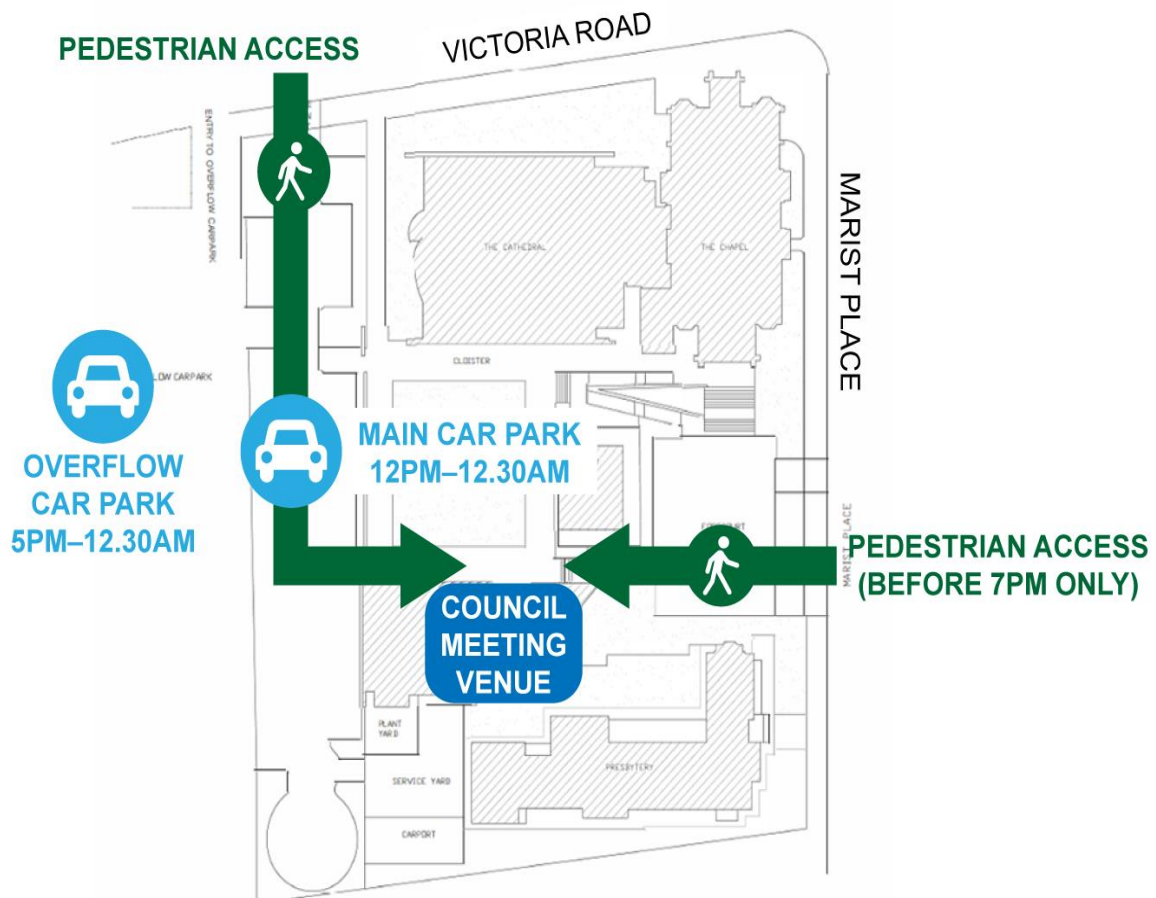


# NOTICE OF COUNCIL MEETING

## PUBLIC AGENDA

An Ordinary Meeting of City of Parramatta Council will be held in the Cloister Function Rooms, St Patrick's Cathedral, 1 Marist Place, Parramatta on Monday, 28 March 2022 at 6:30pm.

Brett Newman  
CHIEF EXECUTIVE OFFICER



**Contact us:**

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## COUNCIL CHAMBERS

Governance  
Manager

Lord Mayor  
Cr Donna  
Davis

Chief  
Executive  
Officer

Minute Clerk

Cr Phil  
Bradley

Cr Sameer  
Pandey,  
Deputy Lord  
Mayor

Cr Paul  
Noack

Cr Ange  
Humphries

Cr Dr Patricia  
Prociv

Cr Pierre  
Esber

Cr Cameron  
Maclean

Cr Lorraine  
Wearne

Cr Donna  
Wang

Cr Michelle  
Garrard

Cr Dan  
Siviero

Cr Henry  
Green

Cr Kellie  
Darley

Cr Georgina  
Valjak

Sound

IT

Executive  
Director City  
Engagement &  
Experience

Executive  
Director  
Community  
Services

Executive  
Director City  
Planning &  
Design

Group Manager  
City Strategy

Executive  
Director City  
Assets &  
Operations

Chief Finance  
and Information  
Officer

Executive  
Director  
Property and  
Place

Press

Press

Public Gallery

## STATEMENT OF ETHICAL OBLIGATIONS:

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

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

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16.1	Legal Status Report as at 28 February 2022	

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

16.2 Epping Laneway - Sale of Land

*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.*

**17 PUBLIC ANNOUNCEMENT OF RESOLUTIONS PASSED IN CLOSED SESSION**

**18 CONCLUSION OF MEETING**

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

MINUTES OF THE MEETING OF CITY OF PARRAMATTA COUNCIL HELD IN THE CLOISTER FUNCTION ROOMS, ST PATRICK'S CATHEDRAL 1 MARIST PLACE, PARRAMATTA ON MONDAY, 14 MARCH 2022 AT 6:30PM

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

PRESENT

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

1. OPENING MEETING

The Lord Mayor, Councillor Donna Davis, opened the meeting at 6:33pm.

2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF LAND

The Lord Mayor, acknowledged Burramattagal people of The Darug Nation as the traditional owners of 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. OTHER RECORDING OF MEETING ANNOUNCEMENT

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

5. CONFIRMATION OF MINUTES

SUBJECT: Minutes of the Council Meeting held on 21 February 2022

3683 RESOLVED (Garrard/Bradley)

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

6. APOLOGIES/REQUESTS FOR LEAVE OF ABSENCE

3684      RESOLVED      (Bradley/Darley)

- (a) **That** the request to attend the Ordinary Council Meeting dated 14 March 2022 via remote means submitted by the following Councillors due to personal reasons, be accepted:
  - Councillor Humphries;
  - Councillor Wearne.
- (b) **Further, that** the apology received from Councillor Siviero due to personal reasons be accepted and leave of absence granted.

## 7. DECLARATIONS OF INTEREST

Councillor Green declared a non-pecuniary and less than significant interest in Item 14.7 – Police & Citizens Youth Club (PCYC) Parramatta at CommBank Stadium being that he is a Club member of PCYC Parramatta. He remained in the Chamber during debate and voting on the matter.

## 8. MINUTES OF THE LORD MAYOR

8.1      SUBJECT      February / March 2022 NSW Floods

REFERENCE      F2021/02779 - D08448016

REPORT OF      Lord Mayor, Councillor Donna Davis

3685      RESOLVED      (Davis/Bradley)

- (a) **That** Council note the significant weather event occurring across eastern New South Wales and Queensland, resulting in impacts from flood and storm conditions in the City of Parramatta.
- (b) **That** Council note that these devastating floods have resulted in the known loss of 22 lives, 13 in Queensland and 9 in New South Wales, including the tragic loss of two lives in Wentworthville.
- (c) **That** Council note the impacts to residents and businesses in our community, with many facing potential damage to property due to rainfall and localised flooding.
- (d) **That** Council note that the City of Parramatta is one of 17 local government areas in NSW to have been declared a disaster area 22 February, with individuals and Councils eligible for flood assistance support through Service NSW.
- (e) **That** Council thanks the NSW State Emergency Services, NSW Police, emergency services personnel and other agencies who have responded to calls for help across the City.
- (f) **That** Council thanks the Council staff who have worked day and night throughout the severe weather and flooding experienced since 22 February to inspect sites, assist emergency services,

provide resources and commence the clean-up, including Council's Local Emergency Management Officer.

- (g) **That** Council note Resilience NSW has established a Greater Sydney Region Recovery Committee, to lead the recovery efforts for the storm and flood impacted LGAs and communities, with City of Parramatta Council a member of this Committee.
- (h) **That** Council note the Office of Local Government has activated the Local Government Emergency Recovery Support Group to co-ordinate support activities between Council's across the state, with City of Parramatta a part of this.
- (i) **That** Council note members of the community wishing to donate to relief and recovery efforts are encouraged to do so through GIVIT or the Australian Red Cross as outlined in the Minute background, and that Council donate \$10,000 through GIVIT to the NSW Floods Appeal.
- (j) **Further, that** Council promote GIVIT and the Australian Red Cross on Council's social media platforms.

8.2 SUBJECT War in Ukraine

REFERENCE F2021/02779 - D08447889

REPORT OF Lord Mayor, Councillor Donna Davis

3686 RESOLVED (Davis/Esber)

- (a) **That** Council condemn the unprovoked war being waged against the people of Ukraine and their democratically elected government, and call on the Commonwealth Government to do whatever is possible to assist the people of Ukraine in this time of need.
- (b) **That** Council write to the Prime Minister, Federal Leader of the Opposition, the Minister for Immigration, Citizenship, Migrant Services and Multicultural Affairs, the Shadow Minister for Immigration and Citizenship and local Members of Parliament, calling on the Commonwealth Government to adopt a generous and timely approach to assisting Ukrainian citizens who may need asylum and sanctuary in Australia.
- (c) **That** Council note the City of Parramatta is a proud multicultural community and a Refugee Welcome Zone, and welcomes those who may seek refuge in Australia.
- (d) **That** Council write to the Embassy of Ukraine in Australia.
- (d) **Further, that** Council observe a minutes silence in the Chamber in respect of the innocent lives lost as a result of the war in Ukraine.

**Note: Council observed a minute's silence.**

8.3 SUBJECT Condolence Motion Peter Herlinger

REFERENCE F2021/02779 - D08447867

REPORT OF Lord Mayor, Councillor Donna Davis

3687 RESOLVED (Davis/Pandey)

- (a) **That** Council acknowledge the passing of former Holroyd Mayor, Peter Herlinger.
- (b) **Further, that** the Chamber hold a minute's silence as a gesture of respect on Mr Herlinger's passing and in recognition of his contributions to the local community.

**Note: Council observed a minute's silence.**

8.4 SUBJECT Don't Leave Local Communities Behind - 2022 ALGA Federal Election Campaign

REFERENCE F2021/02779 - D08448218

REPORT OF Lord Mayor, Councillor Donna Davis

3688 RESOLVED (Davis/Esber)

- (a) **That** Council supports the national funding priorities of the Australian Local Government Association (ALGA).
- (b) **That** Council agrees to support and participate in the Australian Local Government Association's advocacy for their endorsed national funding priorities by writing to the local Federal Member(s) of Parliament, all known election candidates in local Federal electorates and the President of the Australian Local Government Association to:
  - a. express support for ALGA's funding priorities;
  - b. identify priority local projects and programs that could be progressed with the additional financial assistance from the Federal Government being sought by ALGA; and
  - c. seek funding commitments from the members, candidates and their parties for these identified local projects and programs.
- (c) **Further, that** Council note participation in this national advocacy campaign does not preclude City of Parramatta from advocating on additional local needs and issues, but will strengthen the national campaign and sector wide support for all 537 Australian Local Governments.

**MATTER OF URGENCY**

3689 RESOLVED (Pandey/Garrard)



**That** a procedural motion be granted to allow consideration of a matter of urgency in relation to the passing of Shane Warne and Rodney Marsh.

The Lord Mayor ruled the matter urgent.

3690 RESOLVED (Pandey/Noack)

- (a) **That** Council acknowledge the passing of former Australian cricketers Shane Warne and Rodney Marsh.
- (b) **That** the Lord Mayor write to Cricket Australia acknowledging the passing of Mr Warne and Mr Marsh.
- (c) **Further, that** Council observes a minute's silence as a gesture of respect on the passing of Mr Warne and Mr Marsh and in recognition of their contribution to Australian cricket.

**Note: Council observed a minute's silence.**

## 9. PUBLIC FORUM

9.1 SUBJECT PUBLIC FORUM 1: Item 13.10 - Post-exhibition - Planning Proposal, draft Site-Specific Development Control Plan and draft Planning Agreement for 85-91 Thomas Street, Parramatta

REFERENCE F2022/00105 - D08443668

FROM Mr Greg McDonald

Dear Lord Mayor and Councillors,

I wish to speak before you this evening in relation to item 13.10 proposed rezoning of 85-91 Thomas Street Parramatta for consideration at tonight's Council meeting. I wish to speak against the proposal.

I urge you to support Parramatta Local Planning Panels' recommendation to Council on 15 February 2022. The Panel stated *"Nil costs to Council do not outweigh the adverse impacts of the isolated rezoning of the Site"*.

I am one of the many adverse impacts. Nine years ago I bought a town house on Thomas Street, with its appealing mix of three storey town houses and older freestanding cottages, as my retirement home.

Today I find I may be living next door to two large eight storey boarding room buildings where the overshadowing is so great that the maximum sunlight my residence will receive is three hours daily. I, along with other residents in my complex and the larger complex on the other end of the site are asked to sacrifice our quiet enjoyment of our homes and street. I speak to other residents on Thomas Street and surrounding streets, all

also zoned residential R4. They are distressed about the precedence this sets for their streets, for the negative impact on our wildlife, our River, the heritage listed Wetlands and mangroves.

It doesn't seem a fair exchange for the grant to Council of 2, 496sqm of land which can't be built upon in any case.

In closing, I do not accept that council will have to purchase this land if this development is refused and developer wishes to proceed and the developer will have to build units to comply with the already existing R4 11 metre maximum height zoning.

Following is a extract from DEVELOPMENT APPLICATIONS  
CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL Nil  
WORKSHOP/BRIEFING DATE: 9 March 2022

That part of 85 Thomas Street (refer Figure 6) is currently on the Land Acquisition Reservation Map of the Parramatta LEP 2011 and therefore in the future Council is required to acquire that parcel of land. It is estimated that this would be in the order of \$1.3 - \$1.5M. Cycleway access along the Parramatta River foreshore would remain via the existing easement.

#### **STAFF RESPONSE**

No staff response provided.

**Note: Councillor Garrard left the Chamber at 7:13pm and returned at 7:14pm during the consideration of Public Forum 1.**

9.2      SUBJECT      PUBLIC FORUM 2: Item 13.10 - Post-exhibition - Planning Proposal, draft Site-Specific Development Control Plan and draft Planning Agreement for 85-91 Thomas Street, Parramatta

REFERENCE      F2022/00105 - D08446174

FROM              Ms Gillean Opoku

- Affects the development will have over the apartment block 93-95 on Thomas Street, in particular my apartment - Severe overshadowing. 3 hours is not enough sunlight
- Concern the council is not acting on behalf their residents if this is approved
- Turning this side of Parramatta into a concrete jungle
- Congestion on the street.

#### **STAFF RESPONSE**

No staff response provided.

9.3           SUBJECT           PUBLIC FORUM 3: Item 13.10 - Post-exhibition -  
Planning Proposal, draft Site-Specific Development  
Control Plan and draft Planning Agreement for 85-91  
Thomas Street, Parramatta

REFERENCE   F2022/00105 - D08442326

FROM               Ms Maskini Chahine

Dear Lord Mayor and Councillors

I wish to speak before you this evening in relation to item 13.10 for consideration at tonight's meeting (14 March 2022).

My public forum:

85-91 Thomas Street Parramatta should NOT be rezoned and the maximum building height of these four blocks should be kept in-line with the zoning of the rest of Thomas Street which is currently set at 11m.

I raise this as an issue because if the building height was doubled, there would be detrimental effects to the environment and to the community, 85-91 Thomas Street Parramatta is situated on the northside directly abutting the Baludarri Wetland which has endangered and protected species.

According to the City of Parramatta Council 'Baludarri Wetland Plan of Management' (2010), key features of the Baludarri Wetland include: Coastal saltmarsh, which is listed as threatened species Freshwater wetlands which is listed in conservation acts.

Migratory birds and migratory bird habitats which are protected under Australian Federal Government and inter governmental agreements.  
Heritage listed mangroves

The Baludarri Wetland Plan of Management' states that:

*"Reducing pollution, avoiding vegetation removal and protecting wetland biological diversity and integrity are important activities that maintain and improve the resiliency of saltmarsh ecosystems under changed climatic conditions".*

Having a 22m high building directly adjacent to the wetlands with cause shading, storm water run-off and litter onto the adjacent wetlands.

Other Issues relate to the population density in the area - Parramatta has already exceeded population density targets. The residents in the area object. For example, there were over 300 signatures on a petition objecting to a Development Application for a 6-storey, 4-block wide structure at this site.

The developer has not met the conditions of the gateway determination regarding this site, which were made by the A/Director of the NSW Dept

of Planning, Industry and Environment, and the timeframe for the gateway determination has now lapsed - it lapsed in August 2021.

On the 15 February 2022, the Parramatta Planning Panel recommended against changes to the zoning and against doubling maximum allowable building height for this site

A grand scale development does not suit the current and foreseeable infrastructure of Thomas Street. There is not enough parking on Thomas Street and the site is too far from services e.g. it is a 25 minute walk from Parramatta shopping precinct and Parramatta Train Station.

Traffic concerns: Thomas Street already has a number of traffic issues which are likely to worsen when the changes to the Pemberton St/Victoria Road intersection come into effect.

In summary, in relation to this site, I am seeking that Council keep the current zoning and current maximum building height which is set at 11m.

Thank you.

#### **EXECUTIVE DIRECTOR, CITY PLANNING & DESIGN RESPONSE**

The impacts of the Planning Proposal including building height, amenity, biodiversity and traffic concerns raised in this and the other public forum statements are addressed in the Council report, including in detail in Attachment 1 which addresses the matters raised in submissions during the public exhibition.

This particular public forum states that the conditions of the Gateway Determination have not been met and the Gateway Determination timeframe has lapsed. These statements are incorrect. All of the Gateway Determination conditions have been addressed. Whilst the Gateway Determination originally stipulated a completion date of 18 August 2021, the then Department of Planning, Industry and Environment issued an amended Gateway Determination for the Planning Proposal on 27 October 2021 which provides for a revised completion date of 31 March 2022. It is noted that the amended Gateway Determination was issued by the Department after the public exhibition period.

#### **10. PETITIONS**

There were no petitions tabled at this meeting.

#### **11. RESCISSION MOTIONS**

Nil

#### **PROCEDURAL MOTION**

3691      RESOLVED      (Esber/Garrad)

That the order of business be amended to permit Item 13.10 – Post-exhibition - Planning Proposal, draft Site-Specific Development Control Plan and draft Planning Agreement for 85-91 Thomas Street, Parramatta to be considered at the commencement of consideration of Council business.

13.10      SUBJECT      Post-exhibition - Planning Proposal, draft Site-Specific Development Control Plan and draft Planning Agreement for 85-91 Thomas Street, Parramatta

REFERENCE   F2022/00105 - D08413617

APPLICANT/S   Think Planners

OWNERS      Century 888 Pty Ltd

REPORT OF   Project Officer Land Use

3692      RESOLVED      (Esber/Darley)

(a)   **That** Council, as the plan-making authority, not finalise the Planning Proposal for land at 85-91 Thomas Street, Parramatta which seeks to amend Parramatta Local Environmental Plan 2011 as follows:

- i.   Maintaining the R4 High Density Residential zone for the developable part of the site (3,825sqm) and extending the RE1 Public Recreation zone for the undevelopable land (1,200sqm) affected by the Natural Resources - Biodiversity control;
- ii.   Increasing the maximum Height of Building (HOB) control from 11 metres to 22 metres across the R4 High Density Residential zoned part of the site, and removing the HOB control from the RE1 Public Recreation zoned part of the site;
- iii.   Increasing the Floor Space Ratio (FSR) control from 0.8:1 to 1.3:1 across the R4 High Density Residential zoned part of the site, and removing the FSR control from the RE1 Public Recreation zoned part of the site;
- iv.   Removing No.85 Thomas Street from the Land Reserved for Acquisition Map, subject to execution of the Planning Agreement; and
- v.   Amending the Minimum Lot Size control to apply to the proposed R4 High Density Residential land only and remove this control from the proposed RE1 Public Recreation zoned land.

(b)   **Further, that** Council does not support the Planning Proposal for the following reasons:

- i.   The Planning Proposal lacks strategic planning merit as it seeks to increase height above the surrounding area's maximum height of 11 metres which would result in an incongruous and undesirable future-built form;

- ii. The visual impact of a future 22-metres high building from Thomas Street, the public domain and public walkway along the Parramatta River foreshore would be unacceptable; and
- iii. The Planning Proposal will negatively impact on the privacy and amenity of surrounding development and impact on local character.

DIVISION A division was called, the result being:-

AYES: Councillors Bradley, Darley, Davis, Esber, Garrard, Green, Humphries, Maclean, Noack, Pandey, Prociv, Valjak, Wang and Wearne

NOES: Nil

## 12. FOR NOTATION

12.1 SUBJECT Investment Report for December 2021

REFERENCE F2022/00105 - D08423166

REPORT OF Tax and Treasury Accountant

3693 RESOLVED (Pandey/Noack)

**That** Council receive and note the Investment Report for December 2021.

12.2 SUBJECT Investment Report for January 2022

REFERENCE F2022/00105 - D08407506

REPORT OF Tax and Treasury Accountant

3694 RESOLVED (Pandey/Noack)

**That** Council receive and note the Investment Report for January 2022.

### PROCEDURAL MOTION

3695 RESOLVED (Garrard/Wearne)

**That** the order of business be amended to permit Item 12.3 - CBD Revitalisation Grant Program to be considered after the adjournment.

**Note: Item - 12.3: CBD Revitalisation Grant Program has been moved to another part of the document.**

12.4 SUBJECT Proposed traffic improvements on Hill Road, Wentworth Point

REFERENCE F2022/00198 - D08415187

REPORT OF Traffic & Transport Team Leader

3696 RESOLVED (Noack/Garrard)

- (a) **That** a monthly update be provided to Ward Councillors regarding the status of the Federal Funding application under its Stimulus Program.
- (b) **That** should the outcomes of the Federal Funding be unsuccessful or not received by end of July 2022, that Council will endeavour to secure alternative funding for the traffic signal upgrade at Hill Road and Bennelong Parkway, to ensure these works are completed in the 2022/23 financial year.
- (c) **That** Council continue to contact the developer advising of Council's resolution calling for the urgent construction of the planned roundabout and street crossing at the corner of Hill Road and Burroway Road.
- (d) **Further, that** updates on both projects referred to in this report be provided to each meeting of the Parramatta Traffic Committee and included in the minutes reported to Council until the projects are complete

13. FOR COUNCIL DECISION

13.1 SUBJECT Councillor Representation on Statutory Committees and External Bodies

REFERENCE F2022/00105 - D08385559

REPORT OF Governance Manager

3697 RESOLVED (Esber/Garrard)

- (a) **That** Council note the appointment of the following Councillors to the Audit Risk and Improvement Committee for the current term of Council:

Audit Risk & Improvement Committee	Deputy Lord Mayor, Cr Pandey Cr Garrard Cr Maclean (alternate) Cr Valjak (alternate)
------------------------------------	---

- (b) **That** Council approve the appointment of Councillors to the following statutory committees and external bodies for the current term of Council:

CEO Performance Review Committee	Lord Mayor, Cr Davis Deputy Lord Mayor Cr Pandey Cr Garrard Cr Valjak
----------------------------------	--

CivicRisk Mutual	Cr Darley
Floodplain Risk Management Advisory Committee	Cr Bradley Cr Prociv
NSW Public Libraries Association	Cr Humphries
Parramatta Community Fund Advisory Group	Not required at this time
Parramatta Legal and Justice Expansion Coalition	Lord Mayor, Cr Davis Deputy Lord Mayor Cr Pandey OR Cr Wearne(alternate)
Parramatta Light Rail Business Reference Group	Lord Mayor, Cr Davis Deputy Lord Mayor, Cr Pandey
Parramatta River Catchment Group	Cr Prociv Cr Darley (alternate)
Parramatta Traffic Committee	Cr Noack (Chair) Cr Green (alternate)
Parramatta Traffic Engineering Advisory Group	Cr Noack (Chair) Cr Green (alternate)
Sydney Central City Planning Panel	Cr Pandey Cr Siviero Cr Garrard (alternate) Cr Valjak (alternate)
Western Sydney Academy of Sport	Cr Green Cr McClean
Policy Advisory Committee	Lord Mayor, Cr Davis Deputy Lord Mayor, Cr Pandey Cr Garrard Cr Prociv Cr Valjak Cr Wearne Cr Darley (Alternate)

- (c) **That** the respective bodies be advised of these appointments.
- (d) **Further, that** Council delegate authority to the Chief Executive Officer the following road and traffic functions:
- Linemarking (lane lines, separation lines, edge lines, barrier lines, etc);
  - Parking restrictions (excluding preferential and residential parking schemes);
  - Advisory signposting;
  - Works zones;
  - Taxi zones / bus zones (subject to consultation with relevant associations and bodies and Transport for NSW);
  - Angled and disabled parking;
  - Light traffic thoroughfares;
  - Regulatory signs (other than turn restrictions and one-way restrictions);
  - Marked foot crossings and children crossings (other than raised crossings or where road narrowing is involved);
  - Temporary road closures / on-the-spot road closures for annual events (as per RMS requirements and subject to Police approval).



13.2      SUBJECT      Appointment of Community Representatives to the  
Parramatta Local Planning Panel

REFERENCE   F2021/01980 - D08411416

REPORT OF   Strategic Business Manager

3698      RESOLVED      (Esber/Valjak)

(a)    **That** Council approve and delegate authority to the Chief Executive Officer to appoint the individuals contained in Attachment 1 as community representatives to the Parramatta Local Planning Panel, subject to the satisfactory completion of probity checks, for the period 1 April 2022 until 29 February 2024.

(b)    **Further, that** Council endorse community panel members to be representatives for all wards.

13.3      SUBJECT      Minutes of the Parramatta Traffic Committee meeting  
held on 9 February 2022

REFERENCE   F2021/00521 - D08385533

REPORT OF   Traffic and Transport Manager

3699      RESOLVED      (Maclean/Noack)

(a)    **That** Council note the minutes of the Parramatta Traffic Committee meeting held on 9 February 2022, as provided at Attachment 1.

(b)    **Further, that** Council approve the recommendations of the Parramatta Traffic Committee meeting held on 9 February 2022 provided at Attachment 1 and in this report, noting the following financial implications for each item.

**I.    ITEM 2202 A1   JUNCTION ROAD, WINSTON HILLS –  
PROPOSED PEDESTRIAN REFUGE**

The two proposed pedestrian refuge islands in Junction Road west of Bellotti Avenue and east of Ixion Street are to be delivered by The Hills Shire Council in 2021/22, subject to the availability of funding from TfNSW. Accordingly, there will not be any direct impact on Council's budget from the construction.

**II.   ITEM 2202 A2 AVENUE OF OCEANIA – PROPOSED  
COMBINED RAISED PEDESTRIAN AND CYCLISTS  
CROSSING**

The estimated cost for constructing a new combined raised pedestrian and cyclists crossing in Avenue of Oceania at Louise Sauvage Pathway, Newington is \$240,000. This

project has received funding of \$18,000 from Council's Active Transport Program to undertake detailed design in 2021/22.

There is currently no funding available for construction of this project. However, consideration will be given to fund construction of this project in 2022/23. Possible sources of funding could be through NSW Government's Active Transport Program or Council's Active Transport Program in 2022/23.

### **III. ITEM 2202 A3 WARD STREET, EPPING – PROPOSED RAISED PEDESTRIAN CROSSING**

The estimated cost to construct a new raised pedestrian crossing in Ward Street, Epping is \$280,000. This project has received 100% funding from the Federal Government Stimulus Commitments on Road Safety Program (School Zone Infrastructure). Accordingly, there will not be any direct impact on Council's budget.

It is to be noted that Schools Infrastructure NSW (SINSW) will fund the construction of a footpath on the east side of Ward Street (opposite school) from Carlingford Road to Lilli Pilli Street in accordance with the conditions of consent for the State Significant Development Approval for the upgrade of Epping West Public School. This work will be undertaken separately from this pedestrian crossing project and there will not be any direct impact on Council's budget.

### **IV. ITEM 2202 A4 HILL ROAD, WENTWORTH POINT – PROPOSED PEDESTRIAN REFUGE ISLANDS**

Council has allocated a total of \$310,000 in 2021/22 for the Hill Road Master Plan including short-term pedestrian safety works in Hill Road. From this, \$108,000 has been spent on footpath works and the lighting masterplan as well as other commitments. The remaining funds within this budget are proposed to be used on the proposed pedestrian refuge islands. Should these funds be insufficient to deliver all three facilities, Place Management will consult with the Rosehill Ward Councillors regarding the prioritisation of the project prior to commencement of construction.

### **V. ITEM 2202 A5 REMBRANDT STREET, CARLINGFORD – PROPOSAL TO INSTALL RAISED PEDESTRIAN CROSSING**

This report was withdrawn for a site meeting to be held between Ward Councillors and staff to discuss the proposal. Accordingly, there will not be any direct impact on Council's budget at this stage.

**VI. ITEM 2202 A6 ORCHARD ROAD AT PLYMPTON ROAD, BEECROFT – PROPOSAL TO INSTALL RAISED PEDESTRIAN CROSSING**

The estimated cost for constructing a new raised pedestrian crossing in Orchard Road north of Plympton Road, Beecroft is \$250,000. This project has received funding of \$18,750 from Council's Active Transport Program to undertake detailed design in 2021/22.

There is currently no funding available for construction of this project. However, consideration will be given to fund construction of this project in 2022/23. Possible sources of funding could be through NSW Government's Active Transport Program or Council's Active Transport Program in 2022/23.

**VII. ITEM 2202 A7 ALAMEIN AVENUE WEST OF BARDIA ROAD, CARLINGFORD – RAISED PEDESTRIAN CROSSING**

The estimated cost for installing a new Raised Pedestrian Crossing located in Alamein Avenue west of Bardia Road, Carlingford is \$240,000. This project has received funding of \$18,000 from Council's Active Transport Program to undertake detailed design in 2021/22. Funding is currently not available for construction. However, Council staff are exploring funding opportunities so that this project can be delivered in the 2022/23 financial year.

**VIII. ITEM 2202 A8 CARTER STREET, BIRNIE AVENUE AND M4 MOTORWAY CORRIDOR, LIDCOMBE – PROPOSED SEPARATED BIKE PATHS, SHARED PATHS, CYCLIST BRIDGES, TURNING BAY, AND PEDESTRIANS AND CYCLIST FACILITIES - UPDATE**

The total estimated cost of construction and design of this project including pedestrian and cyclist bridges is \$14,063,704. Of the total cost, \$5,000,000 is to be funded through a grant received from Department of Planning's Precinct Support Scheme (PSS) and \$3,463,997 from the Developer Contributions Plan. The remaining balance of \$5,599,707 would be required to be funded from other sources. Note that an application will be lodged with TfNSW to fund this project through the Active Transport Program for construction. It is intended to commence construction when the funding for the entire project becomes available.

13.4 SUBJECT Minutes of the Traffic Engineering Advisory Group meeting held on 9 February 2022

REFERENCE F2021/00521 - D08385546

3700 RESOLVED (Maclean/Noack)

- (a) **That** Council note the minutes of the Traffic Engineering Advisory Group meeting held on 9 February 2022, provided at Attachment 1.
- (b) **Further, that** Council approve the recommendations of the Traffic Engineering Advisory Group meeting held on 9 February 2022 provided at Attachment 1 and in this report, noting the following financial implications for each item.

**I. ITEM 2110 B1 REVIEW OF PROPOSED TRAFFIC SIGNALS AT THE INTERSECTION OF CARLINGFORD ROAD AND HEPBURN AVENUE, EPPING**

This report provides a response to a local resident and Epping Civic Trust regarding the request to relocate the proposed traffic signals from Carlingford Road/Hepburn Avenue to Carlingford Road/Pennant Parade, Epping. Therefore, this matter has no financial impact upon Council's budget. This project has been included in the list of projects to be funded by Developer Contributions.

**II. ITEM 2202 B2 GIBSON ROAD AND MORTON STREET, PARRAMATTA – REQUEST FOR TRAFFIC CALMING**

This report does not recommend any changes in Morton Street and Gibson Road, Parramatta. Therefore, this matter has no financial impact upon Council's budget.

**III. ITEM 2202 B3 EAT STREET CAR PARK, PARRAMATTA CBD – REVIEW OF ACCESSIBLE PARKING**

This report recommends that further investigations be undertaken to increase the height clearances and number of accessible parking spaces in Eat Street Car Park. This report also provides an update on Westfield Parramatta's progress in providing accessible parking information on their website and Council's progress in preparing an information package on accessible parking spaces in Parramatta CBD. These recommendations will only involve staff time and the cost will be covered under existing employee budgets.

