rental units acquired through the Planning system should abide by the Housing SEPP (2021) definition of affordable housing, which requires that rent is set at no more than 30% of household income. Shelter NSW notes that the 20% discount to market rent value is</p>	<p>Council faces competing priorities and demands, being responsible for the delivery of community infrastructure such as libraries, community hubs, parks, and sportsgrounds. Therefore, opportunities to increase the supply of affordable housing within our LGA must be considered in the context of competing community infrastructure needs, to ensure that growing communities within our LGA are adequately serviced.</p> <p>Clause 3.17 details tenant eligibility criteria for Council's affordable rental housing, which includes connection to the LGA at the time of application. In instances where the number of eligible applicants exceeds available affordable rental housing units, Clause 3.18 establishes criteria for prioritising applicants, not excluding them.</p> <p>Clause 3.20 of the draft Policy states that Council will set the rental prices for each Affordable Rental Housing dwelling at a 20% discount of the market rental value, and no more than 30% of the prospective tenant's income. Therefore, in the instance that rent at a 20%</p>

	<p>a metric that may have been applicable when market rents were reasonable, but this is no longer the case. Therefore, Shelter NSW recommends that the application of the 30% of household income be the key rent-setting approach. In the case where Council retains a market rent metric it should be 'no less than 20% of market rent.'</p>	<p>discount of the market value represents more than 30% of the prospective tenant's income, the rent will be adjusted to equal 30% of the tenant's income.</p>
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**MARK UP OF  
PROPOSED POST-  
EXHIBITION CHANGES**

**Affordable Rental Housing Policy**

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**1. Scope**

- 1.1 This Policy applies to all Affordable Rental Housing owned, or under consideration to be acquired or constructed, by City of Parramatta Council (**Council**).
- 1.2 This Policy applies to all Council Officials responsible for managing and/or making any decisions regarding Council's Affordable Rental Housing portfolio, including funding or other resources held for this purpose.
- 1.3 This Policy further applies to all planning agreements to be made or issued by Council pursuant to section 7.4 of the *Environment Planning and Assessment Act 1979* (NSW) (**EP&A Act**).

**2. Purpose**

- 2.1 This Policy sets out Council's approach for effectively managing its Affordable Rental Housing portfolio, in accordance with Council's prevailing policies and strategies applicable to managing its property assets.
- 2.2 This Policy establishes a framework for Council to increase its contribution to Affordable Rental Housing stock in the City of Parramatta local government area (**LGA**), including through acquisition and through statutory mechanisms, such as planning agreements under the EP&A Act.

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### 3. Policy

- 3.1 Council is committed to increasing its portfolio of Affordable Rental Housing in the LGA, including through land acquisition, construction, or property acquisition where Council resources permit it to do so.

#### Acquisition of Affordable Rental Housing

- 3.2 Council may acquire land for the purpose of Affordable Rental Housing utilising funds quarantined (under clause 3.14 of this Policy) or identified (under clause 3.16 of this Policy), provided that the acquisition is made in accordance with the criteria set out in Council's prevailing policies on property acquisition. In addition, the land should be suitable for Affordable Rental Housing.
- 3.3 Council may construct Affordable Rental Housing on Council-owned land utilising funds quarantined (under section 3.14 of this Policy) or identified (under section 3.16 of this Policy) provided that such construction is made in accordance with the criteria set out in Council's prevailing policies on property acquisition. In addition, construction should take place on land that is suitable for Affordable Rental Housing.
- 3.4 Council may acquire completed dwellings and categorise them as Affordable Rental Housing utilising funds quarantined (under clause 3.14 of this Policy) or identified (under clause 3.16), provided that the acquisition is made in accordance with the criteria set out in Council's prevailing policies on property acquisition. In addition, the land should be suitable for Affordable Rental Housing

#### Planning agreements

- 3.5 Council is committed to ensuring that planning agreements entered into with developers under section 7.4 of the EP&A Act will enable Council to secure Affordable Rental Housing, under the planning framework in New South Wales.
- 3.6 Pursuant to Council's Voluntary Planning Agreements Policy, Affordable Rental Housing may comprise one element of a planning agreement.
- 3.7 When considering the inclusion of Affordable Rental Housing as a component of a planning agreement, Council will ensure that a minimum percentage (between 0 and 5%) up to 5 per cent of all dwellings are dedicated to Council as Affordable Rental

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Housing. Council will not consider cash contributions in lieu of the dedication of dwellings.

- 3.8 The following considerations will apply to Council's inclusion of Affordable Rental Housing as a contribution in a planning agreement:
- 3.8.1 Dedication of Affordable Rental Housing is only applicable in developments comprised of a minimum of 20 dwellings.
- 3.8.2 Dedication of Affordable Rental Housing is only applicable in areas subject to uplift or rezoning.
- 3.8.3 Affordable Rental Housing should be dedicated at no cost to Council and be provided in perpetuity.
- 3.8.4 The dedication of Affordable Rental Housing to Council will not necessarily replace a contribution to community infrastructure in a planning agreement. Council may pursue inclusion of both Affordable Rental Housing and community infrastructure in a planning agreement, based on the context of each location and the characteristics of each development.
- 3.8.5 The decision by a developer to engage a scheme, such as the in-fill housing bonus set out in the State Environmental Planning Policy (Housing) 2021 (NSW) (**SEPP**), will not displace obligations to Council that form part of the planning agreement process, such as the dedication of Affordable Rental Housing.
- 3.9 Council will employ Schedule 1 Criteria for Determining Affordable Housing Contribution to specify the contribution towards Affordable Rental Housing that is applicable to the land that applies to the planning agreement. Council will give consideration given to the following factors when determining the minimum applicable percentage (between 0 and 5%) of all dwellings that should be dedicated to Council as Affordable Rental Housing:
- 3.9.1 Critical need for infrastructure: Where there is a critical need for community or public infrastructure in the location that can be addressed through a planning agreement, Council may waive the Affordable Rental Housing contribution.

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3.9.2 Yield of the site: For sites with higher yield as the result of uplift, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.

3.9.3 Change in land use: Where there is a significant change in land use, such as a change from industrial to residential zoning, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.

~~3.9.4 Change in site profitability: Where there is a significant change in site profitability, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.~~

3.9.5 Proximity to public transport infrastructure: For sites that are located within 800 metres of a train station, metro station, T-Way bus station, or light rail station, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.

3.9.6 Size of site: For ~~larger~~ sites ~~10 hectares or above~~, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.

3.9.7 Displacement of existing housing options: Where the development will displace ~~a higher number of existing residential dwellings~~ ~~diverse housing types, particularly lower cost housing options~~, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.

3.9.8 Availability of open space and community infrastructure in the development location: Where the existing provision of open space and community infrastructure is comparatively adequate in the area, as determined in accordance with Council's Community Infrastructure Strategy, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.

3.10 Council may consider requiring the lodgement of a security and any other mechanisms to ensure due delivery of the Affordable Rental Housing contribution.

Accessibility and Design

3.11 Dwellings must comply with the following access and design outcomes:

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- 3.11.1 Dwellings should reflect the need for diversity in dwelling size. Where multiple dwellings are dedicated, Council will seek a mix of one and two-bedroom dwellings, in a ratio of 2:1 (e.g. two one-bedrooms and one two-bedroom dwelling). Where possible, Council will also advocate for the dedication of larger dwellings.
- 3.11.2 Dwellings are subject to the same design requirements and controls as all other dwellings within a development site. This includes design outcomes and characteristics such as size, solar access, cross-ventilation and adaptable design.
- 3.11.3 Where multiple dwellings are dedicated, this should include a proportion of accessible and adaptable housing that is consistent with the Parramatta Development Control Plan 2023 (DCP).
- 3.11.4 All adaptable housing must meet Class C adaptability under Australian Standard 4299 – Adaptable Housing, consistent with Council’s DCP and Disability Inclusion Action Plan.
- 3.11.5 The allocation of car spaces for Affordable Rental Housing dwellings is to be consistent with the car parking requirements in the relevant planning controls.
- 3.12 Units to be dedicated to Council must have received a Final Occupation Certificate. It is expected that finishing will include all fixtures and fittings to enable occupation, including but not limited to:
- Air conditioning (split system)
  - Hot Water Unit
  - Floor coverings
  - Window dressings
  - Dishwasher
  - Kitchen appliances
- 3.13 A waiver of the access and design requirements under this Policy may be negotiated with Council on an exceptional basis, prior to dedication.

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#### Funding for Affordable Rental Housing

- 3.14 Pursuant to section 7.32 of the EP&A Act, Council will hold monetary contributions received via planning agreements or contributions schemes to be used for the purpose of Affordable Rental Housing.
- 3.15 Income received by Council as a result of renting its Affordable Rental Housing dwellings must be utilised for expenses associated with Council's Affordable Rental Housing portfolio, including but not limited to:
- (a) costs associated with the maintenance or capital renewal of Council's Affordable Rental Housing portfolio; and
  - (b) costs associated with management of Affordable Rental Housing portfolio, including via a Community Housing Provider.
- 3.16 Accumulated net surplus may be utilised for investments associated with Council's Affordable Rental Housing portfolio, including but not limited to:
- (a) acquisition of land or property to be utilised for Affordable Rental Housing;
  - (b) construction of Affordable Rental Housing; or
  - (c) actions on Council land that will lead to the development of Affordable Rental Housing to be owned by Council.

#### Tenant Eligibility for Affordable Rental Housing

- 3.17 Council will consider the following eligibility criteria when assessing potential tenants for its Affordable Rental Housing units:
- 3.17.1 The applicant household must qualify as a very low, low, or moderate income household, as defined in section 1.4 of the EP&A Act.
- 3.17.2 At least one member of the applicant household must demonstrate evidence of a connection to the LGA. Typically, this requirement will be met by providing evidence of either:
- (a) employment within the LGA; and/or
  - (b) current residence within the LGA.

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- 3.17.3 Other evidence of a connection to the LGA may also be considered, such as evidence that a member of the applicant household:
- (a) is engaged in study or volunteer work in the LGA;
  - (b) has family living in the LGA;
  - (c) has children attending school in the LGA; or
  - (d) is engaged in other activities that demonstrate a connection to the LGA.
- 3.17.4 At least one member of the applicant household should provide proof of Australian citizenship or permanent residency in Australia.
- 3.17.5 The applicant household must not own property that could provide a solution to their housing requirements.
- 3.17.6 Waiver of specific eligibility requirements may be requested on an exceptional basis, such as in cases of other types of hardship.
- 3.18 Where the number of eligible applicants exceeds available Affordable Rental Housing units, priority for assigning tenancies will be as follows:
- 3.18.1 Priority will be given to applicants working in key worker roles of strategic importance to the LGA, particularly those on low incomes. The definition of key worker roles of strategic importance has been informed by research and Council's strategic priorities. These roles include, but are not limited to:
- (a) aged and disability carers;
  - (b) ambulance officers and paramedics;
  - (c) child carers;
  - (d) commercial cleaners;
  - (e) Cultural Workers;
  - (f) educational aides;
  - (g) fire and emergency services workers;
  - (h) hospitality workers;
  - (i) laundry workers;
  - (j) midwives, nurses (registered, enrolled and mothercraft), and nursing support and personal care workers;
  - (k) social workers;
  - (l) teachers; and

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(m) welfare support workers.

3.18.2 Priority will be given to applicants who have been living or working in the LGA for at least two years prior to their application.

#### Rental prices for Affordable Rental Housing

3.19 Council will monitor affordability of its Affordable Rental Housing properties to ensure properties remain affordable.

3.20 Council will set the rental prices for each Affordable Rental Housing dwelling at a 20 per cent discount of the market rental value, and no more than 30 per cent of the prospective tenant's income.

3.20.1 Market rental value will be assigned to each Affordable Rental Housing unit on an annual basis, based on an assessment of similar dwellings in the same area, as informed by the NSW Government Rent and Sales Report.

#### End of Asset Life

3.21 Where Council divests Affordable Rental Housing dwellings, Council's broader policies on property divestment will apply, and proceeds will be utilised for costs associated with Affordable Rental Housing.

### **4. Delegation**

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

### **5. Procedure**

5.1 This Policy must be read in conjunction with Council's prevailing policies on acquiring, managing, or divesting property, which set out the core administrative and operational requirements applicable to the management of Council's property assets.

5.2 This Policy must be read in conjunction with Council's Voluntary Planning Agreements Policy, which sets out the operational requirements applicable to negotiating planning agreements.

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- 5.3 Council will prepare an annual report on the status of funds associated with Affordable Rental Housing, including contributions, expenditures, and other transactions, for tracking and auditing purposes.
- 5.4 Council will comply with its responsibilities as the landlord for its Affordable Rental Housing properties, as set out by the *Residential Tenancies Act 2010* (NSW).
- 5.5 Council will appoint a Community Housing Provider to undertake all operational aspects of Council's Affordable Rental Housing portfolio.
- 5.5.1 Operational duties to be undertaken by the Community Housing Provider on Council's behalf may include:
- (a) considering applications from prospective tenants and renewal applications from existing tenants, using the eligibility criteria set out in clauses 3.17 and 3.18 of this Policy;
  - (b) calculating rental rate pursuant to this Policy, taking into consideration market value and tenant income, including an annual audit of existing tenant income against the eligibility criteria;
  - (c) proposing a market rental value for each dwelling, for endorsement by Council;
  - (d) collecting rent;
  - (e) managing rent arrears;
  - (f) conducting periodic property inspections;
  - (g) managing disputes between resident tenants within Council's property;
  - (h) managing end-of-lease processes;
  - (i) responding to property repairs and maintenance; and
  - (j) monthly reports.
- 5.5.2 Where responsibilities have been delegated by Council to the Community Housing Provider, the Community Housing Provider is obliged to uphold the applicable landlord responsibilities under the *Residential Tenancies Act 2010* (NSW).

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## 6. Definitions

Affordable Rental Housing	For the purposes of this Policy, refers to residential properties owned by Council, to be leased to tenants at a discounted rate in accordance with the criteria in this Policy.
Community Housing Provider	Refers to the organisation engaged by Council to undertake property management duties on its behalf, for its Affordable Rental Housing portfolio.
Council Official	Councillors, employees, and delegates of Council (including members of committees that are delegates of Council).
Cultural Worker	For the purposes of this Policy, refers to an individual whose labour is required to facilitate the production of goods and services in arts, cultural and creative industries. This includes people employed in cultural institutions and organisations, people who organise cultural events and programmes, and workers whose labour extends cultural and creative practices, such as writers, artists, and musicians.

<b>REFERENCES</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i> NSW Government Rent and Sales Report <i>Residential Tenancies Act 2010 (NSW)</i> <i>State Environmental Planning Policy (Housing) 2021 (NSW)</i>
<b>ASSOCIATED POLICIES and STRATEGIES</b>	Affordable Housing Action Plan Asset Management Policy Community Infrastructure Strategy Disability Inclusion Action Plan Land Dedication Policy Managing Conflicts of Interest with Council Related Developments Policy Parramatta Development Control Plan 2023 Procurement Policy Property Investment Policy Property Lease and Licence Policy Voluntary Planning Agreements Policy
<b>ATTACHMENTS</b>	Schedule 1: Criteria for Determining Affordable Housing Contribution

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**FOR ADOPTION**

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**1. Scope**

- 1.1 This Policy applies to all Affordable Rental Housing owned, or under consideration to be acquired or constructed, by City of Parramatta Council (**Council**).
- 1.2 This Policy applies to all Council Officials responsible for managing and/or making any decisions regarding Council's Affordable Rental Housing portfolio, including funding or other resources held for this purpose.
- 1.3 This Policy further applies to all planning agreements to be made or issued by Council pursuant to section 7.4 of the *Environment Planning and Assessment Act 1979* (NSW) (**EP&A Act**).

**2. Purpose**

- 2.1 This Policy sets out Council's approach for effectively managing its Affordable Rental Housing portfolio, in accordance with Council's prevailing policies and strategies applicable to managing its property assets.
- 2.2 This Policy establishes a framework for Council to increase its contribution to Affordable Rental Housing stock in the City of Parramatta local government area (**LGA**), including through acquisition and through statutory mechanisms, such as planning agreements under the EP&A Act.

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### 3. Policy

- 3.1 Council is committed to increasing its portfolio of Affordable Rental Housing in the LGA, including through land acquisition, construction, or property acquisition where Council resources permit it to do so.

#### Acquisition of Affordable Rental Housing

- 3.2 Council may acquire land for the purpose of Affordable Rental Housing utilising funds quarantined (under clause 3.14 of this Policy) or identified (under clause 3.16 of this Policy), provided that the acquisition is made in accordance with the criteria set out in Council's prevailing policies on property acquisition. In addition, the land should be suitable for Affordable Rental Housing.
- 3.3 Council may construct Affordable Rental Housing on Council-owned land utilising funds quarantined (under section 3.14 of this Policy) or identified (under section 3.16 of this Policy) provided that such construction is made in accordance with the criteria set out in Council's prevailing policies on property acquisition. In addition, construction should take place on land that is suitable for Affordable Rental Housing.
- 3.4 Council may acquire completed dwellings and categorise them as Affordable Rental Housing utilising funds quarantined (under clause 3.14 of this Policy) or identified (under clause 3.16), provided that the acquisition is made in accordance with the criteria set out in Council's prevailing policies on property acquisition. In addition, the land should be suitable for Affordable Rental Housing

#### Planning agreements

- 3.5 Council is committed to ensuring that planning agreements entered into with developers under section 7.4 of the EP&A Act will enable Council to secure Affordable Rental Housing, under the planning framework in New South Wales.
- 3.6 Pursuant to Council's Voluntary Planning Agreements Policy, Affordable Rental Housing may comprise one element of a planning agreement.
- 3.7 When considering the inclusion of Affordable Rental Housing as a component of a planning agreement, Council will ensure that a minimum percentage (between 0 and

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5%) of all dwellings are dedicated to Council as Affordable Rental Housing. Council will not consider cash contributions in lieu of the dedication of dwellings.

- 3.8 The following considerations will apply to Council's inclusion of Affordable Rental Housing as a contribution in a planning agreement:
  - 3.8.1 Dedication of Affordable Rental Housing is only applicable in developments comprised of a minimum of 20 dwellings.
  - 3.8.2 Dedication of Affordable Rental Housing is only applicable in areas subject to uplift or rezoning.
  - 3.8.3 Affordable Rental Housing should be dedicated at no cost to Council and be provided in perpetuity.
  - 3.8.4 The dedication of Affordable Rental Housing to Council will not necessarily replace a contribution to community infrastructure in a planning agreement. Council may pursue inclusion of both Affordable Rental Housing and community infrastructure in a planning agreement, based on the context of each location and the characteristics of each development.
  - 3.8.5 The decision by a developer to engage a scheme, such as the in-fill housing bonus set out in the State Environmental Planning Policy (Housing) 2021 (NSW) (SEPP), will not displace obligations to Council that form part of the planning agreement process, such as the dedication of Affordable Rental Housing.
- 3.9 Council will employ Schedule 1 Criteria for Determining Affordable Housing Contribution to specify the contribution towards Affordable Rental Housing that is applicable to the land that applies to the planning agreement. Council will give consideration given to the following factors when determining the minimum applicable percentage (between 0 and 5%) of all dwellings that should be dedicated to Council as Affordable Rental Housing:
  - 3.9.1 Critical need for infrastructure: Where there is a critical need for community or public infrastructure in the location that can be addressed through a planning agreement, Council may waive the Affordable Rental Housing contribution.

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- 3.9.2 Yield of the site: For sites with higher yield as the result of uplift, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.
- 3.9.3 Change in land use: Where there is a significant change in land use, such as a change from industrial to residential zoning, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.
- 3.9.5 Proximity to public transport infrastructure: For sites that are located within 800 metres of a train station, metro station, T-Way bus station, or light rail station, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.
- 3.9.6 Size of site: For larger sites, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.
- 3.9.7 Displacement of existing housing options: Where the development will displace a higher number of existing residential dwellings, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.
- 3.9.8 Availability of open space and community infrastructure in the development location: Where the existing provision of open space and community infrastructure is comparatively adequate in the area, as determined in accordance with Council’s Community Infrastructure Strategy, a higher percentage of dwellings dedicated as Affordable Rental Housing will apply.
- 3.10 Council may consider requiring the lodgement of a security and any other mechanisms to ensure due delivery of the Affordable Rental Housing contribution.

Accessibility and Design

- 3.11 Dwellings must comply with the following access and design outcomes:
  - 3.11.1 Dwellings should reflect the need for diversity in dwelling size. Where multiple dwellings are dedicated, Council will seek a mix of one and two-bedroom dwellings, in a ratio of 2:1 (e.g. two one-bedrooms and one two-bedroom dwelling). Where possible, Council will also advocate for the dedication of larger dwellings.

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- 3.11.2 Dwellings are subject to the same design requirements and controls as all other dwellings within a development site. This includes design outcomes and characteristics such as size, solar access, cross-ventilation and adaptable design.
- 3.11.3 Where multiple dwellings are dedicated, this should include a proportion of accessible and adaptable housing that is consistent with the Parramatta Development Control Plan 2023 (DCP).
- 3.11.4 All adaptable housing must meet Class C adaptability under Australian Standard 4299 – Adaptable Housing, consistent with Council’s DCP and Disability Inclusion Action Plan.
- 3.11.5 The allocation of car spaces for Affordable Rental Housing dwellings is to be consistent with the car parking requirements in the relevant planning controls.
- 3.12 Units to be dedicated to Council must have received a Final Occupation Certificate. It is expected that finishing will include all fixtures and fittings to enable occupation, including but not limited to:
  - Air conditioning (split system)
  - Hot Water Unit
  - Floor coverings
  - Window dressings
  - Dishwasher
  - Kitchen appliances
- 3.13 A waiver of the access and design requirements under this Policy may be negotiated with Council on an exceptional basis, prior to dedication.

Funding for Affordable Rental Housing

- 3.14 Pursuant to section 7.32 of the EP&A Act, Council will hold monetary contributions received via planning agreements or contributions schemes to be used for the purpose of Affordable Rental Housing.
- 3.15 Income received by Council as a result of renting its Affordable Rental Housing dwellings must be utilised for expenses associated with Council’s Affordable Rental Housing portfolio, including but not limited to:

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- (a) costs associated with the maintenance or capital renewal of Council's Affordable Rental Housing portfolio; and
- (b) costs associated with management of Affordable Rental Housing portfolio, including via a Community Housing Provider.

3.16 Accumulated net surplus may be utilised for investments associated with Council's Affordable Rental Housing portfolio, including but not limited to:

- (a) acquisition of land or property to be utilised for Affordable Rental Housing;
- (b) construction of Affordable Rental Housing; or
- (c) actions on Council land that will lead to the development of Affordable Rental Housing to be owned by Council.

Tenant Eligibility for Affordable Rental Housing

3.17 Council will consider the following eligibility criteria when assessing potential tenants for its Affordable Rental Housing units:

3.17.1 The applicant household must qualify as a very low, low, or moderate income household, as defined in section 1.4 of the EP&A Act.

3.17.2 At least one member of the applicant household must demonstrate evidence of a connection to the LGA. Typically, this requirement will be met by providing evidence of either:

- (a) employment within the LGA; and/or
- (b) current residence within the LGA.

3.17.3 Other evidence of a connection to the LGA may also be considered, such as evidence that a member of the applicant household:

- (a) is engaged in study or volunteer work in the LGA;
- (b) has family living in the LGA;
- (c) has children attending school in the LGA; or
- (d) is engaged in other activities that demonstrate a connection to the LGA.

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- 3.17.4 At least one member of the applicant household should provide proof of Australian citizenship or permanent residency in Australia.
- 3.17.5 The applicant household must not own property that could provide a solution to their housing requirements.
- 3.17.6 Waiver of specific eligibility requirements may be requested on an exceptional basis, such as in cases of other types of hardship.
- 3.18 Where the number of eligible applicants exceeds available Affordable Rental Housing units, priority for assigning tenancies will be as follows:
  - 3.18.1 Priority will be given to applicants working in key worker roles of strategic importance to the LGA, particularly those on low incomes. The definition of key worker roles of strategic importance has been informed by research and Council’s strategic priorities. These roles include, but are not limited to:
    - (a) aged and disability carers;
    - (b) ambulance officers and paramedics;
    - (c) child carers;
    - (d) commercial cleaners;
    - (e) Cultural Workers;
    - (f) educational aides;
    - (g) fire and emergency services workers;
    - (h) hospitality workers;
    - (i) laundry workers;
    - (j) midwives, nurses (registered, enrolled and mothercraft), and nursing support and personal care workers;
    - (k) social workers;
    - (l) teachers; and
    - (m) welfare support workers.
  - 3.18.2 Priority will be given to applicants who have been living or working in the LGA for at least two years prior to their application.

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Rental prices for Affordable Rental Housing

- 3.19 Council will monitor affordability of its Affordable Rental Housing properties to ensure properties remain affordable.
- 3.20 Council will set the rental prices for each Affordable Rental Housing dwelling at a 20 per cent discount of the market rental value, and no more than 30 per cent of the prospective tenant's income.
  - 3.20.1 Market rental value will be assigned to each Affordable Rental Housing unit on an annual basis, based on an assessment of similar dwellings in the same area, as informed by the NSW Government Rent and Sales Report.

End of Asset Life

- 3.21 Where Council divests Affordable Rental Housing dwellings, Council's broader policies on property divestment will apply, and proceeds will be utilised for costs associated with Affordable Rental Housing.

**4. Delegation**

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

**5. Procedure**

- 5.1 This Policy must be read in conjunction with Council's prevailing policies on acquiring, managing, or divesting property, which set out the core administrative and operational requirements applicable to the management of Council's property assets.
- 5.2 This Policy must be read in conjunction with Council's Voluntary Planning Agreements Policy, which sets out the operational requirements applicable to negotiating planning agreements.
- 5.3 Council will prepare an annual report on the status of funds associated with Affordable Rental Housing, including contributions, expenditures, and other transactions, for tracking and auditing purposes.

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- 5.4 Council will comply with its responsibilities as the landlord for its Affordable Rental Housing properties, as set out by the *Residential Tenancies Act 2010* (NSW).
- 5.5 Council will appoint a Community Housing Provider to undertake all operational aspects of Council's Affordable Rental Housing portfolio.
  - 5.5.1 Operational duties to be undertaken by the Community Housing Provider on Council's behalf may include:
    - (a) considering applications from prospective tenants and renewal applications from existing tenants, using the eligibility criteria set out in clauses 3.17 and 3.18 of this Policy;
    - (b) calculating rental rate pursuant to this Policy, taking into consideration market value and tenant income, including an annual audit of existing tenant income against the eligibility criteria;
    - (c) proposing a market rental value for each dwelling, for endorsement by Council;
    - (d) collecting rent;
    - (e) managing rent arrears;
    - (f) conducting periodic property inspections;
    - (g) managing disputes between resident tenants within Council's property;
    - (h) managing end-of-lease processes;
    - (i) responding to property repairs and maintenance; and
    - (j) monthly reports.
  - 5.5.2 Where responsibilities have been delegated by Council to the Community Housing Provider, the Community Housing Provider is obliged to uphold the applicable landlord responsibilities under the *Residential Tenancies Act 2010* (NSW).

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## 6. Definitions

Affordable Rental Housing	For the purposes of this Policy, refers to residential properties owned by Council, to be leased to tenants at a discounted rate in accordance with the criteria in this Policy.
Community Housing Provider	Refers to the organisation engaged by Council to undertake property management duties on its behalf, for its Affordable Rental Housing portfolio.
Council Official	Councillors, employees, and delegates of Council (including members of committees that are delegates of Council).
Cultural Worker	For the purposes of this Policy, refers to an individual whose labour is required to facilitate the production of goods and services in arts, cultural and creative industries. This includes people employed in cultural institutions and organisations, people who organise cultural events and programmes, and workers whose labour extends cultural and creative practices, such as writers, artists, and musicians.

<b>REFERENCES</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i> NSW Government Rent and Sales Report <i>Residential Tenancies Act 2010 (NSW)</i> <i>State Environmental Planning Policy (Housing) 2021 (NSW)</i>
<b>ASSOCIATED POLICIES and STRATEGIES</b>	Affordable Housing Action Plan Asset Management Policy Community Infrastructure Strategy Disability Inclusion Action Plan Land Dedication Policy Managing Conflicts of Interest with Council Related Developments Policy Parramatta Development Control Plan 2023 Procurement Policy Property Investment Policy Property Lease and Licence Policy Voluntary Planning Agreements Policy
<b>ATTACHMENTS</b>	Schedule 1: Criteria for Determining Affordable Housing Contribution

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Schedule 1: Criteria for Determining Affordable Housing Contribution

THRESHOLD QUESTIONS		
Question	Answer: YES	Answer: NO
Is the development comprised of less than 20 dwellings?	Sites that are made up of less than 20 dwellings are not subject to the Affordable Rental Housing component of planning agreements	Sites of 20 or more dwellings are subject to the Affordable Rental Housing component of planning agreements and the weighting criteria below applies
Is there a critical need for community or public infrastructure that can be addressed through a Planning Agreement?	If there is a critical need for community or public infrastructure in the location that can be addressed through a Planning Agreement, Council will waive the request for Affordable Rental Housing dedication and the weighting criteria will not apply.	Weighting criteria below applies

	Council seeks lower proportion of AH	Council seeks higher proportion of AH	Weighting Criteria	Weighting Points
<b>Yield of the site</b>	Smaller site yield, based on net GFA e.g. Site zoned 4:1 where 800sqm is developable for residential dwellings = 3,200sqm GFA yield (i.e. the calculation does not include land designated for non-residential purposes, such as roads and open space)	Larger site yield, based on net GFA e.g. Site zoned 8:1 where 2000sqm is developable for residential dwellings = 16,000sqm GFA yield (i.e. the calculation does not include land designated for non-residential purposes, such as roads and open space)	0 = 1,700 and under net GFA yield 1 = 1,701 to 3,000 net GFA yield 2 = 3,001 to 4,400 net GFA yield 3 = 4,401 to 5,800 net GFA yield 4 = 5,801 to 7,400 net GFA yield 5 = 7,401 to 9,000 net GFA yield 6 = Above 9,000 net GFA yield	0 - 6
<b>Change in land use</b>	No change in land use (i.e. no rezoning) or minor change (i.e. from R2 Low Density Residential to R3 Medium Density Residential or additional permitted use)	Significant change in land use (i.e. from non-residential use to residential use)	0 = No change in land use 2 = minor change in land use 4 = significant change in land use	0 - 4
<b>Proximity to adequate public transport infrastructure</b>	More than 800m from a train, metro or T-Way station	Less than 800m from a train, metro or T-Way station	0 = More than 800m from a train, metro, light rail, or T-Way station 1 = Between 400m and 800m from a train, metro, light rail, or T-Way station 2 = Less than 400m from a train, metro, light rail, or T-Way station	0 - 2
<b>Size of site</b>	Smaller site size	Larger site size	0 = Less than 1,800 sqm 1 = 1,801 sqm to 3,600 sqm 2 = 3,601 sqm to 4,500 sqm 3 = 4,501 sqm or more	0 - 3

<b>Displacement of existing housing options</b>	Development does not displace existing housing	Development displaces existing housing	0 = Development does not displace existing residential dwellings 1 = Development displaces less than 10 existing residential dwellings 2 = Development displaces 10- 20 existing residential dwellings 3 = Development displaces more than 20 existing residential dwellings	0 - 3
<b>Community infrastructure provision (gaps)</b>	Comparatively high community infrastructure gaps, based on the Community Infrastructure Strategy.	Comparatively low community infrastructure gaps, based on the Community Infrastructure Strategy.	0 = Less than 20% of the benchmark for community facilities based on current population 1 = More than 20% of the benchmark for community facilities based on current population	0 - 1
<b>Open space provision (gaps)</b>	Comparatively high open space gaps, based on the Community Infrastructure Strategy.	Comparatively low open space gaps, based on the Community Infrastructure Strategy.	0 = Less than 20% of the benchmark for open space provision based on current population 1 = More than 20% of the benchmark for open space provision based on current population	0 - 1

<b>TOTAL SCORE (out of a possible 20 points)</b>	[1-20]
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Guide for % of dwellings that Council will seek dedicated as affordable rental housing	
Points	%
19-20	5
17-18	4.5
15-16	4
13-14	3.5
11-12	3
9-10	2.5
7-8	2
5-6	1.5
3-4	1
1-2	0.5
0	0



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**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.3
<b>SUBJECT</b>	Adoption of the Smart City and Innovation Strategy 2024-2033
<b>REFERENCE</b>	F2024/00282 - D09503302
<b>REPORT OF</b>	Acting Strategy Manager

**CSP THEME:** Innovative

**WORKSHOP/BRIEFING DATE:**

19 September 2022, 25 November 2022, 20 February 2023, 26 April 2023, 31 July 2023 and 3 June 2024.

**PURPOSE:**

To advise Council on the exhibition outcomes and adopt the updated Smart City and Innovation Strategy 2024-2033.

**RECOMMENDATION**

- (a) That Council notes the updates to the Smart City and Innovation Strategy 2024-2033 following public exhibition.
- (b) That Council adopts the Smart City and Innovation Strategy 2024-2033 at Attachment 1.
- (c) That Council delegate authority to the Chief Executive Officer to make any final administrative and/or non-policy amendments to the Smart City and Innovation Strategy 2024-2033.

**BACKGROUND**

1. Council endorsed the draft Smart City and Innovation Strategy (the Strategy) for exhibition on 14 August 2023. The draft Strategy was exhibited from 21 August to 16 October 2023 with four strategies. The public exhibition was extended from six to eight weeks to allow stakeholders additional time to provide submissions.
2. Engagement activities included:
  - a. Participate Parramatta online portal and survey (questions asked included in **Attachment 1**)
  - b. Future Parramatta social media campaign
  - c. Future Parramatta Luncheon for external delivery partners held on 7 September 2023
  - d. Four community pop-up sessions held at Phive, Wentworth Point Community Centre and Library, North Rocks Shopping Centre, and Parramatta Lanes Festival
  - e. Community engagement competition delivered online and at pop-ups.
3. Key engagement statistics from public exhibition include:
  - a. 14,600 visits to the Future Parramatta page on Participate Parramatta

- b. 997 visits to the Draft Smart City and Innovation Strategy page on Participate Parramatta
  - c. 160 downloads of the Strategy documents; half of which were downloads of the full document and half downloaded an in-language summary
  - d. 191 community members engaged at pop-ups
  - e. 70+ attendees at the Future Parramatta luncheon.
4. See **Attachment 2** for an overview of engagement activities.
  5. Whilst the four draft strategies were exhibited simultaneously, their adoption has been staggered. The Social Sustainability Strategy was adopted by Council on the 11 June 2024, and the remaining two strategies are intended to be reported to Council over the coming months.

## EXHIBITION RESPONSE SUMMARY

6. During the public exhibition period, 16 submissions were received on the draft Smart City and Innovation Strategy, of which nine were from community members and seven from organisations.
7. All submissions on the draft Smart City and Innovation Strategy were supportive of the priorities and actions.
8. Submissions raised a range of matters, some of which were outside of the scope of the Smart City and Innovation Strategy. Matters outside the scope of this Strategy have been referred to relevant teams for consideration in future planning documents or for project implementation.
9. Key themes raised across the submissions and Council Officer responses are summarised below:

Theme	Summary of Council Officer response
<b>Evidence-based public and active transport</b>	Transport delivery is outside of the scope of this Strategy and will be detailed in the upcoming Integrated Transport Strategy. However, this Strategy supports transport planning in ' <i>Priority 3 – An intelligent and connected transport system</i> ' by increasing Council's capacity to analyse and utilise data and advocating to the NSW government for evidence-based decisions.
<b>Sustainable and green innovations</b>	Environmental delivery is outside of the scope of this Strategy and will be detailed in the upcoming Environmental Sustainability Strategy. However, this Strategy supports environmental planning in ' <i>Priority 2 – Climate adaptation and circular economy</i> ' by providing data and technology to support urban heat, water quality and waste avoidance projects.
<b>Increased research into new technologies and innovations</b>	Research into innovations will be completed across the workplan to support the delivery of projects, from internal digital tools to new sensors that can be employed in the public domain. A new action ( <i>Action 1.2.2</i> ) has been added as an identified gap, where Council has an opportunity to scope innovative planning methods.
<b>Partnerships across the Central River City</b>	Council staff acknowledge the importance of partnerships with key stakeholders, particularly those across the Central River City region. ' <i>Priority 5 – A thriving innovation ecosystem</i> ' contains actions which will assist with developing a stronger, more connected innovation ecosystem.
<b>Preventing data-leaks and improving trust with the community</b>	Council received responses from community and stakeholders about the importance of preventing data-leaks and improving community trust. ICT and Governance are progressing several projects and policies to improve Council's digital security. ' <i>Priority 1 – A data led and innovative organisation</i> ' covers a number of actions which can support security. A callout box talking to the

	importance of minimum viable data was added into the strategy as a result of this feedback. Additionally, a new action ( <i>Action 1.2.5</i> ) will provide resourcing to assist staff with managing and analysing data.
<b>Place based planning (not just innovation in silos)</b>	Place-based planning is a model used by various teams across Council. ' <i>Priority 4 - Transformative urban technology</i> ' contains actions which will support data and technology to be truly integrated into public domain upgrades and provides guidance to Council staff about innovations that are available to be deployed.
<b>Upskilling the community for jobs of the future</b>	Council acknowledges that emerging technologies will change the nature of work in the future. ' <i>Priority 6 – Digital participation and experiences</i> ' will identify skills gaps in our community and provide digital experiences through our libraries and community hubs.

10. See **Attachment 3** for more detailed Council Officer responses to submissions.

## PROPOSED CHANGES FOLLOWING EXHIBITION

11. Council officers recommend several post-exhibition amendments to the Smart City and Innovation Strategy, which are outlined in further detail in **Attachment 4**. In summary, changes include the following:

Proposed change	Rationale
<b>Reworded and consolidated</b> content throughout document	To streamline the document, improve clarity, and better utilise spreads.
<b>Reorganised action spreads</b> to be included within each priority section, rather than as a standalone action plan at the end of the document	To enable the reader to read the priority and associated actions more easily.
<b>Removed "outputs"</b> layer from action plan	To improve readability and clarity, as this layer was useful in the drafting of the document but not helpful for the reader.
<b>Reworded fifteen (15) actions</b>	To improve clarity about the purpose, workplan or delivery of actions.
<b>Added two (2) new actions</b>	To add new actions around innovative planning methods and data analytics staffing that were identified as gaps in a post-exhibition review.
<b>Consolidated fifteen (15) actions into seven (7)</b>	To condensed actions where they were identified to have overlapped with other actions.
<b>Removed seven (7) actions</b>	To remove actions that are already completed, in progress, and/or were not best placed in the Smart City and Innovation Strategy.

**CONSULTATION & TIMING**Stakeholder Consultation

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

<b>Date</b>	<b>Stakeholder</b>	<b>Stakeholder Comment</b>	<b>Council Officer Response</b>	<b>Responsibility</b>
Mid 2022 – Mid 2023	External stakeholders including the Australian Smart Communities Association, Greater Cities Commission, NSW Smart Places team, Sydney Olympic Park Authority, universities including WSU's Launch Pad, other Councils (City of Greater Geelong, City of Melbourne) and the Western Sydney Startup Hub	Broad support was expressed for the direction of the draft Strategy, and stakeholders offered strategic views on Parramatta's future.	Feedback was considered while preparing the draft Strategy. Stakeholders were also invited to provide feedback during public exhibition.	City Strategy
Meeting: 25/08/22, 11/10/22, 29/11/22, 16/02/23, 20/07/23, 07/03/24 By email: 04/06/24	Smart City Advisory Committee	Broad support for the direction of the strategy, particularly the evidence base behind it. Specific feedback about areas of action was workshopped during Committee meetings and a final review post-exhibition was completed by email.	Feedback was considered in the development of the draft Strategy. Changes were made to priority 2 and 3 following a post-exhibition review.	City Strategy, Infrastructure Planning and Design

Councillor Consultation

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

<b>Date</b>	<b>Councillor</b>	<b>Councillor Comment</b>	<b>Council Officer Response</b>	<b>Responsibility</b>
19 September 2022	Councillor Workshop – Timeline & engagement program	Councillors were supportive of the timeline and engagement program put forward. Councillors made suggestions to enhance the engagement program.	Council Officers ensured each ward and Parramatta CBD were covered by pop-up sessions and organised a half-day workshop to delve into content.	City Strategy
25 November 2022	Half-day Strategy workshop	Councillors provided feedback on trends, challenges, opportunities, and themes identified through research & engagement to date.	Councillor feedback was considered when progressing the draft Strategy.	City Strategy
20 February 2023	Councillor workshop	Councillors provided feedback on priorities and objectives.	Councillor feedback was considered when progressing the draft Strategy.	City Strategy
26 April 2023	Councillor workshop	Councillors provided feedback on proposed actions.	Council staff made minor updates to actions based on Councillor feedback.	City Strategy
31 July 2023	Councillor workshop	Councillors provided feedback on proposed indicators. Councillors recommended setting 'baseline TBC' where an informed baseline was not available.	Council staff added 'baseline TBC' to all but one indicator as data is not yet available to set a baseline.	City Strategy
3 June 2024	Councillor workshop	Councillors provided feedback on proposed post-exhibition changes.	Council staff considered feedback on final draft and made alterations to the wording of relevant actions, including adding examples to provide context to actions and spelling out acronyms. The actions altered because of this workshop are 1.2.3, 1.2.8. and 4.1.2.	Infrastructure Planning and Design

## LEGAL IMPLICATIONS FOR COUNCIL

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

## FINANCIAL IMPLICATIONS FOR COUNCIL

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

Delivery actions are accounted for within Council's existing resources, and a resource review of scoping actions will be completed before delivery of recommendations can proceed.





Anthony Newland  
**Group Manager Infrastructure Planning & Design**

Robert Cologna  
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John Angilley  
**Executive Director Finance & Information**

Gail Connolly  
**Chief Executive Officer**

**ATTACHMENTS:**

- |   |   |  |          |
|---|---|--|----------|
| 1 |    | Smart City and Innovation Strategy 2024-2033 | 70 Pages |
| 2 |    | Public exhibition engagement summary         | 6 Pages  |
| 3 |   | Response to submissions                      | 5 Pages  |
| 4 |  | Post-exhibition proposed changes to Strategy | 7 Pages  |

**REFERENCE MATERIAL**



# SMART CITY & INNOVATION STRATEGY

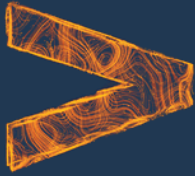
A vibrant, sustainable and  
connected Parramatta



| PARRAMATTA

2024 – 2033

## ❖ PARRAMATTA SMART CITY & INNOVATION STRATEGY



### SMART CITY AND INNOVATION STRATEGY

This Strategy has been developed in consideration and coordination with other Council Strategies and Plans, ensuring alignment of priorities, objectives and actions over the next 10 years to 2033.



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# FIRST NATIONS ACKNOWLEDGEMENT

Nunanglanungdyu baramada gulbanga mawa naa Baramadaagal dharug ngurrawa badura baramada dharug yura.

We respectfully acknowledge the Traditional Owners and custodians of the land and waters of Parramatta, the Dharug peoples.

The City of Parramatta Council recognises the Dharug people as Traditional Owners of the lands and waters that we call the City of Parramatta today.

For more than 60,000 years, Dharug people have provided stewardship of this Country, this land was never ceded.

First Nations people have long been a society of innovators, with many of their inventions used today despite significant technological change. The weirs and fish traps, stone tools, cultural burning, bush medicines and thermoplastic resins are just some of the things that are still used, and influence the way we live in modern Australia.

As the longest surviving continuous culture, First Nations people have cared for and nurtured the land and waters of the Parramatta LGA, and continue to do so today.

Parramatta has always been an important meeting place for First Nations people, particularly the Parramatta River and the land around Parramatta Square. These places have long provided life and vitality for both local people and for visitors.

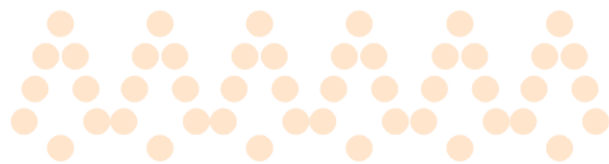
City of Parramatta recognises the significance of this area for all First Nations people as a site of early contact between the First Australians and colonists. Council acknowledges that Parramatta has a complex history, fraught with trauma but also stories of survival and resilience.

First Nations peoples continue to play a vital role in the ecological, economic, social, and cultural life of Parramatta. The principles of caring for Country, the primacy of family, and the leadership of Elders have been shared with the Parramatta community.

Smart city technologies can play a role amplifying the voices of First Nations people by preserving and documenting history, knowledge, and language, and supporting decision-making around environmental resilience. Innovation may include collaborating with Dharug people to preserve and share artefacts through augmented reality for the broader community to enjoy.

At the City of Parramatta Council, we imagine a future where the cultures, histories and rights of all First Nations peoples are understood, recognised, and respected by all Australians. The City of Parramatta is committed to making this future a reality.

**Always Was, Always Will Be,  
Aboriginal Land.**



# LORD MAYOR MESSAGE



On behalf of the City of Parramatta, I am pleased to present our Smart City & Innovation Strategy. This Strategy presents a vision for our city to be a vibrant, sustainable and connected centre of innovation that fosters the exchange of ideas.

Parramatta has been on its smart city journey for more than a decade. Our Smart City Masterplan was released in 2015, making our City one of the first Australian Council's to formalise its commitment to becoming a smart city. From these foundations, Council seeks to continue to lead by embracing emerging technologies and innovative ideas.

To inform the Strategy, we engaged with key external stakeholders, students and the community to understand what are the opportunities and the challenges for Parramatta as a Smart City.

We heard a strong desire from our community for Parramatta to be a leading smart city, particularly around improving our transport system, addressing climate change, improving the night-time economy and fostering a culture of entrepreneurship. Our community seeks opportunities for new employment and learning, particularly in the arts and creative industries, as well as enhanced digital access for all.

This strategy takes a strong community-first approach. It is committed to applying technology and innovative solutions, where they are the best fit to solving an identified problem, keeping the needs and wants of our community at the forefront. We put people first, technology second, and never the other way around.

The Strategy has been developed in consideration with other Council Strategies and Plans, ensuring alignment of priorities over the next decade to 2033.

Some of the key directions this strategy sets include:

- Supporting our innovation ecosystem, with its world-renowned universities, a burgeoning startup culture, a professional services hub in our city centre and a top-tier innovation precinct. We will continue to foster this ecosystem by collaborating with industry, researchers and the community.
- Harnessing technology and innovation to solve problems in our city, such as reducing the impact of climate change by addressing urban heat and monitoring water quality to facilitate recreation on our river.

We will work together with industry and our community to achieve our aspirations. Council will monitor progress on our action plan annually, to ensure we are achieving our goals and also responding to opportunities as they emerge.

I look forward to working with our community to ensure the City of Parramatta continues to be a vibrant and connected city with a thriving innovation ecosystem.

**Councillor Pierre Esber, Lord Mayor  
Chair of the Smart City Advisory Committee**



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# FOREWORD FROM THE ADVISORY COMMITTEE

This Smart City Innovation Strategy reflects the aspirations of the City of Parramatta to become a truly vibrant, sustainable, and connected centre of innovation. It also lays out much of the “how” in the pragmatic approach to achieving this Smart City vision.

Data and digital technologies play important roles in the strategy and will help to bring to life the Strategy’s underpinning principles:

Community-first; Transparent; Collaborative; Experimental; Resourceful and Inclusive.

Data allows us to understand the world around us: the environment, the needs of community and how people are engaging with the city. Data also powers the digital services which increasingly make our lives more connected, more productive and even more enjoyable.

Data about people, and digital services that connect with people, must be treated with care and respect. This Strategy draws on best practice, and international standards, for data and digital frameworks.

The integration of smart digital technologies into precincts and infrastructure projects will increasingly help ensure efficient use of resources and lay the foundations for smarter uses of infrastructure.

Fostering and growing the globally connected innovation ecosystem within Parramatta will drive further economic outcomes and generate many other benefits. Creating opportunities for communities to express themselves creatively and engage with digital tools will help enable and increase inclusiveness.

This is an ambitious strategy comparable to that of leading cities globally. I trust you enjoy the many, ongoing developments in Parramatta as the City takes its next steps to becoming a truly Smart City.

**Dr. Ian Oppermann**  
Deputy Chair of the Smart City  
Advisory Committee,  
Industry Professor, UTS





Credit: City of Parramatta



# STRATEGY

## AT A GLANCE

## VISION

***A vibrant, sustainable, and connected centre of innovation that fosters the exchange of ideas.***

Our vision for Parramatta is a thriving hub where people connect, collaborate, and exchange ideas. Building on the long-term vision established in our Community Strategic Plan 2018–2038 (CSP) and through consultation with the community and stakeholders, the Smart City and Innovation Strategy outlines our plan to make this vision a reality.

## PRINCIPLES

The Strategy is founded on six principles. These principles guide the implementation of our actions:

- ▶ **Community-first:** We put the needs of our community first and use technology only where it makes a difference.
- ▶ **Transparent:** We build trust around our collection and use of data.
- ▶ **Collaborative:** We work with stakeholders to experiment and deliver solutions.
- ▶ **Experimental:** We trial and test new ideas and use that information to make decisions.
- ▶ **Resourceful:** We create efficiencies and minimise waste through innovative solutions.
- ▶ **Inclusive:** We use technology to break down barriers and support equitable access.



## PRIORITIES

To achieve our vision for Parramatta this Strategy establishes six priorities over the next 10 years:

- ▼ **A data-led and innovative organisation:** We are committed to building a culture of innovation within Council where data is utilised to make evidence-based decisions.
- ▼ **Climate adaptation and circular economy:** We implement smart and sustainable technologies to prepare our community and environment for the impacts of climate change.
- ▼ **An intelligent and connected transport system:** We prioritise innovative projects that improve the accessibility of our transport system.
- ▼ **Transformative urban technology:** We integrate smart technology into our precincts and infrastructure projects to ensure efficient use of resources, to create a city that thrives in the digital age.
- ▼ **A thriving innovation ecosystem:** We work with our partners to develop a collaborative ecosystem renowned for producing and commercialising innovative ideas.
- ▼ **Digital participation and experiences:** We will create opportunities for our community to engage with digital tools, and improve their digital literacy, leaving no one behind.

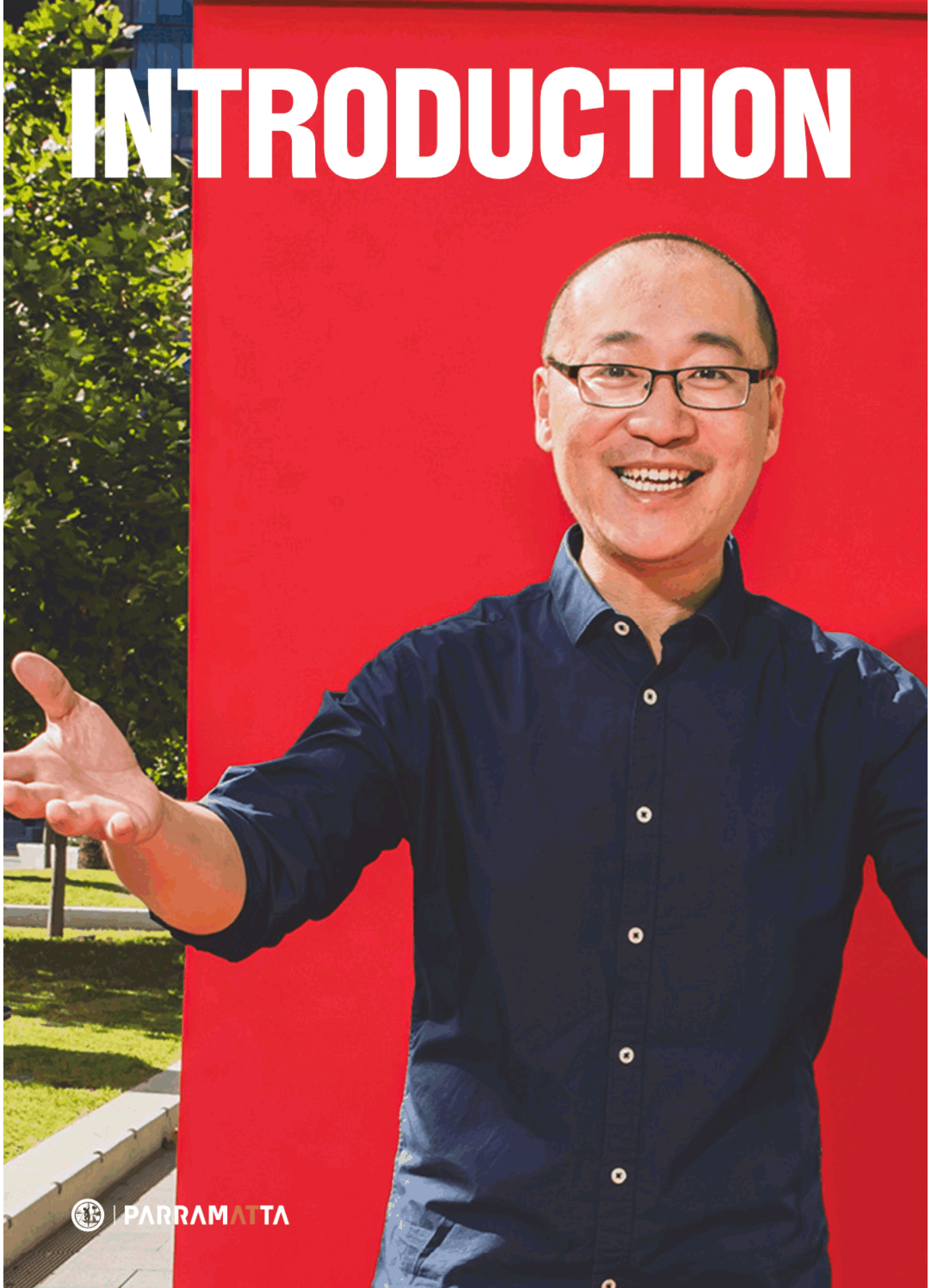
## ACTIONS

To realise the aspirations outlined in this Strategy, we must actively build upon our City's smart and innovative capabilities. This will allow us to achieve our goals and respond quickly to opportunities as they emerge.

Our actions outline what Council will do over the next four years to help us reach the objectives within our priorities and position our City for continued success.

These actions will be monitored annually and will be updated after four years to ensure continued progression of the Strategy's implementation.

# INTRODUCTION





01



"I am very proud to be part of innovative projects at PHIVE, where Council provides a venue for local communities to access cutting edge technologies, gain essential digital skills and learn critical business knowledge."

Lailei Huang, community educator



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Credit: Nikki To

# OVERVIEW

## WHAT IS A SMART AND INNOVATIVE CITY?

Smart cities harness the power of sensors and devices, data and cutting edge technologies to identify efficiencies and make evidence-based decisions. Smart cities can provide environmental, social and economic benefits. For example, using urban heat data to deliver cool spaces, provide digital experiences for our community to support their digital literacy or sharing data with startups to enable them to develop new products.

Smart cities also leverage digital platforms to interact with residents, gather feedback, and tailor services to meet specific needs. By using data to inform policy decisions, these cities continuously evolve, adapting to new challenges and opportunities in an ever-changing urban landscape.

Innovative cities foster a culture of creativity and collaboration. They encourage public, private, and community sectors to work together, solving urban challenges through novel ideas and approaches. This collaborative environment enables start-ups, accelerates technological advancements, and promotes inclusive growth, ensuring benefits reach all community members.

A combined smart and innovative city leverages these approaches to apply data, technology, novel ideas and collaboration to develop a leading city which enhances the quality of life of the community, while planning and managing the urban landscape to ensure the city evolves with the needs of diverse users.

## BEST PRACTICE CITY PROFILE

The City of London launched the Smarter London Together project in 2018, with an aim to make London the smartest city in the world. Over the last five years, the city has fostered a smart city approach to cross-sector collaboration and a budding entrepreneurial scene. This has been achieved, in part, through investment in new businesses, interconnected spaces and co-location of education and industry, as well as the extensive cultural offerings. London is home to many top-ranking universities and business schools. Four of the 18 universities in London are in the global top 50.

As a result of London's impressive educational opportunities, 59% of its residents hold a bachelor's degree or higher. London has a highly skilled workforce and is a city that supports new businesses to thrive. It has fostered an entrepreneurial culture and now houses more start-ups and programmers than almost anywhere else in the world. In 2021, technology companies in the city raised \$25.5 billion in venture capital funding, doubling the 2020 total.

Investments in cultural infrastructure support the innovation ecosystem by providing amenity that encourages people to utilise the city outside of work. The 33 boroughs that make up the City of London provide major funding to venues and activations. They also provide event programs and are strategic brokers for key partner networking.

The cultural infrastructure of London is supported by the London Culture Forum, a network of representatives from the 33 boroughs that meet to discuss local arts and cultural events, share practices, and identify opportunities for collaboration and advocacy.

Parramatta has been on its smart city journey for more than a decade. Our Smart City Masterplan was released in 2015, making Parramatta one of the first Councils in Australia to formalise its commitment to becoming a smart city.

### WHY DOES PARRAMATTA NEED TO BE A SMART AND INNOVATIVE CITY?

As Sydney's Central City, Parramatta faces significant challenges on its journey to becoming a global city, such as increased density, congestion, and environmental risks including rising temperatures and floods.

To manage these and other issues that may arise, we need to invest in innovative ideas to create efficient solutions at local, regional, national and global levels.

Data collected across the local government area (LGA) can provide valuable insights into how our City functions, how our community moves around, and what we need to do to make Parramatta more vibrant, sustainable, and connected.

This data helps Council staff, other government departments, our community, and our industry partners to make evidence-based decisions, and to implement new technology and processes.



# OUR JOURNEY

The City of Parramatta has been a leader in the smart city space, and was one of the first local governments in Australia to adopt a smart city plan. Council began its smart city journey by working on ad hoc projects in 2009, before releasing its first Smart City Masterplan in August 2015.



Credit: City of Parramatta

Since 2015, the City has developed a range of smart initiatives, including:

- **Melrose Park – Climate Responsive Neighbourhood:** A pilot of smart technology to capture, analyse and visualise local environmental data in real-time through a public dashboard to measure developer compliance.
- **Floodsmart Parramatta:** A digital service that uses geospatial mapping for the Upper Parramatta River within the Parramatta LGA that helps residents and businesses understand if their property is at risk of flood. FloodSmart also provides a text-based flood warning service.
- **CBD Parking Finder:** An online platform showing the location, availability, and type of parking across Parramatta's CBD.
- **Phillip Street – Smart Street:** A streetspace update which involved installing water misters, and technology to monitor pedestrian and vehicle counts, which allows the street to be responsive to the climate and different user groups.

## ONGOING WORK

Council has demonstrated its commitment to digital innovation through the recent development of the Parramatta Square precinct and PHIVE, a new community, cultural and civic hub.

In addition, the City has supported the development of the strategic vision of Westmead Health and Innovation District, including the North Parramatta Start-up Hub.

Parramatta was also one of the first Councils to sign the NSW Smart Places Customer Charter and has received support from the NSW Smart Places Acceleration Program to enhance air quality and the planning process.



## THE FUTURE FOR COUNCIL

As an organisation, the City of Parramatta will strive to lead innovation in the public sector by embracing emerging technologies and developing clear policy positions on how we will operate as a smart city.

Council will continue to enhance our processes for collecting and using data. All Council staff will have access to quality, integrated, and analysed data that will support evidence-based decision-making and improve the lives of our community.

By harnessing the potential of data, technology, and innovative problem-solving, we can uncover new ways to improve the quality of life in Parramatta. This means we can support the community to adapt to change and help us to overcome the complex challenges facing our cities such as urban heat, efficient resource management, rapid population growth, and accessibility of transport systems.

## THE FUTURE FOR THE CITY

As Parramatta's population grows over the coming decades, large-scale urban development projects will help us meet community needs.

Key infrastructure projects include Sydney Metro West, the Powerhouse Parramatta, Civic Link, and the transformation of the Parramatta North heritage core.

In addition to developing new infrastructure, we will continue to bring Parramatta into the digital age.

Technology is evolving at a rapid pace and changing the way we live, work and play. Over the next 10 years, we will see Parramatta embrace both physical and digital transformation to become a more vibrant, sustainable, and connected place.

# OUR INNOVATION ECOSYSTEM

A connected and collaborative ecosystem creates a culture of innovation and encourages the implementation of new technologies and the development of innovative solutions that improve the lives of the people who live, work and play in Parramatta.

This page highlights some of the key attributes, infrastructure and demographics that contribute to creating a thriving ecosystem. Parramatta's innovation ecosystem is built on partnerships between different stakeholders, such as government agencies, research institutes, local businesses, and interested community members.



Credit: City of Parramatta



**Smart People**  
**HIGHLY EDUCATED**

Parramatta is one of the most highly educated communities in the country, with 44.4% of residents possessing a tertiary qualification compared to the NSW average of 27.8%, and double the rate of post-graduate qualifications compared to the NSW average.



**Smart People**  
**YOUNG & DIVERSE**

In 2021, 19.4% of people in Parramatta were young workers (25–34), compared with 15.5% in Greater Sydney. More of our residents also speak another language other than English, compared with Greater Sydney (56.4% compared to 37.4% in 2021).



**Smart Mobility**  
**PUBLIC TRANSPORT ACCESS**

Approximately 390,000 Greater Sydney residents can access employment in the Parramatta CBD within 30 minutes by public transport. The Metro West and Parramatta Light Rail development will increase this further.



**Smart Environment**  
**GREEN STAR BUILDINGS**

Council has led the way building PHIVE, a 21st-century smart building. Its cutting-edge design targeting a 6-Star Green Star Design rating from the Green Building Council of Australia.



**Smart Governance**  
**COMMUNITY PARTICIPATION**

Participate Parramatta, Council's online engagement platform, has been accessed by over 196,000 unique visitors and viewed more than 380,000 times since launching in 2020.



**Smart Governance**  
**DIGITAL CHANNELS**

Council's digital channels are being used more frequently since COVID-19, with 56% of businesses surveyed in 2021 using the Council website for queries, compared to just 19% of who visited an in-person service centre.



**Smart Economy**  
**WESTMEAD INNOVATION DISTRICT**

\$1 billion is being invested into the redevelopment of Westmead Health and Innovation District, along with a \$53.8 million investment in Parramatta North to create the Western Sydney Start-up Hub, which opened in October 2022.



**Smart Economy**  
**BUSINESS GROWTH**

Whilst Parramatta had a comparable growth rate to the Sydney CBD in 2021–22 (5.3% compared to 5.1% respectively), we are experiencing high growth in our key precincts. Westmead saw a 10.3% growth in new businesses, whilst Sydney Olympic Park recorded a 15.4% annual increase.



**Smart Living**  
**POWERHOUSE PARRAMATTA**

Powerhouse Parramatta is set to be the largest museum in NSW at over 18,000sqm. The space will boost Parramatta's visitor economy with 2 million people to visit within the first year of opening, as well as creating new jobs in the creative, education and hospitality sectors.

# HOW WE DEVELOPED THIS STRATEGY

## BEST PRACTICE RESEARCH

In preparing the Strategy, Council developed a research paper to examine the following areas:

- ❖ **Best practice strategies in other cities:** A horizon scan of successful smart and innovative cities around the world to identify best practices. This involved reviewing case studies and analysing the implementation approaches of leading cities. Key lessons were applied to a Parramatta context.
- ❖ **The future of Parramatta:** An analysis of future trends for Parramatta to determine where innovative approaches could be best utilised to support the liveability, sustainability and prosperity of our City.

### THE SIX CHARACTERISTICS OF A SMART CITY

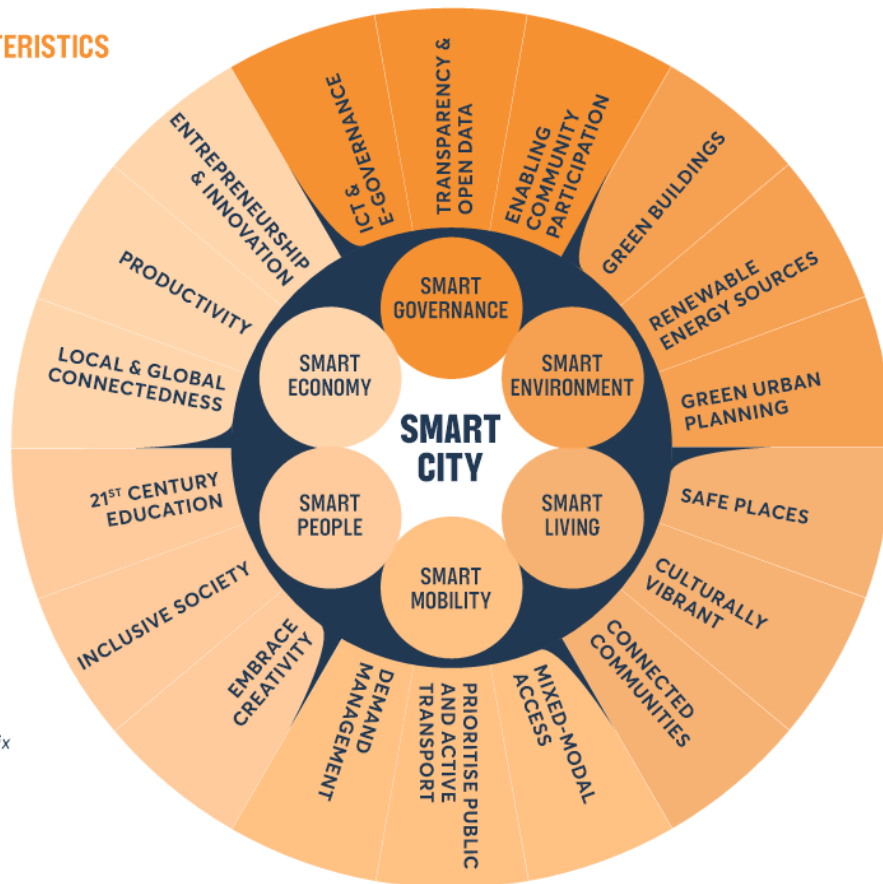


Figure 1: Adapted from Giffinger et. al. (2007) six characteristics of a smart city



## COMMUNITY AND STAKEHOLDER ENGAGEMENT

Council conducted extensive engagement with the community and key stakeholders to identify how smart city and innovation international best practice could be applied in our unique city.

Though this process we engaged with over **450 community members and stakeholders**.

The insights gained from the consultation process ensured that the needs and priorities of our community are reflected in our Strategy.

We consulted with:

- **40+ stakeholders** such as state agencies, major employers, universities, private sector, technology experts and neighbouring local councils.
- **10+ smart city experts** including Council's Smart City Advisory Committee.
- **100+ internal staff and Councillors**.
- **100+ primary and high school students**.
- **200+ community members** including residents, businesses, workers, and visitors (via pop-ups kiosks, online and paper surveys, and online focus groups).

## EMERGING THEMES

### SMART ECONOMY

- Improve the night-time economy and activations after dark.
- Foster a culture of entrepreneurship in Parramatta.

### SMART PEOPLE

- Create new employment and learning opportunities, particularly in the arts and creative industries.
- Highlight our First Nations and colonial heritage, as well as our multi-cultural community.

### SMART GOVERNANCE

- Provide digital access to the community to improve participation, but don't leave anyone behind.
- Improve data management and governance structures.

### SMART MOBILITY

- Improving connectivity within the LGA and Greater Sydney by active, public, and private transport.
- Move away from fossil-fuelled public and private transport.

### SMART ENVIRONMENT

- Better manage our resources to reduce our impact, with a focus on circularity.
- Display leadership in creating greener, more sustainable places and jobs.

### SMART LIVING

- Use data to improve quality of life, including creating safer and more welcoming spaces.
- Improve internet connectivity across the LGA and provide free public Wi-Fi.

# STRATEGIC CONTEXT

## STRATEGIC ALIGNMENT

This Strategy draws on a number of strategic directions, policies and initiatives from the local to global level (see Figure 2). Two of the key State drivers, the Smart Central River City Blueprint and the Smart NSW Roadmap, set out the NSW Government’s vision for the use of data and technology to improve places in NSW.

### Smart Central River City Blueprint 2022:

The Central River City is made up of six LGAs. The Blueprint envisages the Central River City as Sydney’s true, connected, unifying centre. A place where technology and data are fully utilised to create a liveable and sustainable region with appropriate levels of housing and employment. The City of Parramatta works closely with other LGAs to achieve this vision.

### SmartNSW Roadmap 2022–2027:

The SmartNSW Roadmap provides guidance on the use of smart solutions to improve places and services for citizens and businesses across NSW. The Roadmap establishes actions (across three streams: foundations, enablers and programs) for creating successful smart places.



### LOCAL

Parramatta LGA

- Sydney Olympic Park 2050
- Westmead 2036 Place Strategy
- Camellia-Rosehill Place Strategy.



### REGIONAL

Dharug Nation (dotted)  
Central River City (solid orange)

- Central City District Plan
- Smart Central River City Blueprint
- Greater Parramatta to Olympic Park Peninsula Place-based Infrastructure Compact.



### STATE

- NSW Smart Places Strategy 2020 and Playbook
- The Six Cities Region Discussion Paper
- SmartNSW Roadmap 2022–2027
- NSW Future Transport Strategy 2056
- Connecting with Country Framework, NSW Government Architect
- NSW Public Spaces Charter and NSW Smart Public Spaces Guide
- Artificial Intelligence Strategy.

## OTHER POLICY AND FRAMEWORKS

### INTERNATIONAL AND NATIONAL STANDARDS

In 2022, Standards Australia published a Data and Digital Standards Landscape document which identified eight areas of standards that cover the data and digital space: artificial intelligence, data management and interchange, information security, cybersecurity and privacy protection, Internet of Things (IoT), cloud computing and smart cities.

Council will utilise guidance from Standards documents to ensure our work is aligned with best practice. Key Standards that will be used include Smart Cities and Digital Engineering. The City of Parramatta Council is well positioned to play a leading role in scaling Standards to suit the local government context.

### STATE FRAMEWORKS AND LEGISLATION

- Privacy and Personal Information Protection Act 1998
- Data Governance Toolkit
- Smart Places Data Protection Policy
- Smart Infrastructure Policy
- Internet of Things (IoT) Policy
- Cyber Security Policy
- Infrastructure Data Management Framework
- Artificial Intelligence (AI) Assurance Framework and AI Ethics Policy.

### ASSOCIATIONS

- Signatory of NSW Smart Places Customer Charter
- Member of Australian Smart Communities Association.



### NATIONAL

- Australian Smart Cities Plan 2016
- Statement of Principles for Australian Innovation Precincts
- Closing the Gap Targets and Outcomes (Target 17: By 2026, Aboriginal and Torres Strait Islander people have equal levels of digital inclusion).



### GLOBAL

- UN Declaration on the Rights of Indigenous Peoples
- UN Sustainable Development Goals (Goals 9: industry innovation and infrastructure, and 11: sustainable cities and communities).

**Figure 2:** Local to global policies and initiatives that influence, guide, and support this Strategy

# HOW WE PLAN

## INTEGRATED PLANNING AND REPORTING

All planning at Council is conducted within the Integrated Planning & Reporting (IP&R) framework – a mandatory framework for all NSW councils (Figure 3).

City of Parramatta's Community Strategic Plan 2018–2038 (CSP) is the leading plan in this framework. The CSP sets out the City's long-term goals and outlines our vision to become;

***"Sydney's Central City: sustainable, liveable and productive – inspired by communities."***

The Smart City and Innovation Strategy has been developed in response to the CSP and addresses the challenges currently facing the community. It supports our CSP vision by establishing further priorities and action areas that foster a vibrant, sustainable, and connected Parramatta.

## COUNCIL'S ROLE

Council plays a very broad role in delivering strategy across the City and our level of control over outcomes can vary. To provide clarity on our levels of responsibility, this Strategy uses a deliver, partner, advocate model.

### DELIVER

Council delivers a wide range of programs and services including waste collection, libraries, childcare, maintenance of local roads and public spaces, recreation facilities and programs, community care, special events and regulatory functions.

**Example:** We can directly contribute to creating a smart city through the provision of connected infrastructure, improved digital platforms, and research and policy development.

### PARTNER

Council builds strategic partnerships with federal and state government agencies, the private sector, community organisations, and a range of other stakeholders that will contribute to delivering the Strategy's objectives.

**Example:** We can partner with community, industry, universities, and other government organisations to deliver broader strategic objectives such as the development of a mature innovation ecosystem across Western Sydney.

### ADVOCATE

When we are not in a partnership or do not have direct control over an issue, Council gives voice to the needs and aspirations of the community through advocacy. We advocate for action or policy changes to government and industry to bring about the best outcomes for our community.

**Example:** We can advocate for planning and legislation changes at state or federal government levels that will support our smart city journey, such as Transport for NSW to improve transport data collection.

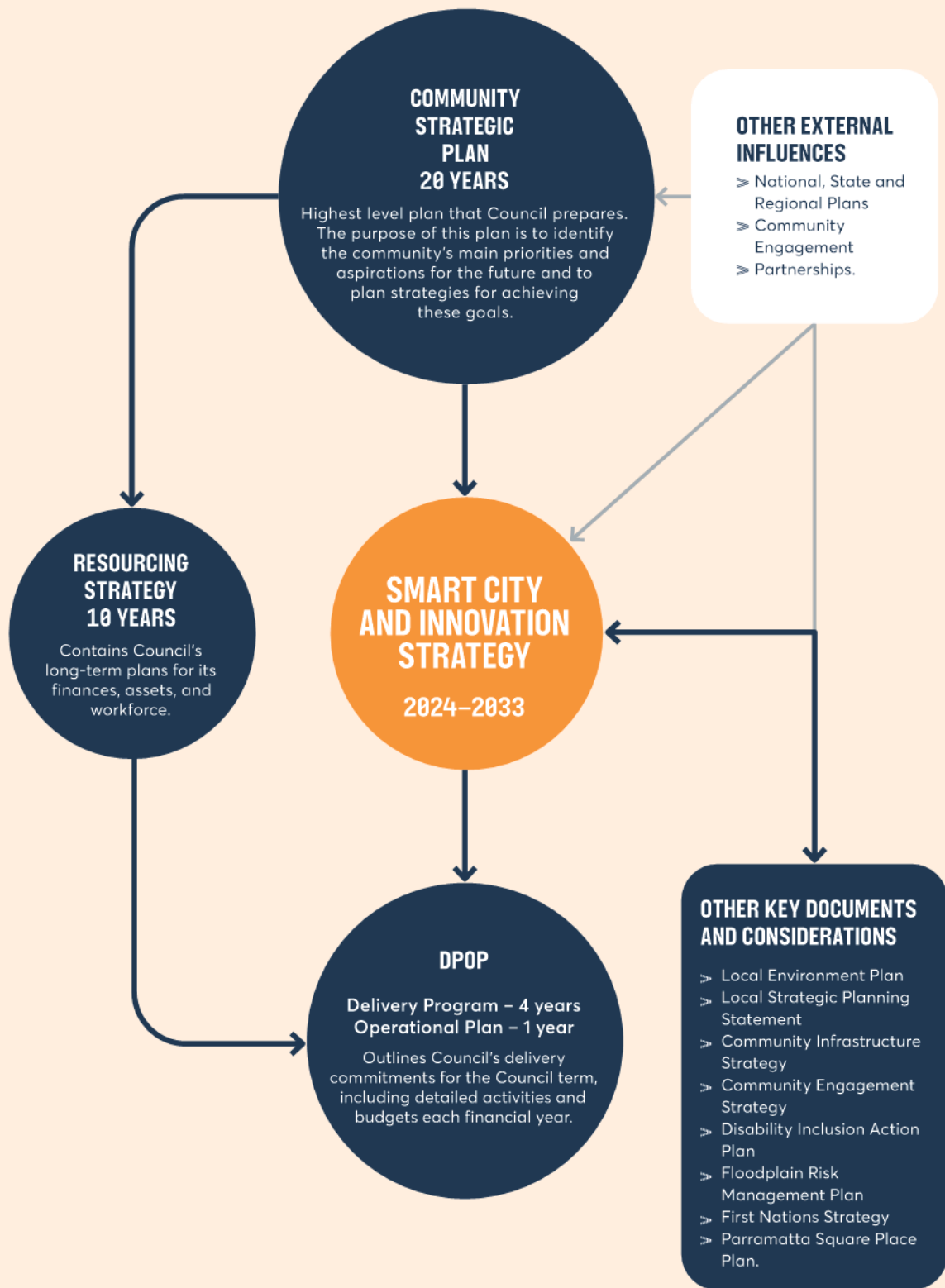


Figure 3: Council's Integrated Planning and Reporting framework

# THE STRATEGY



02



"We need physical spaces diffused across the city so it's not just university incubators, but innovation being supported and encouraged everywhere"

Executive Director, Western Sydney University



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Credit: Western Sydney University Launch Pad

# OUR VISION, PRINCIPLES, AND PRIORITIES

## OUR VISION

**A vibrant, sustainable, and connected centre of innovation that fosters the exchange of ideas.**

We believe the young, diverse, and educated population of our area forms the foundation of Parramatta's innovative potential. At the geographic centre of the Sydney region, Parramatta's flourishing economy is built on collaboration between enterprise, research institutions and residents, promoting a culture of innovation and driving economic competitiveness.

We are dedicated to improving quality of life in our City. We leverage data, technology, and innovative approaches to solve the problems faced by residents in Parramatta.

Our vision is supported by the following global drivers and enablers:

### DRIVERS

- **Humanising smart cities:** The benefits to our communities, elevating diversity and creating equity are at the heart of everything we do in the smart city space.
- **Green and adaptable:** Striving towards a more sustainable and circular city that is adaptable to climate changes now and into the future.
- **Embracing digital:** Leaning into the global shift towards digital experiences, future-proofed public domain, autonomous systems and data-led economies to improve productivity and create efficiencies.

### ENABLERS

- Technological infrastructure
- Data policies and standards
- Digital connectivity
- Resourcing and capability building of staff within Council and externally
- Governance frameworks
- Funding and financing of projects
- Partnerships and collaboration.



## OUR PRINCIPLES

The Smart City and Innovation Strategy is founded on six core principles determined through engagement with our residents, government and industry stakeholders. Each principle serves as a value-based guide applied to all smart city and innovation projects in our City.

These principles reflect our community's expectations about the way we work, particularly where technological advancements are everchanging.

### COMMUNITY FIRST

We put the needs and interests of our community first, learning from First Nations' wisdom, and using technology only where it makes a meaningful difference to our environment or to the lives of our community.

### TRANSPARENT

We build trust with our community by making information accessible, only collecting the minimum viable data, and never sharing or purchasing identifiable information.

### RESOURCEFUL

We will use technology to make the most of what we have, maximising efficiency and minimising waste.

### COLLABORATIVE

We work collaboratively with stakeholders to create a culture that supports experimentation and creative thinking to develop solutions.

### INCLUSIVE

We aim to leverage technology to break down barriers and to support equitable access to opportunities and services for everyone in our community.

### EXPERIMENTAL

We trial and test new ideas to ensure our decisions are evidence-based and supported by data.

## OUR PRIORITIES

Our priorities provide long-term directions and a framework for guiding Council to support our community, businesses, and City to achieve our vision. Our six priorities are:

- ✦ **A data-led and innovative organisation:**  
We are committed to building a culture of innovation within Council where data is utilised to make evidence-based decisions.
- ✦ **Climate adaptation and circular economy:**  
We implement smart and sustainable technologies to prepare our community and environment for the impacts of climate change.
- ✦ **An intelligent and connected transport system:**  
We prioritise innovative projects that improve the accessibility of our transport system.
- ✦ **Transformative urban technology:**  
We integrate smart technology into our precincts and infrastructure projects to ensure efficient use of resources, to create a city that thrives in the digital age.
- ✦ **A thriving innovation ecosystem:**  
We work with our partners to develop a collaborative ecosystem renowned for producing and commercialising innovative ideas.
- ✦ **Digital participation and experiences:**  
We will create opportunities for our community to engage with digital tools, and improve their digital literacy, leaving no one behind.

Each priority delivers city, community and organisational smart city and innovative solutions relevant to Parramatta as a place, best practice evidence, and aspirations which have been identified by our community.

**PRIORITY 01**

# A DATA-LED AND INNOVATIVE ORGANISATION

We are committed to building a culture of innovation within Council where data is utilised to make evidence-based decisions.

Quality data and innovative digital tools are an important component of an informed, evidence-based decision-making process. Better decisions mean smarter spending and better outcomes for the City of Parramatta Council.

Data is the foundation of most smart and innovative initiatives. Reliable, quality data can be harnessed to inform a range of different decisions including allocating resources, prioritising projects, writing policy, building business cases, and evaluating our own performance.

Quality data allows Council to be more decisive and to resolve issues faster, resulting in improved environmental, social and economic outcomes. Data can also enhance the efficiency of processes by making Council more agile, and ready to capitalise on opportunities, such as grant funding and pilot programs.

Enhancing the existing approach to data management will unlock new opportunities to use our current data. Over the next 10 years, new digital tools will be introduced across Council to process, analyse and understand our data. The consistent and appropriate use of these tools is supported by the application of data standards.



Developing a culture of innovation means providing our staff with access to quality data and tools, as well as opportunities to improve digital literacy skills. Staff are supported to find solutions by imagining how things could be done differently including applying approaches from different fields, such as systems or design thinking. Programs and initiatives to support and celebrate novel ideas, experimentation and innovation will be central to our success.

Data leadership supports all other priorities outlined in this Strategy, contributing to more efficient service delivery, and enabling Council to monitor and adapt to its environment proactively.

## WHAT COUNCIL IS ALREADY DOING

Council collects significant amount of data across the organisation, from information about waste to road conditions, to community perceptions and attendance at events. The data we collect provides us with information that we can use to deliver projects more successfully in the future. As the volume of information that Council collects increases, it is important that we invest in data integration that allows us to overlay multiple datasets to see the impact of different variables.

## WHAT WE HEARD

You told us that considering data is often at the core of smart and innovative city concepts. It will be vital to ensure Council's systems are streamlined and set up for success. You want:

- Clear communication about what data is being collected by Council and how it will be used.
- Adoption of Australian Standards for data collection.
- Stronger data privacy and cyber security protections.
- Improved capabilities in relation to the way Council collects, analyses, uses and maintains data.
- Improved data access so that the community can obtain data in an easy and intuitive way.

**"We want Parramatta to be a city that is 'live', meaning collecting metrics and measurement to enable us to experiment to enhance the lived experience of the city."**

*Community member*

## BENEFITS OF DATA-LED DECISIONS



## MINIMUM VIABLE DATA

To keep our community safe, we have a commitment to only collecting the data that's required by Council, or our partners, to make informed decisions.

We don't collect additional information from community members that isn't needed. This way, we reduce the risk of privacy breaches and information being accessed by unauthorised sources.

## A GLIMPSE INTO THE FUTURE

Derek is a newly hired staff member working at City of Parramatta. As part of his onboarding, he is required to complete a comprehensive data and privacy training program.

The program covers Council's data policies and data management best practices, as well as training on the handling and destruction of sensitive information, cyber security, and data breaches. The program also includes training on how to interpret and understand data that is collected by Council which will support Derek to make evidence-based decisions.

Throughout the training, Derek is given real-world scenarios and examples to better understand the importance of data and how it can support his work within the Council. He is also provided with resources and tools to help him upskill in the use and management of data.

Later, Derek is running a survey with community members about upcoming upgrades to the City's parks. As Derek has received suitable training, he knows to only collect minimum viable data from his survey participants. He does not collect the names of participants. He only asks for their age, gender and postcode for the purpose of demographic analysis. After collecting the data, Derek ensures that it is stored securely to protect it from potential cyber security breaches.

## CASE STUDY

### BOSTON, USA

The 'Data-Driven Boston' program is a city-wide initiative implemented by the city in partnership with Boston University, to increase the use of data and analytics in decision-making.

A key component of the program is the creation of the Boston Analytics Platform, which provides a single point of access to over 500 datasets from city agencies.

This allows city staff and residents to easily access and analyse data on topics such as crime, transportation, and housing.

The platform also includes a variety of visualisation tools to help users make sense of the data and identify patterns and trends.

Additionally, the program provides data training and resources to city employees, as well as funding and support for data-related projects proposed by city staff and community organisations.

## WHAT WE ARE DOING

These are Council's objectives and actions relating to a data-led and innovative organisation.

OUTPUT	NO.	ACTION
<b>OBJECTIVE 1.1</b>	<b>Implement data standards and governance frameworks</b>	
	<b>1.1.1</b>	Implement a data governance framework
	<b>1.1.2</b>	Establish policies and procedures for effective data management that complies with relevant standards
	<b>1.1.3</b>	Implement a data integration framework
<b>OBJECTIVE 1.2</b>	<b>Embed innovation in Council's culture</b>	
	<b>1.2.1</b>	Improve existing corporate and project reporting systems
	<b>1.2.2</b>	Scope world's best practice in innovative planning approaches to understand potential application to the Parramatta context*
	<b>1.2.3</b>	Investigate and recommend improvements for user-friendly Geographic Information System (GIS) and capital works monitoring systems*
	<b>1.2.4</b>	Create an internal data portal to improve access to quality data
	<b>1.2.5</b>	Create an internal data analytics function
	<b>1.2.6</b>	Upskill Council staff in data literacy
	<b>1.2.7</b>	Enable internal innovation through programs and incentives
	<b>1.2.8</b>	Support implementation of NSW Government digital tool trials, such as Artificial Intelligence (AI) and Machine Learning (ML) projects

\*The preparation of the scope and investigative research will identify options and resourcing requirements prior to a decision on implementation of the action.

**HOW TO READ THE ACTION PLAN**

**Year** refers to the year that the action will be completed by. Our first program of work will be completed in the next 2 years (by 2026) and then next within 4 years (by 2028).

**Response to CSP** reflects the relevant CSP goal that this work will contribute to (Fair, Accessible, Welcoming, Green, Thriving, and Innovative).

**Council's role** refers to the Deliver (D), Partner (P), Advocate (A) model of work adopted in the CSP.

YEAR	RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	TARGET
2	Fair Innovative	D	Staff perception of how data is used across the organisation	Baseline TBC
2	Fair Innovative	D		
2	Fair Innovative	D		
2	Innovative	D	Number of Council projects that incorporate innovative digital tools	Baseline TBC
4	Innovative	D		
4	Innovative	D		
2	Innovative	D		
4	Innovative	D		
2	Fair Innovative	D		
2	Innovative	D		
2	Innovative	D P		

## PRIORITY 02

# CLIMATE ADAPTATION AND CIRCULAR ECONOMY

We implement smart and sustainable technologies to prepare our community and environment for the impacts of climate change.

Council must monitor and protect Parramatta's river, waterways and parklands. We are also responsible for leading conversations, generating new ideas, and supporting solutions to climate related challenges.

It is essential that we harness the power of technology to prepare the City and the community for the impacts of climate change. Rising temperatures, increased flooding, and severe storms have made climate-related risk evident to our community.

This Strategy will support other Council environment-related documents by providing data and technology to support project planning and delivery.

Data and technology can help create climate-responsive urban systems, buildings and public spaces. Climate-responsive design can lessen some of the impacts of climate change. For example, flexible structures can be installed in public spaces that can be adjusted to suit weather conditions, like extreme heat or rain events, to ensure the spaces remain comfortable.

Council can provide our residents with access to environmental data. This empowers residents to make informed decisions on how to use and protect the City's highly valued blue and green spaces. For example, this data can help residents find a cool place nearby to go on a hot day, or help them decide whether it is safe to swim in the Parramatta River. Access to environmental data also spurs 'citizen science' projects such as community reporting on issues including water quality.





Credit: City of Parramatta. Netuox R712 temperature and humidity sensor

Resource management is an important part of the conversation in a growing city like Parramatta. Council aims to adopt a circular and regenerative approach to our resources. In collaboration with our local industry and residents, we will move away from the traditional linear model of 'take-make-waste' and instead find ways to recapture and reuse waste products.

Innovative manufacturing techniques and digital technology play an important role in the transition to circular resource use. For example, Council began its circular economy journey by using recycled materials as road base in the Granville Smart Street Project. By leveraging advances in technology, we can reduce our resource consumption, improve waste management, and create new products and services from waste.

## WHAT COUNCIL IS ALREADY DOING

The City's commitment to environmental monitoring and the use of data to guide decision-making is a step in the right direction. Projects like the Phillip Street – Smart Street use technology to respond to the environmental conditions, while Council's FloodSmart service provides critical information to communities to help them understand and prepare for flood risks in their area. The Melrose Park Climate Responsive Neighbourhood project piloted real-time information to residents about noise and air quality to help them understand the impact of construction activity near their home.

## WHAT WE HEARD

You told us Parramatta has the potential to be a world-class exemplar for environmental sustainability. You want:

- Technology that teaches you about the environment and helps to foster a connection with nature.
- A city that takes action in relation to rising temperatures and flooding using advancements in data and technology.
- More environmental data to help inform city planning and decision-making.
- Improved access to environmental data for residents to guide everyday lifestyle choices.
- More efficient use of existing resources.
- More local opportunities in the circular economy sector.

**"Environmental challenges like urban heat and flooding along the river are major issues, smart thinking should help mitigate them and support our communities to be better prepared for them."**

*NSW Health staff member*



*Credit: City of Parramatta*

## A GLIMPSE INTO THE FUTURE

Riya is a small business owner whose main goal is to run a profitable and sustainable business that provides jobs and supports the local economy. She faces many challenges in her business, including a limited budget, competition from larger companies, and a lack of access to information about available materials. It requires time and effort for her to find and purchase the right materials.

Council's new digital resource platform has revolutionised the way she procures materials and has helped address her resourcing challenges. She now uses a data portal to search for and purchase second-hand materials for her business.

She finds the portal to be a valuable tool because it allows her to easily access information about the availability of materials, to compare prices, and to connect with suppliers. The portal provides a simple and cost-effective way for Riya and other business owners to adopt sustainable business practices.

## CASE STUDY

### SINGAPORE

The City of Singapore has implemented a smart water management system to ensure the quality of its water supply. The system uses a network of sensors and real-time monitoring to detect potential issues and alert operators to leaks, spills, and changes in water quality.

It also uses advanced analytics to optimise treatment processes, improve the overall efficiency of the water treatment system, and reduce energy consumption.

The system also uses smart water meters to monitor water usage in individual households and buildings, which helps to detect and prevent water wastage.

It uses weather and demand forecasting to optimise the production of water and ensure a steady supply to meet the needs of the population.

## WHAT WE ARE DOING

These are Council's objectives and actions relating to climate adaptation and circular economy.#

OUTPUT	NO.	ACTION
<b>OBJECTIVE 2.1</b>	<b>Protect our community from climate change using innovative solutions</b>	
	2.1.1	Improve local urban heat data to identify and communicate place-based conditions impacting local climate
	2.1.2	Identify a suite of heat mitigations solutions supporting Council projects and planning*
	2.1.3	Investigate real-time water quality monitoring technologies*
	2.1.4	Trial remote stormwater monitoring technologies to identify improvement opportunities*
	2.1.5	Identify and fill gaps in data collection to support resilience planning
	2.1.6	Scope opportunities to improve environmental warning networks*
<b>OBJECTIVE 2.2</b>	<b>Facilitate circularity within the LGA</b>	
	2.2.1	Identify opportunities to utilise new technologies and data to enhance waste avoidance and resource recovery within Parramatta
	2.2.2	Identify enabling infrastructure required for circularity within precincts to inform advocacy to the State Government and planning within Council*

#Further detailed environment-related delivery actions are led by the Environment Sustainability Strategy and will be supported by relevant teams across Council. This Strategy focuses on the data and technology innovations that support program delivery.

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YEAR	RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	TARGET
2	Green Innovative	P	Community satisfaction with climate adaptation solutions	Baseline TBC
2	Green Innovative	D		
2	Green Innovative	D		
4	Green Innovative	D		
2	Green Innovative	P		
4	Green Innovative	D		
4	Green Innovative	P	Community waste diverted from landfill	85% diversion rate for community waste by 2038
4	Green Innovative	P A		

**PRIORITY 03**

# AN INTELLIGENT AND CONNECTED TRANSPORT SYSTEM

We prioritise innovative projects that improve the accessibility and efficiency of our transport system.

**A well-connected and easy-to-navigate transport system is the foundation of a liveable city. The goal of this priority is to improve the transport network experience for residents and visitors, and to identify additional and complementary transportation services.**

As Parramatta's population continues to grow, we need a greater variety of transport options so that work, home and leisure activities can be accessed with ease. Increasing sustainable travel options will enhance liveability, ease congestion, and simplify navigation for our residents and visitors.

This Strategy will support other Council transport-related documents by providing data and technology to support project planning and delivery.

Parramatta is the geographic centre of the metropolitan Sydney transport network. As a major transport interchange, there is significant opportunity for Parramatta to continue to grow and expand into innovative modes of transport like micro-mobility and rideshare options.

Projects like Parramatta Light Rail and Sydney Metro West will improve connections and expand travel choices within our area and to other parts of Greater Sydney.



To maximise the benefits of these major infrastructure projects, technology can be used to enhance the customer experience. For example, Mobility as a Service (MaaS) platforms can provide a seamless and personalised experience. Micro-mobility options, and first and last-mile links will require Council to reconsider shared spaces, particularly carparks and kerbside lanes, to maximise public benefit.

By collecting data about people movement and being open to scaling successful transport innovations, Council can work with partners like Transport for NSW to improve movement in our area.

## WHAT COUNCIL IS ALREADY DOING

Council is committed to being a test-bed for transport innovation. Council has invested in numerous sensors across the local government area to help us make decisions that improve network connectivity. Council has installed people counters in Parramatta Square and bike counters across our cycleway network to measure how people are using our spaces and make informed decisions about any changes. Council is also trialling new technology, such as video analytics, that can help us to review transport hazards and make our places safer.

## WHAT WE HEARD

You told us that public transport and mobility is the top priority for future smart city initiatives. You want:

- Prioritisation of, and improved investment in, last mile connectivity and micro-mobility choices.
- Transport planning to be informed by traffic flow data.
- Creativity and innovation in how we re-allocate existing road space so that all modes of transportation can coexist.
- Increased partnerships between government and private sector to implement smart and innovative mobility solutions.

"The real question is how do we remove the need for private vehicles? We have to trial these emerging mobility technologies and see what works and then scale them here in Parramatta."

*Transport for NSW staff member*

### ORDER OF ROAD USER SPACE CONSIDERATIONS

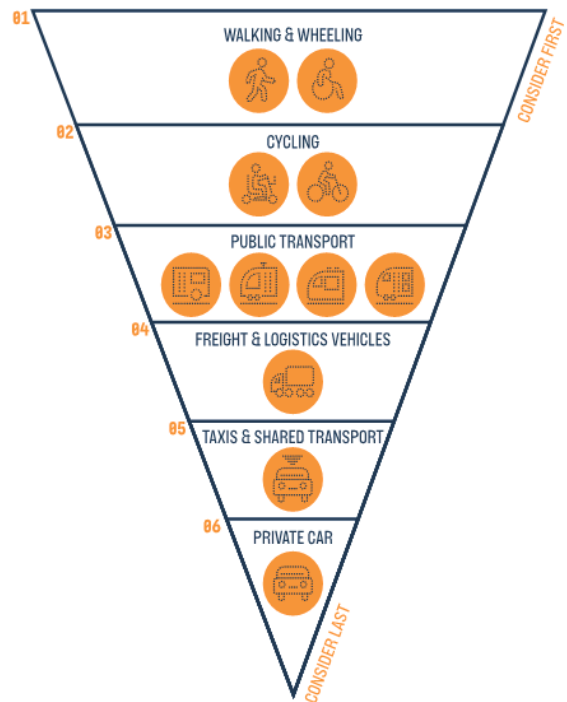


Figure 5: Prioritisation order of road user space considerations



## A GLIMPSE INTO THE FUTURE

Rory is a recent graduate who lives in a new development in Epping.

He used to drive to Parramatta CBD for work, but his commute has changed dramatically in recent years. He now takes advantage of a fully integrated transport system, which allows him to access a variety of transportation options easily.

He walks to a nearby bike station, borrows a bike with a transport card, rides to work and returns it, saving money while reducing his carbon footprint.

He also uses a car-sharing service for errands or trips outside the City.

He plans, books, and pays for his trips on an integrated platform, providing him with more flexibility and reducing the need for a personal vehicle.

## CASE STUDY

### HELSINKI, FINLAND

The Helsinki region has extended an open invitation to companies, both Finnish and international, to participate in the development of a Personal Mobility as a Service (PMaaS) system.

The goal is to allow users to access a variety of transportation options such as cars, buses, trains, and bikes via a single platform. This will provide a convenient and efficient way for people to travel by allowing them to easily plan, book and pay for different modes of transport on one platform.

Companies can participate in different ways, such as by offering technology solutions, transportation services, or consulting services.

For example, the Jätkäsaari Mobility Lab, set up on the streets of the Jätkäsaari-Ruoholanti district provides a real-world environment to test solutions in real traffic with real customers. The lab provides companies with access to infrastructure, data, and other resources that they need to test and develop new solutions.

## WHAT WE ARE DOING

These are Council's objectives and actions relating to an intelligent and connected transport system.<sup>#</sup>

OUTPUT	NO.	ACTION
<b>OBJECTIVE 3.1</b>		<b>Utilise data and technology to improve the transport network</b>
	<b>3.1.1</b>	Scope technology capability to support transport planning <sup>*</sup>
	<b>3.1.2</b>	Utilise data to advocate to the NSW Government to improve how people get around the City
	<b>3.1.3</b>	Support scaling of successful transport innovations into the Parramatta LGA including micro-mobility, shared mobility and Mobility as a Service (Maas)

<sup>#</sup>Further detailed transport-related delivery actions are led by the Integrated Transport Strategy and will be supported by relevant teams across Council. This Strategy focuses on the data and technology innovations that support program delivery.

<sup>\*</sup>The preparation of the scope and investigative research will identify options and resourcing requirements prior to a decision on implementation of the action.

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YEAR	RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	TARGET
2	Accessible Welcoming	D	Residents' perception of adequacy of public and active transport	Baseline TBC
4	Accessible Innovative	A		
4	Accessible Innovative	P		

## PRIORITY 04

# TRANSFORMATIVE URBAN TECHNOLOGY

We integrate smart technology into our precincts and infrastructure projects to ensure efficient use of resources, to improve community experience, and to create a city that thrives in the digital age.

Well-equipped and thoughtfully designed public spaces help a city to thrive. By incorporating smart city concepts, leveraging data-driven insights, and collaborating with key stakeholders, we can unlock the full potential of transformative urban technology.

The rapid advancement of smart and innovative technology has revolutionised the planning, design, and management of public spaces in cities across the world. Data can provide information and insights that help us to build public spaces that are welcoming, inclusive, and safe, while also maximising social, cultural, environmental, and economic benefits.

Existing technologies, such as smart lighting and Internet of Things (IoT) sensing, will be increasingly leveraged to enhance safety in our City. We can use smart technology in new ways

such as digital art and soundscapes, or a public safety app.

To create dynamic and responsive places that cater to the evolving needs of the community, we must consider smart city concepts when planning our precincts. For example, work and recreation is increasingly moving online. As such, as a smart city, it is crucial that internet infrastructure is considered in the planning or upgrading of any public space. Our public spaces should be equipped with the capabilities to support equitable access to the internet. Council will utilise resources like the NSW Digital Connectivity Index to prioritise the delivery of public domain upgrades.

Smart city technologies and improved data collection provide Council with the capacity to proactively manage our assets and to make improvements in near real-time. Quality data will also allow Council to understand and interrogate



existing issues with asset maintenance and inform Council about how to improve operations.

Furthering partnerships with stakeholders like government and industry partners will allow Council to share data and insights and collaborate on the design and management of public spaces, which will lead to more effective and efficient use of resources and more positive outcomes for the community.

Future-proofed connectivity in upcoming infrastructure projects, like Civic Link, are key Council investments to ensure we are prepared for the coming years.

The NSW Government has already invested in trialling innovations that enhance the safety of communities, with a particular focus on women, girls, and non-binary people. Council is committed to supporting both pilots and scaled interventions in our City.

## WHAT COUNCIL IS ALREADY DOING

Council has already committed to trialling technology in urban places to improve how these are experienced by our community. Council has embarked on climate responsive pilots in Melrose Park, trialled recycled roadbase in Granville and installed smart infrastructure on Phillip Street in the CBD.

The Melrose Park Climate Responsive Neighbourhood piloted smart technology to capture, analyse and visualise environmental data during the construction of a new housing development, ensuring that developers complied with regulatory requirements.

## WHAT WE HEARD

You recognise that technology can be leveraged to enhance people's place experiences. You want:

- ❖ Our City to be a safe place for everyone, at all times.
- ❖ Our public spaces to be accessible, both in terms of physical and digital access.
- ❖ Public spaces to be better activated to suit the needs of our community by using data and insights.
- ❖ Digital infrastructure to support Council staff to operate our assets more efficiently.
- ❖ Innovative ideas and technology used to update our public spaces to suit the needs of the growing population.
- ❖ Council to try new things and test new technologies.

"We need to consider how we can improve safety with the use of information and smart devices to support our people, not just install CCTV and IoT devices, but also crowd source information. It will be great to have those capabilities."

*University of Sydney academic*



*Credit: City of Parramatta. Smart street furniture*

## A GLIMPSE INTO THE FUTURE

Maria is a young nurse who works at Westmead Hospital. She prefers to walk to her apartment in North Parramatta through the scenic path in Parramatta Park because it is quick, and she knows it is safe and activated at night with recent smart infrastructure upgrades.

She knows the park has smart lighting that automatically adjusts to the ambient light levels – increasing at night when the park is less busy, providing extra visibility and security.

The park also has CCTV cameras that are connected to a central monitoring system that allows the authorities to quickly respond to any incidents.

The park also has a mobile app that allows visitors to report any incidents or issues, and request for assistance if needed. This makes Maria feel more secure as she knows that there's a way to reach out for help.

## CASE STUDY

### CITY OF NEWCASTLE, AUSTRALIA

In 2021, the City of Newcastle identified three underutilised areas within their local government area where higher-than-average anti-social behaviours were occurring. Through the Night Spaces Project, an initiative jointly funded by the City of Newcastle and the NSW Government under the Community Safety Fund, an innovative solution was sought to enhance the safety of these places.

The City of Newcastle partnered with the University of Newcastle and a local industrial design business to create bespoke light boxes, referred to as the 'Henges', which promote not only safety but also vibrancy in these places. The light boxes were built from sustainable materials, including green concrete, are solar powered and feature sensor-based lighting.

Local artworks along with soundscapes were selected for each location to encourage interaction with the piece. Augmented reality was also utilised to provide information about the artwork and enhance the digital interactivity.

These lightboxes have a dual function of both providing light to dark places, but also attracting people to underutilised locations and increasing the passive surveillance of the spaces. These factors can contribute to the reduction of anti-social behaviour.

## WHAT WE ARE DOING

These are Council's objectives and actions relating to transformative urban technology.

	NO.	ACTION
<b>OBJECTIVE 4.1</b>	<b>Include smart infrastructure in precinct planning</b>	
	4.1.1	Identify internet connectivity needs across the LGA including public domain and urban renewal areas
	4.1.2	Develop a smart infrastructure guideline, which considers precinct level requirements for smart technology such as sensors, smart lighting, and other smart city public domain upgrades like charging stations
	4.1.3	Investigate the inclusion of smart infrastructure in precinct planning, including Development Control Plans*
<b>OBJECTIVE 4.2</b>	<b>Enhance places with smart city solutions</b>	
	4.2.1	Implement smart city technology and design principles to enhance place activation or improve safety
	4.2.2	Support 'seed to scale' smart places projects developed by the NSW Government
	4.2.3	Investigate options to trial new energy efficient smart infrastructure in the public domain*
<b>OBJECTIVE 4.3</b>	<b>Proactively maintain our assets</b>	
	4.3.1	Scope opportunities to apply technology to asset maintenance*
	4.3.2	Create a data model for predictive asset maintenance

\*The preparation of the scope and investigative research will identify options and resourcing requirements prior to a decision on implementation of the action.



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YEAR	RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	TARGET
2	Fair Thriving Innovative	D	% of public domain projects that include smart infrastructure	Baseline TBC
2	Accessible Innovative	D		
4	Innovative	P		
2	Welcoming Innovative	D P	Community perception of safety in the LGA	Baseline TBC
2	Thriving Innovative	P		
2	Thriving Innovative	D		
2	Innovative	D	Number of projects that utilise data or technology for predictive maintenance	Baseline TBC
4	Innovative	D		

## PRIORITY 05

# A THRIVING INNOVATION ECOSYSTEM

We work with our partners to develop a collaborative ecosystem renowned for producing and commercialising innovative ideas.

Creating a thriving innovation ecosystem is instrumental in positioning Parramatta as a hub of technological advancement and economic growth.

Innovation ecosystems are created when different stakeholders such as government agencies, businesses, and the community, collaborate to develop and implement new technologies and solutions to improve efficiency and liveability. Fostering these ecosystems can attract knowledge-intensive jobs, create new employment opportunities, and promote growth.

To support a thriving innovation ecosystem, Council will prioritise actions including sharing data to seed opportunities and ideas, investing in novel climate adaptation solutions and growing innovation across the breadth of the LGA.

This includes partnering with industry and academics to support the development of novel products and solutions.

Parramatta has attracted many global institutions, universities and research organisations, and innovative start-ups. The City is also already home to many innovation anchors such as the Westmead Health and Innovation District (including the Western Sydney Start-up Hub), Sydney Olympic Park and several universities specialising in science and research.

Precincts like Camellia-Rosehill and Silverwater present future opportunities for innovative jobs and housing precincts that support our existing ecosystem. By leveraging the partnerships between these key players and promoting collaboration, we can boost productivity and grow the entrepreneurial and start-up culture across the broader Parramatta LGA.



The future of work and the skills required in new and emerging industries will be determined by technological and digital innovations. By fostering innovation, we can continuously upskill the community and ensure employment pathways are future-focussed.

Transparent data sharing builds trust, and enables stakeholders to leverage valuable insights. These insights and data can lead to the creation of innovative solutions to existing and future problems, through informed decision making and enhanced collaboration.

Improving connectivity and co-location in these areas will create an environment conducive to idea exchange and collaboration, while improved amenity and activation across the ecosystem will provide more opportunities for people to connect and collaborate.

## WHAT COUNCIL IS ALREADY DOING

Council is working closely with the NSW Government to develop the innovation ecosystem in Parramatta by bringing stakeholders together for regular meet-ups for coordinated delivery.

Additionally, shared data is key to the collaboration of stakeholders in the ecosystem. Whilst open data is not yet available, Council shares available data with partners such as the State Government and industry.

🔗 A thriving innovation ecosystem

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## WHAT WE HEARD

You told us you believe Parramatta is already making significant strides towards becoming an innovation capital, and you want us to build on our strengths through:

- ❖ More collaboration to be encouraged and facilitated, so we can learn from each other and grow together.
- ❖ Clearly communicating the value proposition of situating businesses in Parramatta.
- ❖ Making grants and funds available to encourage entrepreneurship.
- ❖ Improved place-making and connections between innovation areas.

"[In the Westmead Health & Innovation District] we have two major universities, four large hospitals, plenty of space and really great planning to be able to develop some commercial office space, as well as potentially some manufacturing space. The last thing we want is to really contain and create some sort of segmented or bubbled areas. We really want to create a place where people are welcome everywhere."

*Western Sydney Start-up Hub staff member*



Figure 6: Innovation ecosystem actors (orange) and internal departments (navy)

## A GLIMPSE INTO THE FUTURE

Robotics start-up owner Rahul lives in North Parramatta. He works from home with high-speed internet a few days a week but chooses to work from a co-working space in the Parramatta CBD so he can learn from and collaborate with other like-minded entrepreneurs. Through Parramatta's start-up network, Rahul learns about the City's annual Innovation Challenge. The Innovation Challenge this year is focused on improving the pedestrian movement around the Westmead Health and Innovation District. As Rahul is familiar with the area and the challenges of navigating between the hospital buildings, research institutes and retail spaces, he chooses to enter.

Rahul partners with one of the local universities to develop a robot and AI software tool that scans the spaces and recommends improvements. Rahul uses insights published on the City's open data portal to feed existing information about people movement and usage of the Westmead area into the AI program. This makes the recommendations more appropriate for the people who use the space and wins Rahul the challenge. Rahul then works with Council to implement the technology and scale it to other locations in the LGA.

## CASE STUDY

### CITY OF LONDON, ENGLAND

A group of organisations at the Queen Elizabeth Olympic Park in London have formed a new district called SHIFT, which serves as a living testbed for urban innovation and collaboration. The name SHIFT represents the collective effort needed for a thriving, fair, and resilient future of cities.

SHIFT brings together organisations such as University College London, London College of Fashion, Loughborough University, Here East, Lendlease, Plexal, and the London Legacy Development Corporation to tackle challenges facing cities and citizens.

The district aims to address issues such as the climate emergency, urban health and wellbeing and the movement of people and goods in urban environments. It uses the park as a location to pilot initiatives like zero carbon micro-mobility trials and urban farming.

## WHAT WE ARE DOING

These are Council's objectives and actions relating to a thriving innovation ecosystem.

OUTPUT	NO.	ACTION
<b>OBJECTIVE 5.1</b>	<b>Utilise data and digital tools to support collaboration, research and business decision-making</b>	
	5.1.1	Create an open data portal for the public to access
	5.1.2	Investigate gaps in Council's data collection that inhibit innovation and collaboration for industry, researchers and the community*
	5.1.3	Facilitate innovation challenges to provide opportunities for innovators to solve complex city problems
<b>OBJECTIVE 5.2</b>	<b>Support the innovation ecosystem in Parramatta</b>	
	5.2.1	Investigate potential innovation uses for emerging jobs precincts, including Silverwater, to complement and grow existing key industries in Parramatta*
	5.2.2	Advocate for improved amenity and connection across the innovation ecosystem

\*The preparation of the scope and investigative research will identify options and resourcing requirements prior to a decision on implementation of the action.

**HOW TO READ THE ACTION PLAN**

**Year** refers to the year that the action will be completed by. Our first program of work will be completed in the next 2 years (by 2026) and then next within 4 years (by 2028).

**Response to CSP** reflects the relevant CSP goal that this work will contribute to (Fair, Accessible, Welcoming, Green, Thriving, and Innovative).

**Council's role** refers to the Deliver (D), Partner (P), Advocate (A) model of work adopted in the CSP.

YEAR	RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	TARGET
4	Fair Thriving	D	Number of publicly available datasets Usage of Council APIs	Baseline TBC
2	Innovative	D P	Industries, researchers and community satisfaction with digital tools provided by Council	Baseline TBC
2	Thriving Innovative	D P		
4	Thriving	D	Number of new businesses in target industries	Baseline TBC
2	Thriving Innovative	A		

## PRIORITY 06

# DIGITAL PARTICIPATION AND EXPERIENCES

We will create opportunities for our community to engage with digital tools and experiences, and improve their digital literacy, leaving no one behind.

New technologies can revolutionise the way we engage with the world around us. From providing technology to build digital skills in our community, to improving the user experience of our websites and delivering digital-based community experiences, Council is committed to equitable access.

Technologies present a wealth of opportunities for our City to improve the visitor economy, activate public spaces, and share stories that will help to strengthen our sense of place. Data and digital platforms can be leveraged for creative activations and experiences for diverse groups within the community.

From digital wayfinding in the public domain to virtual skills programming in community hubs, Council is committed to improving the digital experience for people across Parramatta LGA. For example, augmented reality applications are being used in global cities to enhance guided tours, allowing visitors to see and learn about historical landmarks and buildings in a more interactive and engaging way.

Cutting-edge technological advancement also offers unique opportunities to strengthen connections with Country and the First Nations community. First Nations knowledge can be utilised through the co-design of projects that allow for stories, historical and ongoing, to be shared with the broader community. Digital archives, virtual reality, and augmented reality in physical spaces can be used to create immersive experiences that allow people to learn about and engage with First Nations histories.





Credit: City of Parramatta

The City of Parramatta area has a young, diverse, and creative population who are interested in learning and discovery through digital tools. By providing the relevant platforms, we can create avenues for the community to harness technology to share stories, skills, and experiences with each other.

Digital literacy is an important consideration to create equity in our City and ensure that everyone is able to be included. Residents of our City require digital literacy skills now and into the future, to access Council services, participate in decision-making and access creative experiences. Council must prioritise measures to improve digital skills and access for the whole community.

## WHAT COUNCIL IS ALREADY DOING

Council provides our community with a range of digital literacy and skills programming through libraries and community hubs across the LGA. Our libraries also offer access to new and emerging technology including 3D printers and virtual reality headsets.

Additionally, many of Council's programs already include digital elements. For example, the Parramatta Lanes festival, an annual event that transforms the City's streets and laneways into vibrant spaces for art, music and food. This event attracts thousands of locals and visitors each year. Previous festivals have included various digital lighting installations and music-making robots.

## WHAT WE HEARD

You told us you are proud of Parramatta's diverse cultures and want technology to celebrate our diversity through:

- Smart city thinking to champion and celebrate First Nations culture.
- Data and insights to better inform the cultural offering in our City.
- Using technology to preserve our heritage and tell stories of our past, present and imagine our future together.
- Innovative technology to offer an integrated cultural experience that draws more visitors to Parramatta.

"Technology can do good things or bad things, it is up to us to decide what we are going to use it for and who we are going to highlight. First Nations people have always been left behind in the smart city journey. We would like to see technology strengthen connections to our culture."

*The Gaimaragal Group*

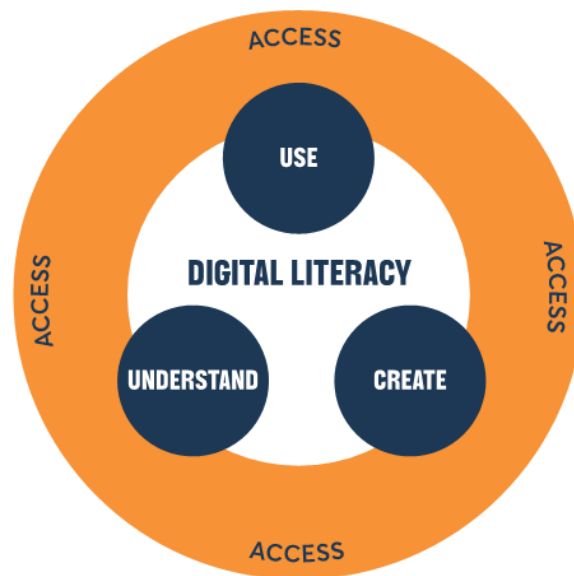


Figure 7: Components of digital literacy

## A GLIMPSE INTO THE FUTURE

Abdul, a Lebanese national, has recently moved to Parramatta with his family. They are excited to explore the local area and learn about the First Nations community. To make the most of their time, they decide to use an interactive app to plan their trip.

Their first stop is Harris Park, where they follow a virtual Heritage trail that takes them on a journey through the history and culture of the local First Nations community. Next, they head to the CBD for a First Nations art walk, where they use augmented reality to reimagine Parramatta Square and the river as traditional meeting places prior to development.

After the art walk, they stop at the Multicultural Kiosk in the CBD, where they use augmented reality to explore the history and culture of diverse cultural groups in the area, such as the Chinese, Indian, and Arabic communities.

Abdul is also able to switch the language to Arabic, which allows him to fully understand and engage with the information provided.

## CASE STUDY

### CITY OF SYDNEY, AUSTRALIA

Wellama is a modern and innovative interpretation of the traditional Welcome to Country ceremony. Commissioned for the Cutaway entrance in Barangaroo Reserve, it is a 10-minute audio-visual work that celebrates the rituals, ceremonies, and stories that have been practiced on Country since time immemorial.

The name "Wellama" means "to return", which symbolises the return of visitors to the land of the Gadigal people, the Traditional Custodians of the area. Using state-of-the-art technology, it takes visitors on a journey through the land, showcasing the traditional stories, customs, and practices of the Gadigal people.

The use of soundscapes, projections, and lighting effects create an immersive experience that allows visitors to feel connected to the land and its people.

In addition to being an educational experience, Wellama is also a powerful tool for reconciliation and cultural awareness. It allows visitors to gain a deeper understanding of the Gadigal people's connection to the land and to learn about the importance of respecting and preserving First Nations culture.

## WHAT WE ARE DOING

These are Council's objectives and actions relating to digital participation and experiences.

OUTPUT	NO.	ACTION
<b>OBJECTIVE 6.1</b>	<b>Facilitate digital inclusion and capacity building</b>	
	<b>6.1.1</b>	Identify gaps in digital skills, knowledge and access of the community and trial new programs to address needs*
<b>OBJECTIVE 6.2</b>	<b>Support a consistent customer experience in the City</b>	
	<b>6.2.1</b>	Collaborate with partners to share data and align information across the Central River City
	<b>6.2.2</b>	Develop a digital solution for City exploration and wayfinding
	<b>6.2.3</b>	Align and unify Council digital products to improve customer journeys*
<b>OBJECTIVE 6.3</b>	<b>Implement digital experiences that allow creative expression of our community</b>	
	<b>6.3.1</b>	Provide digital skills and literacy programming and innovative experiences in libraries and community hubs
	<b>6.3.2</b>	Support the delivery of First Nations digital projects

\*The preparation of the scope and investigative research will identify options and resourcing requirements prior to a decision on implementation of the action.

**HOW TO READ THE ACTION PLAN**

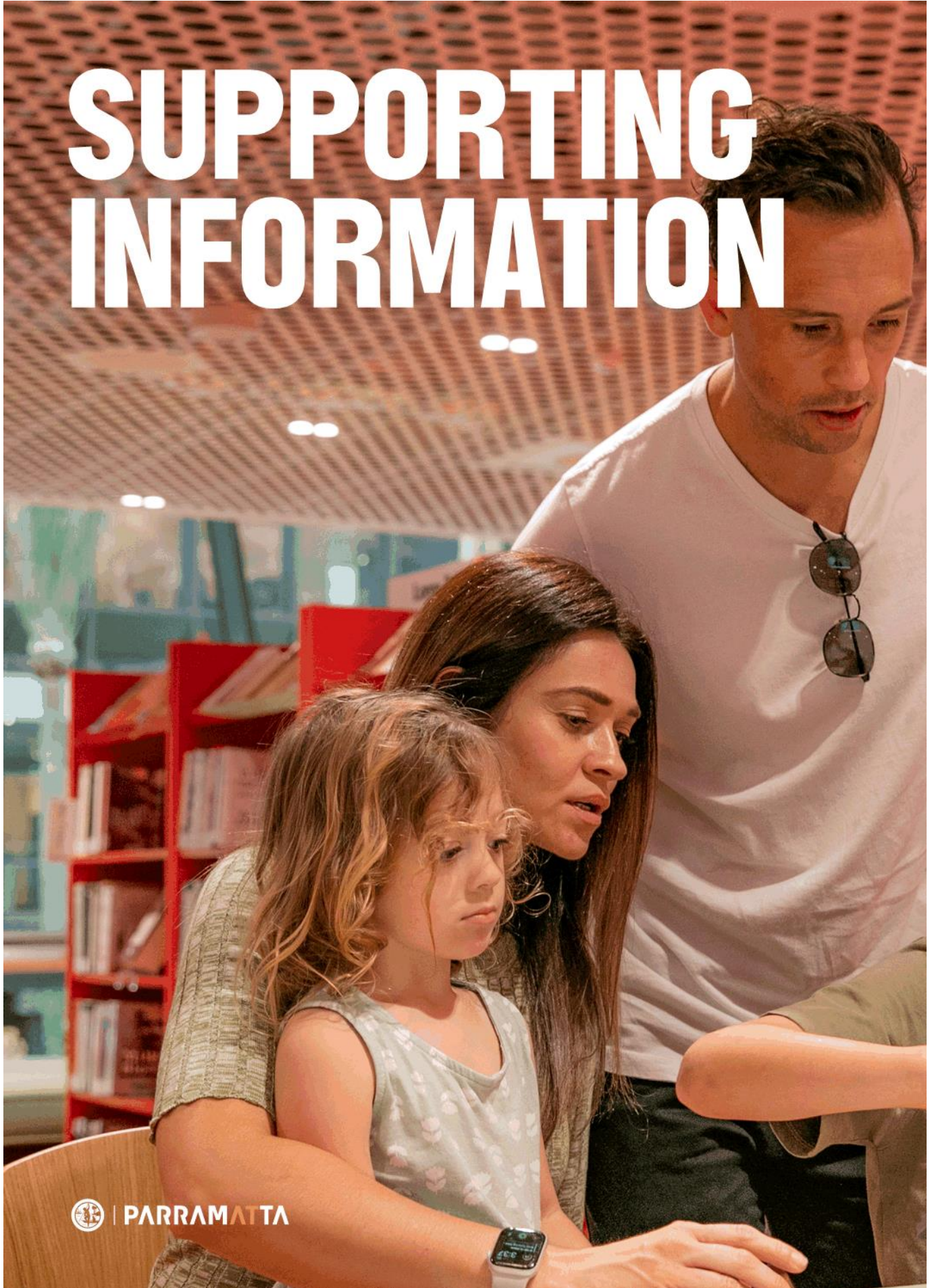
**Year** refers to the year that the action will be completed by. Our first program of work will be completed in the next 2 years (by 2026) and then next within 4 years (by 2028).

**Response to CSP** reflects the relevant CSP goal that this work will contribute to (Fair, Accessible, Welcoming, Green, Thriving, and Innovative).

**Council's role** refers to the Deliver (D), Partner (P), Advocate (A) model of work adopted in the CSP.

YEAR	RESPONSE TO CSP	COUNCIL'S ROLE	INDICATOR	TARGET
2	Accessible Innovative	D P	Digital service usage	Baseline TBC
			Community satisfaction with digital services	Baseline TBC
2	Thriving Innovative	P	Community and visitor satisfaction with wayfinding in the LGA	Baseline TBC
2	Thriving Innovative	D		
4	Thriving Innovative	D		
2	Thriving Innovative	D P	Community satisfaction with digital experiences provided by Council	Baseline TBC
3	Welcoming Innovative	P		

# SUPPORTING INFORMATION





03



"Smart cities should respond to the demographics and population of the area, their needs and interests."

Business Western Sydney



65

# GLOSSARY

TERM	DESCRIPTION
<b>Artificial intelligence (AI) and machine learning (ML)</b>	AI is a field encompassing the development of computer systems capable of performing tasks that typically require human intelligence. ML is a subset of AI that involves training algorithms to learn and make decisions based on data.
<b>Circular city</b>	A precinct wide approach based on the concept of circular economy. It's whole-of-system approach which tackles climate change, biodiversity loss, waste and pollution across the city. Circular cities are places where finite resources are continuously reused and remade, delivering environmental, economic and social benefits to communities, businesses and our natural environment.
<b>City/ our City</b>	All areas within the City of Parramatta Council local government area.
<b>Climate change</b>	Changes to global and region climate patterns as a result of human use of fossil fuels that have increased the levels of carbon dioxide and other greenhouse gases, such as methane in the atmosphere. Some of the changes include increasing temperatures, rising sea levels and more frequent natural disasters.
<b>Co-location</b>	Co-location refers to key organisations being located in close proximity to one another to provide opportunities for collaboration.
<b>Innovation</b>	Introducing and implementing new ideas, methods, products, or services that result in advancements, improvements, or changes to operational efficiency, customer experience or quality of life for our community.
<b>Innovation area</b>	A defined area with condensed economic activity marked by co-location, that actively promotes the sharing of ideas and collaboration. The two key innovation areas in Parramatta LGA are the Parramatta CBD and the Westmead Health and Innovation District.
<b>Innovation ecosystem</b>	A network of interconnected actors and partners whose collective actions produce innovative outcomes.
<b>Internet of Things (IoT) sensors</b>	Devices that are connected to the internet and collect data from the physical environment. The sensors collect information such as temperature, air quality, noise, wind speed and direction.



TERM	DESCRIPTION
<b>Precinct</b>	A defined area of land that has a particular interest to Council with economic, social or environmental benefits. Some key precincts include Parramatta Square, Sydney Olympic Park, Camellia- Rosehill and North Parramatta.
<b>Smart city</b>	Utilisation of information and communication technologies to increase and improve efficiencies of operations, services and programs of a city. This could include the implementation of smart sensors to gather specialised data to influence planning and design.
<b>Sustainability</b>	Sustainability is about managing the relationship between growth and liveability, as well as creating the right balance between the urban and the natural environment.
<b>Virtual Reality (VR)</b>	VR refers to computer-generated environments that simulate a realistic experience, often through the use of specialised headsets.
<b>Augmented Reality (AR)</b>	AR overlays digital information onto the real world, typically through devices like smartphones or smart glasses.

ACRONYM	TERM
<b>CBD</b>	Central Business District
<b>CSP</b>	Community Strategic Plan
<b>GIS</b>	Geographic Information System
<b>LEP</b>	Local Environment Plan
<b>LGA</b>	Local Government Area
<b>LSPS</b>	Local Strategic Planning Statement

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Social: @parracity

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@cityofparramatta

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@cityofparramatta

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#### DISCLAIMER

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 Parramatta Smart City & Innovation Strategy

 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**

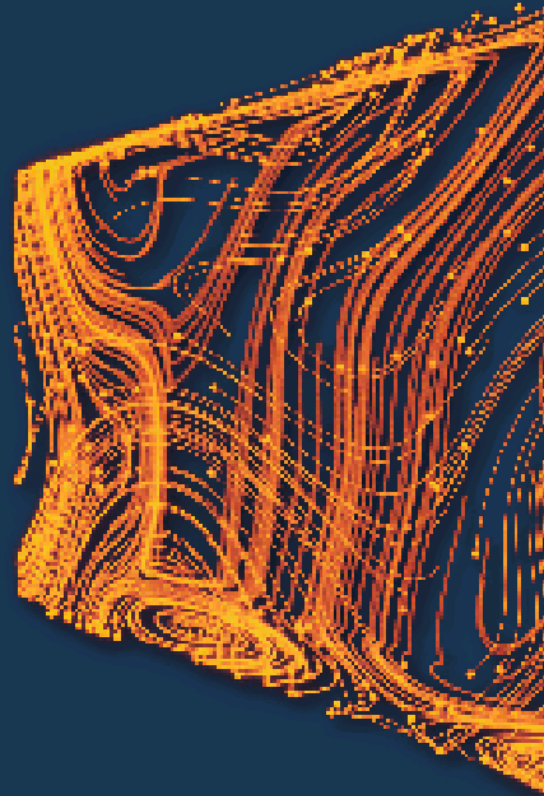
如果你需要翻译协助阅读这份新闻简报, 请联系 TIS, 电话131 450, 要求他们代表你接通巴拉玛打市议会客户服务处, 电话 9806 5050。客户服务处的工作时间是每星期一至星期五, 上午8:30至下午5:00。

**ARABIC**

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

**HINDI**

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



# SMART CITY & INNOVATION STRATEGY

A vibrant, sustainable and connected Parramatta



| PARRAMATTA

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## Public exhibition of the Draft Smart City & Innovation Strategy 2024-2033: Public exhibition engagement summary





### 1. Executive Summary

From Monday 21 August to Monday 16 October 2023, City of Parramatta sought the community's feedback on the draft Smart City and Innovation Strategy, along with the draft Social Sustainability, Environmental Sustainability and Economic Development strategies.

Engagement was primarily undertaken online via Participate Parramatta and in-person through activities at four pop-ups. External stakeholders and delivery partners were also encouraged to provide feedback and were invited to take part in a luncheon and panel discussion covering the draft Smart City and Innovation Strategy, along with the three other draft strategies. These activities were supported by a social media campaign, paid newspaper ads, digital screens in Council facilities, newsletters, and QR floor decals set up in each ward.

The public exhibition campaign reached a significant number of community members. However, Council received a limited number of formal written submissions; a total of 16 submissions were made on the draft Smart City and Innovation Strategy, of which nine were from community members and seven from organisations. This outcome is not uncommon for the exhibition of documents that are not controversial. The submissions received expressed broad support for the priorities and proposed actions set out in the draft Smart City and Innovation Strategy. A summary of these submissions and Council's responses are included in **Attachment 3**.

#### Engagement at a glance

Draft Smart City and Innovation Strategy (SCIS) campaign engagement	Future Parramatta campaign engagement
<b>14,531</b> People reached through the draft SSS social media campaign 	<b>14,600</b> Visits to Future Parramatta page on Participate Parramatta 
<b>160</b> Downloads of the draft SSS from Participate Parramatta 	<b>191</b> People engaged at four Future Parramatta pop-ups 
<b>16</b> Formal submissions received on the draft SCIS 	<b>70+</b> Attendees at the Future Parramatta luncheon 

## 2. Participate Parramatta

The draft Smart City and Innovation Strategy was exhibited on Council's Participate Parramatta website, together with three other strategies as part of the Future Parramatta Strategy Refresh Project. Submissions made through the Participate Parramatta platform were considered by Council officers when finalising the Strategy post-exhibition.

The table below presents engagement statistics from Participate Parramatta, highlighting different levels of engagement with the draft Social Sustainability Strategy and the general Future Parramatta landing page.

	Total page views	Total unique visitors	Total Aware Stakeholders <sup>1</sup>	Total Informed Stakeholders <sup>2</sup>	Total Engaged Stakeholders <sup>3</sup>	Total document downloads
Future Parramatta landing page on Participate Parramatta	14,600	3,968	3,960	0	7	N/A
Draft Social Sustainability Strategy webpage on Participate Parramatta	997	507	454	75	7	160

Participants who were interested in completing a survey via Participate Parramatta were asked to provide feedback on individual priorities within the Strategy, or to leave a general comment. Along with the standard demographic questions (name, contact information, age, gender, suburb and relationship to Parramatta), the following content question was asked, and the corresponding sub-statements were populated:

**Question: Which section(s) of the draft Smart City and Innovation Strategy would you like to provide feedback on?**

- Priority 1 - A data-led and innovative Council
- Priority 2 - Climate adaption and circular economy
- Priority 3 - An intelligent and connected transport system
- Priority 4 - Transformative urban technology
- Priority 5 - A thriving innovation ecosystem
- Priority 6 - Creative community experiences
- General comment

*Sub-statements: For each section above selected, the following statements were populated:*

A. Please provide your comments for this section [priority named]

<sup>1</sup> **Aware:** Number of unique visitors who have viewed the project page, minus any visitors who have undertaken any activity e.g.: downloaded a document, viewed a video, completed a survey etc.

<sup>2</sup> **Informed:** Any unique visitor who has viewed a latest news item, viewed a document, viewed a video, viewed a FAQ minus any user that has engaged e.g.: done a poll, survey, ideas wall, interactive mapping, interactive document, forum.

<sup>3</sup> **Engaged:** Any unique visitor who has done a poll, survey, ideas wall, interactive mapping, interactive document, forum.

B. Please upload any supporting documents for this section [priority named]

### 3. Pop-ups

Four “pop-up” sessions were organised to engage with the community and inform the completion of the draft strategies. Council officers engaged with the community in three ways at the pop-ups:

- Community submissions – printed version of the Participate Parramatta website form.
- Competition entries – printed competition entry forms responding to the question of “one action community members will take to help Parramatta become smarter, greener, connected and more prosperous than ever.”
- Informal interactions – conversations between community members and Council officers.

Four pop-ups were held on the following dates and locations:

Location	Date and Time	Number of interactions
PHIVE	Wednesday 6 September 2023 10:00am – 3:00pm	<ul style="list-style-type: none"> <li>• 2 Community submissions</li> <li>• 4 Competition entries</li> <li>• 32 informal interactions</li> </ul>
Wentworth Point Community Centre and Library	Wednesday 13 September 2023 10:00am – 3:00pm	<ul style="list-style-type: none"> <li>• 0 Community submissions</li> <li>• 0 Competition entries</li> <li>• 13 informal interactions</li> </ul>
North Rocks Shopping Centre	Friday 29 September 2023 10:00am – 3:00pm	<ul style="list-style-type: none"> <li>• 0 Community submission</li> <li>• 7 Competition entries</li> <li>• 43 Informal interactions</li> </ul>
Parramatta Lanes, Parramatta CBD*	Saturday 14 October 2023 5:00pm – 9:00pm	<ul style="list-style-type: none"> <li>• 90 Competition entries</li> </ul>

*\*Note: Pop-up at Parramatta Lanes was added within the extended public exhibition period to provide additional opportunity for community members to participate in the competition.*

The comments received were largely supportive of the draft Strategy. In general, community members appreciated the investment in all city-shaping projects. However, comments made through informal interactions and submissions at pop-ups also identified challenges and opportunities to improve, including:

- Improving the transport network and access to key destinations and essential services within the LGA
- Need for better quality high-density developments
- Challenges associated with population growth, including provision of infrastructure and affordable housing
- First Nations recognition
- Heritage conservation
- Improving active transport for residents, including the accessibility of pedestrian paths
- Addressing homelessness

- Need for good quality community infrastructure and adequate provision of open space.

### **Summary of competition submissions**

A competition was organised to encourage community participation during public exhibition. Community members were asked to provide 'one action they will take to help Parramatta become smarter, greener, connected and more prosperous than ever'. The winner of the competition received 10 swimming pool passes to Parramatta Aquatic Centre.

A total of 108 entries were received through two methods:

- Printed competition entry forms distributed at the four pop ups – 101 entries.
- Online: Participate Parramatta website – 7 entries.

Ideas from community members highlighted themes, including transport, keeping the city clean and green, and attending local and community events.

### **4. Future Parramatta luncheon**

More than 70 delivery partners, Councillors, and senior Council staff attended a luncheon at PHIVE on 7 September 2023. The event included an address from the Lord Mayor and a panel discussion on the future of Parramatta through the lens of the draft Smart City and Innovation, Social, Economic, and Environmental Sustainability strategies. The luncheon provided Council with an opportunity to close the loop with external partners that had been engaged in the drafting of the strategies. It also acted as an invitation for Council's partners to provide feedback on the draft strategies during public exhibition.

### **5. Sticker Decals in key locations throughout the LGA**

Outdoor ground decals were rolled out in each ward in response to a Councillor request, to further promote the Future Parramatta campaign.

In each ward, floor decals were placed in two parks per ward. These sites were selected based on the large amounts of people that pass through. The public spaces selected include the following:

- Burnside Gollan Reserve,
- Sturt Park,
- Dundas Park,
- Boronia Park,
- Sorlie Avenue Reserve,
- Jason Place Reserve,
- Rausch Street Reserve,
- Parramatta Square,
- Ollie Webb Reserve,
- George Kendall Riverside Park.



Despite considered decal design and placement around the LGA, this activity did not generate significant community engagement with the campaign.

## 6. Social Media engagement

During the public exhibition period, content was promoted on social media for the public to provide comments on the draft Social Sustainability Strategy. General ads for the Future Parramatta strategies and specific ads for the draft Social Sustainability Strategy were published across four social media channels, including Facebook, Instagram, X (previously Twitter), and LinkedIn.

### Engagement statistics – draft Smart City and Innovation Strategy campaign

Reach <sup>4</sup>	14,531
Impressions <sup>5</sup>	25,405
Post engagements <sup>6</sup>	423
Link clicks	385

### Engagement statistics – general ads for Future Parramatta campaign



Reach	12,006
Impressions	22,471
Post engagements	1,295
Link clicks	596

### Image 1: Top performing ad for the draft Smart City and Innovation Strategy

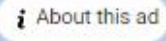
<sup>4</sup> **Reach** is the number of unique users who had any content from your Page or about your Page enter their screen.

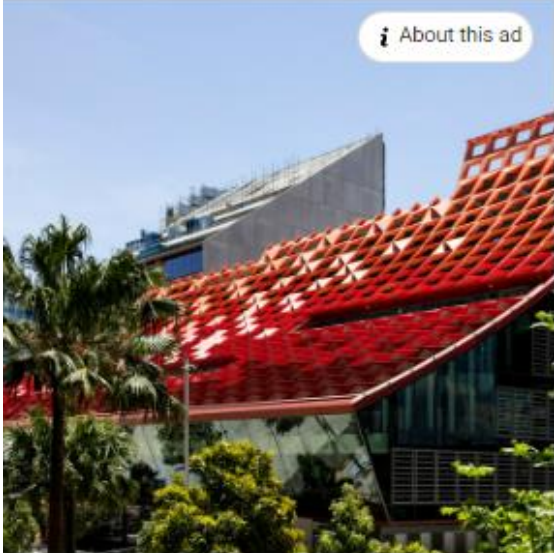
<sup>5</sup> **Impressions** measure the total number of times a post was visible in a user's timeline or feed. Impressions do not measure if the post was read, clicked, or engaged with.

<sup>6</sup> **Post engagements** are the total number of actions that people take involving your ads. Post engagement includes actions such as sharing, reacting, saving, commenting, viewing photos or videos, and clicking links.

 **City of Parramatta** ✓  
Sponsored · Paid for by City of Parramatta · 

Collaborating for an innovative Parramatta.  
Have your say today and help shape our City's future.

 About this ad



participate.cityofparramatta.n...  
**Help shape your City's future** [Learn more](#)

210 link clicks, \$0.51 CPC

## 7. Other engagement activities

Several activities of a smaller scale were also conducted during the public exhibition as follows:

- **Newspaper ads** were used to inform the community about the strategic project and promote feedback opportunities for the public were conducted at three different occasions (28 August, 4 September, and 11 September).
- **Hard copies of resources** were made available in Customer Contact Centre and libraries.
- **Community Summary and Translations** of the strategies were provided at request to help make the information more digestible for the community.
- **Digital screen ads at all CoP libraries and customer service centre** to inform the community of the project.
- **Banner on CoP homepage** informed the community, encourage project page visits, and promote feedback opportunity between 21 August – 28 August.
- **Participate Parramatta's Newsletter** informed the Participate community about the opportunity to access information and provide feedback on the draft strategy was sent out on the 22 August and 12 September.
- **Your City News** the Council monthly newsletter contained content to inform the community about the public exhibition opportunities on the 5<sup>th</sup> of September.
- **Other Electronic Direct Messages** were used to inform the community via
  - Community Connective – 21 August
  - EDM to previous participants
  - Business Newsletter – 29 August
  - Active Newsletter - Spring edition

# Public exhibition of the Draft Smart City & Innovation Strategy 2024-2033: Council Officers Response to public exhibition submissions

## 1. Executive Summary

The Draft Smart City and Innovation Strategy was on public exhibition from 21 August 2023 to 16 October 2023. Council received a total of 16 formal submissions, which were considered in the post-exhibition review of the draft Strategy. This document details Council officers' responses to submissions made by community members and organisations. Submissions were supportive of the draft Strategy and provided suggestions to enhance the document. Key themes included data safety, upskilling our community for future jobs, transport planning, environmental sustainability, and the creation of innovation precincts.

All changes to the wording of actions were based on Councillor feedback and internal staff reviews. However, as a result of an organisational submission, partnership (as opposed to sole Council delivery) was added into the 'Council's role' section of the action plan for relevant actions. Other minor non-policy changes were also made in response to submissions.

## 2. Submissions on the Draft Smart City & Innovation Strategy

### 2.1 Key themes

Submissions received during public exhibition were supportive of the Draft Smart City and Innovation Strategy. The Draft Smart City and Innovation Strategy garnered positive responses from both individuals and organisations. Submissions from government agencies spoke to the importance of partnerships between Council and other organisations. Council is committed to working closely with these agencies to ensure smart city and innovative projects are delivered most effectively. Other submissions spoke to the need to create an innovation centre within the Parramatta LGA and to build amenity and connectivity across our precincts.

A number of submissions related to enhancements of the transport network. Key issues included state government advocacy around transport accessibility, route changes and accessibility, transport innovation and measurement of the network. Finally, submissions recommended further environmental considerations, such as renewables, green space and waste innovation. Whilst data and innovative technologies are relevant to the Smart City and Innovation Strategy, project work related to transport planning and environmental sustainability are out of the scope for this Strategy. Many of these out-of-scope submissions can be considered in the development of alternate strategies.

## 2.2 Response to submissions

Stakeholder	Summary of Submission	Council Response
<b>Community</b>	This submission indicated support for a number of priorities within the Smart City and Innovation Strategy.	Council acknowledges and thanks respondent for support of the Strategy.
<b>Community</b>	This submission indicated broad support for the Strategy by outlining how smart technologies, communications interventions and sustainable design will make Parramatta an attractive place to visit and achieve the goal of becoming Sydney's 'Second Great City'. The submission talked to a number of issues from cultural infrastructure to smart infrastructure and innovation precincts, from mixed use development sites, to enhanced green space, and public and active transport upgrades.	Council acknowledges and thanks respondent for support of the Strategy. A number of issues raised in this submission will be addressed through the actions contained within this Strategy, including smart infrastructure and innovation precinct work. However, some of the issues raised in this submission fall outside of the scope of the Smart City and Innovation Strategy and will be passed onto relevant teams for consideration in future planning or strategic documents.
<b>Community</b>	This submission identified an opportunity for inclusion of a study into solar buildings within the Strategy. Food and organics waste collection, as well as soft plastics recycling, were also highlighted through this submission.	Solar buildings have been identified as outside of the scope of the Smart City and Innovation Strategy. Solar inclusions are considered within the scope of the Environmental Sustainability Strategy. Building advancements would require a business case for redevelopment/ be included at the time of development.  Council's residential waste collection services have expanded to include food organic, garden organic (FOGO), as part of the new waste contract. Council is advocating to government for the recommencement of community soft plastic recycling infrastructure and processing. These items are already within Council's DPOP and will become business as usual. As such, they have not been referenced within the Future Parramatta strategies.
<b>Community</b>	This submission spoke to the need for an objective around active travel, to support the desire to move away from a car reliant city, along with a number of other transport related indicators to better understand the transport network.	The Smart City and Innovation Strategy provides a layer of innovation thinking that overlays existing and future Council strategies, it does not operate in isolation. Whilst Council acknowledge the importance of active transport and measurement of the private vehicle network, they are outside of the scope of this Strategy, and will be provided for

	Consideration was also given to other transport upgrades including improved lighting, vehicle sharing parking arrangements and mixed zoning.	consideration in the upcoming Integrated Transport Strategy. This Strategy is able to advocate the NSW Government for transport network upgrades as a result of data-led decision-making. Comments related to roads and infrastructure and planning changes will be provided to the relevant teams for consideration in future planning.
<b>Community</b>	This submission highlighted support for this Strategy, particularly around the use of digital technologies to share history.	Council acknowledges and thanks respondent for support of the Strategy.
<b>Community</b>	This submission called for more electric vehicle chargers in suburbs outside of the Parramatta CBD	Electric vehicle charging is outside of the scope of the Smart City and Innovation Strategy. Comments have been passed onto other teams for consideration in relevant strategic documents.
<b>Community</b>	Support for building community trust through transparency and only collecting minimal viable data to prevent privacy concerns.  This submission also called for consideration around light pollution when planning for digital experiences.	Council is making a commitment through this Strategy to collecting only the minimum amount of information necessary to make the data useable by Council staff and our partners. Council has made progress in strengthening our systems and minimum viable data will ensure community privacy is not compromised in the event of a data leak. An additional call-out box will be included in the Strategy to highlight the importance of minimum viable data.  Light pollution is an important consideration when planning experiences and will be considered at action level.
<b>Community</b>	This submission notes that once light rail opens, we will have a connected transport system but there stands a reputational risk if the tracks are installed with no trams operational	Parramatta Light Rail will provide greater connectivity across areas of the Parramatta LGA and is planned for operation in 2024

<b>Community</b>	This submission spoke to the need for more suburban trains, and noted that efficiency doesn't always equate to faster rail. This submission spoke to the need for more trains that connect suburbs to each other, not just to the CBD. The submission identified a number of routes that have been decommissioned or were never completed, that could support the network.	Detailed transport planning is outside of the scope of the Smart City and Innovation Strategy. Comments to be passed on to the relevant team for consideration in the upcoming Integrated Transport Strategy
<b>Organisation (Go Get Carshare)</b>	This submission considers how carshare and mobility as a service (MaaS) can support priority 3. It speaks to connecting carshare with public transport, as middle-mile and last-mile travel option. Allocated curb space is identified as a priority to ensure integration of transport modes is effective. Data-led services can encourage people to take public and active transport and carshare services encourage reductions in private car ownership.	This submission aligns with Council's objective of utilising innovative solutions to improve the transport network, and details will be finalised at action planning level. Data and technology will be utilised to make decision making, however detailed transport planning is outside of the scope of this Strategy.
<b>Organisation (ASCA)</b>	<p>This submission recommended the creation of place-based planning documents to support the implementation of smart city initiatives, as well as place-based considerations for project planning.</p> <p>Specific considerations included:</p> <ul style="list-style-type: none"> <li>• Considering 'places' when adopting standards and developing policies/frameworks</li> <li>• Utilise digital twin technology to ensure geospatial impacts are understood</li> <li>• Prioritising connectivity at transport hub</li> <li>• Providing amenity in precincts, including digital connectivity and safety-enhancing features</li> </ul> <p>Additionally, this submission provided a number of place-based planning resources that Council could utilise through our planning processes, including partnering with the NSW Government and other entities who have previous experience.</p>	<p>Council acknowledges and thanks ASCA for their support.</p> <p>The recommendation for governance structure is noted and may be considered in further iterations. Due to the changing nature of governance within Council and a desire to remain consistent with the other Future Parramatta documents, this element will not be included in the public facing document</p> <p>The submission also recommended considering changes to the 15 min city model reference. This was noted and removal of the reference from the document was the chosen action to reduce risk of conspiracy.</p>

<b>Organisation (Smart Places, TfNSW)</b>	<p>This submission recommended the creation of place-based planning documents to support the implementation of smart city initiatives, as well as place-based considerations for project planning.</p> <p>Specific considerations included:</p> <ul style="list-style-type: none"> <li>• Considering 'places' when adopting standards and developing policies/ frameworks</li> <li>• Utilise digital twin technology to ensure geospatial impacts are understood</li> <li>• Prioritising connectivity at transport hubs</li> <li>• Providing amenity in precincts, including digital connectivity and safety-enhancing features</li> </ul> <p>Additionally, this submission provided a number of place-based planning resources that Council could utilise through our planning processes, including partnering with the NSW Government and other entities who have previous experience.</p>	<p>Council acknowledges and thanks Smart Places team for their support. The submission recommended the delivery of a place-based data strategy of which components will be considered under actions 1.1.2 and 4.2.1, and also a digital baselining study which will be delivered in 4.1.1. Due to the agile nature of this space, it would not be appropriate to call out specific policies at this time.</p> <p>Place-based considerations will be integrated through the action planning stage, particularly through the actions of Priority 4 and 5. Council is committed to partnering with relevant stakeholders, including the Smart Places team, in the implementation of innovative solutions and smart city technologies. The recommended resources will be utilised in the delivery of actions.</p>
<b>Organisation (SOP Business Association)</b>	<p>This submission considered all four strategies within the Future Parramatta suite, with a specific focus on the Economic and Environmental domains. A circular economy was proposed for Sydney Olympic Park.</p>	<p>Specific locations for circular economy projects/ advocacy to be considered at action level, at project planning stage in collaboration with internal partners and external partners.</p>
<b>Organisation (Greater Cities Commission)</b>	<p>This submission provided broad support for the objectives and actions identified and spoke to a number of areas of collaboration. Particular areas of collaboration with Council included: managing urban heat and mitigating climate change, circularity within the Westmead precinct, transport planning, strengthening the innovation ecosystem and understanding industry needs and creating pathways for community upskilling opportunities.</p>	<p>Council acknowledges and thanks the former Greater Cities Commission team for their support. The submission demonstrates significant alignment between Council and the Greater Cities Commission. Partnerships with relevant organisations will be considered through the action plan, and Partnership (as opposed to sole Council delivery) has been added to action 4.2.1.</p>
<b>Organisation (SOPA)</b>	<p>Overall supportive of the strategy, particularly around leveraging circular economy links in Sydney Olympic Park. Supportive of partnering with Council to deliver smart city elements across the Central River City</p>	<p>Council acknowledges and thanks the Sydney Olympic Park Authority for their support. Partnerships are included in the DPA framework in action tables for relevant actions and details will be further determined at delivery stage.</p>
<b>Organisation (Health Promotion, WSLHD)</b>	<p>This submission noted an organisational commitment to partnering with Council on projects which use innovative problem solving, including deploying evidence-based pilots, to enhance the health and wellbeing of the local community.</p>	<p>Council acknowledges and thanks the Health Promotion team at WSLHD for their support. Council is committed to partnering with relevant organisations to ensure project delivery is effective and efficient.</p>



## Public exhibition of the Draft Smart City & Innovation Strategy 2024-2033: Post-exhibition proposed changes

### 1. Summary of proposed changes

Council officers recommend a range of changes to the draft Smart City & Innovation Strategy, based on both submissions received through public exhibition and internal staff review of the document post-exhibition.

In summary, proposed changes include the following:

- Reworded and consolidated content
- Added two new actions
- Removed seven actions (four identified as business as usual or actions already in progress, and one environmental and two transport actions allocated to alternate strategic documents)
- Reworded fifteen actions
- Consolidated fifteen actions into seven actions
- Reordered actions to improve clarity about order of project work
- Reorganised action pages to be included within each priority section, rather than as a standalone action plan at the end of the document
- Removed "outputs" layer from action spreads

Additionally, several administrative and non-policy amendments have been made to the Draft Strategy post-exhibition, such as graphic design and proofreading changes. These changes are not detailed in the sections below, as Council has already granted the Chief Executive Officer delegation to make such changes.

### 2. Changes to draft Strategy document

Change	Exhibition version	Post-exhibition version	Rationale
<b>Consolidated section</b>	Full spread for both the First Nations acknowledgement and Lord Mayor message.	Combined spread for both First Nations acknowledgement and Lord Mayor message.	To streamline the document and better utilise spreads.
<b>Consolidated section</b>	Separate spreads for "Our journey so far" and "Our journey ahead"	Combined spread detailing "Our journey"	To streamline the document and better utilise spreads.

<b>Removed section/ Moved spreads</b>	Standalone "Innovation ecosystem" section	No standalone "Innovation ecosystem" section. Map spread deleted and "Ecosystem highlights" spread moved up to "Introduction"	To remove unnecessary level of detail and reorder spreads to move demographic information to the "Introduction".
<b>Consolidated section</b>	Separate spreads for "Our vision and principles" and "Our priorities"	Combined spread detailing "Our vision, principles, and priorities"	To streamline the document and reduce the duplication of content.
<b>Moved section</b>	Standalone "Action plan" section	Table of actions and indicators embedded in each priority	To enable the reader to read the priority and associated actions more easily
<b>Removed</b>	"Outputs" layer included in action plan	"Outputs" layer removed from action plan	To improve readability and clarity, as this layer was useful in the drafting of the document but not helpful for the reader
<b>Updated</b>	Timeframe for actions listed in "horizons"	Timeframe for actions listed in years, with work delivered by year 2 and year 4 of the action plan	To improve clarity and create consistency with other strategic documents.

### 3. Changes to actions

Change	Exhibition version	Post-exhibition version	Rationale
<b>PRIORITY 1: A DATA-LED AND INNOVATIVE ORGANISATION</b>			
New	N/A	Scope world's best practice in innovative planning approaches to understand potential application to the Parramatta context	Identified missing element in our digital tool stack.
New	N/A	Scope the creation of an internal data analytics function	After the creation of the data governance framework, resources will be required to assist staff with utilising data.
Reworded	Establish policies, procedures, and practices for effective data management that	Establish policies and procedures for effective data management that	Unnecessary wording removed – practices are implied in the adoption of policies and practices.

Change	Exhibition version	Post-exhibition version	Rationale
	complies with relevant standards	complies with relevant standards	
Reworded	Improve existing corporate and project reporting system	Improve existing corporate and project reporting systems	Typographical error - Add plural to end of 'systems'
Reworded	Support implementation of NSW Government digital tool trials (including AI and ML)	Support implementation of NSW Government digital tool trials, such as Artificial Intelligence (AI) and Machine Learning (ML) projects	Reword to clarify that AI and ML are examples, rather than inclusions that have already been decided.
Reworded	Upskill Council in data literacy	Upskill Council staff in data literacy	Specify staff, not the organisation.
Consolidated	<ul style="list-style-type: none"> <li>Investigate improvements to systems including spatial analytics (GIS) and capital works monitoring</li> <li>Improve analysis and visualisation of spatial data sets</li> </ul>	Investigate and recommend improvements for user-friendly Geographic Information System (GIS) and capital works monitoring systems	Actions identified as duplication. Actions consolidated under a reworded action as GIS covers spatial data sets. Included the full words as well as the acronym for GIS.
Consolidated	<ul style="list-style-type: none"> <li>Enable internal innovation through programs and incentives</li> <li>Provide opportunities for staff to develop novel solutions to current and future problems faced by Council</li> </ul>	Enable internal innovation through programs and incentives	Actions identified as duplication. Work consolidated under the first action.
<b>PRIORITY 2: CLIMATE ADAPTATION AND CIRCULAR ECONOMY</b>			
Reworded	Improve urban heat models of the LGA to include place-based influencing factors	Improve local urban heat data to identify and communicate place-based conditions impacting local climate	Urban heat mitigation is also addressed through the Environmental Sustainability Strategy (ESS). To avoid confusion and duplication, the ESS will lead the urban heat component. The Smart City and Innovation Strategy (SCIS) will maintain the data and technology
Reworded	Identify a suite of heat mitigations solutions for Council projects	Identify a suite of heat mitigations solutions supporting Council projects and planning.	

Change	Exhibition version	Post-exhibition version	Rationale
			components that support evidence-based decision making. As such, these actions are reframed as supportive actions.
Reworded	Expand existing warning networks to improve community environmental decision making through data-led tools and behavioural insights	Scope opportunities to improve environmental warning networks	Reframe action to scoping, as expansion may not be required. Expanded scope as warning networks have greater function than community decision-making.
Consolidated	<ul style="list-style-type: none"> <li>Investigate real-time water quality monitoring technologies</li> <li>Collect and communicate real-time bacteria levels in Lake Parramatta</li> <li>Trial water quality monitoring at locations across the Parramatta River catchment to influence behaviour change program</li> </ul>	Investigate real-time water quality monitoring technologies	<p>Actions identified as duplication. Additionally, some of this work is already business as usual and does not require a strategic action.</p> <p>Workplan consolidated under the first action.</p>
Consolidated	<ul style="list-style-type: none"> <li>Investigate digital systems for waste collection and circular redistribution</li> <li>Scale up circular projects with strata organisations to encourage greater participation</li> </ul>	Identify opportunities to utilise new technologies and data to enhance waste avoidance and resource recovery within Parramatta	It was identified that circular economy featured in 3 strategies. Detailed actions will be led by ESS, and the SCIS will carry the data component (innovation lens).
Removed	Deliver high impact heat mitigations in Council projects	N/A	<p>Urban heat mitigation is also addressed through the ESS.</p> <p>To avoid confusion and duplication, the ESS will lead the urban heat component. The SCIS will maintain the data and</p>

Change	Exhibition version	Post-exhibition version	Rationale
			technology components that support evidence-based decision making.
<b>PRIORITY 3: AN INTELLIGENT AND CONNECTED TRANSPORT SYSTEM</b>			
Reworded	Improve technology capability to collect and share data to inform transport planning, transport servicing and to support dynamic trip planning	Scope technology capability to support transport planning	Specificity about use cases of transport technology removed, as this will be determined on a project basis.
Removed	Investigate using data and technology to improve equitable use of kerb lanes in the city centre	N/A	Transport planning is addressed through many Council plans currently and will be consolidated under the new Integrated Transport Strategy (ITS). To avoid confusion and duplication, the ITS will lead the transport component. The SCIS will maintain the data and technology components that support evidence-based decision making.
Removed	Undertake a needs assessment of freight and logistics last mile improvements	N/A	
<b>PRIORITY 4: TRANSFORMATIVE URBAN TECHNOLOGY</b>			
Reworded	Investigate options to trial new smart infrastructure including solar charging stations in the public domain	Investigate options to trial new energy efficient smart infrastructure in the public domain	Broadened scope from just one example to capture a range of infrastructure which may become available.
Reworded	Incorporate smart infrastructure in precinct planning, including Development Control Plans	Investigate the inclusion of smart infrastructure in precinct planning, including Development Control Plans	Reworded the action based on internal staff feedback. Action reframed as investigate
Reworded	Identify connectivity needs across the LGA including public domain and urban renewal areas	Identify internet connectivity needs across the LGA including public domain and urban renewal areas	Specify internet to ensure that 'connectivity' is not confused with other uses of the word, such as transport connectivity.

Change	Exhibition version	Post-exhibition version	Rationale
Reworded	Develop a policy for implementation of connected assets such as smart lighting, sensors, and other internet of things (IoT) devices	Develop a smart infrastructure guideline, which considers precinct level requirements for smart technology such as sensors, smart lighting, and other smart city public domain upgrades like charging stations	Reworded policy to guideline to allow a more flexible, living document. Included specific callout to precinct level consideration and examples of what may be included at request of Councillors (workshop 03/06/24).
Reworded	Contribute data to asset renewal database for predictive maintenance	Create a data model for predictive asset maintenance	Reworded action for accuracy based on further project development with delivery teams.
Consolidated	<ul style="list-style-type: none"> <li>Identify locations, technologies and prioritisation to activate places with innovative solutions</li> <li>Trial smart city solutions to enhance safety</li> </ul>	Implement smart city technology and design principles to enhance place activation or improve safety	Actions identified as duplication. Workplan consolidated under a reworded action.
Removed	Ensure that smart and digital infrastructure including smart lights, sensors, IOT devices and multi-function poles are separately registered as assets within a Council asset management system	N/A	Project is already in-progress and will be covered under new OneCouncil module – no strategic action required.
<b>PRIORITY 5: A THRIVING INNOVATION ECOSYSTEM</b>			
Reworded	Explore and promote the opportunities of our existing advanced manufacturing precincts from a regional productivity perspective	Investigate potential innovation uses for emerging jobs precincts, including Silverwater, to complement and grow existing key industries in Parramatta	Reworded to improve alignment with Silverwater city shaping initiative in Parramatta 2050.
Removed	Promote the brand of Parramatta's innovation ecosystem	N/A	Identified as business as usual – no strategic action required.

Change	Exhibition version	Post-exhibition version	Rationale
Removed	Partner to host network events and workshops that support local talent	N/A	Identified as business as usual – no strategic action required.
<b>PRIORITY 6: CREATIVE COMMUNITY EXPERIENCES</b>			
Reworded	Develop a digital-first solution for city exploration and wayfinding	Develop a digital solution for city exploration and wayfinding	Removed 'first' as digital wayfinding should complement static wayfinding and be used with discretion as required.
Consolidated	<ul style="list-style-type: none"> <li>• Trial digital experiences programming in all libraries and in the Community Hubs at PHIVE and Wentworth Point</li> <li>• Partner to provide physical and digital spaces for innovators to connect, share ideas and gain knowledge</li> </ul>	Provide digital skills and literacy programming and innovative experiences in libraries and community hubs	Actions identified as duplication. Work consolidated under a reworded action which captures both the physical spaces and the programming content.
Consolidated	<ul style="list-style-type: none"> <li>• Align and unify Council digital products to improve customer journeys</li> <li>• Meet accessibility requirements across Council's digital products</li> </ul>	Align and unify Council digital products to improve customer journeys	Actions identified as duplication. Workplan consolidated the first action.
Removed	Work with partners to trial new digital experiences	N/A	Identified as business as usual – no strategic action required.

**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.4
<b>SUBJECT</b>	Approval of Toongabbie to Westmead Pedestrian and Cyclist Corridor (Final Scope of Works)
<b>REFERENCE</b>	F2024/00282 - D09394446
<b>REPORT OF</b>	Senior Project Officer Transport Planning

**CSP THEME:** Accessible

**WORKSHOP/BRIEFING DATE:** Nil

**PURPOSE:**

To seek Council's endorsement for the final scope of works for the Toongabbie to Westmead Pedestrian and Cyclist Corridor along the Main Western Line.

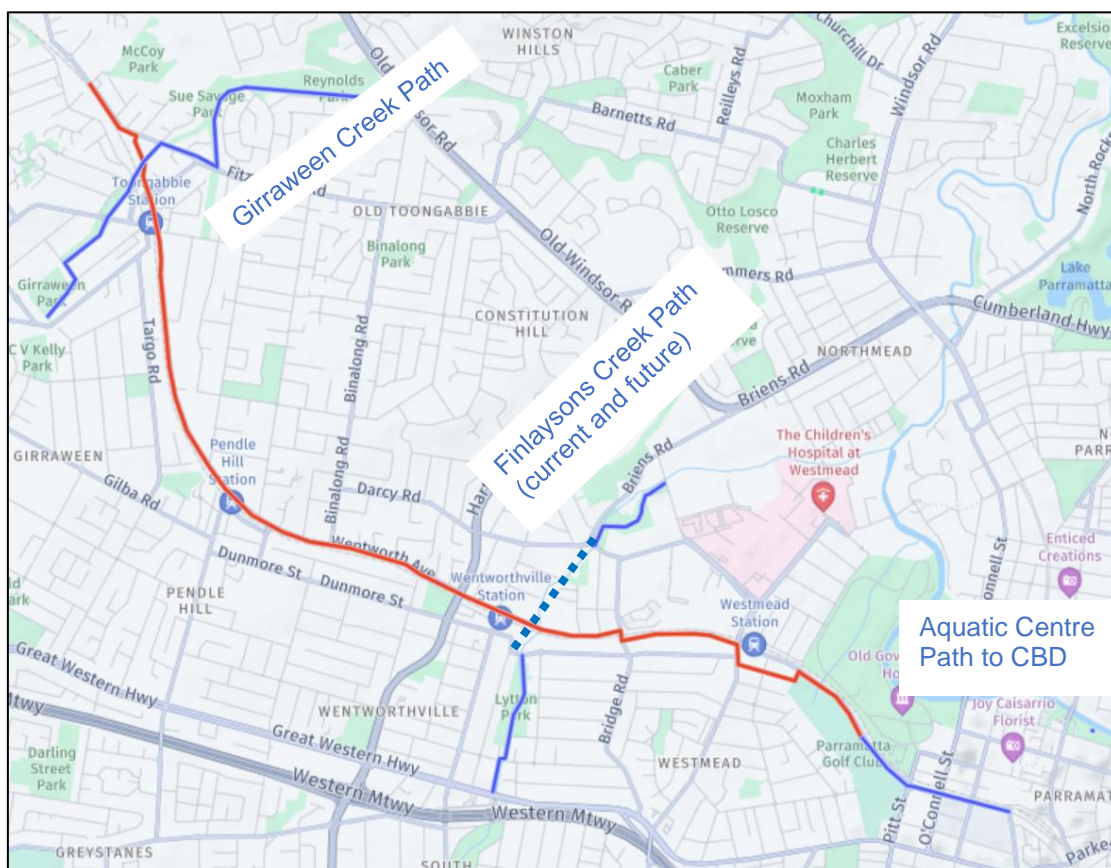
**RECOMMENDATION**

- (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.



## BACKGROUND

1. On 11 March 2024 Council considered draft plans for the *Toongabbie to Westmead Pedestrian and Cyclist Corridor*. The location of the proposed works are detailed in **Figure 1** below and whilst a brief summary of the works is provided in the recommendation above a detailed description of the 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.
2. 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)

3. 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 2 and 3: Examples of on-site signage

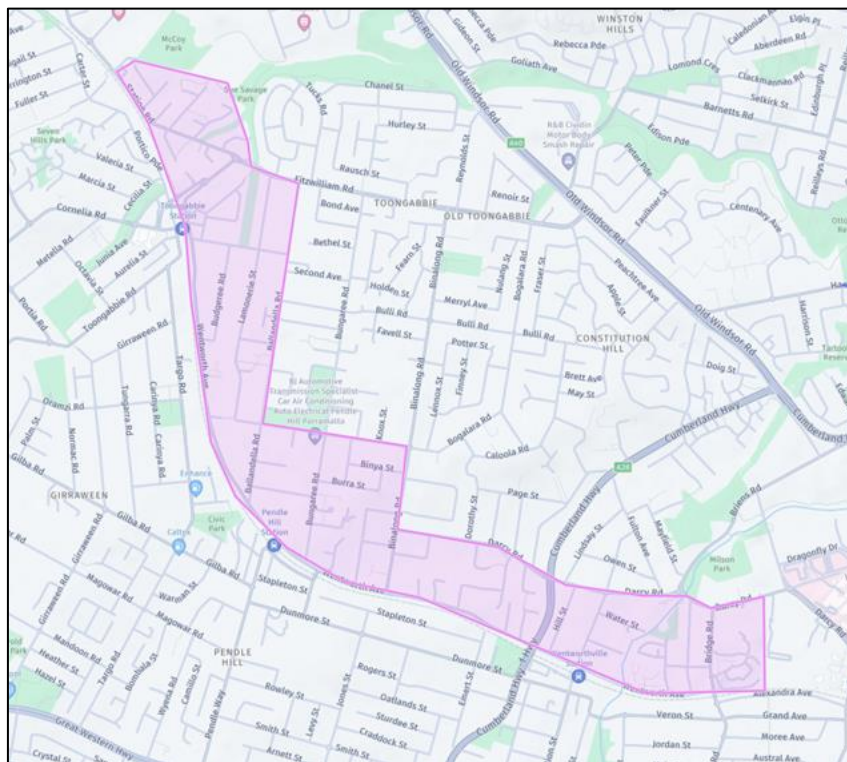


Figure 4: Letter notification area

## ISSUES/OPTIONS/CONSEQUENCES

4. Should the Council endorse the project as recommended, it would be reported to the next available Parramatta Traffic Committee for their review and consideration. The key themes and issues are discussed in the following section as raised by the community in the public exhibition.

## CONSULTATION & TIMING

### Public Consultation

5. A total of 84,000 opportunities to give feedback were provided to the community through targeted emails, newspaper ads, digital advertising, social media, in-person popups and surface mail. This resulted in 3,168 views of the Participate

Parramatta project page and 268 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.

6. 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), 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%).
7. Public Consultation feedback is provided in full at **Attachments 2 and 3**, including detailed Council Officer responses. Online comments (**Attachment 4**) were assigned an ID number. Respondents can look up their comment on the interactive map on the Participate Parramatta Portal at <https://participate.cityofparramatta.nsw.gov.au/toongabbie-westmead-active-transport-corridor> to find the ID number of their comment and then consult **Attachment 4** to read an officer response that directly addresses their feedback and any subsequent actions.
8. Key themes from the consultation are summarised below in **Table 1** in order of frequency.

**Table 1: Key consultation themes**

Count	Comment / Theme	Officer Response
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).
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.

9. There were a limited number of objections to the project, 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) A number of 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.*

### Stakeholder Consultation

10. 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	Council will note that link as tentative and if the project is approved, continue to work with GSP while the works	City Strategic Planning

		is not supported at this stage until further master planning of Mays Hill is complete.	outside of the Park boundary are progressed.	
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### Councillor Consultation

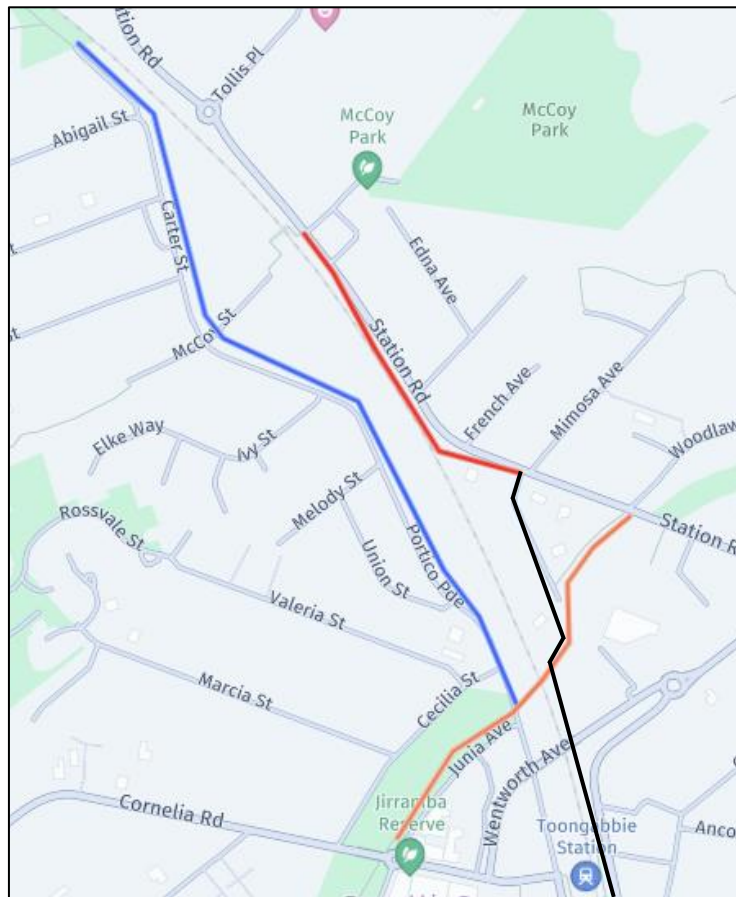
11. In addition to pre-exhibition Councillor consultation discussed in the previous report which can be access with this [link](#), the following consultation has been undertaken in relation to this matter:

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

### Proposed changes to the proposal as a result of consultation

12. Three changes are proposed to 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 Road between the rail line and Byrne Street, Wentworthville not be moved further north. The project will now retain the bus stop within that block.
- c) The concept plan proposed a separated cycleway along the southern side of Station St between Premier Street and the McCoy shops - see the solid red line below in **Figure 5** (the black line is the overall project alignment). The separated cycleway was recommended because in the Council's parking survey it was noted that the majority of the southern side of Station Street was "No Stopping", when in fact parking was permitted. However, a local resident reported that parking signs were missing and the street is parked out when community sport is being played at McCoy Park (the parking surveys did not coincide with sport). Therefore, removing approximately 40 parking spaces would have a significant impact on the community.
- d) Blacktown City Council were also contacted to confirm their preference for the regional route to Blacktown west of the LGA. They indicated their current planning is for the southern side of the railway line (see blue line in **Figure 5**), with the existing Girraween Creek path (orange line in **Figure 5**) being the last location to switch from the northern to the southern side. Therefore, it is proposed to change Station Street to a shared path only as it will provide adequate pedestrian and cyclist capacity for a local scale link to the shops and park, and allow for parking to be retained.



**Figure 5:** Detail of Station Road north-west of Toongabbie Station: Blacktown preferred regional alignment in **BLUE**, Girraween Creek path in **ORANGE**, proposed path change location in **RED**, rest of alignment in **BLACK**.

## LEGAL IMPLICATIONS FOR COUNCIL

13. There are no legal implications in considering this report.

## FINANCIAL IMPLICATIONS FOR COUNCIL

14. If Council resolves to approve this report in accordance with the report recommendation, there are no unbudgeted financial implications for Council's budget. Any funding for future stages of detail design would be subject to Parramatta Traffic Committee approval, future Council budget processes and external grant applications.









Janelle Scully  
**Land Use Planning Manager**

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

John Angilley  
**Executive Director Finance & Information**

Gail Connolly  
**Chief Executive Officer**

**ATTACHMENTS:**

- |  |             |
|--|-------------|
| <a href="#"> 1</a>  Toongabbie to Westmead Corridor - Engagement Evaluation                    | 16<br>Pages |
| <a href="#"> 2</a>  Toongabbie to Westmead Corridor - Combined long form submissions           | 13<br>Pages |
| <a href="#"> 3</a>  Toongabbie to Westmead Corridor - Community Feedback and Officer Responses | 5 Pages     |
| <a href="#"> 4</a>  Toongabbie to Westmead Corridor - Online Feedback and Officer Responses    | 6 Pages     |

**REFERENCE MATERIAL**



# TOONGABBIE TO WESTMEAD PEDESTRIAN AND CYCLIST CORRIDOR

Engagement Evaluation

May 2024

[cityofparramatta.nsw.gov.au](http://cityofparramatta.nsw.gov.au)





# CONTENTS

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# 1. INTRODUCTION

The 2016 Bike Plan identified a key regional walking and cycling corridor from Toongabbie to Westmead along the Main Western Railway Line, connecting the community with multiple stations, schools, parks and other regional walking and cycling facilities.

Council received a grant from Transport for NSW (TfNSW) to deliver a corridor study into this connection. The study involves the preparation of a detail concept design that tests:

- Spatial opportunities to create separate walking and cycling facilities; and
- Map constrains and opportunities

Two sets of key messages were developed to align with two campaigns – a broader active transport campaign (made up of 3 projects all live concurrently) and a project specific campaign.

This report focuses on the engagement campaign for exhibition of the Toongabbie to Westmead Pedestrian and Cyclist Corridor. The community feedback received will be reported on by the project team in the finalisation of the detailed Plan. The detailed Plan will inform future staging and the design of the works to be delivered.

## 2. ENGAGEMENT EVALUATION

The consultation ran from 28 March to 7 May 2024, with the opportunity to share feedback presented on 83,476 <sup>1</sup> occasions, culminating in 3,168 views of the project page and 158 engagements (survey, quick polls and email submissions combined).

The community had a good engagement rate of 10% on Participate Parramatta, indicating the project was relevant and of interest to the audience.

Organic and paid promotions were engaging and eye-catching, as seen by the positive engagement rate across all three campaigns.

### 2.1. Resources

- Organic and targeted paid social media campaign
- Community Connective, Active Parramatta, Your City News and Participate Parramatta e-newsletters
- Participate Parramatta project page
- Notification letter
- On-site signage (corflutes) with QR codes
- Postcards (to support pop-ups)
- Parra Newspaper – ¼ page spread

### 2.2. Social Media Campaign

Paid campaign results:


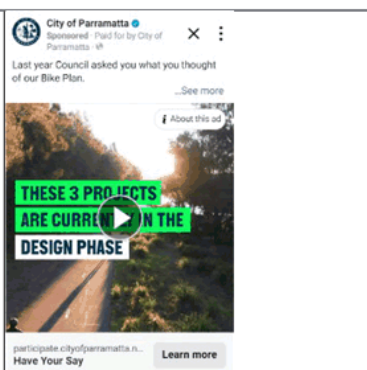

Paid Advertisements		Benchmarks
Total spend	\$249.02	n/a
Impressions	23,353	n/a
Reach	10,236	n/a
Link clicks	414	n/a
Frequency (no. times seen)	2.28	2-3
Cost per click	\$0.60	\$0.50-\$1
CTR (click through rate)	1.77%	More than 1%
Post engagements	3,795	n/a
Engagement rate (ER)	16.3%	More than 2%

<sup>1</sup> Combined total reach of Paid Advertisements, Facebook and Instagram, Participate and Your City News newsletters, Participate website, Pop-ups, QR codes and letterbox drops

**Summary**

- Good results for the campaign. All three cycling projects hit most CoP benchmarks, only a few had a touch higher CPC than we prefer.
- One reason for a high CPC could be that the audience didn't find the content overly engaging, and therefore weren't interested in clicking the link.
- Another thing to note is that during the three campaigns, Council had a lot of other campaigns running simultaneously with a similar audience, resulting in us competing against ourselves. This could have resulted in the CPC being higher for two campaigns.
- Creative was engaging and eye-catching, as seen by the engagement rate across all three campaigns.

Top performing ads:

 <p>City of Parramatta Sponsored · Paid for by City of Parramatta</p> <p>Council is proposing to build a bridge at Bennelong Parkway.</p> <p>participate.cityofparramatta.n... Bennelong Parkway Bridge Engagement Hub Platform</p>	 <p>City of Parramatta Sponsored · Paid for by City of Parramatta</p> <p>Last year Council asked you what you thought of our Bike Plan.</p> <p>participate.cityofparramatta.n... Have Your Say</p>	 <p>City of Parramatta Sponsored · Paid for by City of Parramatta</p> <p>Help us create a greener and more connected Parramatta!</p> <p>participate.cityofparramatta.n... Have Your Say Engagement Hub Platform</p>
<p><b>Bennelong Parkway</b></p>	<p><b>Active Transport Corridor</b></p>	<p><b>T6 Carlingford Line</b></p>

Organic campaign results:

Participate Facebook		Benchmarks
Posts	1	n/a
Followers	6.9K	n/a
Reach	28	n/a
Post Engagements	3	n/a
Engagement rate	10.7%	2-3%

Participate Instagram		Benchmarks
Posts	1	n/a
Followers	566	n/a
Reach	26	n/a
Post Engagements	0	n/a
Engagement rate	0%	2-3%

### Electronic Direct Notification

Channel	Emails sent	Open rate	Clicks
Participate Parramatta – 10 April 2024	17,518	43%	282
Your City News – 2 April 2024*	30,361	29%	292
Your City News – April (re-mail) 2024*	19,248	14%	68
<b>TOTAL</b>	<b>67,127</b>	<b>n/a</b>	<b>642</b>

\*Listed as a combined cycling story, not as 3 separate projects

### 2.3. PARTICIPATE Parramatta

Promotion of the engagement directed community members to the Participate Parramatta website. The project page was viewed 3,168 times and generated 154 contributions.

Project Page Events	
Views	3,168
Visitors	1,514
Visits where at least 1 contribution was made	149
<b>Total contributions*</b>	<b>154</b>

\*Survey and the quick poll combined.

Engagement highlights:

- The engagement rate was approx. 10% (average range is 3-5%) indicating the project was relevant and of interest to the audience.

### 2.4. Email submissions

Interested stakeholders:

- Bicycle NSW made a submission to each of the three projects in support
- Bike North made a submission on each of the three projects in support
- CAMWest made a submission on each of the three projects in support
- 1 x submission from Western Sydney LHD in support, and offering to collaborate
- 1 x resident call that was neither for nor against
- 1 x direct email in support
- 1 x submission from Greater Sydney Parklands Trust

\*Cumberland Council also exhibited their side of the project area along with Westmead South. The Toongabbie to Westmead route is included in Cumberland Council's documentation that is being submitted to the Department of Planning.

### 2.5. Letterbox drop

1,500 letters were delivered in total. All owners and occupiers in the vicinity (with strata buildings only notified via strata committee) were notified via a letterbox drop in the following locations:



Figure 1: Mailout area

**2.6. On-site signage (corflutes) with QR codes**

QR Code results: 130 scans

On site signage and footpath decals were placed on both sides at local train stations and Parramatta Aquatic Centre, as well as a cluster of posters between Bridge Road and Wentworthville Station where Wentworth Avenue is proposed to be one way. See below maps showing locations:

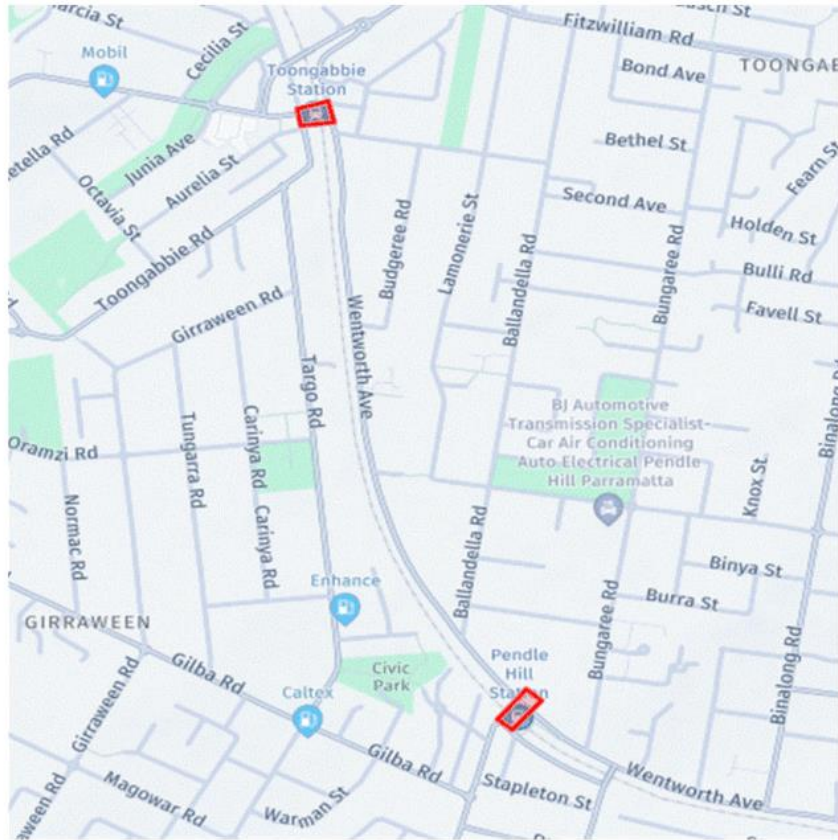


Figure 2: Location of on site signage

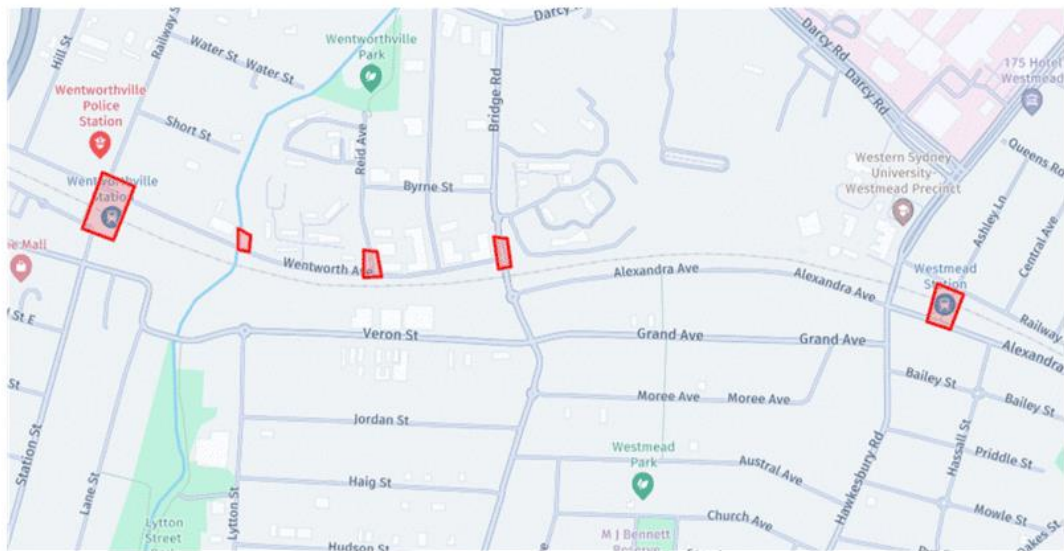


Figure 3: Location of on site signage



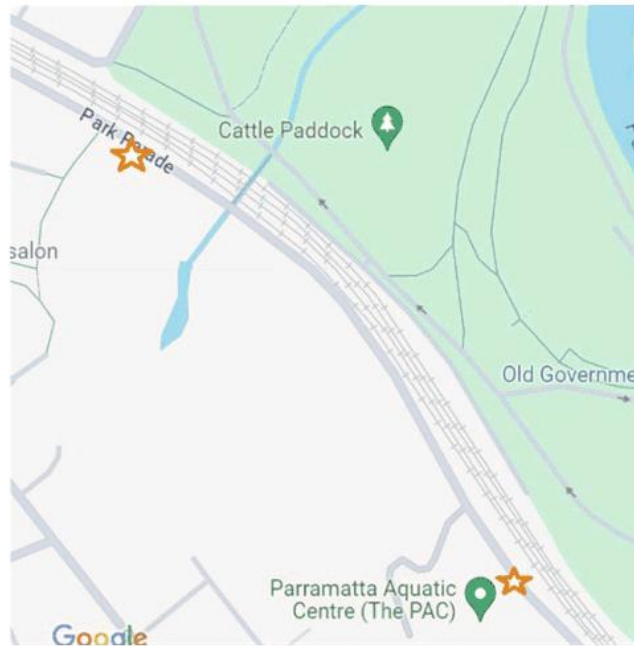
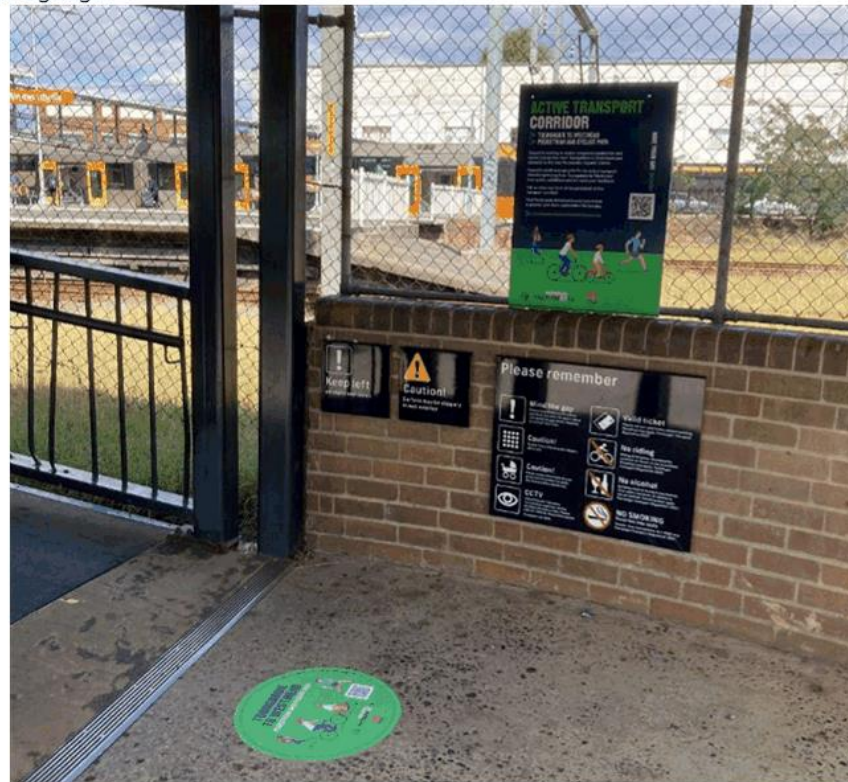


Figure 4: Location of on site signage

Examples of signage:









## 2.7. Interactive Online Map

Please see below map clippings with corresponding points, where:

- Green stars are support
- Grey boxes are comments
- Red triangles are objections

The overall numbers were:

- 34 in support
- 9 objections
- 65 comments

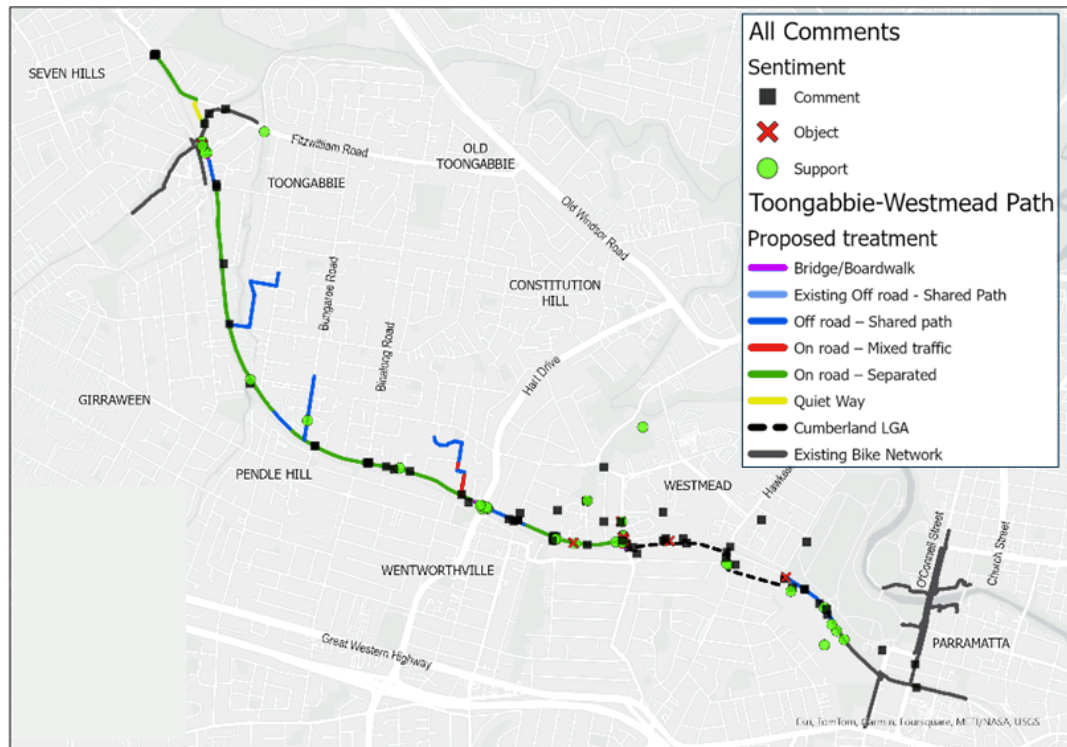


Figure 5: Online Map comment / object / support locations

## 2.8. Pop-ups and postcards

5 x Pop-ups were held on the following dates:

### 1. 4pm-7pm on Wednesday 3 April 2024 at Toongabbie Station

300 postcards and 10kgs of bananas were given out, with the project team holding conversations with approximately 10-15 people.

### 2. 4pm-7pm on Wednesday 10 April 2024 at Pendle Hill Station

350 postcards and 13kgs of bananas were given out, with the project team holding conversations with approximately 15-20 people.

### 3. 8am-10am on Tuesday 16 April 2024 at the Parramatta Aquatic Centre

50 postcards and 0 bananas were given out, with the project team holding conversations with approximately 3 people.

### 4. 4pm-7pm on Wednesday 17 April 2024 at Wentworthville

250 postcards were given out, with the project team holding conversations with approximately 10-15 people.

### 1. 7am-10am on Saturday 27<sup>th</sup> April, 2024 at the Parramatta Aquatic Centre.

250 postcards and 7kg of bananas were given out, with the project team holding conversations with approximately 8 people.

## 2.9. Parra Newspaper

A half page spread was published in the Parra News on 2 April 2024. Please see below screenshot for reference:

### HAVE YOUR SAY!

#### Improve Active Transport in Parramatta

City of Parramatta is proposing to install Pedestrian and Cyclists facilities to improve walking and cycling safety and amenity in Wentworth Point, Granville, Clyde, Toongabbie, Pendle Hill, Wentworthville and Westmead as detailed below:

##### Bennelong Parkway between Hill Road and Wentworth Common, Wentworth Point

- A pedestrian and cyclist bridge over Haslams Creek,
- Raised pedestrian and cyclist priority crossings of Bennelong Parkway at Wentworth Common and the Archery Car park,
- Separated pedestrian and cyclist paths, and short sections of shared path on the northern side of Bennelong Parkway between Hill Road and Wentworth Common,
- The 50km/h speed limit on Bennelong Parkway extended east to 100m beyond the proposed raised priority crossing at Wentworth Common,
- Cyclist priority crossing over The Piazza at Bennelong Parkway,
- Re-built roundabout that meets current guidelines at the intersection of The Piazza and Bennelong Parkway.

##### Arthur Street and Hamilton Street, Granville, as well as Parramatta Road and Berry Street, Clyde

- Raised pedestrian and cyclist priority crossings of Arthur Street at the M4 path and Berry Street at Sutherland Street, Clyde,
- Raised shared environment intersection in Hamilton Street at Arthur Street,
- Separated pedestrian and cyclist paths in Arthur Street and Hamilton Street, Granville, and Berry Street, Clyde

- Shared paths in the former T6 corridor at Granville, and Parramatta Road between George Street and Berry Street, Clyde,
- Raised shared zone in Berry Street between Clyde Station and Sutherland Street.

##### Station Road and Premier Street, Toongabbie, the length of Wentworth Avenue in Toongabbie, Pendle Hill and Wentworthville, as well as Park Parade in Westmead

- A pedestrian and cyclist shared underpass of Wentworth Avenue between Premier Street and Toongabbie Station, Toongabbie,
- Widened shared path along Girraween Creek between Premier Street and Portico Parade,
- A pedestrian and cyclist overbridge of the Cumberland Highway at the Main Western Line at Wentworthville,
- Conversion of Wentworth Avenue between Reid Avenue and Bridge Road to one way westbound,
- Converting the pedestrian crossings in Station Road at McCoy Street, and in Wentworth Avenue at Railway Street to raised pedestrian and cyclist crossings,
- New raised pedestrian and cyclist crossings of Wentworth Avenue at Finlaysons Creek, and Bridge Road south of Byrne Street, Wentworthville,
- Separated cyclist path on Wentworth Avenue between Toongabbie Station, Pendle Hill Station, Wentworthville Station and Bridge Road, with short sections of shared path at all the stations.
- Separated pedestrian and cyclist paths on the southern side of Station Road between McCoy Street and Premier Street,

- A raised shared environment intersection at Station Road and Premier Street,
- A shared path on Burrabogee Road between Wentworth Avenue and Pendle Creek, Park Parade on the Parramatta Park frontage between Bailey Road and the Parramatta Aquatic Centre, Bridge Road between Byrne Street and the Main Western Line.

Should any of these projects be approved and supported, they would likely be delivered in stages over a number of years pending detail design and funding. A copy of all the detailed plans is available online at [participate.cityofparramatta.nsw.gov.au](https://participate.cityofparramatta.nsw.gov.au)

Submissions are welcome on all the proposals until **5pm, Tuesday 30 April 2024** via:

- **Online:** [participate.cityofparramatta.nsw.gov.au](https://participate.cityofparramatta.nsw.gov.au) and complete the online submission form on the respective pages

- **Post:** Attn: Transport Planning Team  
City of Parramatta Council  
PO Box 32, Parramatta NSW 2124

- **Email:** [transportplanning@cityofparramatta.nsw.gov.au](mailto:transportplanning@cityofparramatta.nsw.gov.au)

Any concerns and comments regarding the proposal will be closely considered and amendments made to the design as appropriate. The outcomes of consultation and a recommendation will be reported to the Parramatta Traffic Committee and then the following Council meeting.

If you have any comments or enquires regarding the proposal, please email the address above or contact Council's Transport Planning Section on 9806 5632.

Figure 6 - Paid advertisement for Cycling Projects in Parra News

### 3. RECOMMENDATIONS

This report presents and analyses the engagement results from the recent consultation for the Toongabbie to Westmead Pedestrian and Cyclist Corridor

Careful consideration should be given to all the feedback and data received before a decision is made.

Council should respond to each concern and suggestion raised.