**IV. ITEM 2202 B4 KENWORTHY STREET, DUNDAS – REVIEW OF PEDESTRIAN CONDITION**

There are no changes proposed in Kenworthy Street, Dundas. Accordingly, there are no financial implications to Council's budget.

**V. ITEM 2202 B5 NORTH ROCKS PARK DRIVEWAY ON FARNELL AVENUE, CARLINGFORD – PETITION TO REOPEN GATE**

That the report on access for North Rocks Park be deferred for a site meeting with Ward Councillors and Council staff to review traffic conditions in this location.

**VI. ITEM 2202 B6 CITY OF PARRAMATTA TfNSW CRASH STATISTICS JANUARY 2016 TO DECEMBER 2020**

This report has no financial impact upon Council's budget.

**VII. PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED, AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING**

This report has no financial impact upon Council's budget.

**VIII. OUTSTANDING WORKS INSTRUCTIONS**

Transport for NSW Block Grant funds for 2021/22 have been used for these works.

**IX. BOLD STREET, GRANVILLE – REQUEST FOR MAINTENANCE OF PAVEMENT MARKINGS**

Transport for NSW Block Grant funds for 2021/22 will be used to undertake the requested works.

13.5 SUBJECT Sportsground Strategy and Action Plan

REFERENCE F2021/00521 - D08385527

REPORT OF Recreation Planner

3701 RESOLVED (Pandey/Garrard)

**That** Council defer consideration of this matter to a Councillor Workshop.

13.6 SUBJECT Dunlop Street Pedestrian and Cyclist Paths, Epping

REFERENCE F2022/00105 - D08401181

REPORT OF Senior Project Officer Transport Planning

3702 RESOLVED (Maclean/Wearne)

(a) **That** Council note the feedback from the community consultation documented at Attachment 1.

(b) **That** Council approve the reduced scope of works to support walking and cycling to the new Epping South Public School, as set out below and at Attachment 2 for submission to the Parramatta Traffic Committee for consideration:

- 1 Install a shared path with separate footpath on the northern verge of Dunlop Street between Hermington Street and Neil Street, and the eastern verge of First Avenue between Dunlop Street and Grimes Lane, Epping.
- 2 Install a shared path on the northern verge of Dunlop Street between Neil Street and Ryde Street, and western verge of Ryde Street between Wyralla Avenue and Dunlop Street.
- 3 Install raised pedestrian and cyclist crossings of Neil Street and Park Street at Dunlop Street, and Dunlop Street at First Avenue, Epping.
- 4 Install a kerb buildout on the western side of Ryde Street at Wyralla Avenue, Epping.

- (c) **That** subject to approval by the Parramatta Traffic Committee, an application be made to external grant bodies to fund construction of the project.
- (d) **Further, that** all submission authors and petitioners be advised of Council's decision.

13.7      SUBJECT      Submission on the draft Design and Place State Environmental Planning Policy

REFERENCE    F2022/00105 - D08385679

REPORT OF    Team Leader Strategic Design

3703      RESOLVED      (Pandey/Bradley)

**That** Council approve the draft submission (Attachment 1) on the draft Design and Place State Environmental Planning Policy (DP SEPP) and its accompanying policies, guides and supporting material, and forward it to the Department of Planning and Environment, noting that it includes the following key themes:

- a) Council's support for the intent of the draft DP SEPP, focused on elevating design quality, unifying design guidance documents in NSW, and better integration with the planning process.
- b) Council's concern for the mechanisms for implementation of the draft DP SEPP, its interpretation and practical application, particularly in higher density contexts such as the Parramatta City Centre.
- c) Council's support for the requirement for accredited design skills necessary to prepare and evaluate the design merit of planning proposals, future precincts, state significant and other development, to ensure appropriately qualified design professionals are part of the assessment of good design.
- d) The need for better alignment with the planning process including Planning proposal reforms, the timing of Design Review Panel (DRP) meetings in relation to development proposals and planning proposals, and the impacts of the DRP and Design Verification Requirements upon operational processes.

- e) The need for further clarification and refinement of the Urban Design Guide to ensure that lack of clarity and definition do not compromise outcomes.
- f) Council's support of the strengthening of ESD considerations and resilience focus through BASIX and net zero targets however the need for further detail in the documentation.

**Note: Councillor Darley left the Chamber at 7:56pm and returned at 7:59pm during the consideration of Item 13.7.**

PROCEDURAL MOTION

3704 RESOLVED (Pandey/Esber)

**That** the meeting be adjourned for ten (10) minutes.

**Note: The meeting was adjourned at 8:00pm for a short recess.**

PROCEDURAL MOTION

3705 RESOLVED (Davis/Pandey)

**That** the meeting resume.

The meeting resumed at 8:17pm with the following Councillors in attendance. The Lord Mayor, Councillor Donna Davis and Councillors Phil Bradley, Kellie Darley, Pierre Esber, Michelle Garrard, Henry Green, Ange Humphries, Cameron Maclean, Paul Noack, Sameer Pandey, Dr Patricia Prociv, Georgina Valjak, Donna Wang and Lorraine Wearne.

12.3 SUBJECT CBD Revitalisation Grant Program

REFERENCE F2022/00105 - D08408588

REPORT OF Events & Festivals Manager

3706 RESOLVED (Garrard/Pandey)

**That** Council defer consideration of this matter to a Councillor Workshop.

13.8 SUBJECT Submission on the draft Camellia-Rosehill Place Strategy

REFERENCE F2021/00521 - D08386208

REPORT OF Senior Project Officer Land Use

MOTION (Prociv/Noack)

- (a) **That** Council approve the draft submission (Attachment 1) on the Camellia-Rosehill Place Strategy, noting that *Council supports the renewal of the Camellia-Rosehill precinct but objects to the current*

*draft Place Strategy* which must be further developed to address the matters identified in the submission before it is finalised, in particular:

- i. The draft Place Strategy and masterplan do not provide sufficient detail and certainty that adequate infrastructure will be provided aligned with growth and delivered in a suitably staged manner.
- ii. The draft Place Strategy has not addressed the funding gap of approximately \$416 million identified in the Infrastructure Delivery Plan which could be in the region of \$1.47 billion when taking into account remediation costs and the extent of contributions that can be reasonably expected to be collected under a new Contributions Plan.
- iii. The precinct-wide remediation strategy does not include sufficient details of the extent of capping, remediation staging, governance and funding arrangements. This must be sufficiently detailed and agreed upon by key government stakeholders prior to settling on land uses.
- iv. A financially feasible and deliverable traffic and transport solution must be finalised.
- v. Clear and deliverable solutions are required to the significant compatibility issues of locating residential development on a site constrained by significant flooding, contamination, fuel pipeline blast zones, and noise and odour pollution.
- vi. The proposed densities within the town centre with building heights between 80m (24 storeys) to 130m (40 storeys) and floor space ratios between 4.5:1 to 5.5:1 are not supported as they are untested and require detailed modelling that also considers the existing significant environmental constraints.
- vii. The shortfall of up to 28 hectares of open space, the appropriate location of the K-12 school within or closer to the town centre, and the land allocation for the community hub must be resolved consistent with the requirements of Council's Community Infrastructure Strategy (CIS).
- viii. The proposed master plan must be reconsidered to ensure it delivers the optimal land use mix for the precinct including the provision of higher-order employment uses that build upon Parramatta's strong health and education sectors that would provide greater employment density and continue to bolster innovation in Parramatta.
- ix. The review required of the master plan must reconsider the scale of residential development proposed in the north-western part of the precinct, and the associated infrastructure it requires, and place greater focus on the provision of more employment compatible with the changing role of Parramatta.

(b) **That** Council notes that the submission:

- i. Requests that the resolution of the matters identified in the submission is fundamental at this stage and must not be avoided by the inclusion of conditions within a future Ministerial Direction prior to any rezoning, the consequences of which would lead to considerable delays in future



- rezonings as well as poor planning and urban design outcomes.
- ii. Advises the NSW Department of Planning and Environment (DPE) that sufficient housing and employment lands have been identified in Council's Local Strategic Planning Statement to meet DPE's identified jobs and dwelling targets for City of Parramatta for the period to 2036 without relying on any development taking place at Camellia-Rosehill.
  - iii. Requests that the DPE ensures that the resultant long-standing problems that have arisen from the shortcomings of the accelerated precinct planning processes adopted for various precincts within the City of Parramatta; such as the lack of transport options at Wentworth Point; lack of employment generation at Epping town centre; and traffic congestion at Granville; are not repeated at Camellia-Rosehill and that the development of the Place Strategy is founded on comprehensive evidence-based analysis and best practice urban design and planning.
- (c) **That** Council undertake the following:
- i. Forward the submission to the DPE for its consideration.
  - ii. Continue meetings between senior officers of Council and the DPE with the aim of working together to address the issues raised in the submission.
- (d) **Further, that** Council be advised of the NSW Government's response to submissions made on the Camellia-Rosehill Place Strategy.

AMENDMENT (Bradley/Esber)

- (a) **That** Council approve the draft submission (Attachment 1) on the Camellia-Rosehill Place Strategy, noting that *Council supports the renewal of the Camellia-Rosehill precinct but objects to the current draft Place Strategy* which must be further developed to address the matters identified in the submission before it is finalised, in particular:
- i. The draft Place Strategy and masterplan do not provide sufficient detail and certainty that adequate infrastructure will be provided aligned with growth and delivered in a suitably staged manner.
  - ii. The draft Place Strategy has not addressed the funding gap of approximately \$416 million identified in the Infrastructure Delivery Plan which could be in the region of \$1.47 billion when taking into account remediation costs and the extent of contributions that can be reasonably expected to be collected under a new Contributions Plan.
  - iii. The precinct-wide remediation strategy does not include sufficient details of the extent of capping, remediation staging, governance and funding arrangements. This must be sufficiently detailed and agreed upon by key government stakeholders prior to settling on land uses.

- iv. A financially feasible and deliverable traffic and transport solution must be finalised.
- v. Clear and deliverable solutions are required to the significant compatibility issues of locating residential development on a site constrained by significant flooding, contamination, fuel pipeline blast zones, and noise and odour pollution.
- vi. The proposed densities within the town centre with building heights between 80m (24 storeys) to 130m (40 storeys) and floor space ratios between 4.5:1 to 5.5:1 are not supported as they are untested and require detailed modelling that also considers the existing significant environmental constraints.
- vii. The shortfall of up to 28 hectares of open space, the appropriate location of the K-12 school within or closer to the town centre, and the land allocation for the community hub must be resolved consistent with the requirements of Council's Community Infrastructure Strategy (CIS).
- viii. The proposed master plan must be reconsidered to ensure it delivers the optimal land use mix for the precinct including the provision of higher-order employment uses that build upon Parramatta's strong health and education sectors that would provide greater employment density and continue to bolster innovation in Parramatta.
- ix. The review required of the master plan must reconsider the scale of residential development proposed in the north-western part of the precinct, and the associated infrastructure it requires, and place greater focus on the provision of more employment compatible with the changing role of Parramatta.

(b) **That** Council notes that the submission:

- i. Requests that the resolution of the matters identified in the submission is fundamental at this stage and must not be avoided by the inclusion of conditions within a future Ministerial Direction prior to any rezoning, the consequences of which would lead to considerable delays in future rezonings as well as poor planning and urban design outcomes.
- ii. Advises the NSW Department of Planning and Environment (DPE) that sufficient housing and employment lands have been identified in Council's Local Strategic Planning Statement to meet DPE's identified jobs and dwelling targets for City of Parramatta for the period to 2036 without relying on any development taking place at Camellia-Rosehill.
- iii. Requests that the DPE ensures that the resultant long-standing problems that have arisen from the shortcomings of the accelerated precinct planning processes adopted for various precincts within the City of Parramatta; such as the lack of transport options at Wentworth Point; lack of employment generation at Epping town centre; and traffic congestion at Granville; are not repeated at Camellia-Rosehill and that the development of the Place Strategy is founded on comprehensive evidence-based analysis and best practice urban design and planning.

- (c) **That** Council undertake the following:
  - i. Forward the submission to the DPE for its consideration.
  - ii. Continue meetings between senior officers of Council and the DPE with the aim of working together to address the issues raised in the submission.
- (d) **That** Council be advised of the NSW Government's response to submissions made on the Camellia-Rosehill Place Strategy.
- (e) **Further that**, the submission be amended at page 10, Section 3.3 Ensuring feasible and effective implementation of a net-zero carbon precinct to read:

*"The precinct vision to implement a net-zero precinct by 2050 is broadly supported, but the Australian Climate Council recommendation for net-zero emissions by 2035 is preferable".*

Councillor Prociv, as mover of the original motion, accepted the amendment as part of the motion.

**MOTION** (Prociv/Noack)

- (a) **That** Council approve the draft submission (Attachment 1) on the Camellia-Rosehill Place Strategy, noting that *Council supports the renewal of the Camellia-Rosehill precinct but objects to the current draft Place Strategy* which must be further developed to address the matters identified in the submission before it is finalised, in particular:
  - i. The draft Place Strategy and masterplan do not provide sufficient detail and certainty that adequate infrastructure will be provided aligned with growth and delivered in a suitably staged manner.
  - ii. The draft Place Strategy has not addressed the funding gap of approximately \$416 million identified in the Infrastructure Delivery Plan which could be in the region of \$1.47 billion when taking into account remediation costs and the extent of contributions that can be reasonably expected to be collected under a new Contributions Plan.
  - iii. The precinct-wide remediation strategy does not include sufficient details of the extent of capping, remediation staging, governance and funding arrangements. This must be sufficiently detailed and agreed upon by key government stakeholders prior to settling on land uses.
  - iv. A financially feasible and deliverable traffic and transport solution must be finalised.
  - v. Clear and deliverable solutions are required to the significant compatibility issues of locating residential development on a site constrained by significant flooding, contamination, fuel pipeline blast zones, and noise and odour pollution.
  - vi. The proposed densities within the town centre with building heights between 80m (24 storeys) to 130m (40 storeys) and floor space ratios between 4.5:1 to 5.5:1 are not supported as

- they are untested and require detailed modelling that also considers the existing significant environmental constraints.
- vii. The shortfall of up to 28 hectares of open space, the appropriate location of the K-12 school within or closer to the town centre, and the land allocation for the community hub must be resolved consistent with the requirements of Council's Community Infrastructure Strategy (CIS).
  - viii. The proposed master plan must be reconsidered to ensure it delivers the optimal land use mix for the precinct including the provision of higher-order employment uses that build upon Parramatta's strong health and education sectors that would provide greater employment density and continue to bolster innovation in Parramatta.
  - ix. The review required of the master plan must reconsider the scale of residential development proposed in the north-western part of the precinct, and the associated infrastructure it requires, and place greater focus on the provision of more employment compatible with the changing role of Parramatta.
- (b) **That** Council notes that the submission:
- i. Requests that the resolution of the matters identified in the submission is fundamental at this stage and must not be avoided by the inclusion of conditions within a future Ministerial Direction prior to any rezoning, the consequences of which would lead to considerable delays in future rezonings as well as poor planning and urban design outcomes.
  - ii. Advises the NSW Department of Planning and Environment (DPE) that sufficient housing and employment lands have been identified in Council's Local Strategic Planning Statement to meet DPE's identified jobs and dwelling targets for City of Parramatta for the period to 2036 without relying on any development taking place at Camellia-Rosehill.
  - iii. Requests that the DPE ensures that the resultant long-standing problems that have arisen from the shortcomings of the accelerated precinct planning processes adopted for various precincts within the City of Parramatta; such as the lack of transport options at Wentworth Point; lack of employment generation at Epping town centre; and traffic congestion at Granville; are not repeated at Camellia-Rosehill and that the development of the Place Strategy is founded on comprehensive evidence-based analysis and best practice urban design and planning.
- (c) **That** Council undertake the following:
- i. Forward the submission to the DPE for its consideration.
  - ii. Continue meetings between senior officers of Council and the DPE with the aim of working together to address the issues raised in the submission.
- (d) **That** Council be advised of the NSW Government's response to submissions made on the Camellia-Rosehill Place Strategy.

- (e) **Further that**, the submission be amended at page 10, Section 3.3 Ensuring feasible and effective implementation of a net-zero carbon precinct to read:

*“The precinct vision to implement a net-zero precinct by 2050 is broadly supported, but the Australian Climate Council recommendation for net-zero emissions by 2035 is preferable”.*

3707      RESOLVED      (Prociv/Noack)

- (a) **That** Council approve the draft submission (Attachment 1) on the Camellia-Rosehill Place Strategy, noting that *Council supports the renewal of the Camellia-Rosehill precinct but objects to the current draft Place Strategy* which must be further developed to address the matters identified in the submission before it is finalised, in particular:
- i. The draft Place Strategy and masterplan do not provide sufficient detail and certainty that adequate infrastructure will be provided aligned with growth and delivered in a suitably staged manner.
  - ii. The draft Place Strategy has not addressed the funding gap of approximately \$416 million identified in the Infrastructure Delivery Plan which could be in the region of \$1.47 billion when taking into account remediation costs and the extent of contributions that can be reasonably expected to be collected under a new Contributions Plan.
  - iii. The precinct-wide remediation strategy does not include sufficient details of the extent of capping, remediation staging, governance and funding arrangements. This must be sufficiently detailed and agreed upon by key government stakeholders prior to settling on land uses.
  - iv. A financially feasible and deliverable traffic and transport solution must be finalised.
  - v. Clear and deliverable solutions are required to the significant compatibility issues of locating residential development on a site constrained by significant flooding, contamination, fuel pipeline blast zones, and noise and odour pollution.
  - vi. The proposed densities within the town centre with building heights between 80m (24 storeys) to 130m (40 storeys) and floor space ratios between 4.5:1 to 5.5:1 are not supported as they are untested and require detailed modelling that also considers the existing significant environmental constraints.
  - vii. The shortfall of up to 28 hectares of open space, the appropriate location of the K-12 school within or closer to the town centre, and the land allocation for the community hub must be resolved consistent with the requirements of Council’s Community Infrastructure Strategy (CIS).
  - viii. The proposed master plan must be reconsidered to ensure it delivers the optimal land use mix for the precinct including the provision of higher-order employment uses that build upon Parramatta’s strong health and education sectors that would provide greater employment density and continue to bolster innovation in Parramatta.

- ix. The review required of the master plan must reconsider the scale of residential development proposed in the north-western part of the precinct, and the associated infrastructure it requires, and place greater focus on the provision of more employment compatible with the changing role of Parramatta.
- (b) **That** Council notes that the submission:
- i. Requests that the resolution of the matters identified in the submission is fundamental at this stage and must not be avoided by the inclusion of conditions within a future Ministerial Direction prior to any rezoning, the consequences of which would lead to considerable delays in future rezonings as well as poor planning and urban design outcomes.
  - ii. Advises the NSW Department of Planning and Environment (DPE) that sufficient housing and employment lands have been identified in Council's Local Strategic Planning Statement to meet DPE's identified jobs and dwelling targets for City of Parramatta for the period to 2036 without relying on any development taking place at Camellia-Rosehill.
  - iii. Requests that the DPE ensures that the resultant long-standing problems that have arisen from the shortcomings of the accelerated precinct planning processes adopted for various precincts within the City of Parramatta; such as the lack of transport options at Wentworth Point; lack of employment generation at Epping town centre; and traffic congestion at Granville; are not repeated at Camellia-Rosehill and that the development of the Place Strategy is founded on comprehensive evidence-based analysis and best practice urban design and planning.
- (c) **That** Council undertake the following:
- i. Forward the submission to the DPE for its consideration.
  - ii. Continue meetings between senior officers of Council and the DPE with the aim of working together to address the issues raised in the submission.
- (d) **That** Council be advised of the NSW Government's response to submissions made on the Camellia-Rosehill Place Strategy.
- (e) **Further that**, the submission be amended at page 10, Section 3.3 Ensuring feasible and effective implementation of a net-zero carbon precinct to read:

*"The precinct vision to implement a net-zero precinct by 2050 is broadly supported, but the Australian Climate Council recommendation for net-zero emissions by 2035 is preferable".*

13.9      SUBJECT      Post-exhibition - Planning Proposal, draft Development Control Plan and draft Planning Agreement for 135 George Street and 118 Harris Street, Parramatta (Albion Hotel site)

REFERENCE RZ/3/2017 – D08426898

APPLICANT/S Think Planners

OWNERS PIC Royal Investments Pty Ltd

REPORT OF **Error! No document variable supplied.**

3708 RESOLVED (Garrard/Esber)

- (a) **That** Council notes the submissions made during the public exhibition of the Planning Proposal, draft Development Control Plan (DCP) and draft Planning Agreement at 135 George Street and 118 Harris Street, Parramatta (Albion Hotel site). A summary of submissions is provided at Attachment 1.
- (b) **That** Council notes the Gateway alteration issued by the (then) Department of Planning, Industry and Environment (DPIE) on 28 October 2021 determining that the Planning Proposal should not proceed on the basis that the Parramatta CBD Planning Proposal is seen as a more efficient way of achieving the objectives of the site-specific Planning Proposal (refer to Attachment 2). Therefore Council is not able to further consider the Planning Proposal which will establish the height and floor space ratio controls for the site as these controls will be determined by the Department of Planning and Environment (DPE) through the finalisation of the Parramatta CBD Planning Proposal.
- (c) **That** Council forward this report and copies of all submissions received during the exhibition period including community, State and Federal Government agency submissions to the Department of Planning and Environment (DPE) for its consideration as requested by the then DPIE in the Gateway alteration issued on 28 October 2021.
- (d) **That** Council approve the site specific-DCP at Attachment 4 for finalisation and inclusion within Part 10 (Site Specific Controls) of the finalised Parramatta City Centre DCP, including the minor amendments at Attachment 5 in this report, following the finalisation of the Parramatta CBD Planning Proposal.
- (e) **That** Council approve the Planning Agreement at Attachment 6 and delegate authority to the Chief Executive Officer to finalise the Planning Agreement and to sign it on Council's behalf.
- (f) **Further, that** Council delegate authority to the Chief Executive Officer to make any minor, administrative and/or non-policy amendments to the site-specific Development Control Plan and/or Planning Agreement during the finalisation processes.

DIVISION A division was called, the result being:-

AYES: Councillors Darley, Davis, Esber, Garrard, Green, Humphries, Maclean, Noack, Pandey, Valjak, Wang and Wearne

NOES: Councillors Bradley and Prociv

**Note: Item - 13.10 Post-exhibition - Planning Proposal, draft Site-Specific Development Control Plan and draft Planning Agreement for 85-91 Thomas Street, Parramatta has been moved to another part of the document.**

13.11 SUBJECT Post-exhibition - Planning Proposal and draft Planning Agreement for 1 Windsor Road, North Rocks

REFERENCE F2022/00105 - D08412894

APPLICANT/S Fabcot Pty Ltd

OWNERS J L Dunrose Pty Ltd

REPORT OF Project Officer

3709 RESOLVED (Garrard/Valjak)

- (a) **That** Council receives and notes submissions made during the public exhibition of the Planning Proposal and draft Planning Agreement for 1 Windsor Road, North Rocks.
- (b) **That** Council approve the Planning Proposal (Attachment 2) for land at 1 Windsor Road, North Parramatta for finalisation that seeks to amend Schedule 1 in Parramatta (formerly The Hills) Local Environmental Plan (LEP) 2012 by adding 'retail premises' as an additional permitted use (limited to a maximum of 3,800m<sup>2</sup>) to facilitate a supermarket and liquor store.
- (c) **That** Council approve the draft Planning Agreement for finalisation (Attachment 3), that proposes to:
  - 1. Dedicate a portion of the land to Council free of cost (the Dedication of Land) for the purpose of a possible future road widening of James Ruse Drive.
  - 2. Register a public access easement at no cost to Council, over that part of the Land on which the Bridge Works and the Council Works will be located, in favour of Council (the Easement).
  - 3. That upon receipt of development consent for the site, the developer construct a lightweight steel bridge structure (3m wide) that is to provide further pedestrian access to the Land from North Rocks Road (the Works).
  - 4. That upon receipt of development consent for the site, the developer pay a monetary contribution of \$500,000 to Council (the Contribution) to facilitate the construction of a future footbridge connection.
- (d) **That** Council delegate authority to the Chief Executive Officer to:



1. finalise the draft Planning Agreement at Attachment 3, and to sign the Planning Agreement on Council's behalf.
  2. exercise the plan making delegations as granted by the Gateway Determination for this Planning Proposal once the Planning Agreement has been executed by Council.
  3. make any minor administrative and/or non-policy amendments to the Planning Proposal, and Planning Agreement during the finalisation processes.
- (e) **Further, that** Council note the Local Planning Panel considered and endorsed the Planning Proposal at its meeting on 15 February 2022 and recommended that Council approve the planning proposal.

DIVISION            A division was called, the result being:-

AYES:                Councillors Bradley, Darley, Davis, Esber, Garrard, Green, Humphries, Maclean, Noack, Pandey, Prociv, Valjak, Wang and Wearne

NOES:                Nil

#### 14. NOTICES OF MOTION

14.1            SUBJECT            Fish Kill and Reducing Organic Matter in Our Waterways

REFERENCE        F2022/00105 - D08434227

FROM                Councillor Kellie Darley

3710            RESOLVED        (Darley/Noack)

- (a) **That** Council note over 4,000 fish sadly died recently in Parramatta River, due to fish kills at Rydalmere and Haslams Creek. The NSW Environmental Protection Agency (EPA) have confirmed that the fish kills were caused by a combination of repeated heavy rain, large tidal currents and increased amounts of organic matter in the river leading to critically low levels of oxygen in the water, especially near the bottom of the river. It should be further noted that analysis of water samples did not detect any chemical or common organic contaminants, such as pesticides, that could cause a fish kill and the affected fish showed no visible effects consistent with either acute or chronic chemical contamination.
- (b) **That** Council write to EPA to request the final report on the fish kills in Parramatta River be made publicly available to assist the public to better understand how this event occurred."
- (c) **That** Council ask the PRCG stormwater subcommittee to consider the final report on the fish kills in Parramatta and specifically the most successful and cost-effective actions that could be implemented across the Catchment to stop excessive and harmful amounts of organic matter reaching our waterways, the

subcommittee should consider in their review the effectiveness of the following actions:

- i. Best practice park maintenance work to limit the amount of grass clippings and other organic matter available to wash into the stormwater network,
  - ii. Best practice street-cleaning operations to reduce the amount of organic matter building up on our streets
  - iii. Best practice management practices for gross pollutant traps (GPT's), such as increased cleaning of traps before forecasted major weather events
  - iv. Best practice Education campaign to inform residents and local businesses on the impact of organic (and non-organic) matter washing into drains and our waterways, such as stencilling on City of Parramatta (COP) drains to remind residents that only rain should go down the drain and all drains lead to our river.
- (d) **That** a report be brought back to Council within six (6) months covering the EPA and PRCG findings and provide recommendations on the associated cost on how these recommendations could be implemented.
- (e) **That** Council, in the event of a fish kill happening again, proactively inform the community of the event and the action being taken to investigate and clean up the fish kill, via social media, website and signage.
- (f) **That** Council commend its officers for the prompt action they took on this matter when notified.
- (g) **Further, that** Council thank the many community members who alerted the EPA to these events.

**Note: Councillor Valjak left the Chamber at 8:45pm and returned at 8:46pm during the consideration of Item 14.1.**

14.2      SUBJECT      Summary of Council Meetings

REFERENCE   F2022/00105 - D08434596

FROM           Councillor Kellie Darley

3711      RESOLVED      (Darley/Prociv)

- (a) **That** Council provide a summary of the matters discussed and decisions made at each Council meeting to the general public, via its website and social media, shortly after the Council meeting, but no later than the Thursday following the Council meeting.
- (b) **Further**, that a short review be made in three months' time to see how the initiative is being received and identify any adjustments that may need to be made.

14.3 SUBJECT Improving Access to Council Business Papers

REFERENCE F2022/00105 - D08435007

FROM Councillor Kellie Darley

3712 RESOLVED (Darley/Bradley)

**That** Council make the necessary IT and administrative adjustments to the Business Papers website to ensure members of the general public can access an accurate and chronological listing of all Council meetings where a particular matter was discussed, with links to the relevant business papers, within the next 6 months.

14.4 SUBJECT Events Budget (Deferred Item)

REFERENCE F2022/00105 - D08408604

FROM Councillor Michelle Garrard

3713 RESOLVED (Garrard/Pandey)

**That** Council defer consideration of this matter until after the Councillor Workshop on the CBD Revitalisation Grant Program is held.

**Note: Councillor Esber left the Chamber at 8:54pm and returned at 8:57pm during the consideration of Item 14.4.**

14.5 SUBJECT CBD Lighting Project (Deferred Item)

REFERENCE F2022/00105 - D08430479

FROM Councillor Michelle Garrard

3714 RESOLVED (Prociv/Noack)

**That** Council defer consideration of this matter until after the Councillor Workshop on the CBD Revitalisation Grant Program is held.

14.6 SUBJECT Lack of Mobile Service in Wentworth Point

REFERENCE F2022/00105 - D08428209

FROM Councillor Dr Patricia Prociv

3715 RESOLVED (Prociv/Noack)

(a) **That** a report, based on correspondence sent and received from Telstra Corporation, Singtel Optus and TPG Community, seeking updated information on the planned and existing Australian Mobile Network Base Stations, as listed on the RFNSA website at

Wentworth Point, be presented to Council no later than 11 April 2022.

- (b) **That** the report contains:
  - (i) copies of correspondence sent to Telstra Corporation, Singtel Optus and TPG Community in response to the original motion; and
  - (ii) Details of correspondence received from Telstra Corporation, Singtel Optus and TPG Community, on their current and future construction and activation plans to construct and/or upgrade individual facilities in Wentworth Point.
- (c) **Further, that** the Lord Mayor and CEO write to the Federal Minister of Telecommunications and Shadow Minister of Telecommunications on this matter as Council is eager to work with the Telcos to find a solution.

14.7      SUBJECT      Police & Citizens Youth Club (PCYC) Parramatta at CommBank Stadium

REFERENCE   F2022/00105 - D08432719

FROM            Councillor Donna Wang

3716      RESOLVED      (Wang/Garrard)

**That** the Lord Mayor write to the Deputy Premier for Police , The Hon. Paul Toole MP and the Minister for Tourism and Sport, The Hon. Stuart Ayres MP and Venues NSW, requesting an urgent update to the progress of the redevelopment of the new Police & Citizens Youth Club (PCYC) Parramatta to CommBank Stadium.

## 15. QUESTIONS WITH NOTICE

15.1      SUBJECT      Questions Taken on Notice from Council Meeting – 21 February 2022

REFERENCE   F2022/00105 - D08426972

FROM            Governance Manager

### **QUESTIONS TAKEN ON NOTICE FROM THE COUNCIL MEETING OF 21 FEBRUARY 2022**

Item 13.1 – Minutes of the Heritage Advisory Committee meetings held on 21 October and 25 November 2021

*Question from Councillor Garrard*

During discussion on the motion moved by Councillor xxx, Councillor Garrard asked the following question:

*Please provide details of the Heritage Grant Program, including how long are applications open for, the selection application criteria; how often can applicants apply and the maximum amount of Heritage grants.*

*Executive Director City Planning & Design Response*

How long are applications open for?	Applications are accepted all year round and are considered three times a year.
The selection application criteria?	<p>The selection criteria is provided in the Heritage Grants Guideline, available on Council's website, and contains the following criteria to guide the assessment of applications:</p> <ul style="list-style-type: none"> <li>• result in sympathetic repairs to the historic fabric of the building</li> <li>• reinstate architectural features</li> <li>• lead to environmental improvements</li> <li>• enhance public amenity and are highly visible to the public</li> <li>• are for projects which have high public accessibility</li> <li>• meet other major strategic objectives and complement broader conservation objectives</li> <li>• have been undertaken by a non-profit organisation</li> <li>• are for properties of significant conservation value, if located within conservation areas</li> </ul>
How often can applicants apply?	In accordance with the Heritage Grants Guideline, an application for funds relating to an individual property is limited to one application per two years. Where more than one application is lodged it will be considered as a lower priority and considered if funding is available.
The maximum amount of a Heritage grant?	One dollar for every four dollars (25%) spent by the applicant on the works with a maximum of \$3,300.

Item 15.1 – Questions Taken on Notice from the Council Meeting – 7 February 2022

*Question from Councillor Garrard*

Further questions were asked on Item 15.1 – CBD Lighting Program, by Councillor Garrard:

1. *When will the Chamber endorse the five programs identified for the CBD Revitalisation Program Grant?*
2. *When will the Chamber endorse the extension of the CBD Lighting Project?*
3. *Can the relevant Executive Director please contact me to discuss these matters?*

*Executive Director City Engagement & Experience Response*

1. At the Council meeting of 14 March 2022, item number 12.3 will identify the programs that this grant will benefit.
2. At the Council meeting of 14 March 2022, item number 12.3 Council will be notified of the expanded lighting program which will commence on 18 March 2022, in conjunction with Parramatta Nights.
3. The Executive Director has sent an email request dated 7 March 2022, to discuss the CBD Lighting Program and updates have been included in recent communications dated 22 February 2022; and 28 February 2022.