**A summary of findings should also be reported back to the community (when appropriate but in a timely manner), highlighting how community feedback has influenced the project. The final decision and reasons why should be made public and reported back to those who provided feedback.**

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

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



GREATER  
SYDNEY  
PARKLANDS

Callan  
Park

Centennial  
Parklands

Fernhill  
Estate

Parramatta  
Park

Western  
Sydney  
Parklands

10 May 2024

Rob Cologna  
Group Manager, City Strategic Planning  
City of Parramatta Council  
PO Box 32,  
PARRAMATTA NSW 2124

email: [transportplanning@cityofparramatta.nsw.gov.au](mailto:transportplanning@cityofparramatta.nsw.gov.au)

Dear Rob,

### **Toongabbie to Westmead Pedestrian and Cyclist Corridor**

Thank you for the opportunity to comment on the public exhibition of the Toongabbie to Westmead Pedestrian and Cyclist Corridor (the Corridor). GSP is the custodian of UNESCO World Heritage Listed Parramatta Park (the Park) which includes the Mays Hill precinct, an important part of the Westmead-Parramatta open space network.

Greater Sydney Parklands (GSP) supports Council's ambition to better connect stations, schools, shops and existing active transport corridors along the Western Railway Line but does not support the resolution of the Corridor's alignment through Mays Hill. The alignment proposed is not consistent with the exhibited Draft Parramatta Bike Plan 2023 and does not adequately consider Park impacts. Redirecting the alignment from Park Parade through the north-west corner of the Park and onto Bailey Street impacts the safety of park users, an endangered ecological community and potential areas of archaeological significance.

Given the current major planning proposals and projects underway in Westmead and Westmead South, such as the Westmead Metro Station (led by Transport for NSW) and the Westmead South Master Plan (led by Cumberland City Council) we consider it premature to finalise a route through the Mays Hill precinct. GSP will be revising the 2017 Mays Hill Precinct Master Plan in the future to respond to the changing context and the alignment of the proposed Corridor can be further considered as part of this process.

GSP looks forward to collaborating with the City of Parramatta, Cumberland City Council and other NSW Government agencies to achieve an integrated outcome for the Park. If you have any questions relating to this submission, please contact Paula Tomkins, Senior Manager, Open Space Planning, by email at [paula.tomkins@gsp.nsw.gov.au](mailto:paula.tomkins@gsp.nsw.gov.au) or on 0418 967 392.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Callantha Brigham'.

**Callantha Brigham**  
Director Strategy, Design and Delivery



Greater Sydney Parklands | Phone: 02 9895 7500 | Fax 02 9895 7580  
Level 1, 6 Parramatta Square, 10 Darcy Street, Parramatta NSW 2150 | PO Box 3064, Parramatta NSW 2124





Western Sydney  
Local Health District

WSLHD Ref: HPE 24/41737-8  
Your Ref: F2022/02245

Mark Crispin  
Senior Transport Planner  
City of Parramatta Council  
Email: [transportplanning@cityofparramatta.nsw.gov.au](mailto:transportplanning@cityofparramatta.nsw.gov.au)

Dear Mr Crispin

I write in response to your correspondence of 9 April 2024 regarding the proposed Toongabbie to Westmead Pedestrian and Cyclist Corridor that is currently on public exhibition until 7 May.

Thank you for providing Western Sydney Local Health District (WSLHD) the opportunity to comment on the proposed pedestrian and cycle path. The proposal was distributed to the relevant staff within WSLHD for their review.

General feedback was that the proposal is supported, however consideration needs to be given to:

- congestion in and around schools
- congestion in and around Hawkesbury Road and Alexandra Avenue
- how this will be managed.

Detailed feedback and comments on the proposal have also been provided by the WSLHD Centre for Population Health, which is attached to this letter for you to consider.

If you wish to obtain further information, please contact Helen Ryan, WSLHD Healthy Places Coordinator, Health Promotion at [helen.ryan@health.nsw.gov.au](mailto:helen.ryan@health.nsw.gov.au)

Yours sincerely

  
Graeme Loy  
Chief Executive

Date: 8/5/24

Cc: Dr Shopna Bag, Director WSLHD Centre for Population Health – [Shopna.bag@health.nsw.gov.au](mailto:Shopna.bag@health.nsw.gov.au)

Western Sydney Local Health District  
ABN: 48 702 394 764  
PO Box 574 Wentworthville NSW 2145

**Western Sydney Local Health District  
Centre for Population Health**



1 May 2024

City of Parramatta  
Attn: Mark Crispin Senior Transport Planner  
Via email: [transportplanning@cityofparramatta.nsw.gov.au](mailto:transportplanning@cityofparramatta.nsw.gov.au)

---

**Subject: Letter of Support - Proposed Toongabbie to Westmead Pedestrian and Cyclist Corridor**

Dear Mark Crispin,

Western Sydney Local Health District (WSLHD), Centre for Population Health (CPH) welcomes the opportunity to comment on City of Parramatta's (CoP) proposed Toongabbie to Westmead Pedestrian and Cyclist Corridor.

The CPH acknowledges the achievements in infrastructure delivery to date via the CoP Bike Plan (2017, updated in 2024), and Parramatta Ways Walking Strategy (2017), to enhance the accessibility, sustainability, productivity, and liveability for people who live and work in CoP. The doubling of usage of the Parramatta Foreshore path since 2017 and the significant increase in access of the Alfred Street Bridge by 500-600 people every day, as reported in the [Participate Parramatta video](#) for this proposed project, is to be congratulated. The commitment of CoP to invest in improved infrastructure which helps enable the community to be more physically active, via more opportunities for safe and sustainable travel options for work, study and/or recreation via the proposed Toongabbie to Westmead Pedestrian and Cyclist Corridor is commended.

**Informed by Policy**

We congratulate Council on the alignment of the Westmead Pedestrian and Cyclist Corridor with key NSW, Federal Government and WSLHD Strategic documents that support the health and wellbeing of the community by enabling people to be more physically active, with a corresponding reduction in rates of chronic disease.

Of note are the following supportive Strategies:

- [Active Transport Strategy 2022](#)
- [NSW Movement and Place Framework](#)
- [NSW Healthy Eating and Active Living Strategy](#)
- [National Health Preventative Strategy 2021-2039](#)
- [Western Sydney Local Health District Health Promotion Strategic Framework](#)

**Equity approach that supports climate health**

We applaud the equity approach of this proposed project which provides more affordable and equitable travel options for people commuting to/from the Westmead Health Precinct. We also

acknowledge the important role active travel plays in supporting climate health. Policies and interventions designed to reduce greenhouse gas emissions and mitigate climate change also have the potential to reduce health inequity, build community resilience, and protect and promote better health.<sup>1</sup>

### **Listening to the community**

CPH acknowledges the proposed changes to the Corridor incorporate community feedback from cyclists, pedestrians, and other road users. Through your community and stakeholder engagement you have listened to broad views to understand barriers and enablers to active travel and have aimed to address these in the new pedestrian and cyclist corridor.

We are encouraged to see the many proposed structural changes to the environments to prioritise safe active travel, such as new raised pedestrian/cyclist crossings, pedestrian/cyclist underpass and separated pedestrian/cyclist paths. Strengthening existing paths and creating new paths where available will support greater positive health behaviours. Timely delivery of transport connections (including walking, cycling and public transport) is critical to reducing car reliance and preventing a decline in physical activity of people who live and work in CoP.

### **For consideration**

#### *Journey experience*

Where practicable it is important to consider environmental factors that impact on user journey experience and maximises positive health outcomes of the corridor for all people who use it. This includes providing adequate lighting along the corridor, access to public amenities where practicable, access to drinking water and adequate shading along the corridor. Suitable signage and way finding that meets the literacy needs of the diverse Western Sydney community is vital. As reported in the Bike Plan 2024, 62% do not use English as their first language at home. As a result, the importance of way finding becomes a critical navigator of a successful cycling network.

#### *Separate cycle and pedestrian ways*

CPH notes the inclusion of separate cycleways designs on sections of the Corridor and reiterates wherever possible, the separation of cyclists and pedestrians from motorised traffic to reduce fatalities and injuries<sup>2</sup>. In addition, where possible, the separation of pedestrians and cyclists is the preferred option.

### **Future collaboration**

We are keen to collaborate with Council on the ongoing development and implementation of the Toongabbie to Westmead Pedestrian and Cyclist Corridor. Specifically, we would like to explore possibilities to:

- Partner with Council and other organisations for intersectoral collaboration to implement walking and cycling research trials and pilot interventions.

---

<sup>1</sup> Haines, A. (2017). Health co-benefits of climate action. *The Lancet Planetary Health*, 1(1): pp. E4-E5. doi: [10.1016/S2542-5196\(17\)30003-7](https://doi.org/10.1016/S2542-5196(17)30003-7)

<sup>2</sup> WSLHD, Epidemiology and Health Analytics, Social and Health Atlas <https://www.wslhd.health.nsw.gov.au/SocialHealthAtlas/>

- Support Council in advocacy efforts across all levels of government, for improvements in walking and cycling infrastructure.
- Conduct walkability audits of the Active Transport Corridors and take joint action on audit findings.
- Work together to increase active travel to the Westmead Precinct and any potential active travel to school related projects.
- Any potential community engagement projects that investigate change in health behaviours because of the Toongabbie to Westmead Pedestrian and Cyclist Corridor.

If required, the Centre for Population Health is willing to provide additional evidence or information in relation to our comments. We look forward to continuing our working relationship with City of Parramatta Council to improve the health and wellbeing of residents.

For further information, please contact Helen Ryan: [helen.ryan@health.nsw.gov.au](mailto:helen.ryan@health.nsw.gov.au)

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Shopna', with a horizontal line underneath.

Dr Shopna Bag  
Director Centre for Population Health,  
Western Sydney Local Health District



6th May 2024

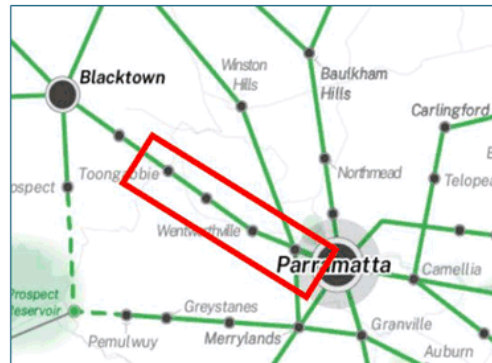
## Toongabbie to Westmead Active Transport Corridor Feedback

Thank you for the opportunity to comment on the Toongabbie to Westmead Active Transport Corridor Draft Plan (*The Plan*).<sup>[1]</sup>

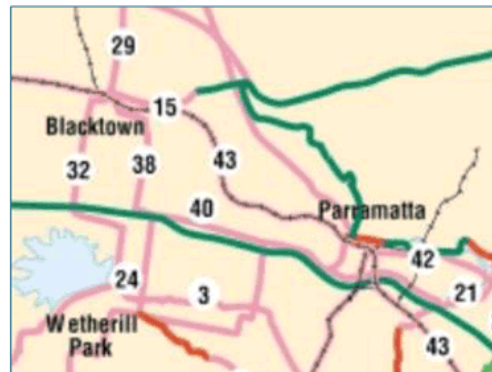
These comments have been prepared on behalf of CAMWEST, a Bicycle NSW affiliated Bicycle User Group with a focus on advocating for and encouraging cycling in Western Sydney.

Overall CAMWEST is very supportive of *The Plan* and the improved connectivity between Toongabbie and Parramatta. We can see the amount of work that has already gone into the planning, and particularly like the idea of the boardwalk at Toongabbie and the bridge over Cumberland Hwy. We hope that these initiatives can proceed along with the rest of the project.

This route forms part of an important strategic corridor identified in the Central River City Strategy,<sup>[2]</sup> and was even earmarked back in 1999 as part of Bike Plan 2010. It's been a long time coming!



Part of this route from the Central River City Strategic Cycleways document – copied from *The Plan*.



This was also part of route 43, identified in 1999 as part of Bike Plan 2010.

## ➤ Possible Shortcomings:

There are several issues that we perceive as shortcomings of an otherwise comprehensive proposal:

### 1. Wentworth Ave Crossings:

There are several additional crossings or crossing modifications of Wentworth Ave that we feel could be a part of this project. All involve streets that are identified in the Parramatta Bike Plan 2023 Refresh <sup>(3)</sup> as on-road routes.

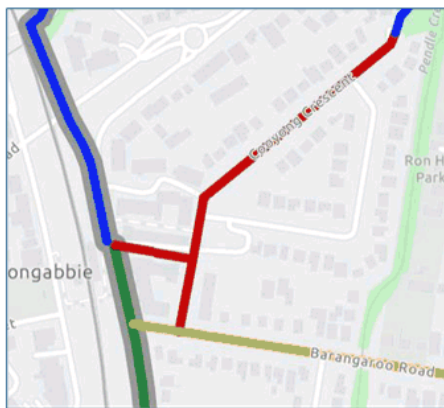
- a. **Access to Barangaroo Rd, Fettler Lane and Cooyong Crescent.** (Note that Fettle Lane is named on the Parramatta Bike Plan 2023 Refresh interactive map, but not on Google Maps or Open Street Map. It's named as Postmistress Lane on The Plan, although Google names the next laneway north as Postmistress Lane):

While The Plan facilitates a cycleway access point directly opposite Barangaroo Rd, bike riders will need to cross Wentworth Ave unassisted and watch out for potentially turning traffic into or out of Barangaroo Rd.

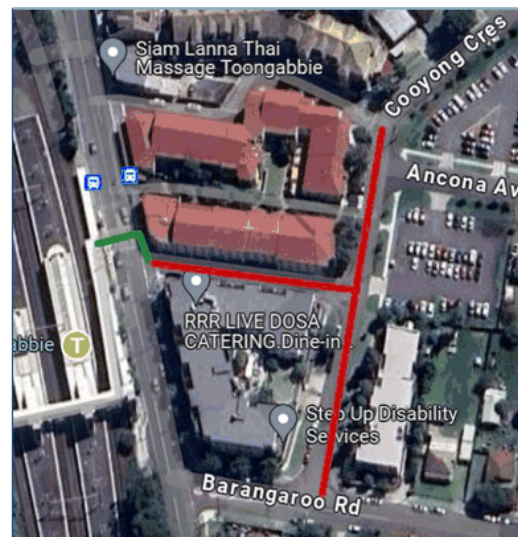
Another or an additional solution may be to modify the zebra crossing opposite Toongabbie station to a combined pedestrian and cyclist crossing, and let riders use Fettle Lane and Cooyong Crescent to access Barangaroo Rd.



Screenshot from The Plan



Screen grab from the Parramatta Bike Plan 2023 Refresh



Marked-up Google Satellite view of alternative way from the Wentworth Ave cycleway to Barangaroo Rd.

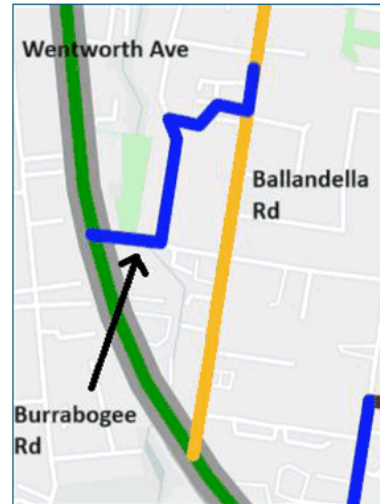
**b. Ballandella Rd.**

There is no allowance for an access point to the cycleway from Ballandella Rd.

Although marked as an ‘on-road’ cycleway, we’re not sure whether this was omitted as riders are supposed to use the shared-path alternative (which is not currently fully usable as a shared path) that accesses Wentworth Ave via Burrabogee Rd and its associated crossing.



No ready access to cycleway from Ballandella Rd



Marked-up screenshot of the Bike Plan, showing possible alternative access to the Wentworth Ave cycleway via Burrabogee Rd, which is proposed to have a crossing of Wentworth Ave.

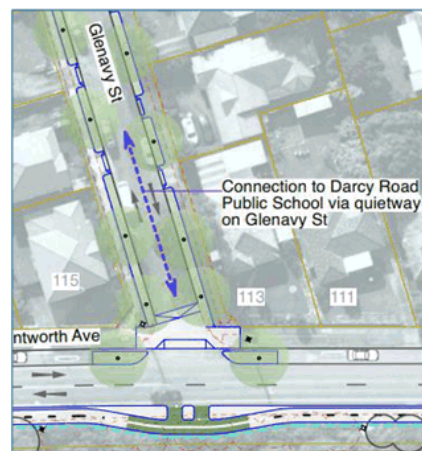
**c. Binalong Rd.**

There is currently no allowance for an access point to Binalong Rd, although it is noted in a comment on the diagram that: ‘Bike only refuge east and west of Binalong Rd to be investigated as part of next stage of design’.

**d. Glenavy St.**

Again there’s a cycleway access point directly opposite Glenavy St, but bike riders will need to cross Wentworth Ave unassisted and watch out for potentially turning traffic into or out of Glenavy St. This is being promoted as a route to Darcy Rd Public School, so presumably young children will be potential users of this route.

If possible, we think a crossing needs to be built near this intersection – or an alternative route to the school identified.



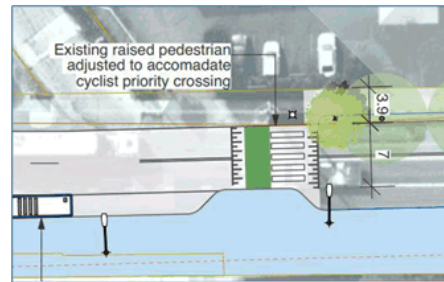
Screenshot from The Plan

**2. Discrepancy between maps at Pendle Hill Railway Station Crossing**

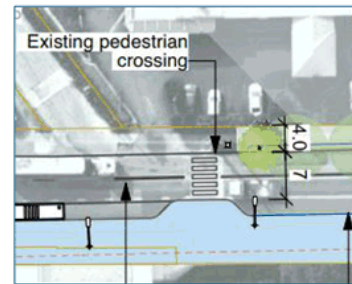
Note that on the detailed station plan, this crossing was identified as converting to a shared pedestrian and cyclist crossing, but on the larger map it remained as a pedestrian crossing.

If a cyclist crossing, there is no indication of what it would connect to on the other side of the road (i.e. No shared paths marked).

We're wondering whether the combined crossing was intended to be for Toongabbie Station rather than Pendle Hill. That would make more sense to us.



From the detailed station plans



From the overview plan

**3. Bike Racks at Railway stations:**

Just an observation that in the more detailed station diagrams there's bike racks specified for Wentworthville station, but we couldn't locate any for Toongabbie or Pendle Hill stations. Was this an omission or on purpose?

**4. Path Widths:**

As raised in other recent feedback, one of our main concerns is around the separated path widths.

The recommendation in the Cycleway Design Toolbox<sup>[4]</sup> is for separated paths to be at least 3.0m wide where possible.

*"In constrained areas where insufficient usable space is available, a narrower bicycle path can be considered. As a minimum, the bicycle path of 2.4m may be suitable for specific locations".*

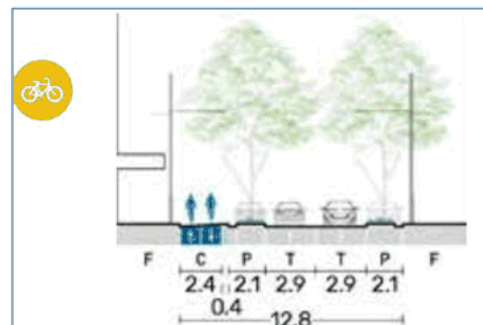


Figure 3.25 Typical cross section - constrained configuration (12.8m carriageway)

Taken from the Cycleway Design Toolbox<sup>[4]</sup>

The Guide for Road Design Part 6A – Paths for Walking and Cycling<sup>[5]</sup> has the following table:

**Table 5.4: Separated two-way path widths**

	Suggested path width (m)		
	Bicycle path	Pedestrian path	Total
Desirable minimum width	2.5	2.0	4.5
Minimum width – typical maximum	2.0– 3.0	≥ 1.5	≥ 4.5



We note there are several stretches of pathway that are specified as being 2.4m wide. Being one of the significant Strategic Cycleway corridors, we have concerns as to whether a path of this width can sustain the number of riders that we hope it would attract. We don't believe paths of this width are particularly future proof. Where possible, we'd request that paths be widened to beyond this minimum specification.

In the sections where the separated paths are running along the roadway, do the path width calculations include the road gutter? As a gutter is a place where road debris tends to gravitate and is generally the wettest place during and immediately after rain events, we believe they should be excluded from any path width calculations and riders should be discouraged from riding in them. During a recent rain event, I witnessed fast-flowing water across half the width of a separated one-way path on Bridge St in Glebe. The path was on an incline, as are sections of this corridor – so a similar situation could potentially occur.

If gutters do have to form part of a separated path, great care and regular monitoring need to take place to ensure the concrete gutter and road bitumen are at the same level. This minimises the risk of riders catching their tyres and falling when longitudinally transitioning between the two surfaces.

## ➤ Closing Comments:

- Please provide adequate wayfinding signage to guide path users and path markings to indicate where riders and pedestrians should be. There are numerous paths around Western Sydney that don't have any markings on what we think should be shared paths. These paths may be marked on some maps while not on others. Signage and markings provide clarity for all users.
- We look forward to the additional amenity and safety this route will provide when complete. It should be a major boon to Active Transport in the area and provide improved access to the railway stations and other trip generators along its length.
- We're happy to clarify any of the points outlined in this document or assist in any other way that we can.
- This feedback was prepared by Rob Kemp on behalf of CAMWEST Bicycle User Group Inc.

## References:

1. <https://participate.cityofparramatta.nsw.gov.au/toongabbie-westmead-active-transport-corridor>
2. <https://www.transport.nsw.gov.au/system/files/media/documents/2023/Strategic-cycleway-corridors-Central-River-City-overview.pdf>
3. <https://experience.arcgis.com/experience/0a72f1b10a9d4a1e959682d211db5d62/>
4. <https://www.transport.nsw.gov.au/system/files/media/documents/2023/Cycleway-Design-Toolbox-Web.pdf>
5. <https://austroads.com.au/publications/road-design/agrd06a>



## Response to Toongabbie-Westmead Pedestrian & Cyclist Corridor Study

### General

We believe this corridor will be useful for cyclists but will not be of much use to walkers as it generally runs along noisy roads and beside a noisy rail line. As walkers take much more time to walk a section, traffic and train noise becomes more of a disincentive to walkers using a route. However, where possible walkers should be separated from cyclists and the walking route should have extensive street tree planting

### McCoy

1. We are please to see that this section will have separate paths for cyclists and pedetsrians
2. Ensure that the pedestrian crossing at the junction of McCoy Street and Station Road is retained as this is a critical crossing for local children accessing McCoy Park and is also a key crossing for the Great West Walk.
3. There is insufficient shade on the pedestrian path on the western side of Station Road. The few plantings that exist will throw some shade on the cycle path on hot afternoons but not on the pedestrian path. There are no trees on the proposed route between Highland Avenue and Premier Street. We realise that there may not be sufficient width on the nature strip to plant more trees between the pedestrian path and the railway fence. If there is not, we suggest that the number trees between the pedestrian path and cycle path are doubled between the McCoy Street pedestrian crossing and Highland Avenue and that 10-12 trees be planted between Highland Street and Premier Street. We suggest that tree species be selected that have a wide crown and are only 3-4 metres tall so that some shade will be thrown on the pedestrian path in the afternoons and that they do not drop leaves onto the gutters of the four houses on Station Street
4. It is not clear from the maps but we presume that the corridor runs along Premier Street and that cyclists will be encouraged to use the roadway as there is only a footpath along one side of Premier Street and it is too narrow for a shared path.
5. Currently, Premier Street has almost no shade trees on its nature strips so we strongly support the tree plantings along this rod especially on its eastern side where the plantings should be between the footpath and the kerb to maximise afternoon shade.

### Wentworth Avenue Underpass

1. This is an innovative and creative way to link the Girraween Creek shared path to Wentworth Avenue.
2. Hopefully, the existing trees will provide some shade on the elevated path.
3. As the elevated path will be four metres wide, will it be possible to have separated lanes for walkers and cyclists.
4. The map showing details of the elevated path is difficult to red as it is upside down but it indicates that the narrow footpath on the north-western side of Wentworth Avenue is a shared path. It isn't so we

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presume that it will be widened to a shared path. Would it be possible to make this a separated path to avoid bicycle accidents?

### Toongabbie

1. We support the separation of cyclists and walkers to opposite sides of Wentworth Avenue but we suggest that this start from the pedestrian crossing outside the station rather than Barangaroo Road. We also request that additional trees be planted between the footpath and the road from Barangaroo Road to No. 455 Wentworth Avenue

### Between Stations (Toongabbie to Pendle Hill)

1. We presume that walkers and cyclists will remain separated on opposite sides of Wentworth Avenue from Toongabbie to Burrabogee Road. If that is the case then the tree coverage on the eastern side of Wentworth Avenue should be increased as it sparse in some locations. As this planting will be in front of houses, we suggest that tree species be selected that have a wide crown and are only 3-4 metres tall so that shade will be thrown on the pedestrian path in the afternoons and that they do not drop leaves onto the gutters of the houses on Wentworth Avenue. An alternative would be (subject to resident approval) to plant hedges between the footpath and the road so that the houses are protected from the railway noise, walkers will have plenty of afternoon shade and gutters won't be blocked. A space could be left next to driveways so that residents would have somewhere to place their bins for pickup.
2. It is not clear from the maps where walkers will go from Burrabogee Road to Pendle Hill Station. As the area south of Burrabogee Road is all industrial and Wentworth Avenue is a B-double route from Burrabogee Road to Cumberland Highway, there will be an increased risk of pedestrian accidents at industrial estate entrances so we strongly suggest that the new cycle path on the western side of the road be widened to allow a separated path for walkers and cyclists or, at least, a shared path.

### Pendle Hill

1. The plan seems to indicate that walkers and cyclists will separate at the traffic lights on Goodall Street/Wentworth Avenue junction. Wentworth Avenue east of Goodall Street has almost no trees on the footpath on the northern side of the road that is designated for walkers. So, a major tree planting (with resident's approval) will be needed between the footpath and front fences to provide shade for walkers. The plantings have to be on the northern side of the footpath to provide shade throughout the day. If planted between the footpath and the road they will not provide any shade throughout the day.

### Pendle Hill to Cumberland Highway

1. See comments for Pendle Hill

### Cumberland Highway Overbridge

1. If walkers are on the northern side of Wentworth Avenue, then provision should be made to provide a pedestrian crossing or pedestrian refuge at Glenaway Street to allow walkers access to the overbridge.
2. As the overbridge has to be four metres wide, consideration should be given to separate lanes for cyclists and walkers.

### Wentworthville Station

1. Once again, it is not clear from the map where walkers are supposed to go. We suggest that they should move back to the northern side of Wentworth Avenue at Wentworthville Station and that there be extensive tree planting between the northern footpath and the front fences (with residents' approval) to provide shade for walkers. The plantings have to be on the northern side of the footpath to provide shade throughout the day. If planted between the footpath and the road they will not provide any shade throughout the day. Walkers would stay on the northern footpath of Wentworth Avenue to Reid Avenue.

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### **Bridge Road (east of Reid Avenue)**

1. Walkers would stay on the northern footpath from Reid Avenue to Bridge Road. There is plenty of shade on the footpath along this section.
2. Walkers would cross Bridge Road at the proposed pedestrian crossing and turn right across the railway to Alexandra Avenue.

### **Bridge Road to Westmead Station**

1. Walkers would follow Alexandra Avenue to Westmead Station. Once again tree plantings will be required.

### **Westmead Station to Parramatta Station**

1. We suggest that a better route for walkers would be down Railway Parade and then through Parramatta Parklands to the Tudor Gatehouse then via George Street and Church Street Mall to Parramatta Station. This route would be more attractive to walkers than Park Parade.

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Toongabbie to Westmead - Survey submissions to Council with detailed officer responses		
Support	Feedback ** please note minor spelling corrections have been made where needed to the received survey submission comments**	Response
Yes to an extent	<p>McCoy Park End - Please Allocate modest money to community hub threshold for Pavement Embossed Public Artwork in concrete - Involve Cultural Planning Officer &amp; Bushcare Group. Request New Street Planting of these species with a wide verge for Shade Ave feature. Request WSUD rain-garden in this location with Glochidion ferdinandi Cheese Tree &amp; Melaleuca decora Paperbark. Provide species for Premier St Micro forest request.</p> <p>WENTWORTH UNDERPASS - PLEASE ADJUST "Retaining Wall" to be outside TPZ of Remnant Eucs &amp; Paperbarks. Remove smallest planted Eucs at arrow to move junction 6-8m (SSE) outside TPZ Elevated Boardwalk is good here if inside Rail Corridor Boundary. Retain Casuarinas</p> <p>PENDLE HILL PLACEMAKING-??? Please Feature Allocate modest money for Embossed Pavement Public Art across this Section Careful to not impact on Remnant Forest Red Gum (FRG) Eucalyptus tereticornis beside Rail Corridor and LIAISE with HOTEL to improve survival of the FRG in Carpark using same sp and Paperbark Cheese tree as local feature cluster where space is created in 'landscape strips'</p> <p>WENTWORTHVILLE PLACEMAKING ??? - Please Allocate modest money for embossed Pavement Public Art at the Station Entrances. WSUD Raingarden Education feature outside Police Station WHICH also needs walkthrough paving sections. Additional Bike Racks below Stair alcove.</p> <p>PARRA PARK Please demonstrate Permeable Paving / concrete along the entire Parramatta Park roadside edge due to existing mix of remnant and planted trees</p>	<p>It is unlikely that a custom treatment of a raised crossing would be supported by Council or TfNSW as there are NSW and Australian guidelines / standards that must be followed. However new street tree planting would be supported (subject to resident feedback). For rain gardens and any changes to local park, the Open Spaces and Natural Resources teams would need to be consulted on their priorities and capacity for maintenance. During detail design all efforts will be made to retain as many trees as possible, and embossed public art in paths could be considered. Tree location and tree species would be on the advice of Council's Street Tree team. Additional bike racks can be investigated, however permeable paving would need to be confirmed by the Assets Teams of Parramatta Park and Council, if there are significant extra costs, it may not be supported.</p>
Yes to an extent	<p>See attachment from Australian Walking Volunteers, a summary is provided below:</p> <ol style="list-style-type: none"> <li>1) Support separated pedestrian and cyclist paths, can other shared paths have physical or visual separation?</li> <li>2) More planting requested to support pedestrian amenity.</li> <li>3) Premier Street will need a footpath.</li> <li>4) Wentworthville underpass is supported.</li> <li>5) Suggestions for improved crossing points for pedestrians.</li> <li>6) At Westmead, pedestrians may choose to cross to the northern side of the rail line to walk through Parramatta Park.</li> </ol>	<ol style="list-style-type: none"> <li>1) At Toongabbie and Cumberland Highway, the two structures are only 4m wide, it will not be possible to have separated pedestrian and cyclist paths. Shared paths are proposed at stations to minimise impacts to existing trees, but also acknowledging there is a strong pedestrian desire to be on the rail side in these locations.</li> <li>2) and 5) Should the project be supported, increasing canopy cover (subject to local resident consultation), improved crossings and more generous paths will be investigated.</li> <li>3) It is intended that cyclists ride on the road on Premier Street, should the project proceed a footpath on the western side will be added to the scope of the project.</li> <li>4) Support noted.</li> <li>6) At Parramatta Park, pedestrians can chose to cross to the northern side of the rail line if they want.</li> </ol>
Yes to an extent	<p>Thanks for looking into this - could the path be constructed - in the area of Parra Park (Southside) AND under Wentworth Ave bridge at Toongabbie - be built around existing mature native trees (rather than remove them). this would be fantastic - thank you</p>	<p>Noted, should the project be supported during detail design Council would look to minimise any impact to existing ecology.</p>
Yes to an extent	<p>Can use the Milsons Park along the creek to connect Parramatta Park through Westmead.</p>	<p>Noted</p>
Yes to an extent	<p>It's great to see the PAC will get a proper shared path as park parade is quite dangerous for cyclists and pedestrians. I think council should look into shared path connections for people heading to and from the PAC from Westmead (the hospital/park side) and north parramatta (people who would cycle through the park to get to PAC as this is the safest option. Consider that you can only travel one way in parramatta park.</p>	<p>Should the project be supported the underpass at Domain Creek could be investigated in detail design for improvements. Your feedback regarding Parramatta Park will be passed on to Greater Sydney Parklands Trust.</p>
Yes to an extent	<p>Bike path should be completely separated from road either by a gutter or as a path similar to the rail trail between Canley Vale and Merrylands wide enough for two directions and raised from the road.</p>	<p>Noted, the project is proposing to separate pedestrians and cyclists completely from general traffic along the length of the project with a gutter or other physical barrier.</p>
Yes to an extent	<p>The people who live in this area the majority are not cyclists and I'm worried this will become an under utilised item. Also with the roundabout at Darcy road if a cycle path was nominated here it would create further traffic issues leading towards the hospital and surrounding neighbourhood. Please note the drivers around this area are inexperienced and tend to forget the road rules.</p>	<p>Noted, however the roundabout at Darcy Road and Briens Road is outside the scope of this project.</p>
Yes to an extent	<p>I own the property at (redacted) Wentworth Ave Pendle Hill. If the bike track is located on the south side of Wentworth Ave (Railway side) then I have no issue and support the proposal. If located on the north side then I do not support as it removes my ability for street parking which I currently enjoy.</p>	<p>Noted, in this location parking is retained opposite the rail line</p>
Yes to an extent	<p>Less road sharing</p>	<p>Noted, the project is proposing to separate pedestrians and cyclists completely from general traffic along the length of the project.</p>
Yes to an extent	<p>See attachment from Greater Sydney Parklands Trust, a summary is provided below:</p> <p>The overarching concept is supported, however concerns are raised over the connection in the Park from Bailey Street to Park Parade. Given the planning underway, there may be alternatives. GSP will soon be revising the Mays Hill Masterplan and can consider connections like this in that process.</p>	<p>Support noted, the section between Bailey Street and Park Parade will be deferred pending the outcome of the Mays Hill Master Planning process.</p>
Yes to an extent	<p>See attachment from the Chief Executive of the Western Sydney Local Health District, a summary is provided below:</p> <p>The proposal is supported, however consideration should be given to:</p> <ol style="list-style-type: none"> <li>1) Congestion in and around schools</li> <li>2) Congestion in and around Hawkesbury Road and Alexandra Avenue</li> <li>3) How this will be managed</li> </ol>	<p>The project is proposing to provide alternatives to driving for children to get to school and improve road conditions for all users. Larger issues such as broader congestion in Hawkesbury Road and Alexandra Avenue are outside the scope of this project.</p>
Yes to an extent		<p>No further comment beyond qualified support was provided.</p>

Yes	See Attachment from CAMWest: summary is provided below: 1) Locations for improved connections to and from Wentworth Avenue are proposed, 2) There is a discrepancy in the concept plans at Pendle Hill, 3) Query on bike racks at stations, 4) Bike path widths should be greater.	1) Additional and improved connections to and from the path will be investigated in detail design should the project be supported. 2) The existing crossing will be retained at Pendle Hill. 3) The stations have a large number of existing bike racks, with the potential to increase this provision if demand requires. 4) Should the project proceed, Council will look to widen the paths where possible, but heavy vehicle access must be retained between the Cumberland Highway and the Pendle Hill Industrial area.
Yes	We at Adventageous fully support the proposed Toongabbie to Westmead pedestrian and cyclist corridor study. This initiative is crucial for promoting sustainable transportation and fostering a healthier community. We commend the focus on supporting new and vulnerable riders. However we suggest emphasising two key aspects: implementing comprehensive wayfinding signage to enhance navigation and incorporating separated cycle lanes for hills to address specific challenges riders face. These measures will improve accessibility and safety ensuring a seamless and enjoyable cycling experience for all residents.	Noted, separated pedestrian and cyclist paths are proposed where space allows. Comprehensive wayfinding and signage will be included in any future detail design should the project be supported.
Yes	It would be great to consider the traffic and people movement near Pendle Hill station AND revamp the pedestrian crossing cyclist path other traffic :) Would also be great if the damaged roads / pedestrian crossings can be rectified.	These issues can be addressed in detail design should the project be supported.
Yes		No further comment beyond support was provided.
Yes	Please accelerate this! Being in a cost of living crisis residents and commuters need all the options that they can get to minimise costs. It will bring community cohesion reduce pollution reduce strain on roads improve health markers and be a net monetary saver for the council! It's a win-win and will make the area surrounding even more desirable to live in.	Noted, should the project be supported Council will actively pursue external funding opportunities.
Yes	As a Wentworth Point Resident we have ample cycling and walking paths / tracks so I would be unlikely to use the proposed Toongabbie to Westmead pedestrian and cyclist path.	Noted
Yes	This is a great initiative and the concept is very encouraging. The bridge over the Cumberland highway is a major highlight. On its own would be a huge win for active transport in the region. The underpass of Wentworth avenue near Toongabbie station is also a welcome addition to the network. The improved infrastructure at Goodall St Pendle hill is also very welcome. Currently this intersection is horrible as a pedestrian or cyclist. The concept drawings are very good and I'm supportive of the treatments planned. There is potential for improvements to the layouts & facilities planned on Wentworth Avenue near Binalong rd the linkage of the Cumberland highway bridge with the underpass near the Cumberland highway the crossing of bridge rd & Parramatta park access via the tunnel off Park Parade. Addition of a shared path along Finlaysons creek/Shannons paddock and better crossing facility at Darcy rd would make its impact even greater. As would improved collaboration with neighbouring councils and NSW transport to ensure the Alexandra Avenue section is completed in conjunction with this work. Linkages to Seven hills station are provided and the Railway underpass at Finlaysons creek is also constructed. The whole region can then enjoy a much improved network of cycling and pedestrian infrastructure. Cant wait to ride it.	Noted, should the project be supported Council will look to deliver the project in stages and improve all crossing points and connections.
Yes		No further comment beyond support was provided.
Yes	It would be great if you could provide bike rental service.	Noted, bike rental is beyond the scope of this project.
Yes	Safe place for cyclists to travel	Noted
Yes	Love the concept. It is much needed.	Noted
Yes	Easy Access points to the pathway at regular intervals	Noted, should the project proceed to detail design, crossing and access points will be maximised.
Yes	Make sure there is a clear de-marcation between pedestrian and cyclist especially with the high increase of e-cyclist and the speed the e-bike/ cycle can go.	Noted, the project is majority separated pedestrian and cyclist paths. Shared paths are only proposed where there is no space for separated facilities.
Yes		No further comment beyond support was provided.
Yes	having some bike routes around parramatta road to improve alternatives to riding the bike to the station to reduce congestion on the road.	Noted
Yes	The path at Clive lane ends at the Mays Hill park it would be great if it linked up to the PAC and to Park parade through to Parramatta Park.	This feedback will be passed on to Greater Sydney Parklands Trust
Yes	It's a great idea! We would definitely love a cycling path/track around our neighbourhood.	Noted
Yes	Just please do something to improve the safety for residents of these areas too long has this been ignored and the unsafe footpaths used by thousands have been left unaddressed - I welcome any safer and additional changes especially around train stations of the areas in question as they are unsafe and dangerous in the early hours of the morning.	Noted, improved lighting will also be investigated in detail design
Yes		No further comment beyond support was provided.
Yes		No further comment beyond support was provided.
Yes	I am strongly in favour of the turning restriction at Wentworth Av and Bridge Rd and the roundabout at Bridge Rd and Byrne St to improve pedestrian motorist and cyclist safety.	When investigating one-way on Wentworth Street Council prepared a traffic model that tested if improvements were needed at any intersections. However all intersections were found to operate satisfactorily with minor improvements. This will be further investigated in detail design.
Yes	While Parramatta has made great strides for cycle ways from the east to Parramatta cycle ways from the west to Parramatta are sorely lacking	Noted
Yes	Cumberland council plans do not appear to consider the entirety of Alexandra Ave from bridge Rd to Hawkesbury rd - further consideration of linkages into the Westmead transport hub from the western approach are critical to the utility of this concept	Noted, this feedback will be passed onto Cumberland Council for their consideration.
Yes	Comments provided on the interactive map	Noted
Yes	The design and construction should be eco-neutral in its impact.	Noted, Council will look to minimise all ecological impacts in the detail design and construction should the project proceed.
Yes		
Yes	I think it's an excellent proposal that would make our city more liveable	Noted
Yes	It is a brilliant idea which will encourage activity and pedestrian commuting.	Noted
Yes	Fantastic idea Regeneration of the area	Noted

Yes	Ideally the entire route would be on a grade separated path and on-street parts should have something to encourage cars to slow down. This can easily be done with a brick road surface (great for streets in the CBD) trees and traffic calming features such as planters and pedestrian islands. Here's a good video covering how Paris is making cycling safer: <a href="https://youtu.be/5l-1YNAmWIk?si=DWxQDdEorU5ys5hh&amp;t=142">https://youtu.be/5l-1YNAmWIk?si=DWxQDdEorU5ys5hh&amp;t=142</a>	Noted, the project proposes to keep pedestrians and cyclists physically separate from general traffic. Any changes to the road surface would need to be supported by Council's Assets team and TfNSW.
Yes	Please make it wide enough so pedestrians and cyclists can share	Noted, the project proposes to keep pedestrians and cyclists separate where space allows. Should the project proceed to detail design path widths will be maximised.
Yes	This needs to and should happen don't let any minority groups hijack plans to improve cycling around Parramatta LGA with the increasing traffic on local roads it is becoming more hazardous for cyclists as a lot of drivers do not know how to behave around cyclists in both respects of be not cautious and over cautious	Noted
Yes	This is a great idea. My family and I already cycle a lot around Parramatta CBD and towards Olympic Park but find it harder to cycle safely West as there is less cycling infrastructure. In particular off road paths are safest especially with children and pets.	Noted.
Yes	I think this is a great idea. I walk the ATL adjacent to the light rail Dundas to Parra or Dundas to Carlo - have even walked Dundas to Westmead and back. Also river walk to Meadowbank/ Putney etc One thing that is very important to me - cyclist speeding e-bikes e scooters fat bikes. all these a huge danger to pedestrians. I am 76 with dodgy knees cannot react quickly if encounter one of these conveyances. I believe these things at speed can kill. Separate lanes for them is essential.	Noted, the project proposes a majority of separated pedestrian and cyclist paths. It is only a shared path where space does not allow separation.
Yes		No further comment beyond support was provided.
Yes	At present it is almost impossible to get to Parramatta from Toongabbie. One needs to go on the road and the pedestrian footpath is too narrow and concrete damaged to allow safe cycling and walking. Also there is Cumberland Hwy to cross at Wentworthville and this is very difficult as there is little space at the traffic light to have the bike as well as pedestrians. In addition this crossing is high traffic and dangerous. Also getting on the bridge and crossing it along the railway line in Westmead is difficult and there is no space as the lane for the cars is narrow. It would be great to have the connected bike path from Toongabbie to Westmead.	Noted.
Yes	-	No further comment beyond support was provided.
Yes	No	No further comment beyond support was provided.
Yes		No further comment beyond support was provided.
Yes	This would be amazing!	Noted
Yes	I already use this route occasionally on my ride to work. I am a confident on-road cyclist. It will handle a couple of nasty/ inconvenient points very well (eg across the Cumberland Highway and from Toongabbie Railway station to the underpass that takes you west of the railway line. Some general points - please be careful with the placement of bollards that you do not create narrow choke points. Preferably do not install them at all as they are always a collision risk. - the share path near Toongabbie railway station means you will have cyclists and pedestrians crossing each other in a high pedestrian area. As soon as pedestrians leave the road (eg at the pedestrian crossing) many cease paying attention to their surroundings. Maybe extend the pedestrian crossing markings across the shared path to indicate who has right of way. - Personally I may continue to use the road in this section to ride passed the pedestrian crossing and it would be useful to have another entry point to the shared path. - please can you build it tomorrow. The route looks good. :) Thanks and regards	Noted, during detail design the proposed shared path sections will be carefully considered to ensure pedestrian priority and clear/legible access.
Yes	Excellent project. This could be Parramatta's Bourke St feeding cyclists into the CBD. Besides that it would also be a game changer for first and last mile access to the station + for various schools and parks along the way.	Noted
Yes	This is a fantastic project! Strongly support. Remember most who will use this won't comment (most are too busy and don't know about it). This will do more to reduce parking requirements at the stations than you think. Storage of private property in public space is a privilege not a right there are alternatives available that are better for everyone. Looking at the documents it seems that there is an excess of parking leftover which is essentially wasted street space. Why not use these spaces to plant trees to shade the paths and cool the area? Alternatively widen the footpaths on the other side of the road to enable better walking? Alternatively provide some additional places to dwell and meet and engage in community. All are better uses than unused road space. By leaving the excess you are effectively widening the visual width of the street too which encourages higher speeds and makes it less appealing to walk. Also it's great to see there are many continuous footpath treatments in the design. I can see there is intersection modelling used to justify not installing one on some intersections. Remember that the infrastructure shapes behaviour so any modelling that can't model behaviour change should not be relied upon. Set what you want the best future to be and make it happen. If there is traffic drivers will change their behaviour and may change to the nice protected path you are building.	Noted, should the project proceed to detail design, Council will look to maximise canopy cover and path widths. Slower speed limits could be considered but would be subject to the approval of TfNSW.
Yes	No	No further comment beyond support was provided.
Yes	A critical link which will give a huge boost to active transport.	Noted
Yes	Please ensure that at least part of it is under shade	Noted, should the project proceed to detail design, Council will look to maximise canopy cover.
Yes	I welcome the improvements to connect to the new PAC as a foundation member and can see this project improving that aspect for residents and also in being able to connect two areas (Toongabbie and Westmead) which are very close but with poor accessibility cut by Cumberland Highway which is obviously very unfriendly to pedestrians. I have no issue with parking spots being removed or adjusted to support bike infrastructure as it is a better use of space. This will go part of the way to addressing the limited connectivity between pedestrian/bike infrastructure in the area which is the main barrier to getting more people to commute to school or work by bike. There is still limited connectivity however into the Parramatta CBD from here and the existing network which is a choppy bumpy footpath along O'Connell and Argyle Streets is still a barrier to getting more women and children to use bikes to get around.	Noted, your feedback on O'Connell Street and Argyle Street will be passed on to Council's Assets team for their consideration.
Yes		No further comment beyond support was provided.
Yes		No further comment beyond support was provided.

Yes	<p>Bicycle NSW submission Part 1:</p> <p>Bicycle NSW strongly supports the vision to create a safe and (mostly!) separated cycleway alongside the rail corridor, this will be a transformational city-shaping project. • We congratulate City of Parramatta for seeking grant funding to kick-start the planning process with such a detailed corridor study. • Many elements of the project, such as the bridge over the Cumberland Highway, will be game changers for the community and we look forward to supporting design work, funding applications and stakeholder engagement. • Bicycle NSW will work with our network of local advocates to provide more detailed feedback on sections of the corridor as the various projects progress to detailed design and delivery stages. We are delighted to see real intent to reallocate road space away from private vehicles. • Removing parking spaces to create space for walking and cycling infrastructure aligns with the Transport for NSW Road User Space Allocation Policy which prioritises people walking, then riding. Private vehicles should be considered last. The parking of private vehicles must no longer be the priority when allocating road space to different users. A Road User Hierarchy is now embedded in Parramatta's Bike Plan 2023 (Figure 1 - Road User Hierarchy). Council has committed to apply the hierarchy in road space allocation and transport investment decisions. • It is beyond time to move the dial and transform Sydney from a car-dependent city to a modern, green and sustainable metropolis focused on public and active transport and a Net Zero future. •The road-related environment is a public asset that must be shared equitably between all road users. Any increase in inconvenience to car drivers, created by reducing road space for driving and parking private vehicles, will incentivise the mode-shift that Transport for NSW and Council seek. •It is essential to stress to stakeholders that reallocating road space for cycling does not only benefit bike riders. Local residents will have quieter streets, with less pollution, noise and through-traffic. Narrower vehicle lanes encourage slower, safer driving. Pedestrians will have their own dedicated space that is not shared with bikes. Businesses often overestimate the importance of parking and car access – but many studies have shown that easier access by bike and on foot is very good for business. Bicycle NSW is very impressed by City of Parramatta's approach to analysing parking demand.</p>	Support noted
Yes	<p>Bicycle NSW Submission Part 2:</p> <p>•Comprehensive parking surveys were completed along the entire corridor to understand current usage patterns. There is clearly a surplus of parking along the corridor. The parking surveys recorded a total of just over 1,400 on-street car parking spaces, with a peak use of just over 750. •With transparent data that shows how parking is being used at peak times, the community is more likely to support the loss of spaces to allow the installation of best-practice active transport infrastructure. • In areas of high demand, particularly around stations, more parking will be retained and reconfigured as needed to accommodate walking and cycling. Between activity centres where parking demand is low, some on-street car parking spaces can be repurposed on the rail side. The current plans will leave a surplus of over 300 parking spaces, including some new spaces created by more efficient use of existing road space. Great work City of Parramatta! We work closely with local Bicycle User Group CAMWEST. Bicycle NSW aligns with CAMWEST's submission which draws on local knowledge and expertise to make detailed comments on elements of the proposal. • In particular, we agree that more thought needs to be given to the crossing of Wentworth Avenue to allow bike riders to connect with future and existing local routes on Barangaroo Road, Toongabbie, Ballandella Road, Binalong Road and Glenavy Street. •It is important to envision the corridor as a 'spine' with a series of local 'ribs' – the connections to the ribs must be seamless and safe for bike riders of all ages and abilities to maximise linkages to useful daily destinations such as schools. • We also agree that City of Parramatta should strive to achieve a best-practice, future-proofed 3.0m wide separated bicycle path wherever possible. We look forward to collaborating with City of Parramatta, City of Cumberland and many other stakeholders to bring the Toongabbie to Westmead Pedestrian and Cyclist Corridor to reality as soon as possible.</p>	Should the project proceed to detail design, improved crossing and access points will be investigated. Subject to survey and approvals, path widths for pedestrians and cyclists will also be maximised during detail design.
Yes	<p>On behalf of Bike North, I have viewed the three cycleway proposals and would like to offer Bike North's strong endorsement. These proposals will address key links in our current cycleway network and make cycling as a transport method more attractive and effective. Our thanks to Parramatta Council for continuing to look for ways to improve cycling and walking facilities.</p> <p>We would also offer the following input on some of the detail of the projects: • On the Toongabbie to Westmead route the separated path is only 2.4m wide in places (meeting the 'constrained' criteria from the Cycle Design Toolbox document, while the roadway travel lanes are above the 'constrained' widths.</p>	Noted, during detail design path widths for pedestrian and cyclists will be maximised (subject to survey and approvals).
Yes	<p>See attachment from the Centre for Population Health (CPH) Western Sydney Local Health District, a summary is provided below:</p> <ol style="list-style-type: none"> <li>1) Support the project and the healthy, affordable, sustainable and equitable travel options it provides</li> <li>2) Support the safe path and crossing proposals, especially separation from general traffic.</li> <li>3) Consider the user experience and provide lighting, shade, drinking water, amenities, wayfinding (for culturally diverse backgrounds) where practical.</li> <li>4) CPH would welcome future collaboration on the implementation of the project.</li> </ol>	Support noted for 1) and 2). 3) The user experience is key to supporting trips and all these elements would be incorporated into the detail design should the project proceed. 4) Council would welcome collaboration with CPH.
No	<p>My concern is Cumberland Highway overpass. Surely you are aware it would have to be height of railway bridge to accommodate high vehicles. How is that to be accomplished with the view of wheelchairs elderly mothers with babies etc. The world is not only for fit and healthy. Surely we have time to wait for lights to cross as it is now. There is more important things to fix (or reduce rates). Thank you</p>	The bridge is designed to meet the current clearance of the rail bridge. Any construction would be subject of a successful grant application. Pedestrians and cyclists would be able to choose between the bridge and the lights depending on their needs and preferences.
No	<p>In my opinion it will be an environmental disaster because all the trees and greenery will be lost to the community along the Wentworth Avenue rail corridor from Toongabbie to Wentworthville. The loss of the trees will mean no shade on hot days and will increase the our carbon footprint due to increased use of air conditioning the loss of privacy and incredible noise from the passing trains and the stark new view of our new "concrete jungle".</p>	Should the project proceed, any detail design would seek to minimise impact to trees. The section between Toongabbie and Pendle Hill Station should have very little impact on vegetation. The project will also seek to increase the canopy cover along the corridor.
No	<p>We would be losing remnant trees along the outline of our park which has already been heavily impact upon by the recent industrial build. This has a direct impact on our children social setting and the safety of our children's access too and from the site.</p>	NOTE: Enquiry was sent to resident to ask which Park as the location was not clear, the person did not reply.
No	<p>Bad idea. Make local traffic harder.</p>	There should only be minor impacts to traffic along most of the corridor. Where Wentworth Ave is proposed to be one way, Byrne Street will provide a convenient alternative.
No	<p>I believe it is more important for the money to be spent fixing or re-building the bridge that goes over the railway at Toongabbie. The bridge is too narrow for trucks and buses and it wobbles when driving over it. I fear that one day this will be a repeat of the Granville train disaster.</p>	Please be advised that TfNSW has prepared a Strategic Business Case for Toongabbie Improvement Works to ease congestion in the area. A report on this matter was considered by the Parramatta Traffic Engineering Advisory Group (the non-statutory Traffic Committee of Council) and the recommendation from the committee will be considered at a subsequent Council Meeting in 2024.



No	Due to Wentworth Ave being converted into 1-way between Reid Av and Bridge Rd. All of the residents of Reid Av and Lybrook St have only 1 option to now use Byrne St. This would be very limiting to residents. This would lead to a lot of congestion on Byrne St with all residents trying to get onto Bridge Rd. Particularly during rush hours this would be chaotic	Council prepared a traffic model to assess the impacts on local intersections and it found that all will operate at a satisfactory level. This will be further investigated in detail design. Changing Wentworth Ave to one way westbound will also simplify the intersection of Bridge Road and Wentworth Ave.
No	There is ample transport infrastructure for those areas (train bus and cycling). Winston Hills and Old Toongabbie misses out yet again for cycling infrastructure. Winston Hills has no real cycleways and 1 bus that comes even 30 mins.	There were not any live projects in Winston Hills at the time of exhibition, however the T-Way Cycleway is being improved to make for a safer, shorter journey into Parramatta from west Winston Hills, and the Kleins Road Corridor Study is also on public exhibition from late May until late June 2024.

<p style="text-align: center;"><b>Toongabbie to Westmead - Online comments with detailed officer responses</b></p> <p style="text-align: center;"><b>Comment ID can be used to cross-reference the online map available on Participate Parramatta:</b>  <a href="https://participate.cityofparramatta.nsw.gov.au/toongabbie-westmead-active-transport-corridor">https://participate.cityofparramatta.nsw.gov.au/toongabbie-westmead-active-transport-corridor</a>  <b>Please note that comments 1-16 were placed by staff for testing purposes and are not available to view</b></p>			
ID	Sentiment	Comments ** please note minor spelling corrections have been made where needed to the received survey submission comments**	Officer Response
17	Support	This has been a very dangerous road to commute to Parramatta on but has been the most direct route, the separated path will encourage users that have never even considered commuting by bike due to the dangers of riding	Noted
18	Comment	This section S West of Park Pd is narrow for vehicles (and buses) Inquiry as to the width of Off Rd Cycleway, that may need to be located inside of Parra Park tree line so as not to remove any existing trees, if footpath was removed to widen Park Rd	Exact alignment would be subject to detail design and survey. The route would aim to minimise any impacts to the park, heritage and ecology by staying entirely within the road reserve.
19	Comment	The Rd verge is narrow for vehicles here. Suggest diagonal "desire-Line" Off Rd Cycleway to Bailey St (if Heritage Assessed) around Existing Remnant Trees and Paperbark in Parra Park so as not to remove or impact TPZ of any existing trees.	Exact alignment would be subject to detail design and survey. The route would aim to minimise any ecological impact and require the approval of Greater Sydney Parklands Trust.
20	Comment	Does this section travel under the Rd Bridge, and within the Rail Easement. Great care needs to be taken to retain ALL self grown remnant Grey Box, Cabbage Gum and Paperbark. through this route link.	Should the project proceed, the exact alignment would be subject to detail design and survey. The route would aim to minimise any ecological impact.
21	Comment	Better access needed to Barangaroo Rd, either with path from existing pedestrian crossing or move crossing nearer to Barangaroo Rd	Noted, this proposal is supported. Should the project proceed this will be considered in the detail design.
22	Comment	Refuge crossing near Burrabogee Rd should be a cyclist/pedestrian crossing	A raised priority crossing is only warranted when minimum user volumes are met. This could be considered in the future should future volumes increase.
23	Comment	No access to Binalong Ave which is existing on-road bike route, pedestrian crossing with refuge needed nearby	Subject to survey and detail design, a refuge island could be constructed to the west of the intersection in the shadow of the right turn lane.
24	Comment	No access to Sheehan St, Graham Avenue or Fyall Ave, pedestrian crossing needed	A raised priority crossing is only warranted when minimum user volumes are met. This could be considered in the future should future volumes increase.
25	Comment	Glenevy St is shown as a quiet way to Darcy Rd public school but it shows no way across Wentworth Ave, pedestrian crossing needed, a route to a school needs to have 100% connection, without need to cross a busy road	A raised priority crossing is only warranted when minimum user volumes are met. This could be considered in the future should future volumes increase.
26	Comment	The laybacks on both sides of Cumberland hwy need to be 2.5 metres wide, i.e. the same width as the approaching path	As it is a signalised intersection and under the control of TfNSW, your suggestion for the Cumberland Highway will be passed on to TfNSW for their consideration.
27	Comment	Move the pedestrian crossing to the Western side of Railway Street to avoid the turning traffic, improves traffic flow and removes need for cyclists to give way	The existing crossing is on the existing pedestrian desire line, and to move it to the west would likely result in pedestrians crossing in an uncontrolled location.
28	Comment	The 'future' path to Darcy Road needs to be part of this project, creating a safe cycling route to Parramatta via Westmead.	Noted, this proposal is supported through delivery of the Finlaysons Creek Trail, funded for construction by the NSW Government's Western Sydney Infrastructure Grants.
29	Comment	Have Cumberland Council agreed to build this part of the route?? Parramatta should not be relying on adjoining council to complete the route, and the rest is of less benefit without this part. Better to complete a 100% off road bike route via Queens Rd	A path north of the rail line between Bridge Road and Hawkesbury Road passes through multiple private properties and is not currently considered feasible. Cumberland Council have exhibited the Alexandra Avenue route and it was included in their Westmead South Planning Proposal documentation to be submitted to NSW Planning for a Gateway Determination. See <a href="https://cumberland.infocouncil.biz/Open/2024/06/C_05062024_AGN_3136_AT_WEB.htm">https://cumberland.infocouncil.biz/Open/2024/06/C_05062024_AGN_3136_AT_WEB.htm</a> for details.
30	Comment	Does Blacktown council plan to connect to this path on the North side of railway line? Existing route is via Railway Ave so a railway bridge is needed	Blacktown Council advised the regional connection is proposed on the southern side of the Rail line (west of Girraween Creek). A new bridge over the rail line is not proposed as part of this project.
31	Comment	Convert existing railway bridge to a cycling/wheelchair friendly overpass with ramps.	This proposal is outside the scope of this project, but will be referred to TfNSW for their consideration.
32	Comment	No access to Budgerie Rd, cyclists will be motivated to just cut across the busy main road	Noted, this proposal is supported. Should the project proceed this will be considered in the detail design.

33	Support	Underpass for shared path here will be wonderful	Noted
34	Support	Connection to Veron Street will become a great railway crossing for cyclists, there are no safe crossings of the railway line between Parramatta and Toongabbie	Noted
35	Support	Connection to SUP beside Park Parade is excellent	Support for SUP (Shared Used Path) Noted
36	Comment	There is no safe access to the south side of the railway line near Pendle Hill station, perhaps an underpass is possible beside Pendle Creek	Improved permeability across the rail corridor is supported in principle, however a crossing in this location is out of scope for this project.
37	Support	Diagonal desire line through parkland ( old golf course ), there's already a worn track here	Noted, however any path through the Park would be subject to the approval of Greater Sydney Parklands Trust. This feedback will be passed on to them for their consideration.
38	Support	Plans show the boardwalk here is subject to future feasibility, it should either be built or the shared path built on the footpath via Wentworth Ave and Station Rd, with a pedestrian Xing to cross Wentworth Ave	The project is proposing an underpass of Wentworth Avenue in this location.
39	Comment	The paint indicating that this is a shared cycleway is almost faded to the point of being unrecognisable.	Noted, this will be referred to Council's Assets team for their consideration.
40	Comment	The American Pin Oak trees that have been placed here while lovely, are in practice an obstacle and the path is very narrow in places because of the placement of the trees. Perhaps the trees could be pruned.	Noted, this will be referred to Council's Public Tree team for their consideration.
41	Support	This will be a tremendous improvement to safety as this intersection is currently perilous for cyclists.	Noted
42	Support	Narrowing of Wentworth Avenue is an excellent idea as cars frequently speed down this road well above the speed limit	Noted
43	Support	This intersection is dangerous, particularly for school students at Darcy Rd P.S. whose catchment extends to the east of Cumberland Hwy. This would be a game changer for Darcy Rd P.S. community	Noted
44	Support	Glad priority crossings to keep the corridor continuous are being planned here	Noted
45	Comment	This shared path seems quite narrow (3.6m) compared to the other in front of station ones, I'm worried that its small size combined with high pedestrian volumes might make it a bad path to cycle on.	The path width is subject to detail design, and will be widened if possible in detail design.
46	Comment	Is there any potential to create a cycleway off-road on the north side of the railway and not use CLGA (Cumberland) on the road?	A path north of the rail line between Bridge Road and Hawkesbury Road passes through multiple private properties and is not currently considered feasible.
47	Object	Moving this bus stop means school kids need to cross Byrne St, which will have increased traffic flow.	Noted, an alternative location for the bus stop will be found between Wentworth Avenue and Byrne Street.
48	Object	Byrne St. and bridge road intersection will be much more busier.	Noted, the intersection of Bridge Road and Byrne Street will be busier. When investigating one-way on Wentworth Street Council prepared a traffic model that tested if improvements were needed at any intersections. However all intersections were found to operate satisfactorily with minor improvements. This will be further investigated in detail design.
49	Object	The three catholic schools generate significant traffic. Consider an entry under the railway in the form of a culvert to disperse traffic away from Darcy Rd.	New vehicular connections are beyond the scope of this project.
50	Comment	Can the Catholic schools create an easement for vehicle access from Bridge Road to here, to take away choking traffic on Darcy Rd in the morning and Bridge Rd in the afternoon. The ambulances are getting delayed due to congestion.	A vehicular connection through the Catholic Schools site is beyond the scope of this project.
51	Comment	Change which street has right of way at this intersection, to align with the dish drain in the road.	The project is proposing to switch priority to Byrne Street in line with the dish drain.
52	Comment	might be safer and easier to use this lane and Grand Ave as the bikeway through Cumberland LGA section	Noted, this feedback will be passed on to Cumberland Council for their consideration.
53	Comment	Could Marco strata, Catholic education and TfNSW combine to put a shared pathway along this side of the railway. Access benefits for school children, residents access (and valuables) to Westmead station and the public.	A path north of the rail line between Bridge Road and Hawkesbury Road passes through multiple private properties and is not currently considered feasible. Cumberland Council have exhibited the Alexandra Avenue route and it was included in their Westmead South Planning Proposal documentation to be submitted to NSW Planning for a Gateway Determination. See <a href="https://cumberland.infocouncil.biz/Open/2024/06/C_05062024_AGN_3136_AT_WEB.htm">https://cumberland.infocouncil.biz/Open/2024/06/C_05062024_AGN_3136_AT_WEB.htm</a> for details.
54	Support	A connecting shared pathway here for better access to PAC. Currently it stops without connection.	Noted
55	Support	Has TfNSW imagined what Westmead station and access will look like when construction work is complete	Designs for the Westmead Metro Station are available on the Sydney Metro West website, including diagrams and visualisations.
56	Comment	Please consider a wombat/ safe crossing to connect with Finlaysons Creek path and Coles shopping	Noted, this is proposed as part of the Finlaysons Creek Nature Trail
57	Comment	An upgraded path might fit between Trees and Road if under 3m if Shared Path, and if 'replacing the current footpath'	Noted, this can be addressed in detail design
58	Comment	ON second Thoughts there is Adequate space beside the Residence for a Right-angle bend to a New Path, without taking a diagonal through the Park that would impact on the ecology of the remnant forest.	Noted, this can be addressed in detail design

59	Support	Connection along Finlaysons creek all the way to the Redbank Track would be amazing.	Noted, this proposal is supported through delivery of the Finlaysons Creek Trail, funded for construction by the NSW Government's Western Sydney Infrastructure Grants.
60	Comment	Connection to Cooyong Crescent here then links more directly to the Settlers Walk track.	Noted, this can be addressed in detail design
61	Support	This would be fantastic and avoids crossing at the station.	Noted
62	Comment	Be great if it would connect to Settlers Walk from this open channel (and not the one further east).	Noted, however this is outside the scope of this project
63	Support	Strongly support a bridge over the Great Western Highway	Noted
64	Support	To add to the other comment, hope to see covered and secure bike parking at the future metro station. Uncovered and sporadic rails are not a good message to encourage more active transport	Noted, this feedback will be passed on to TfNSW and Cumberland Council for their consideration.
65	Comment	Alexandra Ave is steep. Could you run a path along the north side of the railway and have it level with the railway?	A path north of the rail line between Bridge Road and Hawkesbury Road passes through multiple private properties and is not currently considered feasible.
66	Object	Even though this bridge is being upgraded, it's still a nightmare to cross and get over into the path on Alexandra	Noted, however it is being upgraded by Sydney Trains to better service vehicles, pedestrians and cyclists.
67	Comment	Having a path connect with the greenway path all the way to GWH would make a lot of sense and provide a crossing connecting GWH with Redbank	Noted, this proposal is supported through delivery of the Finlaysons Creek Trail, funded for construction by the NSW Government's Western Sydney Infrastructure Grants.
68	Comment	Can we put a driveway or something to connect up with the path through Shannon's paddock? Currently have to mount the kerb or go along the footpath	This feedback will be passed on to the City of Parramatta Assets team for their consideration
69	Object	There are often too many big vehicles parked here which make cycling dangerous. It's also where the road widens and cars are too fast	Noted, the project proposes to separate pedestrians and cyclists from traffic and parked cars.
70	Support	Support for cycleway for better access between Westmead and PAC	Noted
71	Support	Support for cyclist bridge over the highway.	Noted
72	Support	Support for new cyclist pathway here	Noted
73	Support	Traffic already backs down here quite often in the morning & afternoons - a roundabout to enable a right turn onto & off of Bridge Road is necessary (+ this junction has poor sight lines).	Noted, a roundabout was investigated in this location, was modelled but found to be not required.
74	Comment	Going to the Westmead station from Wentworth Ave is difficult & the new bridge does not solve this for pedestrians; the Westmead South plan increases density on Alexandra Ave which will make this worse in 3-7 years. Path north of the rail line is ideal.	A path north of the rail line between Bridge Road and Hawkesbury Road passes through multiple private properties and is not currently considered feasible.
75	Comment	Will need some kind of pedestrian crossing due to increased traffic.	This feedback is outside of scope for this project, but will be passed on to the Traffic team for their consideration
76	Object	Removing the right turn onto Wentworth Ave (in addition to the rest of the plan) will limit two apartment blocks to have only one method of entry (down from an existing 4 options) & increase bridge & roundabout use at Alexandra Ave, extending vehicle use.	Noted, alternative access will be available via Lydbrook and Byrne, adding 400m to an eastbound trip
77	Support	Love this bridge; absolutely needed.	Noted
78	Support	Generally okay with the chosen direction of the one-way road if unable to accommodate the road & cyclist/pedestrian pathway.	Noted
79	Comment	Dutch style bicycle parking infrastructure at the metro would be awesome	Noted, this feedback will be passed on to TfNSW for their consideration.
80	Object	Would prefer to retain the bus stop	Noted, a bus stop may not be possible in the existing location, however an alternative location for the bus stop will be found within 100m of the current location between Wentworth Avenue and Byrne Street.
81	Comment	Please provide active transport access to Westmead Hospital and Westmead Children's Hospital links - consider an active transport route along Ashley Lane, Westmead	A route north to the hospital is outside the scope of this study, however links have been identified in Council's recently exhibited draft Bike Plan (available to view on Participate Parramatta <a href="https://participate.cityofparramatta.nsw.gov.au/bike-plan-refresh">https://participate.cityofparramatta.nsw.gov.au/bike-plan-refresh</a> ).
82	Comment	Consider a dual direction active transport link along Ashley Lane to link up existing bike lanes on Queens Rd to Westmead Station and proposed Westmead to Toongabbie bike link	A route north to the hospital is outside the scope of this study, however links have been identified in Council's recently exhibited draft Bike Plan (available to view on Participate Parramatta).
83	Comment	Provide access/link to the adjacent Wentworthville Swimming Centre, note there is an existing rail underpass and link to pool opposite 101 Wentworth Ave	A path is proposed to connect the bottom of the bridge ramp on the western side to the underpass, and subsequently the pool.
84	Comment	Traffic towards the hospital in morning peak causes standstill on Hawkesbury Rd in the mornings, sometimes as far back on Austral Ave or further. Consider separating this section of bike lane from the road to ensure bikes are not ducking/weaving traffic	Noted, this feedback will be passed on to Cumberland Council for their consideration.

85	Comment	I have seen parents stopping here in Eastbound traffic lanes at the red lights and letting school kids get out from both lanes in the morning traffic. Ensure bike lanes are separated from the road or not adjacent as car doors opening etc is a bike hazard	Noted, this feedback will be passed on to the Traffic team for their consideration.
86	Support	Please have crossing or overpass across Fitzwilliam from Ron Hill Park as this is a constant hazard for pedestrian hoping to cross to get to the station and back. This will also provide loop for cyclist to navigate to Settlers walk and beyond.	Noted, however a crossing in this location is out of scope for this project.
87	Support	strongly support a bridge over the road	Noted
88	Comment	Although the proposed pedestrian refuge at this location is already an improvement, a raised combined pedestrian / cycling crossing would be even better. Drivers tend to speed along this section of Park Parade, it would be an effective way to slow them...	Raised crossings must meet minimum user numbers to be proposed. However this idea has merit and can be investigated in detail design.
89	Comment	...as well as to provide better, safer linkage and accessibility between the parks, which is not great at the moment.	Raised crossings must meet minimum user numbers to be proposed. However this idea has merit and can be investigated in detail design.
90	Comment	This section of the path is very isolated and dark, it does not feel safe. Please think of ways to improve the safety of this track.	Noted, improved lighting will be investigated if the project proceeds.
91	Comment	The underpass of this section is in dire condition. It requires a clean up, appropriate storm water management and sealing of the surface. Safety is also an issue, please review in detail and make the path safer for all users. This will encourage its use.	Noted, this feedback will be passed on to the City of Parramatta Assets team for their consideration
92	Comment	Could Council please install a raised combined pedestrian and bicycle crossing here to connect the amazing path to the north and Reid Ave to the south?	A priority crossing is not allowed when there is more than one travel lane in either direction. It is also outside of the scope of this project.
93	Comment	Connect west footpath to Shannon's Paddock. Widen footpath	Noted, this proposal is supported through delivery of the Finlaysons Creek Trail, funded for construction by the NSW Government's Western Sydney Infrastructure Grants.
94	Comment	Widen footpath	This feedback is outside of the scope of this project, but will be passed on to the Assets team for their consideration.
95	Support	a link under the railway line would be very useful.	Noted, this proposal is supported through delivery of the Finlaysons Creek Trail, funded for construction by the NSW Government's Western Sydney Infrastructure Grants.
96	Support	an underpass here is a good idea. allow access for access to Girraween industrial area for bike commuters. good alternate access to PH shops. would help flood mitigation on south side of railway line	Noted, however an underpass of the rail line is beyond the scope of this current project due to cost and complexity. It could be considered in the future should demand increase.
97	Support	A path under the railway here to Veron St would give access to the M4 cycleway and the Granville to Liverpool Rail Trail. There is no safe cycle crossing of the railway between Toongabbie and Parramatta at present.	Noted, this proposal is supported through delivery of the Finlaysons Creek Trail, funded for construction by the NSW Government's Western Sydney Infrastructure Grants.
98	Support	A driveway here would allow easier access for cycles and a crossing on Darcy Rd would make it safer to access Milson Park track. Milson Park track needs bollards at the Mons Rd exit instead of a gate!	Noted, the feedback regarding the gate will be passed onto the City of Parramatta Parks team for their consideration.
99	Support	A bridge here would be excellent for cyclists and pedestrians!	Noted
100	Support	This intersection is a shemozzle! If you live in the area bounded by the railway / Darcy Rd / Bridge Rd / Cumberland Hwy it can be really hard to get out esp. in peak hours, especially here. A roundabout would help motorists and cyclists.!	Noted, however making Wentworth Avenue one way westbound will simplify the intersection, reducing the need for a roundabout.
101	Comment	Please include Girraween area on this cycle track? Start this side track from A44 Great western Highway along the Girraween road and connect to this cycleway at railway St. Girraween residents can use this side track to merge to the main cycleway.	Girraween is outside the LGA and outside the scope of this project. Your feedback will be passed onto Cumberland Council for their consideration.
102	Comment	Will be good to use the existing bike path inside the park and provide safe interchange into Westmead station, hospital, uws and into Alexandra Avenue. Riding thru narrow lanes of park parade, then crossing busy Hawkesbury and few lights can be avoided	Connection to the Park will be improved with the proposed Park Parade path at Domain Creek. An upgrade to Pitt Street is beyond the scope of this project.
103	Support	Cycling connections to/from PAC via Westmead/north parramatta are in need of attention	Noted
104	Comment	It is safer to travel thru park however coming from Westmead cycle path is one way.	Noted.
105	Object	This project does not indicate environmental restriction expected from a feasibility study of constraints and opportunities- as the 'desire line' clearly impacts on a substantial area of Eucalypts and significant Paperbark. Route Wentworth to Fitzwilliam	Should the project proceed, the exact alignment would be subject to detail design and survey. The route would aim to minimise any ecological impact.
106	Comment	Having a path on the northern side of the railway would separate pedestrians and cyclists from busy Alexandra Avenue and create safer and more enjoyable walk/ride.	A path north of the rail line between Bridge Road and Hawkesbury Road passes through multiple private properties and is not currently considered feasible.
107	Support	This link would be an exceptional link and open up a currently messy area to be a pedestrian/cyclist.	Noted

108	Comment	Understand this is out of the LGA but huge potential if this path continues along Station and Powers Rd to the Seven Hills station. Probably more cost effective than ramps to cross to the existing route.	Noted, your feedback will be passed on to Blacktown City Council.
109	Support	A better facility to access Pendle hill High School along Bungaree, or perhaps via Ballendella/Burrabogee (the hill is more gentle) would be a great improvement to the area	Bungaree is in close proximity to a safe crossing of Wentworth Avenue and is the shortest distance to a quiet side street to the school, and is therefore the preferred route identified in this study.
110	Comment	Currently one of the worst intersections to be a pedestrian/cyclist in the area. Adding a crossing on the eastern side is good. Narrowing the car lanes and widening the footpath on Goodall St bridge also needed.	Support noted, however potential future bridge over the rail line on the eastern side of Goodall is noted, but not part of this project.
111	Comment	No designated crossings between Goodall and the Highway but Binalong is and on road route and Glenavy designated as a quiet way. better provisions needed.	Refuge islands at specific locations could be considered in detail design (subject to survey and approvals).
112	Comment	people using the on road route from Binalong need a way to access the shared path on Wentworth. not so bad when going east on Wentworth to Binalong as its downhill, but in the opposite direction needs better provision	Noted, this proposal is supported. Should the project proceed this will be considered in the detail design.
113	Support	This will be amazing. We do need more detail of how the underpass will be linked to the bridge. Hard to tell from the concept pictures. Doesn't appear to be anything designated	There will be a shared path from the toe of the bridge on the west down to the underpass on the southern side of Wentworth Avenue
114	Comment	this seems a little tight given its a bus stop as well.	The path width is subject to detail design, and will be widened if possible in detail design.
115	Comment	I believe the crossing is on the correct side. moving west would leave those on eastern side stranded needing to cross two streets instead of one. people can already cross freely on western side due to lack of traffic. Eastern side needs the crossing	Noted
116	Comment	Please build a link through this reserve to darcy rd. and improve the crossing to Redbank. The linking of Westmead, parramatta park and other significant routes through here is easy to implement and would be hugely beneficial to the network	Noted, this comment is supported through delivery of the Finlaysons Creek Trail, funded for construction by the NSW Government's Western Sydney Infrastructure Grants.
117	Comment	I support the objectives here but implementation seems messy. Having the shared path cross at Bridge road will be a problem. As will removing the bus stop. We need to reduce cars in this area not be making concessions to enable more of them.	The Path will need to cross Bridge Road at some stage, a priority crossing is the preferred treatment. The bus stop will be retained within 100m of it's current location between Byrne Street and Wentworth Ave. There needs to be a balance of all road users and there is no proposal to change vehicle access on Bridge Road.
118	Support	shared path here is long overdue. should have been constructed along with PAC carpark	Noted
119	Comment	Crossing facility could be improved here. Access on Park side very tight. Fine for pedestrians but difficult for bikes/prams/strollers/mobility scooters/ wheel chairs etc	Noted
120	Object	Park Parade is busy enough for buses and cars travelling to and from Parramatta. Surely a bike path can be put on the southern side of Park Road cutting into the parkland rather than jam more into this narrow corridor.	The proposed path will not change the number of travel lanes on Park Parade as it will be behind the kerb. Cutting through the park is not supported due to the heritage and ecological impacts.
121	Support	Great path to walk/cycle along the creek.	Noted, however a link along this creek is outside the scope of this project, however other links have been identified in Council's recently exhibited draft Bike Plan (available to view on Participate Parramatta <a href="https://participate.cityofparramatta.nsw.gov.au/bike-plan-refresh">https://participate.cityofparramatta.nsw.gov.au/bike-plan-refresh</a> ).
122	Comment	Wentworth Avenue from Binalong Road to Hart Drive, requires speed humps and pedestrian crossings.	Wentworth Avenue from Pendle Hill to the Cumberland Highway is a heavy vehicle route required to support the industrial businesses in Pendle Hill, removing that access is not supported. Crossings are proposed where warranted.
123	Comment	This is a dangerous crossing. A traffic light is required. Its already not safe for pedestrian to cross the Binalong Rd. There is no pedestrian crossing. Turning right into Binalong and turning right from Binalong also dangerous while driving.	The intersection does not meet the warrants for traffic lights and a roundabout does not fit in the available road area. A refuge will be considered in Wentworth west of Binalong (subject to survey and detail design).
124	Comment	Connection under the railway line here would make cycling across much better	Noted, this proposal is supported through delivery of the Finlaysons Creek Trail, funded for construction by the NSW Government's Western Sydney Infrastructure Grants.

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**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.5
<b>SUBJECT</b>	Gateway Request: Planning Proposal for Land at 90-94 Phillip Street, Parramatta
<b>REFERENCE</b>	F2024/00282 - D09482225
<b>APPLICANT/S</b>	Think Planners
<b>OWNERS</b>	Buildup Phillip Pty Ltd (90 Phillip St) and Academy Parramatta Pty Ltd (94 Phillip St)
<b>REPORT OF</b>	Group Manager, Major Projects and Precincts
<b>CSP THEME:</b>	Innovative

**DEVELOPMENT APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL** Nil**PURPOSE**

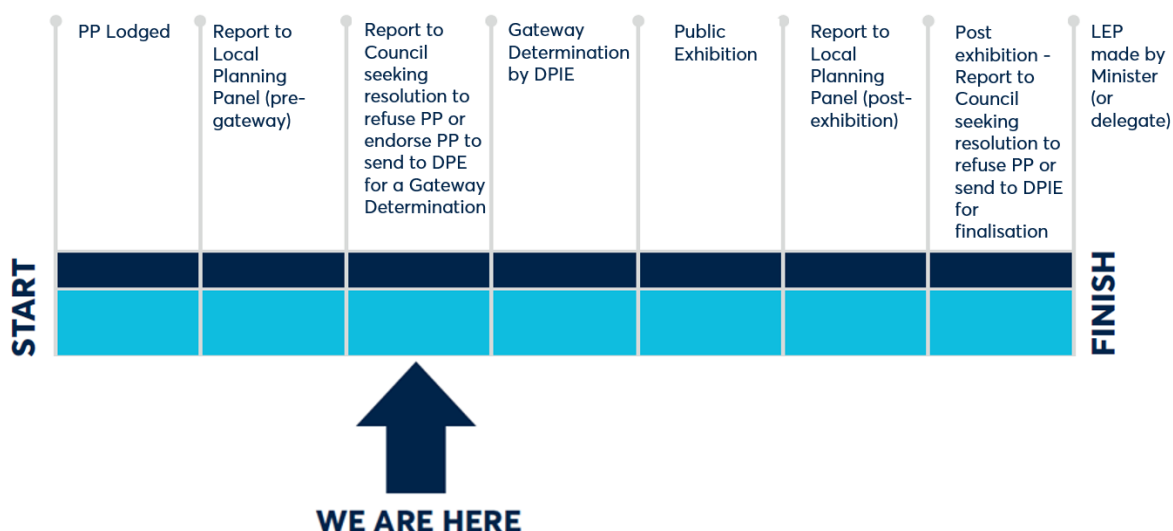
To seek Council's approval of a Gateway determination for a Planning Proposal for land at 90-94 Phillip Street, Parramatta and to seek Council's endorsement to prepare an associated Planning Agreement and draft amendment to the Parramatta Development Control Plan.

**RECOMMENDATION**

- (a) That Council approve, for the purpose of seeking a Gateway determination from the Department of Planning, Housing and Infrastructure (DPHI), the Planning Proposal for land at 90-94 Phillip Street, Parramatta (**Attachment 1**), which seeks to amend the Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023) in relation to the subject site by:
- i. Increasing the maximum Height of Buildings control on the map from 80 metres (105 metres when including all bonuses) to part 133 metres (153 metres when including all bonuses) and part 0 metres;
  - ii. Increasing the Floor Space Ratio (FSR) control on the map from 6:1 (9.7:1 when including all bonuses) to 12.8:1 (15.36:1 when including all bonuses); and
  - iii. Amending Clause 7.28A so that it no longer provides a site-specific FSR and height bonus for the subject site.
- (b) That the Gateway request referred to above in recommendation (a) be submitted to the DPHI after the Applicant's Flood Report has been updated to reflect the Parramatta River Flood Study 2024.
- (c) That Council request the DPHI to provide Council with the authorisation to exercise its plan-making delegations for this Planning Proposal.
- (d) That Council authorise the CEO:
- i. To amend the Parramatta Development Control Plan 2023 (PDCP 2023) in relation to the subject site as described in this report;

- ii. To draft a Planning Agreement subject to the details within the submitted Letter of Offer provided at **Attachment 2** which addresses the matters described in this report; and
  - iii. If a Gateway Determination is issued by the DPHI, the draft Planning Agreement and draft amendment to the PDCP 2023 are placed on public exhibition concurrently with the Planning Proposal.
- (e) That Council note the Local Planning Panel’s advice to Council is in support of the Planning Proposal (refer to **Attachment 3**), which is consistent with the Council Officer’s recommendation in the report.
- (f) 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 of the documents.

**PLANNING PROPOSAL TIMELINE**



**SUMMARY**

1. This report seeks the endorsement of Council of a Planning Proposal for land at 90-94 Phillip Street, Parramatta for the purpose of seeking a Gateway Determination from the DPHI, and to seek Council’s endorsement to prepare an associated Planning Agreement and draft amendment to the Parramatta Development Control Plan for public exhibition concurrently with the Planning Proposal if a Gateway determination is received.
2. The Planning Proposal seeks to amend the Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023) as shown in **Table 1** below:

**Table 1:** Existing and proposed controls

Control	Current control	Proposed control
Height of Buildings (Mapped)	80m	133m
Height of Buildings	105m* (31 storeys mixed use)	153m (47 mixed use storeys)



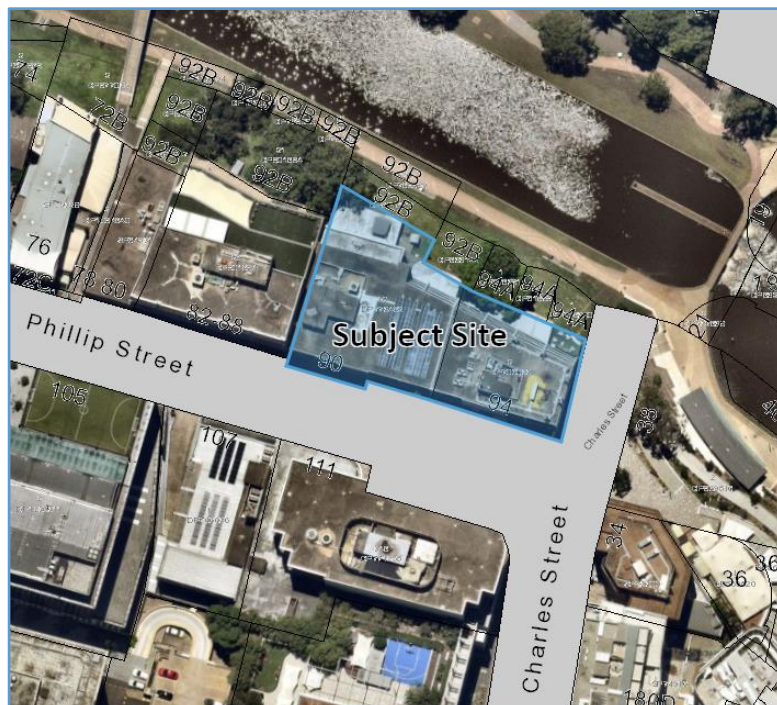
(Total including 15% Design Excellence bonus)		
Floor Space Ratio (Mapped)	6:1	12.8:1
Floor Space Ratio (Total including 15% Design Excellence bonus and 5% High Performing Buildings bonus)	9.7:1*	15.36:1

\* The current height and FSR controls are also subject to a 13 metre and a 2.5:1 site-specific bonus under the controls introduced by SEPP 2. These are included in the total figures for these controls.

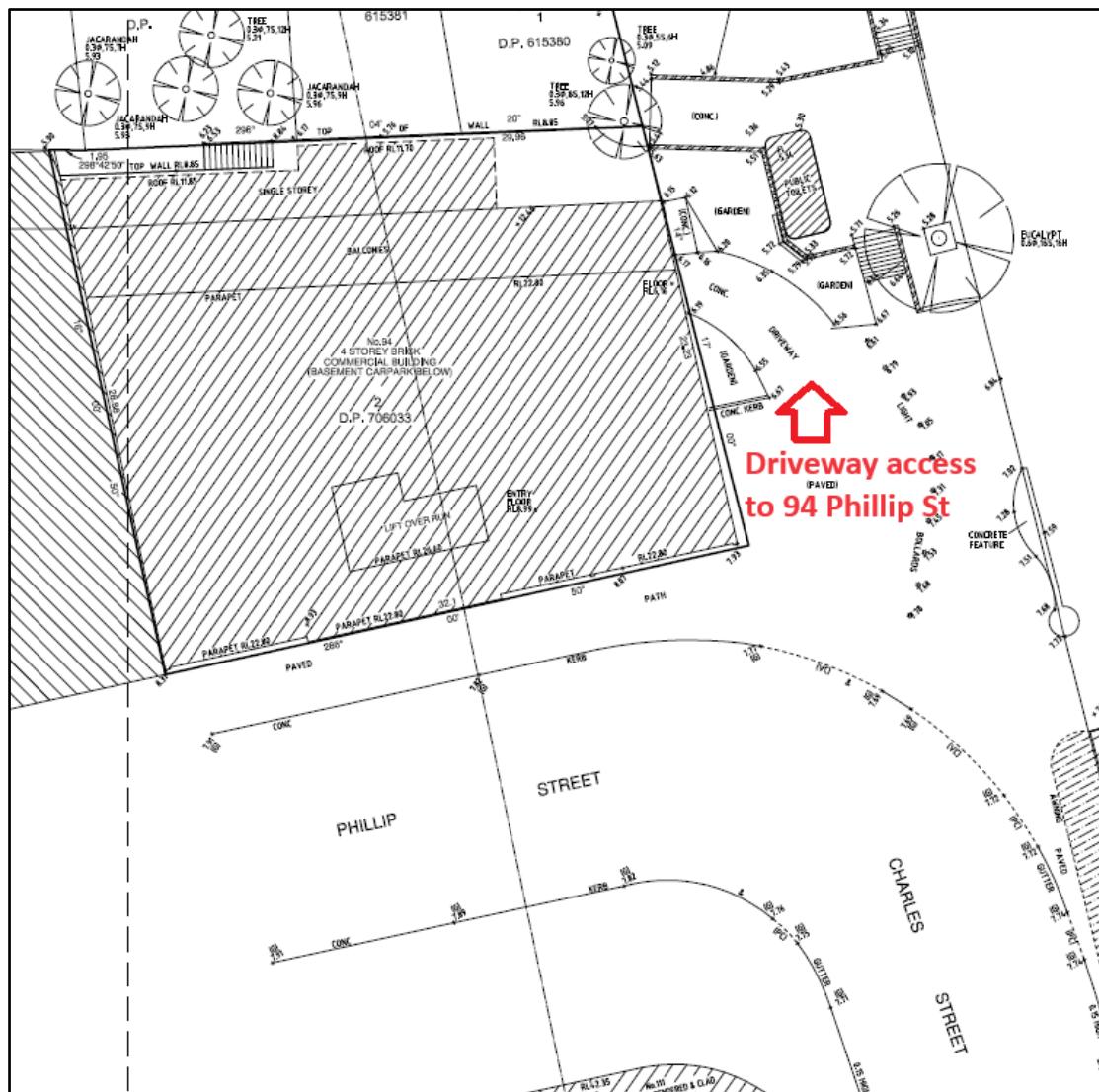
- The Planning Proposal necessitates amendment of the Parramatta Development Control Plan (DCP) 2023 to increase the eastern tower setback and align with the reference scheme.

**SITE DESCRIPTION**

- The subject site is located at 90 and 94 Phillip Street, Parramatta and has a legal description of Lot 10 DP 773452 (90 Phillip St) and Lot 2 DP 706033 (94 Phillip Street) (see **Figure 1**). The site is on the southern bank of the Parramatta River and is to the west of the Ferry Wharf known as “Parramatta Quay” and the recently completed Charles Street Square. The total site area is 2,192 sqm.
- Both 90 and 94 Phillip Street contain existing four storey commercial buildings with lower level car parking. Vehicular access is provided to 90 Phillip Street directly from Phillip Street. Vehicular access is provided to 94 Phillip Street from a driveway over an unformed portion of Charles Street directly to the east of the site (refer to **Figure 2** below).



**Figure 1:** Site location (City of Parramatta GIS)



**Figure 2:** Extract from site survey indicating location of current driveway access to 94 Phillip St over unmaded portion of Charles Street (Source Applicant’s site survey – Norton Survey Partners)

**BACKGROUND**

6. In October 2018, the applicant (at that time, Hamptons Property Services, now Think Planners) lodged a Planning Proposal with the City of Parramatta Council for land at 90 to 94 Phillip Street, Parramatta seeking to increase the density of development permitted within the MU1 Mixed Use zoning of the site. The Planning Proposal sought to increase the floor space ratio (FSR) from 6:1 to 21:1 (including the 15% design excellence bonus). It also sought to increase the height control from 80 metres (92 metres including the 15% design excellence bonus) to 210 metres (including the 15% design excellence bonus).
7. Initial assessment by Council Officers raised concerns regarding the density and scale of the proposal considering the prominence of the site on the Parramatta River adjoining Charles Street Square, and its high visibility from the ferry approach to the CBD. The applicant’s Planning Proposal submitted that it was consistent with the draft Parramatta CBD Planning Proposal on the basis that it reflected the draft planning controls at that time including unlimited commercial floor space. The applicant also argued that the site was subject to the draft

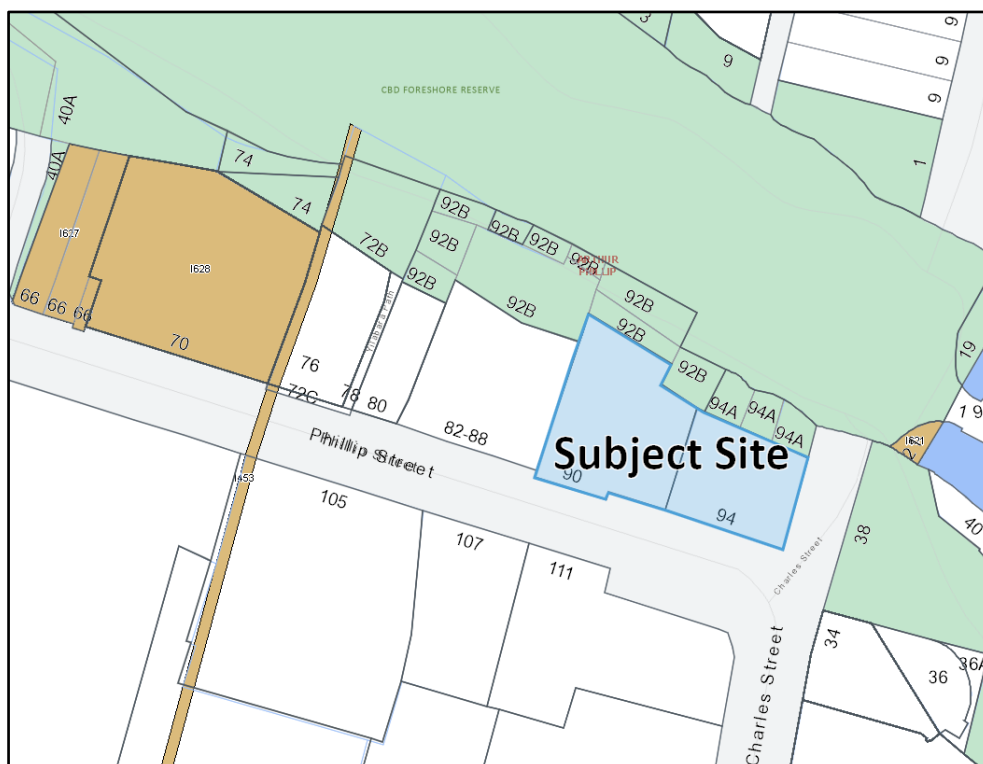
Opportunity Site provisions. The Opportunity Site provisions provided for a bonus FSR of 3:1 for certain sites that were considered of sufficient size and location to accommodate higher densities with minimal impacts on surrounding development. However, it is noted that the subject site did not meet the relevant site depth requirement to use this draft provision.

8. Several revised reference designs were submitted by the applicant in 2019, which proposed a total FSR of 21:1. Noting the significance of the site on the river foreshore addressing Charles Street Square and a site-specific Planning Proposal for 66 Phillip Street within the same street block, Council staff conducted urban design analysis of these two sites in context of the broader street block. This preliminary urban design work identified potential unsatisfactory outcomes from such building heights along the river and the report to Council dated 15 June 2021 relating to the post-exhibition of the CBD Planning Proposal recommended that this area be removed from the proposed amendment to allow further analysis. Notwithstanding, at the 15 June 2021 meeting Council resolved to proceed with the draft controls for the Phillip Street block under the Parramatta CBD Planning Proposal including incentive building heights and FSR, minimum commercial provisions and the Opportunity Site bonus.
9. The Parramatta CBD Planning Proposal was implemented by Parramatta Local Environmental Plan 2011 (Amendment 56) which was notified on 6 May 2022 and took effect on 14 October 2022. The then DPE finalisation report recommended that the Phillip Street Block not progress as part of the CBD PP and that the block retain its current controls. The finalisation report was informed by the Department's built form modelling and the findings of an Independent Rapid Assessment of the Parramatta CBD Planning Proposal prepared by Bennett and Trimble.. Based on these considerations, the then DPE excluded the Phillip Street block from the new controls and the existing density controls remained for the site at a FSR of 6:1 and HOB of 80 metres.
10. The then DPE made further changes to the Parramatta CBD planning controls through State Environmental Planning Policy Amendment (Parramatta CBD) (No.2) on 16 December 2022. This introduced controls to facilitate growth in employment uses within certain B3 Commercial Core and B4 Mixed Use zone sites within the Parramatta CBD as well as uplift for the Phillip Street Block, subject to certain provisions being met. In this regard, Clause 7.28A permits development in the Phillip Street block (including the subject site) to exceed the floor space ratio limit by 2.5:1 subject to conditions.
11. The density bonuses now applicable to the site under Clause 7.28A provide the site with the potential for a total FSR of 9.7:1.

## **CURRENT PLANNING CONTROLS**

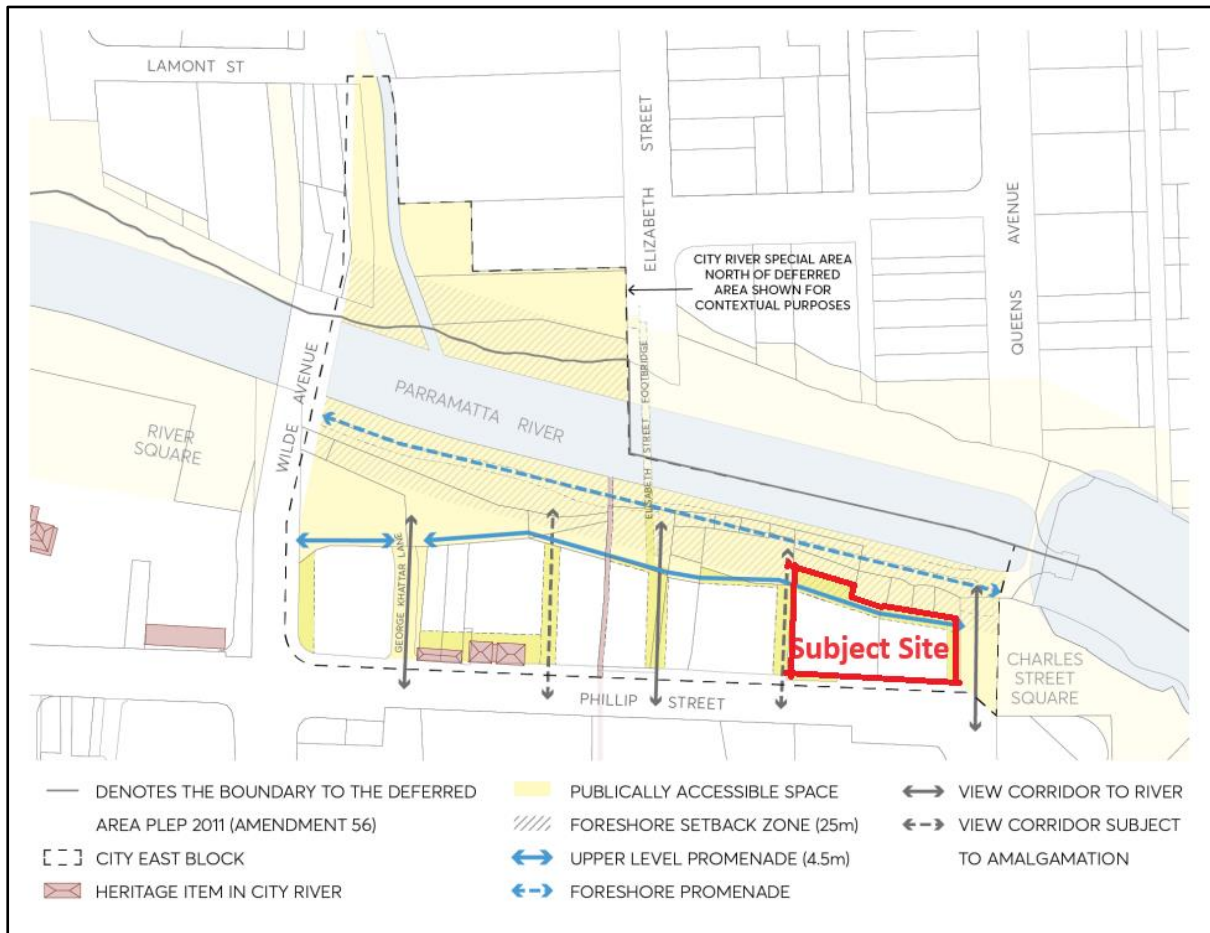
12. Under the provisions of the Parramatta LEP 2023, as introduced by SEPP 2, the following planning controls apply to the subject site:
  - a. Land Use zoning: MU1 Mixed Use.
  - b. Maximum Height of Buildings across the majority of the site: 80 metres (105 metres including 15% Design Excellence bonus and 13 metres bonus under Clause 7.28A).

- c. Maximum floor space ratio (FSR) of 6:1 mapped (9.7:1 including 15% Design Excellence bonus and 2.5:1 bonus under Clause 7.28A).
  - d. Maximum tower width of 35 metres when viewed from the Parramatta River in order to use the 2.5:1 bonus FSR.
  - e. Local Road Widening Reservation under the Land Reservation Acquisition Map. This applies to a narrow strip of land approximately 2 metres wide on part of the Phillip Street frontage of 90 Phillip Street.
13. The site is not heritage listed. However, there are several items within proximity to the site that are identified as items of local heritage significance under Parramatta LEP 2023 (Refer to **Figure 3** below). Approximately 40 metres to the north-east of the site is “Charles Street Weir”. Approximately 70 metres to the west of the site is the “Convict Drain”, further to the west is the item named “Office and potential archaeological site” at 70 Phillip Street and “Barnaby’s Restaurant and potential archaeological site” at 66 Phillip Street.



**Figure 3:** Heritage items within proximity of the subject site (shown in brown shading)

14. The site is also subject to the Parramatta Development Control Plan (DCP) 2023, specifically Section 9.5.1.2 which contains controls relating to the City East Block. The City East Block includes the subject site and is bound by Wilde Avenue, Phillip Street, Charles Street Square and the north bank river foreshore open space (see **Figure 4** below). The reference scheme submitted with the Planning Proposal does not comply fully with the DCP controls and an assessment against the DCP controls and discussion regarding appropriate DCP amendments is discussed further below.



**Figure 4:** Extract from Parramatta DCP 2023 - City East Block Framework

**DESCRIPTION OF PLANNING PROPOSAL**

15. The Planning Proposal seeks to amend Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023) as shown in **Table 2** below:

**Table 2:** Existing and proposed controls

Control	Current control	Proposed control
Height of Buildings (Mapped)	80m	133m
Height of Buildings (Total including 15% Design Excellence bonus)	105m* (31 storeys mixed use)	153m (47 mixed use storeys)
Floor Space Ratio (Mapped)	6:1	12.8:1
Floor Space Ratio (Total including 15% Design Excellence bonus and 5% High Performing Buildings bonus)	9.7:1*	15.36:1
Clause 7.28A	2.5:1 FSR bonus and 13m height bonus subject to conditions including maximum tower width of 35m.	Amendment of clause to remove its application to 90-94 Phillip Street.

\* The current height and FSR controls are also subject to a 13 metres and a 2.5:1 site-specific bonus under the controls introduced by SEPP 2 these are included in the total figures for these controls.

16. The change to Clause 7.28A referred to in Table 2 above is proposed as the site will no longer require the currently available site-specific FSR bonus of 2.5:1 and height bonus of 13 metres. Development of the site can achieve the full FSR

and height included in the Planning Proposal using the mapped controls plus bonuses applicable under other provisions within the Parramatta LEP 2023.

17. **Table 3** below provides the floor areas and indicative dwelling count outlined in the Reference Scheme under the proposed height control included in the Planning Proposal. The actual quantum of development provided will be subject to a design excellence competition and assessment at the DA stage.

**Table 3:** Floor Area and Dwelling Count Comparison Between Existing and Proposed Controls

Controls	Floor Area	Mix	FSR
Existing controls	21,262sqm*	280 dwellings 4,577 sqm commercial	9.7:1
Planning Proposal Reference Scheme	33,669 sqm*	405 dwellings 4,577 sqm commercial	15.33:1

\*Subject to a design excellence competition and assessment at DA stage

18. The Planning Proposal is accompanied by a draft Planning Agreement Letter of Offer comprising of:
- a. 5 x affordable housing units (a mixture of four (4) x one bedroom apartments and one (1) x two bedroom apartment);
  - b. Dedication of road widening within Phillip Street;
  - c. Forego their historic legal right to utilise the Charles Street Reserve for access purposes;
  - d. Upgrade of the public domain within Charles Street reserve to the existing Charles Street Square;
  - e. Incorporation of an upper-level promenade fronting the river foreshore; and
  - f. Development of a 6 metre setback from the Charles Street Square to strengthen and activate the Square.
19. The Planning Proposal is accompanied by the following supporting documentation submitted by the applicant:
- a. Planning Proposal document prepared by Think Planners (see **Attachment 1**).
  - b. Reference Design prepared by PTI Architecture for a mixed use scheme (see **Attachment 4**).
  - c. Urban Design Report prepared by AE Design Partnership (**Attachment 5**).
  - d. Flooding Report prepared by Water Technology (**Attachment 6**).
  - e. Traffic and Parking Assessment Report prepared by CJP Consulting Engineers (**Attachment 7**).

## SUMMARY OF COUNCIL OFFICER ASSESSMENT

20. The NSW Government Local Environmental Plan Making Guideline 2022 provides that for a Planning Proposal to proceed through Gateway determination, the Minister (or their delegate) must be satisfied that the Proposal has strategic and site-specific merit and that identified potential impacts can be readily addressed during the subsequent plan making stages.
21. With regard to strategic merit, the Planning Proposal has been assessed against and is considered consistent with the following strategic policies:

- a. Greater Sydney Region Plan;
  - b. Central City District Plan;
  - c. Local Strategic Planning Statement (LSPS);
  - d. Local Housing Strategy (LHS);
  - e. Parramatta CBD Planning Strategy; and
  - f. Parramatta River City Strategy.
22. This alignment is discussed further in the Local Planning Panel (LPP) report at **Attachment 3**.
23. The Parramatta River City Strategy is of particular relevance to the subject site and outlines a comprehensive vision for revitalising the riverfront areas including the delivery of an upper level promenade. The proposal aligns with this strategy, aiming to create a positive interface with the public domain consistent with the urban design principles established in the Strategy. The inclusion of commercial spaces on the ground floor, facing the river, Phillip Street, and Charles Street Square, reflect the Strategy's goal of fostering an active and inviting pedestrian environment along the riverfront.
24. The site-specific merit of the Planning Proposal is assessed in detail by Council Officers in the LPP report at **Attachment 3**. The site has been subject to previous urban design analysis and built form testing by DPHI and Council Officers. The testing was done as part of the preparation and finalisation of the Parramatta CBD Planning Proposal and focused on the entire street block bounded by Wilde Avenue, Phillip Street, Charles Street Square and the north bank river foreshore open space. A detailed description of the urban design analysis studies is provided in **Attachment 8**. In summary, the primary urban design principles identified for the Phillip Street block in the above studies which are relevant to the subject site include:
  - a. Delivery of an upper level promenade;
  - b. Enhancement of the relationship of the city with Parramatta River;
  - c. Enhancement of views of Parramatta River; and
  - d. Reinforcement of the commercial core to the south.
25. The reference design submitted by the applicant (see **Attachment 4**) supporting the Planning Proposal has been reviewed by Council Officers. The assessment is described in detail in the Local Planning Panel report at **Attachment 3** and has considered the Urban Design Principles listed above and the controls for the broader street block within the Parramatta DCP 2023 noting the constraints of the site. The Planning Proposal will facilitate a more viable tower floorplate, an improved relationship with the public domain at the ground floor level, delivery of a crucial part of the upper level promenade while providing for a transition in height and views of the river from the commercial core.
26. Another important issue arising during assessment is the management of flood risk due to the sensitive location of the site adjoining the Parramatta River. The applicant has submitted a Flood Report prepared by Water Technology (see **Attachment 6**). The Report sets out preliminary findings of how flooding may dictate building design features. The Report notes that the advice is broad in nature and specific advice cannot be provided until Council adopts the draft

Parramatta River Flood Study 2024 at which time precise flood levels will become available.

27. Council's Senior Catchment and Development Engineer has reviewed the Flood Report and concurs with its recommendations subject to the inclusion of specific reference to Local Planning Direction 4.1 Flooding issued by the Minister for Planning under section 9.1(2) of the Environmental Planning and Assessment Act 1979.
28. At the time of finalising this report, Council had recently adopted the Parramatta River Flood Study 2024 at its meeting on 11 June 2024. It is recommended that should Council resolve to submit the Planning Proposal to the DPHI to seek a Gateway determination, this should occur after the Applicant's Flood Report has been updated to take account of the new Study. The applicant is aware of this requirement and will be proceeding with an update of their Flood Report
29. The LPP report also contains details of the assessment undertaken by Council Officers on heritage, traffic and transport, infrastructure, social, economic and other environmental impacts and concludes that the proposal should be submitted for a Gateway Determination.

#### Draft amendment to Parramatta Development Control Plan 2023

30. The site is subject to the Parramatta Development Control Plan (DCP) 2023, specifically, Part 9.5.1.2 which contains controls relating to the City East Block. The City East Block includes the subject site and is bound by Wilde Avenue, Phillip Street, Charles Street Square and the north bank river foreshore open space. Part 9.5.1.2 prescribes an eastern side tower setback of 3 metres from the podium wall for the subject site.
31. It is considered appropriate that Council prepare a draft amendment to the Parramatta DCP 2023 to accompany the Planning Proposal in order to increase the eastern side tower setback to align with the reference scheme and respond to the increase in density as described in **Table 4** below.

**Table 4:** Existing and proposed controls under Parramatta DCP 2023

		Existing PDCP 2023	Proposed PDCP 2023
Eastern setback	Podium	6 metres	No change
Eastern setback	Tower	3 metres (from the podium wall)	6 metres (from the podium wall)

32. The increase in tower setback is proposed for this site in order to mitigate the increased height, bulk, scale and wind impacts from the increased height of the building. Should Council support the Planning Proposal, it is considered appropriate that Council prepare a draft amendment to the Parramatta DCP 2023 as described above to be publicly exhibited concurrently with the Planning Proposal.



Planning Agreement Letter of Offer

33. The Planning Proposal is accompanied by a draft Planning Agreement Letter of Offer submitted to Council by the applicant under Section 7.4 of the Environmental Planning and Assessment Act 1979 (refer to **Attachment 2**). The Letter of Offer provides for the following:
- a. 5 x affordable housing units (a mixture of four (4) x one bedroom apartments and one (1) x two bedroom apartment);
  - b. Dedication of road widening within Phillip Street;
  - c. Forego their historic legal right to utilise the Charles Street Reserve for access purposes;
  - d. Upgrade of the public domain within Charles Street reserve to the existing Charles Street Square;
  - e. Incorporation of an upper-level promenade fronting the river foreshore; and
  - f. Development of a 6 metre setback from the Charles Street Square to strengthen and activate the square.
34. Council officers support the provision and dedication of the proposed affordable rental housing units which is in accordance with the requirements of Council's Affordable Housing Action Plan and draft Affordable Rental Housing Policy.
35. The provision of the upper level promenade is supported and will provide the important benefit of commencing the delivery of the promenade in accordance with the aim of Council's Parramatta CBD River Strategy.
36. The future development application for redevelopment of the site will also be subject to Section 7.12 development contributions in accordance with the Parramatta City Centre Local Infrastructure Contributions Plan 2022 (Amendment 2) in addition to the deliverables under the Planning Agreement.
37. It is proposed that a draft Planning Agreement be prepared based on the applicant's Letter of Offer and exhibited concurrently with the Planning Proposal and draft DCP amendment.

**PARRAMATTA LOCAL PLANNING PANEL**

38. The matter was considered by the Parramatta Local Planning Panel at its Meeting on 4 June 2024 (report at **Attachment 3**) and the Panel provided the following recommendation to Council:
- (a) *That Council approve, for the purpose of seeking a Gateway determination from the Department of Planning, Housing and Infrastructure (DPHI), the Planning Proposal for land at 90-94 Phillip Street, Parramatta (**Attachment 1**), which seeks to amend the Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023) in relation to the subject site by:*
    - i. *Increasing the maximum Height of Buildings control on the map from 80 metres (105 metres when including all bonuses) to part 133 metres (153 metres when including all bonuses) and part 0 metres;*

- ii. *Increasing the Floor Space Ratio control on the map from 6:1 (9.7:1 when including all bonuses) to 12.8:1 (15.36:1 when including all bonuses); and*
  - iii. *Amending Clause 7.28A so that it no longer provides a site-specific FSR and height bonus for the subject site.*
- (b) *That the Gateway request referred to above in recommendation (a) be submitted to the DPHI after the Applicant's Flood Report has been updated to reflect the Parramatta River Flood Study 2024.*
- (c) *That Council request the DPHI to provide Council with the authorisation to exercise its plan-making delegations for this Planning Proposal.*
- (d) *That Council authorise the CEO:*
  - i. *To amend the Parramatta Development Control Plan 2023 (PDCP 2023) in relation to the subject site as described in this report;*
  - ii. *To draft a Planning Agreement subject to the details within the submitted Letter of Offer provided at **Attachment 2** which address the matters described in this report; and*
  - iii. *If a Gateway Determination is issued by the DPHI, the draft Planning-Agreement and draft amendment to the PDCP 2023 are placed on public exhibition concurrently with the Planning Proposal.*
- (e) *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 of the documents.*

39. The Panel's advice to Council is consistent with the Council Officer's recommendation in this report.

## **PLAN MAKING DELEGATIONS**

40. 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 secured a Gateway determination, 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.

## **FINANCIAL IMPLICATIONS FOR COUNCIL**

- 41. 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.
- 42. The Planning Proposal is accompanied by a Letter of Offer (**Attachment 2**) which proposes that the applicant enter into an agreement to deliver a range of community infrastructure.
- 43. Further, at development application stage, development contributions in keeping

with the current rates applicable under the Parramatta City Centre Local Infrastructure Contributions Plan 2022 will be applied to the development.

44. If Council resolves to endorse the recommendations of this report, the financial impacts on the budget are set out in the table below.

	<b>FY 23/24</b>	<b>FY 24/25</b>
<b>Revenue Contribution</b>		
<b>Operating Result</b>	Nil	Nil
External Costs		
Internal Costs		
Depreciation		
Other		
<b>Total Operating Result</b>	Nil	Nil
<b>Funding Source</b>		
<b>CAPEX</b>	Nil	Nil
CAPEX		
External		
Internal		
Other		
<b>Total CAPEX</b>	Nil	Nil

## CONSULTATION & TIMING

45. Extensive consultation has been undertaken with the applicant to develop the draft planning provisions. The Planning Proposal and supporting documents were referred internally to various Council staff/teams.
46. The Planning Proposal was scheduled to be considered by the Heritage Advisory Committee on 13 June 2024, however, insufficient Committee Members were in attendance to form a quorum. The Planning Proposal was presented to the Members present. The Committee Members provided feedback and recommended that in developing the conditions under the Planning Proposal, that Council consider the significance of the site's Parramatta River setting and urban context, and for the developer to appropriately respond to any significant archaeology which may be found in the area during planned studies, as well as Council's updated flood study modelling.
47. No public consultation has yet been undertaken relating to the 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 then be undertaken as required by the Gateway determination.

Councillor Consultation

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

<b>Date</b>	<b>Councillor</b>	<b>Councillor Comment</b>	<b>Council Officer Response</b>	<b>Responsibility</b>
1 July 2024	All	Not known at time of finalising this report.	Not known at time of finalising this report.	Group Manager Major Projects and Precincts

**LEGAL IMPLICATIONS FOR COUNCIL**

49. The legal implications associated with this report relate to the Planning Agreement that is proposed to be entered into between Council and the landowner. Should Council endorse the recommendation, Council's legal team will be assisted by an external legal advisor in drafting the Planning Agreement based upon the Letter of Offer and Council resolution.

**CONCLUSION AND NEXT STEPS**

50. Council officers have assessed the Planning Proposal and consider that the Planning Proposal has strategic and site specific merit and should proceed to a Gateway determination.
51. Should Council endorse the Planning Proposal for the purposes of seeking a Gateway determination, it is also recommended that Council prepare and exhibit a draft amendment to the Parramatta DCP 2023 as outlined in this report and prepare and exhibit a draft Planning Agreement in accordance with the applicant's Letter of Offer.
52. If supported by the DPHI, the Planning Proposal for 90-94 Phillip Street, Parramatta, will be publicly exhibited for a minimum of 28 days and in accordance with the conditions of the relevant Gateway determination. The draft amendment to the Parramatta DCP 2023 and the draft Planning Agreement will be exhibited concurrently with the Planning Proposal. A further report will be prepared for Council on the outcomes of the public exhibition.









David Birds  
**Group Manager, Major Projects and Precincts**

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

John Angilley  
**Executive Director Finance & Information**

Gail Connolly  
**Chief Executive Officer**

**ATTACHMENTS:**

1		Applicant's Planning Proposal document	83 Pages
2		Planning Agreement Letter of Offer	3 Pages
3		Minutes and Report from Local PLanning Panel - 4 June 2024	29 Pages
4		Applicant's Reference Design	16 Pages
5		Applicant's Urban Design Report	21 Pages
6		Applicant's Flooding Report	19 Pages
7		Appliant's Traffic and Parking Assessment Report	14 Pages
8		Urban Design Analysis Summary	8 Pages

**REFERENCE MATERIAL**



# Planning Proposal to amend Parramatta Local Environmental Plan 2023

90-94 PHILLIP STREET  
PARRAMATTA

28 MAY 2024





QUALITY ASSURANCE	
<b>Project:</b>	Planning Proposal
<b>Address:</b>	90-94 Phillip Street, Parramatta
<b>Council:</b>	City of Parramatta Council
<b>Author:</b>	Think Planners Pty Ltd
<b>Template</b>	Local Environmental Plan Making Guideline (August 2023)

Date	Purpose of Issue	Rev	Author	Authorised
21 March 2024	Pre Lodgement	A	EJ/AB	AB
March 2024	Lodgement #1	B	EJ	AB
15 May 2024	Lodgement #2	C	EJ	AB
17 May 2024	Lodgement #3	D	EJ	AB
28 May 2024	Final	E	EJ	AB



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## INTRODUCTION

This Planning Proposal aims to explain the intended effect and justify a proposed amendment to the Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023) and demonstrate the strategic merit of the amendment proceeding.

**This Planning Proposal seeks to amend the Parramatta LEP 2023 to allow for the redevelopment of the site for the purpose of mixed use development by:**

- Amending the maximum building height map to permit a maximum building height of 133m.
- Amending the maximum floor space ratio map to permit an FSR of 12.8:1.
- Amending Clause 7.28A for the land situated at 90-94 Phillip Street, Parramatta.

The Planning Proposal relates to 90-94 Phillip Street, Parramatta referred to within this document as the '*subject site*'. The subject site is a highly visible location in the Parramatta City Centre's north eastern part, along the Parramatta River and has key transport connections, including the Parramatta Wharf. The site is located on the corner of Phillip Street and Charles Street and is a landmark site on the highly active Parramatta River foreshore.

The site is located within proximity to employment opportunities, educational establishments, recreational activities and public transportation, including Westfield Parramatta, Arthur Phillip High School, Parramatta Public School, and Macarthur Girls High School, as well as Parramatta Transport Interchange, Parramatta Railway Station, Parramatta Ferry Wharf.

The amendments proposed in this Planning Proposal are specific to the site. They will facilitate a new, high-quality development that will contribute to the vitality and activation of this precinct along with additional housing supply at the edges of the Parramatta City Centre and the river foreshore. The Planning Proposal will contribute to the renewal of the CBD and the character of Parramatta. The proposed amendments are driven by a desire to deliver a better built-form outcome for the site and have been the subject of a design review by PTI Architecture.

The proposed amendments are driven by a desire to deliver a superior urban design outcome for the site, which addresses the Council's vision for height and density within the CBD's centre and delivers development consistent with Parramatta's desired future character. Activation of the Riverfront is a key benefit arising from the proposal.



The proposed amendments to planning controls will facilitate high-quality development, contributing to the much-needed housing supply within this strategic centre.

The Planning Proposal has been prepared under Section 3.33 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Environment's document Local Environmental Plan Making Guideline (August 2023).

The Planning Proposal is supported by Urban Design Analysis.

This Planning Proposal is submitted to the Council due to site-specific conditions addressed in this Planning Proposal. The subject site has been included in several council and department led urban design reviews, the most recent being the Bennett and Trimble Urban Design Report prepared as part of the CBD Planning Proposal. After a review of these studies, it was determined that the studies did not adequately identify the site's potential, nor contain an accurate analysis of key considerations. Additionally, the assumptions made in the urban design study did not adequately understand the ownership patterns and opportunities available for alternative design outcomes over the subject site.

This Planning Proposal proposes site-specific provisions over 90-94 Phillip Street, which seeks to ensure the scale of development protects the Parramatta River's natural, historic and cultural features. This Planning Proposal puts forward maximum building height and floor space ratio controls that will permit the delivery of a development that can address the Council's vision for the built form for Parramatta CBD.

Support for the Planning Proposal is sought, and the subsequent referral to the Department of Planning and Environment for Gateway determination and public exhibition.



## PLANNING PROPOSAL MERITS, INFRASTRUCTURE AND COMMUNITY BENEFITS

The Planning Proposal seeks to deliver the following key benefits:

- The proposed building envelopes by PTI Architecture demonstrate that a **high standard of design and amenity** can be achieved on the site. The scheme demonstrates Parramatta DCP compliance separation of 18m between towers. The scheme has been informed by several years of urban design advice from the City of Parramatta and is aligned with the Charles Street Square Strategy.
- The proposal will enhance the Parramatta River Frontage through an active street facade and will enable the delivery of an iconic building on a Landmark site.
- The proposal will improve the public domain and complement the work completed by City of Parramatta Council on the Charles Street Square, Parramatta Ferry Warf complex.
- The proposal will ensure the delivery of new pedestrian links along all street frontages and river frontages to **enhance the pedestrian environment**, including the safety of people accessing the site and surrounding land.
- The proposal will maintain and enhance commercial floor space within the ground floor and podium, providing activation within the Charles Street Square precinct.
- The proposal delivers a **variety of housing opportunities** within Parramatta CBD, facilitating a genuine 30-minute city where housing is well connected to public transport, health services, education services, employment, and recreational facilities.
- The proposal comprises **new housing supply, choice, affordability**, access to jobs, services and public transport.
- The proposal **supports the eat street and entertainment precinct** within the Parramatta City Centre by providing more homes within walking distance.
- The proposal will remove the easement located on the western boundary of Charles Street Square which increases the pedestrianised public space.

The subject land parcel is ideal for accommodating the proposed development as it is located within an accessible area and is consistent with the evolving character of developments within Parramatta. Furthermore, the development proposes to provide the opportunity to deliver a mixed-use development in a location experiencing an intensification in terms of development and considering the site's proximity to educational establishments, employment opportunities and recreational activities.



## BACKGROUND

The following represents the relevant background leading up to the Planning Proposal:

Late 2016	<ul style="list-style-type: none"> <li>- A meeting was held between the landlords of 90-92 and 94-96 Phillip Street, Parramatta and City of Parramatta Council to discuss the importance of the subject site along with the Charles Street Square Strategy and identified the following issues;             <ul style="list-style-type: none"> <li>o The access right of way in which 94 Phillip Street is in benefit would need to be relinquished;</li> <li>o The two above-mentioned properties would need to be amalgamated; and</li> <li>o Access would be from 90 Phillip Street.</li> </ul> </li> <li>- In addition to the above the landowners were informed that council welcomes the lodgement of a Planning Proposal to increase the setbacks to the River Foreshore, Charles Street Square and Phillip Street.</li> <li>- Direct advice was received by council that the loss of <u>GFA as a result of the proposed setbacks is to be placed on top of the building form.</u></li> </ul>
6 July, 2017	<ul style="list-style-type: none"> <li>- The land owners of the site recognised the importance of the Charles Street Strategy and demonstrated a willingness to comply including;             <ul style="list-style-type: none"> <li>o Agreement to relinquish the right of way enjoyed by 94-96 Phillip Street to enable the reconfiguration of the Charles Street Square Strategy.</li> <li>o Provide a front linkage which connects to and from the new Charles Street Square Strategy area, along the waterfront to provide a continuous high connection.</li> <li>o Facilitating ramp access from the waterfront pathway to the higher path for accessibility</li> <li>o Providing a strong visual connection between Charles Street and Phillip Street to the waterfront.</li> </ul> </li> </ul>
4 February 2018	<ul style="list-style-type: none"> <li>- The council advised that the site would qualify as a significant site in the draft LEP and therefore could be eligible to have an FSR of 15:1, with bonus provisions for</li> </ul>




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	<p>additional commercial space with no specified height controls.</p> <ul style="list-style-type: none"> <li>- The council has also requested that the following items should be incorporated into the scheme; <ul style="list-style-type: none"> <li>o Upper walkway link that is included within the site;</li> <li>o Considerable setback taken by Council on the River Foreshore, especially at 90-92 Phillip Street, Parramatta.</li> <li>o Relinquishing the right of way enjoyed by 94-96 Phillip Street; and</li> <li>o More open ground and first floor areas to provide better viewing of the waterfront for the public from Philip Street.</li> </ul> </li> </ul>
27 September 2018	<ul style="list-style-type: none"> <li>- Planning proposal was submitted to council (Application No. RZ/12/2018) <ul style="list-style-type: none"> <li>o The site qualifies as an opportunity site, as agreed with the council.</li> <li>o The site complies with the key principles of the Charles Street Strategy and provisions of 'Design Excellence'</li> </ul> </li> </ul>
7 March 2019	<ul style="list-style-type: none"> <li>- Amendments to Council policy for opportunity sites.</li> </ul>
3 December 2019	<ul style="list-style-type: none"> <li>- Updates to the site-specific planning proposal were requested in response to the council meeting. Which were; <ul style="list-style-type: none"> <li>o Delete the hotel component and replace it with commercial office spaces.</li> <li>o Updated their request to be granted opportunity site status.</li> </ul> </li> </ul>
30 June 2020	<ul style="list-style-type: none"> <li>- Council acknowledged that the site-specific PP is consistent with the Draft CBD PP</li> <li>- Notwithstanding the above, the council have requested a new proposal between an FSR of 12:1 and 21:1.</li> </ul>
22 July 2020	<ul style="list-style-type: none"> <li>- View analysis showing massing and views of the proposed development were prepared and submitted to council.</li> </ul>

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	<ul style="list-style-type: none"> <li>- The resolution of the design issues was a result of the following process           <ul style="list-style-type: none"> <li>o The design was made in collaboration with City of Parramatta Council on the back of the Charles Street Square Strategy</li> <li>o Numerous meetings were held with key Council Senior Planning Staff</li> <li>o Input was provided by Council and included as part of the design package. These included the following;               <ul style="list-style-type: none"> <li>▪ Upper walkway being included in the site;</li> <li>▪ Extent of the setbacks reducing usable areas to 40% of the total site area; and</li> <li>▪ Relinquishing the right of way access to the carpark at 94 Phillip Street, to reconfigure the Charles Street Square Strategy.</li> </ul> </li> </ul> </li> </ul>
21 September – 2 November 2020	<ul style="list-style-type: none"> <li>- The CBD PP was on public exhibition which noted the following controls           <ul style="list-style-type: none"> <li>o Incentive site RL 243m (inclusive of all bonuses)</li> <li>o Incentive FSR of 12:1 (including bonuses) + Opportunity Sites FSR of 3:1</li> <li>o Unlimited commercial premises FSR</li> </ul> </li> </ul>
25 November 2020	<ul style="list-style-type: none"> <li>- Council staff advised that they are undertaking a further Urban Design Study on the River Foreshore and could not identify the adequate FSR or Height required for approval of the Planning Proposal.</li> </ul>
17 February 2021	<ul style="list-style-type: none"> <li>- Proponents were informed that an FSR of 12:1 and 22:1 was not supported and an FSR of something significantly less was adopted by the Councillors, Granted Gateway and placed on exhibition.</li> </ul>
21 May 2021	<ul style="list-style-type: none"> <li>- Think Planners on behalf of the owners of 90-94 Phillip Street submitted a request to not defer the entire Phillip Street block from the CBD Planning Proposal.</li> </ul>
15 June 2021	<ul style="list-style-type: none"> <li>- CBD Planning Proposal endorsed by Councillors</li> </ul>



17 September 2021	<ul style="list-style-type: none"> <li>- A cover letter and urban design report were submitted to the Department of Planning requesting support.</li> </ul>
April 2022	<ul style="list-style-type: none"> <li>- Plan Finalisation report was prepared by the Department of Planning.</li> <li>- The department provided the following analysis. <ul style="list-style-type: none"> <li>o <i>"in consideration of Council officer comments, submissions, the Department's built form modelling and the findings of the independent design study, the Department has recommended that the Phillip Street Block not progress as part of the CBD PP and that the block retains its current controls."</i></li> </ul> </li> <li>- This has resulted in the site keeping its existing controls which are as follows; <ul style="list-style-type: none"> <li>o Maximum Building Height of 80m (92m/100m* with bonuses)</li> <li>o FSR of 6:1 (6.9:1/7.5:1* with bonuses)</li> </ul> <p style="margin-left: 40px;">*Note. A 25% bonus would be applicable for a purely commercial development under existing controls.</p> </li> </ul>
26 May 2022	<ul style="list-style-type: none"> <li>- Council Planning Proposal CBD was made.</li> </ul>
25 July 2022	<ul style="list-style-type: none"> <li>- Council comments on the department's decisions.</li> <li>- The council was still supportive of the rezoning of the Philip Street block for the following reasons; <ul style="list-style-type: none"> <li>o <i>"Significant urban design analysis has already been undertaken in this precinct. This previous study work just needs to be reworked in a form that supports a new SEPP.</i> <i>Based on the previous analysis undertaken, Council officers are comfortable that an FSR greater than the current FSR of 6:1 can be achieved in this precinct, without adversely impacting the river.</i> <i>Given the concerns raised by the Department pursuing the previously endorsed planning controls is unlikely to be successful.</i> <i>In accordance with Key Planning Outcome 2 Council need to make regeneration of these sites feasible if we are going to get a better interface with the river including with active frontages. It is noted that the existing building in this precinct 'turn their backs' to the river and there is a poor interface</i></li> </ul> </li> </ul>



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*currently. Some up-zoning is required to encourage urban regeneration. This will help to facilitate Council's vision for the river as a vibrant and activated public space.*

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- |                  |   |
|------------------|---|
| 14 October 2022  | <ul style="list-style-type: none"><li>- The following PLEP2023 controls were in forced for the subject site.</li><li>- Building Height 80m</li><li>- FSR of 6:1</li><li>- Additional FSR of 2.5:1 and 13m in accordance with clause 7.28A</li></ul> |
| 21 November 2023 | <ul style="list-style-type: none"><li>- A meeting was held with the Director of Parramatta Council regarding the potential opportunities for the subject site for up-zoning potential.</li></ul>  |
| 27 November 2023 | <ul style="list-style-type: none"><li>- Charles Street Square officially opened.</li></ul>  |
- 





## DRAFT PARRAMATTA CBD PLANNING PROPOSAL

### INITIAL PLANNING CONTROLS

The subject site was included as part of the Draft Parramatta CBD Planning Proposal which was prepared between 2018-2022. The development controls under the draft Planning Proposal were as follows;

Controls	Draft LEP
Zoning	B4 Mixed Use & RE1 Public Recreation
Height	Base Height: 80m Incentive Height: Undefined
Floor Space Ratio	Base FSR: 10:1 Design Excellence: 11.5:1 Height Performance Buildings: 12:1 Opportunity Sites: 15:1
Commercial Floor Space Ratio	1:1  A clause was proposed under the Draft Parramatta CBD LEP, where additional floor space is provided more than the minimum 1:1, this will be exempt from the overall maximum floor space, where community infrastructure is provided.

The client-led, site-specific planning proposal for 90-94 Phillip Street which was submitted concurrently proposed planning controls which were similar to the above, which is noted in the below table.

Controls	Site-specific Planning Proposal
Zoning	B4 Mixed Use & RE1 Public Recreation
Height	210m
Floor Space Ratio	14:1
Commercial Floor Space Ratio	6.6:1



#### DRAFT CBD PLANNING PROPOSAL AMENDMENTS POST GATEWAY

As mentioned above through the finalisation stage, the Department of Planning removed all the proposed controls for the Phillip Street block.

The Phillip Street block consisted of land parcels located between the southern foreshore of the Paramatta River and Phillip Street, bounded by Wilda Avenue Charles Street, including the subject site. The below image indicates the Phillip Street Block and the subject site.

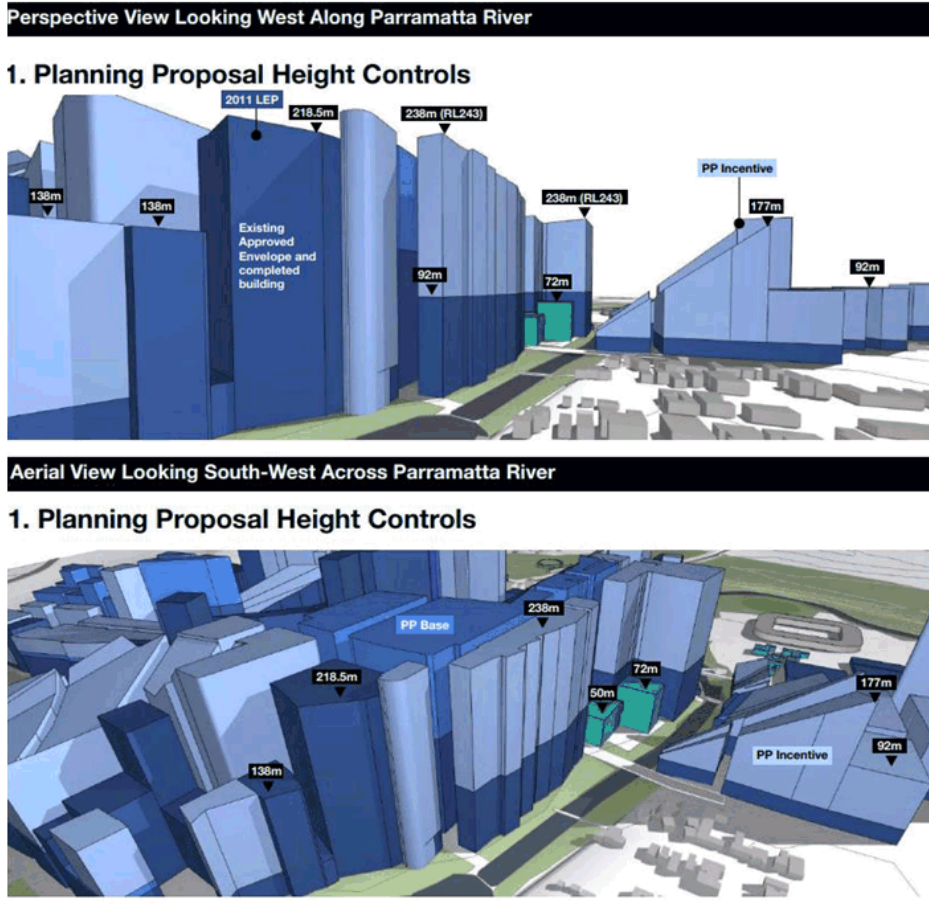
Figure 1: Extent of the Phillip Street Block and subject site. (Spatial Viewer)



Through the finalisation process of the CBD PP, the Department of Planning responded to the submission of the National Trust of Australia raising concerns about the proposed controls in relation to the river regarding its cultural and historical significance of the landscape. As part of the finalisation report, an urban design report was prepared by Bennett & Trimble which provided built-form analysis of the street block in relation to the river as seen in the image below;



Figure 2: Perspective and Aerial View of proposed Height controls (Bennett & Trimble)



The report outlined that proposed height and FSR controls under the draft CBD PP will jeopardise the relationship of the river foreshore. Noting as follows;

*“This report found that Parramatta has a unique relationship with its river and the CBD PP risks jeopardising this relationship for future generations. The report also notes recent development along the river appears to commercialise the foreshore and visually dominates the river corridor. This type of development is similar to Barangaroo in Sydney, but the river is substantially different in scale and aspect to Sydney Harbour. The resulting massing controls could result in built form that detracts from the character of the river and could adversely impact Parramatta’s identity and its desirability as a place to live and work.”*

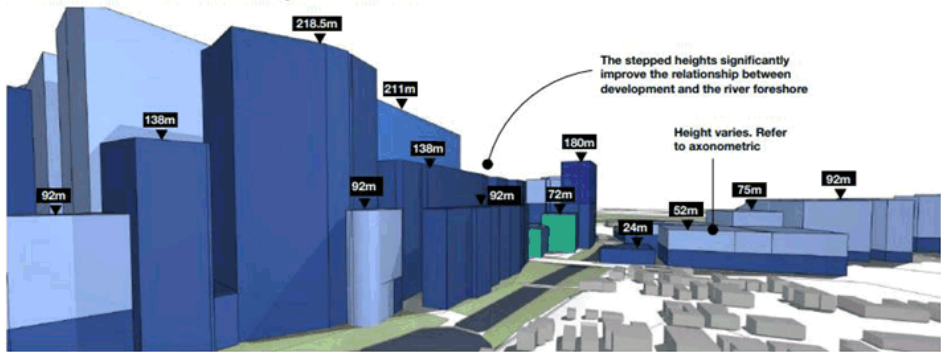


The Department of Planning adopted the recommendation by the independent design study and removed the Phillip Street block as part of the CBD PP and retained its current controls as seen in the below figures.

Figure 3: Perspective and Aerial View of recommended Height controls (Bennett & Trimble)

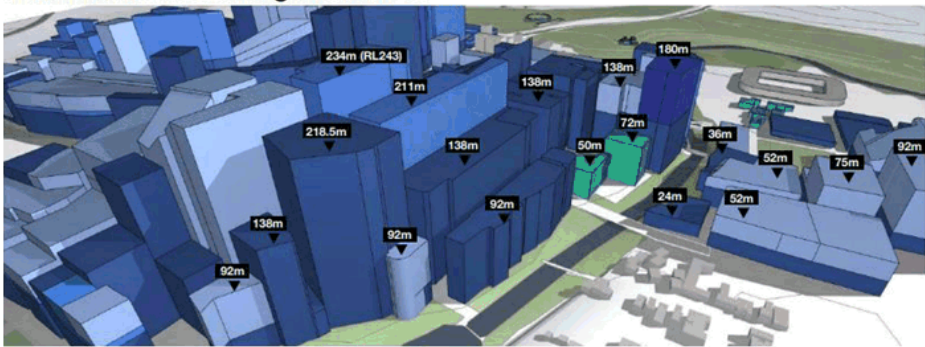
Perspective View Looking West Along Parramatta River

3. Recommended Height Controls



Aerial View Looking South-West Across Parramatta River

3. Recommended Height Controls

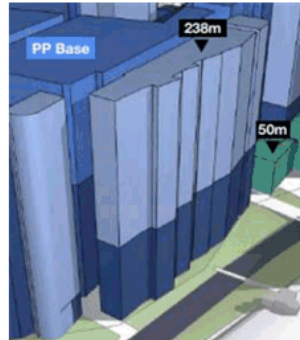


It is submitted that the Bennet & Trimble report prepared for the Department of Planning during the finalisation of the CBD Planning Proposal contains a number of significant shortcomings in terms of the analysis undertaken and the conclusions reached.

Firstly, as seen in the extract from the Bennett & Trimble urban design analysis below, the block modelling is exaggerated and misleading as it illustrates a non sensical extruded form, of the entire street block. Property boundaries are ignored. Land ownership patterns are ignored. Planning Controls such as the ADG that require separation between towers are ignored. By comparison other land parcels in proximity



to the site are recognised as individual tower sites. To illustrate the Phillip Street block in the following manner is not a realistic, logical representation, and fails to appropriately illustrate in any meaningful way the outcome of the then draft controls –

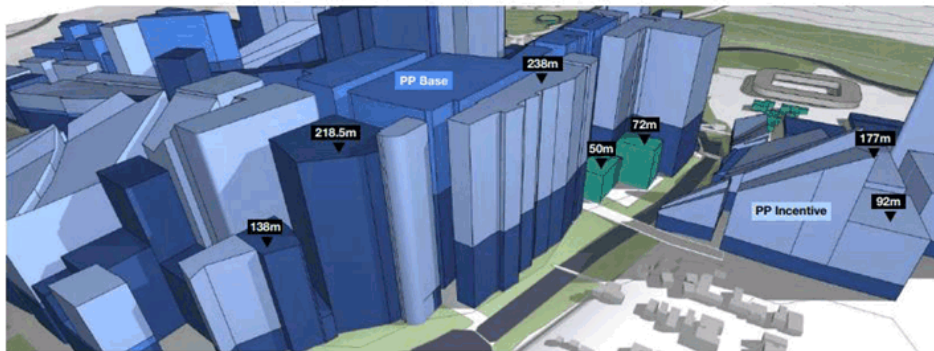


The above extract from the report shows a 200m long tower of 238m in height. An outcome that the controls did not propose, nor would ever be contemplated by a proponent, nor approved by an authority. Such urban design analysis fails to illustrate the then draft planning controls and is misleading as a depiction of an outcome.

Figure 4: Aerial view of the proposed Height controls (Bennett & Trimble)

Aerial View Looking South-West Across Parramatta River

1. Planning Proposal Height Controls



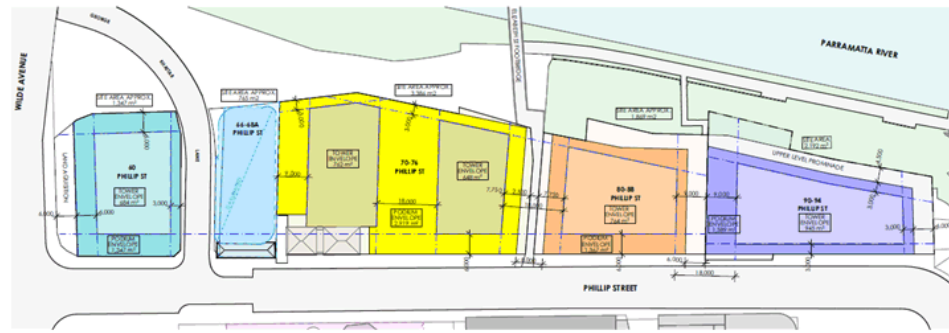
It is also noted that the most simple analysis of identifying the ownership patterns across the street block, along with a simple analysis of the way in which tower forms could be located across the street block was completely absent from the Bennett and Trimble report. This routine analysis is not only simple, it is fundamentally important in arriving at an understanding of how the then draft planning controls would likely be applied in the street block.





The below figure from PTI Architects simply illustrates these relevant relationships and the impact on the future form.

Figure 5 : Site plan and land ownership patterns (PTI Architecture)



As seen in the above indicative building footprint the site will never be developed as an entire street block. Additionally, each building will have to conform to the ADG and to Parramatta Council's DCP requirements, setting out the need for form comprising a podium and separated slender towers above.

It is clear that the built form analysis prepared by Bennette & Trimble is a misrepresentation of the future built outcome for the river and therefore further building height and Floor Space Ratio can be sought for the subject site.

It is submitted that the fundamental flaws in the analysis contained within the Bennett Trimble "extruded built form analysis" is misleading and should be set aside.

#### COUNCIL ENDORSEMENT

In addition to the above, as part of the report to the Council prepared by City of Parramatta Council for the Ordinary Council Meeting on 25 July 2022 under the subject of "Response to the finalisation of the Parramatta CBD Planning Proposal and changes made by the Department of Planning and Environment (Deferred item)" the council provided a recommendation to seek additional floor spaces for the Phillip Street Block as follows.

*"That Council write to the Minister for Planning and the Department seeking:*

*(2) That the Department prepare a separate SEPP as shown in Figure 2 for certain land zoned B4 Mixed Use and B3 Commercial Core (not covered by the SEPP referred to in (c)(1) above), to introduce additional floor space that allows for commercial uses consistent with Council's resolution of 15 June 2021, that is informed by a study prepared in consultation with Council and addresses the concerns raised by the*



*Department in its 'Plan Finalisation Report' dated April 2022 when the CBD PP was finalised, and that this SEPP become effective by December 2022, with periodic updates for the community provided during its preparation."*

*(4) Confirmation from the Department that existing and any new Site Specific Planning Proposals ('SSPPs') may continue to be assessed by Council, after the preparation of the relevant SEPP."*

This Site Specific Planning Proposal is made consistent with the prevailing view of the Council that the Phillip Street block can accommodate a greater height and FSR than that made in the CBD PP and that this can be sought via a Site Specific Planning Proposal.





## HOUSING CRISIS

Since the Parramatta CBD was made and came into force, NSW is experiencing a well-documented housing crisis, where people are finding it extremely difficult to find places to live. The housing crisis is thought to be caused by both availability of housing and affordability of housing. Sydney is experiencing sustained population growth and the supply of housing is falling short behind this exponential growth. In addition to this due to a lack of housing supply and increased demand, the rental accommodation and housing prices are increasing in strategic locations, pushing many individuals out of the housing market.

The housing crisis is apparent with the current government's strong commitment to delivery of housing and housing affordability. This is evident in the recent planning reforms in increasing housing supply within areas close to public transport, strategic centres and infrastructure. The notable recent planning reforms include:

- In-fill affordable housing (Amendments to the Housing SEPP)
  - o Providing 20%-30% bonus incentives to Height and FSR for development providing at least 10-15% of GFA as affordable Housing.
- Transport Oriented Development SEPP
  - o RFB to be permitted in all residential zones within 400m of identified stations
  - o RFB and shop top housing in E1 and E2 within 400m of identified stations
  - o Creating capacity for an additional 138,00 new homes over the next 15 years.
- Low and Mid Rise Reforms
  - o Dual occupancy is permitted in all R2 zones across all of NSW
  - o Terraces, townhouses and 2 storey apartment blocks permitted near train stations and key town centres in R2
  - o Mid-rise apartment blocks permitted in areas near train stations and key town centres in R3 zones
- Church Street North precinct (State-led rezoning)
  - o Providing an extra 1,800 homes within proximity to Light Rail Stations



- Relocation plans for Rosehill Race Course
  - o To build more than 25,000 homes.
- Macquarie Park Precinct rezoning
  - o For increased density and additional residential zones instead of commercial floor space.

The subject site at 90-94 Phillip Street is within walking distance to a number of public transport nodes including Ferry, heavy rail, bus services, the new light rail and the new Metro. The site is within Parramatta CBD and the proposal will allow for increased housing within the strategic centre. Therefore, the planning proposal is consistent with the current governments commitment to the delivery of additional housing within proximity to public infrastructure and strategic centres.





## SITE AND LOCALITY DESCRIPTION

### LEGAL DESCRIPTION

The site is located at 90-96 Phillip Street, Parramatta. The site is legally described as Lot 2 of DP706033 and Lot 10 of DP773452. The site has an area of approximately 2,192m<sup>2</sup> and boundary dimensions as follows:

Boundary	Distance (m)
North	69
South	52.24
East	23.23
West	44.69

Both sites at 90 and 94 Phillip Street contain four storey commercial buildings with basement car parking. Both of the commercial buildings are currently being tenanted out. The vehicular access to the site is provided from Phillip Street.

The site adjoined at the western boundary contains a 6 storey commercial building with vehicular access provided from Phillip Street.

The following photographs overleaf and within the following pages provide a visual understanding of the site and its relationship to the street.



Figure 6: view from the corner of Phillip and Charles Street. (Google maps)



Figure 7: Photograph 2: view of the site from Parramatta River. (Google maps)

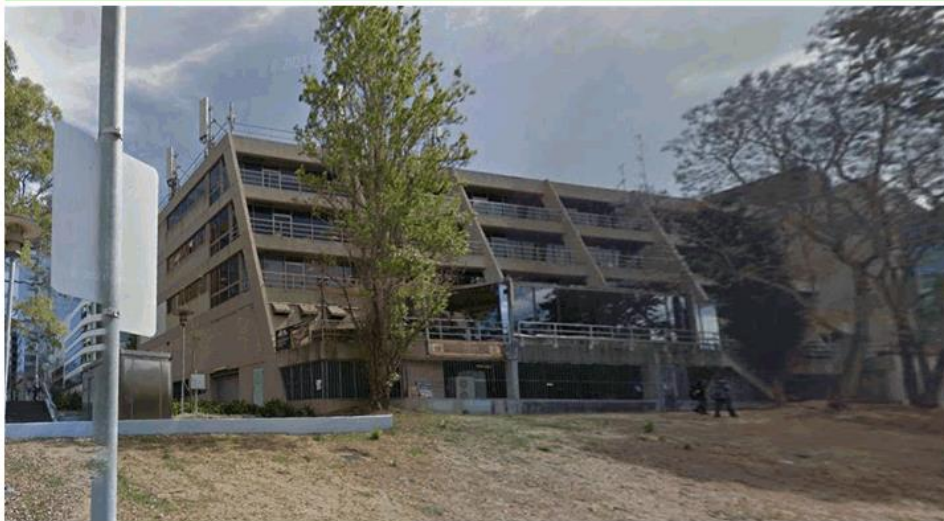




Figure 8: View of adjoining Building at 88 Phillip Street from Phillip Street looking north. (Google maps)



Figure 9: View of the site from Charles Street looking north. (Google maps)





## EASEMENTS OR RESTRICTIONS

The eastern part of the subject site on Charles Street Square frontage experiences a right of way driveway easement by 94-96 Phillip Street.

## TOPOGRAPHY AND VEGETATION

There are approximately 7 trees on the site. The most significant corridor of trees is located along the River frontage.

The subject site is best described as land with a mild slope from the north to the west, with the site's lowest point being within the northeastern corner.

## EXISTING VEHICULAR ACCESS

The existing vehicle access is provided to the site from Phillip Street and the eastern portion of the site on Charles Street Square.

As part of this planning proposal, the current right-of way driveway easement on the eastern side of the subject site will be relinquished, reducing the number of vehicular accesses.

## ABORIGINAL HERITAGE

The development site is not identified as containing Aboriginal Heritage under the Parramatta LEP heritage map.

## EUROPEAN HERITAGE

The subject is not identified as containing European Heritage under the Parramatta LEP heritage map.

To the site's northeast is the Charles Street Weir at Parramatta River adjacent to Charles Street.

This site is listed under Schedule 5 of Parramatta LEP 2023 as a local heritage item. The NSW State Heritage Inventory described the item as follows;

*“Charles Street Weir forms the first downstream tidal barrier in Parramatta. It was built across the river as Charles Street and Queens Avenue, immediately west of the Parramatta Wharf. This wharf is the last turning point for ferries approaching from Sydney. A narrow foreshore reserve extends westwards from the weir along both sides of the river. This open space with its pathways, lawns, gardens and scattered tree is used for recreational purpose. The Charles Street Weir is a concrete structure measuring 22.1 meters in length by 1.5 meters in width. Its height over the weir to the west is 2 meters. Today, the*





*water contained in the dam lies 0.85 metres below the surface of the weir. On the east side, the water lies 1.45 meters below the weir surface, a level difference of 0.6 meters. Given that the eastern side of the weir is used as a turning circle for ferried, the weir wall is likely to extend several metres below the water level to the riverbed. The weir itself is a straight structure located between curved symmetrical concrete embankment walls. Generally the concrete is relatively smooth and shows the imprints of timber formwork used at the time of construction. Trolley tracks, now mostly covered with concrete, extending across the top of the Charles Street Weir are regarded as integral part of the heritage listed item and should be protected"*

The site is sufficiently separated from the item and as such, there are no anticipated heritage impacts resulting from the proposal at 90-94 Phillip Street.

#### ARCHAEOLOGY

There are no known Items of Aboriginal Heritage located on the site. Due to the site's development history, the land has been excavated for various previous developments. It thus is highly altered from its natural condition.

Opportunities to salvage archaeological items unearthed during demolition works are to be considered. If any items are found during the demolition and excavation, in the first instance, opportunities to salvage and reuse the items are to be incorporated. When this is not practical or possible, an interpretation strategy will be prepared.

#### ECOLOGY

The subject site is predominantly clear of vegetation.

#### DRAINAGE AND FLOODING

Due to the proximity of the site to the Parramatta River on the northern boundary, the site is identified as being flood prone. The site to its northern boundary is within the 1 in 100-year Average Recurrence Interval but within the Probable Maximum Flood (PMF) area. Flooding comments have been provided by Water Technology Requirements arising from the PMF affectation are discussed in the next section of the Brief.

#### ACID SULFATE SOILS

The site is identified in Parramatta LEP 2023 as containing Class 4 Acid Sulfate Soils. A preliminary site and soil assessment will be conducted during the preparation of a future development application.



## VOLUNTARY PLANNING AGREEMENT

As part of a future Voluntary Planning Agreement, the proposal seeks to relinquish the right of way easement currently optimised by 94-96 Phillip Street on the eastern side of the subject site. This will assist in increasing the public domain and will be consistent with the Charles Street Square Planning Strategy. Further discussion and a letter of intent will be prepared through the assessment process of the planning proposal.

## SITE CONTEXT AND SITE ANALYSIS

The subject site is a highly visible location in the Parramatta CBD's northern part. The site is on the river foreshore and has key transport connections, including Parramatta Wharf, heavy rail, bus services and soon operating light rail services and the future metro.

A four storey commercial development currently occupies the site. This precinct has an emerging character of new mixed-use development, complemented by small-scale ground-floor retail and commercial uses.

The site, being centrally located, has excellent connectivity to all forms of transport. Heavy rail services are about 1km from the site, connecting to the T1, T2 and T5 train lines. The new Metro is also proposed to connect to Parramatta Station, which will be closer to the site. The site has good access to various bus routes and the Parramatta Light Rail.

The site is proximate to numerous cultural and recreational facilities and opportunities, such as Parramatta River, Parramatta Wharf, Robin Thomas Reserve and Charles Street Square. The following figures assist with site context and site analysis.

The site's location is south of the Parramatta River and towards the Parramatta CBD's north-eastern end.

The site is in an ideal and scenic position along the bank of the river and will enjoy fantastic new connections along the Civic Link to Parramatta Square, which is to be the new heart of Parramatta.

The site is predominantly surrounded by medium to high-density residential development.

The site is located east of the Museum of Applied Arts, currently under construction. Wilde Avenue, which is directly to the east, provides several local and regional bus connections to the site. There is also the Parramatta Ferry Wharf, which the site directly adjoins to the east (Figure 10). The subject site is also within walking distance of the new Parramatta Light Rail.



Figure 10: Site Context (PTI Architecture)

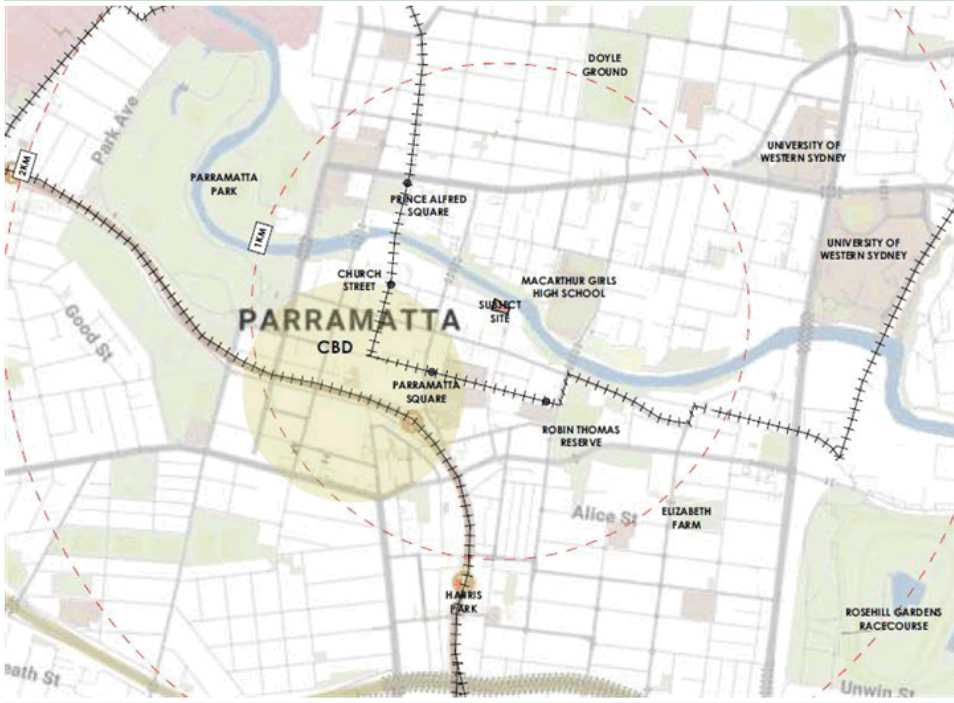
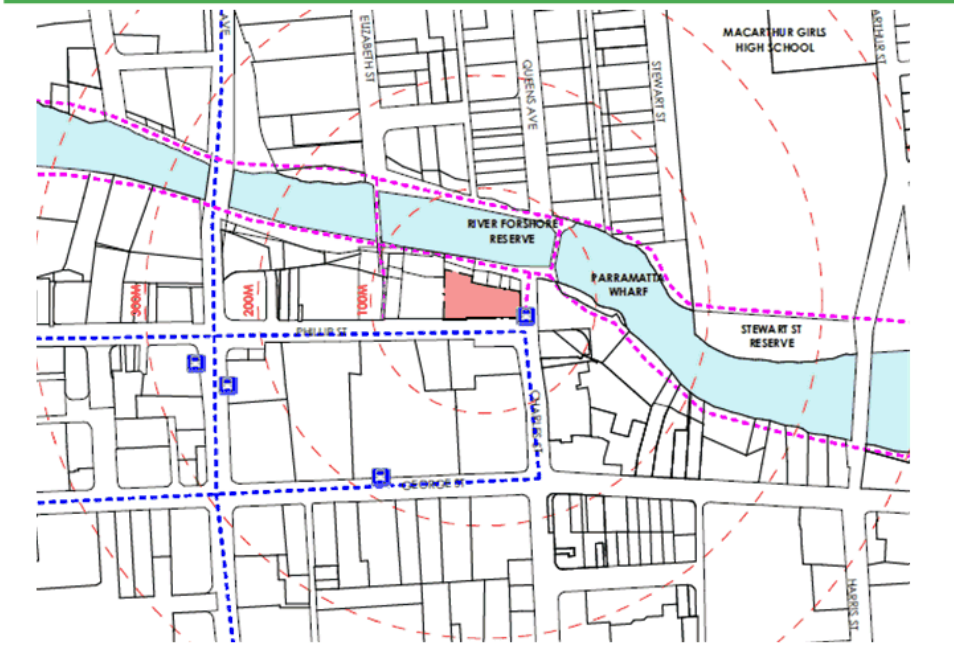


Figure 11: Broader Context (PTI Architecture)



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### CONTEXT IMAGES

As per the photographs below and subsequent pages, the following provides images of the site's existing development.

Figure 12: Shows the existing commercial building across Phillip Street. (Google maps)





Figure 13: Shows the surrounding character of Phillip Street.(Google maps)



Figure 14: Lodged Development Application at 66 Phillips Street, Parramatta (Smith & Tzannes)





## SCOPING REPORT

The Local Environmental Plan Making Guideline (August 2023), prepared by the Department of Planning and Environment, recommends that a proponent submit a scoping proposal to the council and request a pre-lodgement meeting.

As this is a planning proposal which was submitted in 2018 and has never been withdrawn and continued engagement has been conducted with the proponent and City of Parramatta Council, there is no trigger or requirement for a scoping report for this update being made to the submitted current planning proposal.



## LOCAL PLANNING FRAMEWORK

### PARRAMATTA LOCAL ENVIRONMENTAL PLAN 2023

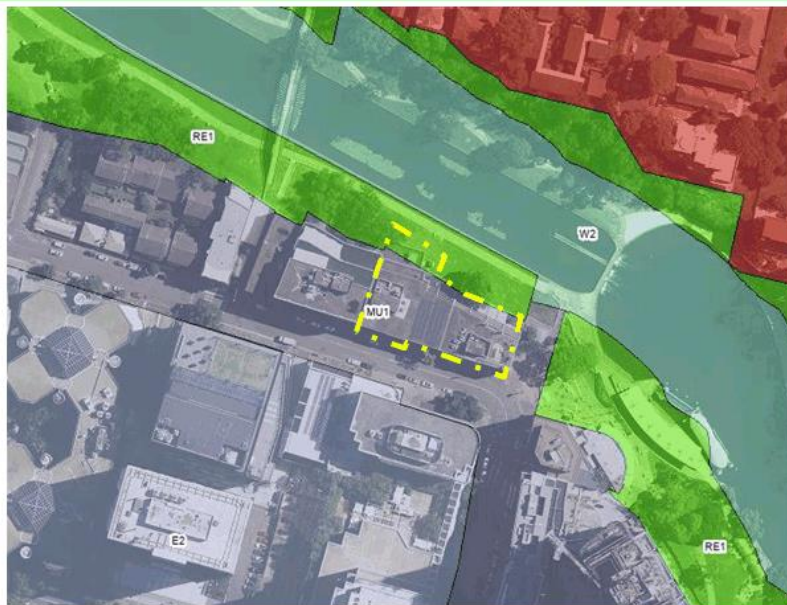
Parramatta LEP 2023 is the principal Environmental Planning Instrument that applies across the City of Parramatta council local government area. Amongst other matters, it controls the land use arrangements over the land (zoning), along with other relevant considerations to this planning proposal including building height and floor space ratio. For completeness, this planning proposal also considered local heritage, which is also addressed in Parramatta LEP 2023

The key planning provisions that currently apply to the subject site are identified below.

### ZONING

The subject site is currently zoned MU1 and RE1 under *Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023)*. Figure 15 is an extract from the land zoning map for Parramatta LEP 2023

Figure 15: Extract from Parramatta LEP 2023 Land Zoning Map (Spatial Viewer)





### EXISTING BUILDING HEIGHT

The Height of Buildings Map for the Parramatta LEP 2023 indicates that the maximum building height permitted on the subject site is 80m. Figure 16 below displays the existing maximum building height over the subject site and surrounds under Parramatta LEP 2023.

Figure 16: Extract from Parramatta LEP 2023 Height of Buildings Map (Spatial Viewer)



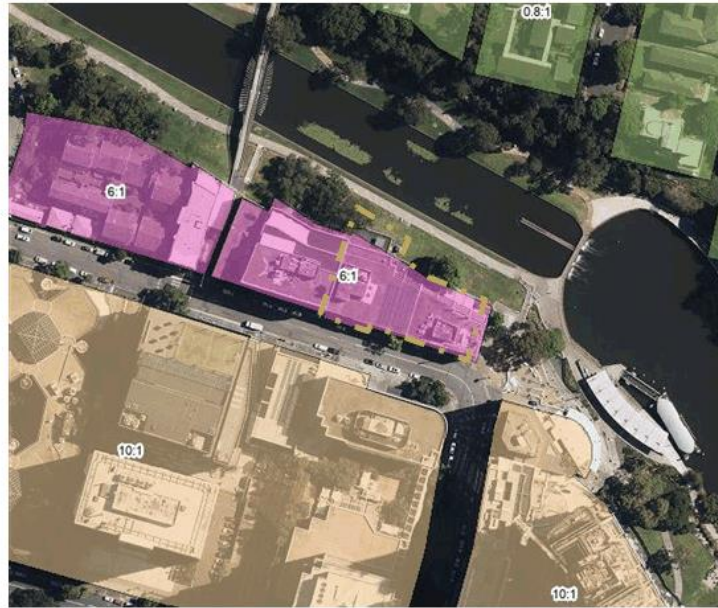




### EXISTING FLOOR SPACE RATIO

The Parramatta LEP 2023 Floor Space Ratio Map shows that a portion of the subject site has a maximum FSR of 6:1. This is aligned with the portion of the site currently zoned MU1.

Figure 17: Extract from Parramatta LEP 2023 Floor Space Ratio Map (Spatial Viewer)





## HERITAGE

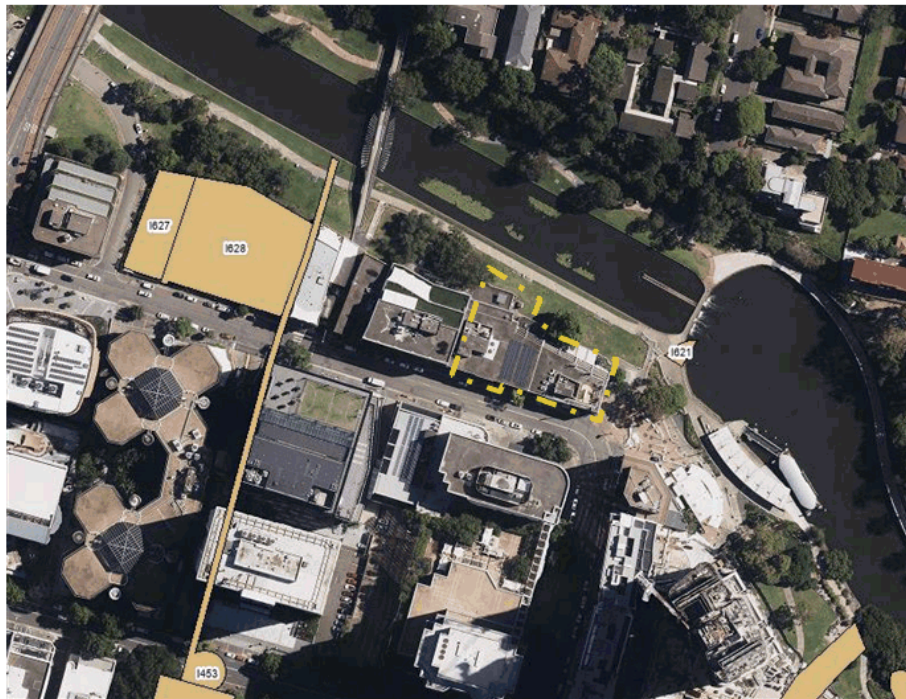
The site is not identified as a heritage item and is not located within a heritage conservation area. Given the location of the site and its context, the proposal will not have any impact on items of heritage value. Accordingly, no further discussion of heritage is necessary.

The subject site does not contain a heritage item listed under Parramatta LEP 2023. However, the site is near the following heritage items:

- Item number 621, Charles Street Weir at Parramatta River adjacent to Charles Street. This item is of local significance.
- Item number 453, Convict Drain at 1, 1A and 3 Barrack Lane, 174 Church Street, 71, 83, 85 and 126–130 George Street, 72, 74, 119 and 119A Macquarie Street, 72B, 72C, 76 and 80A Phillip Street and 18 and 25 Smith Street. This item is of local significance.
- Item number 627, Barnaby's Restaurant and potential archaeological site at 64 and 66 Phillip Street. This item is of local significance.
- Item number 628, Office and potential archaeological site at 68A and 70 Phillip Street. This item is of local significance.

The subject site is located near heritage sites and has no known heritage features.

**Figure 18: Heritage Map Extract from Parramatta LEP 2023 (Spatial Viewer)**





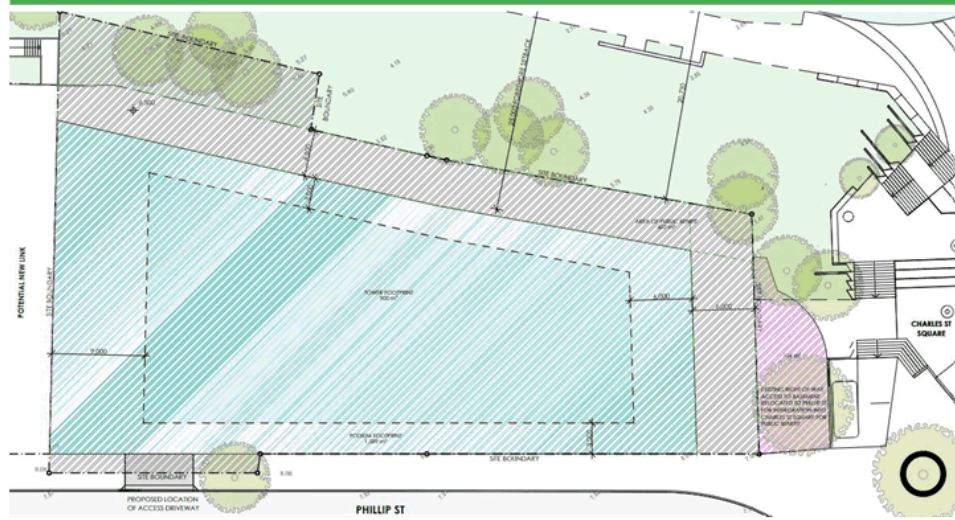
## THE CONCEPT

PTI Architecture has prepared an urban design strategy, including built-form testing over the subject site. The urban design strategy is fully discussed within Part 3, Section C (9) of this Planning Proposal, with a summary of the place context provided below.

The urban design strategy confirms that the planning proposal contextually provides an appropriate marker building that successfully manages the transition from the City Centre into Parramatta River frontage whilst balancing the transition to and from the Parramatta River and its surrounds.

The Planning Proposal builds on options proposed by Council to facilitate a design competition over the subject site

**Figure 19: Proposed building footprint (PTI Architecture)**



### Site Context



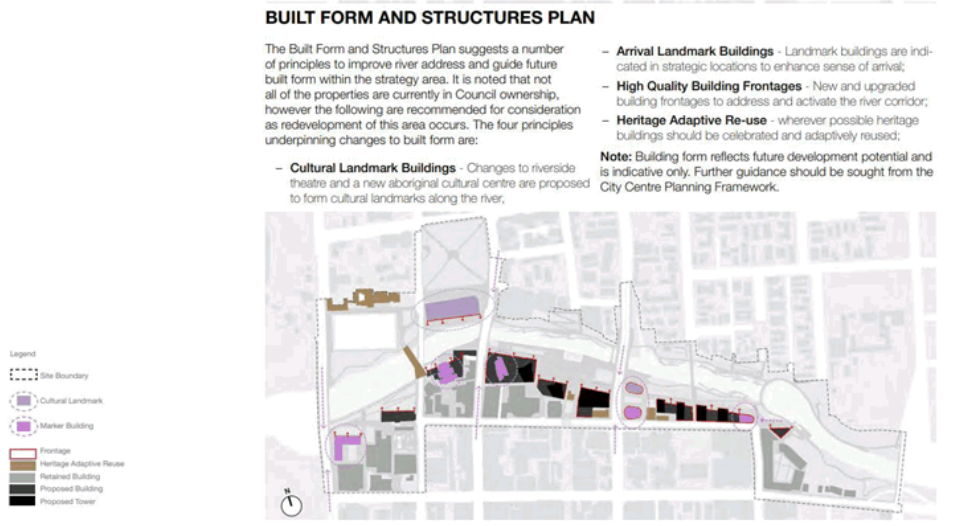
The merit of the proposed additional building height and density in this planning proposal must be seen in the context of the surrounding development and the site being a Landmark site. The reference design provided with this submission comprises a 4 level podium with a 62-storey tower, reflecting its landmark location, context within the Parramatta River and Parramatta City Centre, proximity to open spaces, and active and public transport opportunities.

The context of the site and appropriateness of the proposed height and FSR are shown in Figures 21 and 22.

Established Scale and Site Context

The proposal also seeks to align with the urban design principle initially considered as part of the drafting of the CBD Panning proposal, having a landmark site on the corner of Phillip Street and Charles Street Square informed by the River City Strategy prepared by McGregor Coxall Architects as seen in the below figure.

**Figure 20: River City Strategy Landmark Sites (Mcgregor Coxall Architects)**



The proposed building scale is consistent with this strategy and the sought FSR and Building Heights will enable the delivery of a landmark site within a prominent location across the Parramatta Riverbank.

Refer to Part 3 of this Planning Proposal for a complete analysis of the Urban Design Strategy for the subject site.



Figure 21: Existing, proposed, and perceived building form (PTI Architecture)

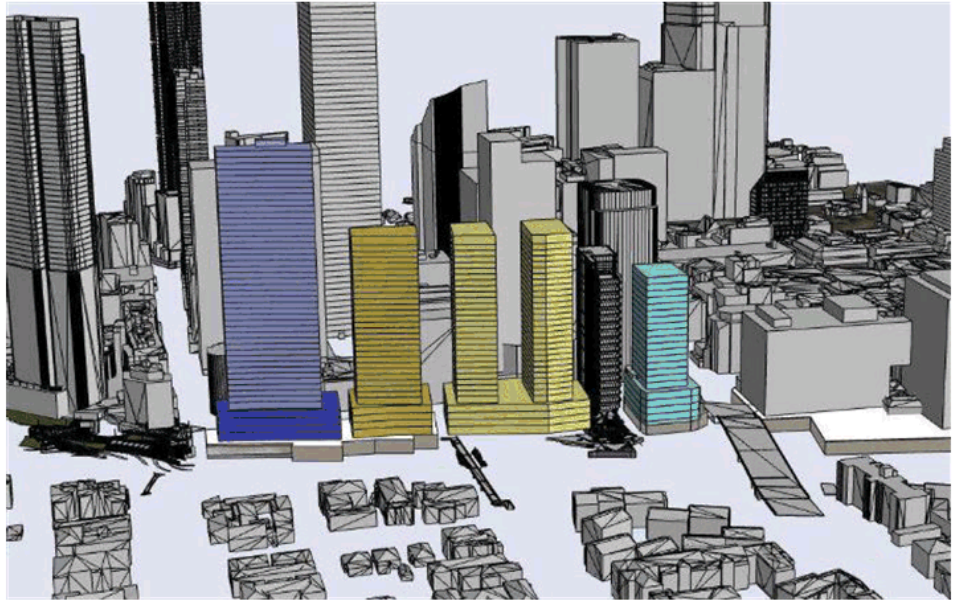
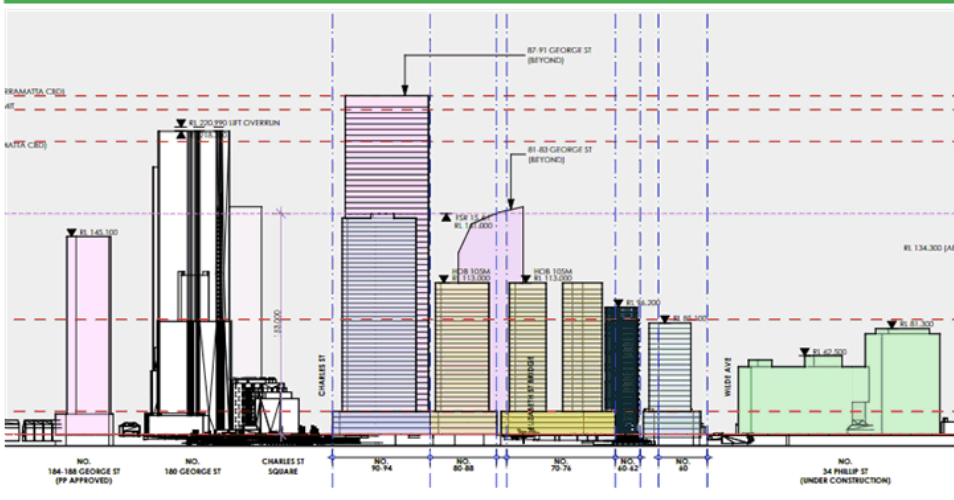


Figure 22: Existing, proposed, and perceived building form, river front elevation (PTI Architecture)





### Traffic and Parking

The subject land achieves optimal access to pedestrian pathways, cycleways, and rail and ferry transport. The Parramatta Light Rail, the Western Line, the future Metro, and new bus and cycleways will deliver city-shaping infrastructure that will powerfully change how people live within Parramatta and commute to Parramatta. This will result in a significantly lower reliance on private vehicle trips.

In addition, the draft Bike Plan also supports the City of Parramatta's vision to be a sustainable, liveable, and productive City. The plan seeks to bring forward the planned and coordinated delivery of cycleway infrastructure to promote multi-modal transport options throughout the locality. Further details relating to the traffic and parking assessment will subsequently be provided, following a Gateway Determination and when agency requirements are known (if any).





## PLANNING PROPOSAL

The required content of a planning proposal is set out in Section 3.33 of The Environmental Planning and Assessment Act 1979. To assist with the preparation of a planning proposal, the DPE have published the Local Environmental Plan Making Guideline (August 2023) which sets out the form and content that is required within the six parts identified below:

- **Part 1 – Objectives and intended outcomes -**  
*a statement of the objectives of the proposed instrument*
- **Part 2 –Explanation of provisions –**  
*an explanation of the provisions that are to be included in the proposed instrument*
- **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 –**  
*existing and proposed maps, where relevant, to identify the effect of the planning proposal and the area to which it applies*
- **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 in accordance with the benchmarks in this guideline.*

This Planning Proposal has been prepared in a manner consistent with the LEP Plan Making Guidelines, including the specific matters required to be addressed and also the anticipated timeframe.



## PART 1 – OBJECTIVES AND INTENDED OUTCOMES

The objective of the Planning Proposal is to amend Parramatta LEP 2023 to:

To provide suitable building height and floor space ratio, which facilitate the urban renewal of the subject site and provide high-density development commensurate with State Government planning strategies. The Planning Proposal seeks to provide a diversity of new housing within an ideal strategic location.

The intended outcome of the planning proposal is to:

- Contribute to the site's role within Parramatta CBD as a strategic centre that provides housing, jobs and services.
- Contribute to increasing housing within proximity to public transport and key amenities including the river foreshore and public reserves.
- Contribute to the rejuvenation of the Southern Foreshore Precinct by encouraging supporting development activity within a mixed-use scenario that is afforded the scenic surrounds of the Parramatta River.
- Contribute to housing diversity and choice within the City of Parramatta
- Deliver quality housing within the City of Parramatta that is sustainable, and with high amenity values.





## PART 2 – EXPLANATION OF PROVISIONS

Part 2 of the Planning Proposal provides an explanation of the provisions that are to be included within the Planning Proposal. It includes a written explanation that is supported by mapping where relevant.

The stated objectives and intended outcomes at the subject site, the following maps and clause of Parramatta LEP 2023 will be amended:

- Amending the Floor Space Ratio Map for Parramatta LEP 2023 to permit a maximum FSR of 12.8.
- Amending the Height of Buildings Map to apply a maximum building height of 133m.
- Amending Clause 7.28A for the land situated at 90-94 Phillip Street, Parramatta.

PTI architects have undertaken detailed urban design analysis and architectural concept testing for the subject site. This submission supports proposed changes to the planning controls for the subject site located at 90-94 Phillip Street.

Recommended uplift and new planning controls for this site would facilitate opportunities for high quality urban design outcomes and orderly and economic development to support the 30-minute city and local housing demand.

The redevelopment of the site can be directed by the preparation of a master plan and site-specific DCP in due course as the proposed LEP changes are progressed through Gateway and towards finalisation.

This report sets out some basic urban design strategies and principles to direct future residential development.



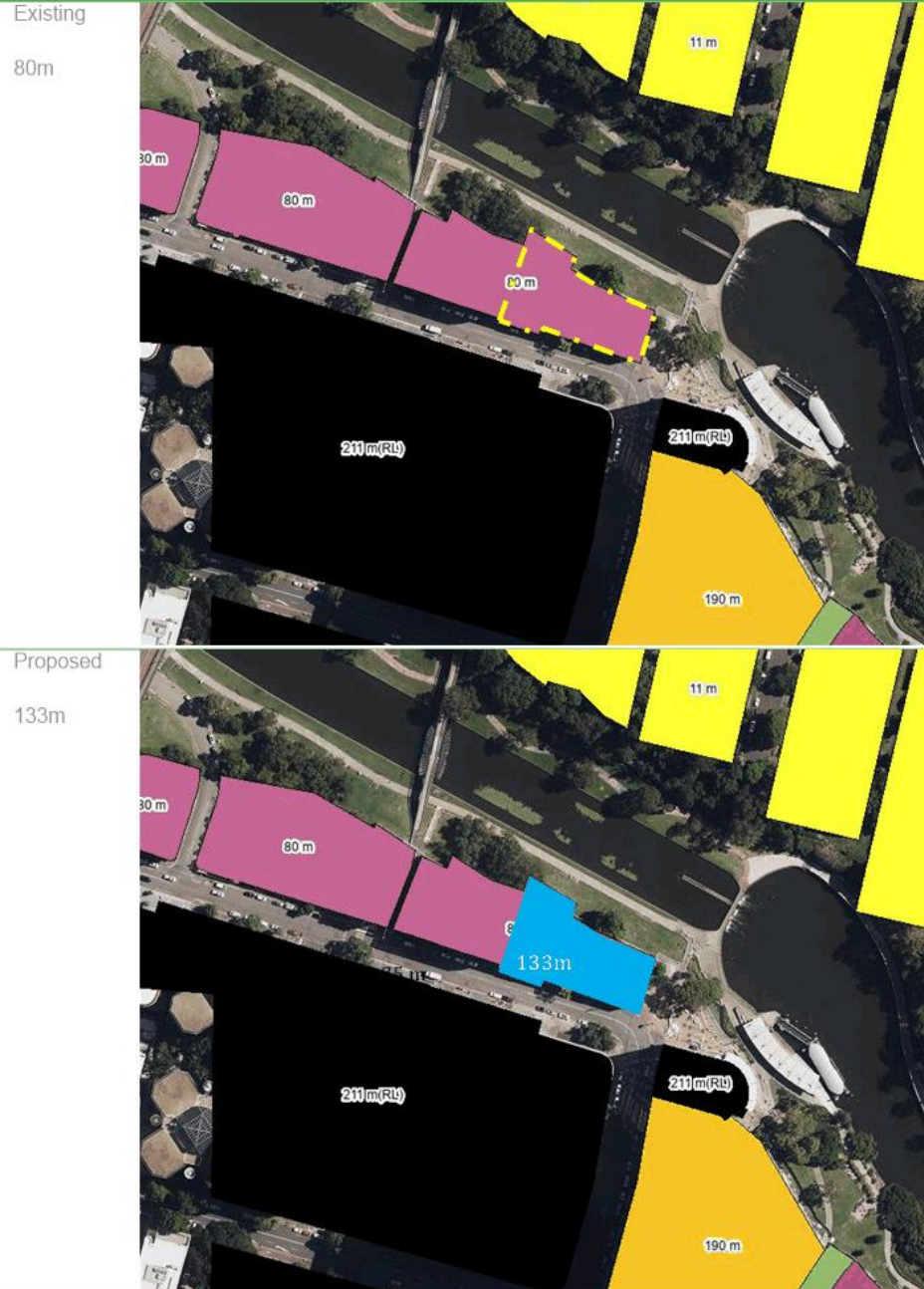
Maps

Figure 23: Floor Space Ratio Map – existing and proposed (Spatial Viewer)





Figure 24: Height of Buildings Map – existing and proposed (Spatial Viewer)



Clause 7.28

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We anticipate the following amendments will be made to Clause 7.28A of the Parramatta LEP 2023 to facilitate the required outcome. The amendment to Clause 7.28A will ensure that it no longer provides a site-specific FSR and height bonus on the subject site. Please refer to Table 1 below, with the proposed amendments in red strikethrough text.

Table 1: Example of the amended Clause 7.28A

**7.28A Additional floor space ratio for “Area 2” and “Area 4”**

(1) *This clause applies to development that—*

- (a) is on land identified as “Area 2” or “Area 4” on the Additional Local Provisions Map, and*
- (b) involves the erection of a building, and*
- (c) has a site area of at least 1,300m<sup>2</sup>.*

*(2) A building resulting from development to which this clause applies on land in “Area 2” may exceed the applicable FSR for the building by 3.5:1 if the building is no more than 25m wide when viewed from Parramatta River.*

*(3) A building resulting from development to which this clause applies on land in “Area 4” may exceed the applicable FSR for the building by 2.5:1 if the building, when viewed from Parramatta River, is no more than—*

- (a) 25m wide, or*
- (b) if the development site includes land at 78–82 Phillip Street—30m wide, or*
- ~~*(c) if the development site includes land at 90–94 Phillip Street—35m wide.*~~

*(4) If a building resulting from development to which this clause applies uses the additional floor space ratio permitted under subclause (2) or (3), the height of the building may exceed the maximum permissible HOB by 13m, in addition to the additional height permitted under clause 7.15.*

*(5) Development consent must not be granted to development to which this clause applies unless—*



(a) the building uses the additional floor space ratio and height permitted under clause 7.15, and

(b) the building uses the additional floor space ratio permitted under clause 7.25, and

(c) a development control plan, which provides for the following, has been prepared for the land—

(i) pedestrian and through site links,

(ii) setbacks from Parramatta River and adjoining sites,

(iii) building pedestal controls,

(iv) car parking design requirements,

(v) building envelope and built form controls,

(vi) servicing arrangements,

(d) the consent authority is satisfied the building will transition in bulk and scale to neighbouring heritage items and heritage conservation areas.

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## PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

The strategic merit test is demonstrated through a series of established questions set out in turn below.

### SECTION A – NEED FOR THE PLANNING PROPOSAL

#### 1. Is the planning proposal a result of an endorsed LSPS, strategic study or report?

YES.

The City of Parramatta Council has previously prepared a draft LEP which included similar controls to that proposed within this Planning Proposal. This Planning proposal is supported by a site specific urban design study prepared by PTI Architecture.

The Urban Design Study is discussed further in this Planning Proposal and is also attached for reference. Importantly, the concept design within the UDS by PTI Architecture is based on extensive consultation with the council over the years. The concept has been refined by PTI Architecture to ensure that neighbouring and surrounding developments retain amenity values in terms of solar access and ventilation.

Refer to Part 3 of this document for further information on the UDS and concept plan.

#### Parramatta Local Strategic Planning Statement

The Parramatta Local Strategic Planning Statement came into effect on 31 March 2020 and this document sets out the 20-year vision for land use planning for the City of Parramatta.

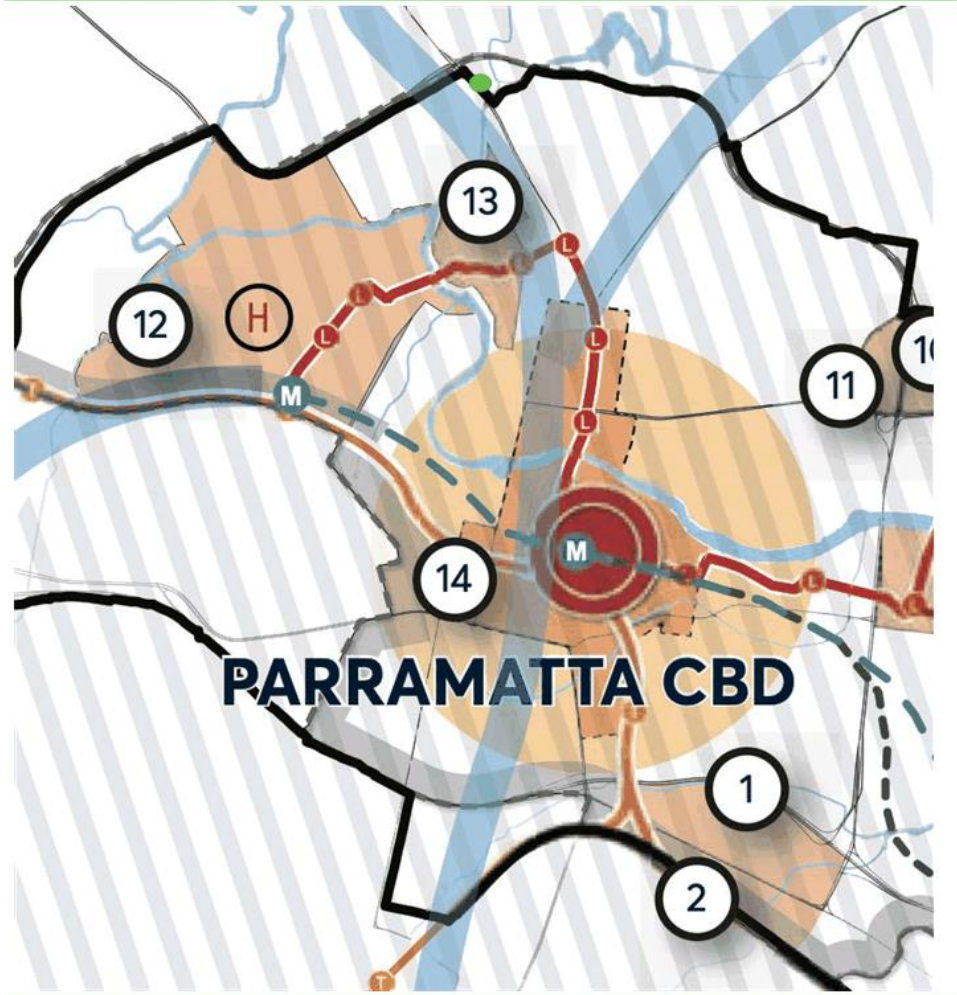
The LSPS contains 16 planning priorities under 4 key themes which are:

- Local planning priorities.
- Livability planning priorities.
- Productivity planning priorities.
- Sustainability planning priorities

As illustrated in the extract from the LSPS below, the subject site is nominated as being within a "Growth Precinct".



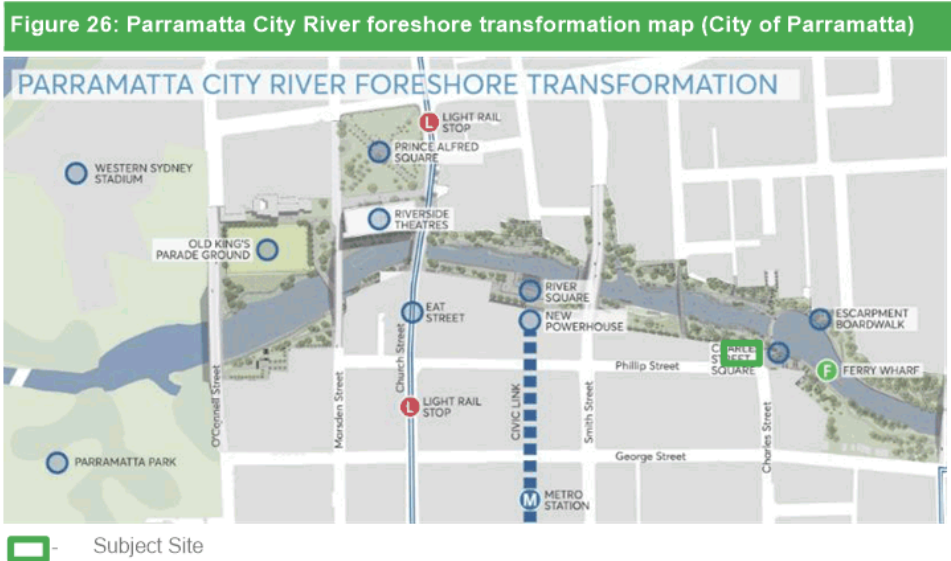
Figure 25: Growth precinct map (City of Parramatta 2020)



Relevant principles are discussed under Section B, Question 3.

Parramatta City River Strategy

The parramatta CBD River strategy endorsed by council in 2015 provides a comprehensive plan for transforming the river frontage within Parramatta CBD. The strategy provides a framework to make the City into a vibrant and attractive public space. Charles Street Square and the river frontage on the subject site is identified as being part of the Parramatta CBD River Strategy as seen in the figure provided overleaf



The proposal is aligned with the urban design principle outlined in the strategy, having a landmark site on the corner of Phillip Street and Charles Street Square. The proposed building scale is consistent with this strategy and the sought FSR and Building Heights will enable the delivery of a landmark site within a prominent location across the Parramatta river bank.

In line with the strategy the proposed development will provide an active frontage to the planned pedestrian walkway along the river frontage through the allocation of commercial floor spaces on ground floor levels, looking towards the river as well as Phillip Street and Charles Street Square.

**Charles Street Square Strategy**

Charles Street Square Strategy was endorsed by the council in 2017 with public domain upgrade works completed in November 2023. Future detailed design of the proposed development will complement the existing public domain and will enhance Charles Street Square.

**2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

YES

It is considered that the Planning Proposal is the best means of achieving the stated objective of urban revitalisation of this land.





The Planning Proposal is undoubtedly the most efficient mechanism available for stimulating urban renewal and accelerating the delivery of high-density housing in a manner consistent with the strategic directions established in the documents, including A Metropolis of Three Cities – Greater Sydney Region Plan, the Central City District Plan, the Greater Parramatta and Olympic Peninsular Plan, the CBD Planning Proposal and the Parramatta CBD Strategy.

Other options considered include:

- a) Formal submission to a principal LEP

Parramatta LEP 2023 is a recently made principal LEP, with its review at least five years away. This pathway is, accordingly, not open.

- b) Submission on a Council Planning Proposal for Phillip Street Block

The Council is not preparing a planning proposal for the Phillip Street Block noting that the DPE deferred the controls already proposed by the Council. This pathway is accordingly not open

- c) Cl.4.6 Variation

The additional height and FSR proposed are not due to the proposal being unable to comply due to site constraints.

This site-specific planning proposal allows the proponent to provide detailed urban design and site-specific investigations to support the requested changes in height and FSR. It will allow for the site to be contemplated in detail, particularly regarding its urban form, response to constraints like flooding, and integration with broader State and local strategic plans and priorities. Accordingly, the planning proposal is the most suitable means of achieving the objectives and intended outcomes for the site.

The Planning Proposal is the most efficient mechanism for stimulating urban renewal and accelerating the delivery of high-density housing.

## SECTION B – RELATIONSHIP TO THE 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)?

YES

The relevant strategic plans for consideration include the Six Cities Discussion Paper, Metropolis of Three Cities – Greater Sydney Region Plan 2018 and the Central City District Plan 2018.



### Six Cities Discussion Paper

Greater Sydney has been divided up into six city regions that together form one city.

In theory, the long term aim is for people and freight to be moved to any part of the region within 90 minutes, therein providing significant lifestyles and economic benefits. Like the Greater Sydney Region Plan, each of the six cities imagines residents accessing jobs within 30 minutes by public transport and more vibrant local centres and neighbourhoods within a 15-minute walk of home. This aims to improve the vibrancy of local areas where all daily needs can be met near home.

#### *Housing theme*

A key theme within the discussion paper is the desire for housing to be more affordable and accessible, ideally leveraging transport and social infrastructure. The Discussion Paper notes a lack of housing diversity, which has led to a mismatch between supply and demand for different housing types. A key method to resolve this, highlighted in the discussion paper, is to include a full range of homes from single dwellings, granny flats, dual occupancies and townhouses, low rise through to high rise and larger mixed use developments.

To improve housing diversity, the following actions are relevant to a future planning proposal over the subject site:

- *Increasing the proportion of multi-unit and higher density housing in accessible locations that are supported by infrastructure*
- *ensuring existing and new freestanding homes and medium density housing are connected to quality amenity, essential services and transport infrastructure*

The proposal is consistent with this action and will facilitate more homes that are within a highly accessible location, along with good amenities and supporting services essential for everyday living. It is further noted that future City Plans may require areas within 800m of a transport hub to have a minimum 25% proportion of the LGA housing target delivered through a mix of higher density housing types. This Planning Proposal will assist the City of Parramatta in achieving this objective.