#### Item 16.1 – Legal Status Report as at 31 January 2022

##### *Questions from Councillor Pandey*

During discussion on the motion, Councillor Pandey asked the following question:

1. *What is Council's legal expenditure budget and how much has been spent to date?*
2. *Can we include these rolling details into each of these reports to Council?*

##### *Executive Director Corporate Services Response*

The Corporate Services budget includes a Legal Services consultancy budget of \$530,000 of which spend to 31 December 2021 was \$302,000, and a People and Culture legal consultancy budget of \$80,000 of which spend to 31 December 2021 was \$21,000.

Tracking performance against the budget controlled by the legal team will be included in future legal services reports to Council. These funds are expended in connection with planning appeals and external consultants.

In addition to this budget the following directorates hold and control their own legal consultancy budgets of which spend to 31 December 2021 is as follows:

- Property and Place - budget \$593,000, spend of \$183,000
- City Assets and Operations – budget \$220,000, spend of \$164,000
- City Planning and Design – budget \$90,000, spend of \$45,000
- Executive Office – budget \$50,000, spend is \$nil
- City Engagement and Experience – budget \$32,000, spend of \$900.

These budgets are drawn upon to obtain specialist legal advice in connection with key major capital projects, voluntary planning

agreements, Council property dealings (easements, covenants) and transactions, and to support Council in its regulatory functions.

Item 16.3 – Re-determine Organisation Structure (Senior Staff Positions)

*Questions from Councillor Bradley*

During discussion on the motion by Councillor xxx, Councillor Bradley asked the following questions:

1. *What was the budget allocation for redundancies for the previous financial year?*
2. *What is the budget allocation for redundancies for the current financial year?*

*Executive Director Corporate Services Response*

1. Redundancy provision of \$4,679,164 was raised last year (2020/21) for employees impacted in 2021/22.
2. This financial year, currently, \$3,190,184 remains in the provision.

**Note: Prior to moving into Closed Session, the Lord Mayor invited members of the public gallery to make representations as to why any item had been included in Closed Session. No member of the gallery wished to make representations.**

16. CLOSED SESSION

3717      RESOLVED      (Darley/Esber)

**That** members of the press and public be excluded from the meeting of the Closed Session and access to the correspondence and reports relating to the items considered during the course of the Closed Session be withheld. This action is taken in accordance with Section 10A(s) of the Local Government Act, 1993 as the items listed come within the following provisions:-

- 16.1 Compulsory Acquisition of 70 Macquarie Street by Metro.  
(D08419910) - *This report is confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*

**Note: Councillor Garrard left the Chamber at 9:24pm and did not return.**

16.1      SUBJECT      Compulsory Acquisition of 70 Macquarie Street by Metro

REFERENCE F2021/00105 - D08419910

REPORT OF Development Manager Property Development

3718 RESOLVED (Pandey/Noack)

- (a) **That** Council approve the acceptance of the offer of market value for the property Lot E in DP402952 and known as 70 Macquarie Street Parramatta in the terms as detailed in paragraph 7(a) of this report.
- (b) **That** Council acknowledge the confidentiality of the offer and acceptance.
- (c) **Further, that** Council delegate authority to the Chief Executive Officer to complete and execute all documentation and correspondence related to this matter.

PROCEDURAL MOTION

3719 RESOLVED (Noack/Bradley)

**That** the meeting resume into Open Session.

17. REPORTS OF RESOLUTIONS PASSED IN CLOSED SESSION

The Chief Executive Officer read out the resolution for Item 16.1.

18. CONCLUSION OF MEETING

The meeting terminated at 9.28pm.

THIS PAGE AND THE PRECEDING 34 PAGES ARE THE MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON MONDAY, 14 MARCH 2022 AND CONFIRMED ON MONDAY, 28 MARCH 2022.

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Chairperson



**FOR NOTATION**

**28 MARCH 2022**

12.1	Response to Notice of Motion - Activate, Regulate and Create Safe Underpasses .....	44
12.2	Quarter Two Progress Report - Delivery Program and Operational Plan 2021/22 .....	66
12.3	NOTE LATE REPORT: Quarterly Budget Review - December 2021 ...	122

**FOR NOTATION**

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<b>ITEM NUMBER</b>	12.1
<b>SUBJECT</b>	Response to Notice of Motion - Activate, Regulate and Create Safe Underpasses
<b>REFERENCE</b>	F2022/00105 - D08386006
<b>REPORT OF</b>	Place Manager

**CSP THEME:       THRIVING**

**WORKSHOP/BRIEFING DATE:** Nil

**PURPOSE:**

To respond to Notice of Motion – Activate, Regulate and Create Safe Underpasses tabled at the Council Meeting of 14 September 2020, moved by Councillor Pandey.

**RECOMMENDATION**

**That** Council receive and note the contents of this report.

**BACKGROUND**

1. On 14 September 2020, Council resolved as follows:

18.3 SUBJECT NOTICE OF MOTION: Activate, Regulate and Create Safe Underpasses

RESOLVED (Pandey/Issa)

- (a) **That** Council work with TfNSW to develop an MoU, with a multiyear outcome, that sets out the basis to keep the space under the railway bridges clean, well lit, safe and allows Council to regulate and activate the underpasses.
- (b) **That**, subject to approval/formalisation of an MoU from TfNSW, Council include these spaces in its activation programs, including through the Council's Street Activity Policy or other means available.
- (c) **That** Council look at the financial implication and benefits of leasing the two shop-fronts under the Church Street rail bridge with a view to activating that space.
- (d) **That** Council explore open space and other grant options towards activating these underpasses, subject to MoU/approval from TfNSW.
- (e) **That**, acknowledging that the MoU could take some time, Council write to TfNSW that TfNSW Officers be requested to include frequent scheduled monitoring of the areas where TfNSW has ownership, control and maintenance responsibilities including the railway underpasses and regulate them in line with councils' regulatory approach. In the event if TfNSW is not supportive of regulating the underpasses, this responsibility

be delegated to Council following discussion with TfNSW and Local State Member to ensure appropriate funding is provided to Council.

(f) **Further, that** a report be brought back to Council by December 2020.

2. Following the Council resolution in September 2020 Council Officers contacted the relevant internal and external stakeholders responsible for the maintenance and regulation of the Church Street Railway bridge underpass and the Parramatta Bus / Rail Interchange areas (refer to **Attachment 1** for map of Parramatta Interchange area). A meeting was scheduled for December 2020.
3. The December 2020 meeting between internal and external stakeholders revealed significant discrepancies between stakeholders understanding in terms of responsibility for the maintenance and cleansing of the Church Street Railway bridge underpass and Parramatta interchange. As a result, the stakeholders agreed to develop an asset register identifying ownership and ongoing maintenance of assets located within the public domain of Parramatta Interchange area, which includes the Church Street Railway bridge underpass and the Parramatta Bus / Rail Interchange areas.
4. Development of the asset register (refer to **Attachment 2**) was an extensive and lengthy process involving the input of all stakeholders, including review of original planning documents to identify boundaries and legal reviews of existing agreements. All stakeholders agreed to their respective areas of cleansing and maintenance in a meeting held in October 2021. From late 2021, all stakeholders are cleansing and maintaining their respective areas in the Church Street Railway bridge underpass and the Parramatta Bus / Rail Interchange areas.

## ISSUES/OPTIONS/CONSEQUENCES

5. TfNSW own Church Street Railway Bridge, the two retail properties and the western footpath within the Church Street Railway underpass. Council own the Darcy Street road corridor and eastern footpath within the Church Street Railway underpass area.
6. On 28 October 2016, Council entered into a 'Revised Interface Agreement Managing Risks to Safety Due to Rail – Road Crossings' (the Agreement) with TfNSW to inspect and maintain civil infrastructures under and around several bridge underpasses in the City of Parramatta. The agreement extends to cover Church Street underline bridge area.
7. As a part of the agreement Council is responsible for the ongoing cleansing and physical maintenance of assets located within the Church Street underline bridge area. The scope includes:
  - a. Road pavement under the bridge;
  - b. On-road markings under the bridge;
  - c. Signage for RMV's including speed limit signs;
  - d. Drainage facilities in the road reserve;
  - e. Lighting facilities under the bridge;
  - f. Public art facilities under the bridge;
  - g. Walkway facilities under the bridge;

- h. Kerbing under the bridge;
  - i. Graffiti, vegetation clearing and cleaning in the road reserve facing pedestrians and RMV's;
8. The 2016 agreement is in line with the stakeholder discussions and agreements that occurred in 2021.
  9. Council has a Street Activity Policy that regulates buskers performing on streets, footpaths, laneways, malls, and squares. This policy applies to land owned by Council only. Council does not have the statutory power under the Local Government Act to regulate the western pedestrian footpath because it is privately owned land.
  10. Section 31 of Transport Act allows TfNSW to delegate its function to enable Council to manage and regulate the western pedestrian footpath. However, there are no provisions in the Transport Act or any other relevant Acts that would allow TfNSW to delegate its enforcement powers, i.e. to issue Penalty Infringement Notices. This means that Council could only provide a verbal direction to individuals busking on the western pedestrian footpath to move along. As enforcement is not viable a separate agreement between Council and TfNSW is not recommended for this purpose.
  11. The two retail properties within the Church Street underline bridge area are owned by TfNSW and managed by external property manager JLL as a single tenancy. The current retail lease agreement is due to expire on 6 September 2025 and TfNSW intention is to take the premises to market to secure the next tenancy. Until such time as the tenancies are placed on the market Council are unable to assess the financial implications or benefit potential the two retail properties have.
  12. TfNSW is the asset owner of the Parramatta Bus / Rail Interchange area and Sydney Trains are responsible for the ongoing physical and cleansing maintenance of this area, including the walkway from Fitzwilliam Street to Argyle Street.

## CONSULTATION & TIMING

### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
Fri 11 Dec 2020	Prerna Kapoor / TfNSW; Dimitri Hondros / Sydney Trains; Jim Chen / TfNSW; Council's Place Services &	Site inspection was conducted to inspect assets located within Parramatta Interchange area. A follow up meeting	Agreed to follow up meeting with asset owners to commence the drafting of Parramatta Interchange Asset register.	Place Services / Property & Place / CBD Place Manager;

	Cleansing team members;]	was suggested to create a Parramatta Interchange Asset register.		
Fri 26 Mar 2021	Katrina Farah / TfNSW; Prerna Kapoor / TfNSW; Dimitri Hondros / Sydney Trains; Jim Chen / TfNSW; Representatives from Council's Place Services, Cleansing, Regulatory & Civil Assets teams;]	Reviewed TfNSW draft Parramatta Interchange Asset register.	Council provided feedback / commentary on asset ownership and ongoing maintenance arrangements.	Place Services / Property & Place / CBD Place Manager;
Wed 8 Sep 2021	Adam Dillon / Centre Manager Parramatta – Scentre Group	Provided list of Scentre Group owned assets within Parramatta Interchange area	Information was forwarded to TfNSW for inclusion	Place Services / Property & Place / CBD Place Manager;
Wed 27 Oct 2021	Jim Chen / TfNSW; Paul Bartolo / Sydney Trains; Representatives from Council's Place Services, Cleansing, Regulatory & Civil Assets teams;	Revised final draft copy of Parramatta Interchange Asset Register.	Council provided feedback / commentary on asset ownership and ongoing maintenance arrangements.	Place Services / Property & Place / CBD Place Manager;

### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
Nil				

### **LEGAL IMPLICATIONS FOR COUNCIL**

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

16. Legal Services have reviewed and confirmed the Revised Interface Agreement Managing Risks to Safety Due to Rail – Road Crossings is current and no further agreement is required.

## FINANCIAL IMPLICATIONS FOR COUNCIL

17. If Council resolves to approve this report in accordance with the proposed resolution, there are no unbudgeted financial implications for Council's budget.
18. The table below summarises the financial impacts on the budget arising from approval of this report.

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

Eva Farlow  
**Place Manager**

Bruce Mills  
**Group Manager Place Services**





John Angilley  
**Chief Finance and Information Officer**

Caroline Nuttall  
**Solicitor**

Bryan Hynes  
**Executive Director Property & Place**

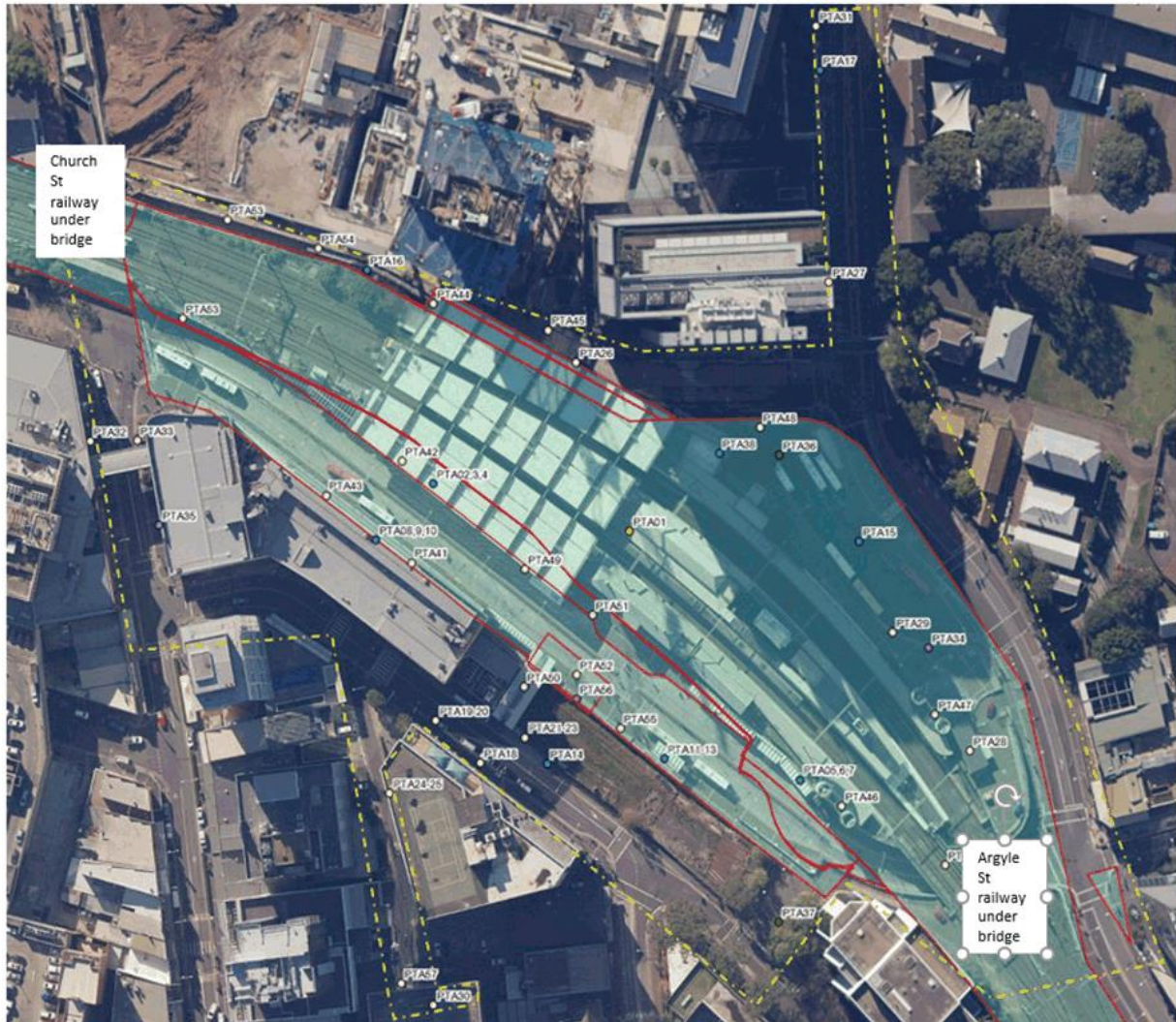
Brett Newman  
**Chief Executive Officer**

**ATTACHMENTS:**



- |   |   |   |                                       |          |
|---|---|---|---------------------------------------|----------|
| 1 |  |  | Map of Parramatta Interchange Area    | 1 Page   |
| 2 |  |  | Parramatta Interchange Asset Register | 15 Pages |

**REFERENCE MATERIAL**

## Map of Parramatta Interchange area

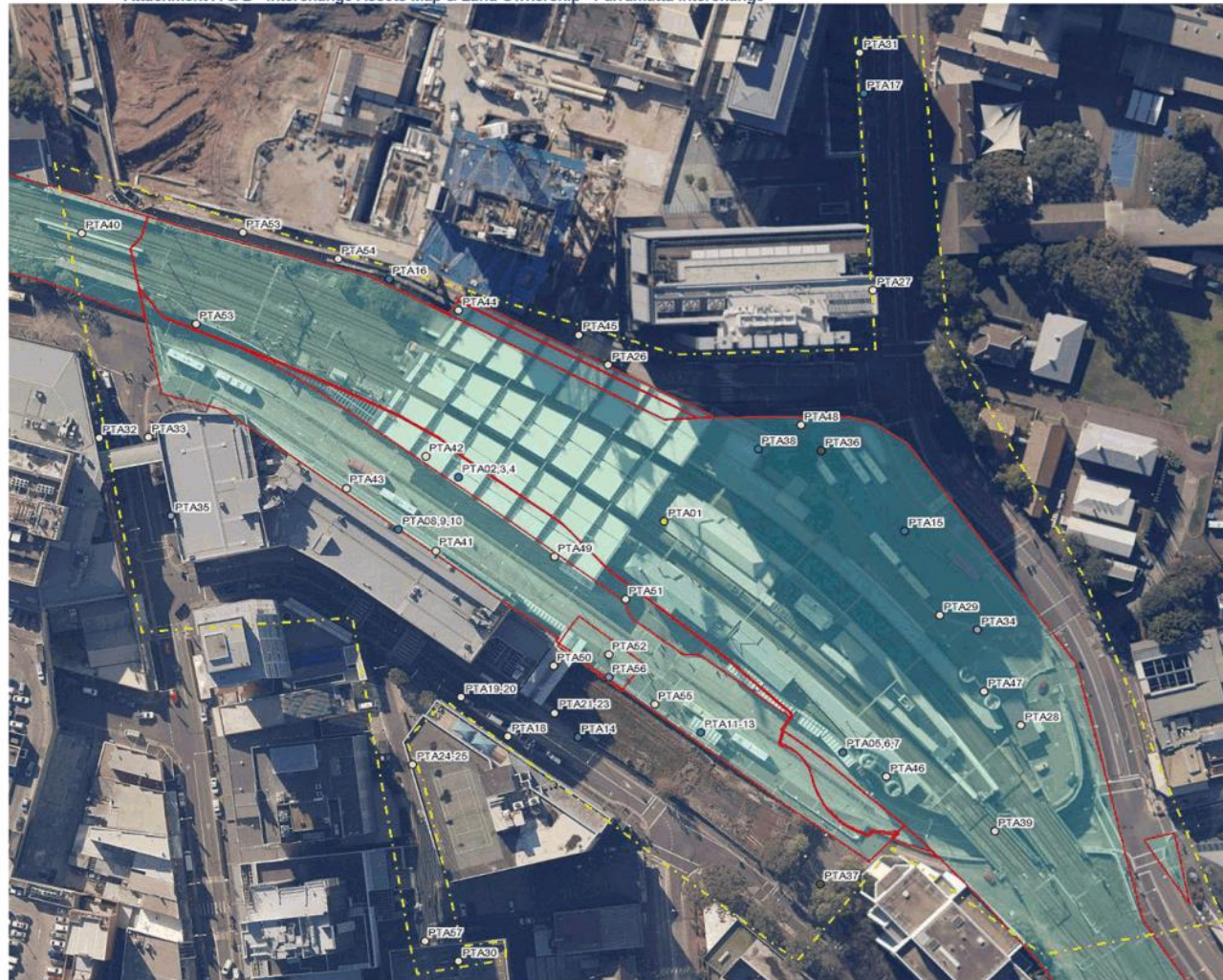


## Legend

	Interchange Boundary
	RailCorp Property Boundary



Attachment A &amp; B - Interchange Assets Map &amp; Land Ownership - Parramatta Interchange



IOIMP ID	Asset Description
PTA01	Parramatta Stn
PTA02	Parramatta Stn-Bus Stop Stand A1-A3
PTA03	Parramatta Stn-Bus Stop Canopy Stand A1-A3
PTA04	Parramatta Stn-Bus Stop Seat Stand A1-A3
PTA05	Parramatta Stn-Bus Stop Stand A4
PTA06	Parramatta Stn-Bus Stop Canopy Stand A4
PTA07	Parramatta Stn-Bus Stop Seat Stand A4
PTA08	Parramatta Stn-Bus Stop Stand B1-B3
PTA09	Parramatta Stn-Bus Stop Canopy Stand B1-B3
PTA10	Parramatta Stn-Bus Stop Seat Stand B1-B3
PTA11	Parramatta Stn-Bus Stop Stand B4
PTA12	Parramatta Stn-Bus Stop Canopy Stand B4
PTA13	Parramatta Stn-Bus Stop Seat Stand B4
PTA14	Parramatta Stn-Bus Stop (Coaches)
PTA15	Parramatta Stn-Bus Stop Side No1
PTA16	Parramatta Stn-Bus Stop Side No2
PTA17	Parramatta Stn-Bus Stop Side No3
PTA18	Parramatta Stn-Taxi Rank
PTA19	Parramatta Stn-Kiss and Ride On Side No1
PTA20	Parramatta Stn-Kiss and Ride Seat On Side No1
PTA21	Parramatta Stn-Kiss and Ride On Side No2
PTA22	Parramatta Stn-Kiss and Ride Canopy On Side No2
PTA23	Parramatta Stn-Kiss and Ride Seat On Side No2
PTA24	Parramatta Stn-Kiss and Ride On Side No3
PTA25	Parramatta Stn-Kiss and Ride Seat On Side No3
PTA26	Parramatta Stn-Kiss and Ride Up Side No1
PTA27	Parramatta Stn-Kiss and Ride Up Side No2
PTA28	Parramatta Stn-Bike Shed
PTA29	Parramatta Stn-Bike Locker-Up Side
PTA30	Parramatta Stn-Bike Locker-On Side
PTA31	Parramatta Stn-Bike Rack-Up Side No1
PTA32	Parramatta Stn-Bike Rack-On Side No1
PTA33	Parramatta Stn-Bike Rack-On Side No2
PTA34	Parramatta Stn-Lighting-All TAHE property
PTA35	Parramatta Stn-Lighting-All Council property
PTA36	Parramatta Stn-Landscaping-All TAHE property
PTA37	Parramatta Stn-Landscaping-All Council property
PTA38	Parramatta Stn-Dedicated Bus Drivers Facility
PTA39	Parramatta Stn-Underline Bridge Argyle St
PTA40	Parramatta Stn-Underline Bridge Church St
PTA41	Parramatta Stn-Exit 1
PTA42	Parramatta Stn-Exit 2
PTA43	Parramatta Stn-Exit 3
PTA44	Parramatta Stn-Exit 4
PTA45	Parramatta Stn-Exit 5
PTA46	Parramatta Stn-Exit 6
PTA47	Parramatta Stn-Exit 7
PTA48	Parramatta Stn-Fencing (Red fencing at Station St)
PTA49	Parramatta Stn-Fencing (Bus interchange Argyle St)
PTA50	Parramatta Stn-Walkway No1
PTA51	Parramatta Stn-Walkway No2
PTA52	Parramatta Stn-Walkway No3
PTA53	Parramatta Stn-Corridor Wall No1
PTA54	Parramatta Stn-Corridor Wall No2
PTA55	Parramatta Stn-Temporary Hoardings
PTA56	Parramatta Stn-CCTV Cameras
PTA57	Parramatta Stn-Motorcycle Parking

Legend	
	Rail
	Bus
	Ferry
	Light Rail
	Utilities
	Access
	Landscaping
	Other
	Parking
	Interchange Boundary
	RailCorp Property Boundary
	ARTC Excluded
	ARTC Excluded (CRN)
	ARTC Leased Network
	CRN Non Operational
	CRN Operational
	Rail Trail
	RailCorp
	unknown

## Attachment C - Transport Assets Schedule - Parramatta Interchange

IOMP ID	Asset Description	Asset Technical Object	Transport Mode And Network	Asset Complex	Asset Complex Zone	Position (incl rotatable)	Land Owner	Asset Owner	Asset Operator	Asset Maint Prim	Asset Type
PTA01	Parramatta Stn	IN-STAT	HR-S	STAT-PTA			TAHE	TAHE	SYDTR	SYDTR	Rail
PTA02	Parramatta Stn-Bus Stop Stand A1-A3	IN-BSTP	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA03	Parramatta Stn-Bus Stop Canopy Stand A1-A3	BD-CNPY-BU	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA04	Parramatta Stn-Bus Stop Seat Stand A1-A3	FF-SEAT	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA05	Parramatta Stn-Bus Stop Stand A4	IN-BSTP	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA06	Parramatta Stn-Bus Stop Canopy Stand A4	BD-CNPY-BU	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA07	Parramatta Stn-Bus Stop Seat Stand A4	FF-SEAT	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA08	Parramatta Stn-Bus Stop Stand B1-B3	IN-BSTP	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA09	Parramatta Stn-Bus Stop Canopy Stand B1-B3	BD-CNPY-BU	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA10	Parramatta Stn-Bus Stop Seat Stand B1-B3	FF-SEAT	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA11	Parramatta Stn-Bus Stop Stand B4	IN-BSTP	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TfNSW	TfNSW	SYDTR/ TfNSW	SYDTR/ TfNSW	Bus
PTA12	Parramatta Stn-Bus Stop Canopy Stand B4	BD-CNPY-BU	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TfNSW	TfNSW	SYDTR	SYDTR	Bus
PTA13	Parramatta Stn-Bus Stop Seat Stand B4	FF-SEAT	HR-S	STAT-PTA	Bus Stand	Down Side-Argyle St	TfNSW	TfNSW	SYDTR	SYDTR	Bus
PTA14	Parramatta Stn-Bus Stop (Coaches)	IN-BSTP	HR-S	STAT-PTA	Bus Stand	Down Side-Fitzwilliam St	TfNSW	TfNSW	TfNSW	TfNSW/ COUNC	Bus
PTA15	Parramatta Stn-Bus Stop-Up Side No1	IN-BSTP	HR-S	STAT-PTA	Bus Stand	Up Side-Station St	TAHE	TAHE	SYDTR	SYDTR	Bus
PTA16	Parramatta Stn-Bus Stop-Up Side No2	IN-BSTP	HR-S	STAT-PTA	Bus Stand	Up Side-Darcy St	COUNC	COUNC	Walker	Walker	Bus
PTA17	Parramatta Stn-Bus Stop-Up Side No3	IN-BSTP	HR-S	STAT-PTA	Bus Stand	Up Side-Smith St	COUNC	COUNC	COUNC	COUNC	Bus
PTA18	Parramatta Stn-Taxi Rank	PK-TAXI	HR-S	STAT-PTA	Entry/Exit	Down Side-Fitzwilliam St	COUNC	COUNC	COUNC	COUNC	Access
PTA19	Parramatta Stn-Kiss and Ride-Dn Side No1	PK-KISS	HR-S	STAT-PTA	Entry/Exit	Down Side-Fitzwilliam St	COUNC	COUNC	COUNC	COUNC	Access
PTA20	Parramatta Stn-Kiss and Ride Seat-Dn Side No1	FF-SEAT	HR-S	STAT-PTA	Entry/Exit	Down Side-Fitzwilliam St	COUNC	COUNC	COUNC	COUNC	Access
PTA21	Parramatta Stn-Kiss and Ride-Dn Side No2	PK-KISS	HR-S	STAT-PTA	Entry/Exit	Down Side-Fitzwilliam St	COUNC/ TfNSW	COUNC/ TfNSW	COUNC/S YDTR	COUNC/ SYDTR	Access
PTA22	Parramatta Stn-Kiss and Ride Canopy-Dn Side No2	BD-CNPY-KR	HR-S	STAT-PTA	Entry/Exit	Down Side-Fitzwilliam St	TfNSW	TfNSW	SYDTR	SYDTR	Access
PTA23	Parramatta Stn-Kiss and Ride Seat-Dn Side No2	FF-SEAT	HR-S	STAT-PTA	Entry/Exit	Down Side-Fitzwilliam St	TfNSW	TfNSW	SYDTR	SYDTR	Access
PTA24	Parramatta Stn-Kiss and Ride-Dn Side No3	PK-KISS	HR-S	STAT-PTA	Entry/Exit	Down Side-Fire House Ln	COUNC	COUNC	COUNC	COUNC	Access
PTA25	Parramatta Stn-Kiss and Ride Seat-Dn Side No3	FF-SEAT	HR-S	STAT-PTA	Entry/Exit	Down Side-Fire House Ln	COUNC	COUNC	COUNC	COUNC	Access
PTA26	Parramatta Stn-Kiss and Ride-Up Side No1	PK-KISS	HR-S	STAT-PTA	Entry/Exit	Up Side, Darcy St	TAHE	TAHE			Access
PTA27	Parramatta Stn-Kiss and Ride-Up Side No2	PK-KISS	HR-S	STAT-PTA	Entry/Exit	Up Side, Smith St	COUNC	COUNC	COUNC	COUNC	Access
PTA28	Parramatta Stn-Bike Shed			STAT-PTA	Bicycle Park	Up Side-Cnr Hassall & Station St	TAHE	TfNSW	TfNSW	TfNSW	Access



PTA29	Parramatta Stn-Bike Locker-Up Side	FF-BKEL	HR-S	STAT-PTA	Bicycle Park	Down Side-Cnr Darcy and Station St	TAHE	TfNSW	TfNSW	TfNSW	Access
PTA30	Parramatta Stn-Bike Locker-Dn Side	FF-BKEL	HR-S	STAT-PTA	Bicycle Park	Down Side-Wentworth St	Private	TfNSW	TfNSW	TfNSW	Access
PTA31	Parramatta Stn-Bike Rack-Up Side No1	FF-BKER	HR-S	STAT-PTA	Bicycle Park	Up Side-Smith St	COUNC	WSU	WSU	WSU	Access
PTA32	Parramatta Stn-Bike Rack-Dn Side No1	FF-BKER	HR-S	STAT-PTA	Bicycle Park	Down Side-Church St	COUNC	COUNC	COUNC	COUNC	Access
PTA33	Parramatta Stn-Bike Rack-Dn Side No2	FF-BKER	HR-S	STAT-PTA	Bicycle Park	Down Side-Church St	COUNC	COUNC	COUNC	COUNC	Access
PTA34	Parramatta Stn-Lighting-All TAHE property	TW-LTWR	HR-S	STAT-PTA	Various	Various	TAHE	TAHE	SYDTR	SYDTR	Utilities
PTA35	Parramatta Stn-Lighting-All Council property	TW-LTWR	HR-S	STAT-PTA	Various	Various	COUNC	COUNC	COUNC	COUNC	Utilities
PTA36	Parramatta Stn-Landscaping-All TAHE property	UD-LSCP	HR-S	STAT-PTA	Various	Various	TAHE	TAHE	SYDTR	SYDTR	Landscaping
PTA37	Parramatta Stn-Landscaping-All Council property	UD-LSCP	HR-S	STAT-PTA	Various	Various	COUNC	COUNC	COUNC	COUNC	Landscaping
PTA38	Parramatta Stn-Dedicated Bus Drivers Facility		HR-S	STAT-PTA	Bus Stand	Up Side-Station St	TAHE	TAHE	STA	STA	Bus
PTA39	Parramatta Stn-Underline Bridge Argyle St		HR-S	STAT-PTA	Entry/Exit	Argyle St	TAHE	TAHE/R MS	SYDTR/Tf NSW	SYDTR/Tf NSW	Access
PTA40	Parramatta Stn-Underline Bridge Church St		HR-S	STAT-PTA	Entry/Exit	Church St	TAHE	TAHE	SYDTR/ COUNC	SYDTR/ COUNCr	Access
PTA41	Parramatta Stn-Exit 1		HR-S	STAT-PTA	Entry/Exit	Dn Side	TAHE	TAHE	SYDTR	SYDTR	Access
PTA42	Parramatta Stn-Exit 2		HR-S	STAT-PTA	Entry/Exit	Dn Side	TAHE	TAHE	SYDTR	SYDTR	Access
PTA43	Parramatta Stn-Exit 3		HR-S	STAT-PTA	Entry/Exit	Dn Side	TAHE/W estfield	TAHE/W estfield	SYDTR/W estfield	SYDTR/ Westfield	Access
PTA44	Parramatta Stn-Exit 4		HR-S	STAT-PTA	Entry/Exit	Up Side-Darcy St	TAHE	TAHE	SYDTR	SYDTR	Access
PTA45	Parramatta Stn-Exit 5		HR-S	STAT-PTA	Entry/Exit	Up Side-Darcy St	TAHE/ Walker	TAHE/ Walker	Walker	Walker	Access
PTA46	Parramatta Stn-Exit 6		HR-S	STAT-PTA	Entry/Exit	Dn Side-Argyle St	TAHE	TAHE	SYDTR	SYDTR	Access
PTA47	Parramatta Stn-Exit 7		HR-S	STAT-PTA	Entry/Exit	Up Side-Station St	TAHE	TAHE	SYDTR	SYDTR	Access
PTA48	Parramatta Stn-Fencing (Red fencing at Station St)		HR-S	STAT-PTA	Entry/Exit	Up Side-Station St	TAHE	TAHE	SYDTR	SYDTR	Access
PTA49	Parramatta Stn-Fencing (Bus interchange Argyle St)		HR-S	STAT-PTA	Entry/Exit	Down Side-Argyle St	TAHE	COUNC	COUNC	COUNC	Access
PTA50	Parramatta Stn-Walkway No1		HR-S	STAT-PTA	Entry/Exit	Dn Side	TfNSW	TfNSW	SYDTR/ TfNSW	SYDTR/ TfNSW	Access
PTA51	Parramatta Stn-Walkway No2		HR-S	STAT-PTA	Entry/Exit	Dn Side, Argyle St, Station Side	TAHE	TAHE	SYDTR	SYDTR	Access
PTA52	Parramatta Stn-Walkway No3		HR-S	STAT-PTA	Entry/Exit	Dn Side, Argyle St, Westfield Side	TfNSW	TfNSW	SYDTR/ TfNSW	SYDTR/ TfNSW	Access
PTA53	Parramatta Stn-Corridor Wall No1		HR-S	STAT-PTA	Entry/Exit	Church and Darcy St	TAHE	TAHE	SYDTR	SYDTR	Access
PTA54	Parramatta Stn-Corridor Wall No2		HR-S	STAT-PTA	Entry/Exit	Up Side, Darcy St	TAHE/ COUNC	Walker	Walker	Walker	Walker
PTA55	Parramatta Stn-Temporary Hoardings		HR-S	STAT-PTA	Entry/Exit	Dn Side, Argyle St	TfNSW	TfNSW	TfNSW	TfNSW	Access
PTA56	Parramatta Stn-CCTV Cameras	PS-CCTV	HR-S	STAT-PTA	Entry/Exit	Various	TAHE/Tf NSW	TAHE/Tf NSW	SYDTR	SYDTR	Utilities
PTA57	Parramatta Stn-Motorcycle Parking	PK-CRPA	HR-S	STAT-CCF	Car Park	Down Side-Wentworth St	COUNC	COUNC	COUNC	COUNC	Parking