#### *Inclusive places linked to infrastructure*

This draft action essentially seeks to ensure that people can 'live local', with one of the methods being to link higher density housing around transport nodes where there are better active transport opportunities, along with the possibility for people to access services and amenities without leaving the area.



The proposal offers the City of Parramatta the opportunity to be consistent with this theme and realise the benefits offered for future residents.

The DPE Gateway determination report makes the following commentary under the heading "Strategic Merit Test," and it is particularly noted that the comment is about all land under consideration

*The site is within the Central City District and the former Greater Sydney Commission (GSC) released the Central City District Plan on 18 March 2018.*

*The District Plan commits to additional housing supply with access to jobs and services (Planning Priority C5) through a 21,650 five-year housing supply target for the Parramatta LGA, but this housing growth is intended to be supported by liveability, productivity and sustainability outcomes. The structure plan for the Central City District demonstrates that Greater Parramatta is the metropolitan centre of the Central City District.*

*The planning proposal seeks to deliver the vision of the Central River City through additional jobs and dwellings. The draft LEP seeks to balance this growth with the liveability and other priorities within the Plan.*

*The Department is satisfied that the draft LEP gives effect to the District Plan in accordance with section 3.8 of the EPA Act.*

### Metropolis of Three Cities

The Planning Proposal is aligned with these key themes, directions, metrics and objectives:

1. **Infrastructure and collaboration.** The subject land is located within Parramatta CBD. The site has easy access to existing health services infrastructure and schools. The Parramatta CBD benefits from existing heavy rail and bus transport services. Parramatta Light Rail (expected to start operation Mid 2024), and the Metro Rail is currently under construction.
2. **Liveability.** The architectural concepts provided with this Planning Proposal and the relevant urban design analysis show that liveability for future residents is a primary consideration. Proximity to Parramatta River, employment, transport, and retail are significant features of the site. Additional considerations contributing to liveability, such as views, are implicit in the proposal.
3. **Productivity.** The proposal capitalises on the existing Parramatta CBD and will provide a part in contributing to sustainable future growth.



- 4. **Sustainability.** The Planning Proposal facilitates building capacity based on existing and committed infrastructure. This seeks to shape a strong and connected community.

The table below provides a summary of relevant priorities.

DIRECTION	STRATEGIC ALIGNMENT
Infrastructure and collaboration	
1. A city supported by infrastructure	<p>The subject site is located within the Parramatta City Centre. The city Centre has a myriad of social and public transport infrastructure including heavy rail and bus services, with a metro and light rail also under construction. Likewise, the site benefits from access to ferry services. Along with great active transport links for pedestrians and cyclists alike, the subject site is highly accessible and supports the 15 minute city and 30 minute city ideals.</p> <p>Consolidating a population around an existing Metropolitan Centre supports the existing infrastructure within these areas, including its efficient use, leading to more sustainable and better functioning cities and places.</p>
2. A collaborative city	
Liveability	
3. A city for people	<p>An indicator of the success of this direction is whether there has been an increase in the number of people who can walk to local centres. The Planning Proposal achieves consistency with this direction by increasing the population within close proximity to the Parramatta metropolitan centre, including the community, social, and employment benefits it offers.</p>
4. Housing the city	<p>The planning proposal will assist the City of Parramatta in achieving its housing targets, in addition to providing living opportunities close to employment, public transport, active transport opportunities and other services that are essential for socially vibrant and cohesive communities.</p>
5. A city of great places	<p>The planning proposal will enhance accessibility to local open space and other areas by active transport modes. This makes efficient use of infrastructure and improves the equitability of the city. The proposal will also ensure public domain upgrades especially to the Parramatta River foreshore frontage, improving the use of public assets.</p>
Productivity	
6. A well connected city	<p>A well connected city seeks to ensure that homes are within 30 minutes by public transport to a metropolitan centre or strategic centre. The subject site is highly accessible to a diverse range of centres, including the Parramatta City Centre. With the introduction</p>



DIRECTION	STRATEGIC ALIGNMENT
7. Jobs and skills for the city	<p>of the metro, the subject site will be within 30 minutes of the Sydney CBD.</p> <p>The planning proposal therefore is consistent with this direction.</p>
Sustainability	
8. A city in its landscape	<p>Future development of the site can make a positive contribution to urban greening, including the enhancement of local canopy cover. This will provide local cooling benefits, in addition to supporting local biodiversity values. Together, this results in a much more liveable community, with exceptional amenity values.</p>
9. An efficient city	<p>The site is within walking distance of bus, ferry and train services. Likewise, it is within walking distance of the soon to commence light rail and the metro which is currently under construction. This accessibility to transport, jobs and services means that efficiency is increased. Furthermore, as investment in public transport infrastructure continues, public transport use is expected to grow which reduces reliance on private vehicles.</p> <p>Likewise, the proximity to the Parramatta City Centre ensures that people do not need to drive, which contributes to a reduction in greenhouse gases.</p>
10. A resilient City	

**Central City District Plan**

The Central City District Plan sets out the priorities and actions for this District, structured around the same key themes as presented in the Greater Sydney Region Plan. As relevant to the subject site, the District Plan continually emphasises the importance of growth within strategic centres regarding jobs and housing. The Planning Proposal seeks to deliver additional housing and jobs within a 30-minute city scenario.

The Planning Proposal seeks to deliver housing and employment to the market quickly and in a highly liveable and accessible and central location.

The table below addresses relevant priorities of the District Plan.

PLANNING PRIORITY	STRATEGIC ALIGNMENT
Infrastructure and collaboration	



PLANNING PRIORITY	STRATEGIC ALIGNMENT
1. Planning for a city supported by infrastructure  2. Working through collaboration	<p>This priority area seeks to ensure that the city maximises its efficient use of existing and planned infrastructure. In doing so, it aims to ensure that residents have the facilities and services to lead productive and healthy lives. Importantly, this includes being within 30 minutes of the nearest strategic centre by public transport.</p> <p>The Planning Proposal facilitates this priority by consolidating growth within the Parramatta Metropolitan Centre. This ensures that all residents, regardless of age or ability can access services within the City Centre, open spaces and public transport comfortably.</p>
<b>Liveability</b>	
3. Providing services and social infrastructure to meet people's changing needs	<p>The planning proposal facilitates this priority by providing housing within an area that is well suited for expanded social infrastructure. Furthermore, the site is located within the Parramatta City Centre, ensuring that people regardless of age or ability can access the necessary services efficiently, thereby contributing to improved liveability.</p>
4. Fostering healthy, creative, culturally rich and socially connected communities	<p>The proposal seeks to increase the density of housing within the Parramatta City Centre. This expands the range of housing choices, opening up greater opportunities for a greater diversity of people to live within the City of Parramatta. Likewise, being located within walking distance to a diversity of public transport services ensures that future residents are connected to other destinations, ensuring that social connectivity outside of the local area is achieved.</p>
5. Providing housing supply, choice and affordability with access to jobs, services and public transport	<p>The proposal increases housing supply in the Parramatta City Centre providing local jobs, services and entertainment offerings. In addition, the proposal also enhances public transport use through providing more people within a highly accessible location. It is noted that the subject site has bus, ferries and train services to key destinations including the Sydney CBD, Castle Hill, Rouse Hill, Blacktown, Epping and more. Accessibility will be further enhanced with the operation of the light rail, in addition to the metro which is currently under construction.</p>
6. Creating and renewing great places and local centres, and respecting the District's heritage	<p>The proposal contributes to the renewal of the South of Parramatta River foreshore area, within a location more related to the CBD. As shown within the attached urban design study, the proposal has applied a place making approach and respects heritage values.</p>
<b>Productivity</b>	
7. Growing a stronger and more competitive	<p>This priority is more focused on economic outcomes. The proposal however assist in facilitating its implementation by providing active employment uses at the street level, in addition to increasing the possibility of people to live and work within the same area. The</p>



PLANNING PRIORITY	STRATEGIC ALIGNMENT
Greater Parramatta	proposal will include additional employment spaces of 1:1 of the site area and will contribute towards growing a stronger economic centre.
8. Delivering a more connected and competitive GOPP Economic Corridor	
9. Delivering integrated land use and transport planning and a 30-minute city	The Planning Proposal facilitates this priority by consolidating growth on land within the Parramatta City Centre.
10. Growing investment, business opportunities and jobs in strategic centres	The planning proposal increases the population within close proximity to the Parramatta Metropolitan Centre. This contributes to activity within the centre and therefore supports its ongoing and long term viability. A ground level active frontage is provided which facilitates more local business opportunities within the City Centre.
11. Maximising opportunities to attract advanced manufacturing and innovation in industrial and urbans services land	
12. Support growth of targeted industry sectors	
<b>Sustainability</b>	
13. Protecting and improving the health and enjoyment of the District's waterways	Future development of the site will include necessary measures to ensure that the water is appropriately treated, including meeting all pollution reduction targets. This will ensure that waterways that are far beyond the site are not impacted by the site's future development.
14. Creating a Parkland City urban structure and identity, with South Creek as defining spatial element	
15. Protecting and enhancing bushland, biodiversity and	



PLANNING PRIORITY	STRATEGIC ALIGNMENT
scenic and cultural landscapes	A future development application will provide additional canopy cover and urban greening. This will enhance cooling of the local environment, in addition to providing valuable habitat which enhances overall biodiversity in the area.
16. Increasing urban tree canopy cover and delivering Green Grid connections	
17. Delivering high quality open space	
18. Better managing rural areas	
19. Reducing Carbon emissions and managing energy, water and waste efficiently	
20. Adapting to the impacts of urban and natural hazards and climate change	

In summary, this Planning Proposal seeks to deliver on the vision set forward in the Central City District Plan by:

1. Increasing diversity of housing choice.
2. Delivering housing to meet strategic housing supply targets.
3. Increasing housing within 30 minutes of both Parramatta CBD and Sydney CBD.
4. Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria.
5. Reduced emissions through both building environmental performance and reducing reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to local ferries, bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.
6. Enhancing the role of Parramatta as the economic anchor with the vision to deliver both jobs and housing.





The objectives of the Planning Proposal are incontestably aligned with the documented priorities for the Central City District.

- 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?

**Parramatta Local Strategic Planning Statement**

The Parramatta Local Strategic Planning Statement came into effect on 31 March 2020 and this document sets out the 20-year vision for land use planning for the City of Parramatta. The LSPS contains 16 planning priorities under 4 key themes which are:

- Local planning priorities.
- Liveability planning priorities.
- Productivity planning priorities.
- Sustainability planning priorities

The planning principles relevant to the proposal are addressed below.

LOCAL STRATEIC PLANNING STATEMENT	
VISION	STRATEGIC ALIGNMENT
<i>In 20 years Parramatta will be a bustling, cosmopolitan and vibrant metropolis, the Central City for Greater Sydney. It will be a Smart City that is well connected to the region, surrounded by high quality and diverse residential neighbourhoods with lots of parks and green spaces. It will be innovative and creative and be well supported by strong, productive and competitive employment precincts. It will be a place that people will want to be a part of.</i>	The subject site is within Parramatta CBD with access to numerous public transport modes including, ferry, heavy rail, bus services and the near completed light rail as well as the new Metro line currently under construction. The development will provide additional retail floor space within the ground floor to contribute to the vibrancy of Parramatta CBD. Additionally, the proposal will enable additional people to reside within walking distance to several parks. The proposed development will assist in creating a well-supported, competitive employment precinct, especially given its location and will be a place where people would want to be part of.
LOCAL PLANNING PRIORITIES	
PLANNING PRIORITY	STRATEGIC ALIGNMENT
Local	



1. Expand Parramatta's economic role as the Central City of Greater Sydney	The subject site is within the Parramatta City Centre. It will provide additional housing and employment floor space at street level. This will contribute to the strengthening of the Parramatta City Centre by providing jobs and also housing within a highly accessible area.
2. Grow Parramatta as a Smart City	A future development application can incorporate smart technology to improve liveability and sustainability.
3. Advocate for improved public transport connectivity to Parramatta CBD from the surrounding district	The site is close to significant public transport infrastructure including bus, ferry and train services. Likewise, the light rail which will commence in 2024 is within walking distance, as is the Metro which is currently under construction. This high level of public transport accessibility provides future residents and workers with exceptional transport opportunities and connections.
4. Focus housing and employment growth in the GOPP and Strategic Centres; as well as stage housing release consistent with the Parramatta Local Housing Strategy	The subject site is a Phase 1 area of the GOPP.
5. Support and enhance the low- scale character and identity of suburban Parramatta outside of the GOPP area and Epping Strategic Centre	The subject site is a Phase 1 area of the GOPP.
6. Provide for community infrastructure and recreation opportunities	The proposal provides the opportunity for new pedestrian connections and accessible open space areas for residents and the general community alike.
<b>Livability</b>	
7. Provide for a diversity of housing types and sizes to meet community needs into the future	The proposal will result in about 500 dwellings, with a mix of studio, 1, 2 and 3 bedroom apartments. This will contribute to the diversity of housing available in the LGA.
8. Incentivise affordable rental housing delivery and provide for permanent affordable housing	The proposal includes a diverse mix of units that can contribute to the range of housing available, therefore increasing affordable options.
9. Enhance Parramatta's heritage and cultural	The subject site is visually separated from heritage items. All items have been sufficiently separated by Streets, built forms and the river



assets to maintain our authentic identity and deliver infrastructure to meet community needs	foreshore; as such, there are no anticipated heritage impacts resulting from the proposal at 90-94 Phillips Street, Parramatta.
10. Improve active walking and cycling infrastructure and access to public and shared transport	The subject site is close to bus, ferry and train services that are accessible by walking. Likewise, the site is within walking distance to the Parramatta Light Rail and future metro. The proposal shows that a through site link is possible which expands the local active transport network. In addition, the site is very close to the existing active transport network in Parramatta, including cycleways.
<b>Productivity</b>	
11. Build the capacity of the Parramatta CBD, Strategic Centres, and Employment Lands to be strong, competitive and productive	The subject site is within the Parramatta City Centre. It will provide additional housing and employment floor space at street level. This will contribute to the strengthening of the Parramatta City Centre by providing jobs and also housing within a highly accessible area.
12. Retain and enhance Local Urban Service Hubs for small industries, local services and last-mile freight and logistics	Not relevant
<b>Sustainability</b>	
13. Protect and improve the health and swimmability of the Parramatta River, its waterways and catchment	The concept plan includes generous areas of deep soil and landscaping. This along with future water treatment measures will enhance the water quality of the Parramatta River and its catchment more broadly.
14. Protect and enhance our trees and green infrastructure to improve liveability and ecological health	The concept plan includes generous areas of deep soil and landscaping.
15. Reduce emissions and manage energy, water, and waste efficiently to create better buildings and precincts and solve city planning challenges	This can be actioned in a future development application.
16. Increase resilience of people and infrastructure against	This can be addressed in a future development application. More sustainably designed buildings will provide protection against climatic extremes.



natural and urban hazards	
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**Parramatta Local Housing Strategy**

The Local Housing Strategy provides guidance regarding future housing growth in the Parramatta LGA. It supports the LSPS and other priorities in the Greater Sydney Region Plan and the Central City District Plan.

As per the findings of the Parramatta Local Housing Strategy, by 2036, the population of the City of Parramatta LGA is anticipated by over 175,000 people to a total of over 416,000 people and is expected to need an additional 77,000 dwellings to accommodate this population growth.

The LHS notes that the investigation outcomes indicate that the population is likely to increase even more substantially. Furthermore, seniors and elderly are expected to grow by 34,317 or 64%. As a result, the LHS identified that the future housing supply will need to accommodate older and less able residents such as seniors and elderly residents.

The subject site is closer to the Parramatta CBD and is well separated from heritage values further to the north, where there are relatively intact heritage conservation areas. The relationship with the CBD, in addition to the surrounding context more broadly is suitable for uplift as shown in the attached urban design concept plans. It is noted that these controls are substantially the same as those put forward by the City of Parramatta in their planning proposal that included the subject site.

OBJECTIVES	JUSTIFICATION
Liveability	
1. Community infrastructure is adequately funded and delivered in alignment with homes	This planning proposal assists the City of Parramatta in achieving its modal shift from private vehicles to public and active transport modes.
2. Housing delivery is aligned and sequenced with existing transport and capacity improvements	This planning proposal assists the City of Parramatta in achieving the majority of new housing within walking catchments of public and active transport modes.
3. Funding is secured through State and robust local contributions frameworks	A future development application will make appropriate development contributions.



OBJECTIVES	JUSTIFICATION
<p>4. Growth precincts innovate excellence in placed-based outcomes with diverse and affordable housing to suit residents' needs</p> <p>5. Parramatta's low density residential neighbourhoods to retain local character, provide housing diversity and preserve future housing opportunity</p>	<p>The proposal will provide for a diversity of housing that meets the needs of people, regardless of age or ability. It will provide an appropriate mix of dwellings, including adaptable housing. Furthermore, the yield and mix of dwellings can assist affordability by providing a range of homes at various price points.</p> <p>The urban design study submitted within this Planning Proposal confirms that there is no impact on surrounding areas.</p>
<p>Productivity</p>	
<p>1. Housing delivery complements, not compromises, the economic significance of both the Central City and the City of Parramatta</p> <p>2. Additional housing is focused on growth precincts, aligned with transport infrastructure delivery to facilitate residents' access to facilities, services, social connections and jobs</p> <p>3. Housing delivery is efficiently sequenced to best use State and local resources and investments</p>	<p>The planning proposal provides ground level employment as originally envisioned by Council.</p> <p>This planning proposal assists the City of Parramatta in achieving the majority of new housing within walking catchments of public and active transport modes.</p> <p>The planning proposal supports this objective.</p>



OBJECTIVES	JUSTIFICATION
4. Commercial opportunities are enhanced in conjunction with growth precinct delivery	The planning proposal supports ground level employment to activate the public domain.
5. Housing supports the key essential services in the City of Parramatta through striving for housing affordability	The planning proposal facilitates additional housing supply which supports the services offered in the Parramatta City Centre, in addition to providing a diversity of housing for different price points in the market. Additional supply may also contribute to meeting market demand for housing, thereby potentially contributing to improved affordability.
<b>Sustainability</b>	
1. Advocating for the wholesale improvement of residential built form performance improvement through State frameworks and utilities provision	Future development can comply with relevant sustainability initiatives in the Sustainable Buildings SEPP 2022.
2. Pioneering local mechanisms to improve built form environmental performance and reduce urban heat impacts	Future development can comply with relevant sustainability initiatives in the Sustainable Buildings SEPP 2022.
3. Protect the local character of low density residential neighbourhoods and optimise their environmental performance to benefit the whole of City of Parramatta	The urban design study submitted within this Planning Proposal confirms that there is no impact on surrounding areas.

5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?



YES

The investment in new infrastructure is exceptional in Parramatta CBD with the construction of Parramatta Light Rail, the construction commencing on Sydney Metro, and the attention to pedestrian and cycling facilities, routes, and experiences in the CBD.

Parramatta CBD is also undergoing a radical change in the intensity of employment and housing within the CBD, as facilitated and encouraged by State and Local planning initiatives.

The Planning Proposal is consistent with the changing planning circumstances and elevation of Parramatta CBD within the Sydney metropolitan area, and the resulting change in planning controls within the city centre. In addition to the above, the proposal is also consistent with the strategies identified below.

Document	Discussion
<p><b>Future Transport Strategy 2056</b></p>	<p>The Future Transport Strategy sets the direction of the NSW Government to improve the transport system across the State. It intends to make decisions by putting people and places at the centre to ensure that customers, the community and the economy experience maximum benefits.</p> <p>The planning proposal over the subject site is consistent with key strategic directions within the strategy, including:</p> <ul style="list-style-type: none"> <li>- C1.1 Enhance 30-minute metropolitan cities</li> <li>- C2.1 Support car-free, active, sustainable transport options</li> <li>- C3.1 Provide transport choices for people no matter where they live</li> <li>- P1.2 Support growth around public transport</li> <li>- P2.1 Support thriving and healthy 15-minute neighbourhoods</li> </ul>
<p><b>Staying Ahead: State Infrastructure Strategy 2022 – 2042</b></p>	<p>The State Infrastructure Strategy provides a 20-year plan for the NSW Government for strategic investment decisions. The strategy aims to provide recommendations that aid the growth and productivity of the State to improve living standards for the community.</p> <p>Chapter 4 Service Growing Communities, is relevant to this Planning Proposal. Key Strategic directions include:</p> <ul style="list-style-type: none"> <li>- <i>Deliver housing in great neighbourhoods for all parts of the community</i></li> </ul>



Document	Discussion
	<ul style="list-style-type: none"> <li>– Improve access to efficient, quality services through better use of assets and a better mix of physical infrastructure and technology-enabled solutions</li> </ul> <p>The proposal satisfies the above strategic directions by providing housing within a highly accessible location, within Parramatta CBD, and within a location previously identified by Council as suitable for higher-density housing.</p>
Housing Strategy 2041	<p>This strategy establishes the 20 year housing vision for NSW and aims to provide the framework for greater housing supply, improved affordability of housing, along with housing diversity and resilience. There are four pillars of housing supply in the strategy, with the diagram reproduced below:</p> <div style="border: 1px solid #ccc; padding: 10px; margin: 10px 0;"> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%; border: 1px solid #007bff; padding: 5px; margin: 5px;"> <p><b>SUPPLY</b></p> <p>Includes the amount, location and timing of the supply of new housing. Planning for the supply of new housing should respond to environmental, employment and investment considerations, and population dynamics.</p> </div> <div style="width: 50%; border: 1px solid #6f42c1; padding: 5px; margin: 5px;"> <p><b>DIVERSITY</b></p> <p>Considers different types of housing and looks at how a diverse choice of housing can reflect the needs and preferences of households.</p> </div> <div style="width: 50%; border: 1px solid #28a745; padding: 5px; margin: 5px;"> <p><b>AFFORDABILITY</b></p> <p>Recognises people live in diverse tenures based on their income and circumstances, and that housing should be affordable, stable and supportive of their aspirations and wellbeing.</p> </div> <div style="width: 50%; border: 1px solid #fd7e14; padding: 5px; margin: 5px;"> <p><b>RESILIENCE</b></p> <p>Includes matching housing to community and environmental issues, so people, communities and their homes are safe, comfortable and resilient.</p> </div> </div> </div> <p>The Planning Proposal is consistent with these pillars.</p>
Net Zero Plan	<p>The Net Zero Plan outlines the NSW Government's plan to grow the economy, creating jobs and reducing emissions over the next decade.</p> <p>A future Development Application will be subject to the provisions within the Sustainable Buildings SEPP 2022, which comes into effect on 1 October 2023. This SEPP will ensure that development over the subject site is sustainable and resilient, making a valuable contribution to NSW being a net zero emitter.</p>





## 6. Is the planning proposal consistent with applicable SEPPs?

The following table briefly assesses consistency against each State Environmental Planning Policy (SEPP) relevant to the planning proposal.

Consideration of relevant SEPPs	Comment
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Consistent. The site is not identified as a Koala habitat and contains no significant vegetation.
State Environmental Planning Policy (Sustainable Buildings) 2022	The planning proposal is consistent with the aims or provisions of this SEPP. Future development will be subject to the provisions of this SEPP.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Not applicable
State Environmental Planning Policy (Housing) 2021	The proposal is consistent with the intent of the Housing SEPP. Future development under the SEPP remains permissible, though rezoning of the site may expand opportunities for a greater diversity and type of housing. An urban design study submitted with this planning proposal includes an indicative development concept. This concept shows that the site can be developed consistent with the ADG requirements.
State Environmental Planning Policy (Industry and Employment) 2021	Not applicable
State Environmental Planning Policy (Planning Systems) 2021	Not applicable
State Environmental Planning Policy (Precincts—Central River City) 2021	Not applicable
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	Not applicable



State Environmental Planning Policy (Precincts—Regional) 2021	Not applicable
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	Not applicable
State Environmental Planning Policy (Primary Production) 2021	Not applicable
SEPP (Resilience and Hazards) 2021	<p>Consistent with the existing uses of the site include residential development which are unlikely to result in contamination of the land. The planning proposal is consistent with the aims and provisions of this SEPP.</p> <ul style="list-style-type: none"> <li>- In any case, future redevelopment of the site will need to address the requirements of the SEPP. The proposal is consistent with the provision of this SEPP.</li> <li>- This is being addressed through the current development application process over the subject site, noting that this proposal only relates to <i>increasing</i> the height and FSR, and including an additional permitted use on site.</li> </ul>
State Environmental Planning Policy (Resources and Energy) 2021	Not applicable
SEPP (Transport and Infrastructure) 2021	<p>Consistent</p> <p>Future development may constitute traffic-generating development and trigger an assessment under this SEPP.</p>

**7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?**

The following table provides a brief assessment of consistency against each s.9.1 directions that are relevant to the Planning Proposal.

Ministerial Directions	Consistency	Comments
<b>Focus Area 1: Planning Systems</b>		
1.1 Implementation of Regional Plans	Yes	This proposal is consistent with the objectives and strategies of A Metropolis of Three Cities as outlined in the Planning Proposal report. Refer to Part 3 – Justification of



Ministerial Directions	Consistency	Comments
		<p>this report, Section B – Relationship to Strategic Planning Framework of the Planning Proposal for an explanation of the consistency of the Planning Proposal.</p> <p>The planning proposal achieves the overall intent of the Plan and seeks to implement the achievement of its vision, land use strategy, policies, outcomes or actions.</p> <p>This planning proposal seeks to facilitate the development of these key parcels of land within the Parramatta CBD which will encourage economic investment in this strategic centre and employment.</p>
1.2 Development of Aboriginal Land Council Land	N/A	Aboriginal and archaeological investigations will be completed as part of the future detailed design and development application documentation.
1.3 Approval and Referral Requirements	N/A	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.
1.4 Site Specific Provisions	Yes	The planning proposal relates to building height and floor space ratio provisions. This planning proposal does not impose any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.
1.4A Exclusion of Development Standards from Variation		This planning proposal does not exclude any development standards under Clause 4.6.
<b>Focus Area 1: Planning Systems – Place-based</b>		
1.5 Parramatta Road Corridor Urban Transformation Strategy	N/A	Not relevant to the subject planning proposal.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	Not relevant to the subject planning proposal.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan		Not relevant to the subject planning proposal.



Ministerial Directions	Consistency	Comments
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan		Not relevant to the subject planning proposal.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor .		Not relevant to the subject planning proposal.
1.10 Implementation of the Western Sydney Aerotropolis Plan		Not relevant to the subject planning proposal.
1.11 Implementation of Bayside West Precincts 2036 Plan		Not relevant to the subject planning proposal.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct		Not relevant to the subject planning proposal.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan		Not relevant to the subject planning proposal.
1.14 Implementation of Greater Macarthur 2040		Not relevant to the subject planning proposal.
1.15 Implementation of the Pymont Peninsula Place Strategy		Not relevant to the subject planning proposal.
1.16 North West Rail Link Corridor Strategy		Not relevant to the subject planning proposal.
1.17 Implementation of the Bays West Place Strategy		Not relevant to the subject planning proposal.
1.18 Implementation of the Macquarie Park Innovation Precinct		Not relevant to the subject planning proposal.
1.19 Implementation of the Westmead Place Strategy		Not relevant to the subject planning proposal.



Ministerial Directions	Consistency	Comments
1.20 Implementation of the Camellia-Rosehill Place Strategy		Not relevant to the subject planning proposal.
1.21 Implementation of South West Growth Area Structure Plan		Not relevant to the subject planning proposal.
1.22 Implementation of the Cherrybrook Station Place Strategy		Not relevant to the subject planning proposal.
<b>Focus Area 2: Design and Place</b>	N/A	Directions not made
<b>Focus Area 3: Biodiversity and Conservation</b>		
<b>3.1 Conservation Zones</b>	N/A	Not relevant to the subject planning proposal.
<b>3.2 Heritage Conservation</b>	Consistent	There are no items, areas, objects and places of environmental heritage significance and indigenous heritage significance, on the subject site. Accordingly, there is no impact on any areas requiring heritage conservation.
<b>3.3 Sydney Drinking Water Catchments</b>		
<b>3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs</b>	N/A	Not relevant to the subject planning proposal.
<b>3.5 Recreational Vehicle Areas</b>	N/A	Not relevant to the subject planning proposal.
<b>3.6 Strategic Conservation Planning</b>	N/A	Not relevant to the subject planning proposal.
<b>3.7 Public Bushland</b>	Consistent	There are no areas of public bushland on the subject site
<b>3.8 Willandra Lakes Region</b>	N/A	Not relevant to the subject planning proposal.
<b>3.9 Sydney Harbour Foreshores and Waterways</b>	Consistent	A future development application can provide the necessary measures to manage water quality.



Ministerial Directions	Consistency	Comments
<b>3.10 Water Catchment Protection</b>	Consistent	The subject site is within an existing urban area and a future development application can provide the necessary measures to manage water quality.
<b>Focus Area 4: Resilience and Hazards</b>		
<b>4.1 Flooding</b>	Justifiably Consistent	<p>The site is not within the adopted 1 in 100 year flood event, however, it is within the Probable Maximum Flood (PMF) area.</p> <p>The City of Parramatta currently has a draft flood study. This draft study identifies that the site is partially impacted by the 1 in 100 year flood event.</p>  <p>Similar to other properties in the Parramatta City Centre with a similar flood designation, the subject site can be developed to comply with relevant flood planning requirements. This can be confirmed at the development application stage where detailed flood engineering and design measures are implemented to mitigate flood risk.</p> <p>Any potential impacts because of development on the site, such as stormwater runoff, will be considered and addressed appropriately at relevant DA stages.</p> <p>This will also include any design detail required to ensure compliance with Council's water management controls within the Parramatta DCP.</p>
<b>4.2 Coastal Management</b>	N/A	Not relevant to the subject planning proposal.
<b>4.3 Planning for Bushfire Protection</b>	Consistent	The site is not impacted by a Bushfire Map, nor is it bushfire prone.
<b>4.4 Remediation of Contaminated Land</b>	Consistent	The existing uses of the site include residential and commercial development which are unlikely to result in contamination of the land.



Ministerial Directions	Consistency	Comments
		<p>The planning proposal is consistent with the aims and provisions of this SEPP.</p> <p>In any case, future redevelopment of the site will need to address the requirements of the SEPP. The proposal is consistent with the provision of this SEPP.</p>
<b>4.5 Acid Sulfate Soils</b>	Consistent	The site is identified as Class 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2011. This will be addressed further at the development application stages.
<b>4.6 Mine Subsidence and Unstable Land</b>	N/A	Not relevant to the subject planning proposal.
<b>Focus Area 5: Transport and Infrastructure</b>		
<b>5.1 Integrating Land Use and Transport</b>	Consistent	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> <li>- will provide new dwellings near existing and proposed public transport links</li> <li>- will enable residents to walk or cycle to work if employed in the Parramatta City Centre or utilise train and ferry services.</li> <li>- will maintain and provide additional commercial premises in proximity to existing transport links</li> <li>- makes more efficient use of space and infrastructure by increasing densities on an underutilised site.</li> </ul>
<b>5.2 Reserving Land for Public Purposes</b>	N/A	The planning proposal does not seek to change the current zoning provisions and therefore does not impact on land reserved for public purposes
<b>5.3 Development Near Regulated Airports and Defence Airfields</b>	N/A	The land is not within the vicinity of an aerodrome.
<b>5.4 Shooting Ranges</b>	N/A	The land is not within the vicinity of a shooting range.
<b>Focus Area 6: Housing</b>		
<b>6.1 Residential Zones</b>	Consistent	<p>Not relevant as the proposal is within a MU1 zone and not a residential zone. Regardless, the Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> <li>- facilitates additional housing in the Parramatta CBD</li> <li>- provides residential development in an existing urban area that will be fully serviced by existing infrastructure</li> <li>- does not reduce the permissible residential density of land.</li> </ul>



Ministerial Directions	Consistency	Comments
6.2 Caravan Parks and Manufactured Home Estates		The planning proposal does not seek to amend the current prohibition of caravan parks on this site
<b>Focus Area 7: Industry and Employment</b>		
7.1 Employment zones	N/A	The planning proposal does not seek to amend the existing zoning of the site.
7.2 Reduction in non-hosted short-term rental accommodation period	N/A	Not relevant to the subject planning proposal.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not relevant to the subject planning proposal.
<b>Focus Area 8: Resources and Energy</b>		
8.1 Mining, Petroleum Production and Extractive Industries	N/A	Not relevant to the subject planning proposal.
<b>Focus Area 9: Primary Production</b>		
9.1 Rural Zones	N/A	Not relevant to the subject planning proposal.
9.2 Rural Lands	N/A	Not relevant to the subject planning proposal.
9.3 Oyster Aquaculture		Not relevant to the subject planning proposal.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast		Not relevant to the subject planning proposal.

## SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?





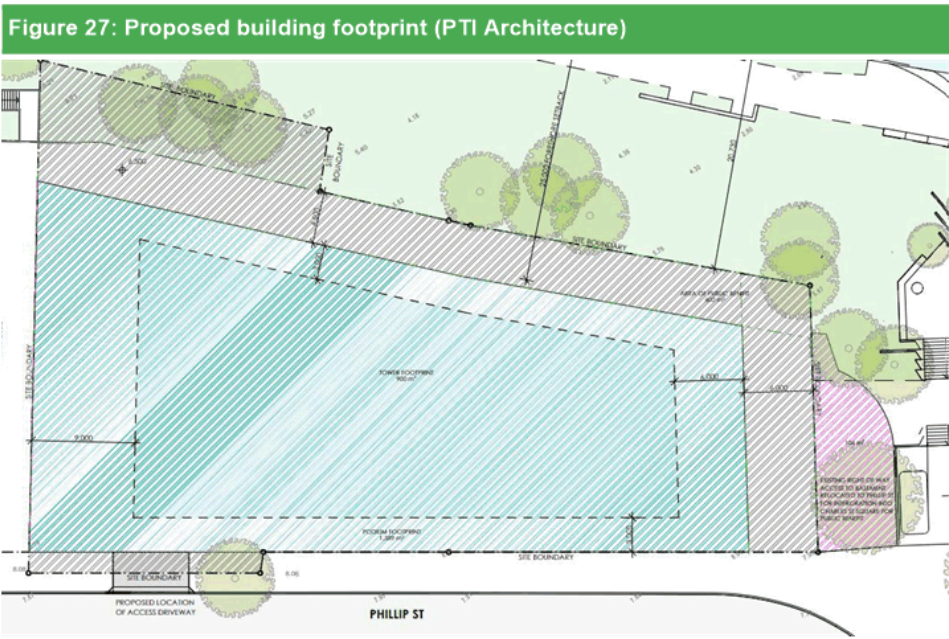
The subject site does not contain habitat of any description. There is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the planning proposal. No further assessment is considered necessary at this stage of the planning proposal.

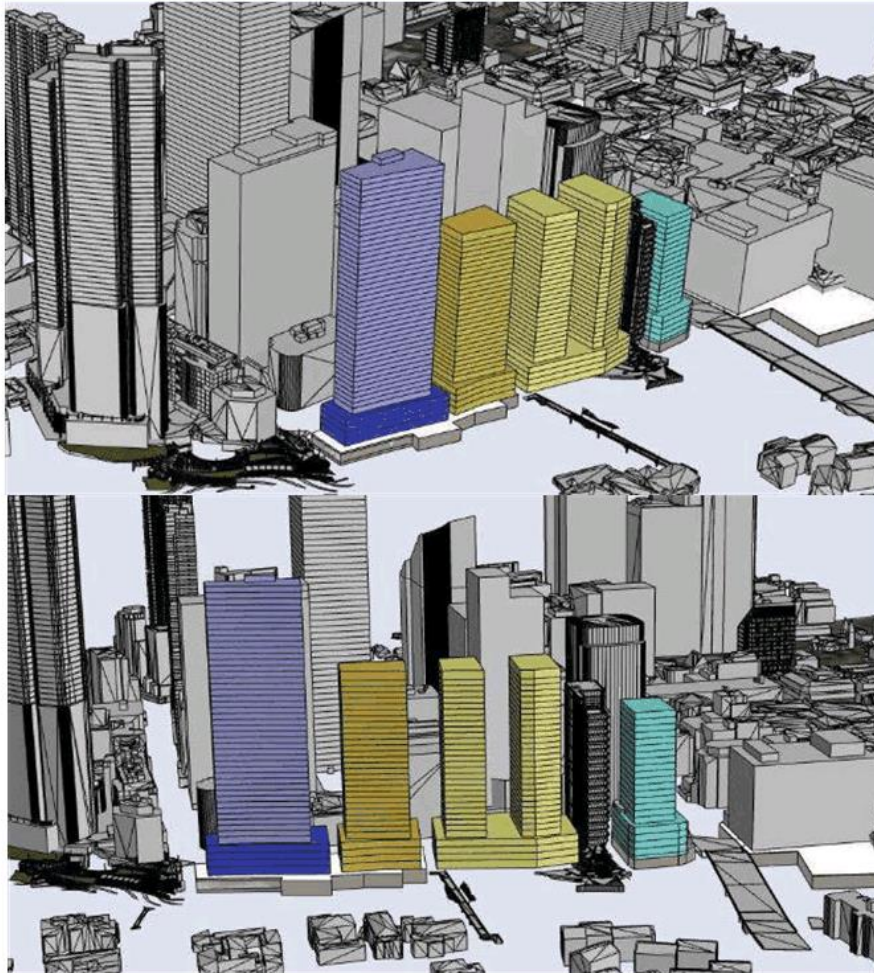
**9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?**

The Planning Proposal seeks to revise the maximum permitted building height and floor space ratio controls contained within Parramatta LEP 2023 to facilitate the redevelopment of the subject site for high-density mixed-use development. The anticipated environmental effects associated with the higher-density development that the amendment will permit are discussed below.

**Urban Design**

The Planning proposal builds on the initially considered planning controls under the Parramatta CBD PP and with earlier consultation with council. The proposed building footprint and scale is provided below for context.



**Figure 28: Proposed built envelope (PTI Architecture)**

An urban design study supports the Planning Proposal. Please see attached report for further details.

### **Flooding**

Due to the proximity of the site to the Parramatta River on the northern boundary, the site is identified as being flood prone. The site to its northern boundary is within the 1 in 100-year Average Recurrence Interval but within the Probable Maximum Flood (PMF) area.

An initial flood advice has been prepared by Water Technology which concludes that the proposed mix-use development on the site would be compatible with the flood risks.



The reports noted that the flood planning level for the site is below the Phillip Street level and no further flooding will be caused on neighbouring property. Please see the attached advice for further details.

**10. Has the planning proposal adequately addressed any social and economic effects?**

The social and economic effects of the Planning Proposal are most appropriately described in the context of the challenges associated with a growing population as described in the State Government document *The Metropolis of Three Cities*. Among other things, the Plan explains that to meet a larger population's needs and maintain economic growth, urban renewal in combination with infrastructure delivery must occur in strategic urban centres. The subject site is also located within close proximity to the Parramatta River foreshore area and eat street within the Parramatta City Centre, providing a population within walking distance of this important precinct. This accordingly supports the economic activity and long term viability of the river foreshore area and eat street and consolidating the entertainment precinct.

As previously described, the objective of the Planning Proposal aligns closely with the strategic direction identified in the *Metropolis of Three Cities*. The delivery of high-density housing in a location that is well serviced by infrastructure and where there are minimal existing environmental site constraints is considered to represent a positive social outcome.

The Planning Proposal will facilitate future development, resulting in higher population densities in Parramatta. In this regard, the Planning Proposal will support the emergence of Parramatta as Sydney's Central City, contributing to continued economic growth.

A key component of the preferred future development option for the subject site incorporates an area of public open space. The public open space will have excellent connectivity to public transport and will serve to promote healthy lifestyles and social interaction.

**SECTION D – INFRASTRUCTURE (LOCAL, STATE AND COMMONWEALTH)**

**11. Is there adequate public infrastructure for the planning proposal?**

The site is suitable for high density residential development due to its superior access to transport and employment opportunities in the Parramatta CBD. The site is located within the Parramatta CBD and on the Parramatta River foreshore.



Given the proximity of the subject site to public transport services including ferries, trains and bus services, and the new light rail and Metro services it is anticipated that a significant proportion of new residents would opt to use public transport rather than private vehicles.

The subject site is within the Parramatta CBD which has a variety of health, education and emergency services. In a broader context, the subject site is proximate to Westmead Hospital and the Western Sydney University which are regional institutions.

In June 2023 the Parramatta City Centre Local Infrastructure Contributions Plan 2022 was adopted by Council. This plan applies to the subject site, with future development making the necessary contributions under this plan.

## SECTION E – STATE AND COMMONWEALTH INTERESTS

### 12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

The Planning Proposal has not yet received Gateway determination and consultation with the public authorities has not yet commenced.

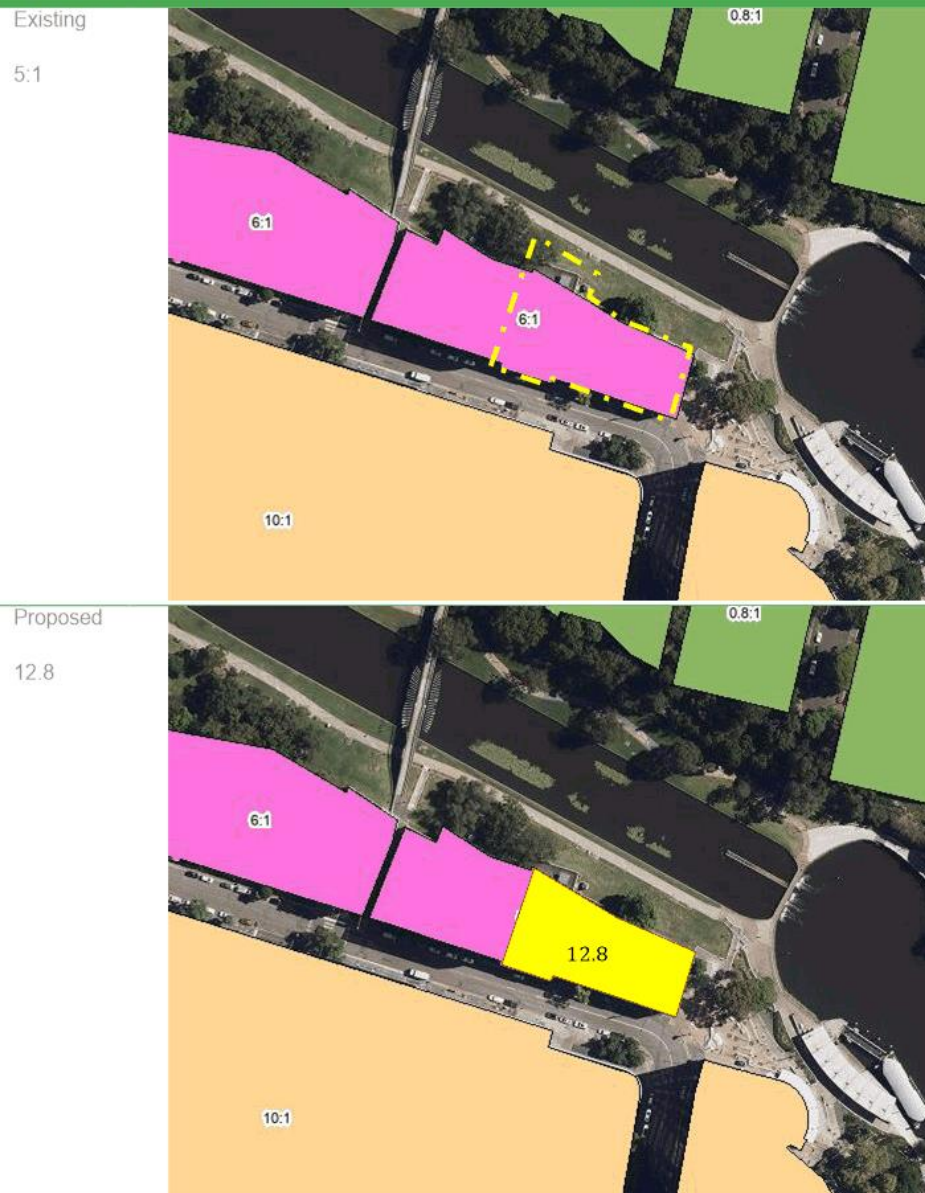




### PART 4 – MAPS

It is understood that the City of Parramatta Council will prepare mapping to accord with the standard instrument mapping layouts before the Planning Proposal being reported to the Council for consideration. The planning proposal seeks amendments to the Sun Access Plane Map and Floor Space Ratio Map.

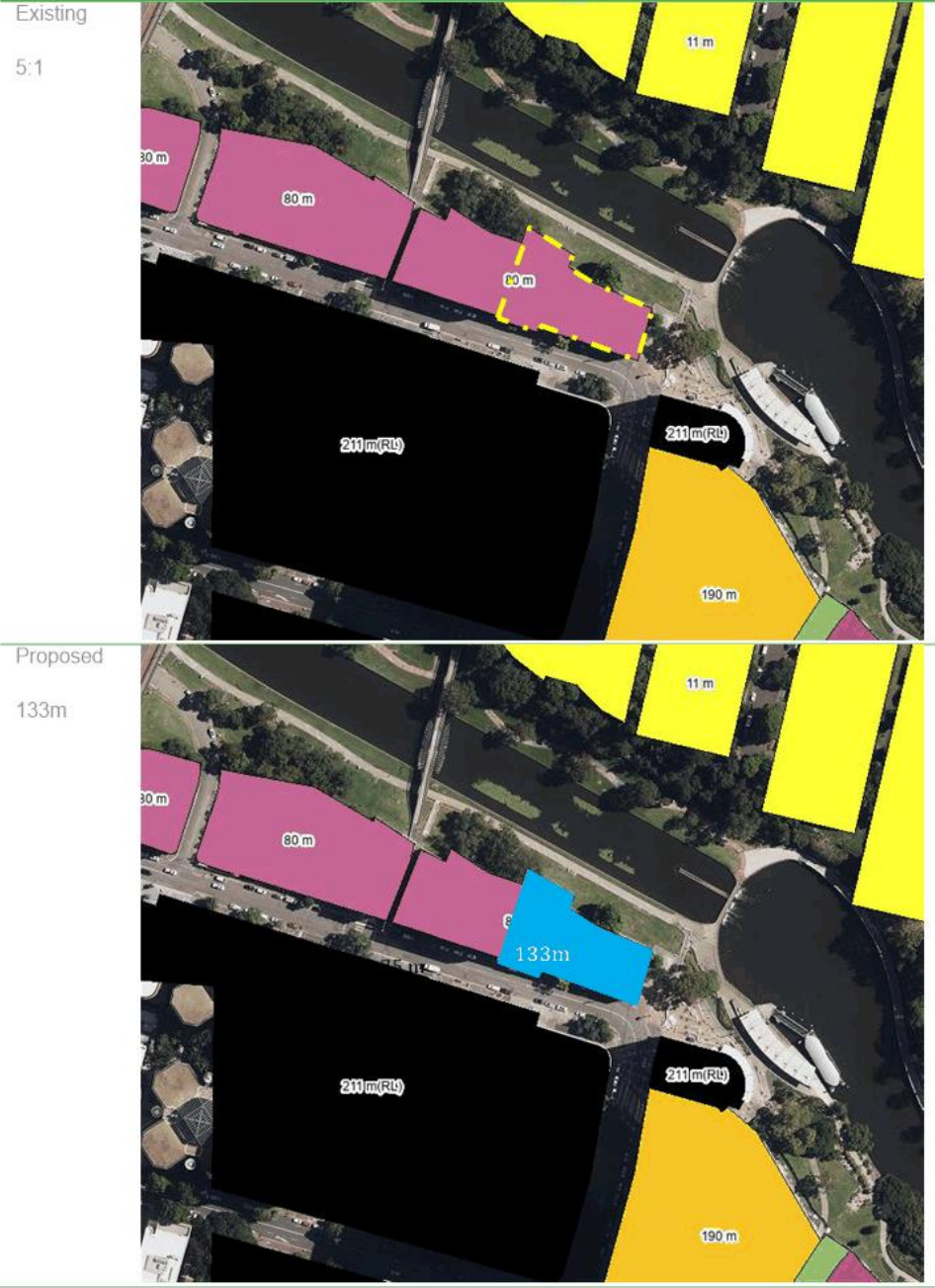
Figure 29: Floor Space Ratio Map – existing and proposed (Spatial Viewer)



PLANNING PROPOSAL  
90-94 Phillip Street Parramatta  
PAGE 80



Figure 30. Height of Buildings Map – existing and proposed (Spatial Viewer)





## PART 5 – COMMUNITY CONSULTATION

Community consultation will be undertaken in accordance with the requirements prescribed by the Gateway determination.

## PART 6 – PROJECT TIMELINE

A project timeline is yet to be determined however will be formulated following discussions with the City of Parramatta Council and confirmation of any additional information required to allow consideration of the Planning Proposal.

An indicative timeline for the planning proposal includes:

Milestone	Timeframe
Consideration by Council	April 2024
Council decision	April 2024
Gateway determination	June 2024
Pre-exhibition	June 2024
Commencement and completion of public exhibition period	July 2024
Consideration of submissions	August 2024
Post-exhibition review	August 2024
Submission to the Department for finalisation (where applicable)	September 2024
Gazettal of LEP amendment	October 2024



## CONCLUSION

This Planning Proposal explains the intended effect of and provides a justification for a proposed amendment to the Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023). The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment's document *Local Environmental Plan Making Guideline* (August 2023).

The Planning Proposal describes how the intended outcome of the proposed LEP amendments aligns closely with the strategic directions established in State Government documents including the Six cities Discussion paper, A Metropolis of Three Cities – Greater Sydney Region Plan, the Central City District Plan, the Greater Parramatta and Olympic Peninsular Plan, the CBD Planning Proposal, and the Parramatta CBD Strategy.

It is considered that the LEP amendments sought by the planning proposal will allow for the accelerated delivery of both mixed use and high-density residential development in an area that is well serviced by public transport and infrastructure and has been identified as a key urban renewal precinct. The planning proposal is considered to have strong merit based on a sound analysis of relevant planning considerations and is submitted to Parramatta City Council for consideration.



90-96 Phillip Street, Parramatta NSW 2150

27.05.24

The General Manager  
 City of Parramatta Council  
 PO Box 32  
 Parramatta NSW 2124

Dear Sir/Madam

**Planning Agreement Offer**

90-94 Phillip Street, Parramatta NSW 2150 offers to enter into a Planning Agreement with Council under section 7.4 of the *Environmental Planning and Assessment Act 1979* in connection with the site-specific planning proposal at the afore-mentioned property for the provision of public benefit.

The owners at 90-94 Phillip Street, Parramatta NSW 2150 accepts the terms as generally set out in the Council's Planning Agreement template and in the following table:

Item	Terms
<b>Parties</b>	City of Parramatta Council BuildUp Phillip Pty Limited Academy Parramatta Pty Limited
<b>Land</b>	Lot 10/ DP 773452 – 90-92 Phillip St, Parramatta NSW 2150 Lot 2/ DP 706033 – 94-96 Phillip St, Parramatta NSW 2150
<b>Planning Proposal / Development Application</b>	Planning Proposal to amend the Parramatta LEP 2023 to increase the maximum building height and floor space ratio development standards to allow for a mixed use and high density development, as followed; <ul style="list-style-type: none"> <li>- Amending the maximum height of buildings map to 133m (not inclusive of the 15% Design Excellence Bonus totalling 152.95m).</li> <li>- Amending the maximum floor space ratio map to permit 12.8:1 (not inclusive of the 15% Design Excellence Bonus and 5% High Performing Bonus Buildings Bonus, totalling 15.36:1).</li> </ul>
<b>Monetary Contribution</b>	Not Applicable.

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Item	Terms
<b>Works</b>	<p>The Developer will, without charge to the council and without offset from Developer Contributions dedicate the following number of units as affordable housing.</p> <ul style="list-style-type: none"> <li>- 4 x 1-bedroom units</li> <li>- 1 x 2-bedroom units</li> </ul>
<b>Dedication of Land</b>	The Developer will dedicate road widening within Phillip Street.
<b>Other Public Benefits</b>	<p>The Developer will, without charge to the Council and without offset from Developer Contributions</p> <ol style="list-style-type: none"> <li>1. Forego their historic legal right to utilise the Charles Street Reserve for access purposes.</li> <li>2. Upgrade the public domain within the Charles Street reserve to the existing Charles Street Square.</li> <li>3. Incorporate an upper-level promenade fronting the river foreshore.</li> <li>4. Develop a 6m setback from the Charles Street Square to strengthen and activate the square.</li> </ol>
<b>Application of section 7.11, 7.12 and 7.24</b>	This agreement does not exclude the application of section 7.11, 7.12 and 7.24 of the Act to the Development.
<b>Registration</b>	TBA
<b>Dispute Resolution</b>	This will be addressed in the subsequent Draft Agreement, but generally align with the template provision.
<b>Security</b>	Not applicable, noting restrictions on issue of certificates.
<b>Restrictions on Issue of Certificates</b>	The Developer agrees that the VPA will restrict the issue of relevant Occupation Certificates to ensure the public benefits are delivered as per the agreed timings.
<b>Other Terms</b>	Not Applicable.
<b>Costs</b>	The Owners at 90-94 Phillip Street, Parramatta NSW 2150 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.

Yours faithfully

*Charbel Obeid*

Charbel Obeid  
Anchor Estate Group

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# MINUTES

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**Parramatta Local Planning Panel  
Tuesday, 4 June 2024  
3.30pm**

**Level 3, PHIVE  
Parramatta Square, Parramatta**

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**PANEL MEMBERS**

Julie Walsh (Chairperson)  
 Simone Lotz (Expert Member)  
 Michael Evesson (Expert Member)  
 Lakshmana Varathan (Community Member)

**STAFF MEMBERS**

Group Manager Major Projects and Precincts - David Birds, Team Leader Land Use Planning - Naomi L'Oste-Brown, Project Officer Land Use - Felicity Roberts, Senior Development Manager - Belinda Borg, Governance Officer (minute secretary) – Neeli Sharma

**1. ACKNOWLEDGEMENT TO TRADITIONAL OWNERS OF LAND**

The Chairperson, acknowledged the Burrumattagal people of The Dharug Nation as the traditional land owners of land in Parramatta and paid respect to their ancient culture and to their elders past, present and emerging.

**2. WEBCASTING ANNOUNCEMENT**

The Chairperson advised that this public meeting is being recorded. The recording will be archived and made available on Council's website.

**3. APOLOGIES**

There were no apologies made to this Local Planning Panel.

**4. DECLARATIONS OF INTEREST**

There were no declarations of interest made to this Local Planning Panel.

**4A. PUBLIC SPEAKERS**

The meeting commenced at 3.30 pm. The Chair invited registered speakers to address the Parramatta Local Planning Panel ('the Panel') on the item listed below:

Speaker	Item number	Title
Adam Byrnes	5.1	Gateway Request: Planning Proposal for land at 90-94 Phillip Street, Parramatta

**5. REPORTS – PLANNING PROPOSALS**

**5.1 SUBJECT** Gateway Request: Planning Proposal for land at 90-94 Phillip Street, Parramatta

**APPLICANT/S** Think Planners

**OWNERS** Buildup Phillip Pty Ltd (90 Phillip St) and Academy Parramatta Pty Ltd (94 Phillip St)

**REPORT OF** Group Manager Major Projects & Precincts

**PANEL ADVICE**

The Local Planning Panel advised the following:

- (a) That Council approve, for the purpose of seeking a Gateway determination from the Department of Planning, Housing and Infrastructure (DPHI), the Planning Proposal for land at 90-94 Phillip Street, Parramatta (**Attachment 1**), which seeks to amend the Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023) in relation to the subject site by:
  - i. Increasing the maximum Height of Buildings control on the map from 80 metres (105 metres when including all bonuses) to part 133 metres (153 metres when including all bonuses) and part 0 metres;
  - ii. Increasing the Floor Space Ratio control on the map from 6:1 (9.7:1 when including all bonuses) to 12.8:1 (15.36:1 when including all bonuses); and
  - iii. Amending Clause 7.28A so that it no longer provides a site-specific FSR and height bonus for the subject site.
- (b) That the Gateway request referred to above in recommendation (a) be submitted to the DPHI after the Applicant's Flood Report has been updated to reflect the Parramatta River Flood Study 2024.
- (c) That Council request the DPHI to provide Council with the authorisation to exercise its plan-making delegations for this Planning Proposal.
- (d) That Council authorise the CEO:
  - i. To amend the Parramatta Development Control Plan 2023 (PDCP 2023) in relation to the subject site as described in this report;
  - ii. To draft a Planning Agreement subject to the details within the submitted Letter of Offer provided at **Attachment 2** which address the matters described in this report; and
  - iii. If a Gateway Determination is issued by the DPHI, the draft Planning Agreement and draft amendment to the PDCP 2023 are placed on public exhibition concurrently with the Planning Proposal.
- (d) That Council authorise the CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process of the documents.

**VOTING**  
**Unanimous**

The meeting terminated at 4pm.



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Chairperson

Local Planning Panel 4 June 2024

Item 5.1

**PLANNING PROPOSAL**

<b>ITEM NUMBER</b>	5.1
<b>SUBJECT</b>	Gateway Request: Planning Proposal for land at 90-94 Phillip Street, Parramatta
<b>REFERENCE</b>	RZ/12/2018 -
<b>APPLICANT/S</b>	Think Planners
<b>OWNERS</b>	Buildup Phillip Pty Ltd (90 Phillip St) and Academy Parramatta Pty Ltd (94 Phillip St)
<b>REPORT OF</b>	Group Manager, Major Projects and Precincts

**DEVELOPMENT APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL Nil****PURPOSE**

To seek the Local Planning Panel advice on a Planning Proposal for land at 90-94 Phillip Street, Parramatta for the purpose of seeking a Gateway determination from the Department of Planning, Housing and Infrastructure (DPHI).

**RECOMMENDATION**

That the Local Planning Panel consider the following Council Officer recommendation in its advice to Council:

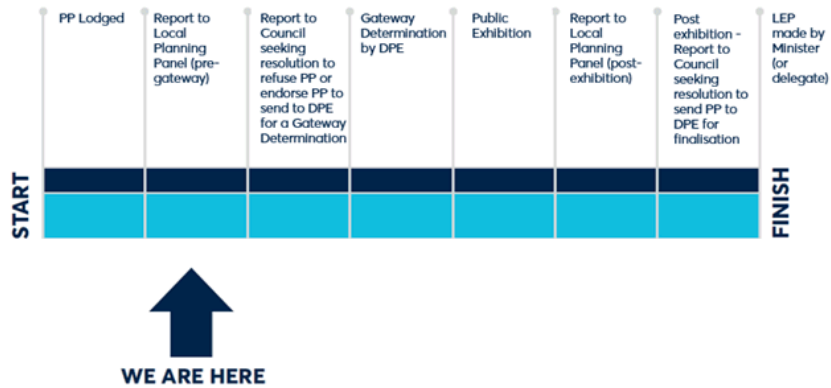
- (a) That Council approve, for the purpose of seeking a Gateway determination from the Department of Planning, Housing and Infrastructure (DPHI), the Planning Proposal for land at 90-94 Phillip Street, Parramatta (**Attachment 1**), which seeks to amend the Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023) in relation to the subject site by:
  - i. Increasing the maximum Height of Buildings control on the map from 80 metres (105 metres when including all bonuses) to part 133 metres (153 metres when including all bonuses) and part 0 metres;
  - ii. Increasing the Floor Space Ratio control on the map from 6:1 (9.7:1 when including all bonuses) to 12.8:1 (15.36:1 when including all bonuses); and
  - iii. Amending Clause 7.28A so that it no longer provides a site-specific FSR and height bonus for the subject site.
- (b) That the Gateway request referred to above in recommendation (a) be submitted to the DPHI after the Applicant's Flood Report has been updated to reflect the Parramatta River Flood Study 2024.
- (c) That Council request the DPHI to provide Council with the authorisation to exercise its plan-making delegations for this Planning Proposal.
- (d) That Council authorise the CEO:
  - i. To amend the Parramatta Development Control Plan 2023 (PDCP 2023) in relation to the subject site as described in this report;
  - ii. To draft a Planning Agreement subject to the details within the submitted Letter of Offer provided at **Attachment 2** which address the matters described in this report; and

Local Planning Panel 4 June 2024

Item 5.1

- iii. If a Gateway Determination is issued by the DPHI, the draft Planning Agreement and draft amendment to the PDCP 2023 are placed on public exhibition concurrently with the Planning Proposal.
- (d) That Council authorise the CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process of the documents.

**PLANNING PROPOSAL TIMELINE**



**SUMMARY**

1. This report seeks the advice of the Local Planning Panel on a Planning Proposal for land at 90-94 Phillip Street, Parramatta for the purpose of seeking a Gateway determination from the DPHI.
2. The Planning Proposal seeks to amend Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023) as shown in **Table 1** below:

**Table 1:** Existing and proposed controls

Control	Current control	Proposed control
Height of Buildings (Mapped)	80m	133m
Height of Buildings (Total including 15% Design Excellence bonus)	105m* (31 storeys mixed use)	153m (47 mixed use storeys)
Floor Space Ratio (Mapped)	6:1	12.8:1
Floor Space Ratio (Total including 15% Design Excellence bonus and 5% High Performing Buildings bonus)	9.7:1*	15.36:1

\* The current height and FSR controls are also subject to a 13 metre and a 2.5:1 site-specific bonus under the controls introduced by SEPP 2. These are included in the total figures for these controls.



Local Planning Panel 4 June 2024

Item 5.1

- The Planning Proposal necessitates amendment of the Parramatta Development Control Plan (DCP) 2023 to increase the eastern tower setback and align with the reference scheme.

### SITE DESCRIPTION

- The subject site is located at 90 and 94 Phillip Street, Parramatta and has a legal description of Lot 10 DP 773452 (90 Phillip St) and Lot 2 DP 706033 (94 Phillip Street) (see **Figure 1**). The site is on the southern bank of the Parramatta River and is to the west of the Ferry Wharf known as "Parramatta Quay" and the recently completed Charles Street Square. The total site area is 2,192 sqm.
- Both 90 and 94 Phillip Street contain existing four storey commercial buildings with four storeys above ground floor level car parking. Vehicular access is provided to 90 Phillip Street directly from Phillip Street. Vehicular access is provided to 94 Phillip Street from a driveway over an unmade part of Charles Street directly to the east of the site (refer to **Figure 2** below). This arrangement is under an existing right of carriageway over Council owned land that benefits No. 94 Phillip Street.

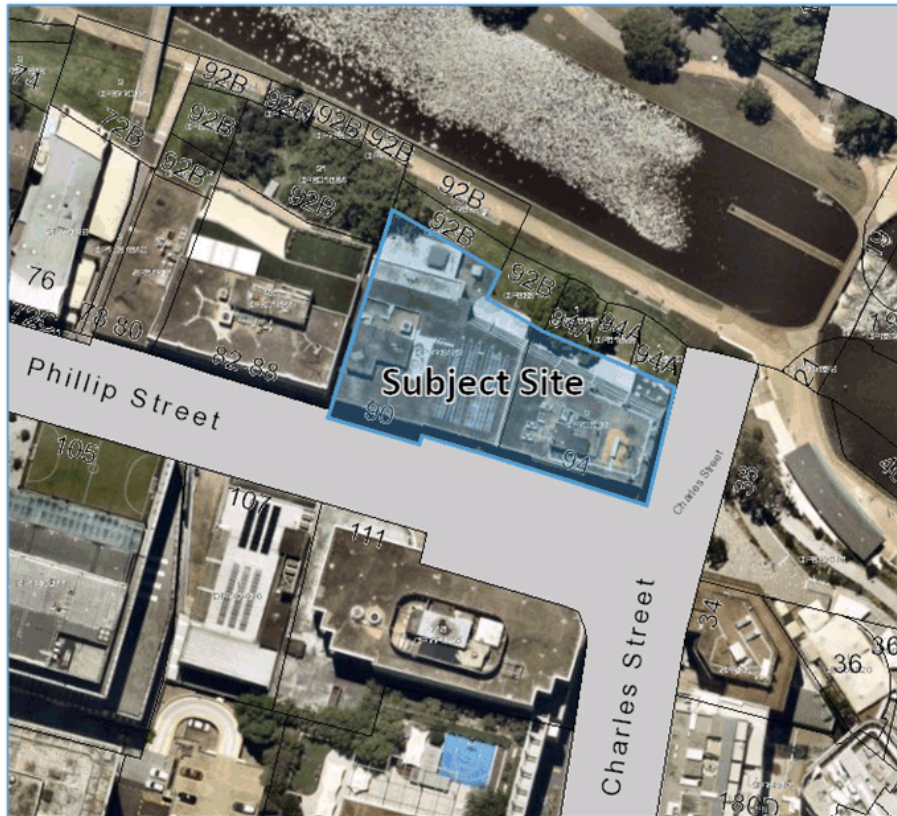
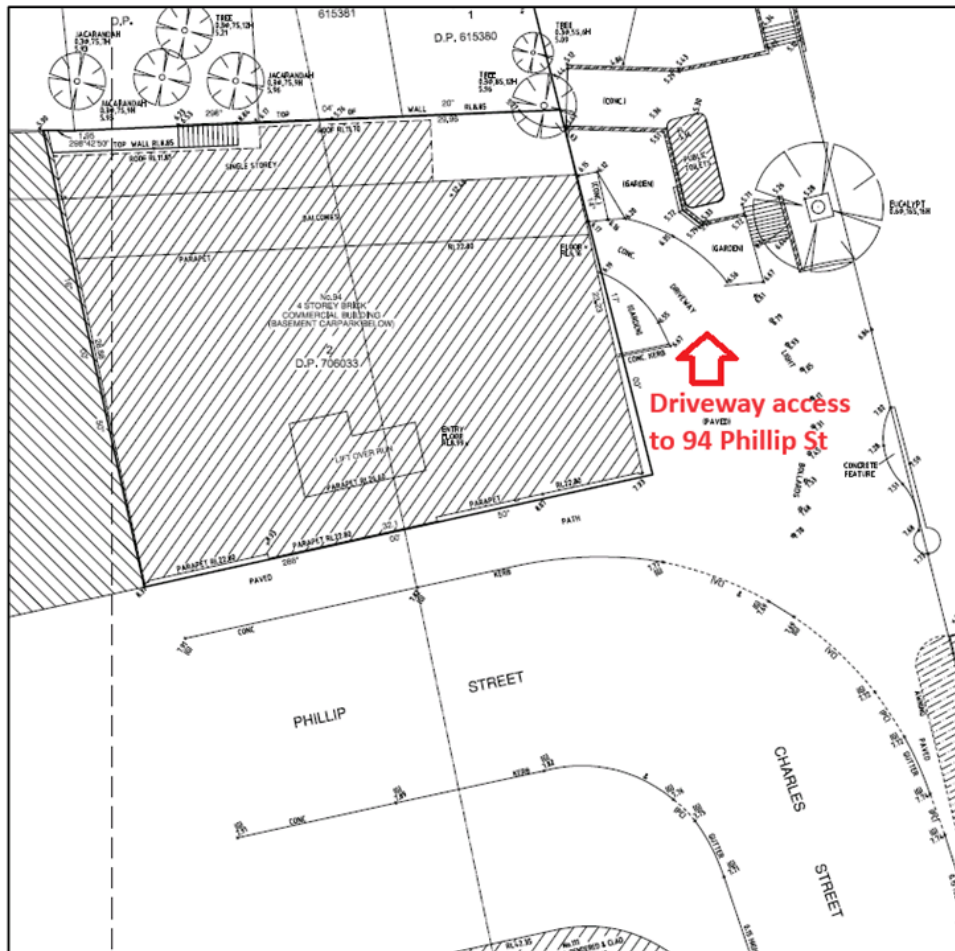


Figure 1: Site location (City of Parramatta GIS)

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**Figure 2:** Extract from site survey indicating location of current driveway access to 94 Phillip St over unmade portion of Charles Street (Source Applicant's site survey – Norton Survey Partners)

## BACKGROUND

6. In October 2018, the applicant (at that time, Hamptons Property Services, now Think Planners) lodged a Planning Proposal with the City of Parramatta Council for land at 90 to 94 Phillip Street, Parramatta seeking to increase the density of development permitted within the MU1 Mixed Use zoning of the site. The Planning Proposal sought to increase the floor space ratio (FSR) from 6:1 to 21:1 (including the 15% design excellence bonus). It also sought to increase the height control from 80 metres (92 metres including 15% Design Excellence bonus) to 210 metres (including 15% Design Excellence Bonus).
7. Initial assessment by Council Officers raised concerns regarding the density and scale of the proposal considering the prominence of the site on the Parramatta River adjoining Charles Street Square, and its high visibility from the ferry approach to the CBD. The applicant's Planning Proposal submitted that it was consistent with the draft Parramatta CBD Planning Proposal on the basis that it reflected the draft planning controls at that time including unlimited commercial floor space. The applicant also argued that the site was subject to the draft Opportunity Site provisions. The Opportunity Site provisions provided for a bonus

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FSR of 3:1 for certain sites that were considered of sufficient size and location to accommodate higher densities with minimal impacts on surrounding development. However, it is noted that the subject site did not meet the relevant site depth requirement to use this draft provision.

8. Several revised reference designs were submitted by the applicant in 2019, which proposed a total FSR of 21:1. Noting the significance of the site on the river foreshore addressing Charles Street Square and a site-specific Planning Proposal for 66 Phillip Street within the same street block, Council staff conducted urban design analysis of these two sites in context of the broader street block. This preliminary urban design work identified potential unsatisfactory outcomes from such building heights along the river and the report to Council dated 15 June 2021 relating to the post-exhibition of the CBD Planning Proposal recommended that this area be removed from the proposed amendment to allow further analysis. Notwithstanding, at the 15 June 2021 meeting Council resolved to proceed with the draft controls for the Phillip Street block under the Parramatta CBD Planning Proposal including incentive building heights and FSR, minimum commercial provisions and the Opportunity Site bonus.
9. The Parramatta CBD Planning Proposal was implemented by Parramatta Local Environmental Plan 2011 (Amendment 56) which was notified on 6 May 2022 and took effect on 14 October 2022. The then DPE finalisation report recommended that the Phillip Street Block not progress as part of the CBD PP and that the block retain its current controls. The DPE's finalisation report was informed by the Department's built form modelling and the findings of an Independent Rapid Assessment of the Parramatta CBD Planning Proposal. The Independent Rapid Assessment was prepared by Bennett and Trimble on behalf of the then DPE and is discussed below under the heading of Urban Design. Based on these considerations, the then DPE excluded the Phillip Street block from the new controls and the existing density controls remained for the site at a FSR of 6:1 and HOB of 80 metres.
10. The, then DPE made further changes to the Parramatta CBD planning controls through State Environmental Planning Policy Amendment (Parramatta CBD) (no. 2) on 16 December 2022. This introduced controls to facilitate growth in employment uses within certain B3 Commercial Core and B4 Mixed Use zone sites within the Parramatta CBD as well as uplift for the Phillip Street Block, subject to certain provisions being met. In this regard, Clause 7.28A permits development in the Phillip Street block (including the subject site) to exceed the floor space ratio limit by 2.5:1 subject to conditions.
11. The density bonuses now applicable to the site under Clause 7.28A provide the site with the potential for a total FSR of 9.7:1 which is less than that sought by the applicant's Planning Proposal.

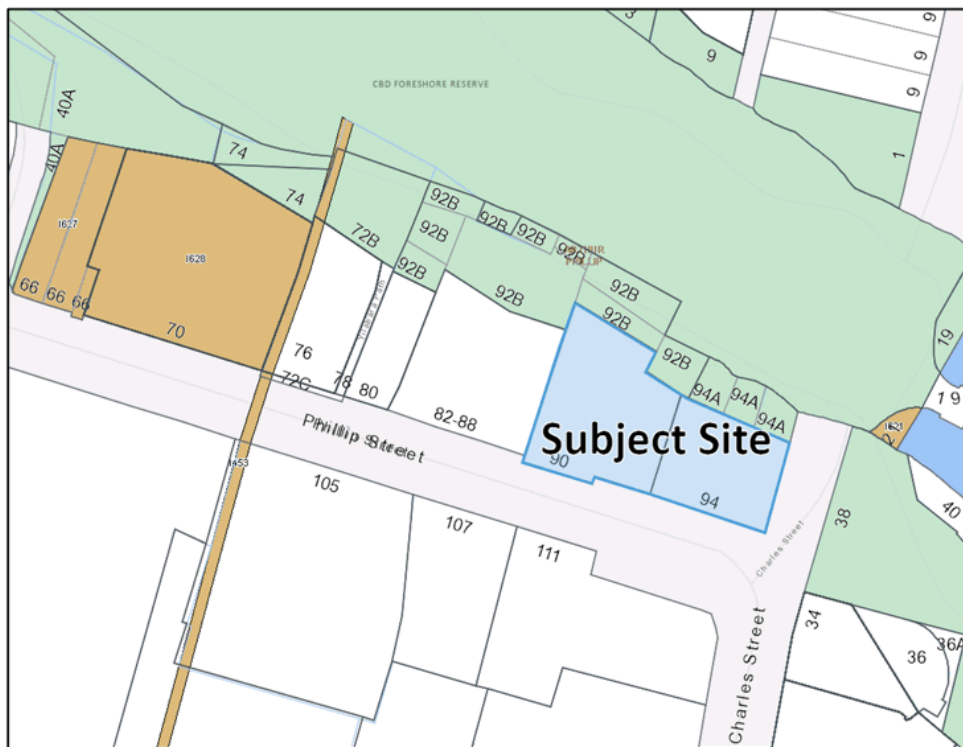
#### **CURRENT PLANNING CONTROLS**

12. Under the provisions of the Parramatta LEP 2023, as introduced by SEPP 2, the following planning controls apply to the subject site:
  - a. Land Use zoning: MU1 Mixed Use.

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- b. Maximum Height of Buildings across the majority of the site: 80 metres (105 metres including 15% Design Excellence bonus and 13 metre bonus under Clause 7.28A).
  - c. Maximum floor space ratio (FSR) of 6:1 mapped (9.7:1 including 15% Design Excellence bonus and 2.5:1 bonus under Clause 7.28A).
  - d. Maximum tower width of 35 metres when viewed from the Parramatta River in order to use the 2.5:1 bonus FSR.
  - e. Local Road Widening Reservation under the Land Reservation Acquisition Map. This applies to a narrow strip of land approximately 2 metres wide on part of the Phillip Street frontage of 90 Phillip Street.
13. The site is not heritage listed. However, there are several items within proximity to the site that are identified as items of local heritage significance under Parramatta LEP 2023 (Refer to **Figure 3** below). Approximately 40 metres to the north-east of the site is "Charles Street Weir". Approximately 70 metres to the west of the site is the "Convict Drain", further to the west is "Barnaby's Restaurant and potential archaeological site" at 70 Phillip Street and there is the item named "Office and potential archaeological site" at 66 Phillip Street.



**Figure 3:** Heritage items within proximity of the subject site (shown in brown shading)

14. The site is also subject to the Parramatta Development Control Plan (DCP) 2023, specifically, Section 9.5.1.2 which contains controls relating to the City East Block. The City East Block includes the subject site and is bound by Wilde Avenue, Phillip Street, Charles Street Square and the north bank river foreshore open space (see **Figure 4** below). The reference scheme submitted with the Planning Proposal does not comply fully with the DCP controls and an assessment against the DCP controls and discussion regarding appropriate DCP amendments is discussed further below.

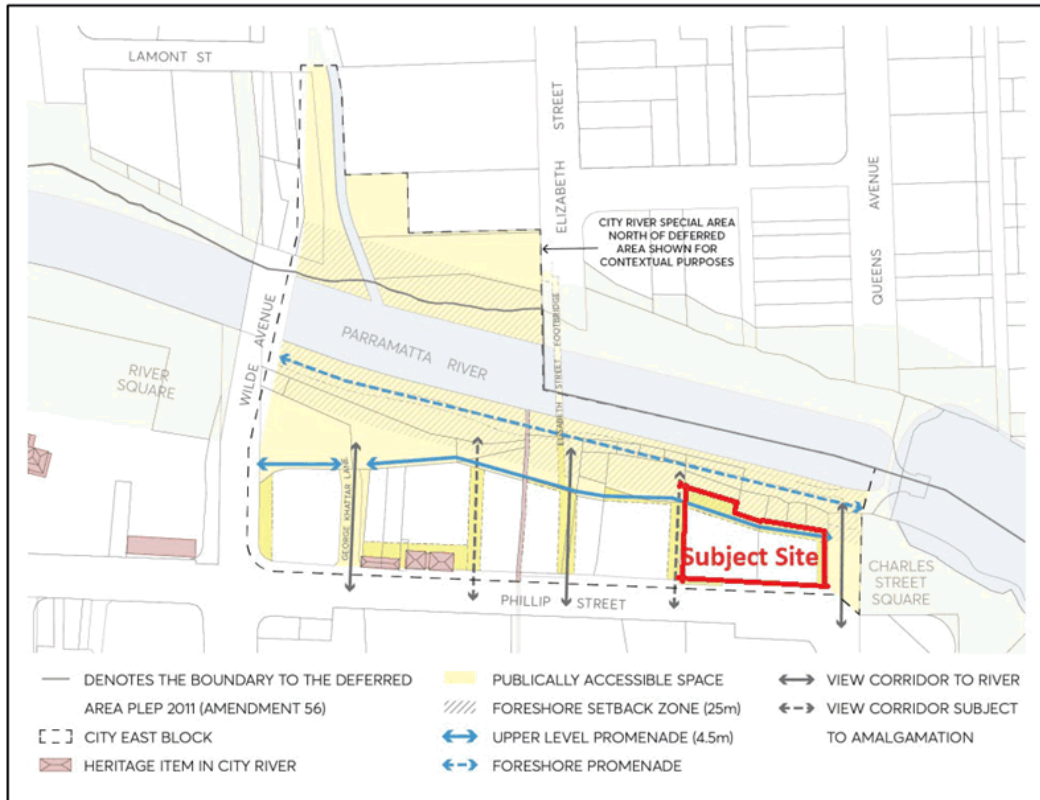


Figure 4: Extract from Parramatta DCP 2023 - City East Block Framework

**DESCRIPTION OF PLANNING PROPOSAL**

15. The Planning Proposal seeks to amend Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023) as shown in **Table 2** below:

**Table 2:** Existing and proposed controls

Control	Current control	Proposed control
Height of Buildings (Mapped)	80m	133m
Height of Buildings (Total including 15% Design Excellence bonus)	105m* (31 storeys mixed use)	153m (47 mixed use storeys)
Floor Space Ratio (Mapped)	6:1	12.8:1
Floor Space Ratio (Total including 15% Design Excellence bonus and 5% High Performing Buildings bonus)	9.7:1*	15.36:1
Clause 7.28A	2.5:1 FSR bonus and 13m height bonus subject to conditions including maximum tower width of 35m.	Amendment of clause to remove its application to 90-94 Phillip Street.

\* The current height and FSR controls are also subject to a 13 metres and a 2.5:1 site-specific bonus under the controls introduced by SEPP 2 these are included in the total figures for these controls.

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16. The change to Clause 7.28A referred to in Table 2 above is proposed as the site will no longer require the currently available site-specific FSR bonus of 2.5:1 and height bonus of 13 metres. Development of the site can achieve the full FSR and height included in the Planning Proposal using the mapped controls plus bonuses applicable under other provisions within the Parramatta LEP 2023.
17. **Table 3** below provides the floor areas and indicative dwelling count outlined in the Reference Scheme under the proposed height control included in the Planning Proposal. The actual quantum of development provided will be subject to a design excellence competition and assessment at the DA stage.

**Table 3: Floor Area and Dwelling Count Comparison Between Existing and Proposed Controls**

Controls	Floor Area	Mix	FSR
Existing controls	21,262sqm*	280 dwellings 4,577 sqm commercial	9.7:1
Planning Proposal Reference Scheme	33,669 sqm*	405 dwellings 4,577 sqm commercial	15.33:1

\*Subject to a design excellence competition and assessment at DA stage

18. The Planning Proposal is accompanied by a draft Planning Agreement Letter of Offer seeking to secure:
- 5 x affordable housing units (a mixture of four (4) x one bedroom apartments and one (1) x two bedroom apartment);
  - Dedication of road widening within Phillip Street;
  - Forego their historic legal right to utilise the Charles Street Reserve for access purposes;
  - Upgrade of the public domain within Charles Street reserve to the existing Charles Street Square;
  - Incorporation of an upper-level promenade fronting the river foreshore; and
  - Development of a 6 metre setback from the Charles Street Square to strengthen and activate the square.
19. The Planning Proposal is accompanied by the following supporting documentation submitted by the applicant:
- Planning Proposal document prepared by Think Planners (see **Attachment 1**).
  - Reference Design prepared by PTI Architecture for a mixed use scheme (see **Attachment 3**).
  - Urban Design Report prepared by AE Design Partnership (**Attachment 4**).
  - Flooding Report prepared by Water Technology (**Attachment 5**).
  - Traffic and Parking Assessment Report prepared by CJP Consulting Engineers (**Attachment 6**).

**PLANNING PROPOSAL ASSESSMENT**

20. The NSW Government Local Environmental Plan Making Guideline 2022 provides that for a Planning Proposal to proceed through Gateway determination, the Minister (or their delegate) must be satisfied that the proposal has strategic and site-specific merit and that identified potential impacts can be readily addressed during the subsequent plan making stages.
21. Recently, the Minister for Planning has written to all councils and planning panels (see **Attachment 7**) 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'*.
22. The Minister also advises in his letter that updated region and cities plans are being prepared by the Greater Cities Commission, 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.
23. The Planning Proposal presents the opportunity to accommodate more housing growth in an already identified Growth Precinct in accordance with Council's Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS). The outcome will generate greater public benefits than the existing development controls for the site and provide an opportunity to improve the relationship of the site to the public domain of Charles Street Square and the Parramatta River Foreshore. A summary of how the subject Planning Proposal is consistent with all relevant policies is provided in the Planning Proposal at **Attachment 1**.
24. The following sections detail Council Officer assessment of the Planning Proposal based on strategic merit and site-specific planning issues.

**Strategic Merit**

25. Council Officers consider that the Planning Proposal is aligned with key state policies including the Greater Sydney Region Plan, the Central City District Plan and key local policies including the Local Strategic Planning Statement and Local Housing Strategy. This alignment is discussed below.
26. The Planning Proposal detailed in **Attachment 1** provides a full assessment of the Proposal's consistency against relevant State Planning Policies and Ministerial Directions under Clause 9.1 of the Environmental Planning and Assessment Act 1979. Ministerial Direction 4.1 Flooding is of specific relevance to the site and is discussed below.

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Greater Sydney Region Plan and Central City District Plan

27. The Greater Sydney Region Plan: A Metropolis of Three Cities outlines the 10 Directions established with an aim of delivering a sustainable city supported by adequate and well-developed infrastructure. The Planning Proposal is aligned with the four key directions - Infrastructure and collaboration: Liveability, Productivity and Sustainability. The subject site being located within the Parramatta CBD facilitates access to an array of public transport options, including trains, buses, and ferries, with the added benefit of an upcoming metro line and light rail service. Anticipating a 30-minute connection to the Sydney CBD via the prospective metro line, this integration fits with the existing infrastructure.
28. Under Direction 2 – Liveability, Objectives 3, 4 and 5, this Planning Proposal aims to increase walkability by concentrating population around the metropolitan centre, while also meeting housing targets. It promotes accessibility to amenities and open spaces through active transport modes, enhancing equity and infrastructure efficiency. The proposal also provides the opportunity for public domain upgrades, especially along the Parramatta River foreshore, improving the city's appeal and functionality for residents and visitors.
29. The Central City District Plan (CCDP) identifies the importance of growth within the strategic centres in terms of housing and employment opportunities. Emphasising economic outcomes, the scheme assists by incorporating street level employment spaces, promoting a live-work environment with a potential for individuals to reside and work in the same place. Further, the scheme also helps address the current housing crisis, by offering new housing in a highly liveable location offering a diverse range of housing options.

Local Strategies

30. The Local Strategic Planning Statement (LSPS) and the Local Housing Strategy (LHS) provide a strategic direction for shaping the City's future planning controls identifying Parramatta CBD as a Metropolitan Centre, a growing district with an increasing range of jobs and services. The LSPS and LHS anticipate an additional 7,180 dwellings and 34,500 jobs by 2036 in the precinct. The Planning Proposal would contribute towards meeting these targets through the provision of modern employment floorspace, and additional dwellings.
31. The Parramatta Community Strategic Plan is a 25-year plan with strategic objectives for the local government area. It seeks to formalise ideas that will shape and transform the area by 2038 and provide a pathway to manage growth and liveability, whilst providing additional jobs for residents. The Planning Proposal is consistent with this, facilitating jobs through commercial floorspace and an activated street frontage. The mixed use scheme is consistent with the Plan as it would result in jobs and housing concentrated in an area close to public transport infrastructure.

Parramatta River Strategy

32. The Parramatta CBD River Strategy, endorsed by Council in 2015, outlines a comprehensive vision for revitalising the riverfront areas. The proposed development at the corner of Phillip Street and Charles Street Square aligns with this strategy, aiming to create a positive interface with the public domain

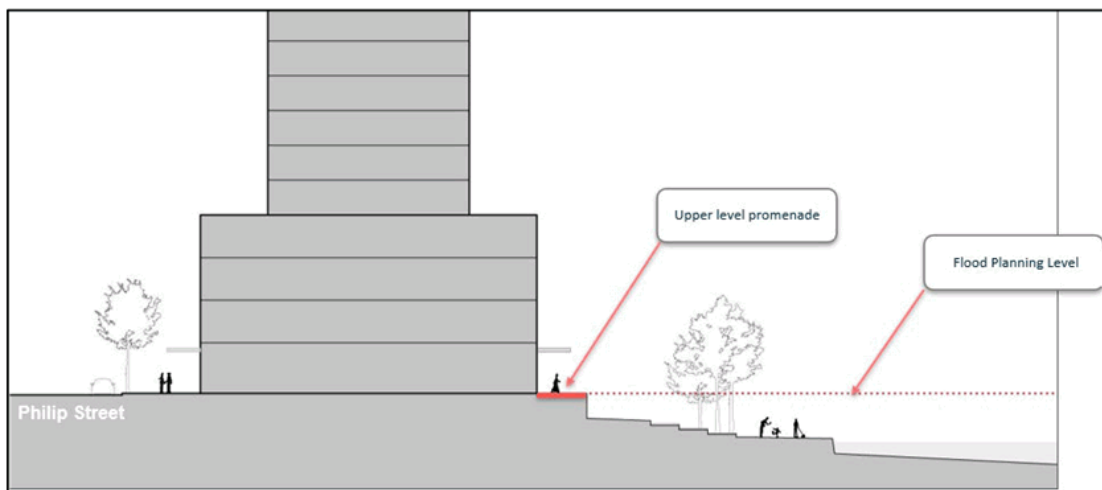


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consistent with the urban design principles it sets forth. The inclusion of commercial spaces on the ground floor, facing the river, Phillip Street, and Charles Street Square, reflects the strategy's goal of fostering an active and inviting pedestrian environment along the riverfront.

33. A key feature of the CBD River Strategy is a proposed upper level promenade. Under the Strategy, the upper level promenade and south bank terraces would mediate between the level of the river and the city to create new spaces for both daily and event use. The upper level promenade will provide:
- a. A new pedestrian pathway with opportunities for retail/commercial tenancies and building addresses along the river;
  - b. A continuous upper level public walkway which connects Charles Street Square to the Wilde Avenue Bridge;
  - c. Accessible and safe egress from the river corridor during flood events; and
  - d. Level access and continuity between Phillip Street and the River Foreshore.
34. **Figure 5** below shows the proposed upper level promenade and its relationship with the river, the flood planning level and the foreshore.



**Figure 5:** Relationship of proposed Upper Level Promenade with Parramatta River and the flood planning level. (Source: City of Parramatta)

### Site-specific Merit

#### Urban Design

##### *Urban Design Principles*

35. The site has been subject to previous urban design analysis and built form testing by DPHI and Council Officers. The testing was done as part of the preparation and finalisation of the Parramatta CBD Planning Proposal and focussed on the entire street block bounded by Wilde Avenue, Phillip Street, Charles Street Square and the north bank river foreshore open space. A chronology of the urban design analysis is outlined below:
36. November 2020:-

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Council Officers analysis of the Phillip Street River Block informed Council Officer recommendations on the finalisation of the Parramatta CBD Planning Proposal.

37. March 2022:-  
The DPHI prepared an "Independent Rapid Assessment of the Parramatta CBD Planning Proposal" to determine whether the proposed controls in the Parramatta CBD Planning Proposal result in appropriate built form outcomes and should proceed to finalisation. This work informed the DPHI's finalisation of the Parramatta CBD Planning Proposal and subsequently Parramatta LEP 2011 (Amendment 56).
38. December 2022:-  
The DPHI prepared the "Parramatta CBD Transition Area Review" which resulted in the DPHI making further changes to the Parramatta CBD planning controls through State Environmental Planning Policy Amendment (Parramatta CBD) (No. 2) which was notified on 16 December 2022. The State Environmental Planning Policy Amendment (SEPP Amendment) introduced controls to facilitate growth in employment uses within certain B3 Commercial Core and B4 Mixed Use zoned sites within the Parramatta CBD as well as uplift for the Phillip Street Block, subject to certain provisions being met. In this regard, Clause 7.28A permits development in the Phillip Street block (including the subject site) to exceed the floor space ratio limit by 2.5:1 and height by 13 metres subject to conditions. A key condition for the use of this bonus FSR and height is a maximum tower width of 35 metres when viewed from the Parramatta River.
39. A detailed description of the urban design analysis studies outlined above is provided in **Attachment 8**. In summary, the primary urban design principles identified for the Phillip Street block in the above studies which are relevant to the subject site include:
- a. *Delivery of Upper Level Promenade:-*  
Redevelopment of the site provides an opportunity to provide an upper-level promenade and provide new and enhanced views towards the river from the city centre. Noting that DPHI acknowledge that additional FSR is required to encourage redevelopment.
  - b. *Enhancement of relationship of city with Parramatta River:-*  
Redevelopment of the site must be balanced with the need to protect and enhance the relationship of the city with the Parramatta River and the scale of redevelopment should have parity with the scale of the River. Towers should help define the river as a key public space and not dominate the riverfront.
  - c. *Enhancement of views of Parramatta River:-*  
The amendments under SEPP 2 have sought to strike a balance by providing additional bonus FSR subject to conditions including a maximum tower width of 35m when viewed from the river. This aims to contribute towards maintaining and enhancing views of the river from the City Centre, and new ground floor pedestrian laneways will open the physical relationship with the river.
  - d. *Reinforcement of commercial core to the south:-*  
Buildings on the southern river foreshore should have heights that step down from the building heights in the core of the Parramatta CBD to

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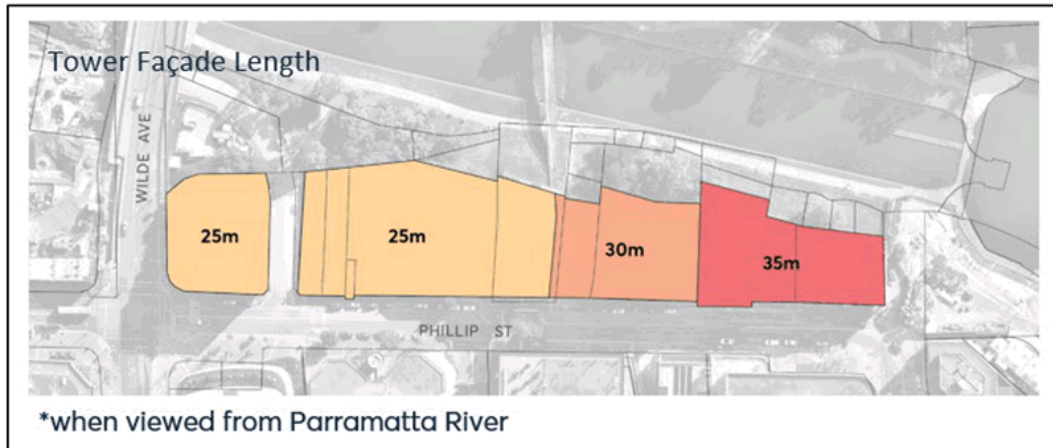
reinforce the commercial core of the City and to avoid visually dominating the river corridor.

*Analysis of implications of SEPP 2 controls*

40. Council Officers have conducted an analysis of the controls currently permitted for the site as introduced by SEPP 2. The analysis sought to identify risks embedded in the SEPP 2 controls to delivering Council's vision for the Phillip Street block. It also sought to identify differences between the SEPP 2 controls and the nature of development reflected in the current Parramatta DCP 2023 controls.
41. The analysis found that the controls will achieve generously distributed space between towers, will provide for a skyline which steps down towards the river and the 0-metre height limit along the perimeter of the site will help rationalise the foreshore alignment.
42. However, the current controls provide little incentive for the site to deliver the upper-level promenade. In this regard, including bonuses, the site can achieve a height of 105 metres but can only achieve a FSR of approximately 7:1 (mixed use) within the current height control due to the tower width control, which results in a tower floorplate of 536sqm Gross Building Area (GBA). Further, the description of tower maximum width control of 35 metres within Parramatta LEP 2023 Clause 7.28A "as seen from the river" is ambiguous wording which is open to interpretation. The control itself also appears to have been developed with building separation objectives as the primary goal without consideration of workable floorplates or achievable floor space area.
43. Should Council resolve to support the Planning Proposal, the tower maximum width control of 35 metres within Parramatta LEP 2023 Clause 7.28A would not need to be utilised by the site to achieve the new density control. As such, the tower width of 35m would not apply and the clause would become redundant. It is therefore recommended that the parts of Clause 7.28A that apply to the subject site be removed.

*Implications for wider Phillip Street block*

44. Clause 7.28A allows for bonus FSR (subject to conditions) for the other remaining sites within the Phillip Street block. **Figure 6** below shows the sites affected by the clause and the relevant maximum tower widths.



**Figure 6:** Sites affected by Clause 7.28A and the maximum tower widths applicable under the clause. Subject site is the eastern most site.

45. The Planning Proposal raises the issue of these remaining sites within the Phillip Street block and whether it is appropriate to consider similar amendments to the controls to ensure cohesive development along the foreshore and delivery of the upper-level promenade.
46. Council has recently appointed a consultant to consider the realisation of the future upper-level promenade at the interface of the Parramatta River foreshore and the future built form edge in the Phillip Street block between Charles Street Square and Wilde Avenue. A flood consultant has also been engaged to provide advice and inform the development of a reference design. This work will evaluate the impacts of the promenade alignment (within or adjacent a site) on individual property area and built form outcomes. Any recommendations arising from this work will be considered in a future report to Council and may result in a need to revisit the planning controls on the remaining sites in a similar manner to facilitate the delivery of the public domain outcomes.
47. In the meantime, for the subject site, the applicant has indicated an intention to move forward with development of the site. This would provide a catalyst for the redevelopment of the remaining sites within the Phillip Street block and delivery of the adjoining sections of the upper-level promenade. As such it is important that Council consider the subject planning proposal in the context of the work already carried out on enabling the development of the subject site, and in doing so examine if the proposal can facilitate the delivery of the public domain improvements being sought in a suitable manner. Clause 7.28A will continue to apply to the other sites within the Phillip Street block as shown in **Figure 6**.

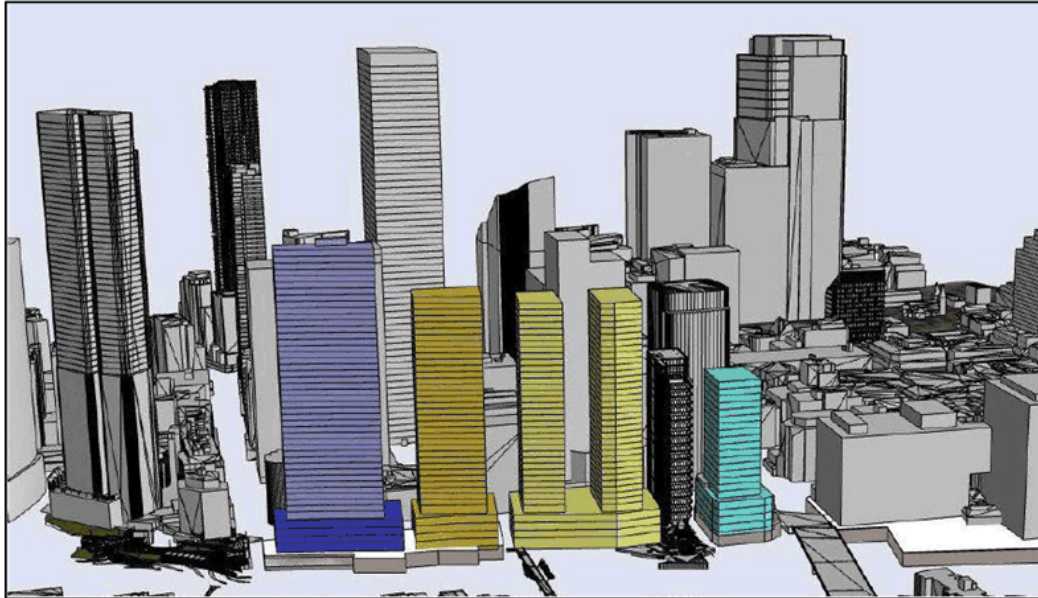
#### *Assessment of Reference Design*

48. The reference design submitted by the applicant (see **Attachment 3**) supporting the Planning Proposal has been reviewed by Council Officers. The assessment has considered the Urban Design Principles summarised above and the controls for the broader street block within the Parramatta DCP 2023 noting the constraints of the site.
49. **Figure 7** below shows the built form massing of an indicative mixed use building that could be achieved under the proposed controls in context of surrounding development. The subject site is shown in blue and the grey buildings are existing

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or approved. The orange, yellow and light blue buildings indicate a hypothetical built form under existing controls for the remainder of the Phillip Street block which reflects a total height of 105 metres.