ATTACHMENT H - PHOTOS Parramatta

PTA01 Parramatta Stn



PTA05,6,7 Parramatta Stn-Bus Stop, Canopy and Seat Stand A4

PTA02,3,4 Parramatta Stn-Bus Stop, Canopy and Seat Stand A1-A3



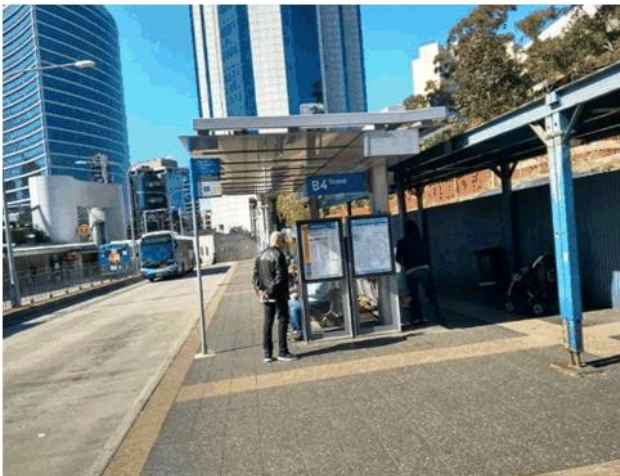
PTA08,9,10 Parramatta Stn-Bus Stop Stand and Seat B1-B3



PTA11,12,13 Parramatta Stn-Bus Stop Stand B4



PTA14 Parramatta Stn-Bus Stop (Coaches)



PTA15 Parramatta Stn-Bus Stop-Up Side No1



PTA16 Parramatta Stn-Bus Stop-Up Side No2

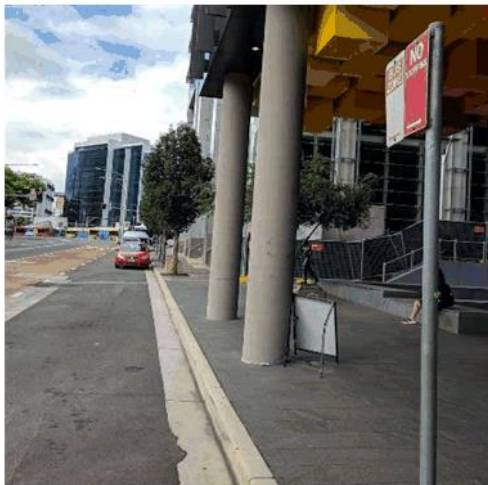




PTA17 Parramatta Stn-Bus Stop-Up Side No3



PTA18 Parramatta Stn-Taxi Rank



PTA19,20 Parramatta Stn-Kiss and Ride and Seat-Dn Side No1



PTA21,22,23 Parramatta Stn-Kiss and Ride, Canopy and Seat-Dn Side No2



PTA24,25 Parramatta Stn-Kiss and Ride and Seat-Dn Side No3



PTA26 Parramatta Stn-Kiss and Ride-Up Side No1



PTA27 Parramatta Stn-Kiss and Ride-Up Side No2

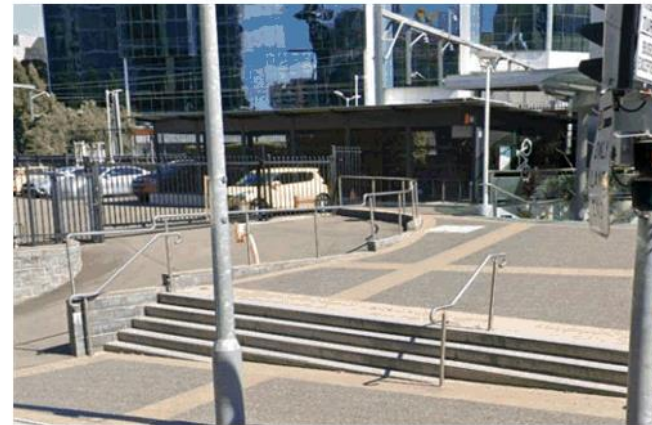


PTA28 Parramatta Stn-Bike Shed

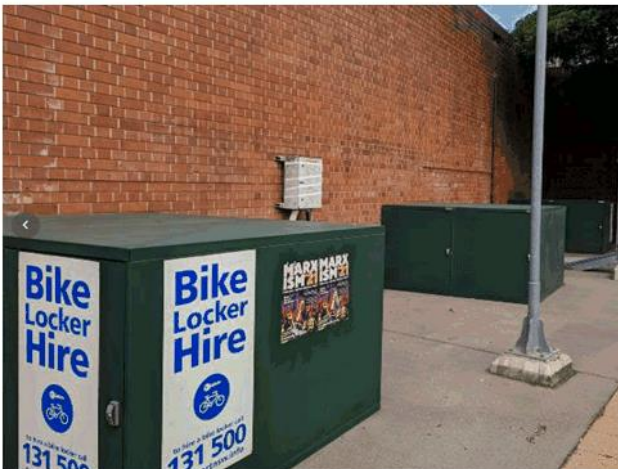




PTA29 Parramatta Stn-Bike Locker-Up Side



PTA30 Parramatta Stn-Bike Locker-Dn Side

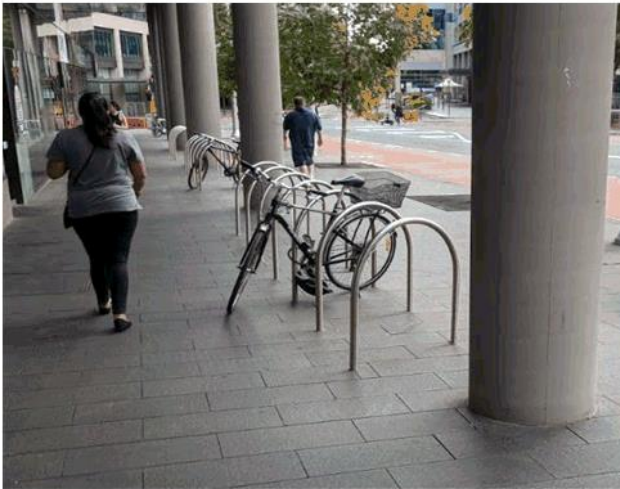


PTA31 Parramatta Stn-Bike Rack-Up Side No1

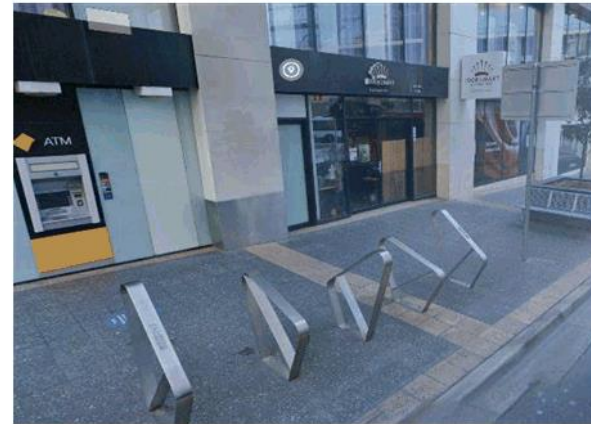


PTA32 Parramatta Stn-Bike Rack-Dn Side No1





PTA33 Parramatta Stn-Bike Rack-Dn Side No2



PTA34 Parramatta Stn-Lighting-All TAHE property



PTA35 Parramatta Stn-Lighting-All Council property



PTA36 Parramatta Stn-Landscaping-All TAHE property



PTA37 Parramatta Stn-Landscaping-All Council property



PTA38 Parramatta Stn-Dedicated Bus Drivers Facility



PTA39 Parramatta Stn-Underline Bridge Argyle St



PTA40 Parramatta Stn-Underline Bridge Church St





PTA41 Parramatta Stn-Exit 1



PTA42 Parramatta Stn-Exit 2



PTA43 Parramatta Stn-Exit 3



PTA44 Parramatta Stn-Exit 4



PTA45 Parramatta Stn-Exit 5



PTA46 Parramatta Stn-Exit 6



PTA47 Parramatta Stn-Exit 7



PTA48 Parramatta Stn-Fencing (Red fencing at Station St)





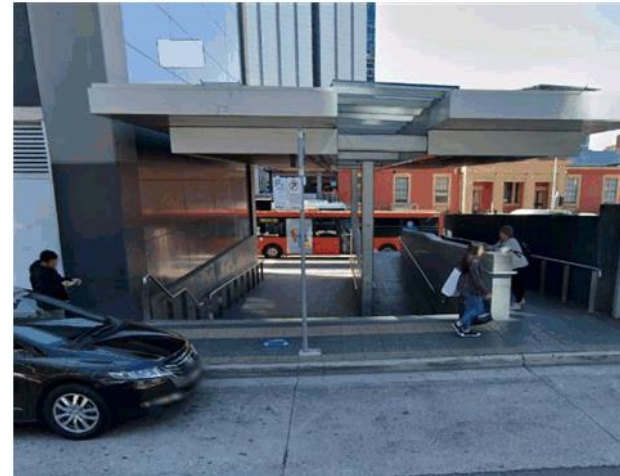
PTA49 Parramatta Stn-Fencing (Bus interchange Argyle St)



PTA50 Parramatta Stn-Walkway No1



PTA51 Parramatta Stn-Walkway No2



PTA52 Parramatta Stn-Walkway No3



PTA53 Parramatta Stn-Corridor Wall No1



PTA54 Parramatta Stn-Corridor Wall No2



PTA55 Parramatta Stn-Temporary Hoardings



PTA56 Parramatta Stn-CCTV Cameras





PTA57 Parramatta Stn-Motorcycle Parking



**FOR NOTATION**

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<b>ITEM NUMBER</b>	12.2
<b>SUBJECT</b>	Quarter Two Progress Report - Delivery Program and Operational Plan 2021/22
<b>REFERENCE</b>	F2022/00105 - D08446730
<b>REPORT OF</b>	Corporate Strategy Manager

**CSP THEME: FAIR**

**WORKSHOP/BRIEFING DATE: NIL**

**PURPOSE:**

To present Council's Quarter Two (Q2) progress on implementing the Delivery Program 2018-22 and Operational Plan 2021/22.

**RECOMMENDATION**

**That** the report be received and noted.

**BACKGROUND**

1. The Local Government Act 1993 via the Integrated Planning and Reporting Guidelines 2021 requires that the General Manager (Chief Executive Officer) provide progress reports to the Council with respect to the principal activities detailed in the Delivery Program at least every six months.
2. At its meeting of 28 June 2021, Council adopted an amended Delivery Program for 2018-2022 (the Plan), inclusive of the Year Four Operational Plan & Budget for 2021/22. The structure of the Plan reflects the six Strategic Goals of the City's Community Strategic Plan (CSP) – *Fair, Accessible, Green, Welcoming, Thriving, and Innovative*.

**ISSUES/OPTIONS/CONSEQUENCES**

3. The Q2 Progress Report (the Report) in Attachment 1 provides an update on progress made in the second quarter of the 2021/22 financial year (September - December 2021) against the Principal Activities, Focus Areas and Service Measures in the Plan.
4. The Report is structured by the six Goals from City of Parramatta's CSP. An Exceptions Report listing only Focus Areas 'off track' or 'on hold', and Service Measures 'not achieved', is provided in pages 5 to 17 of the Report.
5. After notation by Council, the Report will be published on the *Quarterly and Annual Reporting* section of Council's website.

**Q2 status summary of Focus Areas and Service Measures**

6. COVID-19 public health orders and changes in community behaviours significantly affected some Council services and projects in Q2. These impacts



are reflected in the Report, with a number of action items reporting this as a contributor for abnormal or off target performance.

7. At 31 December 2021, 75% of Council's 49 Focus Areas were reported as either completed or progressing on track. A further 25% were reported as either progressing off track or on hold.

<b>Focus Area status</b>	<b>#</b>	<b>%</b>
Completed	5	10%
Progressing – on track	32	65%
Progressing – off track	11	23%
On hold / stopped	1	2%
Not due to start	0	0%
<b>Total</b>	<b>49</b>	<b>100%</b>

8. At 31 December 2021, 43% of Council's 88 Service Measures were reported as achieved or on track to achieve their targets. 33% were reported as not achieved, with at least 19 of these 29 Service Measures citing COVID-19 or election postponement related impacts to their service. For 24% of measures, data was reported as not available or not due in this period.

<b>Service Measure status</b>	<b>#</b>	<b>%</b>
Achieved / on track	38	43%
Not achieved	29	33%
Data not available / Not due	21	24%
<b>Total</b>	<b>88</b>	<b>100%</b>

## **CONSULTATION & TIMING**

### Stakeholder Consultation

9. 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>
Jan – Feb 2022	Reporting officers; Executive Approvers	All business units with reportable items in the Plan have been consulted to compile the Report.	Final draft report finalised.	All business units, led by City Strategy

### Councillor Consultation

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

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

## LEGAL IMPLICATIONS FOR COUNCIL

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

## FINANCIAL IMPLICATIONS FOR COUNCIL

12. There are no unbudgeted financial implications associated with this report.

13. The table below summarises the financial impacts on the budget arising from approval of this report.

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

Dayne Glinkowski  
**Corporate Strategy Manager**

John Angilley  
**Chief Finance and Information Officer**

Nicole Carnegie  
**Group Manager, City Strategy**

Brett Newman  
**Chief Executive Officer**

## ATTACHMENTS:



Q2 Progress Report - Delivery Program and Operational Plan  
2021/22

52  
Pages

## REFERENCE MATERIAL



CITY OF PARRAMATTA COUNCIL

# Quarterly Progress Report

Quarter Two 2021/22



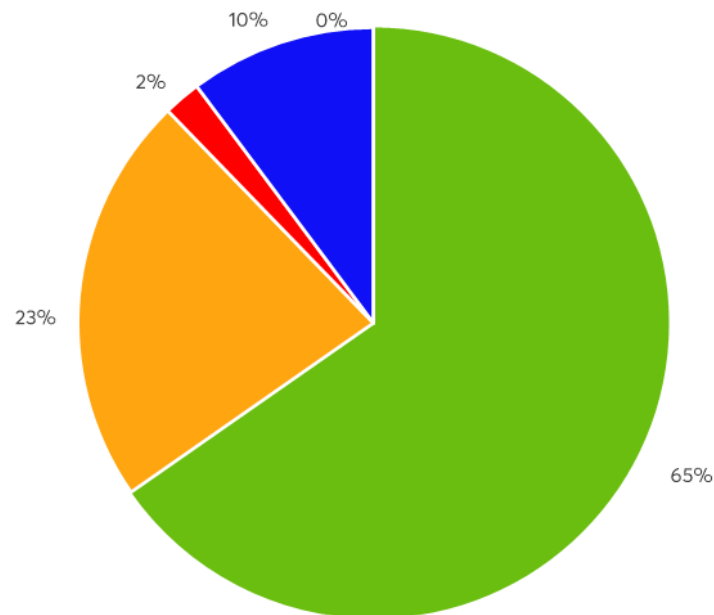
# Contents

All Council Summary	Page 2
About this Progress Report	Page 3
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Exceptions Report	Page 5
Service Measures & Focus Areas by Goal	
FAIR	Page 18
ACCESSIBLE	Page 26
GREEN	Page 34
WELCOMING	Page 39
THRIVING	Page 43
INNOVATIVE	Page 48

## All of Council Summary – Focus Areas & Service Measures

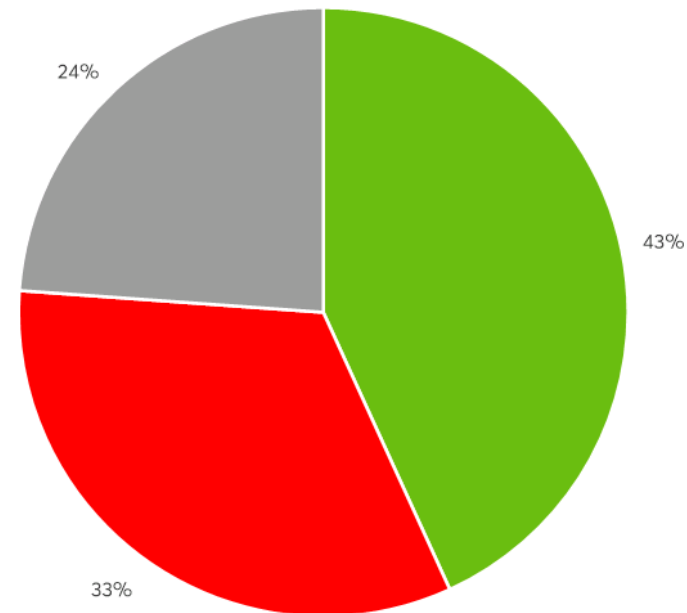
### 49 - Focus Areas

- 32 Progressing – on track
- 11 Progressing – off track
- 0 Not Due to Start
- 5 Completed
- 1 On Hold / Stopped



### 88 - Service Measures

- 38 Achieved – on track
- 29 Not achieved
- 21 Data not available / not due



## About this Progress Report

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



Each Strategic Goal is reported against using **two sets** of measures:

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

# How to read this Report

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

## Service Measures

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

Reference Only	The desired Community Outcome A description of the Service provided by Council to achieve the Strategic Objective	The Measure allows us to monitor & the target allows us to assess our delivery progress or performance	Accountable Service Area	Target Full Year	Actual result for the quarter	Provide an overall unbiased, complete & balanced commentary, clearly & concisely identifying actual performance, goals & variances	Quarterly tracking indicator
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## 1.2: Advocate for affordable and diverse housing choices

Community Strategic Plan Strategy

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

Delivery Program Principle

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







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



## Exceptions Report - Focus Areas





KEY		Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed	D - Deliver P - Partner A - Advocate	
Code	Focus Area	Due Date	Comments	Business Unit	Progress	Q1 Status	Q2 Status	
<i>New to exceptions this quarter</i>								
1.1.4.5	Deliver Aquatic and Leisure Centre on time and on budget (D, P)	30/03/2023	A quarter delay is expected due to Covid related issues.	Property Development	50%			
2.5.2.2	Deliver projects in the southern CBD to enhance amenity, accessibility, and safety: (D) – Streetscape upgrade and reconfiguration of Valentine Avenue to a two-way carriageway – Streetscape upgrade of Wentworth Street – Reconfigure Wentworth Street carpark entry and consolidated carpark exit – West-east pedestrian link through car park to Rivoli Way	31/12/2023	Detailed design plans for tender are due January 2022. There was a delay with obtaining Parramatta Traffic Committee approval for traffic plans due to rescheduled Council elections impacting meeting schedules. Subsequently, this has caused a delay in the project delivery plan.	Place Services	40%			
3.4.1.4	Deliver a new sporting pavilion as part of the Boronia Park amenities upgrade (D)	31/12/2021	Construction contractors in liquidation, procurement of new contractors underway.	City Assets & Operations	70%			
4.2.3.2	Complete the Cultural Infrastructure Strategy and present to Council for adoption (D)	30/06/2022	Progression of the Infrastructure Plan being reviewed in line with refresh of overall Cultural Strategy, with the aim of ensuring effective integration.	City Strategy	50%			





Code	Focus Area	Due Date	Comments	Business Unit	Progress	Q1 Status	Q2 Status
5.1.1.1	Complete an updated Economic Development Plan (D)	30/06/2022	Due to resourcing and redesign, this project is off track, however work has commenced and a revised project plan is in development to finalise this project by September 2022. This Strategy will be incorporated into the holistic review of all our Strategies.	City Strategy	15%		
5.2.1.3	Develop a new Cultural Plan, in line with the Community Strategic Plan process (D)	30/06/2022	Due to resourcing and redesign, this project is off track, however work has commenced, and a revised project plan is in development to finalise this project by September 2022. This Strategy will be incorporated into the holistic review of all our Strategies.	City Strategy	20%		
6.3.1.3	Deliver CBD Phillip Street Smart Street Stage 2 CBD improvement project (D)	30/12/2022	Phillip Street Smart Street stage 2 is progressing off track. Detailed design plans due for completion by January 2022. Delay in obtaining Parramatta Traffic Committee approval for traffic plan due to rescheduled Council elections impacting meeting schedules. Subsequently this has impacted the detailed design delivery timeframes.	Place Services	50%		
<i>Still an exception this quarter</i>							
1.3.3.1	Complete strategy for renewal of key City of Parramatta assets including Carlingford Bowling Club and Epping Town Centre community services (D)	31/12/2021	This activity has not started due to other priority commitments.	Property Development	10%		
3.5.2.2	Deliver Stage 1 Milson Park Masterplan to provide environmental sustainability and nature based recreation: (D, P) - Shared pathway and pedestrian bridge - Nature play and fitness stations - Seating and landscaping	31/01/2022	Milson Park construction commenced mid-2020. Construction estimated to complete June 2022. Project delays related to soil remediation and COVID-19 stop work orders.	Place Services	50%		









Code	Focus Area	Due Date	Comments	Business Unit	Progress	Q1 Status	Q2 Status
5.2.8.3	Complete the Interface Agreement with Sydney Metro that covers the Metro West corridor, the Horwood station box and the Public Domain and interface with Civic link (D)	30/09/2021	Negotiation of the Interface Agreement commenced later than anticipated due to a delay in receiving approval of the external lawyer's fees.	Property Development	50%		
5.4.1.2	Complete the Late-Night Trading Development Control Plan to encourage and plan for a safe and vibrant night life (D)	31/12/2021	The Late Night Trading (LNT) DCP was planned for completion and adoption by December 2021. Resourcing constraints led to a delay of the LNT DCP. The LNT DCP is currently on public exhibition till 31 January 2022 following endorsement by Council in November 2021.	City Strategy	60%		
<i>Back on track this quarter</i>							
1.3.3.3	Deliver Brodie Street shops public domain upgrade in Rydalmere (D)	30/09/2021	Construction is complete.	Place Services	100%		









## Exceptions Report – Service Measures

<div> <span style="color: green;">●</span> Achieved/on track           <span style="color: red;">●</span> Not Achieved           <span style="color: grey;">●</span> Data Not Available/Not Due         </div>										
Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
<i>New to exceptions this quarter</i>										
F01.2	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Utilisation of library services (number of loans)</b> Maintain	Libraries	2020/21: Q1 119,595 Q2 288,314 Q3 344,713 Q4 234,969	194,639	241,238	Decrease in loans exacerbated during COVID-19 restrictions.	<span style="color: green;">●</span>	<span style="color: red;">●</span>
F04.1	Enhanced ability of older people and those with disabilities to live well and more independently	The provision of Community Care services	<b>Overall number of Seniors and Disability program hours</b> Maintain on same quarter previous year (within 2% variation)	Community Care	2020/21: Q1 3,228 Q2 3,223 Q3 3,603 Q4 4,528	3,298	2,585	Most face-to-face services were on hold due to COVID-19 restrictions which has impacted the reporting hours for the quarter versus the same period last year.	<span style="color: green;">●</span>	<span style="color: red;">●</span>











Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
F06.1	A well-informed community, who have been provided with clear and accurate information about Council programs and services as well as opportunities to engage with civic decision making. Enhanced public perceptions of the Parramatta LGA and Council. Informed and highly engaged organisation and staff, with improved capability to deliver services to the local community	The provision of whole of organisation Engagement, Communication, Research, Media and Public Relations, planning and delivery services	<b>Community Satisfaction with the provision of information on community issues, developments, and Council initiatives - Annual Q2</b> Sustain or improve on previous year	Corporate Affairs	Annual: $\geq 3.46$	No Data	3.43	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.		
F06.2	A well-informed community, who have been provided with clear and accurate information about Council programs and services as well as opportunities to engage with civic decision making. Enhanced public perceptions of the Parramatta LGA and Council. Informed and highly engaged organisation and staff, with improved capability to deliver services to the local community	The provision of whole of organisation Engagement and community consultation services	<b>Community Satisfaction with the opportunity to have your say on key issues affecting community - Annual Q2</b> Sustain or improve on previous year	Research & Engagement	Annual: $\geq 3.48$	No Data	3.40	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.		









Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
F06.3	A well-informed community, who have been provided with clear and accurate information about Council programs and services as well as opportunities to engage with civic decision making. Enhanced public perceptions of the Parramatta LGA and Council. Informed and highly engaged organisation and staff, with improved capability to deliver services to the local community	The provision of whole of organisation Engagement, Communication, Research, Media and Public Relations, planning and delivery services	<b>Overall Community Satisfaction with Council - Annual Q2</b> Sustain or improve on previous year	Research & Engagement	Annual: $\geq 3.74$	No Data	3.72	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.		
A05.3	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	<b>Community Satisfaction with effectiveness of Council's stormwater drainage - Annual Q2</b> Sustain or improve compared to previous year	Civil Infrastructure	Annual: $\geq 3.79$	No Data	3.76	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.		






Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
G01.2.2	Open space & natural area assets and facilities meet community expectations & legislative requirements	Open space & natural area management (bushland, waterways, open spaces, parks)	<b>Community Satisfaction with the quality of children's playgrounds &amp; equipment - Annual Q2</b> Sustain or improve on previous year	Open Space & Natural Resources	Annual: $\geq 3.99$	No Data	3.85	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.		
G03.3.1	Clean and usable public spaces, community facilities, business /local centres and local amenities	Cleansing services in the public domain	<b>Community Satisfaction with the maintenance of sporting fields - Annual Q2</b> Sustain or improve on previous year	Parks	Annual: $\geq 3.95$	No Data	3.94	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.		
W01.2	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	<b>Community satisfaction with Riverside Theatres - Annual Q2</b> Sustain or improve on previous year	Riverside Theatre	Annual: $\geq 4.00$	No Data	3.84	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.		
W06.1	Opportunities for the community to participate, celebrate and commemorate in the civic, heritage and cultural life of the City	Produce and deliver Events & Festivals, Civic events, key event partnerships and Community Events Grants	<b>Combined attendance at events and festivals</b> Increase over previous years	Events & Festivals	2020/21: Q1 0 Q2 131,000 Q3 2,773 Q4 7,356	3,156	41,888	Events attendance: Foundation Day (online): 21,300 Long Table: 400 Lanes: 7,100 NYE: 10,000 Civic combined: 3,088  Attendance impacted due to COVID-19 with events either cancelled, online or hybrid in the way they were delivered.		









Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
W09.5	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City and Council	<b>Community Satisfaction with Parramatta as a place to live - Annual Q2</b> Increase on previous year	Research & Engagement	Annual: > 7.57	No Data	7.23	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.		
T02.1	Jobs growth and increased inbound investment	Economic Development activities	<b>Percentage net increase in investment inquiries (website, phone and email)</b> Increase based on previous year	Economic Development	Annual: > 5%	100%	0%	There was no net increase in investment enquiries to Council during the reporting period, speculated to be a result of ongoing health restrictions and business closures during the COVID-19.		
<i>Still an exception this quarter</i>										
F01.1	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Utilisation of library services (number of visits)</b> Maintain on same quarter previous year	Libraries	2020/21: Q1 47,253 Q2 74,295 Q3 112,187 Q4 142,025	310	73,969	Library visitor numbers significantly reduced due to COVID-19 restrictions.		
F01.1.1	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Utilisation of library services (number of website visits)</b> Maintain same quarter previous year	Libraries	2020/21: Q1 448,587 Q2 440,668 Q3, 623,989 Q4 684,364	204,961	373,050	Decrease reflects significantly reduced service levels during COVID-19 restrictions.		




















Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
F01.3	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Library network customer satisfaction with library services - Annual Q2</b> Maintain satisfaction index (%) on previous year (within 2% variation)	Libraries	2020/21: 92%	No Data	90%	Overall satisfaction with library services remains high despite COVID-19 restrictions.		
F02.6	Enhanced lifelong learning and lifestyle opportunity to increase sense of place, inspiration and inclusiveness	The provision of integrated community hub services	<b>Number of participants in Council's Community Hub programs</b> Monitor	5-7 Parramatta Square & Community Hubs	Quarter: 1,400	952	1,191	Programming has been limited to online for this quarter due to COVID-19 restrictions.		
F03.1	Access to high quality childcare and family support	The provision of Children & Family services	<b>Annual average percentage utilisation of childcare and family support services</b> Maintain or increase above target	Children & Families	Annual: ≥ 93%	91%	89%	Due to the fluctuating enrolments during COVID-19 outbreaks, the Early Learning Centres produced a booked utilisation of 89%.		
F03.3	Access to high quality childcare and family support	The provision of Children & Family services	<b>Utilisation of Council Childcare Services (Number of attendees)</b> Monitor	Children & Families	2020/21: Q1 13,314 Q2, 12,250 Q3, 10,440 Q4, 12,565	12,957	11,405	The number of children is lower than expected for Q2 due to the impact of the COVID-19 outbreaks.		
F04.2	Enhanced ability of older people and those with disabilities to live well and more independently	The provision of Community Care services	<b>Overall number of participants of Seniors and Disability programs</b> Maintain on same quarter previous year (within 2% variation)	Community Care	2020/21: Q1 819 Q2 872 Q3 583 Q4 626	679	694	Reduced participant numbers for this quarter versus same period last year due to a pause in services being delivered face to face, due to COVID-19 restrictions.		






Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
F05.2	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	<b>Number of participants in Councils' Recreation programs</b> Maintain on same quarter previous year (within 2% variation)	Recreation Facilities & Program	2020/21: Q1 12,041 Q2 10,878 Q3 10,747 Q4 11,039	4,455	6,198	All recreation programs were delivered exclusively online & aquatics programming affected by COVID-19 restrictions.		
F05.4	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	<b>Utilisation of aquatic centres (Number of visits)</b> Maintain or increase on previous year (within 2% variation)	Social & Community Services	2020/21: Q1 1,768 Q2 20,824 Q3 36,381 Q4 17,172	953	15,449	Visitation at both Epping Aquatic Centre & Macarthur Girls High School Pool affected by COVID-19 restrictions.		
F09.3	An open, transparent and responsive Council that meets the needs of the community	Corporate-wide administrative Governance functions including Council meetings and other committee meetings, publishing of business papers, policies, delegations, maintaining registers and determining 'Access to Information' (GIPA) requests	<b>Percentage of Information Access requests (GIPA formal) completed within statutory timeframe</b> Maintain	Business Information Services	Quarter: = 100%	95%	93%	Two GIPA applications were not completed within the time frame due to operational delays.		
F10.1	Robust business processes and procedures that support high quality services	Management of Internal Audit Program	<b>Number of Internal audits completed per year</b> Maintain	Risk & Audit	Annual: = 6	0	0	2021/22 Internal Audit program not yet approved. Approval expected in January 2022.		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
A04.1.2	Appropriate management of new development to achieve good sustainable outcomes having regard for environmental, and urban design factors while minimising adverse impacts on our communities	Provide professional planning advice, timely assessment of development applications within a transparent framework, aligned with industry best practice to meet legislative requirements	<b>Determination Timeframe of Standard Development Applications</b> Percentage in 75 Days	Development Assessment	Quarter: = 70%	62%	57%	Large number of older applications called in by the Chair of the Parramatta Local Planning Panel requiring resources to focus on DAs that have been with Council for longer than 75 days and allowing extensions to customers (mostly due to Public Health Orders).		
A04.3	Appropriate management of new development to achieve good sustainable outcomes having regard for environmental, social, environmental, and urban design factors while minimising adverse impacts on our communities	Administer the tree application process and investigate breaches	<b>Percentage of tree permits determined within 21 days</b> Sustain or improve on previous year	Development Assessment	Quarter: ≥ 80%	67%	30%	Continued impact by Public Health Order restricting required site inspections.		
W01.1	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	<b>Percentage of days Riverside venues are utilised for performances and events annually</b> Maintain or increase above target	Riverside Theatre	Annual: ≥ 75%	0%	12%	Due to the ongoing COVID-19 restrictions Riverside venues had reduced activity for the second quarter with no activity in the first two months of the quarter.		
W01.3	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	<b>Percentage of Riverside's available seating capacity utilised annually</b> Maintain or increase above target	Riverside Theatre	Annual: ≥ 60%	0%	32%	Due to the ongoing COVID-19 restrictions Riverside venues had reduced activity for the second quarter with no activity in the first two months of the quarter.		






Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
W02.2	Commission, produce and present a year-round local, national and international performance and screen program for the general public, schools and special interest groups	Total Riverside Program	<b>Attendances at Total Riverside Program of performances (events held at Riverside and elsewhere)</b> Maintain or increase on previous year	Riverside Theatre	Annual: ≥ 165,000	2,878	12,960	Riverside Theatres closure due to ongoing impact COVID-19 restrictions impacted live performances, with some digital performances possible.		
W07.1	Tourism delivers local economic, cultural and social benefits and visitor services enhance the perception of Parramatta as a place people want to visit	Tourism Development & Visitor Services	<b>Number of attendees at key destinations &amp; tourist attractions</b> Increase 2% over previous years	Marketing & Brand	2020/21: Q1 538,928 Q2 536,755 Q3 554,681 Q4 558,009	492,553	No Data	Unable to obtain the data from the official data source.		
T03.1	Increase investment in the City of Parramatta to provide the Community with the desired jobs, education and health facilities	Actively market Parramatta as Sydney's Central City	<b>Net job growth within the City of Parramatta LGA</b> Increase on same quarter previous year > 6%	Marketing & Brand	2020/21: Q1 195,320 Q2 195,589 Q3, 185,273 Q4 190,940	189,803	192,376	Data reported is for Q3 2020. COVID-19 restrictions have impacted job growth throughout the LGA.		
<i>Back on track this quarter</i>										
F01.3.1	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Library customer satisfaction with library services (exit survey)</b> Maintain	Libraries	Quarter: > 80%	0%	91%			







Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Q1 Status	Q2 Status
F05.1	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	<b>Number of program hours of Council's Recreation Programs</b> Maintain on same quarter previous year (within 2% variation)	Recreation Facilities & Program	2020/21: Q1 290 Q2 859 Q3 1,142 Q4 1,182	181	884			
A03.2	Well managed, clean, convenient and affordable parking options that support the city centre	Provision of adequate paid parking, including street and multilevel car parks in Parramatta CBD	<b>Utilisation of paid parking services</b> Sustain or improve on same quarter previous year	Paid Parking	2020/21: Q1 50% Q2 33% Q3 31% Q4 55%	25%	33%			
G01.2	Open space & natural area assets and facilities meet community expectations & legislative requirements	Open space & natural area management (bushland, waterways, open spaces, parks)	<b>Number of street trees planted</b> Increase based on same quarter previous year	Open Space & Natural Resources	2020/21: Q1 500 Q2 150 Q3 350 Q4 300	0	160			
TO4.1	Drive visitation to the City of Parramatta resulting in strong economic performance	Drive visitation to the City of Parramatta resulting in strong economic performance	<b>Visitation numbers within the City of Parramatta</b> Sustain or improve on same quarter previous year ≥ 3%	Marketing & Brand	2020/21: Q1 412,928 Q2 231,995 Q3 120,351 Q4 197,062	341,298	265,250			




Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
 Achieved/on track  Not Achieved  Data Not Available/Not Due									
<b>FAIR - Service Measures</b>									
F01.1	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Utilisation of library services (number of visits)</b> Maintain on same quarter previous year	Libraries	2020/21: Q1 47,253 Q2 74,295 Q3 112,187 Q4 142,025	310	73,969	Library visitor numbers significantly reduced due to COVID-19 restrictions.	
F01.1.1	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Utilisation of library services (number of website visits)</b> Maintain same quarter previous year	Libraries	2020/21: Q1 448,587 Q2 440,668 Q3 623,989 Q4 684,364	204,961	373,050	Decrease reflects significantly reduced service levels during COVID-19 restrictions.	
F01.2	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Utilisation of library services (number of loans)</b> Maintain	Libraries	2020/21: Q1 119,595 Q2 288,314 Q3 344,713 Q4 234,969	194,639	241,238	Decrease in loans exacerbated during COVID-19 restrictions.	
F01.3	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Library network customer satisfaction with library services - Annual Q2</b> Maintain satisfaction index (%) on previous year (within 2% variation)	Libraries	2020/21: 92%	No Data	90%	Overall satisfaction with library services remains high despite COVID-19 restrictions.	
F01.3.1	Enhanced lifelong learning and access to library collections and events to increase digital literacy, physical and mental health and social integration	The provision of library services	<b>Library customer satisfaction with library services (exit survey)</b> Maintain	Libraries	Quarter: > 80%	0%	91%		
F02.1	Greater community capabilities to improve well-being and enhance services to meet the community's needs	Funding and support for community projects and social enterprises	<b>Percentage of open Community Grants that are on track with reporting</b> Maintain or increase above target	Community Capacity Building	Quarter: > 70%	80%	80%		




Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
F02.4	Greater community capabilities to improve well-being and enhance services to meet the community's needs	Funding and support for community projects and social enterprises	<b>Annual satisfaction with community capacity building services (support provided to networks, individual organisations, CCB delivered projects)</b> Maintain satisfaction index (%) on previous year	Community Capacity Building	Annual; ≥ 80%	No Data	No Data	Survey due to be conducted in Q4.	
F02.5	Greater community capabilities to improve well-being and enhance services to meet the community's needs	Provision and facilitation of Affordable Housing in the LGA	<b>Cumulative total number in the LGA (totalling Council ARH properties, CHP AH properties and RFB dwellings delivered through AHSEPP 2009) - Annual Q4</b> Increase > 10%	Social Outcomes	2020/21: 362	No Data	No Data		
F02.6	Enhanced lifelong learning and lifestyle opportunity to increase sense of place, inspiration and inclusiveness	The provision of integrated community hub services	<b>Number of participants in Council's Community Hub programs</b> Monitor	5-7 Parramatta Square & Community Hubs	Quarter: 1,400	952	1,191	Programming has been limited to online for this quarter due to COVID-19 restrictions.	
F02.7	Enhanced lifelong learning and lifestyle opportunity to increase sense of place, inspiration and inclusiveness	The provision of integrated community hub services	<b>Community satisfaction with community hub services - Annual Q4</b> Monitor	5-7 Parramatta Square & Community Hubs	Annual: ≥ 80%	No Data	No Data		
F03.1	Access to high quality childcare and family support	The provision of Children & Family services	<b>Annual average percentage utilisation of childcare and family support services</b> Maintain or increase above target	Children & Families	Annual: ≥ 93%	91%	89%	Due to the fluctuating enrolments during COVID-19 outbreaks, the Early Learning Centres produced a booked utilisation of 89%.	



Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
F03.2	Access to high quality childcare and family support	The provision of Children & Family services	<b>Level of quality ratings as determined by independent accreditation body - Annual Q4</b> Achieve 'Exceeding' rating	Children & Families	Annual: Achieve 'Exceeding' rating	No Data	No new Assessment & Rating visits have been completed during Q2. The visit for Ermington Possum Patch ELC has been delayed as a result of COVID and is now scheduled for Q3 or Q4.		
F03.3	Access to high quality childcare and family support	The provision of Children & Family services	<b>Utilisation of Council Childcare Services (Number of attendees)</b> Monitor	Children & Families	2020/21: Q1 13,314 Q2, 12,250 Q3, 10,440 Q4, 12,565	12957.00	11405.00	The number of children is lower than expected for Q2 due to the impact of the COVID-19 outbreaks.	
F04.1	Enhanced ability of older people and those with disabilities to live well and more independently	The provision of Community Care services	<b>Overall number of Seniors and Disability program hours</b> Maintain on same quarter previous year (within 2% variation)	Community Care	2020/21: Q1 3,228 Q2 3,223 Q3 3,603 Q4 4,528	3298.00	2585.00	Most face-to-face services were on hold due to COVID-19 restrictions which has impacted the reporting hours for the quarter versus the same period last year.	
F04.2	Enhanced ability of older people and those with disabilities to live well and more independently	The provision of Community Care services	<b>Overall number of participants of Seniors and Disability programs</b> Maintain on same quarter previous year (within 2% variation)	Community Care	2020/21: Q1 819 Q2 872 Q3 583 Q4 626	679	694	Reduced participant numbers for this quarter versus same period last year due to a pause in services being delivered face to face, due to COVID-19 restrictions.	
F04.4	Enhanced ability of older people and those with disabilities to live well and more independently	The provision of Children & Family services	<b>The number of individuals supported through Council's NDIS Service</b> Maintain (within 2% variation)	Social & Community Services	Quarter: Q1 50 Q2 59 Q3 51 Q4 62	62	61		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
F05.1	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	<b>Number of program hours of Council's Recreation Programs</b> Maintain on same quarter previous year (within 2% variation)	Recreation Facilities & Program	2020/21: Q1 290 Q2 859 Q3 1,142 Q4 1,182	181	884		
F05.2	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	<b>Number of participants in Councils' Recreation programs</b> Maintain on same quarter previous year (within 2% variation)	Recreation Facilities & Program	2020/21: Q1 12,041 Q2 10,878 Q3 10,747 Q4 11,039	4,455	6,198	All recreation programs were delivered exclusively online & aquatics programming affected by COVID-19 restrictions.	
F05.3	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	<b>Annual satisfaction of users of School Holiday and Active Parramatta programs</b> Maintain satisfaction index (%) on previous year	Recreation Facilities & Program	Annual: ≥ 90%	96%	98%		
F05.4	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	<b>Utilisation of aquatic centres (Number of visits)</b> Maintain or increase on previous year (within 2% variation)	Social & Community Services	2020/21: Q1 1,768 Q2 20,824 Q3 36,381 Q4 17,172	953	15,449	Visitation at both Epping Aquatic Centre & Macarthur Girls High School Pool affected by COVID-19 restrictions.	
F05.5	Improved lifestyle opportunities and physical and mental health	The provision of recreation facilities & programs	<b>Utilisation of designated swimming at lake Parramatta (Number of visits)</b> Maintain on previous year - Annual Q3	Recreation Facilities & Program	Annual: ≥ 33,139	No Data	No Data		
F06.1	A well informed community, who have been provided with clear and accurate information about Council programs and services as well as opportunities to engage with civic decision making. Enhanced public perceptions of the Parramatta LGA and Council. Informed and highly engaged organisation and staff, with improved capability to deliver services to the local community	The provision of whole of organisation Engagement, Communication, Research, Media and Public Relations, planning and delivery services	<b>Community Satisfaction with the provision of information on community issues, developments, and Council initiatives - Annual Q2</b> Sustain or improve on previous year	Corporate Affairs	Annual: ≥ 3.46	No Data	3.43	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.	

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
F06.2	A well informed community, who have been provided with clear and accurate information about Council programs and services as well as opportunities to engage with civic decision making. Enhanced public perceptions of the Parramatta LGA and Council. Informed and highly engaged organisation and staff, with improved capability to deliver services to the local community	The provision of whole of organisation Engagement and community consultation services	<b>Community Satisfaction with the opportunity to have your say on key issues affecting community - Annual Q2</b> Sustain or improve on previous year	Research & Engagement	Annual: $\geq 3.48$	No Data	3.40	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.	
F06.3	A well informed community, who have been provided with clear and accurate information about Council programs and services as well as opportunities to engage with civic decision making. Enhanced public perceptions of the Parramatta LGA and Council. Informed and highly engaged organisation and staff, with improved capability to deliver services to the local community	The provision of whole of organisation Engagement, Communication, Research, Media and Public Relations, planning and delivery services	<b>Overall Community Satisfaction with Council - Annual Q2</b> Sustain or improve on previous year	Research & Engagement	Annual: $\geq 3.74$	No Data	3.72	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.	
F09.1	An open, transparent and responsive Council that meets the needs of the community	Corporate-wide administrative Governance functions including Council meetings and other committee meetings, publishing of business papers, policies, delegations, maintaining registers and determining 'Access to Information' (GIPA) requests	<b>Percentage of Council business papers online at least 3 business days before Council meeting and minutes online within 5 business days following Council meeting</b> Maintain	Governance	Quarter: $= 100\%$	100%	100%		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
F09.3	An open, transparent and responsive Council that meets the needs of the community	Corporate-wide administrative Governance functions including Council meetings and other committee meetings, publishing of business papers, policies, delegations, maintaining registers and determining 'Access to Information' (GIPA) requests	<b>Percentage of Information Access requests (GIPA formal) completed within statutory timeframe</b> Maintain	Business Information Services	Quarter: = 100%	95%	93%	Two GIPA applications were not completed within the time frame due to operational delays.	
F10.1	Robust business processes and procedures that support high quality services	Management of Internal Audit Program	<b>Number of Internal audits completed per year</b> Maintain	Risk & Audit	Annual: = 6	0	0	2021/22 Internal Audit program not yet approved. Approval expected in January 2022.	
F11.1	Confidence in Council in conducting its business with a strong level of probity and governance	Internal Investigations and liaising with Internal Ombudsman where necessary	<b>Percentage of customer complaints (either sent to Internal Ombudsman Shared Service or managed internally) resolved within 6 weeks</b> Maintain	Customer Service Centre	Quarter: > 90%	No Data	No Data	No data available from IOSS as no complaints were escalated or referred to IOSS as Tier 2 this quarter.	



KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed	D - Deliver P - Partner A - Advocate
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### 1.1: Invest in services and facilities for our growing community

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




Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
1.1.4.4	Deliver 5 & 7 Parramatta Square on time and on budget (D)	30/06/2022	5PS on program by 30 June 2022. 7PS budget has been increased and expected to be complete December 2022, due to Council approving an increased scope.	Property Development	50%	
1.1.4.5	Deliver Aquatic and Leisure Centre on time and on budget (D, P)	30/03/2023	A quarter delay is expected due to Covid related issues.	Property Development	50%	
1.1.4.7	Complete review of Community Services offering including point of difference and breadth vs depth of service (D)	30/06/2022		Community Services	35%	
1.1.4.8	Deliver new Epping Pool on time and on budget (D)	31/12/2023		Place Services	5%	

### 1.3: Support people to live active and healthy lives

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
1.3.1.1	Complete Council's open space & recreation strategic plans (D)	30/06/2023		Community Services	60%	

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








Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
1.3.3.1	Complete strategy for renewal of key City of Parramatta assets including Carlingford Bowling Club and Epping Town Centre community services (D)	31/12/2021	This activity has not started due to other priority commitments.	Property Development	10%	
1.3.3.2	Deliver Epping Library, Leisure and Learning Centre (LLC) upgrade (D)	28/02/2022		Place Services	80%	
1.3.3.3	Deliver Brodie Street shops public domain upgrade in Rydalmere (D)	30/09/2021		Place Services	100%	

**1.4: Ensure everyone has access to education and learning opportunities****1.4.1: Continue to improve and expand the City of Parramatta network of libraries**





Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
1.4.1.1	Implement priority recommendations of end-to-end review of the City of Parramatta Library service (D)	30/06/2022		Community Services	0%	


**1.7: Deliver effective, responsible, ethical leadership and decision-making, reflective of community needs and aspirations****1.7.2: Guide the preparation and implementation of the Community Strategic Plan and Council's response to it via implementation and reporting of the Delivery Program**




Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
1.7.2.1	Prepare Integrated Planning and Reporting (IPR) documents for community engagement and Council adoption (D)	30/06/2022		City Strategy	50%	




Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
<div>  Achieved/on track            Not Achieved            Data Not Available/Not Due         </div>									
<b>ACCESSIBLE - Service Measures</b>									
A01.1	Improved design outcomes that ensure positive long-term effects on our City, where development and infrastructure are designed to benefit the community	Providing design advice on major developments through the Design Competition Process	<b>The annual number of active architectural design competitions</b> Maintain	City Architect	Annual: = 8	9	9		
A01.1.1	Improved design outcomes that ensure positive long-term effects on our City, where development and infrastructure are designed to benefit the community	Providing urban design advice on development proposals in line with best practice city making, Parramatta Public Domain Guidelines and the Disability Discrimination Act	<b>Percentage of referrals completed in 14 days</b> Maintain	City Architect	Quarter: = 80%	80%	80%		
A01.1.2	Improved design outcomes that ensure positive long-term effects on our City, where development and infrastructure are designed to benefit the community	Deliver and upgrade City of Parramatta facilities so that they comply with the Disability Discrimination Act	<b>Percentage of CoP facilities that comply with the DDA</b> Maintain	Property Security Assets & Services	Quarter: ≥ 80%	80%	80%		
A02.1.4	Improved quality of life by managing the impact of unlawful parking. Improved safety and parking compliance in and around schools. Ensuring City and local commercial centres are patrolled resulting in the turnover of associated parking to support businesses	Parking Services	<b>Community Satisfaction with patrolling and enforcement of parking regulations - Annual Q2</b> Sustain or improve on previous year	Ranger & Parking Services	Annual ≥ 3.48	No Data	3.52		




Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
A02.1.5	Improved quality of life by managing the impact of unlawful parking. Improved safety and parking compliance in and around schools. Ensuring City and local commercial centres are patrolled resulting in the turnover of associated parking to support economic	Parking Services	<b>Community Satisfaction with availability of parking in commercial centres (city centre/local centres) - Annual Q2</b> Sustain or improve on previous year	Ranger & Parking Services	Annual: ≥ 3.02	No Data	3.08		
A02.1.6	Improved quality of life by managing the impact of unlawful parking. Improved safety and parking compliance in and around schools. Ensuring City and local commercial centres are patrolled resulting in the turnover of associated parking to support businesses	Parking Services	<b>Percentage of vehicles who lawfully occupy timed parking spaces within the LGA</b> Maintain	Ranger & Parking Services	Quarter: > 80%	86%	91%		
A03.1	Well managed, clean, convenient and affordable parking options that support the city centre	Provision of adequate paid parking, including street and multilevel car parks in Parramatta CBD	<b>Overall community satisfaction with Council's on-street and multi-level car parking facilities and services</b> Sustain compared to same quarter previous year	Paid Parking	2022/21: Q1 22% Q2 55% Q3 20% Q4 24%	43%	55%		
A03.2	Well managed, clean, convenient and affordable parking options that support the city centre	Provision of adequate paid parking, including street and multilevel car parks in Parramatta CBD	<b>Utilisation of paid parking services</b> Sustain or improve on same quarter previous year	Paid Parking	2020/21: Q1 50% Q2 33% Q3 31% Q4 55%	25%	33%		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
A04.1.2	Appropriate management of new development to achieve good sustainable outcomes having regard for environmental, and urban design factors while minimising adverse impacts on our communities	Provide professional planning advice, timely assessment of development applications within a transparent framework, aligned with industry best practice to meet legislative requirements	<b>Determination Timeframe of Standard Development Applications</b> Percentage in 75 Days	Development Assessment	Quarter: = 70%	62%	57%	Large number of older applications called in by the Chair of the Parramatta Local Planning Panel requiring resources to focus on DAs that have been with Council for longer than 75 days and allowing extensions to customers (mostly due to Public Health Orders).	
A04.1.3	Appropriate management of new development to achieve good sustainable outcomes having regard for environmental, social, environmental, and urban design factors while minimising adverse impacts on our communities	Provide professional planning advice, timely assessment of development applications within a transparent framework, aligned with industry best practice to meet legislative requirements	<b>Determination Timeframe of City Significant Development Applications</b> Percentage in 180 Days	Development Assessment	Quarter: = 80%	89%	88%		
A04.3	Appropriate management of new development to achieve good sustainable outcomes having regard for environmental, social, environmental, and urban design factors while minimising adverse impacts on our communities	Administer the tree application process and investigate breaches	<b>Percentage of tree permits determined within 21 days</b> Sustain or improve on previous year	Development Assessment	Quarter: ≥ 80%	67%	30%	Continued impact by Public Health Order restricting required site inspections.	

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
A05.1	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	<b>Community Satisfaction with the condition of local suburban roads - Annual Q2</b> Increase compared to previous year	Civil Infrastructure	Annual: > 3.55	No Data	3.67		
A05.2.1	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	<b>Community Satisfaction with the maintenance of footpaths - Annual Q2</b> Increase compared to previous year	Civil Infrastructure	Annual: > 3.58	No Data	3.67		
A05.2.2	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	<b>Community Satisfaction with provision of cycleways and facilities - Annual Q2</b> Increase compared to previous year	City Assets & Environment	Annual: > 3.55	No Data	3.69		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
A05.3	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	<b>Community Satisfaction with effectiveness of Council's stormwater drainage - Annual Q2</b> Sustain or improve compared to previous year	Civil Infrastructure	Annual: $\geq 3.79$	No Data	3.76	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.	
A05.5	Manage programs and initiatives that improve road safety and efficiency	Maintenance of traffic signs and line marking in accordance with legislative requirements	<b>Community Satisfaction with local traffic management - Annual Q2</b> Sustain or improve on previous year	Traffic & Transport	Annual: $\geq 3.46$	No Data	3.59		
A05.7.1	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	<b>Utilisation of Parramatta Valley Cycleway by Cyclists</b> Increase from same quarter previous year	Transport Planning	2020/21: Q1 73,815 Q2 71,374 Q3 78,409 Q4 81,709	90,948	85,416		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
A05.7.2	Civil Infrastructure assets meet community expectations and legislative requirements	Civil infrastructure asset and catchment management (inspection, street lighting, restoration and approval of public works for roads, cycling and footpaths, drainage, bridges, dams, special assets)	<b>Utilisation of Parramatta Valley Cycleway by Pedestrians</b> Increase usage from same quarter previous year	Transport Planning	2020/21: Q1 60,523 Q2 54,821 Q3 65,030 Q4 75,699	140,195	94,903		



KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold/ Stopped	Completed	D - Deliver P - Partner A - Advocate
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## 2.1: Design our City so that it is usable by people of all ages and abilities

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
2.1.2.1	Prepare a new Disability Inclusion Action Plan (DIAP) for community engagement and Council adoption (D)	30/06/2022		Community Services	60%	

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

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
2.2.1.1	Support successful delivery of Parramatta Light Rail Stage 1 (D)	30/06/2022		City Design	50%	

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

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

#### CP4

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
2.3.1.1	Finalise the Masterplan for the Central City Parkway (D)	30/06/2024		City Strategy	25%	
2.3.1.5	Develop the Parramatta River Spatial Framework (D)	30/06/2022		City Strategy	50%	



**2.4: Provide and upgrade roads and improve safety for all road users****2.4.1: Improve transport infrastructure and implement the priority schemes from the City's Integrated Transport Plan and Capital Works Program**

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
2.4.1.3	Deliver a program of traffic projects to improve road safety throughout the LGA (D)	30/06/2022		Development & Traffic Services	50%	










**2.5: Manage traffic congestion and access to parking****2.5.1: Provision of strategic transport planning and management**








Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
2.5.1.1	Develop and implement an Integrated Transport Plan for the Parramatta CBD (D)	31/12/2021		City Strategy	100%	


**2.5.2: Provision of strategic parking management**

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
2.5.2.1	Deliver priority actions from the Parramatta CBD Public Car Parking Strategy (D)	30/06/2022		Property Development	40%	
2.5.2.2	Deliver projects in the southern CBD to enhance amenity, accessibility, and safety: (D) - Streetscape upgrade and reconfiguration of Valentine Avenue to a two-way carriageway - Streetscape upgrade of Wentworth Street - Reconfigure Wentworth Street carpark entry and consolidated carpark exit - West-east pedestrian link through car park to Rivoli Way	31/12/2023	Detailed design plans for tender are due January 2022. There was a delay with obtaining Parramatta Traffic Committee approval for traffic plans due to rescheduled Council elections impacting meeting schedules. Subsequently, this has caused a delay in the project delivery plan.	Place Services	40%	



Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
 Achieved/on track  Not Achieved  Data Not Available/Not Due									
<b>GREEN - Service Measures</b>									
G01.1	Open space & natural area assets and facilities meet community expectations & legislative requirements	Open space & natural area management (bushland, waterways, open spaces, parks)	<b>Community Satisfaction with cleanliness of parks - Annual Q2</b> Sustain or improve on previous year	City Operations	Annual: $\geq 3.98$	No Data	3.98		
G01.2	Open space & natural area assets and facilities meet community expectations & legislative requirements	Open space & natural area management (bushland, waterways, open spaces, parks)	<b>Number of street trees planted</b> Increase based on same quarter previous year	Open Space & Natural Resources	2020/21: Q1 500 Q2 150 Q3 350 Q4 300	0	160		
G01.2.1	Open space & natural area assets and facilities meet community expectations & legislative requirements	Open space & natural area management (bushland, waterways, open spaces, parks)	<b>Community Satisfaction with planting of trees in your local area - Annual Q2</b> Sustain or improve on previous year	City Assets & Environment	Annual: $\geq 3.59$	No Data	3.71		
G01.2.2	Open space & natural area assets and facilities meet community expectations & legislative requirements	Open space & natural area management (bushland, waterways, open spaces, parks)	<b>Community Satisfaction with the quality of children's playgrounds &amp; equipment - Annual Q2</b> Sustain or improve on previous year	Open Space & Natural Resources	Annual: $\geq 3.99$	No Data	3.85	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.	
G02.2	Environmental sustainability initiatives delivered in accordance with community priorities and expectations	Environmental and sustainability programs and educational activities	<b>Tonnes of carbon emissions generated by Council operations</b> Decreasing trend on previous year	Sustainability & Waste	Quarter: TBC	No Data	0		
G03.1.1	Clean and usable public spaces, community facilities, business /local centres and local amenities	Cleansing services in the public domain	<b>Community Satisfaction with the cleanliness of streets - Annual Q2</b> Sustain or improve on previous year	Parks	Annual: $\geq 3.82$	No Data	3.86		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
G03.3.1	Clean and usable public spaces, community facilities, business /local centres and local amenities	Cleansing services in the public domain	<b>Community Satisfaction with the maintenance of sporting fields - Annual Q2</b> Sustain or improve on previous year	Parks	Annual: $\geq 3.95$	No Data	3.94	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.	
G04.1	High quality, efficient and reliable domestic and commercial waste services managed in a sustainable way	Management of domestic and commercial waste services	<b>Community Satisfaction with waste collection services - Annual Q2</b> Sustain or improve on previous year	Sustainability & Waste	Annual: $\geq 3.92$	No Data	4.00		
G04.2	High quality, efficient and reliable domestic and commercial waste services managed in a sustainable way	Management of domestic and commercial waste services	<b>Percentage of waste diverted from landfill</b> At least 50% by 2022	Sustainability & Waste	Quarter: $\geq 50\%$	52%	54%		
G05.1.1	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	<b>Inspections completed for all known registered/known food outlets - Annual Q4</b> % of total program	Health & Building Services	Annual: = 100%	No Data	No Data		
G05.2.1	Fire safety, swimming pool safety, building compliance, health safety, food outlets safety and protection of the natural environment from all forms of pollution	Environmental & Public Health Protection & Compliance	<b>Percentage complete of registered cooling towers inspection program - Annual Q4</b> Maintain	Health & Building Services	Annual: = 100%	No Data	No Data		
G07.1.3	Improved quality of life by managing the impact of building activities, illegal dumping, unlawful use of public spaces and responsible companion animal ownership within local communities	Ranger Services	<b>Number of total animals registered per year - Annual Q4</b> Maintain	Ranger & Parking Services	Annual: $\geq 2,500$	No Data	No Data		
G08.1.1	Certification Services to provide quality and safety of the built environment in accordance with legislation and standards	Certification Services	<b>Number of Building information Certificate Applications received for unapproved or unlawful building constructions</b> Decrease based on previous year	Certification	Quarter: TBC	14	24		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
G08.12	Certification Services to provide quality and safety of the built environment in accordance with legislation and standards	Certification Services	<b>Number of building Information Certificate Applications for unapproved or unlawful building constructions that are not approved</b> Decrease based on previous year	Certification	Quarter: TBC	14	24		



KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed	D - Deliver P - Partner A - Advocate
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### 3.1: Protect and enhance our natural environment

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


Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
3.1.1.1	Implement key initiatives identified in Council's Environmental Sustainability Strategy focusing on a tree canopy plan, an urban heat plan, waterways improvement, flood reduction, and energy plan and major road street lighting upgrades (D)	30/06/2023		City Strategy	50%	

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

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









Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
3.4.1.1	Put in place an agreement with Schools Infrastructure NSW (SINSW) to increase community access to open space and facilities and joint planning of new schools (P)	30/06/2025		City Strategy	100%	
3.4.1.3	Deliver a new sporting field and pavilion as part of Newington Reserve upgrade (D)	30/06/2022		City Assets & Operations	50%	
3.4.1.4	Deliver a new sporting pavilion as part of the Boronia Park amenities upgrade (D)	31/12/2021	Construction contractors in liquidation, procurement of new contractors underway	City Assets & Operations	70%	

**3.5: Prepare for and lessen the impacts of extreme weather events****3.5.2: Provide flood management and resilience planning activities**

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
3.5.2.2	Deliver Stage 1 Milson Park Masterplan to provide environmental sustainability and nature based recreation: (D, P) - Shared pathway and pedestrian bridge - Nature play and fitness stations - Seating and landscaping	31/01/2022	Milson Park construction commenced mid 2020. Construction estimated to complete June 2022. Project delays related to soil remediation and COVID-19 stop work orders.	Place Services	50%	






**3.6: Promote energy and water efficiency, renewable energy sources, and reduced emissions and waste****3.6.2: Increase waste diversion from landfill and reduce resource consumption**

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
3.6.2.4	Deliver a new Community Recycling Facility (D)	30/06/2024		City Assets & Operations	50%	

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
 Achieved/on track  Not Achieved  Data Not Available/Not Due									
<b>WELCOMING - Service Measures</b>									
W01.1	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	<b>Percentage of days Riverside venues are utilised for performances and events annually</b> Maintain or increase above target	Riverside Theatre	Annual: $\geq 75\%$	0%	12%	Due to the ongoing COVID-19 restrictions Riverside venues had reduced activity for the second quarter with no activity in the first two months of the quarter.	
W01.2	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	<b>Community satisfaction with Riverside Theatres - Annual Q2</b> Sustain or improve on previous year	Riverside Theatre	Annual: $\geq 4.00$	No Data	3.84	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.	
W01.3	Access to professionally serviced venues for performance presentations and for business and community events	Riverside Theatres Venues	<b>Percentage of Riverside's available seating capacity utilised annually</b> Maintain or increase above target	Riverside Theatre	Annual: $\geq 60\%$	0%	32%	Due to the ongoing COVID-19 restrictions Riverside venues had reduced activity for the second quarter with no activity in the first two months of the quarter.	
W02.2	Commission, produce and present a year-round local, national and international performance and screen program for the general public, schools and special interest groups	Total Riverside Program	<b>Attendances at Total Riverside Program of performances (events held at Riverside and elsewhere)</b> Maintain or increase on previous year	Riverside Theatre	Annual: $\geq 165,000$	2,878	12,960	Riverside Theatres closure due to ongoing impact COVID-19 restrictions impacted live performances, with some digital performances possible.	
W05.1	Community is proud of the opportunities to experience arts and culture	Arts & Culture program development and delivery	<b>Number of art and cultural programs developed and delivered - Annual Q4</b> Maintain or increase on previous year	Cultural Strategy	Annual: $\geq 3,851$	No Data	No Data		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
W05.1.1	Community is proud to experience opportunities to experience arts and culture	Deliver Parramatta Artists' Studios including studio tenancy and professional development programs for artists, as well as creative participation programs for the community	<b>Increase of creativity experienced by participants of cultural experiences delivered by Parramatta Artists' Studios</b> 70% of respondents score 7 out of 10 or above for creativity stimulated - Annual Q4	Parramatta Artists' Studios & Cultural Services	Annual: $\geq 70\%$	No Data	No Data		
W05.1.2	Community is proud to experience opportunities to experience arts and culture	Deliver Parramatta Artists' Studios including studio tenancy and professional development programs for artists, as well as creative participation programs for the community	<b>Number of artworks commissioned, including public artworks, delivered by Council</b> 10 artworks annually - Annual Q4	Parramatta Artists' Studios & Cultural Services	Annual: = 10	No Data	No Data		
W06.1	Opportunities for the community to participate, celebrate and commemorate in the civic, heritage and cultural life of the City	Produce and deliver Events & Festivals, Civic events, key event partnerships and Community Events Grants	<b>Combined attendance at events and festivals</b> Increase over previous years	Events & Festivals	2020/21: Q1 0 Q2 131,000 Q3 2,773 Q4 7,356	3,156	41,888	Events attendance: Foundation Day (online): 21,300 Long Table: 400 Lanes: 7,100 NYE: 10,000 Civic combined: 3,088  Attendance impacted due to COVID-19 with events either cancelled, online or hybrid in the way they were delivered.	
W06.1.1	Opportunities for the community to participate, celebrate and commemorate in the civic, heritage and cultural life of the City	Produce and deliver Events & Festivals, Civic events, key event partnerships and Community Events Grants	<b>Satisfaction with Events and Festivals delivered by Council</b> Sustain or improve on previous year (scale out of 10) - Annual Q4	Events & Festivals	Annual: $\geq 8.4$	No Data	8.80		



Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
W07.1	Tourism delivers local economic, cultural and social benefits and visitor services enhance the perception of Parramatta as a place people want to visit	Tourism Development & Visitor Services	<b>Number of attendees at key destinations &amp; tourist attractions</b> Increase 2% over previous years	Marketing & Brand	2020/21: Q1 538,928 Q2 536,755 Q3 554,681 Q4 558,009	492,553	No Data	Unable to obtain the data from the official data source.	
W08.1.1	Tourism delivers local economic, cultural and social benefits and visitor services enhance the perception of Parramatta as a place people want to visit	The delivery of Research and Collection Management, Tourism Industry Product Development, Visitor Services programs and the Visitor information Centre	<b>Combined attendance at cultural heritage and tourism programs - Annual Q4</b> Sustain on previous year	Parramatta Artists' Studios & Cultural Services	Annual: = 4,000	No Data	No Data		
W08.1.2	Share and celebrate our cultural heritage assets and stories	The delivery of Research and Collection Management, Tourism Industry Product Development, Visitor Services programs and the Visitor information Centre	<b>Digital engagement with City of Parramatta's cultural heritage resources</b> Sustain from previous years	Parramatta Artists' Studios & Cultural Services	Annual: Monitor	85,975	289,561		
W09.4	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City and Council	<b>Number of visitors to City Marketing Platforms</b> Increase on previous year - Annual Q4	Digital & Marketing	Annual: > 5%	5	19		
W09.5	Position the City of Parramatta as a destination of choice to live, work, study and play, resulting in improved perceptions, community pride, increased visitation, economic prosperity and sustainability.	Market the City and Council	<b>Community Satisfaction with Parramatta as a place to live - Annual Q2</b> Increase on previous year	Research & Engagement	Annual: > 7.57	No Data	7.23	While target was not technically met, result is sustained on previous year with a variance that is not statistically significant.	



KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed	D - Deliver P - Partner A - Advocate
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#### 4.1: Acknowledge the Darug peoples as the traditional custodians of this land and make Parramatta a leading City of Reconciliation









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




Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
4.1.1.1	Complete a City of Parramatta First Nations Strategy for community engagement and Council adoption (D)	30/06/2022		Community Services	30%	

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

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
4.2.3.2	Complete the Cultural Infrastructure Strategy and present to Council for adoption (D)	30/06/2022	Progression of the Infrastructure Plan being reviewed in line with refresh of overall Cultural Strategy, with the aim of ensuring effective integration	City Strategy	50%	

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
<div>  Achieved/on track            Not Achieved            Data Not Available/Not Due         </div>									
<b>THRIVING - Service Measures</b>									
T02.1	Jobs growth and increased inbound investment	Economic Development activities	<b>Percentage net increase in investment inquiries (website, phone and email)</b> Increase based on previous year	Economic Development	Annual: > 5%	100%	0%	There was no net increase in investment enquiries to Council during the reporting period, speculated to be a result of ongoing health restrictions and business closures during the COVID-19.	
T03.1	Increase investment in the City of Parramatta to provide the Community with the desired jobs, education and health facilities	Actively market Parramatta as Sydney's Central City	<b>Net job growth within the City of Parramatta LGA</b> Increase on same quarter previous year > 6%	Marketing & Brand	2020/21: Q1 195,320 Q2 195,589 Q3 185,273 Q4 190,940	189,803	192,376	Data reported is for Q3 2020. COVID-19 restrictions have impacted job growth throughout the LGA.	
T04.1	Drive visitation to the City of Parramatta resulting in strong economic performance	Drive visitation to the City of Parramatta resulting in strong economic performance	<b>Visitation numbers within the City of Parramatta</b> Sustain or improve on same quarter previous year ≥ 3%	Marketing & Brand	2020/21: Q1 412,928 Q2 231,995 Q3 120,351 Q4 197,062	341,298	265,250		
T05.2	Improve perception of the City of Parramatta as a desirable place to work	Market the City and Council	<b>Satisfaction of businesses who rate Parramatta as place to work/do business – Annual Q2</b> Sustain or improve on previous year	Research & Engagement	Annual: ≥ 7.71	No Data	No Data	Due to the COVID restrictions and lockdown, responses were unable to be obtained from businesses.	
T06.1	Maintain community safety and amenity of the public domain	Timely response to public domain amenity issues	<b>Percentage of Service Requests from customers or Councillors for Place Services responded to within 48 hours</b> Maintain	Place Services	Quarter: = 100%	100%	100%		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
T10.1	Position the City of Parramatta as a destination of choice to live, work and play	Market the City and Council	<b>Percentage of respondents who would consider visiting Parramatta - Annual Q4</b> Increase on previous year	Marketing & Brand	Annual: > 73%	No Data	No Data		
T10.2	Position the City of Parramatta as a destination of choice to live, work and play	Market the City and Council	<b>Percentage of respondents who are prompted are aware of the City Brand - Annual Q4</b> Maintain	Marketing & Brand	Annual: = 28%	No Data	No Data		
T11.1	A safe and livable city	The provision of Citysafe CCTV network	<b>Percentage of time network is available (excluding areas impacted by Parramatta Light Rail construction)</b> Maintain	Property Security Assets & Services	Quarter: ≥ 90%	90%	90%		



KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed	D - Deliver P - Partner A - Advocate
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## 5.1: Accelerate local jobs growth and support people in finding employment

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.1.1.1	Complete an updated Economic Development Plan (D)	30/06/2022	Due to resourcing and redesign, this project is off track, however work has commenced, and a revised project plan is in development to finalise this project by September 2022. This Strategy will be incorporated into the holistic review of all our Strategies.	City Strategy	15%	

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

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.2.1.3	Develop a new Cultural Plan, in line with the Community Strategic Plan process (D)	30/06/2022	Due to resourcing and redesign, this project is off track, however work has commenced, and a revised project plan is in development to finalise this project by September 2022. This Strategy will be incorporated into the holistic review of all our Strategies.	City Strategy	20%	

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.2.3.1	Re-develop Riverside Theatres as part of progressing planning for a new cultural precinct in Parramatta (P)	30/06/2025		Property Development	30%	




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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.2.5.2	6 & 8 Parramatta Square: Deliver new public square and public domain upgrades to Church and Darcy Streets (D)	31/12/2023		Property Development	50%	





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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.2.6.1	Lennox Bridge Car Park Development: Deliver a new boardwalk along the river foreshore and public domain upgrades to Freemasons Arms Lane (D)	30/06/2022		Property Development	100%	



**5.2.8: Plan and deliver a range of options to maximise Council's financial returns on its publicly owned assets**

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.2.8.1	Complete the whole of property asset strategy (D)	31/12/2023		Property Security Assets & Services	10%	
5.2.8.2	Complete the Horwood Place compulsory acquisition process to secure the best possible commercial return for Council (D)	31/05/2023		Property Development	75%	
5.2.8.3	Complete the Interface Agreement with Sydney Metro that covers the Metro West corridor, the Horwood station box and the Public Domain and interface with Civic link (D)	30/09/2021	Negotiation of the Interface Agreement commenced later than anticipated due to a delay in receiving approval of the external lawyer's fees.	Property Development	50%	



**5.3: Plan and deliver a vibrant, attractive and safe CBD and local centres****5.3.1: Plan and design distinctive neighbourhoods and CBD precincts that have unique local identity and are places where people want to be**

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.3.1.2	Deliver local community works identified in Masterplans (including North Rocks Masterplan, Dence Park Masterplan, and Heart of Play Masterplan) (D)	30/06/2022		Place Services	80%	
5.3.1.4	Develop a community-led Neighbourhood Place Plan for Wentworth Point, Epping, and the Parramatta CBD to inform local service and project delivery (D)	30/06/2022		Place Services	40%	
5.3.1.6	Deliver a Masterplan for Granville Town Centre (D)	31/12/2021		Place Services	100%	
5.3.1.7	Deliver key projects under the NSW Government Telopea Precinct Masterplan - Acacia Park and Sturt park upgrade (D)	31/03/2022		Place Services	80%	

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.3.2.3	Deliver under the NSW Government Parramatta Road Urban Amenity Improvement Program (PRUAIP) - Good and Bridge Street transformation Project, Alfred Street cycleway, and FS Garside park upgrade (D, P)	30/06/2023		Place Services	30%	
5.3.2.4	Upgrade Arthur Phillip Park to include a district playground, fitness stations, improved parking, water stations, picnic areas & lighting (D)	31/12/2022		Place Services	30%	








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



Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.3.5.1	Deliver Charles Street Square, Old Kings Foreshore and Parramatta Weir (D)	30/06/2022		City Design	50%	
5.3.5.2	Set design and program priorities for the implementation of the Civic Link Framework Plan (connecting Parramatta Square to the Parramatta River City foreshore) (D)	30/06/2022		City Design	10%	

**5.4: Ensure Parramatta has a thriving day and night time economy****5.4.1: Facilitate local employment and economic growth through the delivery of targeted Economic Development activities**

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
5.4.1.2	Complete the Late-Night Trading Development Control Plan to encourage and plan for a safe and vibrant night life (D)	31/12/2021	The Late Night Trading (LNT) DCP was planned for completion and adoption by December 2021. Resourcing constraints led to a delay of the LNT DCP. The LNT DCP is currently on public exhibition till 31 January 2022 following endorsement by Council in November 2021.	City Strategy	60%	



Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
<div>  Achieved/on track            Not Achieved            Data Not Available/Not Due         </div>									
<b>INNOVATIVE - Service Measures</b>									
102.1	Partnerships support the delivery of our vision and priorities	Work collaboratively to support sustainable economic growth by supporting small business, attracting investment, and leveraging strategic partnerships with key stakeholders	<b>Percentage of existing strategic partners are satisfied with Council - Annual Q4</b> Sustain or improve on previous year	Strategic Partnership	Annual: $\geq 75\%$	No Data	No Data		
105.1	Council is Financially sustainable and provides transparent, value for money services, according to the priorities of the Community	Financial Reporting and Controls (Accounting, Financial Systems and Taxation and Treasury)	<b>Community Satisfaction with value for money provided in return for rates paid each year - Annual Q2</b> Sustain or improve on previous year	Research & Engagement	Annual: $\geq 3.55$	No Data	3.59		
107.1	Customer satisfaction with Council's internal and external customer services	Provide information and services to customers via four channels – Telephone, Face-to-Face, Corporate Reception and Digital Streams (Web Chat, Social Media and Emails)	<b>Percentage of calls answered within 30 seconds</b> Sustain or increase	Customer Service Centre	Quarter: $\geq 80\%$	92%	86%		
107.4	Customer satisfaction with Council's internal and external customer services	Provide information and services to customers via four channels – Telephone, Face-to-Face, Corporate Reception and Digital Streams (Web Chat, Social Media and Emails)	<b>Percentage of customer contacts resulting in formal complaints</b> Maintain	Customer Service Centre	Quarter: $< 0.25\%$	0.00%	0.00%		

Code	Outcome	Service	Measure & Target Description	Business Unit	Target	Q1 Actual	Q2 Actual	Comment	Status
107.6	Customer satisfaction with Council's internal and external customer services	Provide information and services to customers via four channels – Telephone, Face-to-Face, Corporate Reception and Digital Streams (Web Chat, Social Media and Emails)	<b>Percentage of average customer wait time that is less than 5 minutes</b> Sustain or improve	Customer Service Centre	Quarter: $\geq 80\%$	No Data	80%		
109.1	Appropriate management of new development to new development to achieve good sustainable outcomes having regard for environmental, social, environmental, and urban design factors while minimising adverse impacts on our communities	Provide professional planning advice, timely assessment of development applications within a transparent framework, aligned with industry best practice to meet legislative requirements	<b>Community Satisfaction with Development Application Service - Annual Q2</b> Sustain or improve on previous year	Development & Traffic services	Annual $\geq 3.21$	No Data	3.21		



KEY	Progressing – on track	Progressing – off track	Not Due to Start	On Hold / Stopped	Completed	D - Deliver P - Partner A - Advocate
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## 6.1: Engage in strategic planning and implement innovative solutions to manage the growth of our City

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
6.1.1.1	Complete the harmonisation of LEPs, DCPs and Development Contributions Plans (D)	30/06/2022		City Planning	65%	
6.1.1.2	Complete the CBD Planning Proposal (D)	30/06/2022		City Planning	85%	

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
6.1.3.1	Develop a new Social Investment Action Plan (D)	30/06/2022		Community Services	20%	

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

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
6.2.2.1	Complete Council's Domestic and Family Violence Action Plan (D)	30/06/2022		Community Services	95%	

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

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
6.3.1.3	Deliver CBD Phillip Street Smart Street Stage 2 CBD improvement project (D)	30/12/2022	Phillip Street Smart Street stage 2 is progressing off track. Detailed design plans due for completion by January 2022. Delay in obtaining Parramatta Traffic Committee approval for traffic plan due to rescheduled Council elections impacting meeting schedules. Subsequently this has impacted the detailed design delivery timeframes.	Place Services	50%	

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

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

Code	Focus Area	Due Date	Comments	Business Unit	Progress	Status
6.5.3.2	Review and update the Parramatta River Flood Study (D)	30/06/2023		City Assets & Operations	50%	

**FOR NOTATION**

**ITEM NUMBER** 12.3  
**SUBJECT** NOTE LATE REPORT: Quarterly Budget Review - December 2021  
**REFERENCE** F2022/00105 - D08443317  
**REPORT OF** Financial Planning and Analysis Manager

**CSP THEME:** FAIR

**WORKSHOP/BRIEFING DATE:** Councillor Induction, 3 March 2022  
 Finance Committee, 15 March 2022  
 Strategy Day, 19 March 2022

**PURPOSE:**

The purpose of this report is to present to Councillor the second quarterly budget review to December 2021.

**RECOMMENDATION**

**That** Council note that a late report will be included in a supplementary agenda and distributed to Councillors prior to the Council Meeting.

**BACKGROUND**

1. Clause 203 of the Local Government (General) Regulation 2021 requires the Responsible Accounting Officer (Chief Finance and Information Officer) to prepare and submit to the Council a Quarterly Budget Review Statement that shows by reference to the estimates of income and expenditure set out in the Operational Plan, a revised estimate of the income and expenditure for the full financial year.
2. The Responsible Accounting Officer is also required to report whether the financial position of the Council is satisfactory, having regard to the original estimate of income and expenditure.

**ISSUES/OPTIONS/CONSEQUENCES**

3. A report on the quarterly budget review – December 2021 quarter will be included in a supplementary agenda to be circulated to Councillors prior to the Council Meeting.

**CONSULTATION & TIMING**Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
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Full details to be provided in supplementary report.				
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### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
Full details to be provided in supplementary report.				

### **LEGAL IMPLICATIONS FOR COUNCIL**

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

### **FINANCIAL IMPLICATIONS FOR COUNCIL**

7. A report on the quarterly budget review – December 2021 quarter will be included in a supplementary agenda to be circulated to Councillors prior to the Council Meeting.

Amit Sharma  
**Financial Planning and Analysis Manager**

John Angilley  
**Chief Finance and Information Officer**

Brett Newman  
**Chief Executive Officer**

### **ATTACHMENTS:**

### **REFERENCE MATERIAL**

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## **FOR COUNCIL DECISION**

**28 MARCH 2022**

13.1	Counting of petitions for referral of a development application to the Parramatta Local Planning Panel .....	126
13.2	Condition of the heritage listed property at 10 New Zealand Street, Parramatta.....	134
13.3	CBD Carparking Strategy .....	139
13.4	Draft Melrose Park South Site-Specific Development Control Plan and Planning Agreement.....	245

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**FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.1
<b>SUBJECT</b>	Counting of petitions for referral of a development application to the Parramatta Local Planning Panel
<b>REFERENCE</b>	F2022/00105 - D08415668
<b>REPORT OF</b>	Group Manager - Development and Traffic Services

**CSP THEME: ACCESSIBLE**

**WORKSHOP/BRIEFING DATE: NIL**

**PURPOSE:**

To respond to Council's resolution made on 22 November 2021, specifically relating to how petitions and form letter submissions are counted for the purposes of a referral of a development application to the Parramatta Local Planning Panel.

**RECOMMENDATION**

- (a) **That** Council note the changes to Council's website to assist the community in making submissions on development applications.
- (b) **Further, that** Council write to the Minister of Planning and Homes advocating for a change to how petitions and form letter submissions are counted for the purposes of referral of a development application to the Parramatta Local Planning Panel.

**BACKGROUND**

- 1. Council at its meeting on 22 November 2021, resolved:

***That** the following actions be undertaken to improve the information to residents when making a submission on a Development Application:*

- i. Revise information on Council's website to explain what constitutes a unique submission;*
- ii. Revise information on Council's website to explain the importance of unique submissions as they relate to triggers for determination of a DA by the Parramatta Local Planning Panel;*
- iii. Revise information on Council's website to provide advice on how to write a unique submission;*
- iv. Investigate whether a generic template can be generated to assist residents structure their submission when making an on-line submission;*
- v. Revise information on Council's website to further explain how petitions and form letter submissions are counted;*
- vi. Provide a report to the Policy Advisory Committee (for subsequent approval by Council) investigating appropriate policy changes on how petitions with a significant number of signatories may be counted.*

- 2. The actions listed i to vi in Council's resolution have been addressed as follows:

3. In respect of action (i), information on Council's website has been revised to explain what constitutes a unique submission ([Submissions | City of Parramatta \(nsw.gov.au\)](https://www.cityofparramatta.nsw.gov.au/submissions))
4. In respect of action (ii), Information on Council's website has been revised to explain how this relates to referral of applications to the Parramatta Local Planning Panel. Clarification has been provided to advise that petitions and form letters are counted as a single submission in line with guidance from the Department of Planning and Environment ([Common questions about Local Planning Panels - \(nsw.gov.au\)](https://www.dpe.nsw.gov.au/common-questions-about-local-planning-panels)). Information on the Department's website relevantly advises:  
***When a DA is the subject of 10 or more unique submissions by way of objection it must be referred to the panel for determination. What is considered a 'unique' submission?***  
*For a submission to be counted it would need to be in substance unique, distinctive or unlike any other submission.*  
  
*By way of example, this would preclude form letters and petitions being counted more than once toward the total number of unique submissions. Similarly, a single submission signed by 10 people would count as one unique submission.*  
  
*One individual, or one household, could potentially submit multiple unique submissions. Separate unique submissions can be made in relation to the same issue.*  
  
*Council assessment staff are best placed to determine whether a submission is 'unique'.*
5. In respect of action (iii), Council's website has been updated to explain what constitutes a unique submission and a generic template with advice notes has been created to assist our community in preparing a unique submission.
6. In respect of action (iv), a generic submission template has been created to assist the community structure their submission. The use of the template is entirely voluntary (refer **Attachment 1**).
7. In respect of action (v), please refer to comments under (ii) above.
8. In respect of action (vi) terms of referral for application to a Local Planning Panel (Panel) are set by Ministerial direction of 23 February 2018 (effective 1 March 2018). The updated Ministerial direction of 30 June 2020 continues to refer to *unique* submissions. This includes specifying a minimum number of submissions as one of the 'triggers' for referral. The Ministerial direction specifies that those submissions must be by way of objection, and must be *unique*. The following section explains this in further detail.

## COUNTING OF PETITIONS

9. The Panels will only consider applications where the pre-requisite number of *unique* submissions has been met. The Panel uses the Department's definition of what constitutes a unique submission as stated in paragraph 4.

10. The Ministerial direction relating to Panels relates to all councils with a Panel across New South Wales. The guidance on what constitutes a unique submission as published by the Department of Planning and Environment also applies across the State.
11. Council is obligated to ensure that only *unique* submissions are counted when referring any applications to the Panel. In defining what constitutes a *unique* submission, Council must be guided by the Department of Planning and Environment. This ensures consistency and clarity for submitters as well as applicants across all development applications. This ensures Council is meeting its legal obligation in terms of operation of the Panel, which itself is a constituted obligation under Division 2.5 of the *Environmental Planning and Assessment Act, 1979*.
12. This also avoids any operational problems with the Panel and creation of false expectations among our community who may have signed a petition and/or provided a form letter expecting that to be sufficient to trigger referral to a Panel meeting.
13. However, if Council is of a view that all persons who sign a petition or submit a form letter should be counted as individual submissions or petitions depending on the number of signatories be counted a particular way, then it is recommended that Council write to the Minister for Planning and Homes, The Honourable Anthony Roberts MP, and advocate for inclusion of petitions and form letters as individual submissions.

### **CONSULTATION & TIMING**

14. No stakeholder consultation was undertaken or is considered necessary based on the current Council resolution as the matter of unique submissions relates to legislation in the constituting of Local Planning Panels, Ministerial direction in setting the terms of reference to the Panels and in guidance from the Department of Planning and Environment on what constitutes a unique submission. This matter has not been forwarded to the Policy Advisory Committee as any potential change to how petitions or form letters are counted would be a legislative change.

#### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
NIL				

#### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility

8 March 2022	Councillor Garrard	Acknowledged that unique submissions are noted in Ministerial Direction and definition of <i>unique</i> provided in guidance by the Department of Planning & Environment	Noted	Group Manager Development & Traffic Services
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## LEGAL IMPLICATIONS FOR COUNCIL

17. The Minister's direction requires councils to count only unique submissions when confirming what applications must be determined by Local Planning Panels. This requirement has existed since 2018. The Department of Planning and Environment has provided guidance to councils on what constitutes a unique submission. Should Council decide to count petitions and form letters as multiple submissions, this would be contrary to the Minister's direction as written and applied to date.
18. Based on the Minister's direction the Panel is bound only to consider unique submissions as the trigger for Panel referral and in their deliberations. A proposal to count petitions and form letters as multiple submissions would create operational confusion as the Panel would still only consider unique submissions. This would have implications for community expectations with Council potentially treating petitions and form letters differently from State requirements for referral to a Local Planning Panel.

## FINANCIAL IMPLICATIONS FOR COUNCIL

There are no unbudgeted financial implications for Council associated with this matter. The letter can be written using existing staff resources.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
<b>Revenue</b>	NIL	NIL	NIL	NIL
Internal Revenue				
External Revenue				
<b>Total Revenue</b>				
<b>Funding Source</b>				
<b>Operating Result</b>	NIL	NIL	NIL	NIL
External Costs				
Internal Costs				
Depreciation				
Other				
<b>Total Operating Result</b>				
<b>Funding Source</b>				
<b>CAPEX</b>	NIL	NIL	NIL	NIL

CAPEX				
External				
Internal				
Other				
<b>Total CAPEX</b>				

Mark Leotta

**Group Manager - Development and Traffic Services**

John Angilley

**Chief Finance and Information Officer**

Jennifer Concato

**Executive Director City Planning and Design**

Brett Newman

**Chief Executive Officer**

**ATTACHMENTS:**

1   Submissions template 3 Pages

**REFERENCE MATERIAL**

# Submission

## RELATING TO A DEVELOPMENT APPLICATION

**DA NUMBER:**

**SITE ADDRESS:**

**NAME:**

**ADDRESS:**

**DATE:**

**PLEASE INDICATE BELOW:**

- **I SUPPORT THE PROPOSAL**
- **I OBJECT TO THE PROPOSAL**

The above development will have the following impacts on my amenity/property:

# Submission

## RELATING TO A DEVELOPMENT APPLICATION

The above development will have the following impacts on my amenity/property:

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I would like to see the following changes made to the plans:

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Please note that concerns around property values are not a matter Council can take into consideration in determining the merits of a proposal.



# Submission

## ASSISTANCE WITH WRITING A SUBMISSION

- Good submissions are fairly short and to the point.
- They do not use emotive language or personal criticism.
- They focus on non-compliances only where that has a significant impact, and they suggest changes that might resolve the problems identified.
- They clearly state the concerns with the proposed development and how the proposed development affects their property or area
- Some valid concerns with the development may be
  - type of land use is not appropriate
  - appearance or character
  - overshadowing eg. shadows cast by the proposed building onto the neighbor's back yard or windows
  - overlooking eg. potential views from upstairs windows and balconies into the neighbor's back yard or windows
  - traffic generated
  - parking concerns
  - noise generated
  - proposed development is at odds with the Local Environment Plan, Development Control Plan or any State Policies.

In line with advice from the Department of Planning, Industry and Environment, only unique submissions are counted. For a submission to be considered unique, it needs to be in substance unique, distinctive or unlike any other submission.

- Petitions are not considered unique submissions in line with the above advice. They will count as only one submission
- Pro-forma or form letters, where the contents are identical to other letters, are not considered unique submissions. They will count as only one submission

Ten unique submissions objecting to a Development Application requires the application to be determined by the Parramatta Local Planning Panel. All submitters are invited to attend the Panel meeting.

**FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.2
<b>SUBJECT</b>	Condition of the heritage listed property at 10 New Zealand Street, Parramatta
<b>REFERENCE</b>	F2022/00105 - D08417925
<b>REPORT OF</b>	Group Manager - Development and Traffic Services

**CSP THEME:**           **ACCESSIBLE**

**WORKSHOP/BRIEFING DATE:** Nil

**PURPOSE:**

To respond to Council's resolution of 22 November 2021 regarding the heritage listed property at 10 New Zealand Street, Parramatta, known as Wavertree.

**RECOMMENDATION**

- (a) **That** Council note that there are no legal powers available to Council to require a property owner to maintain a locally listed heritage item.
- (b) **Further, that** the Lord Mayor write to the Minister for Planning and Homes and the Minister for Environment and Heritage requesting the investigation of powers councils could be given through amendments to current NSW planning and heritage legislation to prevent the deterioration of locally list heritage properties through owner neglect.

**BACKGROUND**

1. At the Council meeting of 22 November 2021, Council resolved:

*RESOLVED           (Prociv/Wilson)*

*(a) **That** Council liaise with the Office of Heritage to ensure the James Houison designed "Wavertree" located at 10 New Zealand Street, Parramatta is not in a state of disrepair.*

*(b) **Further, that** a report be provided to Council in February 2022 on the status of the matter.*

2. The motion, moved by Councillor Prociv, arose from a concern raised by a member of the public, whose family had a prior association with the property in question, that Wavertree was in need of repair.
3. The property at 10 New Zealand Street, Parramatta is a locally listed heritage item under the Parramatta Local Environmental Plan 2012 and is known as *Wavertree*.

## ISSUES

4. Council staff, including Council's Heritage Advisor and Group Manager Development and Traffic Services, as well as an officer from Council's Regulatory Services team have investigated this matter.
5. In December 2021, the property owner was contacted. Council was informed the owners are overseas, and therefore, a representative of the owner responded to Council. Staff have been in subsequent discussion with the representative. The representative advised they were unaware of any maintenance repair work required and would check the property. Council staff also sought an on-site inspection with the representative if the property owner was agreeable. To date there has been no further update from the property owner's representative in respect of any repairs that may be needed or the request for an on-site inspection. Council staff have sought an update on several occasions.
6. Council's Heritage Advisor has inspected the site from the street frontage only. This location afforded a limited view of the property and building. However, Council's Heritage Advisor did identify items requiring a level of repair. These included deteriorating front fence palings, sagging gutters and movement of some roof tiles which may allow the ingress of water.
7. Unfortunately, there are no legal powers conferred under either the *Local Government Act 1993* nor the *Environmental Planning and Assessment Act 1979* to enable Council to enter the property for the purposes of an inspection nor compel a property owner to undertake repairs or maintenance works to their property, whether those works be urgent or otherwise, to a local heritage item listed in the Local Environmental Plan. Only in circumstances of a risk to public safety can Council compel a property owner to maintain their property, which is not the case with this property.
8. Council's Heritage Advisor has contacted the NSW Office of Environment and Heritage who have confirmed that they also hold no legislative powers in such matters and cannot advise whether or not Wavertree is in a state of disrepair. It should be noted that under the Heritage Act 1977 there are provisions relating to maintenance and repair to items on the State Heritage Register only. These provisions do not extend to locally listed heritage items though.
9. On the basis that there is no legislated ability to enter the property or compel a property owner to undertake repair and maintenance works to a local heritage item, should such work be in fact required, Council staff can take no action to affect any repair or maintenance work.
10. Council staff wrote to the property owner and their representative on 21 February 2022 to explain the heritage significance of the dwelling and seek their cooperation in completing any repairs to the dwelling that may be required in a timely manner and on an ongoing basis. Council staff have also informed the property owner of Council's Local Heritage Fund scheme which may be of assistance in funding some of the maintenance works needed. The property owner would be required to make an application for the funds and this would be subject to assessment against the relevant criteria before it could be awarded.

This scheme offers funding up to 25% of the value of the work, up to a maximum of \$3,300. At the time of finalising this report, Council had not received a response from the property owner.

11. It is recommended that the Lord Mayor write to the Minister for Planning and Homes and the Minister for Environment and Heritage requesting an investigation of powers that could be given to councils through amendment to current NSW planning and heritage related legislation to prevent the deterioration of heritage properties through owner neglect.
12. The absence of sufficient legislation available to councils to protect or prevent locally listed heritage properties failing into a state of disrepair through neglect, has also prompted City of Sydney Council to resolve in May 2021 to also advocate for legislation changes with the relevant Ministers.

## CONSULTATION & TIMING

### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
Various Dec 2021	Property owner	Telephone conversations Owner advised they would inspect property	Requested an update on property condition and permission to view the property	Council Heritage Advisor Regulatory Services compliance officer
22 Dec 2021	Property owner	No response to email from Council	Noted	Council Heritage Advisor
18 Jan 2022  18 Feb 2022	Property owner  Heritage NSW	No response to email from Council No legislative ability to compel site inspection or repairs	Noted  Noted	Council Heritage Advisor Council Heritage Advisor
21 Feb 2022	Property owner	No response to email from Council	Noted	Group Manager Development & Traffic Services

### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
7 March 2022	Councillor Proxiv	Concern with ongoing neglect and absence of legislation to assist council	Noted. Recommendation is to advocate for legislative change	Group Manager Development & Traffic Services

## LEGAL IMPLICATIONS FOR COUNCIL

15. There are no legal implications for Council associated with this matter.

## FINANCIAL IMPLICATIONS FOR COUNCIL

There are no unbudgeted financial implications for Council associated with this matter. The letter can be written using existing staff resources.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
<b>Revenue</b>	NIL	NIL	NIL	NIL
Internal Revenue				
External Revenue				
<b>Total Revenue</b>				
<b>Funding Source</b>				
<b>Operating Result</b>	NIL	NIL	NIL	NIL
External Costs				
Internal Costs				
Depreciation				
Other				
<b>Total Operating Result</b>				
<b>Funding Source</b>				
<b>CAPEX</b>	NIL	NIL	NIL	NIL
CAPEX				
External				
Internal				
Other				
<b>Total CAPEX</b>				

Mark Leotta  
**Group Manager - Development and Traffic Services**

John Angilley  
**Chief Finance and Information Officer**

Jennifer Concato  
**Executive Director City Planning and Design**

Brett Newman  
**Chief Executive Officer**

**ATTACHMENTS:**

There are no attachments for this report.

**REFERENCE MATERIAL**

**FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.3
<b>SUBJECT</b>	CBD Carparking Strategy
<b>REFERENCE</b>	F2022/00105 - D08434912
<b>REPORT OF</b>	Group Manager Property Development

**CSP THEME:        THRIVING**

**WORKSHOP/BRIEFING DATE:** 27 October 2021

**PURPOSE:**

To provide Council with feedback received through public exhibition and subsequently approve the amended CBD Carparking Strategy.