**Figure 7:** Proposed Building Massing for 90-94 Phillip Street – subject site shown in blue. (Source: Applicant's Urban Design Report – AE Design Partnership)

50. The following comments are made in relation to the Urban Design Principles for the Phillip Street block described above:

*a. Delivery of Upper-Level Promenade*

The increase in overall density is significant compared with that permissible at present. A move away from the maximum tower width control of 35 metres has also provided for a larger tower floorplate of approximately 900 sqm in gross building area compared with a tower floorplate of approximately 536 sqm which would be permissible under the current tower width control. The Planning Proposal provides greater incentive for the redevelopment of the site and as such an opportunity for the delivery of the upper-level promenade.

*b. Enhancement of relationship of city with Parramatta River*

**Figure 8** below is extracted from Part 9.5.1.2 (City East Block) within Parramatta DCP 2023 and demonstrates Council's intention for the public domain and river foreshore in this locality. The reference scheme is able to facilitate the required ground floor setbacks and upper level promenade.

This Part within the Parramatta DCP 2023 provides for a 6 metre podium setback from the boundary on the eastern side of the site to extend the public domain of Charles Street Square and align the visual connections north-south down Charles Street. This setback area is to be a publicly accessible space. This part of the site is currently built up with part of the existing commercial building, and the site achieves vehicular access

over Council owned land within the unmade section of Charles Street immediately to the east. The reference scheme indicates that the driveway location will be relinquished and the area integrated with Charles Street Square. As such, redevelopment of the site will facilitate the expansion of the area of Charles Street Square and an improvement in the relationship of the site with the public domain as envisioned within the Parramatta DCP 2023.

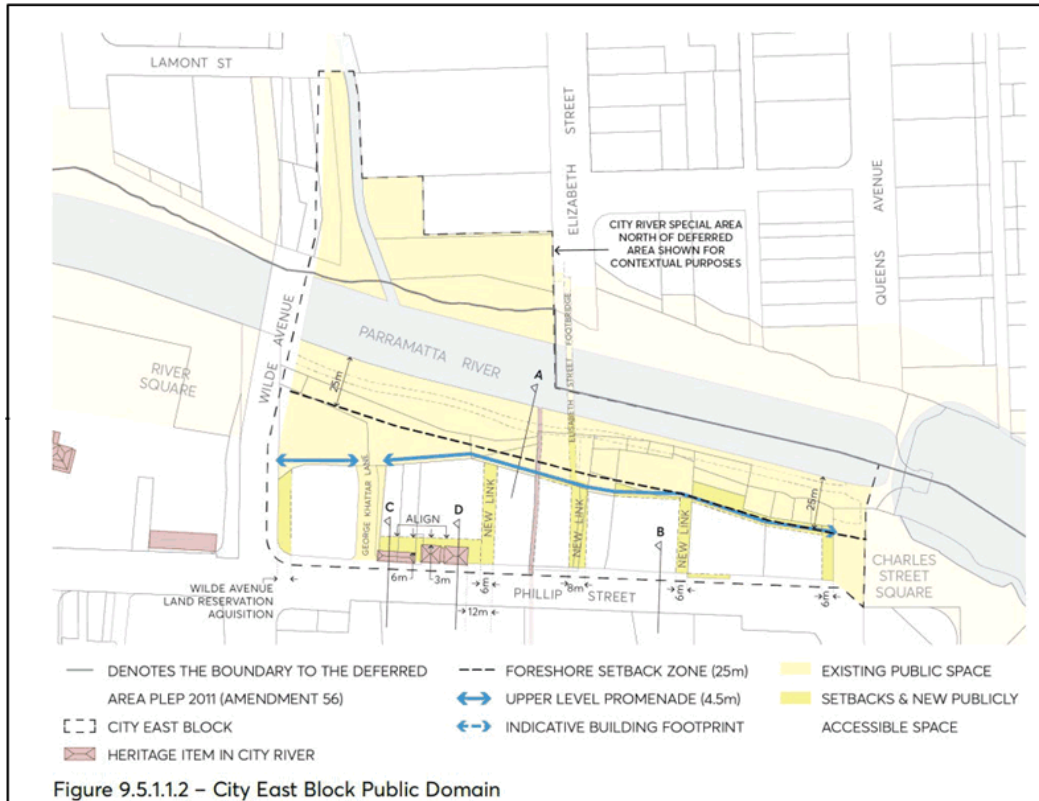


Figure 8: Public Domain framework extracted from Parramatta DCP 2023

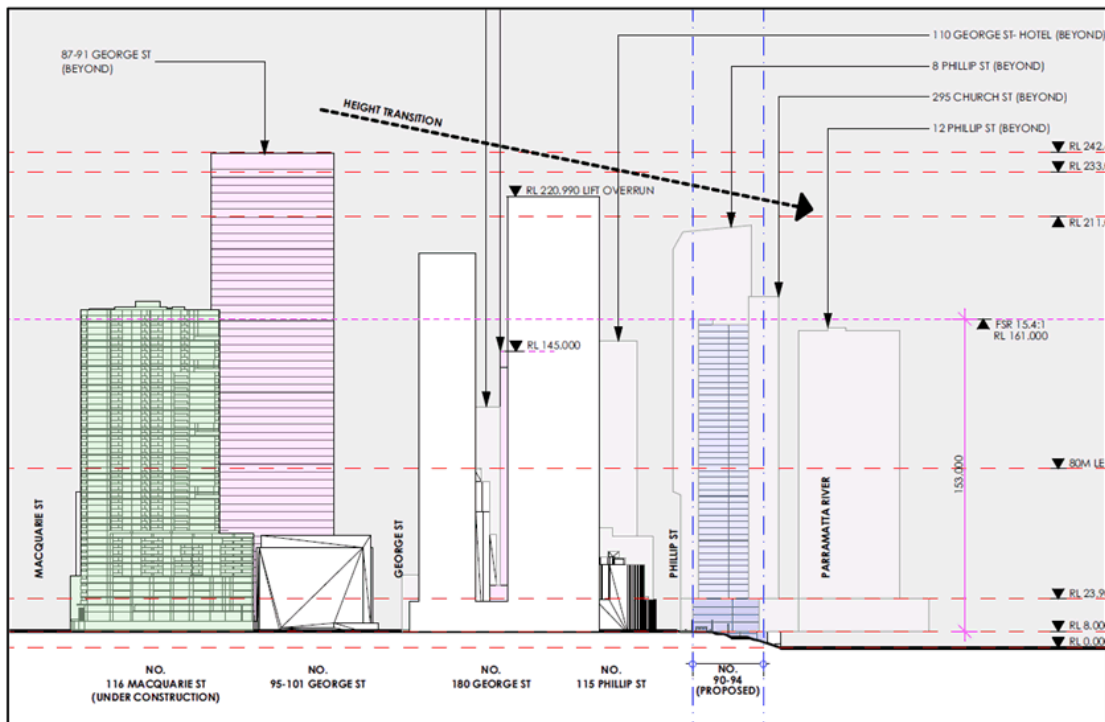
c. *Enhancement of views of Parramatta River*

The reference scheme indicates a western tower setback of 9 metres which will provide separation from any future tower on the site to the west and improve views to the river. The proposed eastern upper-level tower setback of 6 metres from the podium (12 metres from the eastern boundary) is in excess of the minimum tower setback of 3 metres prescribed under the Parramatta DCP 2023. This increase in tower setback is proposed for this site in order to mitigate the increased height, bulk, scale and wind impacts to and from the public domain from the increased height of the building and will also help increase views of the river.

Part 9.3.3.3 (Tower Slenderness) of the Parramatta DCP 2023 applies to the Parramatta City Centre generally and prescribes a maximum tower floorplate length of 45 metres for buildings in the MU1 zone. The reference scheme includes a tower floorplate length of 47.4 metres and is therefore marginally in excess of the control. A variation of this nature is appropriate for consideration in the assessment of a development application for the site.

d. Reinforcement of commercial core to the south

The proposed height of 133 metres (15 metres including Design Excellence bonus) complies with the principle of providing a stepping down of the height from the commercial core of the city towards the river. **Figure 9** below demonstrates a built form diagram of the stepping down in height controls based on existing and approved developments. Immediately to the south-east of the subject site at 180 George Street is a recently developed tower at a total height of 210 metres. While this is 57 metres greater than the height being sought by the Planning Proposal, the circumstances of this site are different in that it benefits from a large site area as such, the floor space ratio achieved on this site was lower at 11.49:1. Other circumstances that differ from the subject site are the context of the site which is setback further from the river particularly when viewed from the ferry approach to the ferry wharf. As such, it is appropriate for the subject site to step down in height from the existing building at 180 George Street which the Planning Proposal achieves.



**Figure 9:** Built form diagram showing stepping down in height reflecting existing and approved developments. Subject site shown in blue (Source: Applicant's Reference Scheme – PTI Architecture)

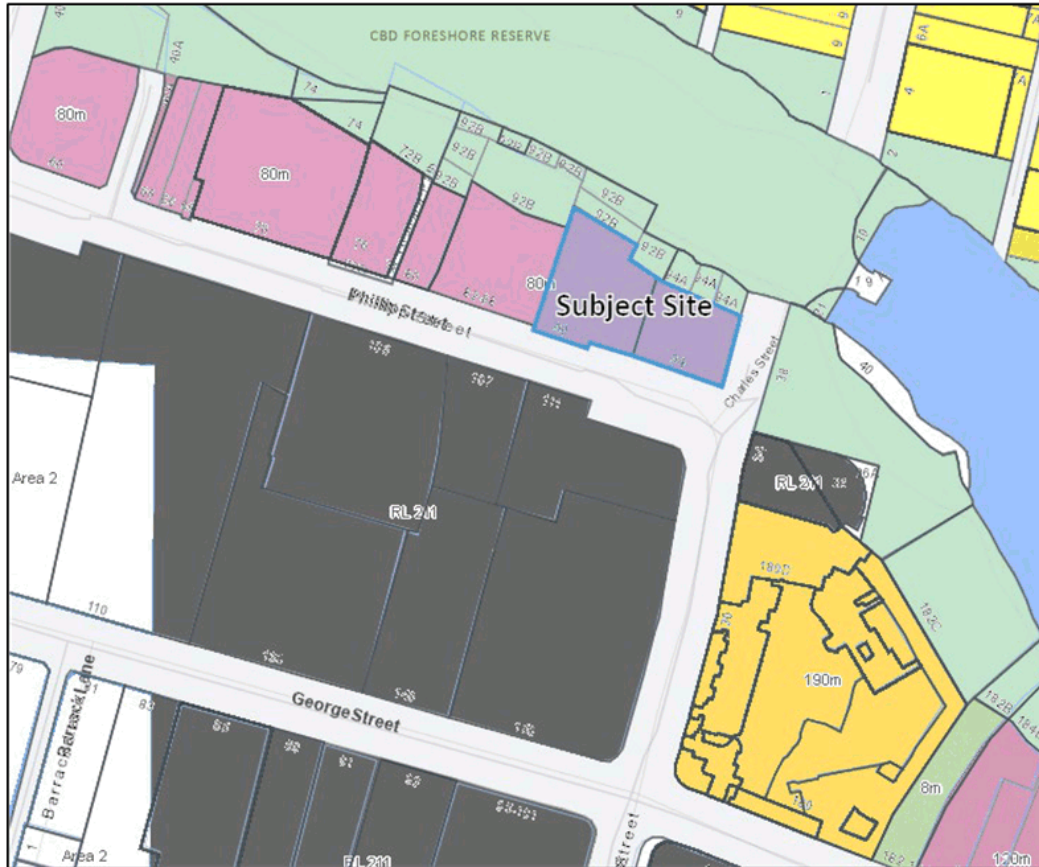
d. Reinforcement of commercial core to the south (continued...)

Future development will likely further reinforce this pattern due to the height control currently applicable to the south of the site. **Figure 10** below shows an extract from the Parramatta LEP 2023 Height of Buildings map demonstrating the existing height controls in the proximity of the subject site. The area immediately to the south is subject to a Reduced Level (RL) height control of 211 metres (243m RL including Design Excellence bonus). This RL height control translates to various heights when measured in

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metres above ground level. The parcels immediately to the south of the subject site would equate to a height control in metres above ground of approximately 235 metres. As such, the proposed height control for the subject site is approximately 82 metres less than the control applicable to sites to the south, providing a significant step down in height towards the river foreshore.



**Figure 10:** Existing height controls in proximity of subject site under Parramatta LEP 2023 (Source: City of Parramatta GIS)

#### *Assessment of Overshadowing*

51. The applicant's reference scheme (see **Attachment 3**) includes shadow diagrams indicating the overshadowing caused by the proposed building height at hourly intervals from 9.00am to 3.00pm on 21 June. The diagrams indicate no overshadowing of Robin Thomas Reserve before 3.00pm (refer to **Figure 11** below). The diagrams indicate a small portion of Robin Thomas Reserve being overshadowed at 3.00pm, however, this overshadowing is within the shadows cast currently by existing development. The overshadowing from existing development is indicated in grey shading.



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**Figure 11:** Extract from shadow diagrams showing shadows cast at 3.00pm on 21 June (Source: Applicant's Reference Scheme – PTI Architecture). Shadow from subject site is shown in dark blue. Shadows from currently permissible development shown in grey shading.

52. The shadow diagrams indicate overshadowing of the heritage item known as "Perth House" at 10.00am (see **Figure 12** below). "Perth House" is an item of State heritage significance under the Parramatta LEP 2023 and is listed on the State Heritage Register. However, this overshadowing is within the shadows cast currently by existing development.

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**Figure 12:** Extract from shadow diagrams showing shadows cast at 10.00am on 21 June (Source: Applicant's Reference Scheme – PTI Architecture). Shadow from subject site is shown in dark blue. Shadows from currently permissible development shown in grey shading.

### Summary

53. In summary, the reference scheme is considered to represent a significant increase in density for the site and an improvement in the viability of the tower floorplate. This will assist in encouraging redevelopment of the site and will stimulate the commencement of the delivery of the upper-level promenade and an improved relationship with the public domain of Charles Street Square and the Parramatta River foreshore. The Planning Proposal has been considered in relation to the urban design principles identified for the Phillip Street block which are based on the analysis of various studies carried out earlier and will provide for buildings that allow for a transition in height from the core of the city centre to the river and will enhance opportunities for views of the river. Impacts from the increase in tower height are managed through an increase in the eastern setback which will help to mitigate the bulk and scale while reducing wind impacts on the public domain.

### Flooding

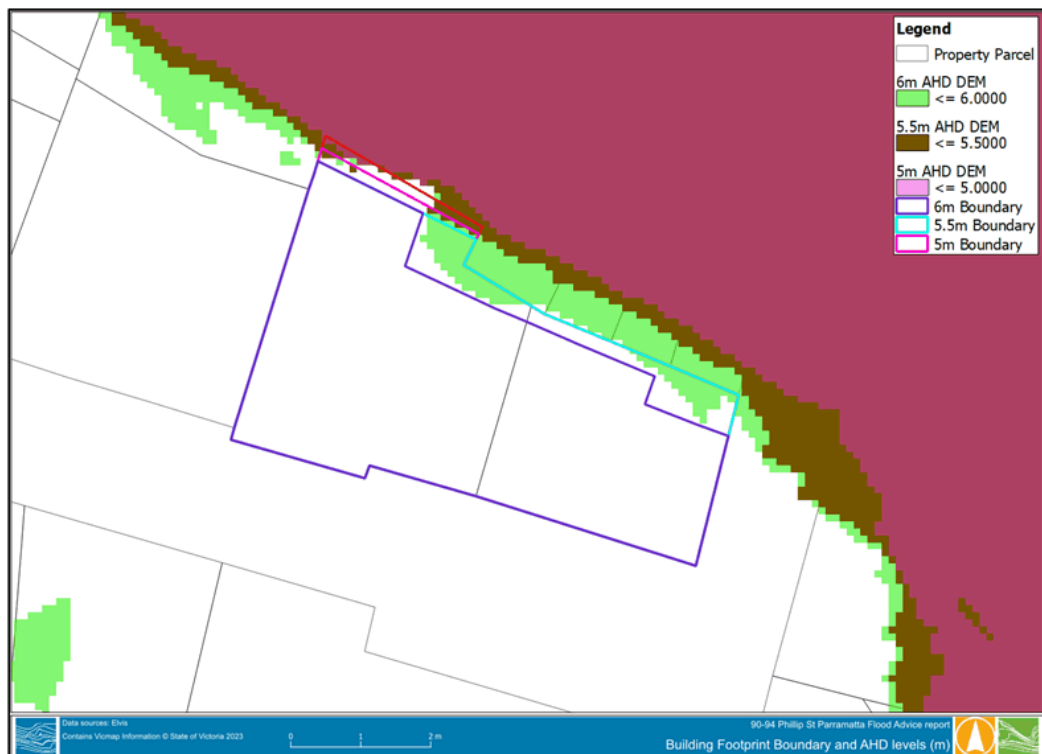
54. The site is located on the southern foreshore of the Parramatta River and as such, is subject to riverine flooding and overland flows. The applicant has submitted a Flood Report prepared by Water Technology (see **Attachment 5**).

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The Report sets out preliminary findings of how flooding may dictate building design features. The Report notes that the advice is broad in nature and specific advice cannot be provided until Council adopts the draft Parramatta River Flood Study 2023 at which time precise flood levels will become available.

55. In summary, the report advises that based on the current published flood data, a mixed use development on the site would be compatible with flood risks. The flood planning level for the site would be identified based on the 1% Annual Exceedance Probability (AEP) plus a 500mm freeboard. On this basis, the flood planning level for this site is likely to be between 5.5 metres and 6 metres AHD. The Report demonstrates that the site can accommodate a building footprint at the current flood planning level. **Figure 13** below shows a hypothetical building footprint can be accommodated assuming the current worst case scenario of a flood planning level at 6 metres.



**Figure 13:** Indicative building footprint clear of an assumed Flood Planning Level of 6 metres AHD (Source: Water Technology)

56. Once the draft Parramatta River Flood Study 2023 is adopted by Council (see later in this report for timing of adoption), the new flood planning level will need to be considered and it would also need to be demonstrated through flood modelling that redevelopment of the site would not increase flooding on neighbouring properties. The applicant's Flood Report advises that, providing the building has no larger footprint than the existing building this should be able to be demonstrated.
57. Council's Senior Catchment and Development Engineer has reviewed the Flood Report and concurs with its recommendations subject to the inclusion of specific reference to Local Planning Direction 4.1 Flooding issued by the Minister for

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Planning under section 9.1(2) of the Environmental Planning and Assessment Act 1979.

58. The reference design submitted by the applicant demonstrates compliance with Local Planning Direction 4.1 (Flooding), however this is in relation to the flood levels identified under the Upper Parramatta River Flood Study 2005. Council will consider adoption of the draft Parramatta River Flood Study 2023 at its meeting on 11 June 2024. Subsequent to Council's upcoming consideration of the draft Parramatta River Flood Study 2023, the applicant's Flood Report should be revised and updated to reflect any change in the identified flood planning level.
59. Should Council resolve to submit the Planning Proposal to the DPHI to seek a Gateway determination, any submission should occur after the Applicant's Flood Report has been updated to reflect the Parramatta River Flood Study 2024 and the corresponding revision of the Applicant's Flood Report and reference scheme if required to take account of the Study. Any such revision is also required to address Local Planning Direction 4.1 Flooding issued by the Minister for Planning under section 9.1(2) of the Environmental Planning and Assessment Act 1979.

#### Traffic and Transport

60. The applicant has included a Traffic Report (see **Attachment 6**) to support the Planning Proposal. The Traffic Report concludes that the Planning Proposal will not result in any unacceptable traffic, parking, access, transport or servicing implications. Specifically, it states:

*"It is pertinent to note in this regard that the proposed amendments to the PLEP 2023, and in turn, the indicative yields, are consistent with the original draft Parramatta CBD PP endorsed by Council in June 2021. As part of the CBD PP, AECOM prepared a Strategic Transport Study (STS), which ultimately supported the uplift densities proposed in the draft CBD PP. This was on the basis of off-street parking being provided in accordance with City of Sydney's CBD rates compared to the City of Parramatta's CBD rates."*

61. The traffic modelling prepared by AECOM which underpinned the CBD Strategic Transport Study, was predicated on the assumption of an FSR of 10:1 across the Parramatta CBD with some small increases on individual sites depending on individual site characteristics.
62. As the increase in floorspace permitted by the subject proposal would potentially generate a need for approximately 70 more carparking spaces at the site, it is considered that the incremental impact of the traffic that would be generated by the use of these additional carparking spaces on traffic movements in the CBD would be acceptable, noting also that in the case of the subject site the Parramatta CBD Planning Proposal endorsed by Council also took into account the potential development of the subject site for unlimited commercial floorspace to a potential density of commercial development at an FSR of 21:1.

#### Heritage

63. As discussed above, the site is not heritage listed or within a Heritage Conservation Area. There are several items within proximity to the site that are identified as items of local heritage significance under Parramatta LEP 2023. (Refer to **Figure 3** above). Approximately 40 metres towards the north-east of

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the corner of the site is the "Charles Street Weir". Approximately 70 metres to the west of the western edge of the site is the "Convict Drain" and further to the west is "Barnaby's Restaurant and potential archaeological site" at 70 Phillip Street and "Office and potential archaeological site at 66 Phillip Street."

64. The applicant's Planning Proposal has noted the heritage listing on the Charles Street Weir and considers it to be sufficiently separated from the subject site to conclude that there will be minimal impacts on the heritage significance of the weir.
65. Council's Senior Heritage Specialist has raised no objection to the Planning Proposal and agrees that the site is sufficiently separated from the item and there are likely to be no heritage impacts resulting from the proposal. Further, assessment of a future development application will require due diligence reports that address the impacts on built heritage and archaeology including the imposition of appropriate conditions of consent relating to unexpected findings and specific protocols to be followed in the event any archaeological items are found during the demolition and excavation.
66. Further, any development application for redevelopment of the site will be assessed having regard to the heritage provisions within Clause 5.10 of Parramatta LEP 2023 and Part 9.6 of the Parramatta DCP 2023.
67. At the time of the preparation of this report, the matter was scheduled to be considered by Council's Heritage Advisory Committee on 13 June 2024. The advice of the Committee will be noted and considered when the matter is reported to Council, which is anticipated to occur in July 2024.

#### Infrastructure, Social and Economic Impacts

68. The delivery of the Planning Proposal within the Parramatta CBD will achieve a positive social outcome, being well serviced by existing infrastructure. Residents and workers will be able access necessary transport, education services, open space, health services, community services, employment, and recreation facilities.
69. As discussed above in the strategic merit section, the Proposal will also facilitate development that will assist in the emergence of Parramatta as Sydney's Central City which will in turn contribute to continued economic growth.
70. The associated draft Planning Agreement will facilitate the delivery of infrastructure as follows:
  - a. 5 x affordable housing units (a mixture of four (4) x one bedroom apartments and one (1) x two bedroom apartment);
  - b. Dedication of road widening within Phillip Street;
  - c. Forego their historic legal right to utilise the Charles Street Reserve for access purposes;
  - d. Upgrade of the public domain within Charles Street reserve to the existing Charles Street Square;
  - e. Incorporation of an upper-level promenade fronting the river foreshore; and
  - f. Development of a 6 metre setback from the Charles Street Square to strengthen and activate the square.

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71. Any development application will also require the developer to make a monetary contribution as a condition of consent in accordance with the Parramatta City Centre Local Infrastructure Contributions Plan 2022 (Amendment 2). This will ensure the development contributes towards the provision of funding for additional infrastructure required to support the increase in population.

#### Environment

72. The site does not contain any habitat and therefore there is little likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats could be adversely affected by the Planning Proposal.
73. Other environmental impacts, including sustainability, will be addressed as part of any future development proposal, including a design excellence competition.

#### Parramatta Development Control Plan 2023 – Draft Amendment

74. The site is subject to the Parramatta Development Control Plan (DCP) 2023, specifically, Part 9.5.1.2 which contains controls relating to the City East Block. The City East Block includes the subject site and is bound by Wilde Avenue, Phillip Street, Charles Street Square and the north bank river foreshore open space. Part 9.5.1.2 requires towers to be set back 6 metres from the street wall. A concession is given to the subject site under the existing DCP controls which provide that:

*“At 90-96 Phillip Street, noting the lot configuration and land commitments for public purposes, development must provide a minimum 3 metre tower setback along the Phillip Street, Charles Street and River foreshore frontage that addresses wind, solar access and design objectives.”*

75. As discussed above, the applicant's reference scheme proposes an eastern tower setback of 6 metres from the podium (12 metres from the eastern boundary) which is in excess of the minimum tower setback of 3 metres prescribed under the Parramatta DCP 2023. This increase in tower setback is proposed for this site in order to mitigate the increased height, bulk, scale and wind impacts from the increased height of the building.
76. Should Council support the Planning Proposal, it is considered appropriate that Council prepare a draft amendment to the Parramatta DCP 2023 to increase the tower setback from 3 metres to 6 metres on the Charles Street side. Such draft amendment should be publicly exhibited concurrently with the Planning Proposal.

#### Draft Planning Agreement

77. The Planning Proposal is accompanied by a draft Planning Agreement Letter of Offer submitted to Council by the applicant under Section 7.4 of the Environmental Planning and Assessment Act 1979 (refer to **Attachment 2**). The Letter of Offer provides for the following:
- a. 5 x affordable housing units (a mixture of four (4) x one bedroom apartments and one (1) x two bedroom apartment);
  - b. Dedication of road widening within Phillip Street;

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- c. Forego their historic legal right to utilise the Charles Street Reserve for access purposes;
  - d. Upgrade of the public domain within Charles Street reserve to the existing Charles Street Square;
  - e. Incorporation of an upper-level promenade fronting the river foreshore; and
  - f. Development of a 6 metre setback from the Charles Street Square to strengthen and activate the square.
78. Council officers support the provision and dedication of the proposed ARH dwellings which is in accordance with the requirements of Council's Affordable Housing Action Plan and draft Affordable Rental Housing Policy. The monetary contribution towards Parramatta River foreshore works is also supported.
79. The provision of the area set aside for the upper level promenade is supported as a key element of Council's Parramatta CBD River Strategy endorsed by Council in 2015. The benefits of the promenade are discussed above under the heading "Parramatta River Strategy".
80. The future development application for redevelopment of the site will also be subject to Section 7.12 development contributions in accordance with the Parramatta City Centre Local Infrastructure Contributions Plan 2022 (Amendment 2). This contribution is in addition to the draft Planning Agreement.
81. It is proposed that a draft Planning Agreement be prepared based on the applicant's Letter of Offer and exhibited concurrently with the Planning Proposal and draft DCP amendment.

#### **PLAN MAKING DELEGATIONS**

82. 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.

#### **FINANCIAL IMPLICATIONS FOR COUNCIL**

83. Should Council resolve to proceed with the Planning Proposal and amendment to the DCP, the costs incurred in conducting the public exhibition will be covered by the fees associated with the submission of the Planning Proposal.

#### **CONCLUSION AND NEXT STEPS**

84. Council officers have assessed the Planning Proposal and consider that the Planning Proposal has strategic and site specific merit and should proceed to a Gateway determination.
85. It is recommended the Parramatta Local Planning Panel support the Council Officer recommendation that the Planning Proposal (**Attachment 1**) be supported for the purposes of seeking a Gateway Determination.

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86. Following the Parramatta Local Planning Panel's consideration of the recommendations of this report, the matter will be reported to an upcoming Council meeting along with the Panel's advice.

David Birds  
**Group Manager, Major Projects and Precincts**

Jennifer Concato  
**Executive Director City Planning and Design**

**ATTACHMENTS:**

1	Applicant's Planning Proposal document	83 Pages
2	Planning Agreement Letter of Offer	3 Pages
3	Applicant's Reference Design	16 Pages
4	Applicant's Urban Design Report	21 Pages
5	Applicant's Flooding Report	19 Pages
6	Applicant's Traffic and Parking Assessment Report	14 Pages
7	Letter from Minister for Planning and Public Spaces	2 Pages
8	Previous Urban Design Analysis	8 Pages

**REFERENCE MATERIAL**



**DRAWING LIST**

01	COVER SHEET
02	LOCAL CHARACTER AND CONTEXT - THE STREET SCALE
03	EXTENDED SITE PLAN
04	CONCEPT RIVER FRONT ELEVATION
05	CONCEPT SECTION- CHARLES ST
06	CHARLES STREET SQUARE STRATEGY CONCEPT MASTERPLAN
07	CONCEPT PUBLIC BENEFIT PLAN
08	CONCEPT GROUND FLOOR PLAN
09	CONCEPT GROUND FLOOR CROSS SECTION
10	CONCEPT PERSPECTIVE
11	CONCEPT PERSPECTIVE
12	GFA & FSR CALCULATIONS- FSR 15.4:1, HOB 153M
13	SHADOW DIAGRAMS 9AM & 10AM
14	SHADOW DIAGRAMS 11AM & 12PM
15	SHADOW DIAGRAMS 1PM & 2PM
16	SHADOW DIAGRAMS 3PM



# PLANNING PROPOSAL

90-94 PHILLIP ST, PARRAMATTA

PREPARED FOR

BUILDUP PHILLIP PTY LTD





1 LOCAL CHARACTER AND CONTEXT - THE STREET SCALE (1)  
1:2000

**pti** ARCHITECTURE  
Tourism + Residential

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REV	DESCRIPTION	BY	DATE
P1	PRELIMINARY W/P	VO	14.05.24
P2	PRELIMINARY W/P	VO	15.05.24
P3	PRELIMINARY W/P	VO	20.05.24
P4	DRAFT FOR COUNCIL REVIEW	VO	22.05.24
P5	DRAFT FOR COUNCIL REVIEW (FOR I&L)	VO	17.04.24
P6	PLANNING PROPOSAL FOR I&L - FOR TERM	VO	17.05.24

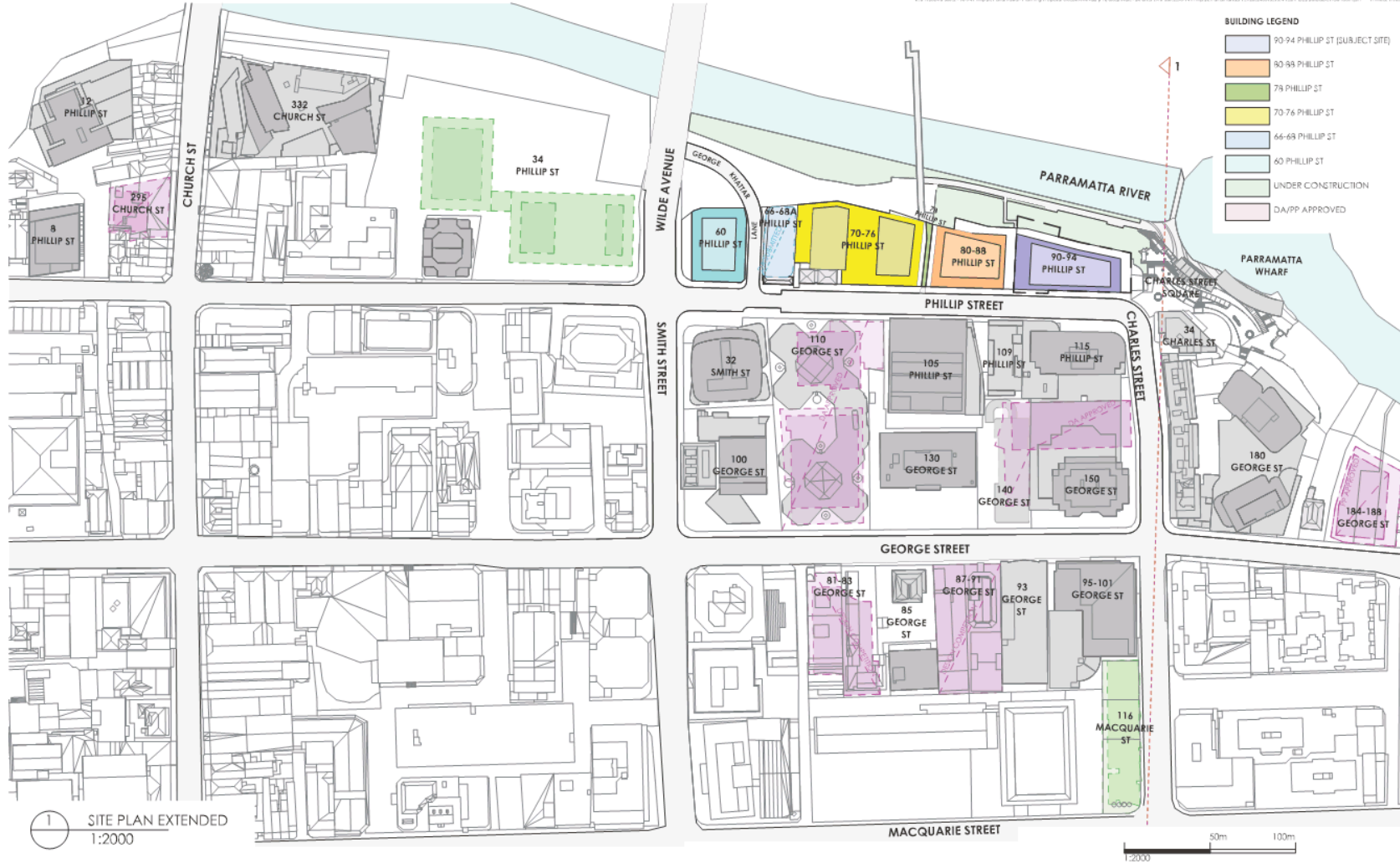
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PLANNING PROPOSAL  
90-94 PHILLIP ST, PARRAMATTA

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THE STREET SCALE

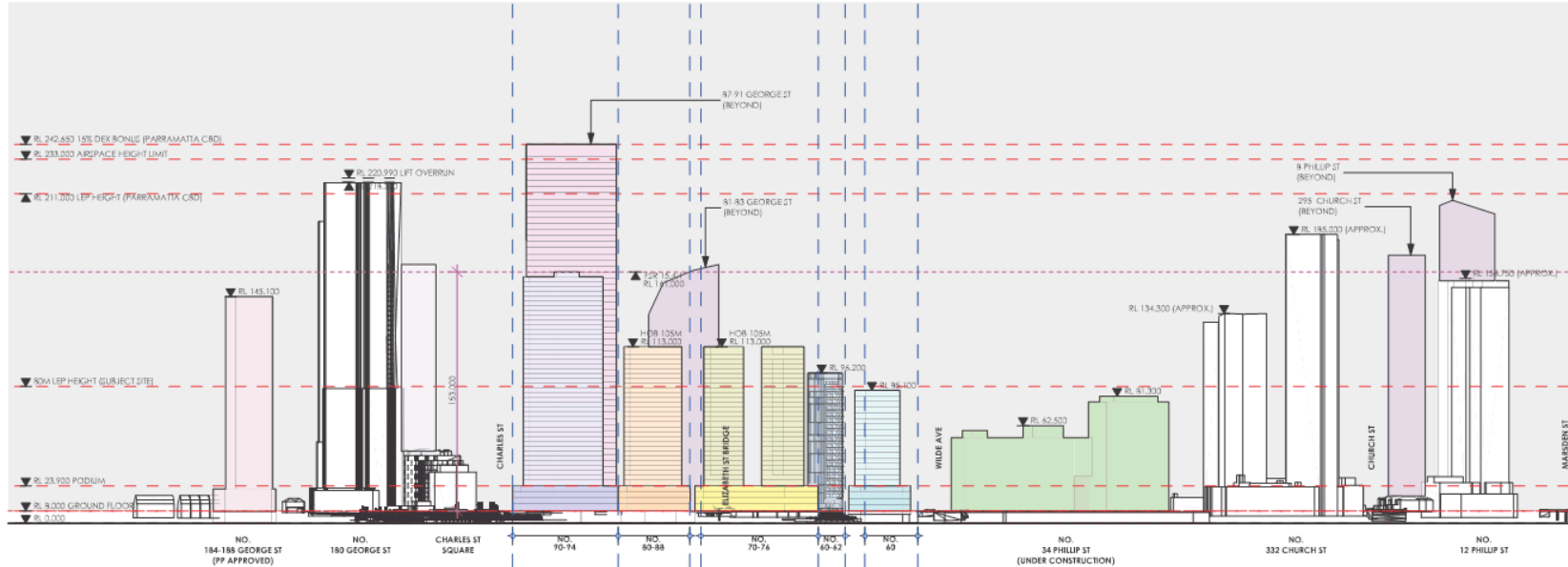
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JR, LL & VO	P1	1:2000 AT A3	P399			
				PP	02	P6





<p>Office Level 2, 68 Bank Street, Sydney NSW 2000 +61 (0)2 9551 0888   www.ppti.com.au Registered Architect Peter Brock (reg no 5584) GWA 65 6007102</p>	<p>REV DESCRIPTION BY DATE</p> <p>P1 PRELIMINARY-WIP VO 14.05.24</p> <p>P2 PRELIMINARY-WIP VO 15.05.24</p> <p>P3 PRELIMINARY-WIP VO 20.05.24</p> <p>P4 DRAFT FOR COUNCIL REVIEW VO 22.05.24</p> <p>P5 DRAFT FOR COUNCIL REVIEW-PPR (N1) VO 17.04.24</p> <p>P6 PLANNING PROPOSAL FOR IS&amp;T, FOR 153M VO 17.05.24</p>	<p>BY DATE</p> <p>VO 14.05.24</p> <p>VO 15.05.24</p> <p>VO 20.05.24</p> <p>VO 22.05.24</p> <p>VO 17.04.24</p> <p>VO 17.05.24</p>	<p>CUSTOMER</p> <p>BUILDUP PHILLIP PTY LTD</p>	<p>PROJECT TITLE</p> <p>PLANNING PROPOSAL 90-94 PHILLIP ST, PARRAMATTA</p> <p>DRAWING TITLE</p> <p>EXTENDED SITE PLAN</p>	<p>WORKSHEET</p> <p>DRAWN BY JR, LL &amp; VO</p> <p>CHECKED BY PJ</p> <p>SCALE 1:2000, 1:100 AT A3</p> <p>PROJECT NO P399</p> <p>PP 03 P6</p> <p>PPR 03 P6</p>
	<p>1:2000</p> <p>50m 100m</p>				

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1 RIVER FRONT ELEVATION  
1:2500



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P5	DRAFT FOR COUNCIL REVIEW-FOR I&T	VD	17.06.24	
P6	PLANNING PROPOSAL FOR I&T-FOR 1&M	VD	17.06.24	

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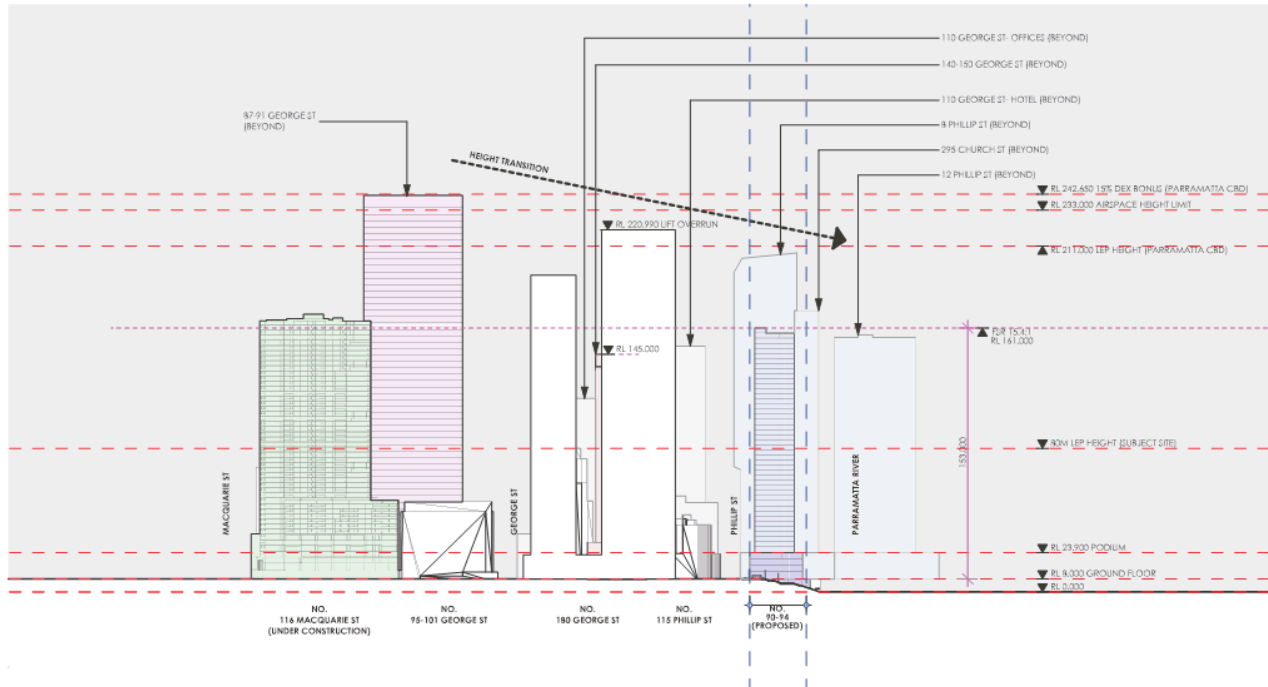
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**BUILDING LEGEND**

- 90-94 PHILLIP ST (SUBJECT SITE)
- 80-88 PHILLIP ST
- 78 PHILLIP ST
- 70-76 PHILLIP ST
- 64-68 PHILLIP ST
- 60 PHILLIP ST
- UNDER CONSTRUCTION
- DA/PP APPROVED



**1 SECTION 1 - CHARLES ST**  
1:2500



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**90-94 PHILLIP ST, PARRAMATTA**  
 DRAWING TITLE  
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PROJECT NO.	P399	
PP	05	P6
DATE	17/05/24	16/05/24



1 CHARLES STREET SQUARE STRATEGY CONCEPT MASTERPLAN 1:300



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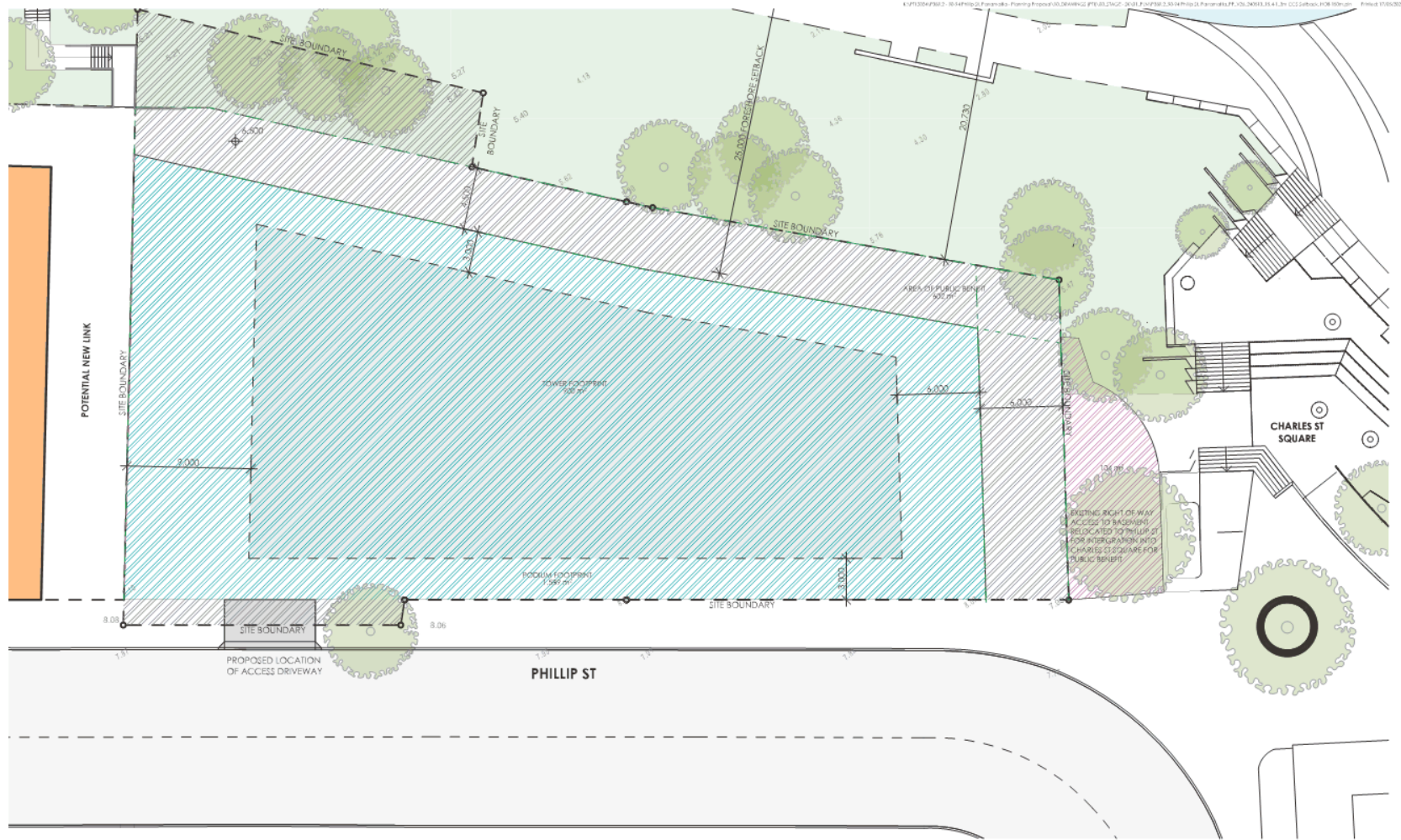
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90-94 PHILLIP ST, PARRAMATTA

DRAWING TITLE  
CHARLES STREET SQUARE STRATEGY  
CONCEPT MASTERPLAN



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1 CONCEPT PUBLIC BENEFIT PLAN  
1:250



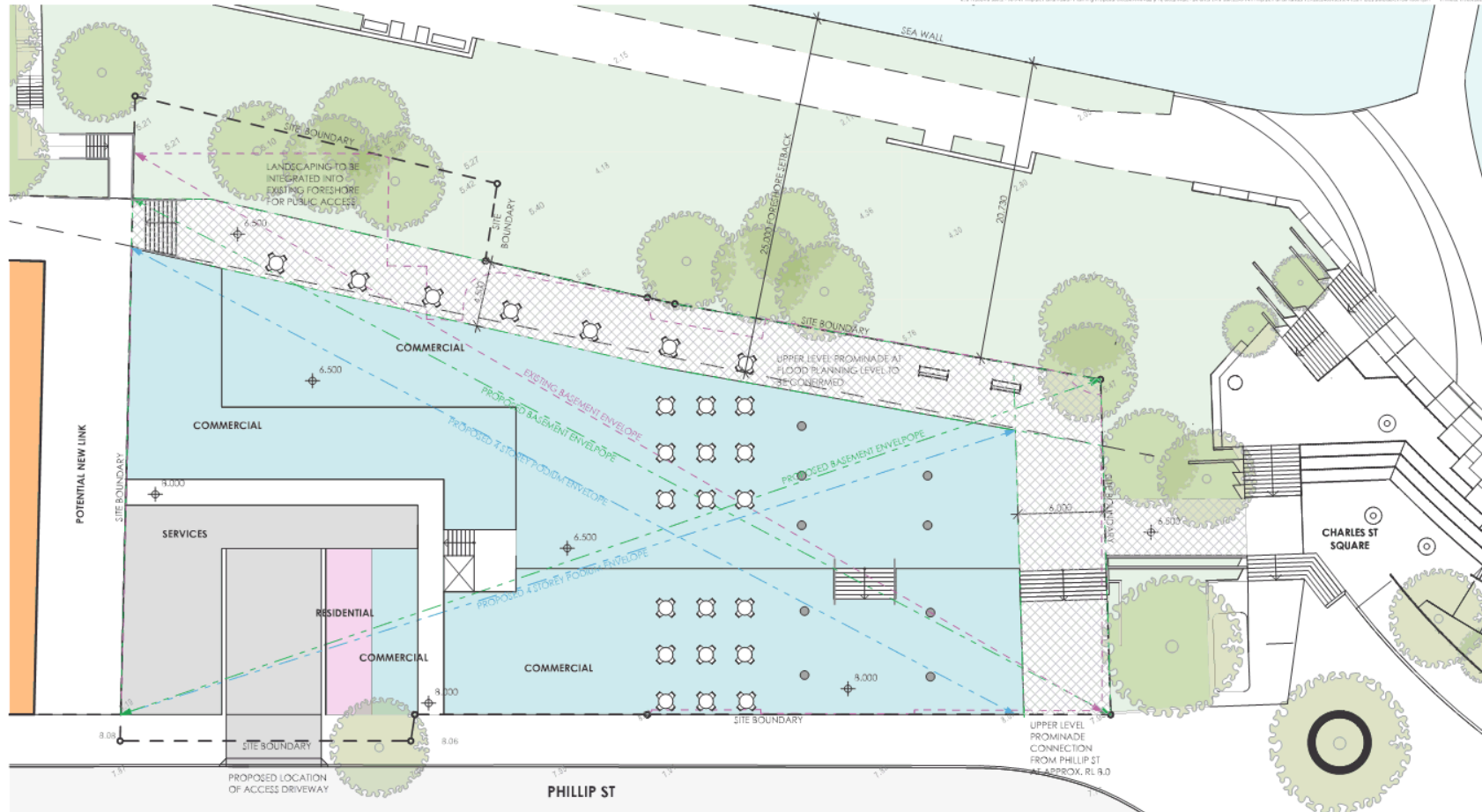
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 Not a registered architect. Peter Brock (peter@pti.com.au)  
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P5	DRAFT FOR COUNCIL REVIEW-PPR (N1)	VD	17.04.24	
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 90-94 PHILLIP ST, PARRAMATTA  
 DRAWING NO: CONCEPT PUBLIC BENEFIT PLAN

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PROJECT NO	P399	
PP	07	P6
DATE	14.05.24	17.05.24



1 CONCEPT GROUND FLOOR PLAN  
1:250



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Newly listed registered architect Peter Brock (peter@pti.com.au)  
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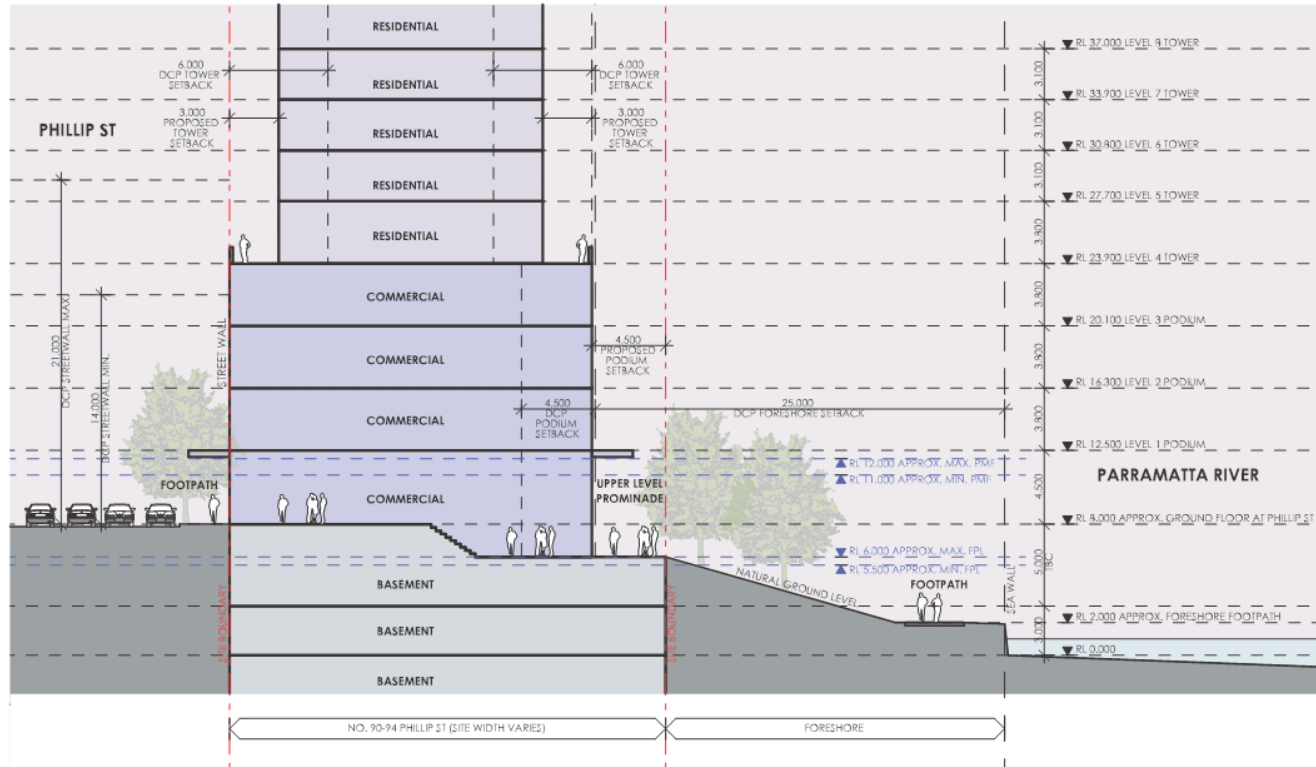
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ISSUE: 08/2024



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1 CONCEPT CROSS SECTION  
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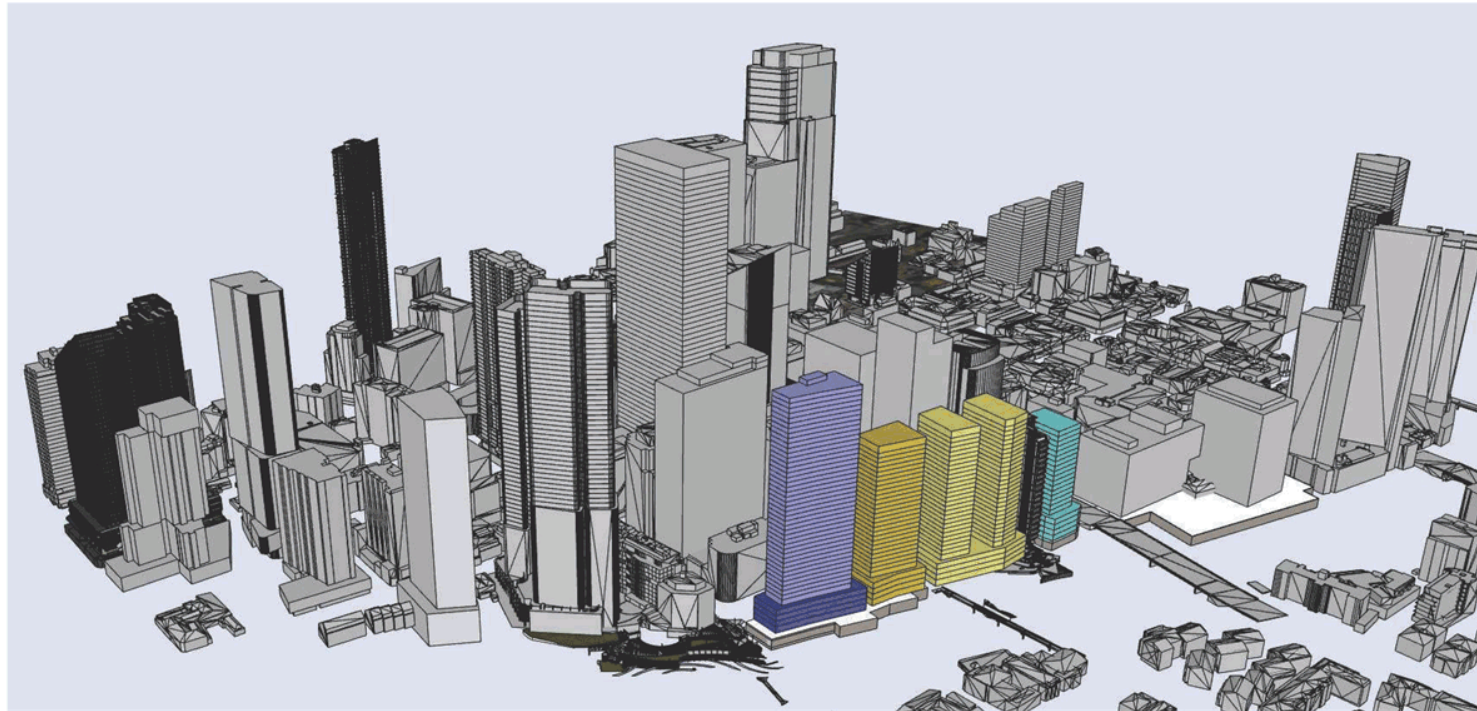
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DATE: 17/05/24

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1 AERIAL LOOKING SOUTH-WEST



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 CRN 69 60079022

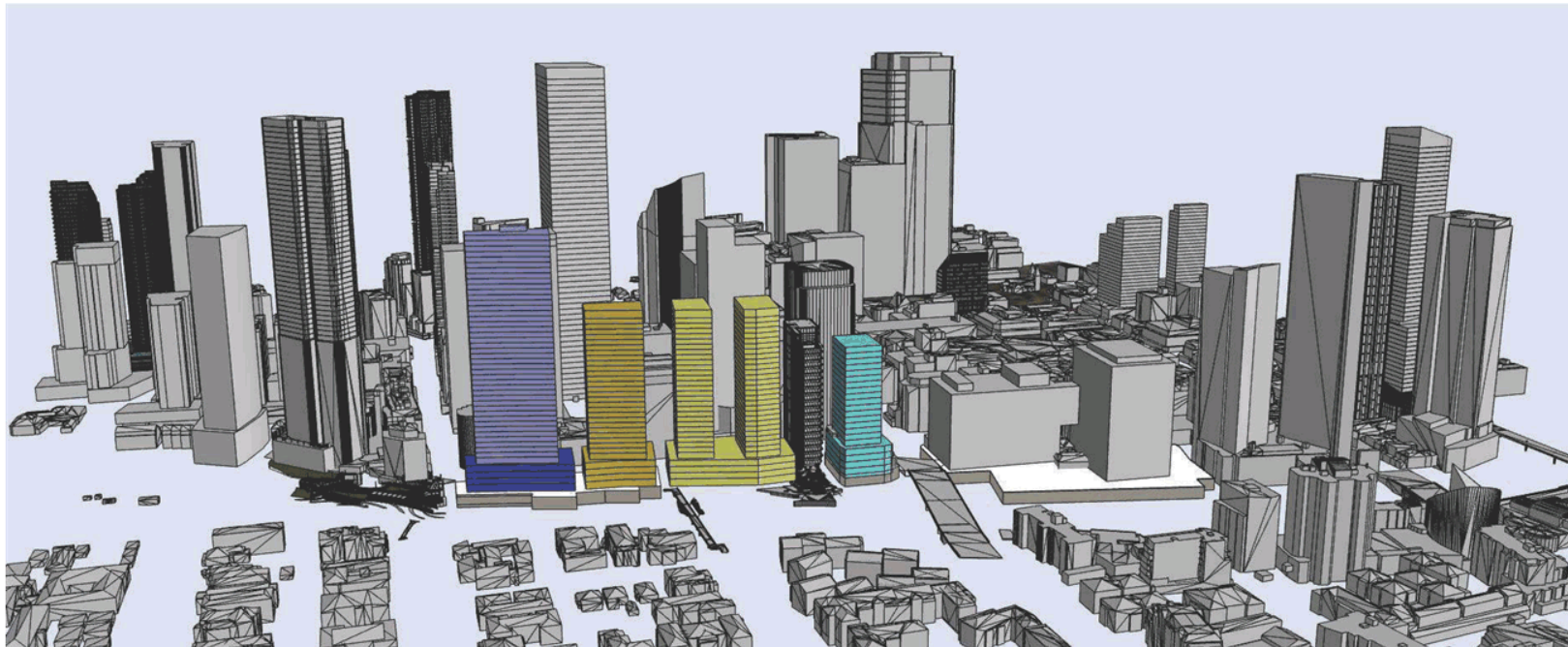
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P5	DRAFT FOR COUNCIL REVIEW-FOR INFO	VD	17.04.24
P6	PLANNING PROPOSAL FOR 18.4.1 FOR 183M	VD	17.05.24

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PROJECT NO: PLANNING PROPOSAL  
 90-94 PHILLIP ST, PARRAMATTA  
 DRAWING NO: CONCEPT PERSPECTIVE

WORK ITEM	DESIGNER	JR, LL & VD
CHECKED BY	PJ	
SCALE	1:1000 AT A3	
PROJECT NO	P399	
PP	10	P6
ORIG	ENG	NO

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1 AERIAL LOOKING SOUTH



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 098 88 8007002

REV	DESCRIPTION	BY	DATE
P1	PRELIMINARY-WIP	VD	14.05.24
P2	PRELIMINARY-WIP	VD	19.05.24
P3	PRELIMINARY-WIP	VD	20.05.24
P4	DRAFT FOR COUNCIL REVIEW	VD	22.05.24
P5	DRAFT FOR COUNCIL REVIEW-FOR I&T	VD	17.04.24
P6	PLANNING PROPOSAL FOR I&T-FOR I&T	VD	17.05.24

CLIENT  
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PROJECT TITLE  
**PLANNING PROPOSAL  
 90-94 PHILLIP ST, PARRAMATTA**

DRAWING TITLE  
**CONCEPT PERSPECTIVE**

WORKFLOW	DESIGNER	JR, LL & VD
CHECKED BY	PJ	
SCALE	1:1000 AT A3	
PROJECT NO.	P399	
PP	11	P6
ISSUE	REV 01	NO. 001

**FEASIBILITY STUDY P18 13.4.1 (AM TOWER SETBACK TO EAST)**  
 PROJECT NO.: P389.2  
 ADDRESS: 90-94 PHILLIP ST, PARRAMATTA  
 REVISION DATE: 13.05.24

EFFICIENCY ESTIMATE	
COMMERCIAL- GROUND FLOOR	37%
COMMERCIAL	37%
RESIDENTIAL	73%

BUILDING ENVELOPE & GFA CALCULATION						
LEVEL	USE	BUILDING ENVELOPE AREA (sqm)	RESIDENTIAL EFFICIENCY (%)	RESIDENTIAL GFA (sqm)	COMMERCIAL GFA (sqm)	TOTAL GFA (sqm)
G/F	COMMERCIAL	1,397	0%	-	379	524
L1	COMMERCIAL	1,397	0%	-	855	1,381
L2	COMMERCIAL	1,397	0%	-	855	1,381
L3	COMMERCIAL	1,397	0%	-	855	1,381
L4	RESIDENTIAL	900	73%	657	0%	657
L5	RESIDENTIAL	900	73%	657	0%	657
L6	RESIDENTIAL	900	73%	657	0%	657
L7	RESIDENTIAL	900	73%	657	0%	657
L8	RESIDENTIAL	900	73%	657	0%	657
L9	RESIDENTIAL	900	73%	657	0%	657
L10	RESIDENTIAL	900	73%	657	0%	657
L11	RESIDENTIAL	900	73%	657	0%	657
L12	RESIDENTIAL	900	73%	657	0%	657
L13	RESIDENTIAL	900	73%	657	0%	657
L14	RESIDENTIAL	900	73%	657	0%	657
L15	RESIDENTIAL	900	73%	657	0%	657
L16	RESIDENTIAL	900	73%	657	0%	657
L17	RESIDENTIAL	900	73%	657	0%	657
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L28	RESIDENTIAL	900	73%	657	0%	657
L29	RESIDENTIAL	900	73%	657	0%	657
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L38	RESIDENTIAL	900	73%	657	0%	657
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L40	RESIDENTIAL	900	73%	657	0%	657
L41	RESIDENTIAL	900	73%	657	0%	657
L42	RESIDENTIAL	900	73%	657	0%	657
L43	RESIDENTIAL	900	73%	657	0%	657
L44	RESIDENTIAL	900	73%	657	0%	657
L45	RESIDENTIAL	900	73%	657	0%	657
L46	RESIDENTIAL	900	73%	657	0%	657
LIFT COVER R/W	-	0%	-	0%	-	-
<b>TOTAL (sqm)</b>		<b>45,056</b>		<b>29,063</b>	<b>4,476</b>	<b>33,601</b>
<b>USE MIX (%)</b>				<b>65%</b>	<b>10%</b>	<b>100%</b>

APPROXIMATE APARTMENT YIELD				
UNIT TYPE	AVERAGE APARTMENT SIZE (sqm)	APARTMENTS PER (%)	RESIDENTIAL GFA (sqm)	TOTAL UNITS (pts)
STUDIO	45	73%	-	-
1 BED	55	35%	1,305	158
2 BED	80	43%	17,413	218
3 BED	100	10%	2,300	29
<b>TOTAL (pts)</b>		<b>100%</b>	<b>29,063</b>	<b>405</b>

HEIGHT OF BUILDINGS						
FLOOR NO.	REQUIRED FLOOR (m)	PLANNING CONTROL CALCULATION	PLANNING INSTRUMENT	BONUS (%)	(m) X (1) (sqm/%)	COMPLIANCE Y/N
4.50	5.00	SEE AREA				
5.88	5.25	MAX SITE AREA (sqm)	LEP		2,600	
3.80	16.25	SUBJECT SITE AREA (sqm)			3,172	
0.80	23.00	HEIGHT OF BUILDINGS				
5.10	27.25	APPROXIMATE HEIGHT LIMIT (m)			233.00	
5.10	30.00	FCO HEIGHT LIMIT (m)			211.00	
3.10	33.00	LEP HEIGHT LIMIT (m)			50.00	
5.10	37.00	PROPOSED HOB (m)			161.00	
5.10	40.50	PROPOSED HOB (m)			155.00	
5.10	46.00	FLOOR SPACE RATIO				
5.10	49.40	MAX. FSR INCLUSIVE OF BONUSES (X:1)			15.40	
5.10	52.50	MAX. COMMERCIAL GFA INCLUSIVE OF BONUS (X:1)			1.20	
5.10	56.00	PROPOSED FSR (X:1)			15.25	
5.10	58.75	GROSS FLOOR AREA				
5.10	61.40	MAX. GFA INCLUSIVE OF BONUSES (sqm)			33,750	
5.10	68.00	MAX. COMMERCIAL GFA INCLUSIVE IN MAX. BONUS			3,780	
5.10	71.13	PROPOSED GFA (sqm)			33,601	
5.10	74.40					
5.10	77.20					
5.10	80.40					
5.10	83.00					
5.10	86.40					
5.10	89.20					
5.10	92.00					
5.10	95.00					
5.10	99.00					
5.10	102.10					
5.10	105.20					
5.10	107.60					
5.10	111.40					
5.10	114.80					
5.10	117.40					
5.10	120.70					
5.10	123.00					
5.10	126.00					
5.10	130.00					
5.10	133.10					
5.10	136.20					
5.10	139.30					
5.10	142.40					
5.10	145.50					
5.10	148.60					
5.10	151.20					
5.10	154.00					
5.10	157.00					



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 Incorporated Registered Architect Peter Bruce (p389 0584)  
 GFA 18 0010102

REV DESCRIPTION BY DATE  
 P1 PRELIMINARY-WIP VD 14.05.24  
 P2 PRELIMINARY-WIP VD 19.05.24  
 P3 PRELIMINARY-WIP VD 20.05.24  
 P4 DRAFT FOR COUNCIL REVIEW VD 22.05.24  
 P5 DRAFT FOR COUNCIL REVIEW-FOR IRT VD 17.06.24  
 P6 PLANNING PROPOSAL FOR IS-41-FOR-153M VD 17.05.24

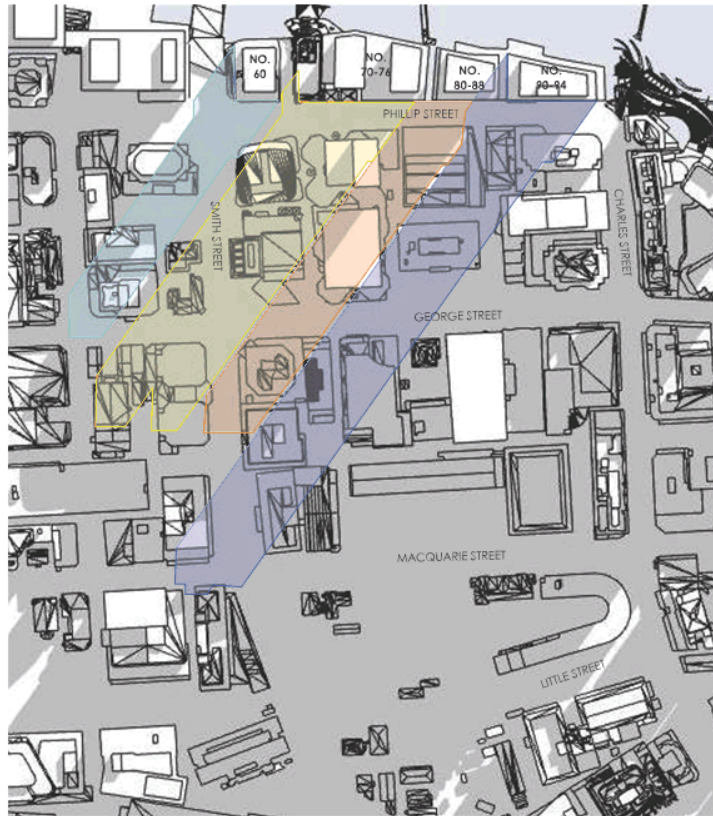
CLIENT BUILDUP PHILLIP PTY LTD

PROJECT TITLE PLANNING PROPOSAL  
 90-94 PHILLIP ST, PARRAMATTA

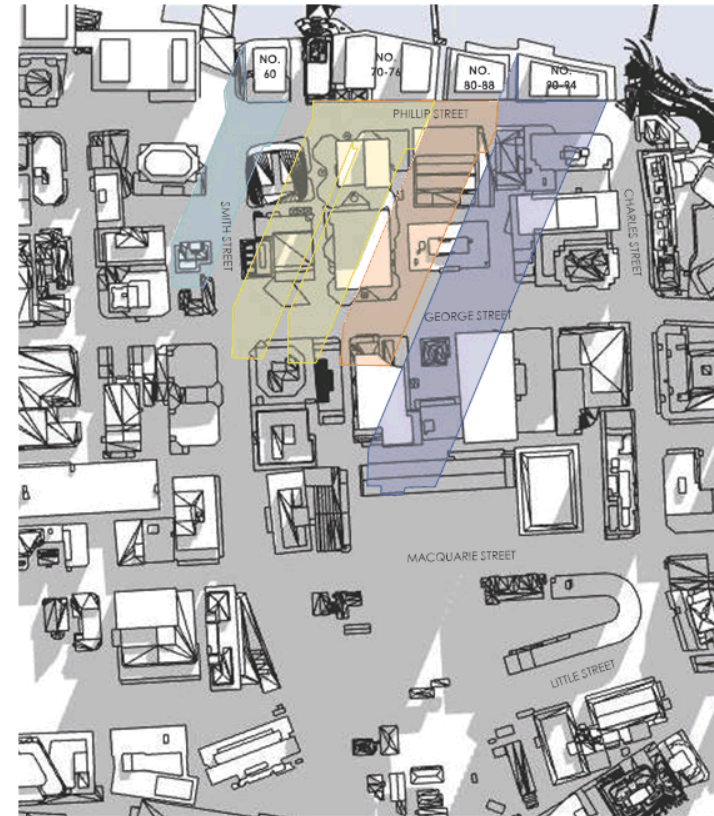
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WORKSHEET SHEET NO. JR, LL & VD  
 CHECKED BY PJ  
 SCALE AT A3  
 PROJECT NO. P399  
 PP 12 P6  
 SHEET NO. 12 OF 12

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1 JUNE 21 9AM  
1:5000



2 JUNE 21 10AM  
1:5000

SHADOW IMPACT LEGEND

- EXISTING SHADOWS
- EXTENT OF SHADOW CAST BY PROPOSED BUILDING NO.70-74
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.90-94
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.60



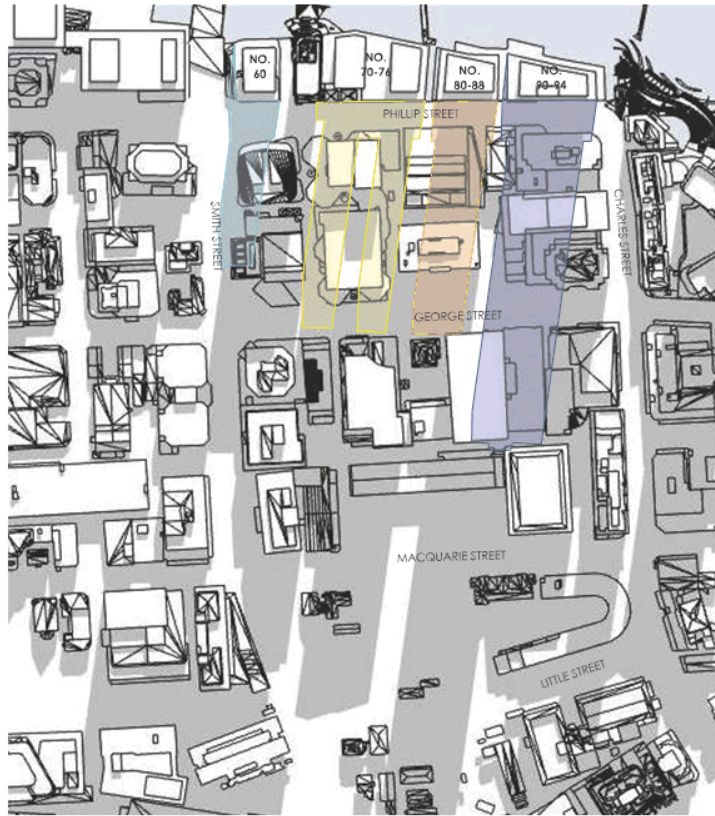
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+61 (0)2 9551 1111 | www.ptiarch.com.au  
Newly listed registered architect Peter Braae (p3945584)  
094 94 6007002

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P2	PRELIMINARY-WP	VD	15.05.24
P3	PRELIMINARY-WP	VD	20.05.24
N4	DRAFT FOR COUNCIL REVIEW	VD	22.05.24
N6	DRAFT FOR COUNCIL REVIEW-FOR I&T	VD	17.04.24
N6	PLANNING PROPOSAL FOR I&T - FOR I&T	VD	17.05.24

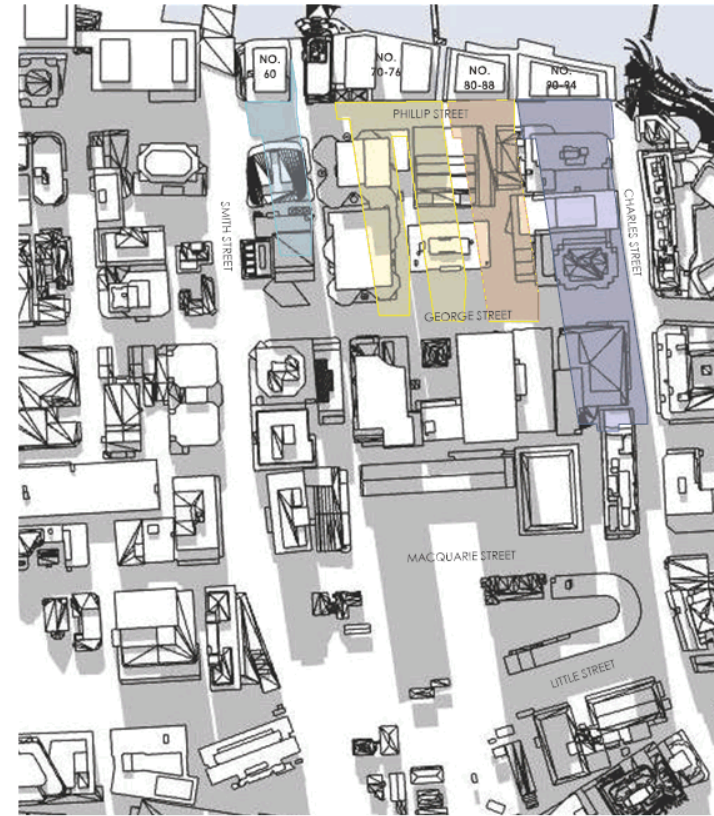
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PROJECT TITLE  
PLANNING PROPOSAL  
90-94 PHILLIP ST, PARRAMATTA  
DRAWING TITLE  
SHADOW DIAGRAMS 9AM & 10AM

WORK ITEM	DESIGNED BY	JR, LL & VD
CHECKED BY	PI	
SCALE	1:5000 AT A3	
PROJECT NO.	P399	
PP	13	P6
DATE	17/05/24	17/05/24



1 JUNE 21 11 AM  
1:5000



2 JUNE 21 12 PM  
1:5000

SHADOW IMPACT LEGEND

- EXISTING SHADOWS
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.70-74
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.60
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.80-88



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Registered Architect Peter Smith (14914564)  
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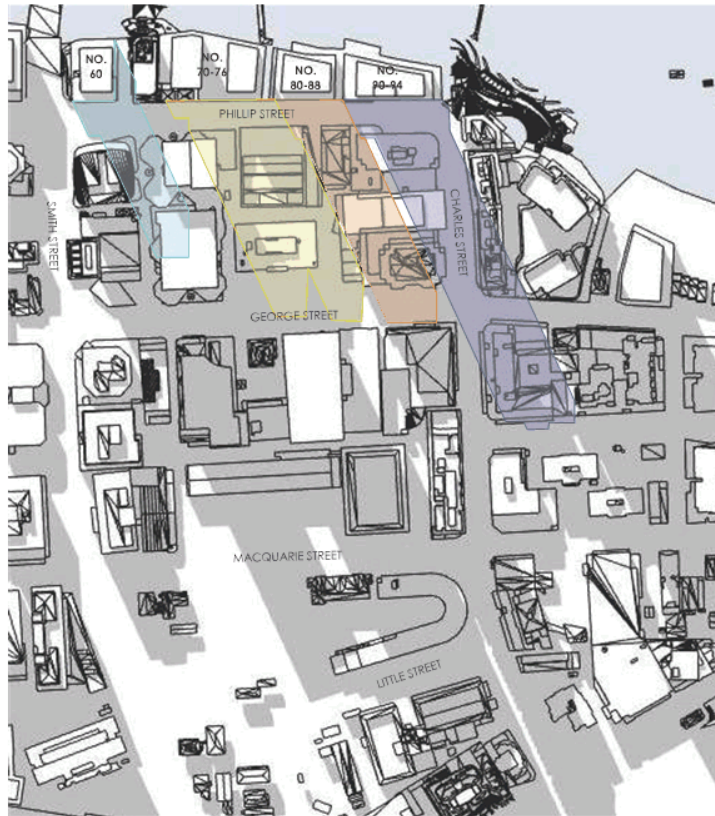
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N4	DRAFT FOR COUNCIL REVIEW	VD	22.05.24
N6	DRAFT FOR COUNCIL REVIEW-PPR 1841	VD	17.04.24
P6	PLANNING PROPOSAL FOR 1841 - FOR 183M	VD	17.05.24

CLIENT: BUILDUP PHILLIP PTY LTD

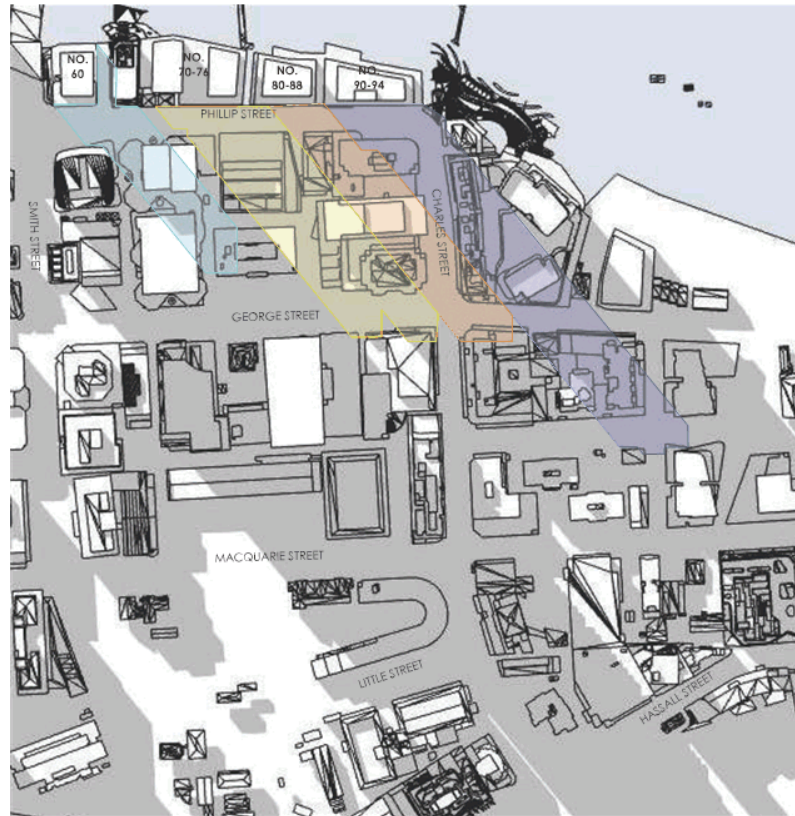
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90-94 PHILLIP ST, PARRAMATTA  
DRAWING TITLE: SHADOW DIAGRAMS 11AM & 12PM



DESIGNED BY	JR, LL & VD
CHECKED BY	PP
SCALE	1:5000 AT A3
PROJECT NO.	P399
PP	14
P6	P6



1 JUNE 21 1PM  
1:5000



2 JUNE 21 2PM  
1:5000

SHADOW IMPACT LEGEND

- EXISTING SHADOWS
- EXTENT OF SHADOW CAST BY PROPOSED BUILDING NO.70-74
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.90-94
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.70-76
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.60



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 Not a registered architect. Peter Grace (peter@ptiarch.com.au)  
 0800 68 6001/1022

REV	DESCRIPTION	BY	DATE	CHECKED
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P2	PRELIMINARY-WP	VD	15.05.24	
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P4	DRAFT FOR COUNCIL REVIEW	VD	22.05.24	
P5	DRAFT FOR COUNCIL REVIEW-FOR I&T	VD	17.06.24	
P6	PLANNING PROPOSAL FOR I&T-FOR I&T	VD	17.06.24	

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 PLANNING PROPOSAL  
 90-94 PHILLIP ST, PARRAMATTA  
 DRAWING TITLE  
 SHADOW DIAGRAMS 1PM & 2PM



WORK ITEM  
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 CHECKED BY PJ  
 SCALE 1:5000 AT A3  
 PROJECT NO P399  
 PP 15 P6  
PPR: PPR/15 P6

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SHADOW IMPACT LEGEND

- EXISTING SHADOWS
- EXTENT OF SHADOW CAST BY PROPOSED BUILDING NO.70-74
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.90-94
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.70-76
- EXTENT OF SHADOW CAST BY POTENTIAL BUILDING NO.60

**pti** ARCHITECTURE  
Tourism + Residential

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REV	DESCRIPTION	BY	DATE
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P2	PRELIMINARY W/P	VD	15.05.24
P3	PRELIMINARY W/P	VD	20.05.24
P4	DRAFT FOR COUNCIL REVIEW	VD	22.05.24
P6	DRAFT FOR COUNCIL REVIEW-FOR I&E1	VD	17.04.24
P6	PLANNING PROPOSAL FOR I&E1-FOR I&E1	VD	17.05.24

BUILDUP PHILLIP PTY LTD

PROJECT NO.  
**PLANNING PROPOSAL**  
**90-94 PHILLIP ST, PARRAMATTA**  
DRAWING TITLE  
**SHADOW DIAGRAMS 3PM**

DESIGNER	DATE
JR, LL & VD	
CHECKED BY	PJ
SCALE	1:5000 A1/A3
PROJECT NO.	P399
PP	16
P6	P6





# 90-94 Philip Street. Parramatta

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Urban Design Report

Prepared For:  
ANCHORESTATE  
MAY 2024

90-94 Philip Street, Parramatta



1



## Acknowledgment of Country

We respectfully acknowledge the traditional custodians of the land on which we work and live, the Dharug people. We pay our respects to their elders past, present, and emerging. We recognize the enduring strength, resilience, and rich cultural heritage of the Dharug nation. We honor the Dharug people's deep connection to Country and their ongoing stewardship of the land, waterways, and natural resources.



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# 1. Introduction

## 1.1 Purpose

AE Design Partnership have been engaged by AnchorEstate to provide urban design advice to assist with the development application on the property at 90-94 Phillip Street, Parramatta (the site), otherwise legally known as:

- Lot 2 in DP706033
- Lot 10 in DP773452

The purpose of this report is to:

Undertake critical analysis of the site and surrounding locality to inform an appropriate urban design response that will assist with the redevelopment of the site.

This report is to be read in conjunction with:

- Architectural Concept drawings prepared by PTI Architects dated 23/03/2024
- Planning Proposal Documentation prepared by Think planners.

## 1.2 Objectives

The objectives of this urban design report are to:

- Conduct a site analysis and identify opportunities in Strategic and Local Context.
- Establish a Desired Future Character of the area.

## 1.3 Site Description

The subject site is located within the Parramatta City Centre (defined by the Parramatta City Centre LEP 2023 boundary). It has:

- Rectangular shape with site area 2,192m<sup>2</sup>
- Primary frontage to the northern side of Phillip Street (approximately 67 metres);
- Secondary frontage to the eastern side of Charles Street square (approximately 25 metres); and
- Rear frontage to land zoned RE1 Public Recreation, forming part of the Parramatta River Foreshore.
- It is located in the MU1 Mixed Use zone pursuant to the Parramatta Local Environmental Plan (2023) and with a height limit of 80m.



**LEGEND**

---

 Subject Site

Figure 1: Aerial Map of Parramatta CBD and Surroundings

## 2.0 Context

### 2.1 LOCALITY

The land uses within Parramatta City Centre are:

- The Commercial Core (land zoned E2 Commercial Core).
- The Mixed Use Urban Frame (land zoned MU1 Mixed Use) providing land use transition between the Commercial Core and;
- Land uses north, east and west of the City Centre (to which the Parramatta LEP 2023 applies); and
- Parramatta Park in the western portion of the City Centre.
- The Parramatta River and Foreshore with an approximately east-west alignment north of the Commercial Core.

The MixedUse Urban Frame includes a greater variety of uses including government offices, courts, retail and residential dwellings.

The subject site is located within the Mixed Use Urban Frame: Northern side of Phillip Street (Commercial Core at southern side of Phillip Street).

- Proximity to strong public transport links:
  - 10 meters from Parramatta Ferry Wharf; and
  - 550 metres from Parramatta Railway Station and Bus Interchange.
  - 500m from Proposed Metro Station
  - 600 m from Light rail stop at Church Street.
- Proximity to retail and commercial hubs:
  - 500 meters from Church Street (Parramatta's "eat street"); and
  - 900 meters from Westfield Parramatta.
- Adjoins southern bank of Parramatta River Foreshore, linking to Parramatta Park 800 metres to the west which includes the World Heritage listed Old Government House.

#### LEGEND

	Subject Site		R4 Residential
	MU1 Mixed Use		RE1 Public Recreation
	E2 Commercial Core		Education
	Education		Sydney Metro

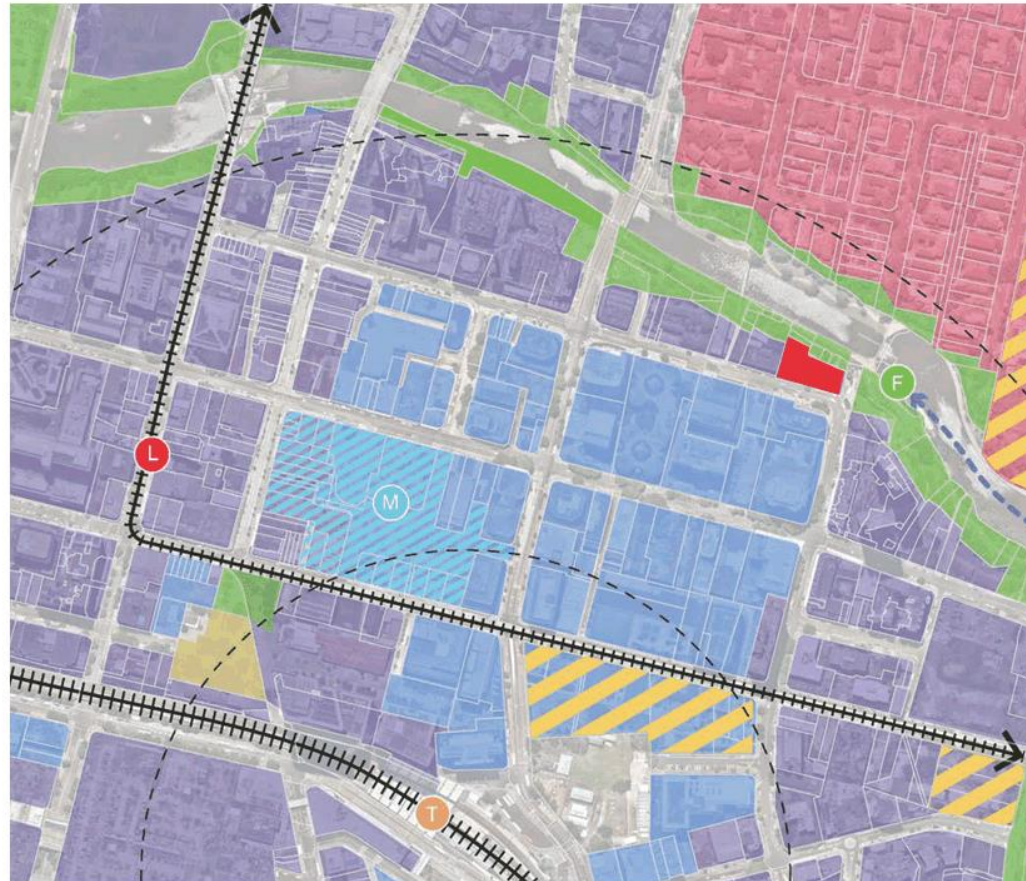


Figure 2: Land Use Zoning of Subject Site and adjoining areas (Source Parramatta LEP 2023)



## 2.2 Public Realm

Key public domain elements within the locality are:

- The southern bank of the Parramatta River Foreshore, between Lennox Bridge and the Charles Street Weir;
- Phillip Street, between Church Street and Charles Street;
- Smith Street, between George Street and the Parramatta River; and
- Parcels of public open space:
  - Associated with existing development; or
  - Within Council-owned land (e.g. parcel at western end of Phillip Street).

Key Public Domain Projects within the locality:

- Parramatta City River Strategy Design and Activation
- Horwood Civic Link
- Charles Street Square
- Philip Street (Public Domain Activation)



Figure 4: Horwood Civic Link (Source - City of Parramatta)



Figure 3: Open Space Map



Figure 5: Parramatta City River Strategy (Source - City of Parramatta)



## 2.3 Urban Structure

Pre European History

### Aboriginal History

For at least 40,000 years, the Burrumatta (loosely translated as “the place where eels lie down”) people, a local Indigenous clan of the Darug Nation, lived on Parramatta River’s banks, feasting on oysters, yams, mullet and eels. Right near Parramatta Wharf, fresh water, flowing downstream, meets salt water, creating a perfect place for eels to breed and thereby making them easy targets for hunters. The foreshore was of immense significance to the local Darug People as it was the meeting place of the salt water from Sydney Harbour and the fresh water from the Parramatta River. The tides and extremes in climate meant that this section of river could range from being virtually empty of water to a raging torrent. (Source: City of Parramatta-Parramatta History and Heritage)

### European History

The Parramatta River played a pivotal role in the European history of Parramatta, serving as a key transportation route for settlers and fostering the city’s initial growth. Anchored by the wharf and Government House, Parramatta emerged as a significant administrative and commercial center within New South Wales. During the industrial revolution, Parramatta underwent transformative changes. The rise of industries like manufacturing and agriculture spurred urbanization, leading to the development of infrastructure away from the river. Improved transportation networks, including railways and roads, facilitated the movement of goods and people, diminishing the river’s prominence in the city’s expansion. While the Parramatta River retained importance for shipping, its role as the primary hub of economic and urban growth waned as Parramatta diversified and expanded inland. This historical evolution reflects the dynamic interplay between urbanization, industrialization, and transportation that shaped Parramatta’s development.

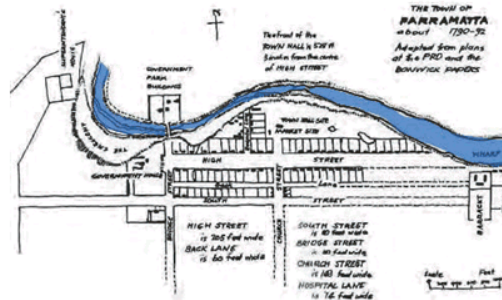


Figure 6: Plan of Parramatta 1790-1792 (Source - City of Parramatta)



Figure 7: Plan of Parramatta-1804 (Source - City of Parramatta)

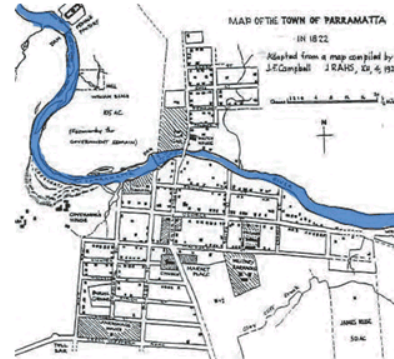


Figure 8: Plan of Parramatta-1822 (Source - City of Parramatta)

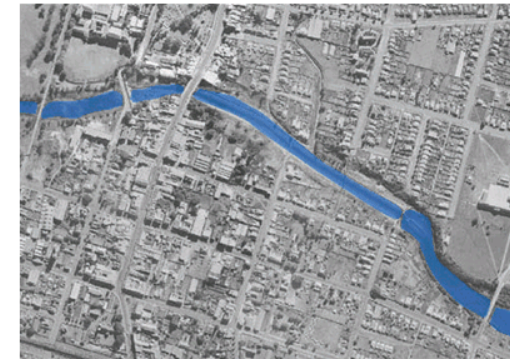


Figure 9: Plan of Parramatta-1943 (Source - City of Parramatta)



## 2.3 Urban Structure

### 2.3.1 Access

The site's strategic location offers excellent accessibility. It benefits from close proximity to major roads, rail networks, and ferry terminals. Furthermore, the site serves as a central point to the city's key growth areas, including Church Street, Parramatta Square, Parramatta Park, and educational institutions like Western Sydney University to the east.



Figure 10: Access



### 2.3.2 Nodes

The site is surrounded by various nodes that are important to the city thus serving as entry/exit point. It has the potential to create a distinct identity for itself solidifying its role as a gateway. Being among the vicinity of various public spaces around the site, also attracts visitors and has the potential to create a vibrant place.

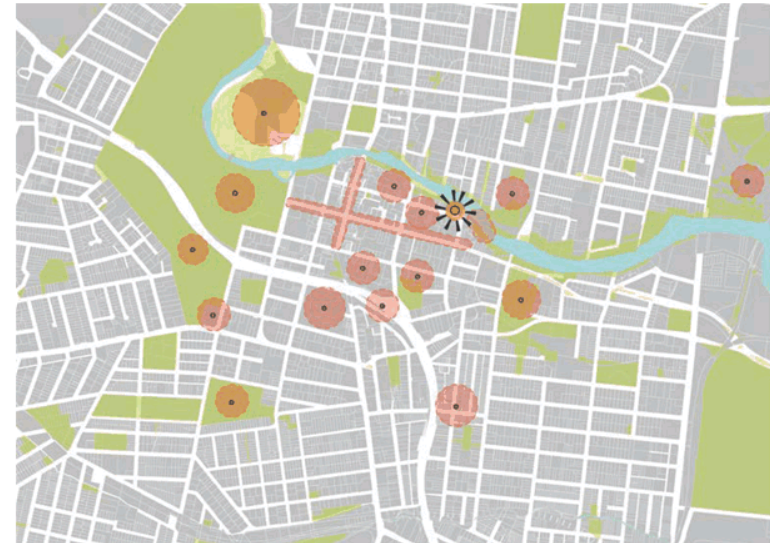
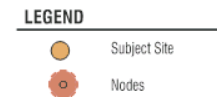


Figure 11: Nodes







### 2.3.3 Edges

The site faces the Parramatta river and is in proximity to the Parramatta Railway Station. Both of these sites have seen developments around/along its edges as the city has evolved. Thus the site can leverage its proximity to both the Parramatta River and the Railway Station, transforming it into a truly remarkable gateway for Parramatta.



Figure 12: Edges



90-94 Philip Street, Parramatta

### 2.3.4 Pedestrian Connectivity

The site's direct access to the river and proximity to the ferry terminal generate pedestrian activity. Recent developments like the Escarpment Broadwalk and Charles Street Square further amplify this foot traffic, creating a vibrant pedestrian hub. Public realm projects underway, including the Philip Street revitalization, Powerhouse Museum expansion, and Lenox Bridge portals, promise to attract even more people, solidifying this area as a major pedestrian destination.



Figure 13: Pedestrian Connections



9



## 2.4 Heritage

As seen in Figure 14, Parramatta CBD has Heritage listed items within the CBD. The site is in proximity to Heritage listed items given the inception of the city CBD beginning from the River. It also shows that majority of the heritage items can be seen towards the east and South.

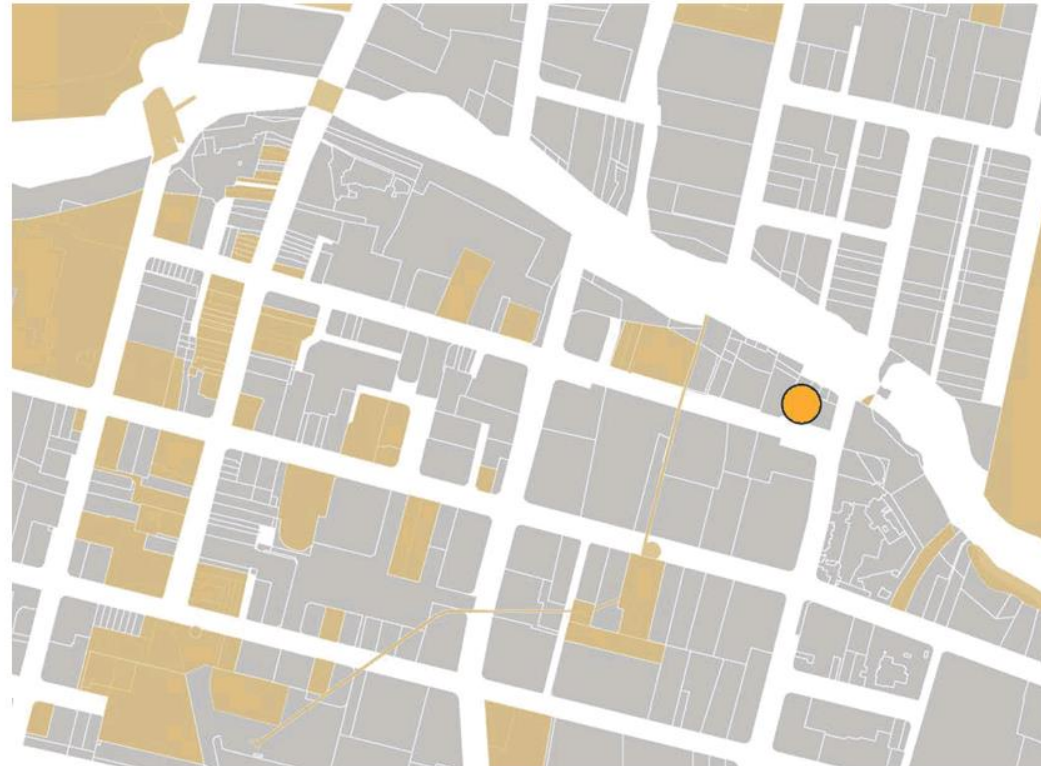


Figure 14: Heritage Map (Source: Parramatta LEP 2023)



## 2.6 Height

As seen in figure 15, the current Urban form between the Parramatta River and the railway station in Parramatta CBD has buildings that are 2-4 Storeys, 5-10 Storeys, 15-20 Storeys, 25-45 Storeys, and has buildings more than 50 Storeys.

The current built form in the city has high scale buildings towards the east and West while it has a low scale in the centre between the Parramatta Square and the Proposed Power house museum site.

The site being in the East has major recent developments that are tall and create an important node within the city.

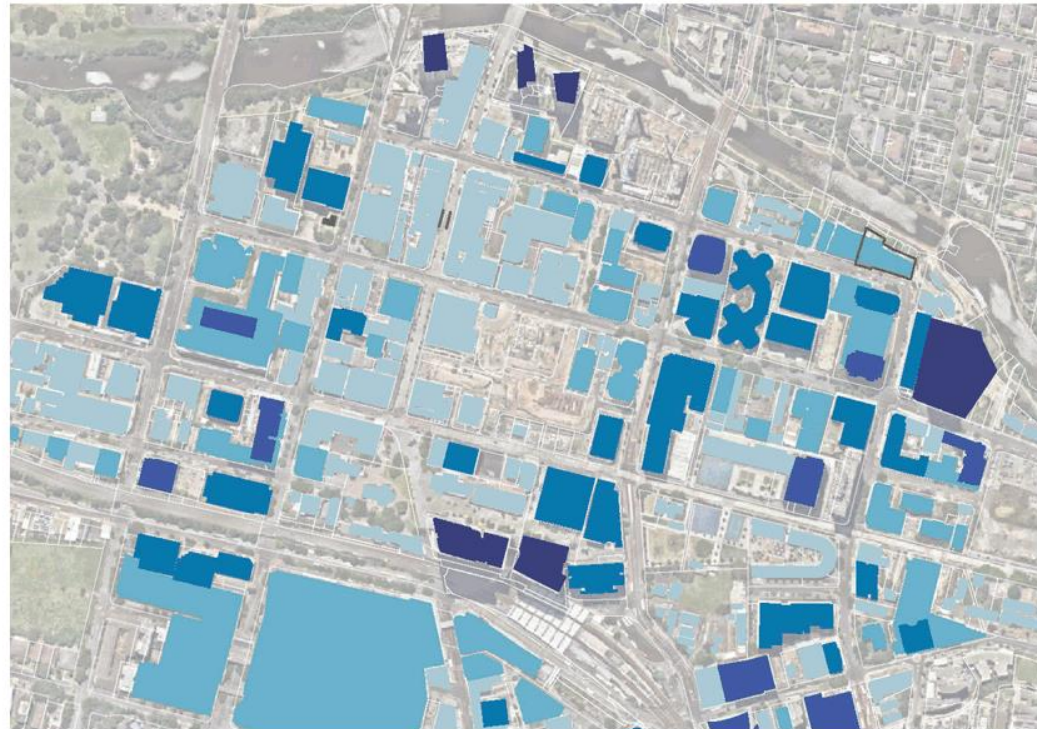


Figure 15: Existing Heights map(Source Parramatta LEP 2023)

LEGEND	
	Subject Site
	50+ Storeys
	25-45 Storeys
	15-20 Storeys
	5-10 Storeys
	2-4 Storeys



## 2.5.1 Recent Developments

In the last 10 years, Parramatta CBD has seen major developments around the river and in proximity to the Railway Station.

The figure shows

- Recently Built,
- Under Construction
- Approved
- Under Assessment

### LEGEND

	FSR	Height	Use	
<b>Subject Site</b>				
<b>Recently Built</b>				
1	180 George Street	10:1	213m	Mixed Use
2	105 Philip Street	-	48m	Government
3	93 Philip Street	11.41:1	112m	Commercial
4	330 Church Street	8.60:1	180m	Mixed Use
5	335 Church Street	12:1	156m	Residential
6	87 Macquarie Street	6.3:1	54m	Mixed Use
7	6-8 Parramatta Square	13.76:1	154m	Commercial
8	4-6 Parramatta Square		164m	Mixed Use
9	169 Macquarie Street	6.56:1	65m	Mixed Use
<b>Under Construction</b>				
10	116 Macquarie Street	21.85:1	156m	Mixed Use
11	37 Smith Street	7.21:1	45m	Mixed Use
12	10 Philip Street		115m	Mixed Use
<b>Approved DA</b>				
13	34 Hassall Street		157m	Mixed Use
<b>Under Assessment DA</b>				
14	66 Philip Street	21.85:1	96m	Mixed Use
15	99 Philip Street		145m	Mixed Use

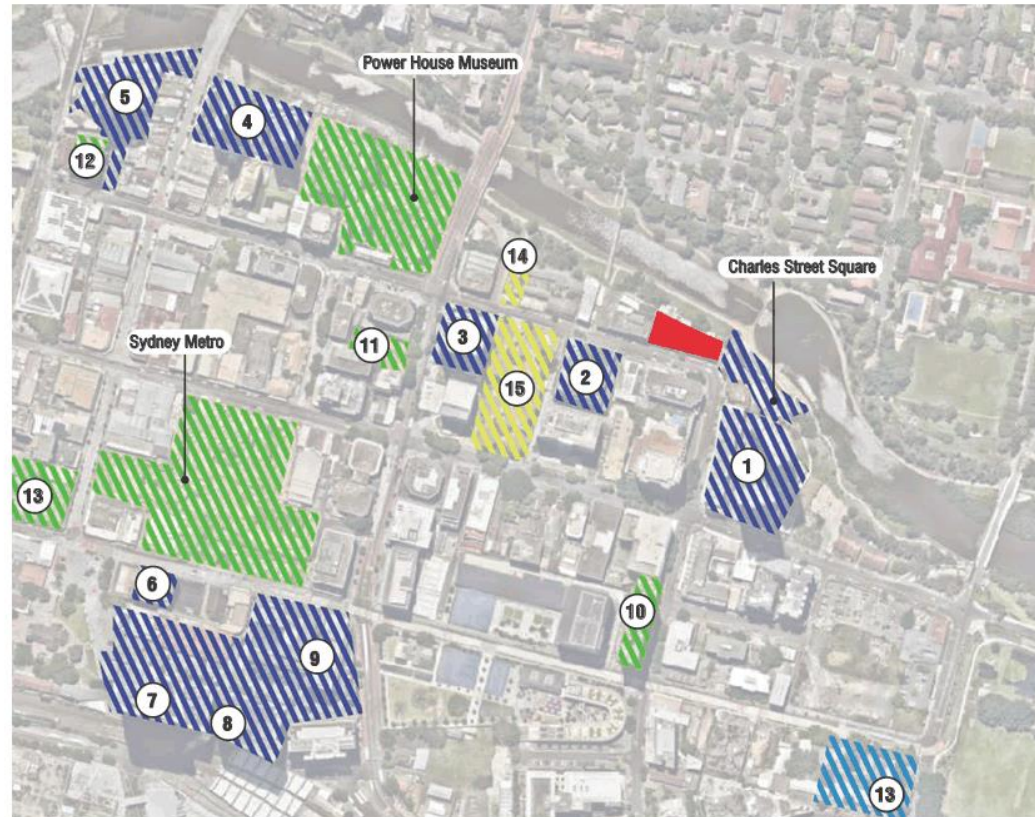


Figure 16: Recent Developments map



## 2.6 Key Views

The proposed development will not impact key views and view corridors:

- As seen in Figure 9.4.7.1 of Section 9 of the Parramatta DCP (p9-58), depicted in Figure 17, the subject site is not within any key view corridors.
- The subject site is not within the Highly Sensitive Area surrounding Old Government House in Parramatta Park. The impacts of a proposed development on views from Old Government House need not be considered where the development is to occur outside of the Highly Sensitive Area.

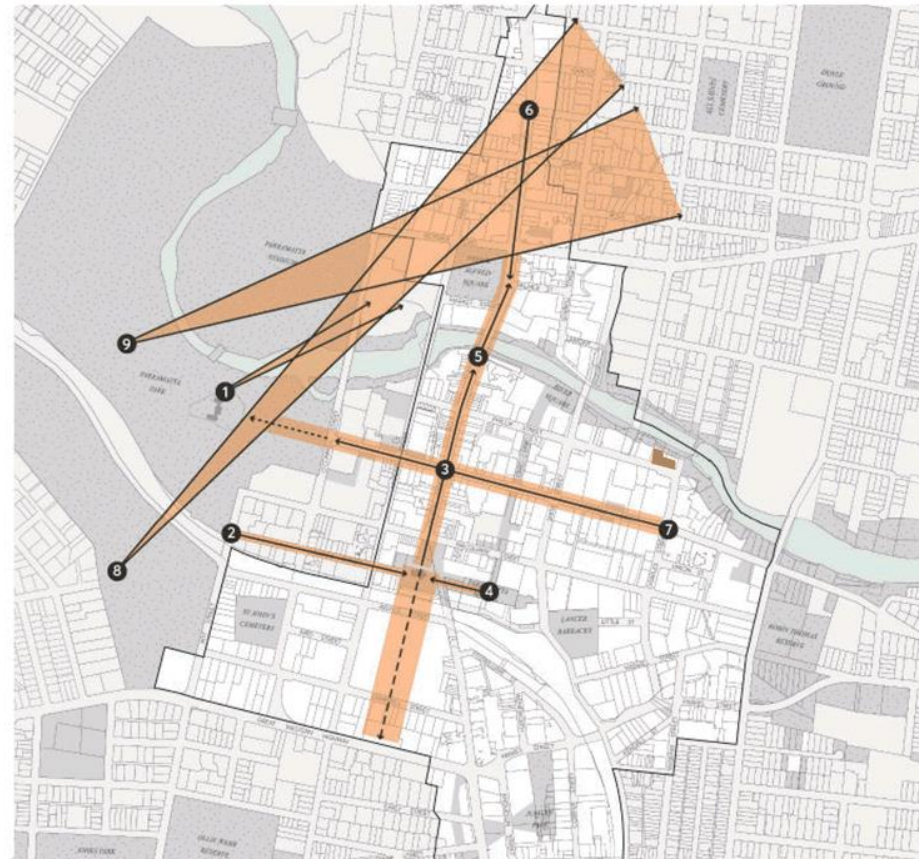


Figure 17: Key Views- (Source Parramatta DCP 2023 Chapter 9)



### 3.0 Desired Future Character

The Desired future character of the Parramatta CBD is evolving with its recognition as the second CBD and has as a pattern of growth that is creating different nodal points. These nodes are defined through developments along the parramatta river edge of the CBD and the railway station/ Metro as secondary nodes. The developments have taken prominence over the east and west with High density tall slender tower buildings and the central area as the civic link that connects the metro, parramatta square and the power house museum to the river.

The proposed site thus has the opportunity to contribute to this pattern with a defined tall tower that represents as a gateway marker site (Parramatta River Strategy 2015)

It also identifies as an important site when arriving from the Ferry into the city.

**LEGEND**

1	Developments on Western edge of the Parramatta Riverfront accompanied by high activity through Eat street - Church Street and Light rail.
2	Developments facing the Railway Station - Parramatta Square and Proposed metro
3	Developments on Eastern edge of the River - Tall towers, Commercial activity, Public domain activation through Ferry, Broadwalk Escarpment and Charles Street square
4	Proposed Power House Museum and River square activation to be used for major events
5	Horwood Civic Link- Connecting Parramatta Square to the river edge via Sydney Metro site, and Power House museum

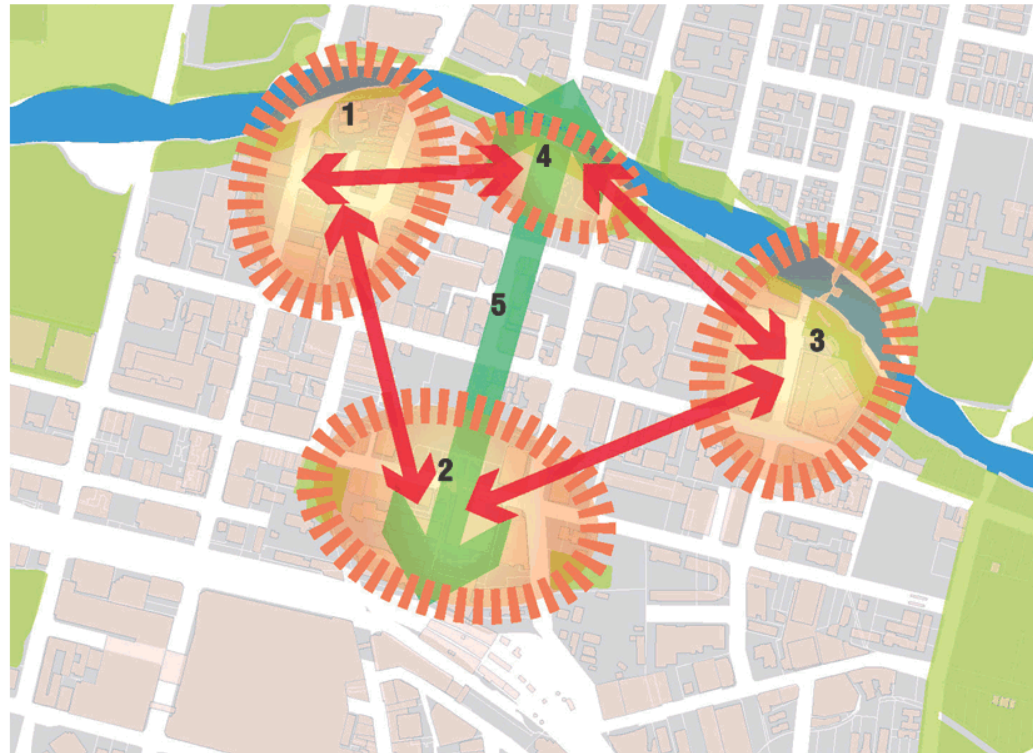


Figure 18: Parramatta CBD Built form Study



The Scale of Developments within the Riverfront and the Railway Station establishes a built form pattern that is shown in the figure 19.

The eastern and western edge of the river front has tall slender towers that define the rivers edges. This pattern of high rise buildings is seen to drop in the central area with the proposed PowerHouse Museum.

The developments in the central region are seen to undergo a transition of height from the Parramatta square Buildings maintaining a low scale development till the PowerHouse Museum.

The site being in the eastern edge of the riverfront has the potential to accommodate a tall development that can serve as a landmark building further defining this pattern.

**LEGEND**

1	Developments facing the river shows a Height pattern with increasing heights on the edges(East and West) and a dip in the central area with the proposed PowerHouse Museum
2	Public Domain: River Square is anticipated to have an Urban character that activates the riverfront through everyday uses and major events.
3	North south developments in the Central area shows a dramatic decrease in height from the Parramatta Square till the PowerHouse Museum
4	Major Street activation such as Philip Street, George Street and Macquarie Street,
5	Horwood Civic Link- Connecting Parramatta Square to the river edge via Sydney Metro site, and Power House museum
6	East- West Pedestrian link that connects through Upper level Promenade for flood free pedestrian movement.

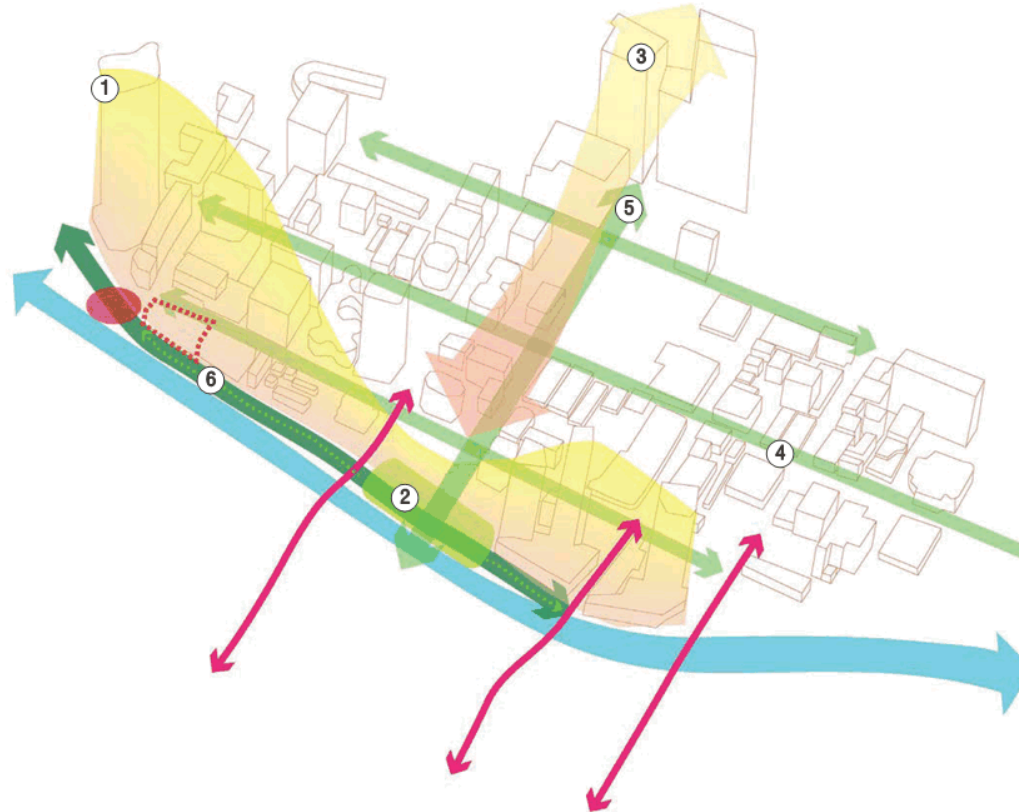


Figure 19: Character Analysis

## 4. Proposal

The Proposed Building at 90-94 Philip is designed by PTI Architects has

- Basement Car Parking
- Upper level Promenade link to the Riverfront for flood free Pedestrian link
- 4 Level Podium with Commercial uses
- 46 Storey Tower with Residential apartments
- Overall Height of 153m with FSR of 15:4:1
- Clear Pedestrian Access from Charles Street to the River and Charles street Square by moving Vehicular access on Philip Street
- Overall Tower Envelope -900m<sup>2</sup>
- Podium Envelope 1589 m<sup>2</sup>

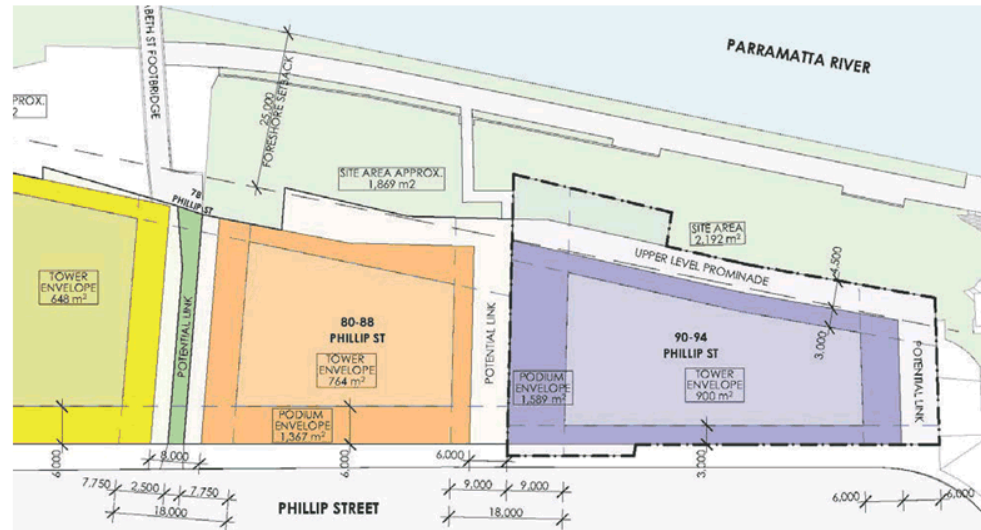


Figure 20: Proposed Development Site Plan (Source: PTI Architects)

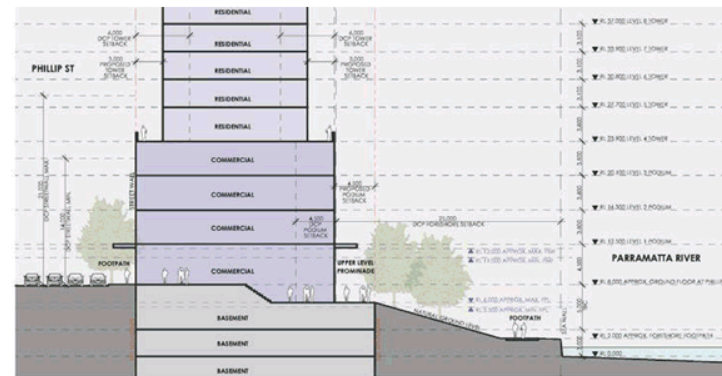


Figure 21: Concept Cross Section (Source: PTI Architects)



## 5. Assessment



### 5.1 Built Form

The Proposed building form and massing responds to the anticipated large scale developments on the river front and the eastern edge of the river as shown in figure 18.

The proposed development steps down from the maximum heights of the Parramatta CBD towards the Parramatta river and lower density development across the river in the north.

Provision of upper level setbacks above the street wall height to create a 'stepped' building form that modulates bulk and scale designed to be visually appealing along the foreshore and public spaces and to minimize its impact along foreshore and public spaces and surrounding streetscape.

The built form also incorporates rational development of the Philip Street block with upper level prominence that connects to the rest of the Philip Street block facing the riverfront.

The Proposal ensures that the size, configuration and orientation of the proposed envelope delivers workable floorplates that provided a high level of amenity for future residents.

The proposed built form does not impact to human scale along philip street and river front through sufficient setbacks provided on Podium and tower levels thus providing a clear podium and tower typology. The height of the proposal is further justified through the increased tower setback of 6m that ensures a clear definition of podium and tower.

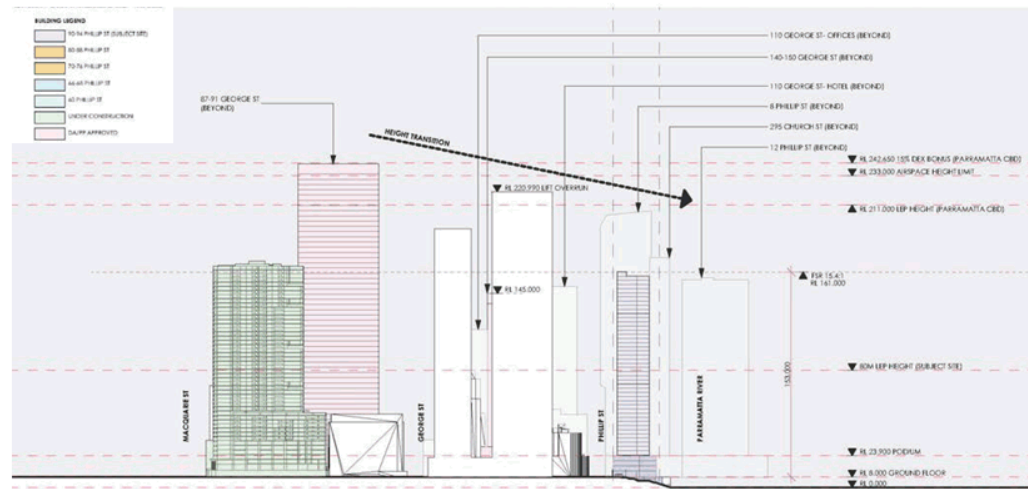


Figure 22: Concept Cross Section (Source: PTI Architects)



### 5.1.2 Setbacks

The Proposed building complies with PDCP 2023 with the following tower setbacks:

- Minimum 3m tower setback for Philip Street
- Additional 3m tower side setback on Charles street square(6m total)
- Minimum 3m tower setback on river foreshore setbacks.

The Proposal also provides 9m tower side setback on Philip Street adjacent to 80-88 Philip Street block providing separation distance of 18m between the towers. It allows for wider floorplates facing north towards the river improving solar access and view for residents.

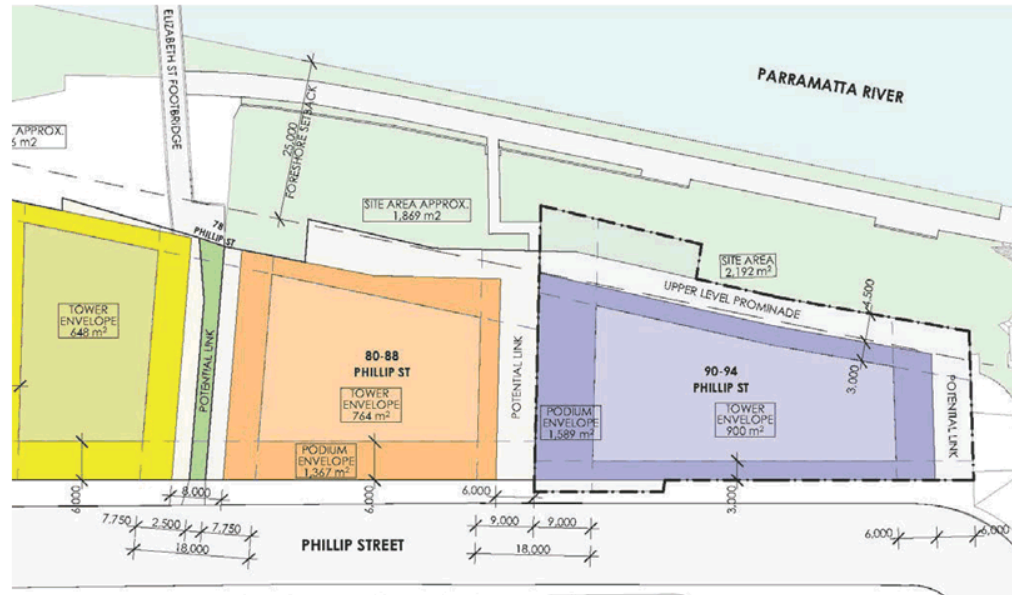


Figure 23: Proposed Site Plan (Source: PTI Architects)



### 5.1.3 Heights

The Proposed building has an overall height of 153m. It establishes a height datum for the Philip street block that is proportionate to the Parramatta river as the Charles Street square establishes further width to the river that allows for the proposed building height to still appear proportionate to the river.

The proposed height encourages rational redevelopment of the Philip Street block as it has proportionate height compared to 66 Philip Street and neighbouring blocks including north of the river. It provides a logical height strategy from the CBD towards the river that reflects a mixed use typology.

The 18m separation reinforces Philip street block identity as part of the CBD. The resulting separation distances as per the tower and Podium envelope has proportionate width compared to the envelopes on the block.

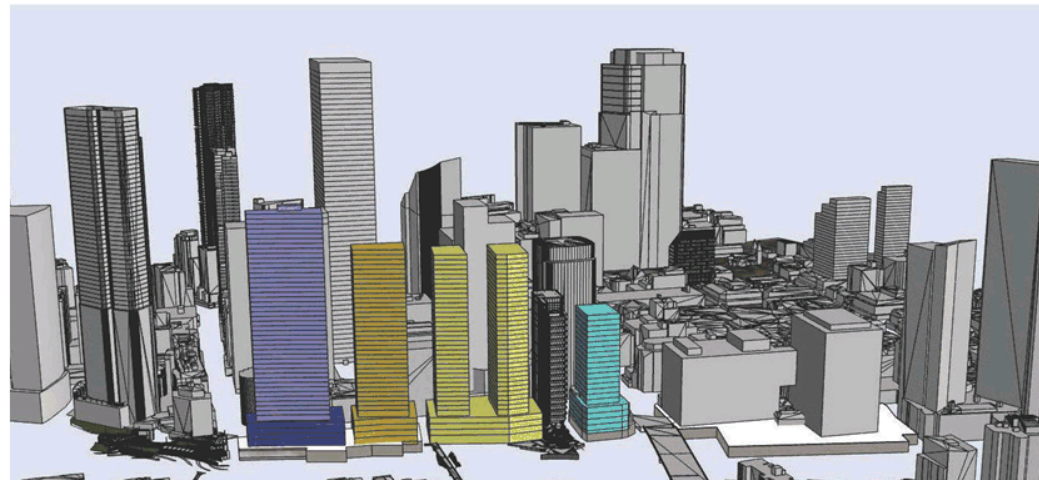


Figure 24: Generic Perspective looking South (Source: PTI Architects)

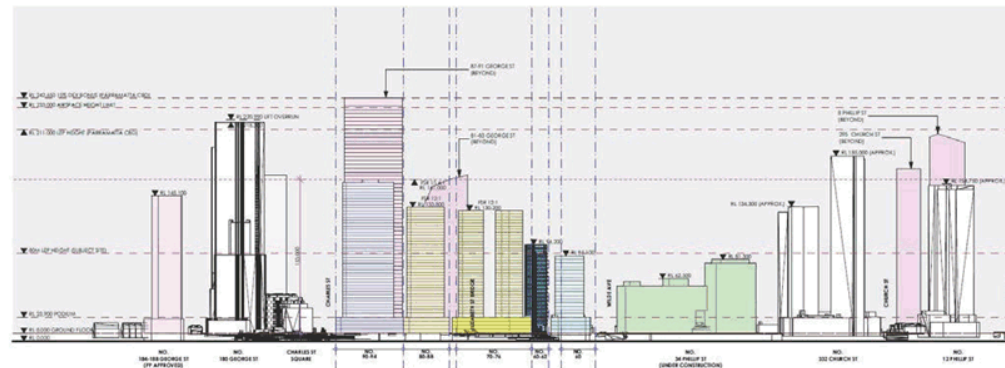


Figure 25: Concept Cross Section (Source: PTI Architects)



## 5.2 Public Domain

The vehicular access of the Proposed development now addresses from Philip Street rather than from Charles street as per the existing building layout, this allows for better integration with Charles street square.

The upper level foreshore promenade connection from Philip Street has been integrated within the development where the space between the promenade is used for seating and has landscape features that integrates with the context as well.

The proposed development addresses the riverfront with the upper level promenade and significantly improves the public domain interface as users can transition from the Riverfront to Philip Street.

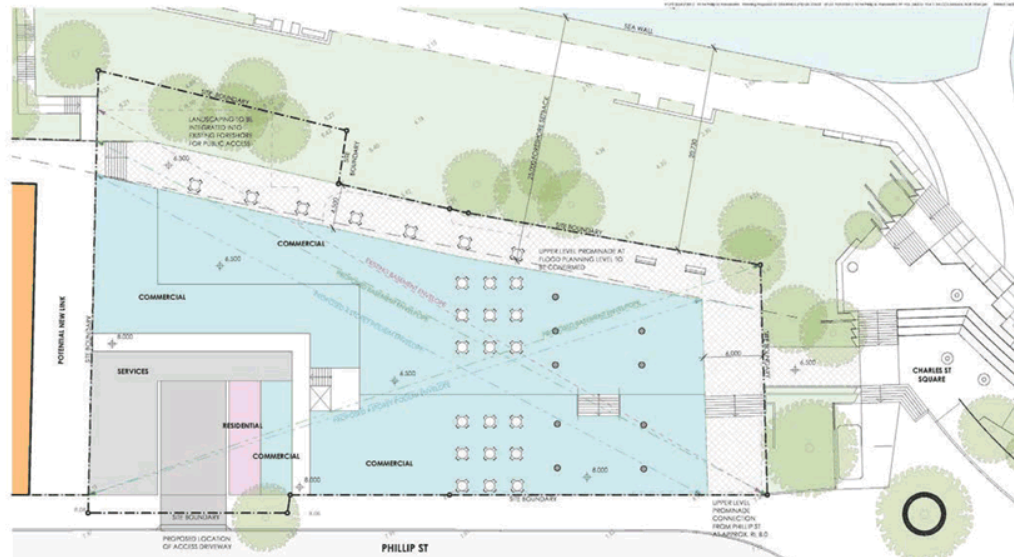


Figure 26. Proposed Ground Floor Plan (Source: PTI Architects)

## 6. Conclusion



The Parramatta city center is experiencing rapid growth as a bustling commercial hub, boasting a diverse array of businesses, offices, residential spaces, and services. In response to this burgeoning demand for high-quality developments, a proposed high-rise mixed-use development stands poised to meet the evolving needs of the area.

The Proposal aligns seamlessly with the site's characteristics and promises to enhance the CBD through the following:

**Transportation:**

Benefitting from outstanding transport connections, including a major train station, light rail, ferry services, and the forthcoming Metro, the development ensures convenient accessibility for both commuters and visitors.

**River Activation:**

The proposed development places a strong emphasis on public space utilization, integrating seamlessly with the East-West pedestrian connection that links to the proposed Powerhouse Museum. Additionally, it features an upper-level promenade, providing a flood-proof pedestrian pathway—a vital addition to the area's infrastructure.

**Street Activation and Charles Street Square Integration:**

Addressing the current built environment, the design strategically relocates the vehicular entry to Philip Street. This adjustment fosters easy access for visitors and residents to Charles Street Square and the riverfront, enhancing the vibrancy of the area.

**Node Identity:**

Situated within the recognized North-East corner node of the CBD, the site enjoys prominent visibility, positioning it as a gateway site and a pivotal arrival point. The proposed design not only reflects the desired future character of the area but also harmonizes with the existing scale of developments in its vicinity.

By encompassing these elements, the proposed high-rise mixed-use development is poised to elevate the Parramatta city center, catering to its growing demands while contributing to its distinctive identity and vitality.



# REPORT

**To** Anchor Estate  
**From** Water Technology  
**Date** 13 March 2024  
**Subject** 90-94, Phillip Street Parramatta Flood Advice  
**Our ref** 24060144\_R01V01

Dear Charbel,

## 24050144 90-94 Phillip Street, Parramatta Flood Advice

This report sets out our preliminary findings regarding how flooding may dictate building design features such as building footprints, minimum floor levels, basement entries and other design features of development at 90-94 Phillip Street, Parramatta (Figure 1). The advice provided in this report is broad but cannot be accurate without the precise flood levels which will only become available once Council adopts the new flood model. This is currently anticipated to be in May 2024.

The following preliminary flood advice has been prepared with reference to the following documents:

- Parramatta Local Environmental Plan (LEP) 2023
- Parramatta Development Control Plan (DCP) 2023
- Draft Parramatta River Flood Study (2023).

## 1 CONTEXT

Anchor Estate owns the site 90-94 Phillip Street Parramatta NSW (Figure 1). The site is currently occupied by 2 existing buildings that are used for commercial purposes. Anchor Estate intends to demolish and develop the site into a multi storeyed building for commercial/residential purposes. While the existing zoning permits such a use, Anchor Estate intends to submit a planning proposal to Council to obtain permission to increase the building height and floor space ratios on the site.

The site is subject to riverine flooding of the Parramatta River in large events and to overland flows. Parramatta Council's adopted flood levels for the site are based on a one-dimensional MIKE11 flood model which was developed in the 1990s. Council recently completed a two-dimensional flood model for the whole of the Parramatta River catchment within the LGA. This is detailed in the Parramatta River Flood Study (Stantec, 2023), and is currently in draft form. The study was placed on public exhibition from 18 September to 30 October 2023 and is yet to be finalised and adopted by Council.

The final results of this model will be applicable to any future planning proposal or development proposal for the subject site. At this stage our understanding is that Council intends to adopt this model in May 2024.

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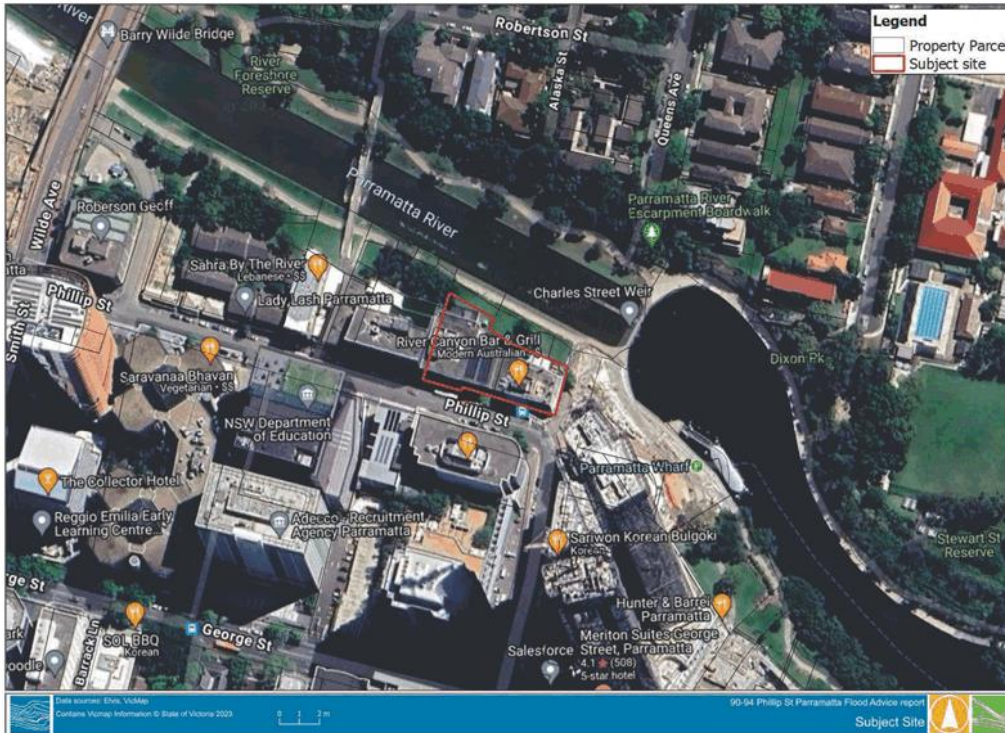


Figure 1 90-94 Phillip Street, Parramatta (Subject Site)

The resolution of the maps which accompanied the exhibited draft study is poor with flood contours intervals shown at 1 m. Within the CBD the contours are not labelled (Figure 2 and Figure 3).

Figure 4 is a flood map produced with outputs from the currently adopted one dimensional flood model. While this provides more precise flood levels at various cross sections in the river and surrounding streets, we don't have levels for a cross section at the subject site and these levels will be soon superseded. In fact, Council is currently delaying assessing development applications which rely on these levels.

This flood advice uses both sets of available flood data to inform the range of possible flood levels on the site and their implications for future development.

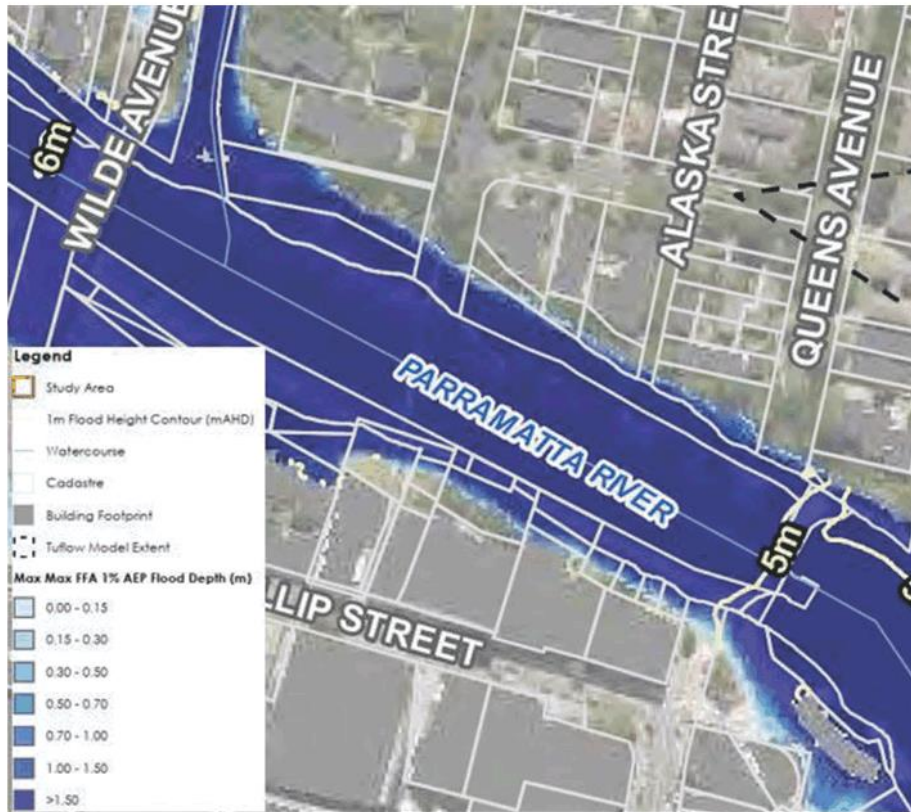


Figure 2 Flood levels (m AHD) in 1% AEP event (Stantec Draft Flood Study (2023))



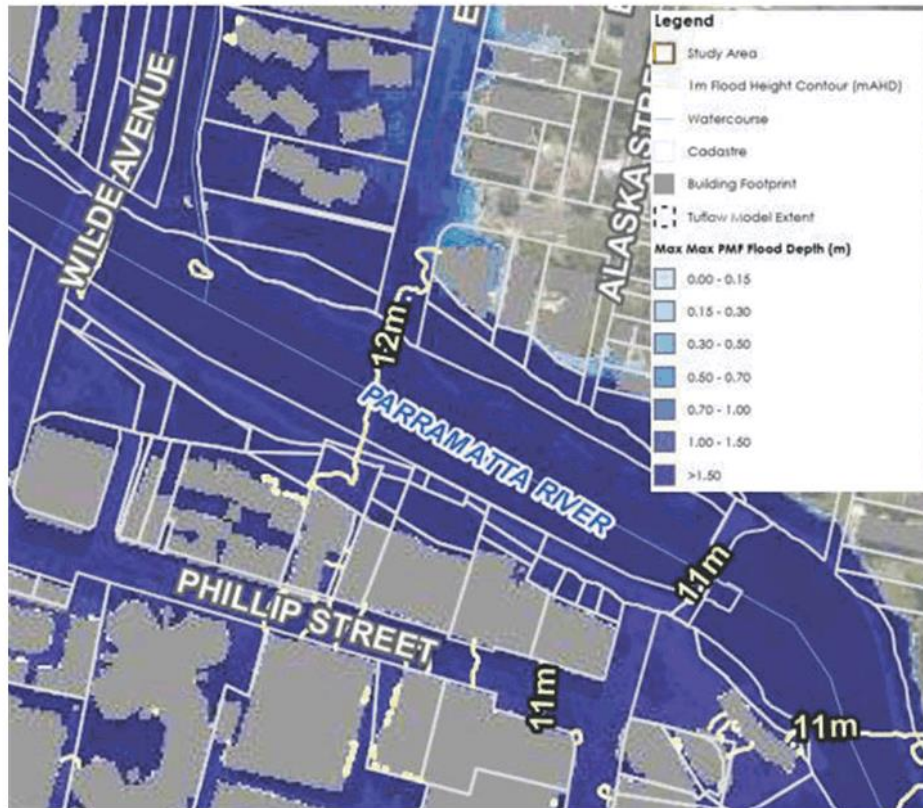


Figure 3 Flood levels (m AHD) in PMF event (Stantec Draft Flood Study (2023))

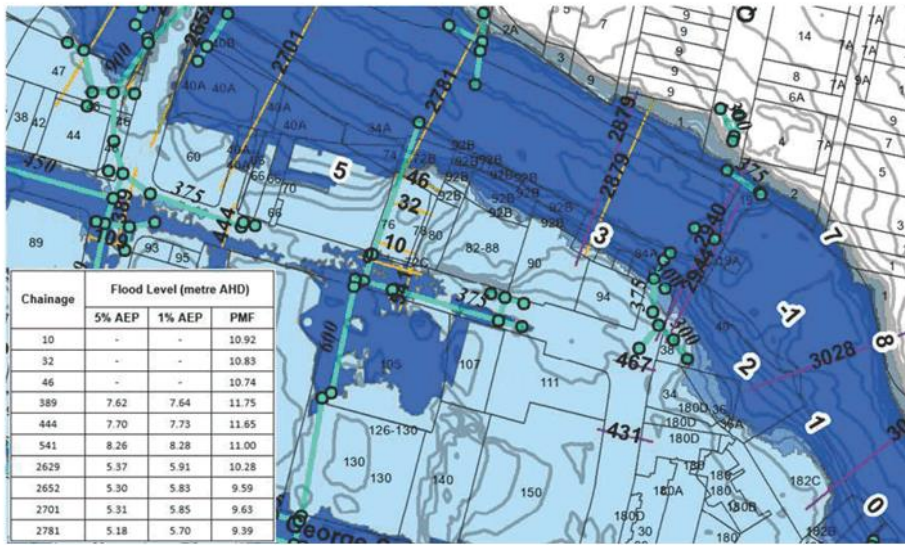


Figure 4 Flood Levels for Parramatta River (MIKE 11 model results)



## 2 DEVELOPMENT FOOTPRINT

Flood levels of both the Council adopted MIKE11 flood model and the recently developed Stantec Draft Flood Study were used to determine the range of flood levels that may need to be considered at the subject site.

The extract from the MIKE model does not provide flood levels for the cross section at chainage 2879 that is immediately to the north of the subject site. The closest flood information available from Figure 4 is chainage 2781 150m upstream to the subject site. Based on this model, chainage 2781 for the Annual Exceedance Probability (AEP) events are found to be as follows:

- 5% (1 in 20) AEP: 5.18 m AHD
- 1% (1 in 100) AEP: 5.7 m AHD
- Probable Maximum Flood (PMF): 9.39 m AHD in the Parramatta River and 11.65 m AHD in Phillip Street

The reason that the PMF flood level is shown as being higher in Phillip Street than in the Parramatta River is because in the model the river breaks out upstream of Marsden Street Weir and runs along Phillip, George and Macquarie Streets parallel to the river. The river drops over the weir and the water level in the river is much lower than those streets. Therefore, the flood level in the streets is metres higher than the level in the river and it flows from the streets back into the river along streets heading north or through the gaps between buildings.

The Stantec Draft Flood Study (2023) published flood level contours at 1m intervals. This gives a range between 5m AHD to 6m AHD at 1% Annual Exceedance Probability (AEP) along the northern boundary of the site (Figure 4). It indicates that the Phillip Street adjacent to the site is flood-free in the 1% AEP event.

In the PMF, the flood level is approximately 11m AHD at the eastern end of the site in the river and on Phillip Street south of the site. The level rises to 12m AHD in the river upstream of the site, but it is not clear what the levels are moving west along Phillip Street. It would appear PMF levels around the site are roughly between 11 and 12 m AHD.

As explained in Section 3 and Section 4 of this report, any development on the site must not create adverse flood impacts on neighbouring properties, Council is not in favour of buildings which have an undercroft area to accommodate flooding in events up to and including the 1% AEP flood nor extensive cut and fill within the flood planning area.

Satisfying these requirements at the subject site could be achieved by ensuring that the building footprint does not extend into the area below the 1% AEP flood level. Given that the flood levels are estimated to be somewhere between 5m to 6m AHD in the 1% AEP event, consideration is given to the limitations that three different 1% AEP flood levels would place on the approximate building footprint (Figure 5). This analysis may not be accurate as the flood levels are not available and it is indicative only to provide an idea of the implications depending on what final 1% AEP flood level is adopted. The ground levels of the site were extracted from Geoscience Australia's ELVIS ground elevation database which, in Parramatta, has a 1m grid size and a 10cm vertical resolution.

Scenarios considered for this assessment are illustrated in Figure 5 and were as follows:

- At a flood level of 5m AHD, the 1% AEP event would impact the north-western corner of 90 Phillip Street only. A building footprint which is entirely above this level would cover an area of approximately 2,192 m<sup>2</sup>.
- At a flood level of 5.5m AHD a 1% AEP event would encroach on most of the northern most boundary of 90 Phillip Street. To accommodate this scenario the building footprint was reduced to 2,156 m<sup>2</sup>.
- At a flood level of 6m AHD a 1% AEP event would encroach on the northern boundary of both 90 and 94 Phillip Street. A building footprint of about 1,953 m<sup>2</sup> could be built above this level.



Table 2 summarises the reduction in building footprint in each of the scenarios.

**Table 1 Different scenarios and Area reduction in %**

Scenario at 1% AEP	Actual Site Area	Development footprint within 1% AEP flood extent	Percentage reduction in area
5m AHD flood level	2,213 m <sup>2</sup>	2,192 m <sup>2</sup>	0.9%
5.5m AHD flood level		2,156 m <sup>2</sup>	2.6%
6m AHD flood level		1,938 m <sup>2</sup>	13%

The footprints provided in Figure 5 are an approximate extent but can be altered noting the following:

- Council will not countenance an under-croft area under the building to accommodate flooding, i.e., the building cannot cantilever over the 1% flood area.
- The northern boundaries drawn have minimum extents based on a straight northern façade. Further encroachment north may be possible with a stepped or curved façade or with compensatory cut and fill to even out the 1% AEP flood extent.
- These extents reflect a footprint matching the 1% AEP flood level however, PCDDP 2023 Control C04 suggests that Council will not accept filling below the Flood Planning Level, therefore the areas for any given flood level in Table 2 may actually correspond to the areas for the level 0.5m higher. This is elaborated upon in Section 4.

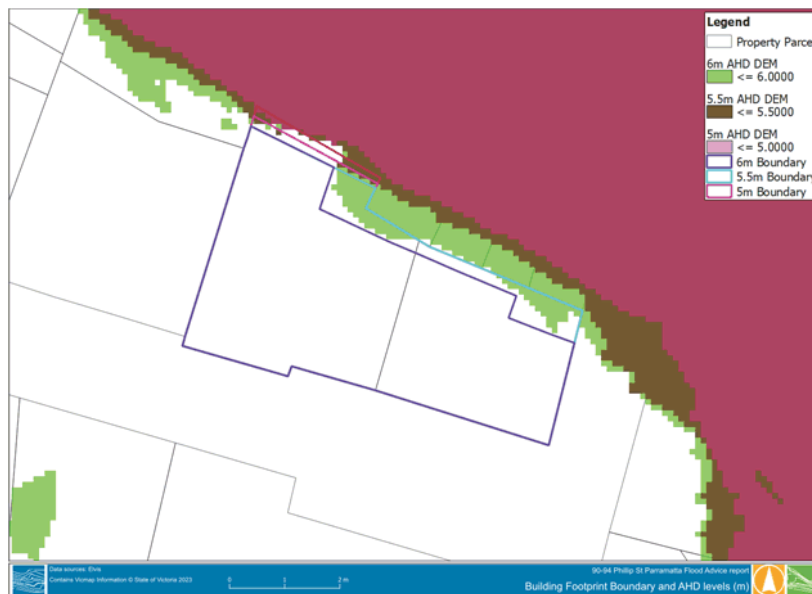


Figure 5 Proposed Indicative development footprint



### 3 LOCAL ENVIRONMENTAL PLAN PROVISIONS

This section discusses the Local Environmental Plan provisions that currently apply to this site including:

- Parramatta Local Environmental Plan (PLEP) 2023 Section 5.21
- PLEP 2023 Section 7.11

#### 3.1 PLEP 2023 Section 5.21

Clause 1 of Section 5.21: Flood planning. sets out the following objectives:

- (1) *The objectives of this clause are as follows—*
- (a) *to minimise the flood risk to life and property associated with the use of land,*
  - (b) *to allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change,*
  - (c) *to avoid adverse or cumulative impacts on flood behaviour and the environment*

Clauses 2 and 3 of Section 5.21 set out the provisions which must be satisfied to meet the objectives in Clause 1. Table 3 sets out how these will need to be addressed by development at 90-94 Phillip Street.

Table 3: Development requirements to satisfy the Parramatta LEP 2011 Section 5.21 clauses.

Clause	Recommendations
<p>(2) <i>Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development—</i></p>	
<p>(a) <i>is compatible with the flood function and behaviour on the land, and</i></p>	<p>The flood planning area (FPL) is defined as the 1% AEP flood level plus 0.5m freeboard. According to the mapping in the Draft Parramatta Flood Study (Stantec, 2023), overland flooding does not enter the site as the site adjacent Phillip Street is not flooded at 1% AEP and so development on the site would be compatible with the overland flow function.</p> <p>The northern boundary of the site would be marginally impacted by the 1% AEP riverine flooding with incremental affectation in larger floods. The entire site would be affected to a depth of more than 2m in the PMF (Figure 4 and 5). It is anticipated that when floodwater enters the site it functions as a floodway given its proximity to the river.</p> <p>The proposed development must demonstrate that it is compatible with the nature of flooding on the land through compliance with the specific requirements from the Paramatta DCP 2023, as outlined in Sections 4 of this report. The DCP indicates that Council considers mixed use developments to be compatible with the flood function of land between the 1% AEP and PMF levels provided development incorporates specific measures to manage flood risks.</p>



Clause	Recommendations
<p><i>(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and</i></p>	<p>Flood modelling has not been conducted to determine the impact of site development on flood behaviour. However, the site is not subject to flooding in the 1% AEP overland event based on the draft flood study and therefore the proposed development will not impact floodwaters in overland events up to and including the 1% AEP event. Anchor Estate must produce a flood engineer's report demonstrating that a proposed development will not increase flood affectation elsewhere. Council will expect that Council's new flood model will be used for this purpose.</p> <p>Given that the site likely functions as a floodway in large floods, any structures on the site have the potential to divert floodwaters onto neighbouring properties. By keeping the building envelop above the 1% AEP flood level, development on the site would have no impact on flood behaviour up to and including this event.</p> <p>While a building on the site would divert floodwaters in larger events, the fact that the site is already fully developed means that replacing these buildings with a building of a similar footprint is unlikely to have an incremental impact and therefore these provisions would be satisfied.</p>
<p><i>(c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and</i></p>	<p>This is a standard clause in all LEPs in NSW.</p> <p>It has been demonstrated that vehicular or pedestrian evacuation from Parramatta CBD in extreme floods is neither practical nor safe because there is insufficient road capacity, the river and its tributaries can rise quickly and cut routes and there is nowhere for an evacuation centre in the CBD which could accommodate the number of people and vehicles which would need to evacuate an extreme event.</p> <p>The PLEP 2023 and PDCP 2023 therefore recognise that sheltering in place in buildings in Parramatta CBD is an acceptable emergency response providing those buildings have appropriate provisions to do so.</p> <p>Therefore, any development of this site will not exceed the evacuation capacity of existing evacuation routes.</p> <p>There are controls in PDCP 2023 which establish what council considers to be acceptable means of ensuring the safe occupation of a development and its efficient evacuation in the event of a flood.</p> <p>For example, pedestrian vertical evacuation is accepted as an evacuation strategy provided that adequately sized, functional, safe areas of refuge are available and accessible above the PMF level.</p>



Clause	Recommendations
<i>(d) incorporates appropriate measures to manage risk to life in the event of a flood, and</i>	<p>Again PDCP 2023 details what measures council considers as acceptable means of meeting this requirement.</p> <p>In addition to providing safe refuge above the PMF, basement levels, if any must be protected from the entry of (e.g. driveway crests) and must be protected up to the PMF by either passive or active measures (e.g. gates).The development must have a Flood Emergency Response Flood Plan prepared for the site to ensure flood risk is managed appropriately.</p>
<i>(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.</i>	<p>There is no riparian vegetation in the vicinity of the site. Any development would need demonstrate that it would not adversely impact on the stability of the riverbanks or create an area where sediment would accumulate.</p>
<i>(3) In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters—</i>	
<i>(a) the impact of the development on projected changes to flood behaviour as a result of climate change,</i>	<p>Modelling undertaken for Council and summarised by Taylor Thomson Whitting in a 2016 flood study for the site of the Powerhouse Museum in Parramatta (34-54 and 30B Phillip Street and 338 Church Street, Parramatta) suggests that the riverine 1% AEP flood level would increase by 0.27 m by the year 2100 due to climate change. A similar increment could be expected at the site. Council will expect that the climate change provisions in Council's new flood model will be used for this purpose.</p>
<i>(b) the intended design and scale of buildings resulting from the development,</i>	<p>Development is envisaged to be a mixed-use high-rise building. PDCP 2023 planning controls suggest that Council considers this development type to be appropriate on a site such as this which predominantly sits between the 1% AEP and PMF levels.</p>
<i>(c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood,</i>	<p>The measures that PDCP 2023 requires in this regard are:</p> <ul style="list-style-type: none"> <li>▪ adequately sized, functional, safe areas above the PMF level</li> <li>▪ basement levels, if any, protected from floodwaters up to the PMF level.</li> <li>▪ a Flood Emergency Response Plan for the site.</li> </ul>
<i>(d) the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.</i>	<p>The site is not subject to coastal erosion. It would not be possible to modify, relocate or remove a new building on the site as a flood response measure.</p>



### 3.2 Parramatta Local Environmental Plan 2023 Section 7.11

PLEP 2023 provisions for Parramatta City Centre apply to this site and address flooding issues in Section 7.11: Floodplain Risk Management:

- (1) *The objective of this clause is to enable occupants of buildings in certain areas subject to floodplain risks to—*
- (a) *shelter in a building above the probable maximum flood level, or*
  - (b) *evacuate safely to land above the probable maximum flood level.*
- (2) *This clause applies to land identified on the Floodplain Risk Management Map.*
- (3) *Development consent must not be granted to the erection of a building on land to which this clause applies unless the consent authority is satisfied the building—*
- (a) *contains an area that is—*
    - (i) *located above the probable maximum flood level, and*
    - (ii) *connected to an emergency electricity and water supply, and*
    - (iii) *of sufficient size to provide refuge for all occupants of the building, including residents, workers and visitors, and*
  - (b) *has an emergency access point to land above the 1% annual exceedance probability event, and*
  - (c) *is able to withstand the forces of floodwaters, debris and buoyancy resulting from a probable maximum flood event.*
- (4) *Subclause (3)(a) does not apply if there is pedestrian access located between the building and land above the probable maximum flood level.*
- (5) *In this clause—*
- annual exceedance probability** *has the same meaning as in the Floodplain Development Manual.*
  - Floodplain Development Manual** *has the same meaning as in clause 5.21.*
  - Floodplain Risk Management Map** *means the Parramatta Local Environmental Plan 2011 Floodplain Risk Management Map.*
  - probable maximum flood** *has the same meaning as in the Floodplain Development Manual.*



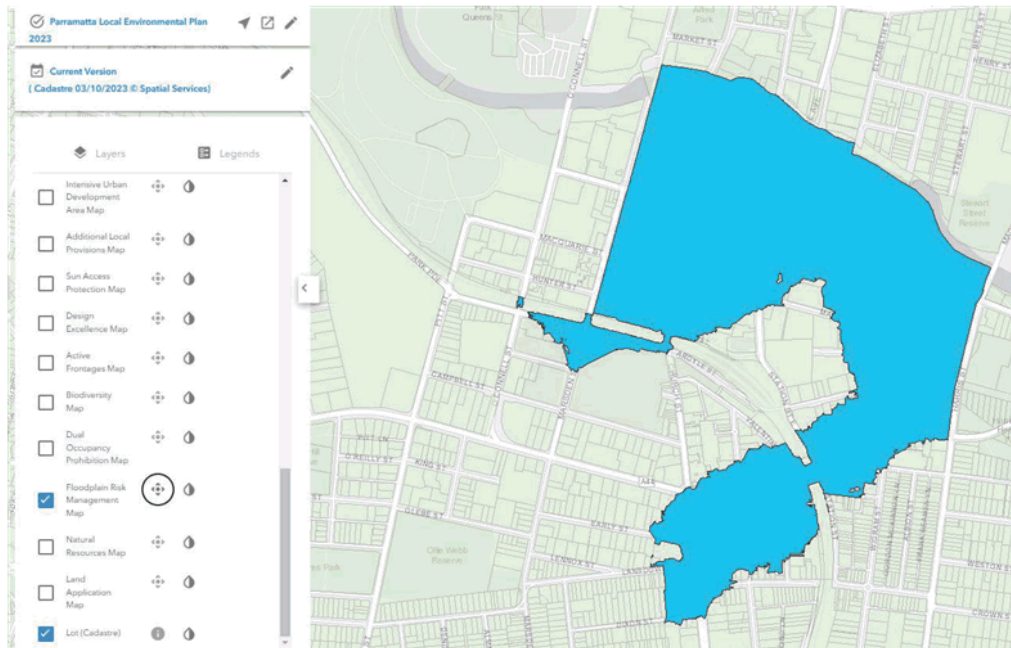


Figure 6 Floodplain Risk Management Map from PLEP website

The site is mapped within the Floodplain Risk Management Area on Council's Floodplain Risk Management Map (Figure 6). Therefore, the above provisions are applicable to the site. The proposed development must have the following:

- An adequate refuge above the PMF with the space and safety provisions to provide for all occupants with an emergency electricity and water supply;
- Have an emergency access point above the 1% AEP flood level; and
- Be able to withstand the forces of the PMF, including floodwaters, debris, and buoyancy.

The PDCP 2023 elaborates on the specific requirements to satisfy the above and these are detailed in Section 4 of this report. However, in relation to the planned development of the site and the sites features, it is noted that:

- the ground level on Phillip Street is above 8m AHD so the first floor of a commercial building on the site would likely be at or above the PMF level if conventional ceiling heights are provided. Therefore, it would not be difficult to provide refuge areas above the PMF level.
- the footpath along the Phillip Street frontage is flood free in the 1% AEP event (Figure 2) so providing an emergency access point above the 1% AEP flood level is achievable.
- a monolithic concrete mixed-use building should be able to be designed to withstand PMF forces although given its proximity to the river these could be significant. A structural engineer will need to sign off on the design and will need to have access to depth and velocity data from Council's flood model.



## 4 DEVELOPMENT CONTROL PLAN PROVISIONS

Section 5.1.1 Flooding of Parramatta Development Control Plan (PDCP) 2023 sets out 33 controls for flood risk management that apply to this site. It groups these under two headings:

- Floodplain Risk Management
- Flood Warning and Emergency Response Planning

The following sections discuss these in general terms. As there is currently no specific development proposal for the site, the discussion provides guidance on what implications these controls would have for design decisions regarding a future development proposal. Section 6.7 of the DCP 2011 came into effect on 2 December 2022 and identifies the site as part of the Floodplain Risk Management area to which this section applies.

Under the heading of Floodplain Risk Management PDCP 2023 lists 15 objectives and 24 planning controls while there is one objective and 9 controls under Flood Warning and Emergency Response. Many of the latter controls are simply verbatim reiterations of the earlier controls.

With regard to planning control 24 (C24), it sets out a matrix approach to development control and under this provision alone a particular type of development below a particular flood level could have up to 15 specific design or operational controls applying to it. There is some overlap between the development controls called up by C24 and the other controls, so the following discussion groups the controls according to their design implications.

### 4.1 Land use Categories and Flood Risk Precincts

Regarding the matrix under C24 the applicable development controls within the matrix are based on the Land Use Category Definitions table (Table 5.1.1.1), the envisaged redevelopment with both residential apartments and commercial/retail spaces in the podium level falls under "Commercial or Industrial", which includes retail premises, office premises and mixed-use developments. The same development controls would apply if the development fell under "Residential" land use.

However, were any of the commercial areas of the building proposed to be used for early education and care facilities, hospitals, residential care facilities, educational establishments, or emergency services facilities or if the residential tower were used for seniors housing, then the land use category would be Sensitive Uses and Facilities. According to Table 5.1.1.2 under C24, none of these uses are suitable at a site such as this where it can flood in a PMF, and this is reinforced by C16. Note that the DCP is unable to prohibit these uses (only an LEP can do that) and C17 suggests that in some circumstances centre-based childcare and aged care facilities may be approved. However, one of the requirements is that building occupants would not have to traverse hazardous floodwaters in any flood between the 1% AEP and the PMF. That would not be the case at this site and so it would be extremely difficult to get approval for such uses at the site.

Figure 7 shows that the site is mostly within the Low Flood Risk Precinct with small sections of the northern part of 90 Phillip Street being within the Medium and High Flood Risk precincts. The boundaries of these precincts are likely to be updated when Council adopts the new flood model results. However, if the development footprint is kept above the 1% AEP flood level, then the development should remain within the Low Flood Risk Precinct. The following discussion therefore assumes that the future use of the site would be for Mixed Use development in the Low Flood Risk Precinct and discusses the applicable planning controls from C24 for such development.

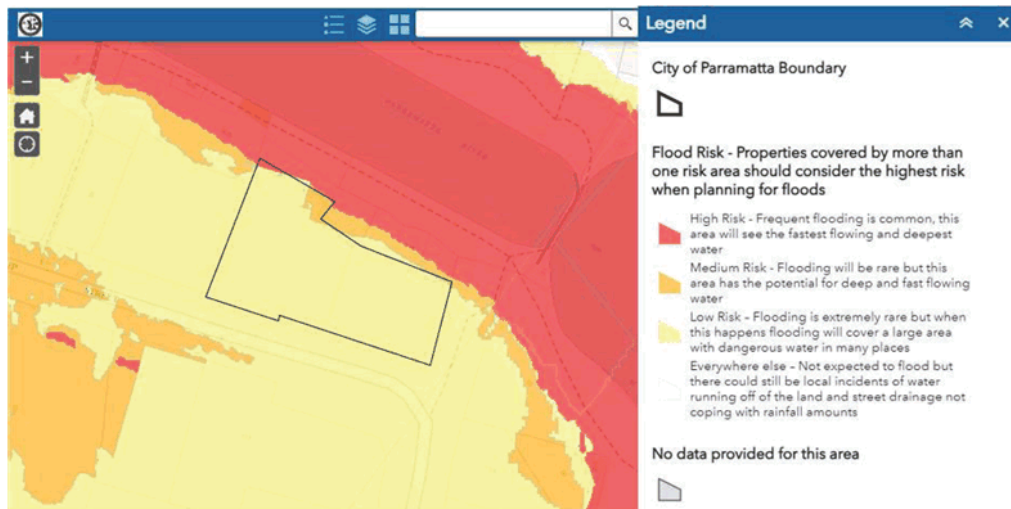


Figure 7 Flood risk precinct for 90-94 Phillip Street, Parramatta (Source: FloodSmart Parramatta)

#### 4.2 Consistency with Other Plans

C01 simply requires that development is compatible with any relevant Floodplain Risk Management Plan. C32 is a repeat of this control as is the evacuation provisions of C24. As the Upper Parramatta River Floodplain Risk Management Plan was updated to accommodate the updates to the Parramatta LEP and DCP, any development which meets the requirements of the LEP and DCP will be compatible with the Upper Parramatta River Floodplain Risk Management Plan.

#### 4.3 Risk to Life Management

C02 requires that risk to life be mitigated to Council's satisfaction and C33 is a repeat of this control. What would satisfy council is indicated by the following conditions:

- C07 – must have reliable access to a flood free location.
- C19 – must use a merit-based flood hazard and flood impact risk assessment that considers risks to occupants.
- C24 – must have reliable access for pedestrians required from the site to an area of refuge (including shelter in place) above the PMF level, on site (e.g. second storey) or off site and must be consistent with any relevant flood emergency response plan, flood risk management plan or similar plan.
- C28 – where shelter on site is required and permissible by C24 occupants must be able to stay there for the duration of the flood and any subsequent disruption.
- C29 - sets out the details of what the shelter must provide.
- C31 – sets out the details of accessibility to the shelter.



Condition C07 and C24 can be satisfied by having access for occupants of the basement and ground floor to the first floor or above and for occupants of the upper floors to remain where they are. This is consistent with the Upper Parramatta River Floodplain Risk Management Plan which supports sheltering in place although not necessarily with the NSW SES Local Flood Plan which advocates off site evacuation as its preferred response strategy. This means that a planning proposal to increase density at the site may be opposed by NSW SES. It is noted that condition C27 states that horizontal evacuation measures are preferred but only where certain conditions can be met. One of those is that there is an exit from the building above the PMF level. That cannot be met at 90-94 Phillip Street.

C29 sets out the following requirements for on-site shelter:

- a) Refuge shelters must be adequate and fit for purpose (size, design, equipment, supplies) and maintained as such in perpetuity.
- b) Unless otherwise advised by Council, facilities must be designed for a refuge stay of at least 72 hours, with longer time periods addressed in design, equipment, and provisioning.
- c) It is recommended, and may in some cases be required, that large and high-rise residential buildings be provided with emergency back-up power, water supply and sewerage for all residential units and common facilities including lifts. This must be provided in the context of an overarching Emergency Response Plan that includes flooding, power outages, extreme weather events and other incidents.
- d) Where the building design and back-up systems enable some residents to safely remain in their own apartments for extended periods during floods, all such residents must still have access to a communal refuge area of adequate size where support from other residents and emergency supplies are available.
- e) The communal safe area of refuge must be permanently provided with as a minimum:
  - emergency electricity supply, and lighting,
  - clean water for drinking, washing and toilet flushing,
  - working bathroom and toilets,
  - suitable food,
  - personal washing facilities,
  - medical equipment including a first aid kit,
  - a battery-powered radio and relevant communications equipment, and
  - a comfortable, safe, indoor, sheltered environment (corridors, lobbies, balconies, alfresco areas, car parks etc are not acceptable).

C30 sets out the following accessibility requirements for all safe areas of refuge (residents own apartment or a communal area):

- a) fail safe access to the safe area of refuge from anywhere in the building including the basement (lift access is not allowed) that is protected from floodwaters up to the PMF by suitable flood doors, flood gates and the like; and
- b) fail safe access to an exit/entry point located above the 1% AEP flood level plus 0.5m freeboard that enables people to exit the building during a fire and/or flood and allows emergency service personnel to enter a building to attend to a medical emergency.



#### 4.4 Building Design Parameters

The Flood Planning level (FPL) must be set at a 1% AEP level at any location plus a 500mm freeboard (C03, C24) unless specified for additional freeboard by Council to manage any exceptional circumstances. It shall be based on the higher of the 1% AEP riverine flood level or the 1% AEP overland flow flood level, as accepted by Council. This means that it will need to be set using Council's new flood model levels when they are adopted. From the available mapping that shows that the site is not affected by 1% AEP overland flooding so the minimum habitable floor levels of the site will be based on the 1% AEP riverine flood level. As the ground level in Phillip Street is above 8m AHD and the riverine flood level might be slightly higher than 5m AHD, it may be possible to have a habitable floor level below the Phillip Street ground level. All building components below the FPL will need to be of flood compatible materials (C24).

Significant filling or excavation below the FPL is generally not permitted (C04) so the footprints marked in Figure 04 should be related to the FPL rather than the 1% AEP flood level. For example, if the 1% AEP flood level is 5m AHD then the FPL would be 5.5m AHD and the 5.5m AHD building footprint would apply. C15 states that, *"In general, Council will not support proposals for flood flow-through or flood storage chambers within or beneath a new building, and alternate design solutions will be required."* Which would make it challenging to get approval at this site for any building which cantilevered beyond the FPL contour. However, C05 does countenance the possibility of raised structures and, if proposed, may require a structural engineer to certify the structure will not be at risk of failure from flood forces.

C12 requires that design responses to mitigate flood impacts should not have significant negative impacts on local amenity such as overshadowing or incompatibility with the streetscape. This should not be an issue for redevelopment of this site.

#### 4.5 Flood Modelling

As redevelopment of the site would involve the construction of a new building, the applicant must make a Flood Information Enquiry to the Council to receive any flood relevant information for the site (C08). Council may require an additional flood study be prepared, which Control 09 states must be prepared using parameters provided by Council and account for climate change. It is likely that Council will require the impacts of proposed development of the site to be modelled using Council's new TUFLOW model. Development must be planned and design to respond to both riverine and overland flooding (c13). Council may also require an overland flood study where it is likely to dominate the riverine flooding (C10). Council's published flood maps suggest there is no overland flooding near the site so this may not be necessary.

The modelling will need to demonstrate that the development will not increase flood affectation elsewhere (C14, C24). This would need to take into consideration:

- (i) loss of flood storage.
- (ii) changes in flood levels, and velocities caused by changes to flood flows; and
- (iii) the cumulate impact of multiple potential developments in the vicinity

The Council adopted model would be adequate for this analysis.

If future development has a similar footprint to the existing development on site then this requirement should be able to be met. If the footprint is to be increased, then compensatory cut may be required but C14 suggests that this should not be "significant" below the FPL.

C06 makes it clear that the impacts of fencing and landscaping must be included in the modelling.



C18 expands on the required flood modelling, specifying that the modelling must include flood hazard modelling.

The modelling must then be used to prepare a merit-based flood hazard and flood impact risk assessment C19.

#### 4.6 Car Parking

C20 states

*"Council strongly discourages basement car parks on properties within the floodplain. Where site conditions require a basement car park on a property within the floodplain, development applications must provide a detailed hydraulic flood study and design demonstrating that the proposed basement car park has been protected from all flooding up to and including the PMF event. An adequate emergency response and evacuation plan must also be provided where basement car parks are proposed in the floodplain..."*

We recommend not to propose a basement car park as it is strongly discouraged by the Council. If the developer decides to proceed with a basement car park, necessary detailed hydraulic modelling study with mitigation options such as flood gates (up to and including PMF event) must be presented to demonstrate the protection of the car parking area. Phillip street is the only vehicular access to the site and is at an existing level varying from 8m to 8.1m AHD, therefore the driveway ramp crest from Phillip Street must be at least 8.6m (allowing a 0.5m freeboard) and is provided with a flood gate/barrier that goes up for about 2.5m to protect the driveway from flooding at PMF event.

Controls 21, 22 and 23 set out the requirements that basement car parking must satisfy when it is proposed. This includes:

- a driveway to a street which will not have high hazard flooding in a 1% AEP flood. Council's mapping suggests that Phillip Street would meet this requirement.
- protection from the ingress of floodwater by passive measures at least up to the flood planning level. These measures are likely to include provision of a driveway crest at or above the flood planning level with associated wing/or bund walls to this level to prevent floodwaters flowing into the basement. As the FPL is likely to be less than 6m AHD and a driveway entry at Phillip Street (about 8m AHD) would satisfy this requirement
- protection from the ingress of floodwater via the driveway up to the PMF level. These measures are likely to include provision of a self-triggering and self-powered flood gate at or near the driveway crest that reaches the level of the PMF. Such a gate would need to be 3-4 high depending on the driveway crest level and the final PMF level advised by Council.
- protection from the ingress of floodwater via stairwells and other openings up to the Probable Maximum Flood level. These measures are likely to include a combination of a self-closing flood doors, flood gates and bund walls. Flood doors may also be fire doors
- provision of flood-free escape stairs from the basement up to a place of refuge within the building above the PMF level with adequate facilities for users during and after a flood. In other words, a set of fire stairs between the basement and the first floor which has no entry on the ground floor.
- adequate car parking for the disabled and an escape path that can be followed to safety.

The above measures must be supported by a Flood Emergency Response Plan and a Building Management System and Plan which provides for the maintenance, testing and operation of the flood protection measures.



In addition, under C24 car parking and driveway access need to address the controls 1, 3, 5 and 6 within the Table 5.1.1.3 Floodplain Matrix Planning and Development Controls which are:

*1, The minimum surface level of unenclosed parking spaces or carports shall be as high as practical, but no lower than 0.1 metres below the 1% AEP (100-year ARI) flood level. In the case of garages and other enclosed parking areas for less than 3 motor vehicles, the minimum surface level shall be as high as practical, but no lower than the 1% AEP (100-year ARI) flood level, plus 0.15 metres freeboard. This provides the option of having unenclosed parking under the building as low as 0.1m below the 1% AEP flood level and may be a way of avoiding the onerous controls on basement parking.*

*3, Garages, and other enclosed car parking areas, capable of accommodating more than 3 motor vehicles, must be protected from inundation by floods equal to or greater than the 1% AEP (100-year ARI) flood. Ramp levels to be no lower than 0.5m above the 100-year ARI flood level. Where below ground car parking is proposed additional measures must achieve protection up to the PMF. This is covered in detail by C21-23.*

*5. Unless otherwise approved by Council and provided this does not obstruct or displace floodwaters, the level of the driveway providing access between the road and parking spaces shall be no lower than 0.2 metres below the 1% AEP (100-year ARI) flood level. Phillip Street is above the 1% AEP flood level.*

*6. Enclosed car parking, and car parking areas accommodating more than 3 motor vehicles, with a floor below the 1% AEP (100-year ARI) flood level, shall have adequate warning systems, signage, exits and evacuation routes. Refer to Flood Warning and emergency Response Planning section for requirements. This is an additional requirement not covered by C21-C23.*

#### 4.7 Emergency Planning

C25 states that, "If required by Council all development in the floodplain involving the construction of a new building or significant alterations to an existing building, and or intensification of a use must be supported by a FERP". A FERP is a Flood Emergency Response Plan and according to C26 must include:

- Warning and evacuation measures
- Measures to prevent evacuation from the site by private vehicle.
- The most appropriate emergency response for flood and fire events that occur together.
- A FERP drill which is tested at least annually.

## 5 CONCLUSION

This letter has set out the flood management considerations for 90-94 Phillip Street based on the current LEPs and DCP applicable to the site. Until Council adopts its new flood model for the Parramatta River it is difficult to be definitive about the flood levels, hazards, and risks at the site. However, based on published draft flood model results it would appear that a mixed-use development on the site would be compatible with the flood risk and is permitted by the LEP and deemed suitable by the DCP.

The flood planning level for the site is likely to lie somewhere between about 5.5m and 6m AHD which is below the Phillip Street level of about 8m AHD. This means that it may be possible to have habitable uses on a floor level below Phillip Street. It also means that if there is parking below Phillip Street but no more than 0.6m below the FPL and it is not enclosed, then it does not need to be protected from the ingress of floodwaters.

Otherwise, enclosed basement carparking may need flood gates up to 4m high on the Phillip Street driveway crest. It would also be necessary to have measures to prevent the ingress of PMF flooding into the enclosed



basement via stairwells, lift wells and other floor penetrations. An emergency access from the basement to the first floor would be required which does not have an exit at ground level.

It would need to be demonstrated through flood modelling, using Council's new flood model, that redevelopment of the site would not increase flooding on neighbouring properties. If the building has no bigger footprint than the existing building this should be able to be demonstrated.

Evacuation of the site in a flood would not be practical but sheltering in place is permitted by the LEP and supported by the DCP. Any mixed-use development on the site will need to have areas of safe refuge above the PMF level which should be able to be provided on the first floor level and above. Some of that space needs to be accessible and usable by occupants of the basement and ground floor. It will be necessary to provide adequate food and first aid to those sheltering in the building and 72 hours of emergency power and water are stipulated by the DCP. A Flood Emergency Response Plan would be required for the building's operation.





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14 May 2024  
Ref: 24050

The General Manager  
Parramatta City Council  
PO Box 32  
PARRAMATTA NSW 2124

Dear Sir/Madam,

**90-94 Phillip Street, Parramatta**  
**Planning Proposal to amend Parramatta Local Environmental Plan 2023**  
**Traffic & Parking Assessment Report**

**Introduction**

This Traffic & Parking Assessment Report (TPAR) has been prepared in support of a Planning Proposal (PP) to Parramatta City Council (Council), involving amending the Parramatta Local Environmental Plan 2023 (PLEP 2023) to allow for the redevelopment of the site for the purposes of a mixed use development, as follows:

- Amending the maximum building height map to permit a maximum building height of 153m, and
- Amending the maximum floor space ratio map to permit an FSR of 15.4:1, inclusive of all bonuses.

In amending the PLEP 2023, the PP envisages the construction of a new 47-storey tower on the site, comprising commercial space within a four-level podium, along with 43 levels of residential apartments on the levels above.

It is pertinent to note in this regard that the proposed amendments to the PLEP 2023, and in turn, the indicative yields, are less than the original draft Parramatta CBD PP endorsed by Council in June 2021. As part of the CBD PP, AECOM prepared a Strategic Transport Study (STS), which ultimately supported the uplift densities proposed in the draft CBD PP. This was on the basis of off-street parking being provided in accordance with City of Sydney's CBD rates compared to the City of Parramatta's CBD rates.

In essence, the traffic impacts of the subject PP have already been assessed and captured as part of a CBD wide mesoscopic model that led to its recommendation of uplift in the CBD. The NSW Department of Planning & Environment ultimately gazetted an uplift well below that identified in the mesoscopic model, such that the subject PP will not result in traffic volumes that Council has not already considered and accepted.

**Subject Site**

The subject site is located on the northern side of Phillip Street, just to the west of the Parramatta Ferry Wharf, and is situated within the "Parramatta City Centre", as defined under the Parramatta DCP 2023. The site has a street frontage approximately 69m in length to Phillip Street and occupies an area of approximately 2,192m<sup>2</sup>.

The existing site is currently occupied by a multi-storey commercial building with an estimated floor area in the order of 6,200m<sup>2</sup> and off-street parking for 86 cars. Vehicular access to the site is currently provided via an entry/exit driveway located at the western end of the Phillip Street site frontage, as well as an entry/exit driveway located at the eastern end of the site, accessed via an easement through the Charles Street public domain.

A series of maps and Streetview images of the site and its surroundings are reproduced on the following pages.

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Figure 1 – Site location (Source: OpenStreetMap)



Figure 2 – Aerial image of the subject site from March 13, 2024 (Source: Nearmap)

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Figure 3 – Streetview image of the Phillip Street site frontage, looking east (Source: Google Maps)



Figure 4 – Streetview image of the Phillip Street site frontage, looking west (Source: Google Maps)

**Existing Planning Controls**

The current planning controls which apply to the site are outlined in the Parramatta LEP 2023, as follows:

- Land zoning: MU1 Mixed Use & RE1 Public Recreation
- Floor space ratio (FSR): 6:1
- Height of Building (HOB): 80m

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Figure 5 – Zoning Map (Source: ePlanning Spatial Viewer)

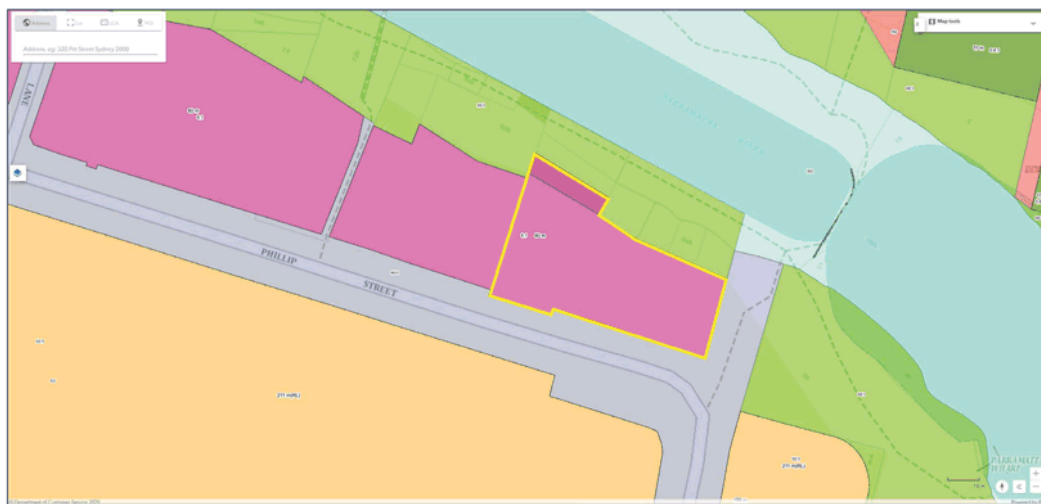


Figure 6 – FSR & Height Control Map (Source: ePlanning Spatial Viewer)

Based on the existing PLEP 2023 controls which apply to the site, a compliant scheme has the potential to achieve a 21-storey tower on the site, comprising commercial space within a four-level podium, along with 17 levels of residential apartments on the levels above.

Table 1 – Hypothetical Scheme under Existing PLEP 2023 FSR & GFA Controls			
Land Use	Yield	FSR	GFA
Residential	61 x 1 bed 84 x 2 bed 11 x 3 bed 156 units	6:1	13,152m <sup>2</sup>
Commercial/retail	2,192m <sup>2</sup>	1:1	2,192m <sup>2</sup>

### Existing Surrounding Traffic Controls

The existing surrounding traffic controls in the vicinity of the site comprise:

- Traffic signals at the intersection of Phillip Street, Wilde Avenue & Smith Street, with opposing right-turn lanes on Wilde Street & Smith Street, turning into Phillip Street
- Traffic signals at the Smith Street & George Street intersection
- Traffic signals at the Charles Street & George Street intersection
- a 40km/h speed limit along Phillip Street, Charles Street and generally, throughout the Parramatta CBD.

### Existing Surrounding Parking Restrictions

The existing on-street parking restrictions in the surrounding area comprise:

- a mix of 2P/4P Ticket parking along both sides of Phillip Street and Charles Street
- No Stopping/No Parking restrictions around the bend at the Phillip Street & Charles Street intersection, outside the site
- Loading Zones located at various locations in the vicinity of the site, including directly opposite
- a Bus Zone along the full frontage of the site in Phillip Street.

### Planning Proposal

As noted in the foregoing, the Planning Proposal to Parramatta City Council involves amending the Parramatta Local Environmental Plan 2023 (PLEP 2023) as follows:

- Amending the maximum building height map to permit a maximum building height of 153m, and
- Amending the maximum floor space ratio map to permit an FSR of 15.4:1, inclusive of all bonuses.

In amending the PLEP 2023, the PP envisages the construction of a new 47-storey tower on the site, comprising commercial space within a four-level podium, along with 43 levels of residential apartments on the levels above.

Land Use	Yield	FSR	GFA
Residential	158 x 1 bed 218 x 2 bed 29 x 3 bed 405 units	13.2:1	29,025m <sup>2</sup>
Commercial	4,576m <sup>2</sup>	2.09:1	4,576m <sup>2</sup>
Total		15.4:1	33,601m <sup>2</sup>

Off-street car parking is proposed to be provided in accordance with the relevant parking rates which are a maximum, given the site's location within the Parramatta CBD. It is envisaged that the parking will be provided within a basement structure beneath the building. Whether the basement will be designed with a traditional ramp system, a semi/fully automated system, or a combination of the two, is not yet known and subject to further investigation and costing.

A dedicated on-site service area will also ultimately be provided for the building. Similarly, it is not yet known whether the service area will be located on the ground floor level of the building or within basement level 1.

Vehicular access to the site will be provided via a driveway located towards the western end of the Phillip Street site frontage, approximately where the existing driveway crossover is located. At this stage it is not yet known whether the design will include separate driveways for the car park and service area or a combined driveway. This will also be further investigated during the development application (DA) stage.

**Existing Public Transport Options**

Parramatta railway station and bus interchange is located approximately 600m radius of the site, which is lies on the T1 Western Line, T2 Inner West Line and T5 Cumberland Line. Train services operate approximately every 10 minutes during commuter peak periods, as well as regular services during shoulder and off-peak periods.

Parramatta ferry wharf is located immediately to the east of the site which forms part of the F3 Parramatta River ferry service, operating between Parramatta and Circular Quay. Ferry services operate approximately every 60 minutes.

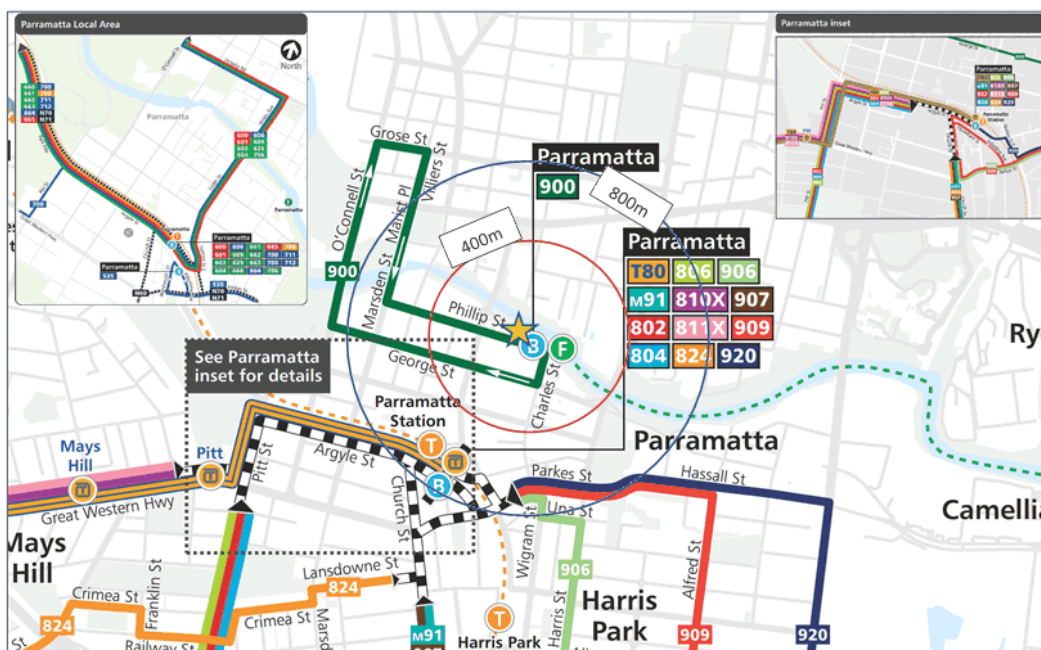


Figure 7 – Existing Public Transport Map (Source: Transport for NSW)

A bus stop is also located directly outside the site, which is serviced by the 900 bus, a free shuttle bus that links key destinations within the Parramatta City Centre. The 90 service operates at 10-minute intervals between 7:00am-6:30pm Monday-Friday and 8:00am-4:00pm on Saturday, Sunday and Public Holidays.

Furthermore, within a short walk, or utilising the free shuttle bus services, there is a significant number of bus services operating in the Parramatta City Centre, including along nearby Smith Street, approximately 250m west of the site. These include:

- M41 (Hurstville to Macquarie Park), M90 (Burwood to Liverpool),
- 407 (Burwood to Strathfield),

- 408 (Rookwood Cemetery to Burwood via Flemington),
- 458 (Ryde to Burwood)
- 461 (Burwood to City Domain)
- 464 (Ashfield to Mortlake)
- 466 (Ashfield to Cabarita Park).

In addition to rail, ferry and bus services, Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via the Parramatta CBD and Camellia, with a two-way track spanning 12km, and is expected to open in mid-2024.

Parramatta Light Rail is one of the NSW Government's largest major infrastructure projects being delivered to serve a growing Sydney. Light rail will create new communities, connect great places and help both locals and visitors move around and explore what the region has to offer.

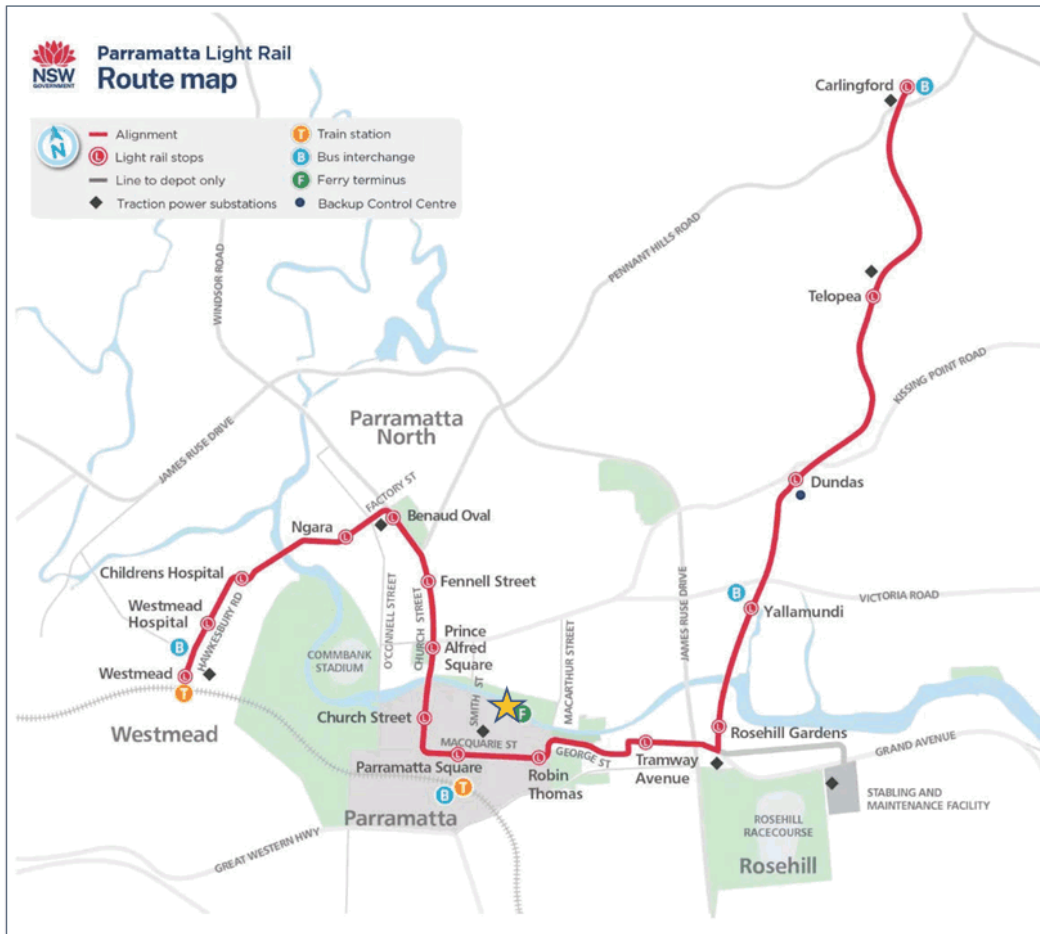


Figure 8 – Parramatta Light Rail Stage 1 Map (Source: Transport for NSW)

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The nearest light rail stations to the site will be located on Macquarie Street, just west of Smith Street and just west of Harris Street, both within approximately 450m radius of the site. The Stage 1 route will link the Westmead Precinct and railway station to Carlingford, via Parramatta North, Parramatta's CBD and train station, Rosehill Gardens, Dundas and Telopea. Key features of the Stage 1 Light Rail are:

- High-frequency 'turn-up-and-go' light rail services seven days a week, departing approximately every 7.5 minutes in peak periods.
- Modern and comfortable air-conditioned vehicles that are driver-operated and Opal card network integrated.
- The Parramatta Light Rail will replace the train line between Camellia and Carlingford. This will provide more frequent services and better connections to town centres, including Parramatta and Sydney CBD.
- A new Active Transport Link (shared walking and bike riding path) between Carlingford and Parramatta.
- The first green track delivered for a light rail project in NSW, totalling 1.3kms. Green track reduces urban heat among other benefits.

NSW planning approval has also been granted for the Parramatta Light Rail Stage 2. The project will be staged, starting with the delivery of a new public and active transport bridge over Parramatta River between Wentworth Point and Melrose Park, including approaches on either side of the river – totalling 1.3km (enabling works).