**RECOMMENDATION**

- (a) **That** Council notes the submissions made during the public exhibition of the draft CBD Carparking Strategy.
- (b) **That** Council approves the CBD Carparking Strategy at **Attachment 1**.
- (c) **Further, that** Council note that ten million dollars from the Property Reserve has been allocated to implement the CBD Carparking Strategy.

**BACKGROUND**

- 1. Parramatta is growing into Sydney's Central City a strategic Centre of services and infrastructure which will drive employment and growth.
- 2. As the Parramatta CBD grows the strategic approach to parking needs to adapt to reflect the significant change contemplated in the Community Strategic Plan and evident through the current scale of development activity in the City.
- 3. The required adaptation in parking strategy is influenced by the supply and demand factors arising from the CBD's growth and the City's strategic planning objectives detailed in the CBD Planning Proposal and Integrated Transport Plan.
- 4. A draft CBD Carparking Strategy modelled using 2019 as the 'base year' (as 2020 is distorted by COVID19) has been prepared to inform the recommendations and implementation plan.
- 5. The CBD Carparking Strategy has been peer reviewed by a specialised traffic consultant with considerable knowledge of public sector parking and transport (Ken Kanofski Advisory);
- 6. Following Council's endorsement of the draft CBD Carparking Strategy it was publicly exhibited from 25<sup>th</sup> August 2021 to 28<sup>th</sup> September 2021.
- 7. The purpose of community engagement was to:

- Inform key stakeholders, including businesses located in the Parramatta CBD, and the community about the proposed strategy for the Parramatta CBD car parks
  - Invite comments and feedback on the strategy
  - Use the feedback from consultation to determine if the strategy requires additional investigations and refinements
  - Promote extra capacity and benefits of alternate multi-level car parks in the CBD
  - Raise awareness about the need for a parking strategy and benefits/implications of the proposal
8. The community was able to provide feedback via an online survey accessed through Council's engagement portal, 'Participate Parramatta' [participate.cityofparramatta.nsw.gov.au/](https://participate.cityofparramatta.nsw.gov.au/); as well as via written correspondence and email.
  9. During the consultation period, the engagement portal indicates the draft strategy was viewed 1,301 times and the document was downloaded 264 times.
  10. Council received ten (10) survey responses, nine (9) email submissions and seven (7) written submissions.
  11. Overall submissions mostly showed support for the CBD Carparking Strategy with areas of refinement to be considered, a full findings and evaluation report is at **Attachment 2**.

## ISSUES/OPTIONS/CONSEQUENCES

12. Of the ten online survey responses received the key feedback themes and the way the strategy addresses these is in the table below:

Theme	Strategy/Response
The loss of the two carparks and resultant loss of spaces were not addressed in the short-term strategy.	<p>Council has lost two major car parks being Riverbank and Horwood Place. The short-term strategy addresses the loss of car spaces in a multifaceted approach by recommending:</p> <ul style="list-style-type: none"> <li>- Upgrading car park technology to increase efficiency in current car parks</li> <li>- Increase the utilization of existing parking infrastructure through higher occupancy (from 65% to 90%) driven by the efficiencies new technology will deliver</li> <li>- Seek to utilize the spare capacity of secondary sites that could provide additional parking (Parramatta Leagues Club and Rosehill Racecourse)</li> </ul>



Council should reduce the number of car parking spaces to encourage active and public transport options.	<p>The continuation in modal shift to public transport and other means of sustainable transport from private vehicles reduces parking demand and is a key objective of CoP's Integrated Transport Plan (targeting 40% of office workers using private vehicle as the primary means of travelling to work by 2036 versus the current 46% of workers).</p> <p>The strategy supports the modal shift objectives through:</p> <ul style="list-style-type: none"> <li>- Taking a whole of CBD approach to parking to understand and influence the efficient / effective use of private and public parking as a City-wide resource;</li> <li>- Develop the optimum parking capacity and pricing strategy which supports reasonable availability, encourages modal shift and drives a higher level of utilisation of CoP's parking infrastructure;</li> <li>- Increase capacity, if required, through partnerships with owners of private parking assets where additional demand can be accommodated.</li> </ul>
431 Church St, Parramatta should be utilized as a multi-storey carpark.	431 Church St is the Council owned Fennell St on-grade carpark (currently under licence to Light Rail until the line is operational in 2023). The redevelopment of Fennell St is a long term strategic opportunity identified in the strategy
Capital should be invested in Parramatta Station carpark.	The strategy recommends reinvestment in all Council multi-deck carparks to improve functionality, aesthetics and presentation.

13. The following is a summary of the key feedback related to the seven written submissions received and the way the strategy addresses these is in the table below:

Feedback	Strategy/Response
<b><i>Transport for NSW</i></b>	
<i>'Council need to strategically align their maximum car parking rates within their DCP &amp; LEP to those</i>	The Parramatta LEP and DCP sets maximum parking allocation for commercial development where

<p><i>provided by the Eastern Harbour City and in particular the reduced maximum rates of the City of Sydney Council'</i></p>	<p>parking is provided for the use of the building's occupants. These controls are appropriate in a Parramatta context. These controls are reviewed periodically and amended if required. It is not deemed appropriate to mirror the City of Sydney's parking controls.</p>
<p><i>'Council needs to strategically align maximum car parking rates with those of the City of Sydney. City of Parramatta Council should adopt the City of Sydney's approach to maximum car parking rates and categorisation methods being land use and transport integration and / or public transport accessibility levels'</i></p>	<p>Parramatta provided 1 car space for every 1.8 workers in 2019, conversely Sydney CBD provides 1 car space for every 6 workers. The draft parking strategy sought to balance the future provision of public parking with forecast growth in office workers, general daytime visitation and tourism in the context of Parramatta's future growth.</p> <p>There is not a ratio or formula that is used to calculate the 'right' amount of parking for a CBD. Multiple factors come in to play:</p> <ul style="list-style-type: none"> <li>- Access to public transport and the quality of the services provided;</li> <li>- Quality networks to support cycling and walking;</li> <li>- The availability of land for car park development;</li> <li>- The access to capital for car park development and commercial hurdles;</li> <li>- The urban design priorities;</li> <li>- Land use planning objectives;</li> <li>- Road network capacity and existing congestion;</li> <li>- Traffic and transport priorities;</li> <li>- Residential growth;</li> <li>- Commercial growth.</li> </ul>
<p><i>'The current draft lacks a clear vision of what Council wants i.e a City reliant on commuter / long stay parking / public parking, or one that encourages a strong shift to other modes'</i></p>	<p>The strategy outlines that as the CBD grows the strategic approach to parking needs to adapt to reflect the significant change contemplated in the Community Strategic Plan. The required adaptation in parking strategy is influenced by the supply and demand factors arising from the CBD's growth and the City's strategic planning objectives detailed in the <i>CBD Planning Proposal</i> and <i>Integrated Transport Plan</i>.</p>

	<p>The approach adopted in the draft CBD Parking Strategy is multi-faceted and recommends a combination of options to support the provision of parking in the Parramatta CBD. An important consideration in formulating the recommendations is the existence of two distinct parking markets:</p> <ol style="list-style-type: none"> <li>1. Short stay visitor parking (&lt; 4 hours): supporting the visitor economy, local retail and service businesses;</li> <li>2. Long stay commuter parking (&gt; 4 hours): office workers driving to work.</li> </ol> <p>That the draft strategy support the objectives and strategic context of CoP's Integrated Transport Plan (Existing Situation and Future Direction, September 2020), in particular a balanced approach to modal shift.</p>
<p><i>'...it is considered that a key principle for the Strategy should be to define how parking can be used to facilitate strong modal shift.'</i></p>	<p>The draft parking strategy was informed by Council's Integrated Transport Plan, which has extensive focus on modal shift. The draft parking strategy used modal shift data in its modelling of future parking demand to estimate future parking supply requirements.</p> <p>The following is an extract from the draft parking strategy</p> <p>"The continuation in modal shift to public transport and other means of sustainable transport from private vehicles reduces parking demand and is a key objective of CoP's Integrated Transport Plan (targeting 40% of office workers using private vehicle as the primary means of travelling to work by 2036 versus the current 46% of workers).</p> <p>Modal shift can be accelerated through pricing of the long stay (&gt; 4 hours) parking utilised by office workers. The current long stay parking rates are significantly less than major suburban CBD's across Sydney. The current range in long stay rates ranges from \$14 / day to \$21 / day in CoP's multi level car</p>

	parks. A rate of \$24 / day is more in line with comparable suburban CBD's."
<i>'It is noted that the broader objective of this strategy is to create a vibrant centre for businesses and an increasing amount of residents. However, in general, freight and servicing activity is not sufficiently addressed.'</i>	An analysis of freight and servicing activity was not in the scope of the draft carparking strategy, which specifically focused on public parking demand and supply.
<i>'The Car Parking Strategy mentions several CBD fringe locations (i.e. Parramatta Leagues Club, Rosehill race course, Fennell St Commercial Development) as locations for future public parking. Council needs to ensure that each of these sites provides a necessary high-frequency public transport service.'</i>	<p>The following is an extract from the draft parking strategy that addresses this comment (Page 38), with supplementary parking referring to the locations in Transport's comment:</p> <p><u>Secure agreements for the use of supplementary parking:</u> CoP staff to prepare a logistics and management strategy for the implementation of a supplementary parking arrangement:</p> <ul style="list-style-type: none"> <li>- Operating parameters;</li> <li>- Transport to and from the CBD to supplementary car parks;</li> <li>- Communications plan;</li> <li>- Budget;</li> <li>- Management framework (internally or externally managed)</li> </ul>
<i>'Parking occupancy levels of 90% have been identified as a target without providing a rationale. Existing research indicates occupancy rates above 85% induce urban congestion as drivers circle to find car parking.'</i>	This point is noted. The strategy relied on extensive research undertaken by the internationally recognized authority on parking, Professor D. Shoup, in which he adopts 90% as an occupancy target.
<i>'It is unclear how...the provision of Parramatta Light Rail will only remove 200 cars off the road network in the AM peak, especially considering the project is expected to have a ridership of 28,000 per day.'</i>	Transport's estimated daily Light Rail ridership is a 2026 forecast, the draft parking strategy is a forecast to 2024, with the intention it be updated as the impact of COVID19 on travel patterns and preferences is better understood. Transport has not released public data on Light Rail usage forecasts from the commencement of its operation.
<b>Business Western Sydney</b>	

<i>'Council should consider the creation of a CBD parking strategy taskforce of major car park operators in the Parramatta CBD'</i>	A recommendation of the draft parking strategy is to take a whole of CBD approach to parking, including non-Council operated car park owners and operators, to understand parking on a CBD-wide basis. This is aligned with Business Western Sydney's suggestion.
<i>'Encourage greater car share in residential communities in the CBD – investigate and support opportunities to increase car share in the Parramatta CBD'</i>	This is outside the scope of the draft parking strategy.
<i>'Naming conventions of car parks – review naming conventions of major Council car parks in the CBD to ensure that visitors can find them more easily.'</i>	Noted and will be investigated as part of the recommendation to invest in upgrading Council's multi-level car parks.
<i>'Food delivery pick up zones...provide dedicated short-term spaces for food delivery pick-up.'</i>	This is outside the scope of the draft parking strategy.
<i>'Expand the park and pay App to Parramatta – work with NSW Government to expand the trial of the Park and Pay App to include Parramatta CBD in conjunction with updating parking technology in Parramatta'</i>	The NSW Government intends to onboard additional Local Council's, we will evaluate the benefits when the roll-out is made available to City of Parramatta. The Smart Parking tender is currently 'in-market' its principle objective is to update the City's parking technology.
<i>'Park &amp; Ride on key routes into Parramatta – partner with Transport for NSW to assess the main origin points for car travel to Parramatta from surrounding suburbs and identify opportunities to bolster public transport connections from those areas.'</i>	Council's Traffic and Transport Officers are in regular discussion with Transport to facilitate this suggested opportunity.
<i>'Bankwest Stadium Car Park – identify opportunities to leverage the Bankwest stadium car park'</i>	Noted, discussion is ongoing with Bankwest management to utilise their spare capacity on non-event days.
<i>'Additional underground or integrated car parking in future developments...longer term opportunities to replace multi-level car parks.'</i>	This has been considered in the draft parking strategy as a longer-term option as part of a potential commercial development of Council owned land.

<b>Parramatta Chamber of Commerce</b>	
<p><i>'A model of the ½ hour city should be adopted for Parramatta so that we can properly plan and review our transport systems;</i></p> <p><i>An underground heavy rail line should be prioritised north/south through Parramatta;</i></p> <p><i>Maintaining Parramatta as a professional services centre should be elevated as a primary objective</i></p> <p><i>Light rail should be linked better into heavy rail routes north and south of the city</i></p> <p><i>The Chamber is interested to learn more about future investment in technologies and how they will be adopted into Parramatta's innovative landscape with Autonomous vehicles.'</i></p>	<p>These comments are outside the scope of the draft parking strategy.</p>
<b>Bankwest Stadium</b>	
<p><i>'Bankwest Stadium provided an overview and insights into their operations. They made mention of the availability of their commercial car park for commuters and local business use.'</i></p>	<p>Noted.</p>
<b>Coronation Property Group</b>	
<p><i>'There are concerns that the strategy does not adequately address or consider the availability of long-stay commuter car parking within the Parramatta CBD. The strategy exacerbates these concerns by further reducing the publicly available 540 long stay car spaces with the Eat Street Car Park over the course of the next 12 months.'</i></p>	<p>The draft parking strategy focuses on two distinct parking markets: 1. Long-stay commuter parking (&gt; 4 hours) 2. Short-stay visitor parking (&lt; 4 hours), with the strategies recommendations focused on the needs of these distinct segments (Executive Summary - Page 3)</p>
<p><i>'The strategy also does not acknowledge other user groups that would utilise long stay public car parking spaces...tertiary students, transitory workers including construction and trade workers.'</i></p>	<p>The car park usage data modelled in the draft strategy and does not break-down occupancy by industry group, specific worker's and students, it takes aggregate numbers from data on vehicles entering and exiting the multi-level car parks the duration of their stay and hourly usage of on-Street meters.</p>
<p><i>'There is little justification to support the removal of long stay parking within the Eat Street car park.'</i></p>	<p>The conversion of Eat Street to dedicated short-stay parking to support the Eat Street restaurants</p>

<i>Although the Strategy outlines that 72% of its weekday usage is short stay visitor car parking there is no indication when these spaces are utilised or evidenced...</i>	and local business was a strategic decision based on analysis of parking data and peak time usage and implemented when Horwood Place multi-level car park closed. Long-stay parking was directed to Parramatta Station car park and Justice Street car park, both of which had the capacity to accommodate long stay parking.
<b>Deerubbin Local Aboriginal Council (DLAC)</b>	
<i>'DLAC recommend additional improvements to parking signage in the CBD that would allow easier access for the proposed shuttle bus service to the goal including signage for pedestrians.'</i>	This is outside the scope of the strategy but will be passed on to the relevant Council officer responsible for directional and pedestrian signage for consideration.
<i>'DLAC recommends Council consider the implications of metered parking on the surrounding Streets near the goal.'</i>	It is intended that the community be consulted in relation to any proposed increase to on-Street metered parking.
<i>'DLAC supports the long term action to develop the former Fennell Street car park site for public parking.'</i>	Noted.
<b>Member of the community</b>	
<i>'I have concerns, regarding this proposal to increase on-street parking...given the strategy has not identified the areas being considered.'</i>	The community will be consulted prior to any increase in on-Street metered parking.
<i>'The upper levels of the Parking Stations...should be dedicated for Public open spaces and play areas and exercise locations for the residents...'</i>	The analysis in the draft parking strategy indicates that the upper levels of the multi-level car parks is required to support current and future demand for commuter and visitor parking.

## CONSULTATION & TIMING

### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
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23/04/2021	Local MP Minister Lee	Generally supportive of the draft strategy.	Comments reflected in the draft strategy	Property and Place. Property Development Group. Justin Day
25/08/2021 to 28/09/2021	Community via Participate Parramatta Survey	Refer to paragraph 12 above	Refer to paragraph 12 above	Property and Place. Property Development Group. Justin Day
25/08/2021 to 28/09/2021	Transport for NSW	Refer to paragraph 13 above	Refer to paragraph 13 above	Property and Place. Property Development Group. Justin Day
25/08/2021 to 28/09/2021	Business Western Sydney	Refer to paragraph 13 above	Refer to paragraph 13 above	Property and Place. Property Development Group. Justin Day
25/08/2021 to 28/09/2021	Parramatta Chamber of Commerce	Refer to paragraph 13 above	Refer to paragraph 13 above	Property and Place. Property Development Group. Justin Day
25/08/2021 to 28/09/2021	Bankwest Stadium	Refer to paragraph 13 above	Refer to paragraph 13 above	Property and Place. Property Development Group. Justin Day
25/08/2021 to 28/09/2021	Coronation Property Group	Refer to paragraph 13 above	Refer to paragraph 13 above	Property and Place. Property Development Group. Justin Day
25/08/2021 to 28/09/2021	Member of community	Refer to paragraph 13 above	Refer to paragraph 13 above	Property and Place. Property Development Group. Justin Day

### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
9/12/2020	All	N/A	N/A	Property and Place. Property Development Group. Justin Day.



24/02/2021	All	N/A	N/A	Property and Place. Property Development Group. Justin Day
15/03/2021	All	N/A	N/A	Property and Place. Property Development Group. Justin Day
21/04/2021	All	N/A	N/A	Property and Place. Property Development Group. Justin Day
10/05/2021	All	Council Meeting - Draft endorsed.  Cr. Bradley: potential to include photo voltaic (PV) cells in the shade structures and electric vehicle (EV) charging	Both PV cells & EV charging have been included in the strategy	Property and Place. Property Development Group. Justin Day
26/08/2021	All	N/A	N/A	Property and Place. Property Development Group. Justin Day
27/10/2021	All	N/A	N/A	Property and Place. Property Development Group. Justin Day

## LEGAL IMPLICATIONS FOR COUNCIL

16. There are no legal implications arising from this report.

## FINANCIAL IMPLICATIONS FOR COUNCIL

17. Ten million (\$10M) from the compulsory acquisition of Horwood Place has been allocated in Council's forecast and budget to implement the actions within the strategy over the next three financial years.
18. If Council resolves to approve this report in accordance with the proposed resolution, there are no unbudgeted financial implications for Council's budget.
19. The table below summarises the financial impacts on the budget arising from approval of this report.

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

Justin Day  
**Group Manager Property Development**

John Angilley  
**Chief Finance and Information Officer**

Bryan Hynes  
**Executive Director Property & Place**

Brett Newman  
**Chief Executive Officer**

#### **ATTACHMENTS:**

1	↓	Parramatta CBD Parking Strategy	45
			Pages
2	↓	Parramatta CBD Parking Strategy - Public Exhibition - Key	49
		Findings & Engagement Evaluation	Pages

#### **REFERENCE MATERIAL**



## ***Final Draft Parramatta CBD parking strategy***

***February 2022***

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## Executive summary

***'Parramatta is growing into Sydney's Central City – a strategic centre of services and infrastructure which will drive employment and growth for the whole Western Sydney Region'***

Parramatta Community Strategic Plan.

As the Parramatta CBD grows the strategic approach to parking needs to adapt to reflect the significant change contemplated in the Community Strategic Plan and evident through the current scale of development activity in the City.

The required adaptation in parking strategy is influenced by the supply and demand factors arising from the CBD's growth and the City's strategic planning objectives detailed in the *CBD Planning Proposal* and *Integrated Transport Plan*.

Modelling using 2019 as the 'base year' (2020 is distorted by COVID19) adopting a 'do nothing' approach, indicates that the supply and demand factors create a parking deficit in future years. The investment (land and capital) required to maintain the 2019 level of parking, in future years, in the context of the CBD's growth, is significant and would require an additional five large multi-level car parks to be delivered by 2024/25.

Additional modelling on a post-COVID19 basis, with the same 2019 'base year' assumptions, but with reduced office occupancy arising from ongoing working from home (70% office occupancy) indicates a parking surplus out to 2024. Therefore there is currently some uncertainty in respect to supply and demand factors which will become more apparent as business work / staffing strategies are better understood.

The approach adopted in the draft CBD Parking Strategy is multi-faceted and recommends a combination of options to support the provision of parking in the Parramatta CBD. An important consideration in formulating the recommendations is the existence of two distinct parking markets:

1. Short stay visitor parking (< 4 hours): supporting the visitor economy, local retail and service businesses;
2. Long stay commuter parking (> 4 hours): office workers driving to work.

## Draft CBD parking strategy – Objectives

### *The objectives of the Draft CBD parking strategy are:*

1. *That the draft strategy support the objectives and strategic context of CoP's Integrated Transport Plan (Existing Situation and Future Direction, September 2020), in particular a balanced approach to modal shift:*

#### Strategic response to Objective 1

- Taking a whole of CBD approach to parking to understand and influence the efficient / effective use of private and public parking as a City-wide resource;
- Develop the optimum parking capacity and pricing strategy which supports reasonable availability, encourages modal shift and drives a higher level of utilisation of CoP's parking infrastructure;
- Increase capacity, if required, through partnerships with owners of private parking assets where additional demand can be accommodated.

2. *That the draft strategy supports CoP's vision and priorities to create a City that is liveable, productive, sustainable and leading:*

#### Strategic response to Objective 2:

- Adopt technologies and applications that facilitates innovation and best practice management of existing parking infrastructure;
- Ensure the adequate availability of short stay parking to support the visitor economy, local retail and service industries.

3. *That the overall customer experience in CoP's multi-level car parks is improved:*

#### Strategic response to Objective 3:

- Develop a program of capital works to improve the aesthetics, functionality and customer experience of CoP's Assets;

4. *That CoP's approach to the management and provision of public parking reflects domestic and international best practice:*

#### Strategic response to Objective 4:

- Benchmark public parking supply and pricing to other major suburban Sydney CBD's to inform decision making in the context of the City's future growth trajectory;
- Understand current global trends in the innovative management of public parking, adopting those that will benefit the City and are appropriate in a local context.

5. *That CoP maximises the use of its parking infrastructure:*

Strategic response to Objective 5:

- Increase utilisation levels of CoP's multi level car parks, increasing the occupancy level to 90% (from 65% in 2019), through the introduction of smart parking technology.

## Recommendations – summary

The recommendations of this paper are detailed in section 8.0, in summary they include:

### Short term – 12 months

- Let the Smart Parking tender, including the multi level car parks, accelerating the program from six to three months;
- Replace CBD directional parking signage;
- Car park management prepare a strategy to increase utilisation rates in the multi level car parks to 90%;
- Progress negotiation with Parramatta Leagues Club and Rosehill Racecourse to secure an agreement to utilise spare capacity;
- Investigate further secondary sites that could provide supplementary parking;
- Initiate a whole of CBD approach to parking, to ensure an overall understanding of the occupancy and usage of all parking is understood;
- Convert Eat St multi level car park to visitor parking only (< 4 hours);
- Remain flexible and responsive to medium term impacts of COVID19.

### Medium term – 12 to 24 months

- Increase the on-Street metered parking on the City fringe to increase all day parking capacity;
- Reinvest capital in Eat Street, Parramatta Station and Justice to improve utilisation levels, functionality and customer experience. Incorporating electric vehicle charging stations, in each multi-level car park, as part of the capital upgrade;
- Install shade structures on the exposed upper decks of Eat Street, Parramatta Station and Justice, to facilitate use of these spaces. Incorporating photovoltaic cells in the shade structures at each of the multi-level car parks;
- Investigate the merits of introducing dynamic parking to determine the benefits of demand based pricing;
- Increase the price structure of long stay parking, consistent with other major suburban CBD's.

### Long term – 24+ months

- Develop a feasibility for the redevelopment of Fennell St as a commercial development, including public parking.

## 1.0 2019 Base Year operational data - 2018/19 Financial year data

2019 Base Year operational data has been used in the analysis together with 2018/19 financial year data, with the impact of COVID19 on the operation and use of the car-parking infrastructure from March 2020, distorting more current data.

### 2019 Parking supply

There are four providers of publicly accessible parking in the CBD:

1. City of Parramatta (CoP) owned multi-level car parks (MLCP):
  - Eat Street (Erby Place);
  - City Centre (Horwood Place)
  - Parramatta Station (Wentworth St);
  - Justice (Hunter St);
  - Riverbank (Phillip St);
2. CoP on-Street metered parking;
3. Westfield Parramatta;
4. Other privately owned public car parks across 21 locations.

The following Table lists the static supply of publicly available parking in the CBD and relative control weighting:

Parking	# Spaces	% Controlled
On-Street metered parking	2,208	
MLCP	3,622	
<b>CoP Total</b>	<b>5,830</b>	<b>42%</b>
Westfield	4,661	34%
Private public parking	3,418	24%
<b>Total Public parking supply</b>	<b>13,909</b>	<b>100%</b>
Private commercial office parking	13,000	
<b>Total CBD public and private parking</b>	<b>26,909</b>	



In addition to the publicly accessible parking there are approximately 13,000 car spaces in commercial office buildings.

### 1.1 2019 use and occupancy of CoP's controlled parking

The average weekday occupancy of the MLCP was approximately 65% (13% on weekends). With capacity within all MLCP.

Car park	# spaces	Weekday Occupancy	Weekend Occupancy
On-Street metred parking	2,208		
Multi Level car parks (MLCP):			
Eat Street	560	65%	19%
City Centre	805	85%	17%
Parramatta Station*	1,145	55%	8%
Justice	516	73%	15%
Riverbank	596	46%	7%
Total MLCP	3,622		
Total Meters & MLCP	5,830		
		65%	13%
* inclusive of CoP staff who park in Parramatta Station on weekdays			

The function of the MLCP in accommodating short stay (visitor: < 4 hours) and long stay (worker: > 4 hours) is important in the context of the future loss of Riverbank and City Centre car parks and the primary user that will be displaced on weekdays following their closure:

Car Park	% short stay (< 4 hours)	% long stay (> 4 hours)	Comment on role / function of the car park
Eat Street	72%	28%	Predominantly caters for visitors and supports local restaurants / business
City Centre	51%	49%	Evenly caters to visitors and workers
Parramatta Station	41%	59%	Caters more heavily to workers
Justice	38%	62%	Predominantly caters to workers
Riverbank	72%	28%	Predominantly caters for visitors and supports local restaurants / business
Average	56%	44%	

### 1.2 Car park utilisation and capacity

The actual number of available car spaces is influenced by the occupancy of the car park and the average number of times a car space is utilised (turned-over) in a day. The following table illustrates the number of parking events per day of spaces actually utilised when:

- i) The actual occupancy in 2019 and car space turn-over rate is applied to derive the parking events per day ( $\text{Parking events per day} = \text{static parking number} \times \text{occupancy \%} \times \text{turnover per space per day}$ ):

2019 Car park utilisation and capacity					
	Static parking numbers	Car park occupancy	Turnover / space / day av.	Parking events / day	
Eat Street	560	65%	1.85	673	377
City Centre	805	85%	1.54	1,054	590
Parramatta Station	1,145	55%	0.82	516	289
Justice	516	73%	0.96	362	203
Riverbank	596	46%	1.29	354	198
On-Street metered parking	2,208	80%	2.34	4,133	2,315
Westfield - visitor	3,781	75%	3.00	8,507	4,764
Westfield - casual permanent	880	100%	1.00	880	493
*O'Connell St	500	**80%	1.23	492	276
*Other public parking	2,918	**80%	1.23	2,871	1,608
<b>Total public parking</b>	<b>13,909</b>			<b>19,843</b>	<b>11,112</b>
Available Private office parking	13,000	100%	0	13,000	
<b>Total CBD parking stock</b>	<b>26,909</b>			<b>32,843</b>	
* No car space turnover data available applied CoP average daily turnover of 1.23 times / space					
** No occupancy data available, estimate used					

### 1.3 Use and function of on-Street metered parking vs MLCP

The network of on-Street parking spaces serves a variety of functions supporting business and visitors to the CBD:

- Time-limited short stay parking (< 4 hours), in the CBD core;
- Metered long stay parking (> 4 hours), in CBD fringe locations, including at-grade car parks;
- Accessible parking;
- Loading zones;
- Taxi zones.

Of the 2,208 on-Street parking spaces 717 are metered 10 hour spaces on the CBD fringe that cater to long stay / worker market.

Of the remaining 1,491 on-Street spaces they are time limited from 30 minutes to 4 hours. On the basis of the time limits on these spaces it is assumed they cater to the visitor / short stay market.

Occupancy data indicates that the on-Street network operates at around 80%.

The MLCP network caters to the short stay / visitor (< 4 hours) and long stay / worker (> 4 hours) at a proportionate utilisation level of 56% and 44% respectively.

#### 1.4 Mode of travel to the CBD

The preferred mode of travel by workers into the CBD in 2019 was private vehicle at 46% (REMPLAN data extrapolated from the 2016 census). This is reducing each census, having decreased from 54% in the 2011 census (averaging circa 1% per annum).

Modal shift from private vehicle use to public transport, walking, riding to journey to work is fundamental to achieving CoP's transport planning objectives of reducing peak hour congestion, creating an attractive and amenable CBD and supporting sustainable modes of travel.

The following table illustrates the progressive decrease in private vehicle use as the primary means of travelling to work.

Private vehicle as preferred mode of travel to work - Parramatta CBD			
Method of travel to work	2011 Census	2016 Census	REMPLAN 2019
Car as driver	54%	51%	46%
% Variance to prior update		5.6%	9.8%
Average variance p/a to prior update		1.1%	1.1%

<b>REMPAN Economy Workforce</b>		
<b>Industry Sector by Method of Travel to Work</b>		
<b>Work in region</b>		
Method of Travel to Work	Work in Parramatta CBD (2019 Release 1)	
	Jobs	%
(One method) Car, as driver	22,558	46.12%
(One method) Train	8,783	17.96%
Did not go to work	3,978	8.13%
(One method) Bus	3,841	7.85%
(One method) Car, as passenger	1,974	4.04%
(Two methods) Train and Car as driver	1,821	3.72%
(One method) Walked only	1,810	3.70%
(Two methods) Train and Bus	1,748	3.57%
Worked at home	591	1.21%
(Two methods) Train and Car as passenger	431	0.88%
(Two methods) Bus and Car as driver	305	0.62%
(One method) Bicycle	174	0.36%
(Three methods) Train and other two methods	172	0.35%
(One method) Motorbike/scooter	172	0.35%
Method of travel not stated	143	0.29%
(Two methods) Bus and Car as passenger	90	0.18%
(One method) Truck	90	0.18%
(Two methods) Train and Other	62	0.13%
(Two methods) Car and Other	61	0.12%
(One method) Other	56	0.11%
(One method) Taxi	26	0.05%
(Three methods) Bus and other two methods (excludes train)	8	0.02%
(Two methods) Train and Ferry	8	0.02%
(One method) Ferry	4	0.01%
(Two methods) Train and Tram	4	0.01%
(Two methods) Taxi and Other	3	0.01%
<b>Total</b>	<b>48,911</b>	<b>100.00%</b>
Source: ABS 2016 Census of Population and Housing (Scaled)		

### 1.5 Future demand and supply impacts on Public / Private parking

There is a number of factors that will progressively influence the demand for and supply of public and private parking in the CBD over the next five years.

1. Parramatta Light Rail – reduces parking supply:
  - Reduction of on-Street parking, by permanently removing approximately 400 CBD locations along the length of the light rail network;
  - Parramatta Light Rail's use of the Fennell St on-grade car park as a staging area, temporarily removes the Fennell St on-grade car park (121 spaces) from the parking network until completion of construction in 2023.
2. Parramatta Light Rail – reduces parking demand:
  - Adds another mode of public transport to the network from 2023. A very high level estimate is that it could take 200 cars off the road network in the a.m peak.
3. MAAS construction – reduces parking supply:
  - Riverbank multi deck will close permanently to facilitate the construction of MAAS (8<sup>th</sup> February 2021), resulting in the loss of 596 car spaces, that predominantly serve the short stay market.
4. Metro West railway station construction – reduces parking supply:
  - City Centre multi deck will close permanently to facilitate the construction of the Metro station (June 2021), resulting in the loss of 805 car spaces, that equally service the short and long stay markets;
  - Removal of 26 on-Street Ticket Parking Machines with the closure of Horwood Place.
5. Current and future office developments – increases demand:
  - Delivery of approximately 385,000 square metres of additional commercial GLA progressively to the end of 2024 (construction commenced / approved DA's), increasing worker numbers in the CBD.
6. Current and future office developments – increases parking supply:
  - Delivery of approximately 385,000 square metres of additional commercial GLA progressively to the end of 2023 (construction commenced / approved DA's), with the provision of parking in the commercial developments increasing parking supply.
7. The opening of the 189 Macquarie St public car park – increases parking supply:
  - The opening of 189 Macquarie St provides an additional 715 publicly accessible car spaces
8. 3 Parramatta Square – increases parking supply:

- 80 additional public car spaces are dedicated to CoP.
9. Organic growth in tourist visitation to the CBD – increases parking demand:
- Annual growth in tourist visitation to the CBD for leisure, recreation, cultural activity.
10. Increase in resident population – increases parking demand:
- Forecast increase in residential market of 2.97% average per annum (id Economics).
  -

#### 1.6 What is the 'right' amount of parking for the future?

Parramatta had provided 1 car spaces for every 1.8 workers in 2019, conversely Sydney CBD provides 1 car space for every 6 workers. A committed strategy on Sydney's part to manage CBD congestion, preserve amenity and meet sustainability objectives.