Parramatta Light Rail Stage 2 will connect local communities in the Greater Parramatta and Olympic Peninsula, and bring the vision of a "30-minute city" closer to reality.

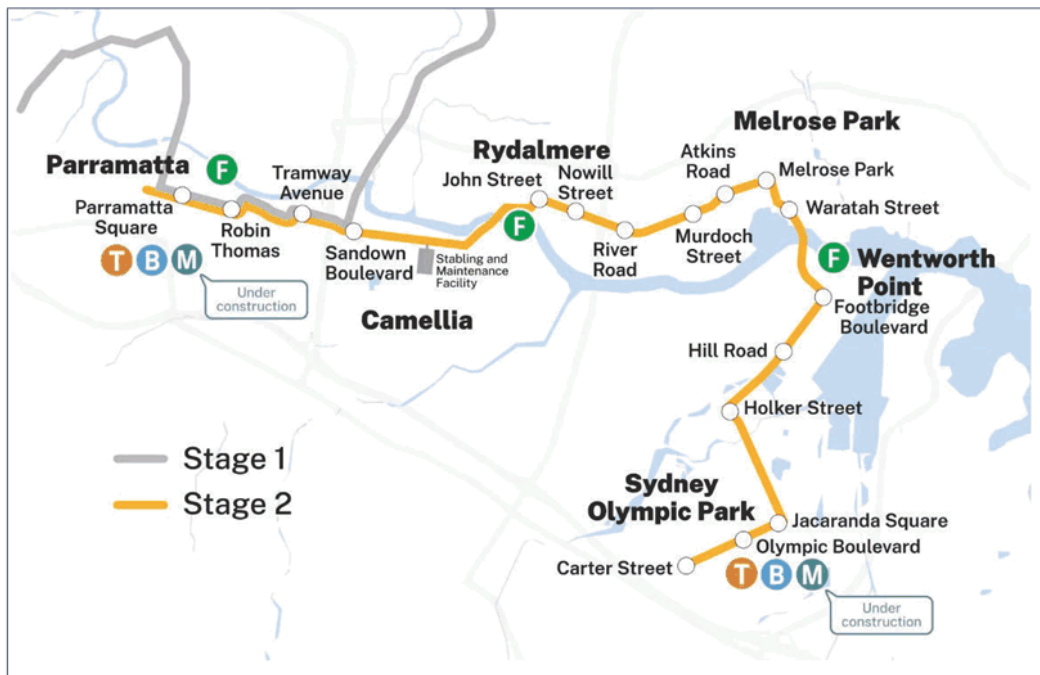


Figure 9 – Parramatta Light Rail Stage 2 Map (Source: Transport for NSW)



Stage 2 will have:

- 14 stops over a 10km two-way track
- travel times of around 31 minutes from Camellia to the Carter Street Precinct via Sydney Olympic Park, and a further 7 minutes to the Parramatta CBD
- high frequency 'turn up and go' services every 7.5 minutes on weekdays between 7am to 7pm, and around every 10-15 minutes outside those times, on weekends and public holidays.

Stage 2 will also connect to the:

- Sydney Metro West (under construction) and heavy rail in Parramatta and Sydney Olympic Park
- ferry services at Rydalmere and Sydney Olympic Park.

Broadly speaking, research suggests that proximity to train and light rail services influence the travel mode choice for areas within 800m (approximately 10 minutes) of a train station or light rail stop. As such, the proposed development has excellent potential for future residents and employees of the development to utilise heavy and light rail for their commute to work and/or social trips.

Research also suggests that proximity to public transport services influence the travel mode choice for areas within 400m walking distance (approximately 5 minutes) of a bus stop. As such, the proposed development also has excellent potential for future residents and employees within the building to utilise bus for their commute to work and/or social trips.

#### Existing Active Transport Options

There is also a good level of pedestrian connectivity, including safe and convenient footpaths to the abovementioned ferry stop, bus stops, railway station and future light rail stops. All existing footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections.

The existing bicycle network in the vicinity of the site is reproduced in the figure below, which shows there are a number of formal and informal cycle routes throughout the surrounding area, connecting to the greater cycle network.

The *Planning Guidelines for Walking and Cycling* identifies a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the *Guidelines* note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density also enhances the viability of public transport services.

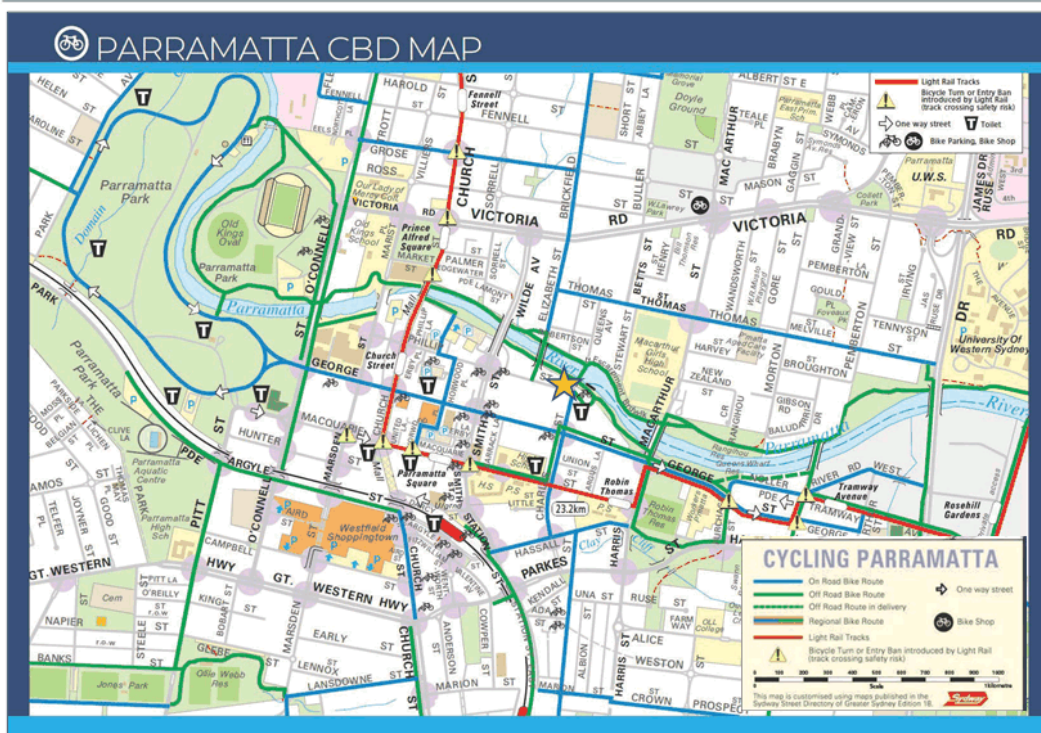


Figure 10 – Parramatta CBD Bike Map (Source: Parramatta Council)

**Existing Traffic Conditions**

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken in 2018 as part of a previous traffic study for the subject site. The traffic surveys were undertaken at the intersections of Phillip Street/Wilde Avenue/Smith Street and also Charles Street/George Street on Tuesday 1st May 2018, between 6:30am-9:30am and 3:30pm-6:30pm. The results of the 2018 traffic surveys are summarised below:

- two-way traffic flows in Phillip Street were in the order of 500-600 vehicles per hour (vph) in the weekday AM and PM peak periods
- two-way traffic flows in Wilde Avenue were in the order of 1,200-1,300 vph in the weekday AM and PM peak periods
- two-way traffic flows in Smith Street were in the order of 700-800 vph in the weekday AM and PM peak periods
- two-way traffic flows in Charles Street were in the order of 400-700 vph in the weekday AM and PM peak periods
- one-way traffic flows in George Street were in the order of 500-800 vph in the weekday AM and PM peak periods.

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### Car Parking Assessment

As noted in the foregoing, the Strategic Transport Study (STS) mesoscopic model prepared by AECOM, as part of the draft Parramatta CBD PP and endorsed by Council in June 2021, was on the basis of off-street parking being provided in accordance with City of Sydney's CBD rates compared to the City of Parramatta's CBD rates.

Accordingly, based on the PP's indicative yields and the City of Sydney CBD parking rates, the proposed development requires the maximum provision of 235 car parking spaces, as set out in the table below.

Proposed Land Use	Maximum Car Parking Rates	Quantum	Maximum Requirement
Residential	0.3 spaces/1 bed	158 apartments	47 spaces
	0.7 spaces/2 bed	218 apartments	153 spaces
	1 space/3 bed	29 apartments	29 spaces
<i>Sub-total</i>			<i>229 spaces</i>
Commercial	$M = (G \times A) / (50 \times T)$	4,576m <sup>2</sup>	6 spaces
<b>Total maximum provision</b>			<b>235 spaces</b>

Where M = Max parking provision, G = Comm GFA, A = Site area & T = total GFA

Whilst the layout of the vehicular access and car park is not yet known, off-street parking will be capped in accordance with the City of Sydney CBD parking rates, based on the yields provided in any DA scheme at the time of DA lodgement. This in turn supports the city-wide sustainable transport planning objectives.

### Bicycle Parking Assessment

In order to encourage the use of alternate forms of transport, Parramatta Council's DCP 2023, Part 6, Section 6.3 Bicycle Parking, requires the following to be provided for the proposed mixed use development:

Table 6.3.1 – Minimum Bicycle Parking Rates

Development type	Minimum number of bicycle parking spaces required
Residential flat buildings and the residential component of Mixed-Use development	1 space per dwelling, plus 1 space per 10 dwellings for visitors.
Commercial premises with a gross floor area of 600m <sup>2</sup> or more (including offices, business premises, restaurants, cafes and shops)	1 space per 250m <sup>2</sup> of gross floor area for employees, plus 1 space per 500m <sup>2</sup> of GFA for visitors.

Figure 11 – Parramatta minimum bicycle parking rates (Source: Parramatta DCP 2023)

Proposed Land Use	Minimum Bicycle Parking Rates	Quantum	Minimum Requirement
Residential	1 space/dwelling	405 units	405 spaces
Residential visitors	1 space/10 dwellings	405 units	41 spaces
Commercial staff	1 space/250m <sup>2</sup> GFA	4,576m <sup>2</sup> GFA	18 spaces
Commercial visitors	1 space/500m <sup>2</sup> GFA	4,576m <sup>2</sup> GFA	9 spaces
<b>Total minimum provision</b>			<b>473 spaces</b>



Other key requirements from the PDCP 2023 which relate to bicycle parking, and indeed active transport in general, include:

- Bicycle parking is to be provided in the form of Class B lockers for resident/employees and Class C rails for visitor parking, as specified in Australian Standard AS2890.3 – Bicycle Parking Facilities.
- All bicycle parking should be located in a safe and secure location that is under cover and convenient for users. Resident/staff parking is to be provided within one level of the ground floor to ensure it is convenient and accessible to users.
- End-of-trip facilities must be provided at the following rates to adequately service the number of bicycle parking spaces required in non-residential premises:
  - 1 shower and change facilities per 10 staff/employees, and
  - 1 locker per employee/staff bicycle parking spot provided.
- Visitor parking must be located as close as possible to the main entrance of the building at ground level.
- Bicycle parking facilities should not impede pedestrian or vehicular circulation.
- Bicycle parking should be located in highly visible, illuminated areas to minimise theft and vandalism.
- Bicycle parking facilities are required for all new and redeveloping business + industrial zones.
- If bicycle parking requirement is greater than 30, suitable end of trip facilities must be provided.
- Bicycle parking facilities are to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner.

Again, whilst the layout of the bicycle parking and end-of-trip facilities are not yet designed, they will ultimately be provided and designed in accordance with the Parramatta DCP 2023 parking rates, based on the yields provided in any DA scheme at the time of DA lodgement. This also in turn also supports the city-wide sustainable transport planning objectives.

#### Traffic Assessment

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of the proposed uses on the site is provided by reference to the following documents:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

The proposed development on the site is defined by the RMS Guide and TDT as a mixed use development, comprising "commercial" space and a "high density residential flat building".

Based on the RMS trip generation rates, the planning proposal scheme has a traffic generation potential of approximately 39 vehicle trips during the weekday morning peak period and approximately 32 vehicle trips during the weekday afternoon peak period, as set out in the table below (entry & exit, combined).

Table 5 – Planning Proposal Peak Traffic Generation						
Land Use	AM			PM		
	Vehicle Trip Rate	Quantum	Proposed Peak Trips*	Vehicle Trip Rate	Quantum	Proposed Peak Trips*
Residential	0.15 trips/car space	229 car spaces	34	0.12 trips/car space	229 car spaces	28
Commercial	0.83 trips/car space	6 car spaces	5	0.64 trips/car space	6 car spaces	4
<b>Total</b>			<b>39</b>			<b>32</b>

\* entry/exit combined

That projected future level of traffic generation potential should, however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by a hypothetical scheme under the current planning controls which apply to the site, in order to determine the *nett increase* in traffic generation potential as a consequence of the planning proposal.

Based on the indicative bedroom mix in Table 1 of this report as well as maximum car parking rates stipulated in Table 3 of this report, a hypothetical scheme which is compliant with the current planning controls which apply to the site, would be permitted to provide a maximum of 90 car parking spaces, comprising 88 residential spaces and 2 commercial spaces.

Based on the RMS trip generation rates, a "compliant" scheme has a traffic generation potential of approximately 15 vehicle trips during the weekday morning peak period and approximately 13 vehicle trips during the weekday afternoon peak period, as set out in the table below (entry & exit, combined).

Table 6 – PLEP 2023 Compliant Scheme Peak Traffic Generation						
Land Use	AM			PM		
	Vehicle Trip Rate	Quantum	Proposed Peak Trips*	Vehicle Trip Rate	Quantum	Proposed Peak Trips*
Residential	0.15 trips/car space	88 car spaces	13	0.12 trips/car space	88 car spaces	11
Commercial	0.83 trips/car space	2 car spaces	2	0.64 trips/car space	2 car spaces	2
<b>Total</b>			<b>15</b>			<b>13</b>

\* entry/exit combined

Accordingly, it is likely that the planning proposal will result in a *nett increase* in the traffic generation potential of the site of approximately 24 vph during the AM peak period and 19 vph during the PM peak period, compared to a scheme compliant with current planning controls.

These nett increases in peak period traffic volumes are minimal and represent, on average, 1 additional vehicle trip approximately every 3 minutes during the weekday peak periods. These additional trips fall within typical daily fluctuations of the local road network and will have minimal impacts on the surrounding road network.

Furthermore, and critically, the traffic impacts of the subject PP have already been assessed and captured as part of a CBD wide mesoscopic model that led to its recommendation of uplift in the CBD as part of the Draft Parramatta CBD PP. The NSW Department of Planning & Environment ultimately gazetted an uplift well below that identified in the mesoscopic model, such that the subject PP will not result in traffic volumes that Council has not already considered and accepted.

Accordingly, the planning proposal for the subject site is therefore supportable on traffic grounds and there is nothing to gain by "reinventing the wheel" in terms of traffic modelling.



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### Loading & Servicing

Loading and servicing for the future mixed use development on the site will be undertaken by a variety of commercial vehicles ranging from courier vans and tradesmen's' utilities, up to and including small and medium rigid waste trucks and removalist trucks.

Parramatta Council's DCP 2023, Part 6, Section 6.4 Loading and Servicing, provides objectives and controls with respect to loading and servicing requirements of new development.

Whilst the layout of the vehicular access and service area is not yet known, sufficient loading facilities will ultimately be provided in any DA scheme at the time of DA lodgement, in accordance with Council's objectives and controls.

As such, the planning proposal is not expected to result in any unacceptable loading or servicing implications.

### Conclusion

In summary, this TPAR has been prepared in support of a PP to Council, involving amending the PLEP 2023 to allow for the redevelopment of the site for the purposes of a mixed use development, as follows:

- Amending the maximum building height map to permit a maximum building height of 153m, and
- Amending the maximum floor space ratio map to permit an FSR of 15.4:1, inclusive of all bonuses.

In amending the PLEP 2023, the PP envisages the construction of a new 47-storey tower on the site, comprising commercial space within a four-level podium, along with 43 levels of residential apartments on the levels above.

Based on RMS trip rates, the planning proposal scheme has a traffic generation potential of approximately 39 vehicle trips during the weekday morning peak period and approximately 32 vehicle trips during the weekday afternoon peak period (entry & exit, combined).

When compared to a hypothetical scheme compliant with the current PLEP 2023 planning controls, the planning proposal results in a *nett increase* in the traffic generation potential of just 24 vph during the AM peak period and 19 vph during the PM peak period.

In any event, the traffic impacts of the subject PP have already been assessed and captured as part of a CBD wide mesoscopic model that led to its recommendation of uplift in the CBD. The NSW Department of Planning & Environment ultimately gazetted an uplift well below that identified in the mesoscopic model, such that the subject PP will not result in traffic volumes that Council has not already considered and accepted.

Lastly, whilst the vehicular access, parking and loading arrangements are not yet known, they will ultimately comply with the numerical parking rates, be it maximum for car parking and minimum for bicycle parking, and comply with the relevant requirements of the AS2890 series.

In the circumstances, it is therefore concluded that the planning proposal will not result in any unacceptable traffic, parking, access, transport or servicing implications.

Please do not hesitate to contact me should you have any comments or questions.

Kind regards

A handwritten signature in black ink, appearing to read 'Chris Palmer'.

Chris Palmer  
Director  
B.Eng (Civil), MAITPM

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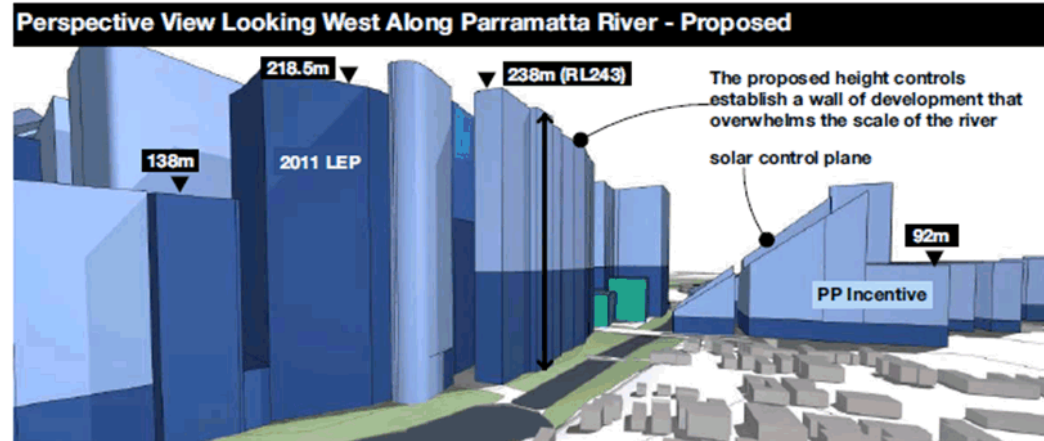
**Dept Planning and Environment (now DPHI) analysis –Independent Rapid Assessment of the Parramatta CBD Planning Proposal for DPE (prepared by Bennett and Trimble) March 2022**

**Summary of Analysis**

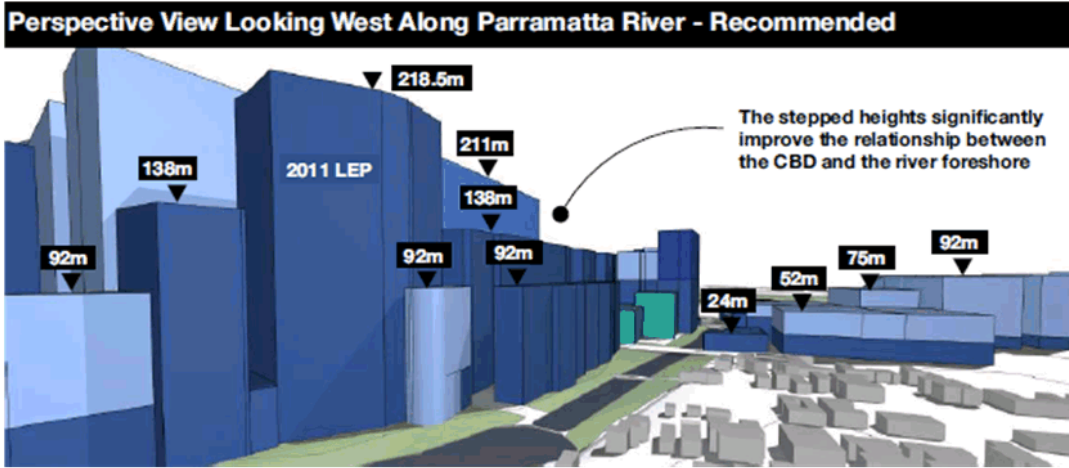
Purpose: *The review was undertaken as a rapid assessment to determine if the proposed controls:*

- *result in urban design and built form outcomes that will assist in growing a stronger and more competitive Greater Parramatta.*
- *respond to and consider qualities such as open space, public domain, heritage, bulk, scale and transition.*
- *should proceed to finalisation as proposed or with minor changes that would not trigger further exhibition.*

The proposed controls for height incentives, opportunity sites, and the solar access controls for Parramatta Square have loaded height on the southern edge of the Parramatta River foreshore. The resulting massing controls could result in urban form that overwhelms the river that is so central to its landscape and history. It would impact Parramatta’s identity, and its desirability as a place to live and work. The relationships between the recently completed tall buildings and the river is unconvincing. They appear to commercialise the foreshore and visually dominate the river corridor. This type of development is similar to Southbank in Melbourne or Barangaroo in Sydney and may not offer the most sensitive or place-specific response that Parramatta deserves. The relationship between the Sydney CBD and its harbour, and Parramatta and its river, are substantially different in scale, aspect and siting, and yet the proposed controls encourage the same building



**Draft Height controls under the then Parramatta CBD Planning Proposal (as at March 2022)**

<p>typologies, heights and relationship to the water's edge. The scale of development these controls permit risks overwhelming the scale of this important natural, historical and cultural asset.</p>	
<p>As the metropolitan centre of the Central River City, the relationship between the river and the CBD will be critical to its future cultural identity and its desirability as a place to live and work. <b>Recommendation:</b> Reduce the proposed height incentives for buildings along the Parramatta River foreshore to protect the natural, historic and cultural qualities that are so central to the identity of Parramatta and its place within the Central River City. The permissible building envelopes should be commensurate with the scale of the river rather than a harbour.</p>	 <p><b>Perspective View Looking West Along Parramatta River - Recommended</b></p> <p>The stepped heights significantly improve the relationship between the CBD and the river foreshore</p> <p><b>Recommended Height Controls</b></p>
<p><b>Outcome</b></p>	<p>This work informed the DPHI's (then DPE) consideration of the finalisation of the Parramatta CBD Planning Proposal. Parramatta Local Environmental Plan 2011 (Amendment 56) was subsequently notified on 6 May 2022 and took effect on 14 October 2022. The Phillip Street block was excluded from the new controls and the existing density controls remain for the site at an FSR of 6:1 and HOB of 80 metres. The DPHI (then the Department of Planning and Environment) Finalisation report noted that in consideration of Council officer comments and submissions, the Department's built form modelling and the findings of the independent design study, the Department recommended that the Phillip Street Block not progress as part of the CBD PP and that the block retains its current controls.</p>

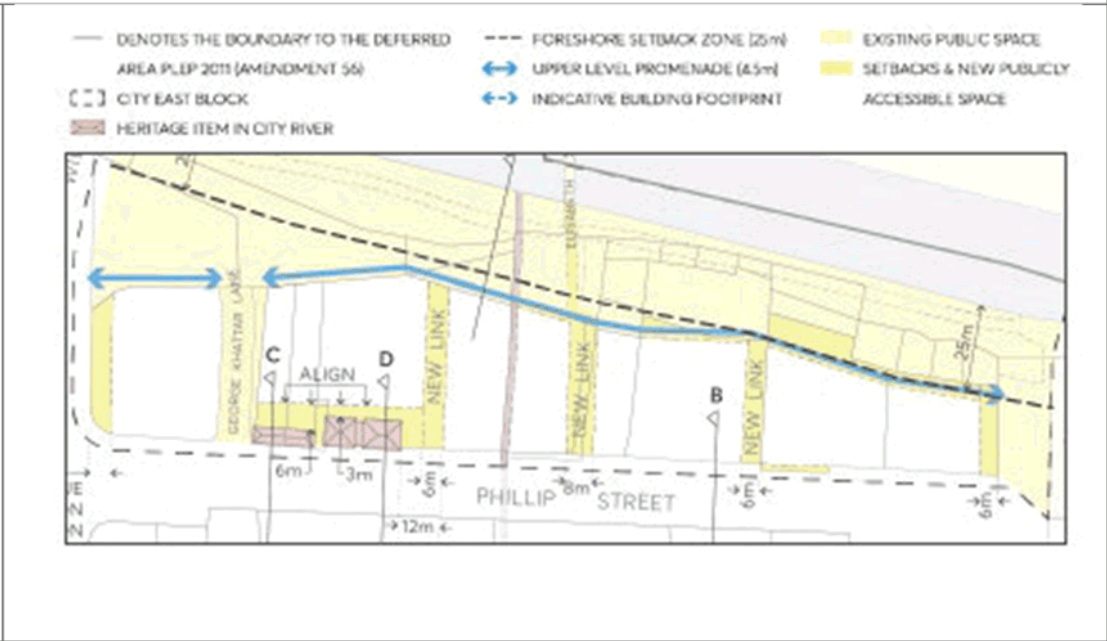


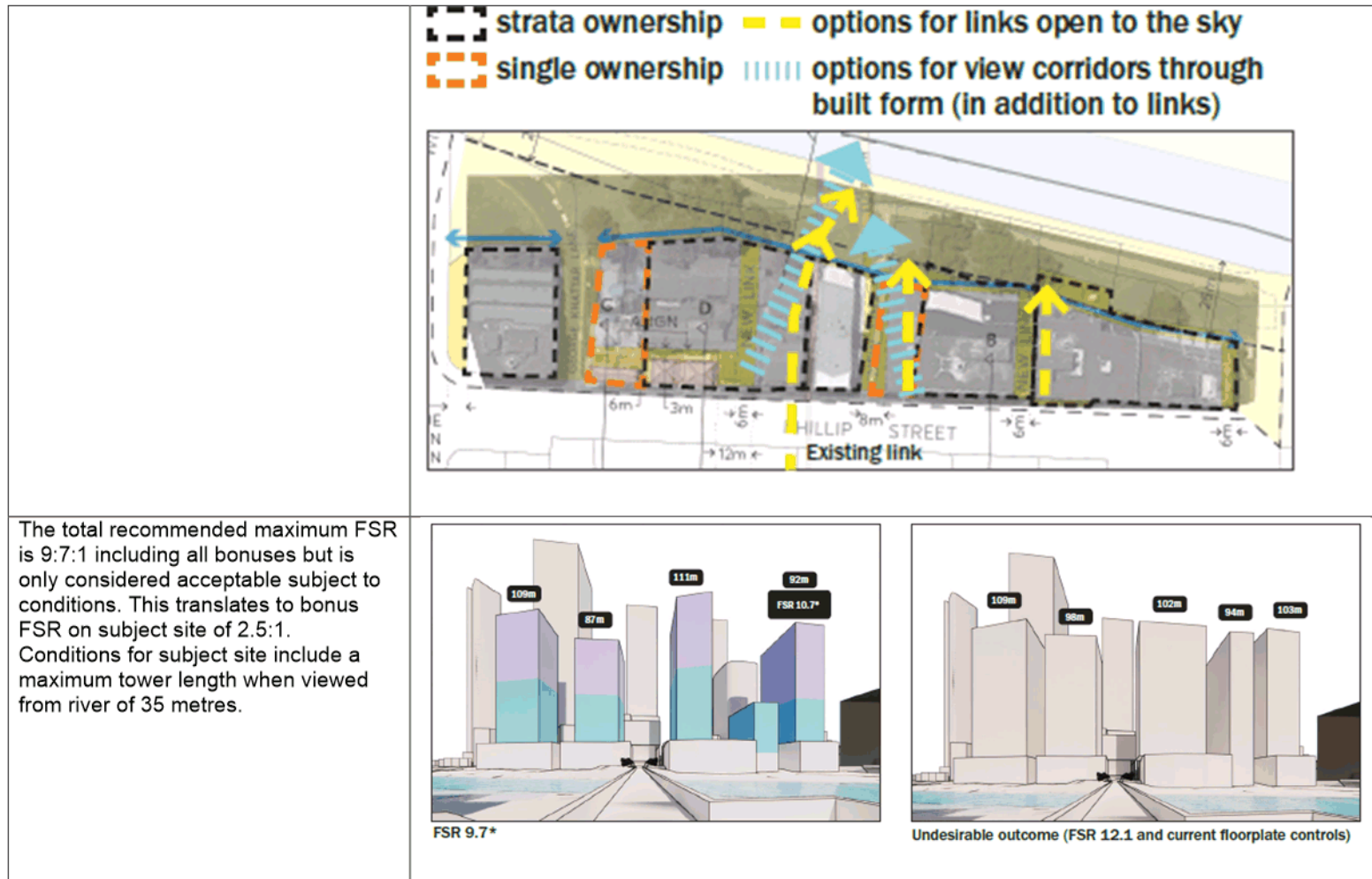
**Dept Planning and Environment (now DPHI) analysis –Parramatta CBD Transition Area Review (Hassell) December 2022**

**Summary of Analysis**

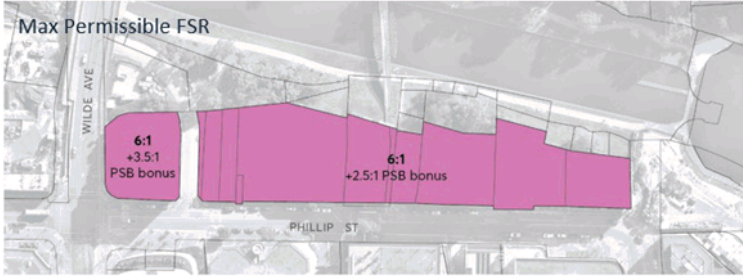

*Purpose: Review HOB and FSR for the area excluded from the LEP Amendment no. 56. Encourage redevelopment that responds to the importance of the precinct for the character, amenity and resilience of Parramatta as a whole and to ensure the CBD remains attractive to investment.*

Bulky or overscaled buildings facing the river corridor must be avoided and a generous building separation should be sought. Given the sites are highly constrained, additional FSR may result in a significant volume of above ground parking which could undermine all amenity objectives for the riverfront as well as Phillip St. Providing additional links open to the sky and an appropriate ratio of height x separation of buildings facing the river is essential to allow airflow and avoid further urban heat impacts across the whole CBD. Additional FSR and redevelopment provides opportunities.





	<p><b>Implementation</b></p> <p><b>FSR</b></p> <table border="1"> <tr> <td></td> <td>OVERARCHING BONUS (5% CAP)</td> </tr> <tr> <td></td> <td>+1.5:1 to +2.5:1* PLACE-BASED BONUS</td> </tr> <tr> <td></td> <td>+3:1 to +3.5:1* PLACE-BASED BONUS</td> </tr> </table> <p><b>ACF (active frontages)</b></p> <p><b>HOB</b></p> <table border="1"> <tr> <td></td> <td>0m</td> </tr> <tr> <td></td> <td>7m</td> </tr> <tr> <td></td> <td>80m</td> </tr> </table> <p><b>Tower facade length</b></p> <table border="1"> <tr> <td></td> <td>25m</td> </tr> <tr> <td></td> <td>30m</td> </tr> <tr> <td></td> <td>35m</td> </tr> </table>		OVERARCHING BONUS (5% CAP)		+1.5:1 to +2.5:1* PLACE-BASED BONUS		+3:1 to +3.5:1* PLACE-BASED BONUS		0m		7m		80m		25m		30m		35m
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<p><b>Outcome</b></p>	<p>The DPHI made further changes to the Parramatta CBD planning controls through State Environmental Planning Policy Amendment (Parramatta CBD)(no. 2) which was notified on 16 December 2022. The State Environmental Planning Policy Amendment (SEPP Amendment) introduced controls to facilitate growth in employment uses within certain B3 Commercial Core and B4 Mixed Use zone sites within the Parramatta CBD as well as uplift for the Phillip Street Block, subject to certain provisions being met. In this regard, Clause 7.28A permits development in the Phillip St block (including the subject site) to exceed the floor space ratio limit by 2.5:1 and height by 13 metres subject to conditions.</p>																		

Council Officer analysis of implications of SEPP 2 – June 2023	
Summary of Analysis	
<p><i>Purpose:</i></p> <ul style="list-style-type: none"> <li>• Investigate the opportunity for delivery of the upper-level promenade within the planning controls introduced by SEPP 2</li> <li>• Highlight any observed risks embedded in the SEPP2 for realising Council's vision for the Phillip Street Block</li> <li>• Document the differences between the CBDPP (used to create the City Centre DCP) and SEPP2</li> </ul>	
<p>PLEP 2011 (Amnd 56) gave the site:</p> <ul style="list-style-type: none"> <li>• FSR of 6:1 (7.2:1 incl DEX and HPB bonuses)</li> <li>• HOB of 80m (92m incl DEX)</li> </ul> <p>SEPP 2 gave the site:</p> <ul style="list-style-type: none"> <li>• Additional FSR of 2.5:1 and HOB of 13m provided certain conditions are met including max. tower width of 35m (when viewed from River). Provides for maximum FSR of 9.7:1 and HOB of 105m.</li> </ul> <p>SEPP 2 inconsistent with PDCP 2023 which provides for maximum tower width of 45m.</p>	<div style="text-align: center; margin-bottom: 10px;">  <p>Max Permissible FSR</p> </div> <ul style="list-style-type: none"> <li style="margin-bottom: 5px;">+15% Design Excellence Bonus</li> <li style="margin-bottom: 5px;">+5% High Performing Buildings (if additional GFA is used for residential) or</li> <li style="margin-bottom: 5px;">+5% Wholly Commercial Buildings (cannot apply HPB)</li> </ul> <div style="text-align: center; margin-bottom: 10px;">  <p>Tower Façade Length</p> </div> <p>*when viewed from Parramatta River</p>

<p>Challenges from current controls:</p> <ul style="list-style-type: none"> <li>• No incentive for the site to deliver the upper level promenade.</li> <li>• Site can achieve HOB of 105m, however cannot achieve FSR of 9.7:1. Can only achieve FSR of 7:1 (Mixed Use) under 105m height control due to limitations of tower width.</li> </ul>	<h3 style="text-align: center;">Scenario 1 Amalgamation Pattern (DCP)</h3> <p>SEPP2 Height, FSR and Building Frontage + DCP Amalgamation, Setbacks and Promenade Alignment</p> <p style="text-align: center;">NB: floor area noted is tower GBA (not GFA)</p>
	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• The limited tower frontage encourages generously distributed space between towers.</li> <li>• Reduced height limit and FSR (as compared to the CBDPP) results in a skyline which steps down from the commercial core to the River.</li> <li>• 0m height limit assists in rationalising of the foreshore alignment, and 7m height limit reinforces heritage setbacks.</li> </ul> <p><b>Challenges:</b></p>

	<ul style="list-style-type: none"> <li>• For most of the sites, there is <b>no incentive to deliver the upper-level promenade</b> as the permissible FSR is not achievable or there is no additional space under the height controls</li> <li>• The SEPP control related to maximum tower width “as seen from the river” is ambiguous, and has primarily been derived from separation objectives.</li> <li>• Tower floorplates resulting from tower frontage controls are too large for residential development and only suitable for commercial. (This comment relates to the other sites within the Phillip Street block and does not relate to 90-96 Phillip Street).</li> <li>• If towers are residential, floorplates will need to be reduced to meet ADG and amenity requirements – further impacting ability for development to achieve permitted FSR within the height limit.</li> <li>• Large podiums are only suitable for commercial tenancies or above ground parking, noting that any above ground parking will further diminish the ability to realise the permissible FSR.</li> <li>• Tower width controls will limit the number of units facing the River / north.</li> <li>• There is a conflict between the SEPP2 and City Centre DCP controls, whereby sites are often unable to achieve the permissible FSR within the height limit. This tension could lead to compromised setbacks or separation controls.</li> </ul>
<p><b>Outcome</b></p>	<p>The analysis identified issues with the current PLEP 2023 controls for the subject site. The Planning Proposal, in seeking to amend the HOB and FSR controls, may also wish to seek to amend Clause 7.28A of the PLEP 2023 relating to the maximum building width for No. 90-94 Phillip Street.</p>

**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.6
<b>SUBJECT</b>	Approval of Updated Façade Improvement Grant Program (Scope of Works and Activation)
<b>REFERENCE</b>	F2024/00282 - D09381294
<b>REPORT OF</b>	Project Officer - Local Business Liaison

**CSP THEME:** Thriving

**WORKSHOP/BRIEFING DATE:** Nil

**PURPOSE:**

To update Council on the review of the Façade Improvement Grant Program to support increased vibrancy (wall-art, lighting, activation and façade restoration of heritage properties) and broaden the scope of the existing program.

**RECOMMENDATION**

- (a) That Council approve the updated scope of the Façade Improvement Grant Program to support vibrancy projects such as wall-art murals, creative lighting, and façade restorations of heritage properties in the Local Government Area.
- (b) That eligible projects be entitled to up to 100% of project funding under the Grant Program.
- (c) That the Façade Improvement Grant Program be rebranded as *Vibrant Parramatta Grant Program* to reflect its objectives.

**BACKGROUND**

1. The Façade Improvement Grant program (FIG) is a merit based and ongoing program to financially incentivise commercial property owners and tenants across the Parramatta Local Government Area to improve the visual appearance and quality of their building façade, shopfront, or awning.
2. The current program requires an applicant to provide three individual quotes for the specific works associated with their façade improvement proposal. The rebate may then be awarded for up to 30% of the associated works, to maximum rebate value of \$20,000.
3. The rebate superseded the 'Retail Frontage Improvement Program' (RFIP) and with rebranding, also made the program available to the entire LGA. Previously, the rebate was only available to commercial properties on Church Street Paramatta (between Macquarie Street and the Lennox Bridge).
4. The Façade Improvement Grant currently lists two categories which may be eligible for funding from Council, Category 1 – Building Façade Improvements and Category 2 – Awning Improvements.

5. Applicants overall are finding the conditions for apply challenging, costly and time consuming. Assembling various documents and quotes, having to cover 70% of the costs of works and no guarantee of being awarded the rebate has all been seen a deterrent.
6. The applications received has mainly been general repairs, maintenance, and some building restorations. Lacking a key objective in the program which essentially seek transformative façade works that are vibrant and engaging (to attract people and in turn, support the local economy).
7. Only three projects (listed in the table below) have been successfully completed and delivered under the rebate program/s since its inception in 2017:

Program	Property	Scope of Works
Retail Frontage Improvement Program	247 Church Street Parramatta	Heritage restoration including front façade, new signage, high pressure cleaning, electrical works, and painting.
Façade Improvement Grant	'Posy & Twine' Florist - 49 Adderton Road Telopea	Pressure clean, basic wall prep, repaint and small/medium size mural (wall-art) of native flowers on the side façade of the property.
Façade Improvement Grant	'Circa Espresso Café' – 19-21 Wentworth Street Parramatta	Heritage restoration including high pressure cleaning, building repair, and complete repaint of property exterior including gutters, window trims, and iron gates.

8. Between 2021 to the current financial year 2023-2024, a total of eighteen commercial properties or private landowners have expressed an interest in the Façade Improvement Grant. From this, seven property owners submitted a formal application and from that, only one was successful in receiving the rebate. The applications that did not progress were predominantly for repairs and maintenance works, which do not meet the key objectives of the program.
9. At the 13 June 2023 Council Meeting, Councillors approved the reallocation of funding from the unspent 2022-23 Façade Improvement Grant funds into the 2023-24 financial year and endorsed that officers 100% fund and deliver wall art ('murals') on private land facing into key Parramatta Lanes (event) and 'Eat Street'.
10. Two properties promptly showed their interest and provided consent, 318 Church Street and 28A Phillip Street Parramatta. A total of three murals were installed in Phillip Lane by three local artists and were completed live as part of the 2023 Parramatta Lanes Festival. *See Attachment 1. Images - Phillip Lane, Parramatta Lanes Festival 2023.* And for images of the Phillip Lane murals in daylight, see *Attachment 2. Images - Phillip Lane, Post Parramatta Lanes Festival 2023.*

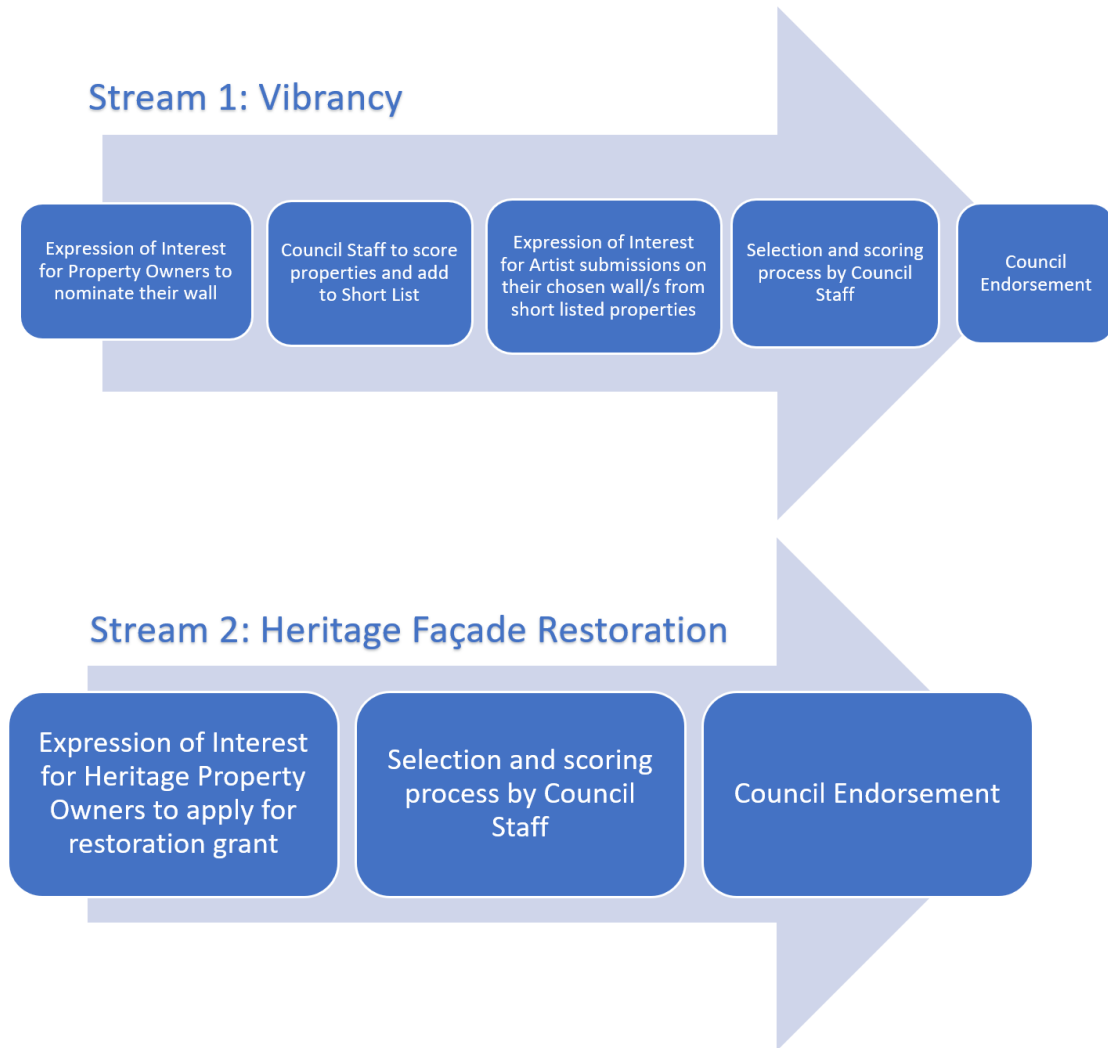


**ISSUES/OPTIONS/CONSEQUENCES**

11. On average, Council (and many other NSW LGA's) can spend up to \$300,000 a year on preventative measures and ongoing maintenance (including employment of casual staff, contractors, the materials needed, and the logistics) to manage and remove graffiti vandalism.
12. There is strong interest from mural artists to participate in projects for the local community. For instance, Council's Expression of Interest for mural artists with Parramatta Lanes (event) 2023 received over forty artists response in less than 10 days. Council has the opportunity to support these local artists coming from unique and creative industries (which are essential to a city's cultural identity) by offering more programs that are relevant and can make use of their talents.
13. Given the low output from the FIG program and Council having a high interest in wall-art ('murals') and vibrancy, officers have undertaken research on how to better utilise funding for more vibrant projects.
14. In order to redevelop the FIG program, research has been undertaken on other Councils with similar projects or programs that include murals as part of their project delivery. Four Councils (Innerwest Council, City of Wollongong, the City of Melbourne, and the City of Perth) were selected and the findings summarised in a table. See *Attachment 3. Other Local Government's Murals (wall-arts) programs*.
15. The projects delivered with murals range significantly between councils from their funding methods, source, processes, and outcomes. For instance, Innerwest Council's "Perfect Match" murals program is 100% funded by Council and convene between the artist and property owner through a competitive process and selection panels. In contrast, the City of Melbourne murals are privately funded. Artists simply provide the written consent from the property owner and ensure relevant permits for heritage control areas are met, while the Council provides feedback on the images, design, and about location the mural is being proposed.
16. Given our experience from previous applications (and considering similar projects of other Councils), the recommendation for the FIG budget is to focus only on supporting vibrancy projects such as wall-art murals, creative lighting (including art projections, LED, and neon lights etc.), and façade restorations of heritage properties. Applicable across the whole LGA under a competitive and merit-based selection process.
17. Based on Council's recent experience delivering mural projects such as in Phillip Lane Parramatta, Boronia Grove Epping, and Brodie Street Shops Rydalmere – a maximum funding of \$30,000 to a recipient will significantly contribute towards medium to large scale murals.
18. With Council's interests in revitalising heritage properties, and based on previous applications under FIG, a maximum funding of \$15,000 to a recipient can contribute towards the restoration of a heritage façade.

19. Council can also be receptive to additional funding contributions if offered by the external stakeholders associated to the awarded site, such as the property owner or tenant of the property.
20. Similar to the Innerwest Council's "Perfect Match" program, Council staff seeks to turn the FIG into an annual round and competitive process. The process for the 'Vibrancy' Category would be divided into the following stages:
  - a) First, an EOI is released for property owners that are interested in offering their wall to be transformed by an artist. The selection criteria are merit based which consider the needs, location, the condition of the wall, and other impacts of having a mural in that neighbourhood.
  - b) The second EOI stage are for the artists, where artists submit their portfolio, design, and ideas proposed for the specific site/s on offer.
  - c) A panel of Council Officers will adjudicate the prospective projects and with Council officer recommendations submit to Council for endorsement.
21. The 'Heritage Façade Restoration' Category would have a separate stream of selection process and staged as follows:
  - a) An EOI is released to property owners that are interested in restoring their heritage property's (public facing) façade. The selection criteria are merits based which consider the location, enhancing the heritage value of the property based on the proposed works, consideration of the heritage significance of the property, as well as the transformational impact to the location and surrounding neighbourhood.
  - d) A panel of Council Officers will adjudicate the prospective projects and with Council officer recommendations submit to Council for endorsement.

## VIBRANT PARRAMATTA - APPROVAL FLOW PROCESS



22. It has been determined that the success of the scope changes is dependant on rebranding the FIG program. It is proposed to rename the program Vibrant Parramatta Grant Program, reflecting its aim to bring energy and life to tired buildings and activation in low trafficable areas.

### CONSULTATION & TIMING

#### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Response	Officer	Responsibility
Ongoing	Private Property Owners, Strata Management & Commercial Tenants	<ul style="list-style-type: none"> <li>General comments given are that applicants find the conditions to apply challenging, costly</li> </ul>	Feedback noted and captured		Infrastructure, Grants & Major Projects

	<p>and time consuming.</p> <ul style="list-style-type: none"> <li>By the time an approval is given through council's processes, the quotes have expired.</li> <li>Assembling various documents and quotes, where an applicant still have to cover 70% of the costs of works and that there are no guarantees of being awarded the rebate, deter the interest in potential applications.</li> </ul>	
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### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
1 May – 29 May 2024	Ward Briefings – All Wards	<p>General support shown for updates to program. Key items raised:</p> <ul style="list-style-type: none"> <li>Ensure program is communicated as a rebate not a grant.</li> <li>Noted public work on private land requiring Council endorsement.</li> <li>Continue to allow key existing elements allowed under the existing program</li> </ul>	<p>Comments are noted and agreed by Officers. All projects that have previously been endorsed through the program would also be allowed under the revised program.</p>	Infrastructure, Grants & Major Projects

### **LEGAL IMPLICATIONS FOR COUNCIL**

25. The project is likely to pursue the option of undertaking works (for example, painting of walls) on private land, Under Section 67 of the *Local Government Act 1993*, a council may, by agreement with the owner or the occupier of any private land, carry out any kind of work that may be lawfully carried out on the land.
26. However, a council must not carry out the work unless it proposes to charge an approved fee for carrying out the work as determined by the council, or, if it

proposes to charge an amount less than the approved fee, by resolution of the council at an open meeting before work is carried out.

27. In this instance, Council is the interested proponent in providing artwork on private walls throughout the LGA and for Council to form a Panel to adjudicate prospective projects via competitive rounds. It is then considered appropriate for Council to provide painting costs of 100% of the total cost of upgrade works (with provision of welcoming additional funding by the recipient if offered). To have a greater variety of proposed sites for the funding, Council can consider varying the amount awarded (per site or property).
28. As for the 'Heritage Façade Restoration', 100% of the Council awarded fund will be used on the heritage property's facade for works such as the restoration of exterior finishes, repainting of the building façade, windows, and awnings (in accordance with Council's prescribed heritage palettes), repair or replacement of awning structures, and repair or repaint of picket fences.
29. As per process above, Council endorsement will be sourced prior to commencing work on private land.

## **FINANCIAL IMPLICATIONS FOR COUNCIL**

30. The Facade Improvement Grant program is currently in the FY 2024-25 budget with \$100,000 allocated and this is ongoing over the next 10 years in the Long-Term Financial Plan.

James Smallson

**Group Manager Infrastructure Grants and Major Projects**

George Bounassif

**Executive Director City Assets and Operations**




John Angilley

**Executive Director Finance & Information**

Gail Connolly

**Chief Executive Officer**

## **ATTACHMENTS:**

<a href="#"> 1</a> Attachment 1 - Images - Phillip Lane, Parramatta Lanes Festival 2023	1 Page
<a href="#"> 2</a> Attachment 2 - Images - Phillip Lane, Post Parramatta Lanes Festival 2023	1 Page
<a href="#"> 3</a> Attachment 3 - Summary table of other Councils Mural Programs or Initiatives	3 Pages

## **REFERENCE MATERIAL**

Attachment 1. Images- Phillip Lane, Parramatta Lanes Festival 2023



Attachment 2. Images - Phillip Lane, Post Parramatta Lanes Festival 2023



Attachment 4. OTHER LOCAL GOVERNMENT'S MURALS (WALL-ARTS) PROGRAMS

Page 1 of 3. Table Summary of External Council Program's relating to Murals

COUNCIL	PROGRAM	FUNDING METHOD OR SOURCE	ARTIST CRITERIA	PROPERTY ELIGIBILITY	RESULTS TO DATE	APPLICATION & AWARD PROCESS
Innerwest	"Perfect Match".	100% Council funded.  Artist to use funding for all related items (ie. permits & insurance, travel, materials, artists fees).  The project covers a one-off fee for Council to commission the artist to paint the street artwork.	Practicing artist, demonstrated experience painting murals or large scale street artworks with associated license and permits	Within LGA  Wall publicly viewable, preferred at a profile location that can be experienced by locals, passers-by and visitors to area  Properties with degree of recurring unwanted graffiti aids the consideration  Wall in good condition (ie. no cracks, rust, peeling paint), else it can be repaired at owners cost	Over 160 site specific contemporary artworks have been produced through Perfect Match.  Free Perfect Match artwork celebrations, tours, pop up activations and events presented as part of EDGE Inner West arts programs.	Competitive Application  Property owners are invited to find their Perfect Match by nominating their wall to be transformed by an artist. Artists submit their portfolios, designs and ideas for the wall. (8 weeks)  Council convenes Public Art Selection Panel to shortlist properties and artists from submissions entered. (4 weeks)  Selected artists and properties work with locals area to create artwork concept (4 weeks)  Installation Schedule up to 6 months
City of Wollongong	"Wonderwalls" Street Art Festival - 3-day annual event	State Govt. "The Port Kembla Community Investment Fund". Or PKCIF  \$1 million of funding per year for the next 99 years for projects that reactive, enhance or build community amenity in the suburb of Port Kembla.	VerbCo (formerly Verb Syndicate) were contracted to manage the artist program. Verbco is an Art management agency specialising in large scale outdoor public artworks, festivals and graffiti prevention and engagement	Within Port Kembla & Wollongong CBD area  Land/Asset owners demonstrate ability for project management & delivery with financial capacity to manage cashflow requirements of project	Launched in 2012, the program now includes over 50 artworks in Wollongong CBD.  Since 2016, both local government and none-govt. bodies (including landowners) have been awarded the state funding varying from \$10,000 to \$500,000 per project.	The PKCIF is a competitive, merit-based program that financially supports projects that revitalise Port Kembla and surrounding areas for the benefit of the community through new infrastructure, upgrading of existing assets as well as encouraging visitors and tourism.  Infrastructure Fundings available under 3 Streams: Community, Business & Environmental
City of Melbourne	Street art - In response to the Council's 'Graffiti Management Plan'	Privately funded.  Subject to budget, the Council may occasionally commission large street art works to brighten dull spaces.	Artists are required to gain written approval from the property owner, and contact City of Melbourne for advice, including images of the proposed design and location.	Property owners and occupiers are required to contact Council, and comply with the Activities Local Law 2019, prior to installing legal street art on external surfaces of buildings	Throughout 1970's to 1980's, the city's youth were influenced by the graffiti culture of New York City, becoming popular in Melbourne's inner suburbs, and along suburban railway & tram lines.  The City of Melbourne recognises the importance of street art in contributing to a vibrant urban culture.  Melbourne's street art is internationally renowned and has become an attraction for local and overseas visitors experiencing Melbourne's creative ambience.  The number of murals can change over time due to new artworks being created, old ones being removed or painted over, and the dynamic nature of street art culture.	Legal street art requires the permission of the property owner, and complies with City of Melbourne planning regulations, and heritage overlays.  A planning permit from City of Melbourne may also be required for a property in a heritage control area.
City of Perth	"Retail Core Refresh" Project	100% Council funded.  The city has budgeted \$800,000 for the proposed upgrades, which include painting existing infrastructure such as light poles and planter boxes, commissioning new murals, new way-finding signage and installing a range of seating.	Not Available, Likely an EOI and panel selection process	Public domain in and surrounding Murray Street Mall, having a significant upgrade in 2005 to coincide with the opening of the Perth Underground Station.  As part of the project, murals were installed within the Hay and Murray St Mall laneways, as well as off William Street.	The eighth mural completed as part of the City's Retail Core Refresh Project.  Murray Street Mall's proximity to Forrest Place combined with high footfall generated by the train stations has attracted some of the world's largest retail brands.	Appears to be Council led projects.  Separate Mural Programs also include partnerships between the City of Perth Council, the WA Police Graffiti Team, Mission Australia's Youthbeat, the Salvation Army and local professional mural artists.



Page 2 of 3. Example images of murals within listed LGA's.



Page 3 of 3. Source:

<https://www.innerwest.nsw.gov.au/live/living-arts/perfect-match>

<https://wollongongcbd.com.au/directories/wonderwalls-art/>

<https://verbprojects.com/>

<https://www.nsw.gov.au/grants-and-funding/port-kembla-community-investment-fund/port-kembla-community-investment-fund-round-5-fogs>

<https://www.nsw.gov.au/grants-and-funding/port-kembla-community-investment-fund>

<https://www.propertycouncil.com.au/news/99-million-fund-to-revitalise-port-kembla>

<https://our.wollongong.nsw.gov.au/pk2505-revitalisation-plan>

<https://www.melbourne.vic.gov.au/arts-and-culture/art-outdoors/Pages/street-art.aspx>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/graffiti-management-policy.pdf>

<https://www.timeout.com/melbourne/art/a-short-history-of-melbourne-street-art>

[https://en.wikipedia.org/wiki/Street\\_art\\_in\\_Melbourne#:~:text=A%20strong%20sense%20of%20community.suburbs%20now%20exhibit%20street%20art](https://en.wikipedia.org/wiki/Street_art_in_Melbourne#:~:text=A%20strong%20sense%20of%20community.suburbs%20now%20exhibit%20street%20art)

<https://www.perthnow.com.au/local-news/perthnow-central/city-of-perth-contemplating-spending-nearly-1m-to-refresh-murray-street-mall--c-8286311>

<https://perth.wa.gov.au/en/news-and-updates/all-news/magnificent-eighth-mural-added-to-perths-growing-street-art-scene>

<https://insidelocalgovernment.com.au/perth-puts-finishing-touch-to-new-mural/>

**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.7
<b>SUBJECT</b>	Canopy Plan - Targets and Interim Action Plan
<b>REFERENCE</b>	F2024/00282 - D09389723
<b>REPORT OF</b>	Project Lead; Group Manager, Strategic Land Use Planning

**CSP THEME:** Green

**WORKSHOP/BRIEFING DATE:** 26 April 2023 and 18 March 2024

**PURPOSE:**

The purpose of this report is to provide an update on the development of Council's Tree Canopy Plan and to seek approval on the preferred canopy target to inform the Canopy Plan.

**RECOMMENDATION**

- (a) That Council note the work undertaken to date in assessing Council's tree canopy cover, the historical challenges in consistency of canopy data and the recommendations on how Council can support improved canopy cover across the local government area (LGA).
- (b) That Council approve an LGA-wide canopy cover target of 30% as the revised target and scenario, for use by Council officers during the preparation of the draft Canopy Plan.
- (c) That Council endorse the Tree Canopy Interim Action Plan 2024 at (Table 4), setting critical first steps towards improving organisational capacity in tree delivery and management.
- (d) That a draft Canopy Plan be prepared for community consultation, including funding options for Council's consideration in 2025.

**BACKGROUND**

- 1. Tree canopy has been identified as a key Council priority under the City of Parramatta's 2017 Environmental Sustainability Strategy (2017 ESS).
- 2. The 2017 ESS set a canopy target of 40% and an action for development of a City of Parramatta Urban Forest Strategy.
- 3. Supporting the direction established for an Urban Forest Strategy within the 2017 ESS, an action was identified within Council's Delivery Program and Operational Plan for the development of a Tree Canopy Plan.
- 4. To develop a Tree Canopy Plan Council staff have undertaken a series of studies to establish an understanding of Parramatta's canopy cover as well as the steps that Council can take to support tree canopy improvements.

## **2017 ESS Canopy Target and Prioritisation of Canopy Issues**

5. In 2017, Council staff engaged a consultant to undertake an i-Tree Canopy study for the new Parramatta LGA boundary following Council amalgamations. This estimated that the canopy coverage for the City of Parramatta was 33%.
6. Council staff used this assessment to inform the development of 2017 ESS. The Urban Forest theme set the goal to increase canopy cover to 40% by 2050 based on 2016 levels.
7. This target was established from the baseline of 33% and assumed that an increase of 7% was required to achieve the target.

### **Canopy Data Studies**

8. In 2019, the NSW State Government Office of Environment and Heritage (OEH), released canopy data based on analysis of aerial imagery and surface elevation data captured in 2016.
9. OEH employed a methodology with greater levels of resolution than the one used by Council in 2017. The data revealed a considerably smaller canopy cover of 22.7% for the Parramatta LGA.
10. Council staff undertook two canopy studies with RMIT university to understand the inconsistencies with Council's previous work. The objectives of the study were to:
  - Establish the canopy baseline and determine the most accurate and reliable dataset to use.
  - Understand the change in canopy over time, identify where this is happening and the key drivers influencing this change.
  - Investigate the appropriateness of the ESS 2017 target of 40% based on the findings of the first two objectives.
11. The studies, along with analysis of other datasets, revealed a range of insights
  - Parramatta's canopy has been in decline since 2010.
  - This decline has been largely due to canopy loss in residential zones with the largest losses occurring in low density residential zones (R2).
  - Canopy has remained stable in the public domain with a balance of losses and gains across public land uses.

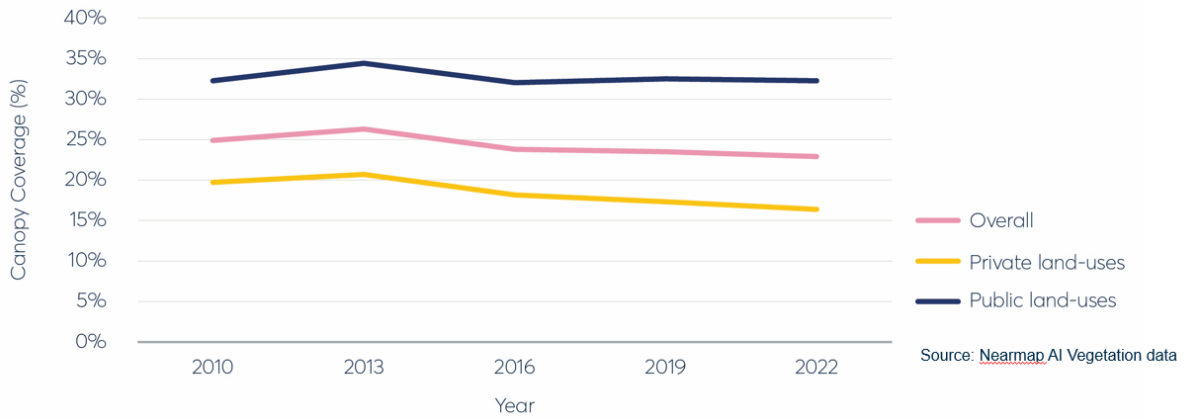


Figure 1: City of Parramatta's change in overall canopy, private and public land-uses.

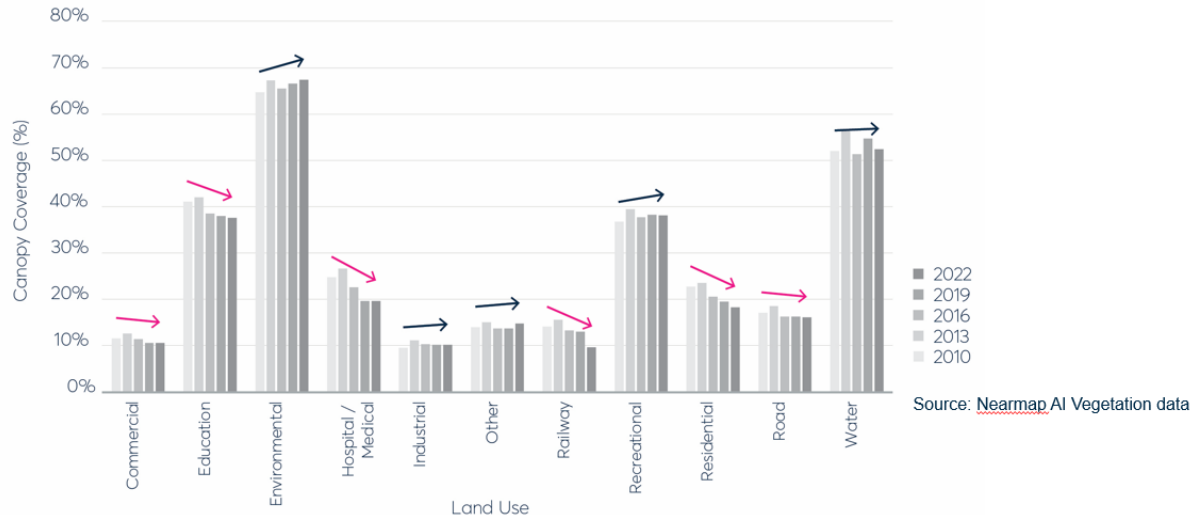


Figure 2: City of Parramatta's change in canopy for various land-uses.

- The loss in canopy has been relatively consistent across the LGA with only a few localised areas not experiencing canopy loss.

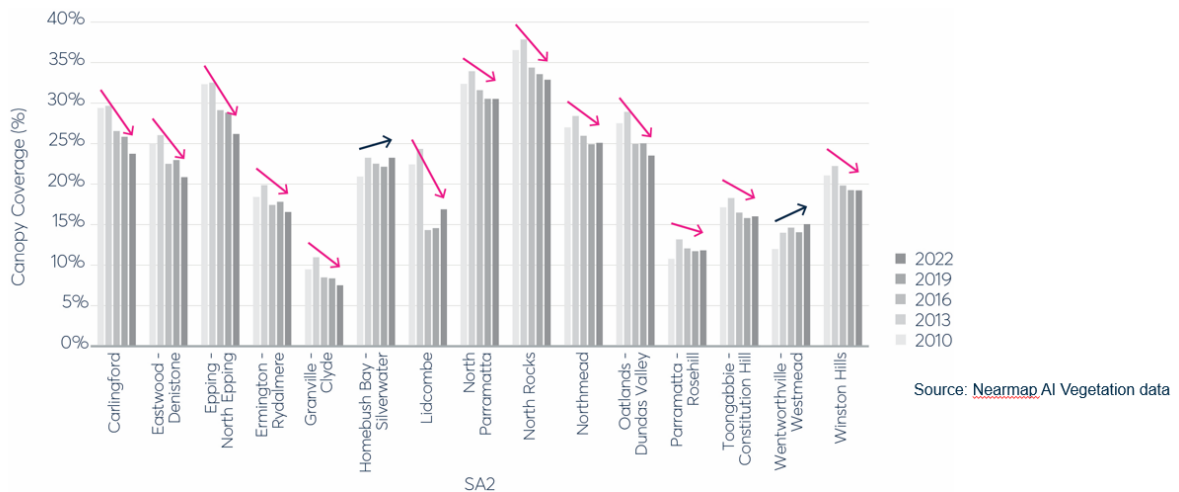


Figure 3: City of Parramatta's change in canopy for suburbs based on 2016 Statistical Areas 2 (SA2)

- RMIT advised that statistically it appears implausible to achieve a canopy coverage of 40% given the current levels and distribution of canopy across the LGA.

12. The findings of these studies revealed that:

- The original target of 40% is not feasible without very significant intervention. A reassessment of Council's ambition is required to arrive at an achievable target.
- Council cannot increase overall canopy cover by focusing on planting trees in the public domain in isolation.

13. The findings were presented to Councillors during a workshop in April 2023.

14. Council staff used the findings to identify the critical canopy issues for Parramatta and areas for organisational improvement to improve canopy outcomes.

### **Strategic Canopy Improvement Framework**

15. Council staff engaged a consultant specialising in urban forest management for local government to understand the delivery and organisational requirements to increase canopy coverage.

16. The assessment considered three components:

- An organizational assessment of areas for improvement in urban forest management.
- Financial and operational implications of different canopy cover target scenarios.
- A strategic action plan for organisational, operational, and resourcing improvements.

17. The assessment identified several strengths and recent successes including:

- Integration of tree canopy in strategic planning documents.
- Access to high quality canopy cover data and a clear understanding of the issues and pressures.
- Clear suite of communications and engagement tools including tree planting programs website, online maps, tree tags and tree data cards.
- Community engagement demonstrated through implementation of the Tree Champions program.

18. The assessment revealed that whilst significant tree delivery had occurred over the past 4 years due to considerable investment from the State Government, there were some key opportunities for improvement in Council's tree canopy planning, management, and delivery.

19. Three key directions were identified through the review including:

- i) Improving Council planning and management of trees as assets
- ii) Resourcing a Council public tree planting and maintenance program in-line with a clear canopy target
- iii) Greater focus on supporting tree canopy improvement on private land.

## Identifying Target Setting - Resourcing and Cost Implications

20. To further understand the varying financial investment requirements associated with different canopy target setting a series of canopy coverage scenarios were costed and resourced.
21. Each scenario included a 10-year public tree planting programs to realise an increase canopy on streets, parks and bushland corridors by 2050.
22. These were compared to a 'Business as usual' (BAU) scenario to highlight the significant increase in commitment and investment required to affect meaningful change to canopy levels.
23. The BAU scenario was based on current canopy trends observed in the previous studies. It was estimated that if no action is taken there will a continued loss of canopy as minor gains in the public domain are outstripped by losses in the private domain.
24. The cost assessment provided an estimate for:
  - Increased tree planting in streets, parks, and bushland corridors.
  - Proactive tree inspections and maintenance programs for Council-owned trees.
  - Community engagement and education to ensure the retention of existing trees and planting of new trees on private property.
  - Additional staffing requirements for increased services including enforcement of illegal tree removals.

	BAU	'No net loss'	Scenario 1	Scenario 2	Scenario 3
2050 canopy cover	19.4%	22.7%	26%	30%	40%
<b>Total annual budget</b>	<b>\$2m</b>	<b>\$3.6m</b>	<b>\$5.4m</b>	<b>\$12.8m</b>	<b>\$21.7m</b>

Table 1: Canopy Cover Scenario estimated annual cost implications for Council.

25. The following table provides an overview of the general scenario assumptions.

Scenario	Public domain	Private domain
BAU	No change of current investment in tree delivery and tree management practices. Minor increases in tree canopy.	No changes to current practices. Continued loss of tree canopy in residential and non-residential areas results in a yearly loss of 0.25%.
No Net Loss	Minor increased investment in public tree planting and tree management sees planting increase to 2,800 trees per year for a 10-year period. Minor increase of 1% in tree canopy account for losses experienced in private domain.	Minor investment in measures to decrease loss of canopy in residential areas. Canopy loss still occurs but at a significantly reduced rate resulting in a loss of 1% in overall canopy.
Scenario 1	Increased investment in public tree planting and tree management. An estimated 6,700 trees and tubestock are planted per year in streets, parks and bushland for a 10-year period. This	Increased investment in community education, development compliance and enforcement of illegal tree breaches. Enhanced development controls ensure more canopy for

	results in a 1.8% increase in overall canopy. Existing trees are proactively managed and overall canopy health improves.	residential and non-residential development. Canopy loss ceases and there is a 1.6% increase in overall canopy.
Scenario 2	Major investment in public tree planting and tree management. An estimated 14,000 trees and tubestock are planted per year in streets, parks and bushland for a 10-year period. This results in a 5.6% increase in overall canopy. Existing trees are proactively inspected and managed resulting in an overall improvement of canopy health. Increased investment in trees in streets significantly improves overall canopy coverage.	
Scenario 3	Significant investment in public tree planting and tree management. An estimated 19,000 trees and tubestock are planted per year in streets, parks and bushland over a 10-year period. This results in an 8.6% increase of overall canopy. Existing trees are proactively inspected and managed resulting in an overall improvement of canopy health.	Significant investment in community education, development compliance and enforcement of illegal tree breaches. Best-practice development controls ensures a dramatic increase of 7.9% in overall canopy. NSW Government policy and planning changes are made to support improved canopy. Overall canopy loss ceases and there is a significant increase in canopy in the private domain.

Table 2: Canopy Cover Scenario assumptions.

26. Through review Scenario 3 was not considered viable, even though it aligns with the State Government's target of 40% canopy coverage for metropolitan Sydney. This is due to;
- The significant contribution required from the private domain and some of the limitations in oversight and control Council has in this area under NSW Government legislation, and
  - it requires substantial investment in tree planting in the public domain which may not be possible due to the need to balance other requirements in streets and parks including utilities and social infrastructure.

### **Councillor Workshop March 2024**

27. The findings of the strategic canopy improvement framework were presented to Councillors during a workshop in March 2024.
28. During the workshop it was recommended that:
- A report be brought to Council to determine the preferred canopy target scenario to inform the resolution of the canopy plan.
  - Funding options be investigated in the new Council term to assess how an increased budget for tree canopy improvement can be accommodated whilst limiting the impacts to the budgets of existing services provided by Council.



## CURRENT STATUS

29. Council staff have undertaken considerable analysis and assessment to develop scenarios that reflect varying levels of ambition to guide future improvements to canopy coverage.
30. To progress the draft canopy plan, direction is needed on the level of ambition that Council would like to set-out in the plan and its associated resourcing.
31. Council staff recommend Scenario 2 as a preferred scenario as it;
  - Represents an ambitious yet realistic target of our local area.
  - Reflects the changing urban condition of Parramatta as the city continues to increase in density and population.
  - The target reflects other highly urbanised local, national and international councils have comparable targets in similar timeframes.
  - Represents a significant commitment from Council for canopy improvements in the public domain

Council	Current Canopy	Target Canopy	Year
City of Sydney	18%	27%	2050
North Sydney	28.2%	34.4%	2050
Waverley	16.2%	20%	2032
Adelaide	27.8%	30%	2045
Perth	19%	30%	2036
New York	24%	30%	2036
London	20%	30%	2050

Table 3: Other Local Government and City canopy targets

32. Further work is needed to resolve resourcing. Based on current funding this target is not financially feasible. A consistent increase of funding of 12.8 million is not viable given Council current financial position and long term financial plan. However, it is recommended that Council endorse this as the target and then continue to investigate various funding options such as a special levy on rate payers or outside funding opportunities.
33. However, there are actions Council can undertake now to support Council's capacity to deliver and manage trees better in the future. Existing resources can be reconfigured to undertake preparatory changes to Council systems and databases to prepare for change once future funding is secured.

## NEXT STEPS

34. These preparatory steps have been identified to improve tree canopy delivery and management by Council by focusing on key steps needed to build organisational capacity.

**Tree Canopy Interim Action Plan 2024**

Action	Rationale	Timeframe
Establish a live tree inventory and asset management database.	A tree inventory and asset management system will assist Council understand canopy health including tree condition, species diversity and age profile.	Year 1/2
Establish standard Council specifications and contracts to improve Councils efficiency in tree maintenance and planting.	Increased tree canopy delivery capacity, quality and maintenance is important to ensuring Council can manage our urban forest efficiently.	Year 1
Review requirements to update DCP to include canopy sub-targets for residential and non-residential land zones.	In combination with existing DCP controls, sub-targets for residential and non-residential land zones will ensure that new developments achieve multiple large tree plantings that will contribute to an overall increase in canopy.	Year 1
Develop a comprehensive Street Tree Masterplan to guide forward tree planting program.	A review of the species list is required to ensure climate resilient species are planted for a changing climate. The Street Tree Masterplan can also identify areas for canopy improvement using the findings from the tree inventory. The masterplan should identify priority areas that consider key environmental and social considerations such as urban heat, active transport, heat vulnerability, utility clearances and streetscape character. This should be used to inform the forward 10-year planting program and align with the level of ambition associated with the nominated scenario.	Year 2
Prepare a preliminary urban forest asset management plan for Council owned trees.	An asset management plan will provide the framework for Council to actively manage and maintain trees. This will ensure improved risk identification and risk management.	Year 1
Continue studies that guide advocacy requesting changes to State planning legislation.	In response to a resolution from Council, staff are undertaking a review of the design and certification process relating to dual occupancy developments delivered via the Code SEPP. It is recommended that this work be prioritised to accelerate the background work and formulate the submission to the State Government to advocate for changes to the Code SEPP.	Year 1
Ensure continued implementation of community engagement materials as part of future tree planting projects.	Council has developed a range of community engagement material for the PLR tree offset program. This collateral has proven to be effective at educating the community on the reasons for tree selection and the benefits of trees more broadly. This has resulted in less tree vandalism and higher success rates for trees.	Ongoing
Undertake background studies to understand community perceptions towards trees in the private domain	Further information is required to understand community sentiment towards trees. This will inform future community behaviour programs and communications/engagement.	Year 1

Table 4: Interim action table for canopy improvements

35. Following resolution on a preferred canopy target, Council staff will prepare
- an assessment of Council funding options for further discussion with Councillors; and

- a draft public-facing Canopy Plan that provides an evidence base of current canopy levels, priority areas for improvements and the revised canopy targets.

36. The draft Canopy Plan and future funding options will be presented to Councillors in a workshop prior to public exhibition in 2025.

## CONSULTATION & TIMING

### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
26 April 2023	Councillor workshop	Provide further information on level of investment per suburb, an update on the PLR tree offset program, number of tree removal applications, data on CBD tree canopy cover and an overview of Council's Tree Offset policy.	A response to these questions was provided to Councillors via a briefing note in September 2023	City Strategy Manager – Environment
18 March 2024	Councillor workshop	Investigate potential revenue sources to fund the costs associated with the increase in canopy.	This Council report will support the identification of the level of ambition and resourcing that needs to be investigated.	City Strategic Planning Manager – Environment

## LEGAL IMPLICATIONS FOR COUNCIL

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

## FINANCIAL IMPLICATIONS FOR COUNCIL

39. If Council resolves to approve this report in accordance with the proposed resolution, there are no unbudgeted financial implications.

Robert Cologna  
**Group Manager, Strategic Land Use Planning**

George Bounassif  
**Executive Director City Assets and Operations**

Gail Connolly  
**Chief Executive Officer**

**ATTACHMENTS:**

There are no attachments for this report.

**REFERENCE MATERIAL**

**NOTICES OF MOTION**

**08 JULY 2024**

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**NOTICE OF MOTION**

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<b>ITEM NUMBER</b>	14.1
<b>SUBJECT</b>	On-Street Parking Issues for Residents in Newington
<b>REFERENCE</b>	F2024/00282 - D09406861
<b>FROM</b>	Deputy Lord Mayor Clr Dr Patricia Prociv

**MOTION**

That the CEO provide a report to Council in late 2024 or early 2025 that:

- (a) Investigates options to introduce the Newington rollback kerb parking proposal; and
- (b) Includes the results of the previous surveys, an approximate timeline for any suburb wide surveys, the financial implications of undertaking letterbox surveys of residents, social media, and pop-up consultations; and any relevant amendments that may become necessary to the Parking Enforcement Policy.

**BACKGROUND**

1. The current parking regulations and policy of parking with two wheels on nature strips is an offence on all streets with roll back kerbs in Newington. This was set out by the previous Auburn Council and continues to apply unless amended by the City of Parramatta.
2. A survey to change the parking was undertaken about 7 years ago (in around 2017) and rejected by residents at the time with preferences of around 45.5% for and 50.5% against.
3. Since that time parking issues for local residents have worsened with the increase in new residential dwellings and higher demand for on-street parking for both local residents and visitors to events in Sydney Olympic Park.
4. It is timely that the issue is revisited and residents should again be surveyed to explore current community views and options to improve parking availability in the precinct.

**STAFF RESPONSE**

A staff response will be provided in the Supplementary Agenda.

Patricia Prociv  
**Deputy Lord Mayor Clr Dr Patricia Prociv**

Jennifer Concato  
**Executive Director City Planning and Design**

Gail Connolly  
**Chief Executive Officer**

**ATTACHMENTS:**

## NOTICE OF MOTION

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<b>ITEM NUMBER</b>	14.2
<b>SUBJECT</b>	Advocacy for the Western Sydney Community Transport Development Forum
<b>REFERENCE</b>	F2024/00282 - D09518047
<b>FROM</b>	Councillor Phil Bradley

### MOTION

That Council:

- (a) Note that Western Sydney continues to suffer from disproportionately lower levels of public and other transport access and service. This is while also having a population with higher proportions of people experiencing vulnerability and disadvantage than other areas of Sydney.
- (b) Express concern about Transport for NSW's decision to defund Western Sydney Community Forum's Western Sydney transport development portfolio, after more than 25 years of ongoing support.
- (c) Make representations to the Western Sydney Regional Organisation of Councils, the State Member for Parramatta, Ms Donna Davis MP and the Minister for Transport, the Hon Jo Haylen MP to seek the immediate reinstatement of Transport for NSW's ongoing funding of Western Sydney Community Forum (WSCF) for continued transport support and advocacy on behalf of the communities of Western Sydney. This would be consistent with Minister Haylen's commitment in October 2021 that "Western Sydney's transport needs must be a priority."

### BACKGROUND

1. Many residents of Western Sydney know that Western Sydney Community Forum (WSCF) is the region's not-for-profit peak social development council. WSCF works with the community, government and industry sectors to improve outcomes for communities across the region.
2. Transport for NSW has provided WSCF with funding of approximately \$250,000 per year for the past 25 years. This funding is for leading and facilitating transport development, coordination, and capacity building services. It addresses the significant disparity in access to public transport and other modes of support with transport in Western Sydney, where there are higher proportions of people experiencing vulnerability and disadvantage.
3. In April 2024, the NSW Legislative Council Inquiry into current and future public transport needs in Western Sydney found that the inequitable provision of transport options and infrastructure in Western Sydney is leaving many people without adequate access to jobs, education and essential services, and further entrenching socio-economic barriers experienced in some areas. Transport for NSW funding allowed WSCF to give evidence at this inquiry and advocate on behalf of the communities of Western Sydney.

4. Other examples of activities delivered by WSCF through this investment in transport and sector development are the provision of regular news, information and training to services providing transport to assist older people to live independently in their homes, supporting agencies in Western Sydney to develop joint policy submissions on transport to governments to ensure Western Sydney has a voice at the policy level, and providing translation services to community transport providers to assist in their delivery of services.
5. However, on 22 May 2024, Transport for NSW advised funding for Western Sydney Community Forum will stop from July 2024. This decision places additional pressure on vulnerable communities already contending with heightened socioeconomic challenges and signifies a loss in transport development for Western Sydney, the fastest growing region and third largest economy in Australia. In addition, it places pressure on organisational viability and operations in a broader sense.
6. It is hoped, with the support of Council, WSROC, Parramatta MP Ms Donna Davis and Western Sydney's communities, that we will be able to reverse Transport for NSW's decision and continue Western Sydney Community Forum's vital work in Western Sydney

## **STAFF RESPONSE**

7. A staff response will be provided in the Supplementary Agenda.

Phil Bradley  
**Councillor**

David Moutou  
**Acting Executive Director Community Services**

Gail Connolly  
**Chief Executive Officer**

## **ATTACHMENTS:**

There are no attachments for this report.



**NOTICE OF MOTION**

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**ITEM NUMBER** 14.3  
**SUBJECT** Traffic Impacts of Windsor Rd and James Ruse Drive Intersection  
**REFERENCE** F2024/00282 - D09512248  
**FROM** Councillor Georgina Valjak

**MOTION**

That Council urgently writes to the Secretary of Transport for NSW and the Minister for Transport, the Hon Jo Haylen MP, seeking a review of the James Ruse Drive intersection in North Parramatta which is adversely impacting surrounding communities who are experiencing gridlock conditions in their suburbs.

**BACKGROUND**

1. Following numerous representations from residents in suburbs spanning North Rocks, Winston Hills and Northmead an urgent review needs to be undertaken by TfNSW to investigate traffic light phasing and traffic build up emanating from the James Ruse Drive intersection at North Parramatta.

**STAFF RESPONSE**

2. A staff response will be provided in the Supplementary Agenda.

Georgina Valjak  
**Councillor Georgina Valjak**

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

Roxanne Thornton  
**Group Manager Office of the Lord Mayor and CEO**

Gail Connolly  
**Chief Executive Officer**

**ATTACHMENTS:**

There are no attachments for this report.

**NOTICE OF MOTION**

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<b>ITEM NUMBER</b>	14.4
<b>SUBJECT</b>	Proposed Planning Agreement for 16 Burroway Road and part 5 Footbridge Boulevard, Wentworth Point (AKA Block H)
<b>REFERENCE</b>	F2024/00282 - D09508076
<b>FROM</b>	Councillor Paul Noack
<b>MOTION</b>	

- a) That Council note that the Department of Planning Housing and Infrastructure (DPHI) has advised that it is unlikely to finalise its assessment of the proposed amendments to the Homebush Bay West Development Control Plan 2004 (DCP) for the Block H site to enable exhibition of the Planning Agreement before the commencement of the 2024 caretaker period for local government elections.
- b) That Council note it has previously authorised the CEO secure the delivery of the community infrastructure (valued at \$70 million) associated with the proposed DCP amendment by negotiating the Planning Agreement, publicly exhibiting the draft Planning Agreement for a minimum period of 28 days and reporting to Council the outcomes of the public exhibition.
- c) That having regard to the above advice from DPHI, and to avoid any risk to Council of not securing the \$70 million worth of community benefit in the Planning Agreement, the CEO be delegated authority to execute the Planning Agreement following the public exhibition period subject to there being no substantial amendments to the Agreement arising from the public exhibition, including the total value or the value/nature of the various components therein.

**BACKGROUND**

1. In December 2023 Council resolved that in the event the DPHI supported the DCP amendments for Block H, the CEO be authorised to secure the delivery of the supporting infrastructure by negotiating the Planning Agreement, endorsing the legal drafting of a draft Planning Agreement if favourable terms are met, publicly exhibiting the draft Planning Agreement for a minimum period of 28 days, reporting to Council the outcomes of the public exhibition and correcting any anomalies of a minor or non-policy nature that may arise during the preparation of the draft Planning Agreement.
2. Exhibition of the Planning Agreement has not yet occurred due to delays with the exhibition and assessment of the proposed DCP amendments by DPHI.

**STAFF RESPONSE**

3. Staff have been advised that DPHI is now finalising the submissions report which will provide a summary of the exhibition process, the issues raised in the submissions and the key considerations for the next steps in the process. The Department intends to make the report publicly available in the near future.
4. DPHI is aware that resolution of the DCP amendment and the subsequent exhibition and adoption of the local Planning Agreement is unlikely to be finalised before Council elections in September 2024.

5. It is important to note that DPHI has advised that it recognises there is a need for close alignment between the Department's finalisation of the DCP amendment and Council's Planning Agreement. This alignment is critical in the next stage of DCP process to make sure the community benefits of the proposal can be secured.
6. It is therefore important for Council to ensure the Planning Agreement can be secured at the same time as the DCP amendment is approved by DPHI. Should Council not be able to execute the Agreement simultaneously with the approval of the DCP, it could result in the DCP being approved without any requirement for community benefits to be provided by the developer.

Paul Noack  
**Councillor**

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

Gail Connolly  
**Chief Executive Officer**

**ATTACHMENTS:**

There are no attachments for this report.

## NOTICE OF MOTION

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<b>ITEM NUMBER</b>	14.5
<b>SUBJECT</b>	Synthetic Sports Fields in the City of Parramatta
<b>REFERENCE</b>	F2024/00282 - D09512229
<b>FROM</b>	Councillor Georgina Valjak

### MOTION

- (a) That the CEO investigate opportunities to transform existing natural turf sports fields into synthetic fields within the North Rocks, Parramatta and Dundas Wards.
- (b) That the CEO prepare a report on the findings of the investigation, including potential sites, potential return on investment and high level costings, for consideration by Councillors as part of the 2025/26 DPOP budget process.
- (c) That the potential to transform existing natural turf sports fields into synthetic fields be canvassed with the community as part of the 2025 Community Ward Workshops.

### BACKGROUND

1. At a Councillor workshop on 19 June 2024, Councillors considered a presentation by an expert Community Sport and Leisure Facilities consultant on crucial factors in planning the location and construction of a synthetic field. The discussion centred on the outcomes of the NSW Chief Scientist report and the implementation of recent best practice to address concerns regarding microplastics, infill, circular economy, heat, and other environmental issues.
2. The workshop highlighted the widespread misunderstanding of the Chief Scientist report, which has, in fact, led to technological advancements in the development of synthetic turf tailored to Australian conditions. Based on the advice from the industry expert, it was noted that concerns about microplastics have been mitigated through the engineering design of the grass, heat issues have been significantly reduced using organic infill, and a recycling plant now exists to process synthetic grass at the end of its useful life.
3. According to Council's Community Infrastructure Strategy, there is a shortage of sports fields in the Parramatta LGA, and as our population grows, so will the demand for sports grounds. The availability of synthetic fields is part of the solution to the current and future demands for sports fields. While natural turf fields can be used for about 25-30 hours per week, synthetic fields can be used up to 70-80 hours per week and do not need to be closed during rainy days.
4. Currently, the Council has two synthetic fields: one in the Epping Ward and another in the Rosehill Ward. While I support the need for a second synthetic field in the Rosehill Ward, I believe each ward should have at least one synthetic field to meet the current and future demand across the LGA.

### STAFF RESPONSE

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5. A staff response will be provided in the Supplementary Agenda.

Georgina Valjak  
**Councillor Georgina Valjak**

George Bounassif  
**Executive Director City Assets and Operations**

Roxanne Thornton  
**Group Manager Office of the Lord Mayor and CEO**

Gail Connolly  
**Chief Executive Officer**

**ATTACHMENTS:**

There are no attachments for this report.

**NOTICE OF MOTION**

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<b>ITEM NUMBER</b>	14.6
<b>SUBJECT</b>	Recent Petitions from the Harris Park Business Community - Mobile Food Vendors
<b>REFERENCE</b>	F2024/00282 - D09512185
<b>FROM</b>	Councillor Paul Noack

**MOTION:**

- a) That Council notes the recent petitions from Harris Park businesses regarding local enforcement activity and fines issued to local businesses.
- b) That Council notes that officers have been working with mobile food vendors and residents in the Harris Park area to raise awareness of their operating obligations, including running drop-in education sessions and providing a three-month enforcement amnesty between December 2023 and March 2024 to allow time for vendors to comply with the legislation.
- c) That Council write to the Minister for Planning and Public Spaces, the Hon Paul Scully MP and the State Member for Parramatta, Donna Davis MP to request an amendment to the legislation (SEPP) to allow mobile food trucks and food stalls to be operational until 10pm in residential zones.
- d) That the CEO organise another community information drop-in session at the Harris Park Community Centre for residents and businesses, to provide expert guidance from Building Compliance, Environmental Health Compliance and Planning, including advice on the required approvals, activities that do not require development consent, food safety, advice on investigatory procedures and current legislative obligations for mobile food vendors.

**BACKGROUND**

1. The City of Parramatta is proud of its diverse food scene and encourages activities like food trucks that add to our lively street culture. However, businesses must operate within the law.
2. Mobile food vendors on Wigram Street are currently operating under NSW government legislation (SEPP) which restricts the operating hours of food trucks in residential areas to 7pm.
3. Council has no power to change this legislation or the operating hours for food trucks and carts under the legislation.
4. The petitions calling for Council to allow businesses to continue trading until 10pm require a change to the SEPP and/or the rezoning of the relevant residential areas in the Heritage Conservation Area of Harris Park.

**STAFF RESPONSE**

5. In 2023, Council responded to an increasing number of community complaints relating to the adverse impacts on residential amenity caused by the quantity of mobile food trucks/carts and their trading hours in the residential Heritage Conservation Area of Harris Park. Concerns were also raised in relation to

excess rubbish, hooning by vehicles, frequent traffic and pedestrian congestion and unsafe work practices. Some of these concerns were raised by the local Police and also by members of the Local Traffic Committee.

6. A significant number of vendors and businesses were found to potentially be in breach of the NSW legislation (SEPP) that permits mobile food trucks to trade without the need to obtain a development consent.
7. Additionally, a significant number were found to have breached Council's LEP, as they had undertaken unauthorised alterations and additions to heritage items or properties within the Heritage Conservation Area without lodging a development application or obtaining the necessary consent.
8. Due to the widespread nature of the unauthorised activity, the CEO directed staff to undertake some community information sessions in the Harris Park Community Centre to educate local residents and businesses on their rights and obligations.
9. Several sessions were run to provide expert guidance from Building Compliance, Environmental Health Compliance and Planning perspectives. Advice given included what activities and uses required approval, whether certain activity was authorised without development consent, as well as advice on investigatory procedures and timeframes.
10. These sessions attracted attendance from a significant number of residents and businesses, which was an encouraging sign that efforts were being made to become compliant. In a continued effort to work with local businesses, the CEO implemented an amnesty whereby no enforcement action was taken for a 3 month period between December 2023 and March 2024, to afford property and business owners additional time to lodge relevant applications and/or bring their premises into compliance.
11. However, following the amnesty period, Council continued to receive complaints from the Harris Park community regarding activity that contravened the legislation in terms of trading hours, intensification of use (i.e. extension of cooking facilities beyond what was approved, increased dining areas) and extension/alteration of buildings and structures in heritage areas or on heritage items without appropriate approvals.
12. Council commenced compliance action by means of carrying out inspections over several weeks and issuing warnings in the first instance when a breach was identified. Penalty infringements were issued for breaches observed on subsequent occasions. The majority of businesses were noted to comply following a warning or after being issued with a penalty infringement notice. However, several businesses were noted to continue breaching the legislation beyond the issuance of several infringement notices.
13. Complaints from the community continue to be received due to ongoing lack of compliance in the area. Council officers have made multiple efforts over a significant period of time to work with businesses to obtain compliance, however Council is legally obliged to undertake regulatory action to address non-compliances of unauthorised activity, especially when it can be demonstrated that non-compliance with legislation is causing negative impacts on the amenity of the local community.

### **Petitions**

14. Council officers have reviewed the petitions and note that a significant number of the petitioners are currently the subject of enforcement action including the

issue of Stop Use Orders, Orders to Demolish unauthorised works, warnings and fines.

15. Should property owners and local businesses wish to pursue a rezoning of the area from a residential to a business zoning, they are required to lodge a formal Planning Proposal with Council, prepared by a qualified Planning consultant.
16. However, it should be noted that Council's DPOP includes the commencement of a Heritage Review (which will be spread over 5 years) in 2024/25. This review will include an assessment of the Harris Park Heritage Conservation Area.
17. Officers would not recommend proceeding with any planning proposal to rezone properties within the Heritage Conservation Area of Harris Park until such time as the heritage review has been completed.
18. In this instance it is recommended that interested property owners advocate directly to the Minister for Planning and Public Spaces to request an amendment to the SEPP to permit trading until 10pm in residential areas.

## **FINANCIAL AND RESOURCE IMPLICATIONS**

19. If Council resolves this Motion, the financial impacts on the budget (cost of the community information session, hall hire, etc) will be covered by the 2024/25 operating budgets of the City Planning and Design, City Assets and Operations and City Engagement and Experience Directorates.

Paul Noack  
**Councillor**

George Bounassif  
**Executive Director City Assets and Operations**

Roxanne Thornton  
**Group Manager Office of the Lord Mayor and CEO**

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

Gail Connolly  
**Chief Executive Officer**

## **ATTACHMENTS:**

There are no attachments for this report.



**QUESTIONS WITH NOTICE**

**08 JULY 2024**

15.1	Verge Maintenance in City of Parramatta.....	458
15.2	Questions Taken on Notice at 24 June 2024, Council Meeting .....	459

**QUESTIONS WITH NOTICE**

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<b>ITEM NUMBER</b>	15.1
<b>SUBJECT</b>	Verge Maintenance in City of Parramatta
<b>REFERENCE</b>	F2024/00282 - D09501819
<b>REPORT OF</b>	Councillor Kellie Darley
<b>CSP THEME:</b>	Accessible

**QUESTION WITH NOTICE:**

1. [How many reports/complaints of overgrown street verges in the LGA have been received annually for the last few years?](#)

**Executive Director City Assets and Operations Response:**

Since June 2023, Council has received 1,270 requests for verge maintenance.

2. [What is the percentage break down by resolution type \(i.e. owner/resident maintained after Council request, Council maintained or left as is\)?](#)

**Executive Director City Assets and Operations Response:**

Council staff actioned approximately 54% of the total requests received. A breakdown of the details of each request and the method of resolution would require a detailed report back to Council.

3. [What is the budget for carrying out verge maintenance as per the Verge Maintenance Policy?](#)

**Executive Director City Assets and Operations Response:**

The 2023/24 budget provides \$40,000 for maintenance of nature strips adjacent to private properties and \$200,000 for Council owned properties.

**ATTACHMENTS:**

There are no attachments for this report.

**REFERENCE MATERIAL**

**QUESTIONS WITH NOTICE**

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<b>ITEM NUMBER</b>	15.2
<b>SUBJECT</b>	Questions Taken on Notice at 24 June 2024, Council Meeting
<b>REFERENCE</b>	F2024/00282 - D09512799
<b>REPORT OF</b>	Council Secretariat & Policy Officer

**CSP THEME:** Accessible

**QUESTIONS TAKEN ON NOTICE**

**Deputy Lord Mayor, Councillor Prociv** asked a question in relation to Item 12.3 Status Update – CBD Footpaths Audit and Pavement Replacement Program (Peer Review);

- Having the program is great. How do we stop Sydney Water and other like services from digging up the newly laid footpaths or paving?

**Councillor Pandey** asked two (2) question in relation to Item 12.3 Status Update – CBD Footpaths Audit and Pavement Replacement Program (Peer Review);

- There was a previous resolution of Council for the City of Parramatta to be a member of the (I think) NSW Streets Opening Coordination Council (SOCC) iWORCS System. Where councils put their Capital Delivery Program, etc and on that program and organisations like Sydney Water put in theirs. In the last term of Council, I also had a Motion asking if Council can advocate to organisations like Telstra to participate in the program. Has this happened?
- If not, can we revisit that and see if Council is a member of the NSW Streets Opening Coordination Council (SOCC) iWORCS System Program?

A staff response will be provided in a Supplementary Agenda.

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**Councillor Valjak** asked two questions in relation to Item 14.1 - Emergency Accommodation and Womens' Shelters in Parramatta:

- Is the link to 'Home Service' that is listed on our website available 24 hours 7 days a week?
- Can we explore a 24 hour service as part of this resolution?

A staff response will be provided in a Supplementary Agenda.

**ATTACHMENTS:**

There are no attachments for this report.

**REFERENCE MATERIAL**

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