There is not a ratio or formula that is used to calculate the 'right' amount of parking for a CBD. Multiple factors come in to play:

- Access to public transport and the quality of the services provided;
- Quality networks to support cycling and walking;
- The availability of land for car park development;
- The access to capital for car park development and commercial hurdles;
- The urban design priorities;
- Land use planning objectives;
- Road network capacity and existing congestion;
- Traffic and transport priorities;
- Residential growth;
- Commercial growth.

The growth of the Parramatta CBD office market would require an additional 5 large multi-level car parks by 2024/25 to meet historical parking supply levels, primarily to accommodate the increase in office workers.. This is impractical and unfeasible and inconsistent with planning, traffic and transport objectives.

The question becomes one of priorities, with the visitor / tourist market most affected by a lack of parking. With these groups supporting the visitor economy and local business adequate availability of parking for their use is viewed as a priority.

Commuter parking is important but lower on the scale of priority, Parramatta has a high quality public transport network, which will be enhanced with light rail and the new Metro in future years, to support access to the CBD.

## 2.0 Parking - supply and demand side impacts 2020 – 2024

### Supply side impacts

The following table indicates the effect on the actual number of car spaces as the supply side is impacted from the factors identified in 1.5.

CoP on-Street metered parking / MLCP and other forecast supply						
	2019	2020	2021	2022	2023	2024
	Car park numbers	Car park numbers	Car park numbers	Car park numbers	Car park numbers	Car park numbers
On-Street metered parking	2,208	1,808	1,808	1,808	1,923	1,923
Eat Street	560	560	560	560	560	560
City Centre	805	805	805	0	0	0
Parramatta Station	1,145	1,145	1,145	1,145	1,145	1,145
Justice	516	516	516	516	516	516
Riverbank	596	596	0	0	0	0
189 Macquarie St	0	715	715	715	715	715
3 PS	0	0	80	80	80	80
<b>Total</b>	<b>5,830</b>	<b>6,145</b>	<b>5,629</b>	<b>4,824</b>	<b>4,939</b>	<b>4,939</b>
Change to 2019		315	-201	-1,006	-891	-891
% Change to 2019		5.4%	-3.4%	-17.3%	-15.3%	-15.3%
% change year on year		5.4%	-8.4%	-14.3%	2.4%	0%

### Demand side impact

#### CBD workers

The CBD worker population will increase progressively as commercial developments are completed, increasing the demand side for parking. REMPLAN estimated (section 1.4) the CBD had a working population of 48,911 in 2019.

Knight Frank research estimated the office supply in the CBD in January 2020 was 768,400 square metres. The following table identifies the increase in commercial space as developments currently under construction are completed:

	Forecast increase in CBD GLA					
	Knight Frank (Jan 2020)	2020	2021	2022	2023	2024*
Increase in GLA (m2)	764,800	81,710	55,831	66,228	118,456	62,854
Cumulative GLA (m2)		846,510	902,341	968,569	1,087,025	1,149,879
Additional car spaces added annually		686	621	1,004	477	720
* 2024 developments approved but not started / estimated additional car spaces						

To calculate the additional number of potential workers in the CBD as the office supply increases the following assumptions were adopted:

- An office vacancy of 3.2%(Property Council Office Market report January 2020 – for the prior 6 months);
- 14 square metres per office employee (Cushman and Wakefield worker: area ratio range);
- 15% of workers were not in the office on any given day (estimate - taking into account working from home, leave, illness, full week not worked).

Adopting these assumptions on the increased CBD GLA, the increase in office workers would equate to:

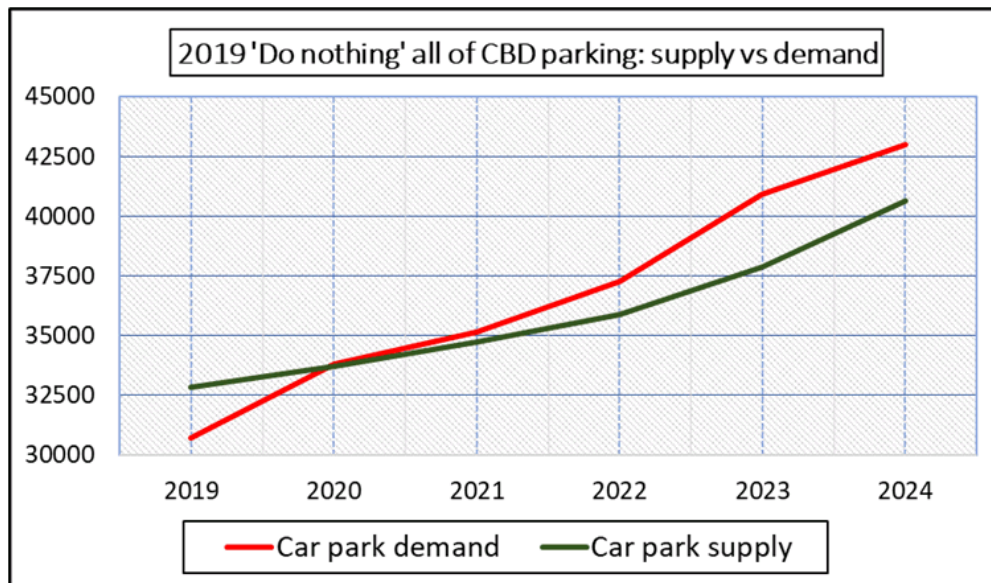
	Forecast increase in office workers					
	REMPAN 2019	2020	2021	2022	2023	2024*
<b>Increase in CBD office workers</b>	48,911	5,075	3,468	4,114	7,358	3,904
<b>Cumulative increase workers</b>		53,986	57,454	61,568	68,926	72,830
<b>Annual % increase</b>		10.38%	6.42%	7.16%	11.95%	5.66%
<b>* 2024 developments approved but not started</b>						

The potential increased demand for parking based on REMPLAN's assessment that approximately 46% of workers drive to the CBD is:

	Forecast increase in parking demand					
	REMPAN 2019	2020	2021	2022	2023	2024*
<b>Increase in CBD office workers</b>	48,911	5,075	3,468	4,114	7,358	3,904
<b>46% of workers drive to work</b>		2,341	1,599	1,897	3,394	1,801

The following illustrates this growth graphically, indicating demand vs supply under a whole of CBD parking 2019 'do nothing' scenario:

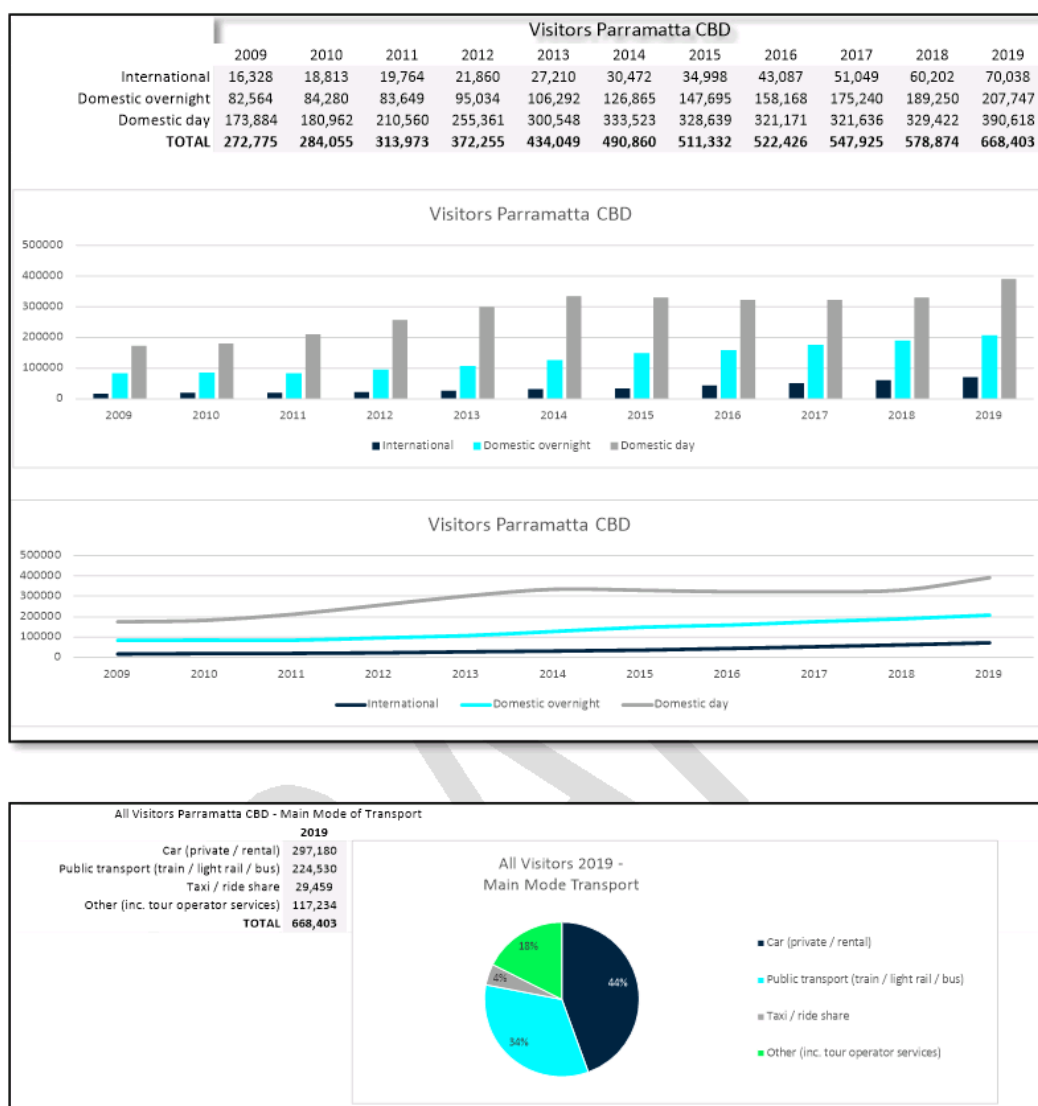




It is important to note the forecast increase in parking demand is a 'straight-line' extrapolation of the 2019 base year, it does not account for the impact of parking options and opportunities discussed later in this paper or the continued contribution of a modal shift from private vehicle use to public transport.

#### **Tourists and Visitors to the CBD**

REMPAN estimated 1,831 tourist related visitations (International, domestic overnight and day trippers) per day to Parramatta in 2019 with 44% driving (806 / day).



General non-work / non-tourist related daily visitation numbers to the CBD during the weekday – excluding evening trade is not a statistic that is captured in census, demographic or economic analysis of the CBD. To arrive at an estimate of 7,345 people per weekday general visitations to the CBD, excluding evenings, a number of assumptions were made in respect to evening trade, late night trade on Thursday's and Friday's at Westfield Parramatta, Parramatta CBD, extended supermarket trade within Westfield Parramatta and other convenience based businesses that trade outside core business hours.

The base assumption is that 56% of car park usage is by visitors based on data from CoP's MLCP where the length of stay is < 4 hours, this is then adjusted to account for:

- Actual % visitation after 5pm on weekdays to CoP's MLCP;

- Westfield Parramatta trades extended hours on Thursday's and Friday's with the supermarkets and Discount Department Stores trading outside weekday business hours;
- O'Connell Street is assumed to cater 50:50 to short stay and long stay;
- It was assumed 'other public parking' was utilised 20% after 5 pm.

These assumptions are represented in the following table:

	Static parking numbers	Car park occupancy	Turnover / space / day av.	Actual spaces utilised / day	Visitors @ 56% (as per CoP data)	Adjustment to account for visitation after 5pm, extended trade, all day parking	Estimated visitor numbers weekdays (excludes visits after 5pm)
Eat Street	560	65%	1.85	673	377	26%	279
City Centre	805	85%	1.54	1,054	590	11%	525
Parramatta Station	1,145	55%	0.82	516	289	6%	272
Justice	516	73%	0.96	362	203	2%	198
Riverbank	596	46%	1.29	354	198	12%	174
On-Street metered parking	2,208	80%	2.34	4,133	2,315	50%	1,137
Westfield - visitor	3,781	75%	3.00	8,507	4,764	70%	3,335
Westfield - casual permanent	880	100%	1.00	880	-	100%	-
*O'Connell St	500	**80%	1.23	492	276	50%	138
*Other public parking	2,918	**80%	1.23	2,871	1,608	20%	1,286
<b>Total public parking</b>	<b>13,909</b>			<b>19,842</b>	<b>10,619</b>	<b>33%</b>	<b>7,345</b>
Available Private office parking	13,000	100%	0	13,000			
<b>Total CBD parking stock</b>	<b>26,909</b>			<b>32,842</b>			
* No car space turnover data available applied CoP average daily turnover of 1.23 times /							
** No occupancy data available, estimate used							

### 3.0 Surplus parking supply / deficit 2020 – 2024 on Base Year 2019 data

Based on 2019 data and assuming no COVID19 (covered in section 4) as a 'do-nothing' scenario a parking supply deficit arises in 2021 and continues in the following years, primarily as a consequence of the growth in CBD workers.

The demand pressure on parking under this 'do nothing' scenario is somewhat mitigated by the adoption of the options and opportunities in section 7.

DO-NOTHING' SCENARIO								
Future parking supply surplus / deficit with future supply and demand impacts - using 2019 Base Year								
	2019			2020	2021	2022	2023	2024
Demand side impacts:	Total / day	% driving	# driving					
CBD workers	48,911	46%	22,558	24,899	26,498	28,395	31,788	33,589
Tourism related visitation	1,831	44%	806	822	838	855	872	889
General weekday daytime visitation estimate by car	7,345	100%	7,345	7,563	7,788	8,019	8,257	8,502
Total driving	58,087	53%	30,708	33,284	35,124	37,269	40,917	42,981
Annual growth in total driving				8.4%	5.5%	6.1%	9.8%	5.0%
<b>Total demand for parking</b>			<b>30,708</b>	<b>33,284</b>	<b>35,124</b>	<b>37,269</b>	<b>40,917</b>	<b>42,981</b>
Total parking spaces utilised			32,843	32,843	32,843	32,843	32,843	32,843
<b>Parking capacity at 2019 occupancy</b>			<b>2,135</b>	<b>- 441</b>	<b>- 2,281</b>	<b>- 4,426</b>	<b>- 8,074</b>	<b>- 10,138</b>
Supply side impacts:								
Loss of metered parking				-400	-400	-400	-400	-400
Loss of Fennell Street				-121	-121	-121		
Return of Fennell St							121	121
189 Macquarie St car park online				715	715	715	715	715
Loss of Riverbank					-596	-596	-596	-596
Loss of City Centre						-805	-805	-805
Loss of Horwood Place meters						-26	-26	-26
3 Parramatta Square public parking					80	80	80	80
Cumulative Increase in commercial office parking				686	1,307	2,311	2,788	3,508
PLR reduction in a.m peak car use							100	200
<b>Net supply impacts</b>				<b>880</b>	<b>985</b>	<b>1158</b>	<b>1977</b>	<b>2797</b>
<b>Potential overall surplus / deficit in parking numbers</b>			<b>2,135</b>	<b>439</b>	<b>- 1,296</b>	<b>- 3,268</b>	<b>- 6,097</b>	<b>- 7,341</b>

To accommodate demand at historic parking levels a further ten multi level car parks would be required by 2024 / 25. This is neither practical from a land availability perspective or commercially viable.

## 4.0 COVID19

We are currently experiencing the short-term impact from COVID19 with businesses in the CBD operating at 20% to 40% of pre-COVID19 worker capacity, depending on the industry and specific individual workplace strategies.

Post COVID19 the likely permanent changes that will occur include:

- An increase in workers electing to work from home on a more regular basis, reducing trip volume into the CBD (indicative estimates of 1 to 3 days from home);
- The ratio of office worker to gross floor area is likely to increase to maintain social distancing protocols;
- A potential increase in the number of people choosing private vehicles over public transport to journey to work;
- A potential change in travel patterns, with workers travelling outside traditional a.m / p.m peaks, could change the historical demand pattern for public parking.

The table below considers a COVID19 scenario where 50% of office space (current and future) is occupied and public transport use decreases by 50% and transfers to private vehicle use.

This indicates there is significant surplus parking with the current parking infrastructure.

COVID19 potential impact: 50% office occupancy / PT transport use decreases by 50% & transfers to private vehicle use								
	2019			2020	2021	2022	2023	2024
Demand side impacts:	Total / day	% driving	# driving					
CBD workers - pre COVID19	48,911	46%	22,558	24,899	26,498	28,395	31,788	33,589
CBD workers - post COVID19				19,637	20,437	21,386	23,083	23,983
Tourism related visitation	1,831	44%	806	822	838	855	872	889
General weekday daytime visitation estimate by d	7,345	100%	7,345	7,563	7,788	8,019	8,257	8,502
Total driving		53%	30,708	28,022	29,063	30,260	32,212	33,375
Annual growth in total driving				-8.7%	3.7%	4.1%	6.5%	3.6%
<b>Total demand for parking</b>			<b>30,708</b>	<b>28,022</b>	<b>29,063</b>	<b>30,260</b>	<b>32,212</b>	<b>33,375</b>
Total parking spaces utilised			32,843	32,843	32,843	32,843	32,843	32,843
<b>Parking capacity at 2019 occupancy</b>			<b>2,135</b>	<b>4,821</b>	<b>3,780</b>	<b>2,583</b>	<b>631</b>	<b>- 532</b>
<b>Supply side impacts:</b>								
Loss of metered parking				-400	-400	-400	-400	-400
Loss of Fennell Street				-121	-121	-121		
Return of Fennell St							121	121
189 Macquarie St				715	715	715	715	715
Loss of Riverbank					-596	-596	-596	-596
Loss of City Centre						-805	-805	-805
Loss of Horwood Place meters						-26	-26	-26
3 Parramatta Square public parking					80	80	80	80
Cumulative Increase in commercial office				686	1,307	2,311	2,788	3,508
PLR reduction in a.m peak car use							100	200
<b>Net supply impacts</b>				<b>880</b>	<b>985</b>	<b>1158</b>	<b>1977</b>	<b>2797</b>
<b>Potential overall surplus / deficit in parking numbers</b>			<b>2,135</b>	<b>5,701</b>	<b>4,765</b>	<b>3,741</b>	<b>2,608</b>	<b>2,265</b>

#### 4.1 Post COVID19

Working from home post COVID19 is expected to continue for most organisations. On the assumption that office occupancy reduces to 70% (from around 85% pre-COVID19) and the use of public transport returns to pre-COVID19 numbers, the following table indicates the CBD's parking surplus / deficit on a reduced office occupancy. It indicates a deficit in 2023 onwards, assuming growth continues at 2019 forecasts.

POST COVID19 potential impact: 70% office occupancy								
	2019							
Demand side impacts:	Total / day	% driving	# driving	2020	2021	2022	2023	2024
CBD workers - pre COVID19	48,911	46%	22,558	24,899	26,498	28,395	31,788	33,589
CBD workers - driving post COVID19					23,042	24,691	27,642	29,208
Tourism related visitation	1,831	44%	806	822	838	855	872	889
General weekday daytime visitation estimate by car	7,345	100%	7,345	7,563	7,788	8,019	8,257	8,502
Total driving		53%	30,708	33,284	31,668	33,565	36,771	38,600
Annual growth in total driving				8.4%	-4.9%	6.0%	9.6%	5.0%
<b>Total demand for parking</b>			<b>30,708</b>	<b>33,284</b>	<b>31,668</b>	<b>33,565</b>	<b>36,771</b>	<b>38,600</b>
Total parking spaces utilised			32,843	32,843	32,843	32,843	32,843	32,843
<b>Parking capacity at 2019 occupancy</b>			<b>2,135</b>	<b>- 441</b>	<b>1,175</b>	<b>- 722</b>	<b>- 3,928</b>	<b>- 5,757</b>
Supply side impacts:								
Loss of metered parking				-400	-400	-400	-400	-400
Loss of Fennell Street				-121	-121	-121		
Return of Fennell St							121	121
189 Macquarie St				715	715	715	715	715
Loss of Riverbank					-596	-596	-596	-596
Loss of City Centre						-805	-805	-805
Loss of Horwood Place meters						-26	-26	-26
3 Parramatta Square public parking					80	80	80	80
Cumulative Increase in commercial office parking				686	1,307	2,311	2,788	3,508
PLR reduction in a.m peak car use							100	200
<b>Net supply impacts</b>				<b>880</b>	<b>985</b>	<b>1158</b>	<b>1977</b>	<b>2797</b>
<b>Potential overall surplus / deficit in parking numbers</b>			<b>2,135</b>	<b>439</b>	<b>2,160</b>	<b>436</b>	<b>- 1,951</b>	<b>- 2,960</b>

The occupancy statistics of the Parramatta office market will become clearer as the vaccine is widely administered and provide a more definitive insight to the impact on parking demand.

The PCA's recent office market vacancy rates, which shows a 1.8% increase in the Parramatta CBD (4.6% to 6.4%) in the six months to January 2021 does not reflect the underlying issue in the office market, with multiple institutional tenants, committed to long term leases, actively seeking to sub-lease multiple floors (in some instances up to 15,000 square metres).



## 5.0 CoP Parking financial overview

The financial contribution of on-Street meters and MLCP to CoP's income is detailed in the following table. The assumed timing of the impact of the loss of metered income, Riverbank and City Centre income is consistent with the long term financial plan forecast, but, subject to program confirmation from MAAS and Metro West, may occur earlier.

### Revenue

In the long term financial forecast revenue is impacted in the following periods:

- Metered income: decreasing 2019/20 and 2020/21. Increasing 2021/22 and beyond;
- Riverbank: income is impacted in the 2020/21 Budget and no income is forecast in the 2021/22 Budget;
- City Centre: income is impacted in Q4 2020/21 financial year and no income is forecast in the 2021/22 Budget.

Car park revenue and expenses: Actual & Budget						
	2018 / 2019 Actual	2019 / 2020 Actual	2020 / 2021 Budget	2021 / 2022 Budget	2022 / 2023 Budget	2023 / 2024 Budget
<b>Revenue</b>	\$ 17,818,979	\$ 15,570,649	\$ 8,903,131	\$ 15,185,374	\$ 13,571,506	\$ 13,684,838
<b>Expenditure</b>	\$ 4,134,489	\$ 4,073,077	\$ 4,334,425	\$ 3,885,425	\$ 3,148,293	\$ 3,168,493
<b>Net operating income</b>	\$ 13,684,490	\$ 11,497,572	\$ 4,568,706	\$ 11,299,949	\$ 10,423,213	\$ 10,516,345

Depreciation and amortisation for the metered parking is included in the annual expenditure

This base revenue forecast will benefit from the introduction of options and opportunities that increase the utilisation of existing assets and expansion of the on-Street metered parking network, covered in the options and opportunities section 6.

### Capital

A capital expenditure allowance has been made in the long term financial plan for life cycle management, risk and compliance works in the MLCP. The current and forecast budgets include \$250,000 for 2020 / 2021 (with approximately 91% committed); \$250,000 for 2021 / 2022; \$200,000 in both 2022/23 and 2023/24

## 6.0 Parking price structure in the CBD

Pricing of parking is a key consideration as supply reduces and demand increases. Particularly in a growing CBD with private vehicle being the predominant means of travel to work for CBD office workers (46% of office workers in 2019 + 4% as a passenger). Having a long stay-parking rate that encourages use of public transport is important to ensure there is sufficient short stay parking available to support the visitor economy, local retail and service businesses.

CoP's multi level pricing structure is largely consistent across its assets in the 1 – 4 hour short stay visitor period, and generally slightly less than privately operated public car parks.

The rate varies significantly for 5 – 12 hour long stay commuter parking, primarily office workers, with a range of \$14 / day to \$21 /day across CoP's multi decks. The higher rate is generally consistent with privately operated public car parks, which typically range from \$21 to \$26 / day.

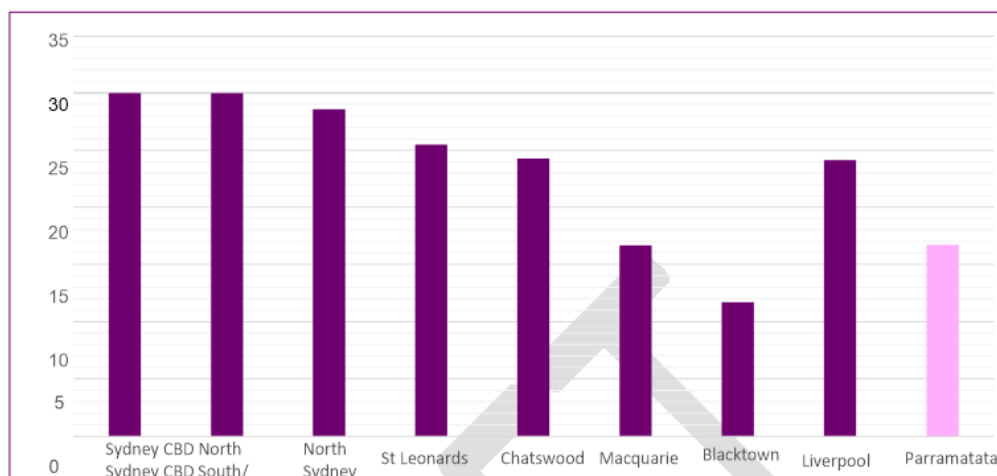
CoP car park charges - weekday				
Hours	Eat Street	Parra Station	Justice	City Centre
0 - 1	\$3	\$3	\$3	\$3
*1 - 2	\$6	\$6	\$6	\$6
*2 - 3	\$10	\$9	\$9	\$10
*3 - 4	\$13	\$12	\$12	\$13
*4 - 5	\$17		\$15	\$17
*5 - 6				
*5 - 12	\$21			\$21
*4 - 18		\$14		
*5 - 18			\$18	
*12 - 24	\$26			\$26
*18 - 24		\$25	\$25	

Parramatta Westfield offers two hours free parking for general visitors, four hours free for Westfield members. After the free parking period rates increase incrementally each half hour, to a maximum of \$50 per day.

By comparison to other major Sydney suburban CBD's, CoP's early bird (long stay) multi level rates are significantly lower, with Chatswood and North Sydney charging \$24 to \$28 per day respectively.



The following table (prepared by Jacob's for the Integrated Transport Plan) illustrates the variance in charges for long stay parking across Sydney business hubs:



The daily public transport rate cap for Greater Sydney (Opal card) is \$16.10. CoP's early bird parking charge of \$14 / day in Parramatta Station multi level makes driving an attractive option over public transport, in some instances.

#### Parking pricing / Parking demand elasticity:

Elasticity is the percentage change in consumption that results from each 1% change in price.

Recent studies (*Victorian Transport Policy Institute, Understanding Transport Demands and Elasticities, Todd Litman, March 2019*) indicates the price of parking has an elasticity range of -0.3 to -0.6 on parking demand.

On this range:

-0.6: a 10% increase in price = 6% reduction in parking demand

-0.3: a 10% increase in price = 3% reduction in parking demand

Parking pricing / Parking demand elasticity is influenced by socio demographic factors, travel distances, industry type, employment base and cost of public transport relative to cost of parking. Parramatta is likely to sit at the higher end (-0.6) of the scale.

Using price as a lever to encourage long stay (office workers) to use public transport has a minimal impact unless the price is increased significantly. If the price of long stay parking

increased to \$21 across CoP's multi level car parks the reduction in cars using the car parks is around 100 per day.

Increasing the long stay rate in line with other suburban CBD'S to \$24 / day has the effect of reducing office worker use of parking by around 250 per day (across Eat Street, City Centre, Parramatta Station, Justice). As the working population increases in future years it is appropriate to increase the long stay (> 4 hours) pricing structure to manage the demand pressure on the existing multi level car parks.

The pricing of short stay visitor parking (< 4 hours) across the CBD is largely consistent, with the exception of Westfield which has 2 hours free parking (4 hours for members). Short stay visitor parking is critical to support the visitor economy, local retail and service businesses, we recommend no change to the current pricing structure, with annual incremental increases in line with inflation.

## 7.0 Opportunities and Options

With the future supply and demand side impacts to parking in the CBD, a number of opportunities and options have been identified that cater to potential future demand shortfalls and better utilise existing parking infrastructure.

### 1. Increased utilisation of existing MLCP

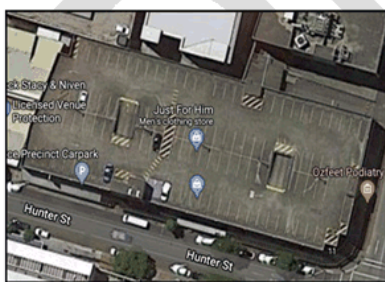
2019 average occupancy across the MLCP was 65%, with Parramatta Station 55%, Eat Street 65% and Justice 73%. There is capacity in each of these three MLCP to increase utilisation. Increasing the occupancy in these MLCP to 90% (at current turnover rates) delivers an additional 670 spaces per day and approximately \$2.340 mil in revenue per annum (based on 2019 actuals).

There are some constraints to driving utilisation levels that need to be addressed:

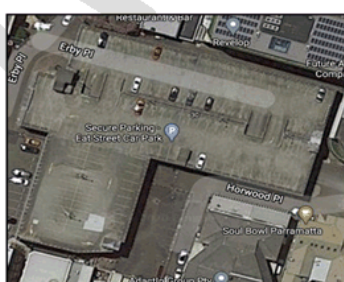
- The top decks of the MLCP are exposed to the elements, deterring patronage, particularly in hotter months (October to March). There are approximately 350 spaces that are not utilised on these top decks. Providing a form of shade structure will be necessary to encourage use. This will require capital investment to progress this option.

#### Top Deck images:

Justice:



Erby Place:



Parramatta Station:



- The current MLCP technology platforms are unable to provide information to users at entry on car space availability, location of available spaces and number of available spaces. This level of information is critical to increase patronage to a targeted 90% occupancy, particularly to fill upper levels;
- The current MLCP technology platforms are incapable of providing real time data to the operators to understand overall occupancy, occupancy by level, usage patterns,

peak demand and. Real time information that is important to the management of and driving performance of the assets.

## 2. Introduction of current technology (on-Street and MLCP)

The current technology used to manage the on-Street and MLCP is outdated and lacks the functionality of modern parking facilities.

CoP has prepared a tender to engage a contractor(s) to deliver an integrated smart parking system across its on-Street and off-Street parking network, to leverage current technologies to improve the delivery of parking services in the CBD. The tender will be issued to the market.

The tender process is planned to run for 6 months, from commencement of the process to implementation of the preferred tenderers technological platforms.

The tender document sets out the technological capabilities of the smart parking system to be capable of:

- Providing real time occupancy data;
- Offer predictive modelling functions to determine parking availability across on and off-Street locations;
- The ability to monitor car park data in real time, to accurately understand parking behaviour and efficiency;
- Dashboard capability to display historical data and trends for a pre-determined (hour, day, week, month) or chosen duration of time (specific date or date range) at one, several or all geographic areas (Street, precinct or entire CBD);
- Dynamic pricing (or real-time pricing) capability to more efficiently use parking spaces within the Parramatta CBD, to leverage captured real-time data across Council's on and off-street parking environments to implement parking fees based on a range of conditions;
- Payment systems that include web link, app based, hand held or desktop devices;
- Payment systems that include the ability to accommodate pre-booked and /or pre-paid parking and provide a remote top-up function;
- The payment system must be capable of 'next day' payment of revenue to City of Parramatta.

The most current car park technology is critical to maximising the operation and performance of the on-Street and off-Street car parking infrastructure.

To compliment the improved operational outcomes from current technology in the day to day operation of the car parking infrastructure, electronic / dynamic way finding signage is required on approach to the CBD and within the MLCP, to direct parkers to available parking and communicate availability of parking within the MLCP.

### 3. Continued modal shift to public transport and away from private vehicle use

The continuation in modal shift to public transport and other means of sustainable transport from private vehicles reduces parking demand and is a key objective of CoP's Integrated Transport Plan (targeting 40% of office workers using private vehicle as the primary means of travelling to work by 2036 versus the current 46% of workers).

Modal shift can be accelerated through pricing of the long stay (> 4 hours) parking utilised by office workers. The current long stay parking rates are significantly less than major suburban CBD's across Sydney. The current range in long stay rates ranges from \$14 / day to \$ 21 / day in CoP's multi level car parks. A rate of \$24 / day is more in line with comparable suburban CBD's.

Adoption of this rate increase based on parking elasticity contributes to a marginal reduction of around 250 cars per day.

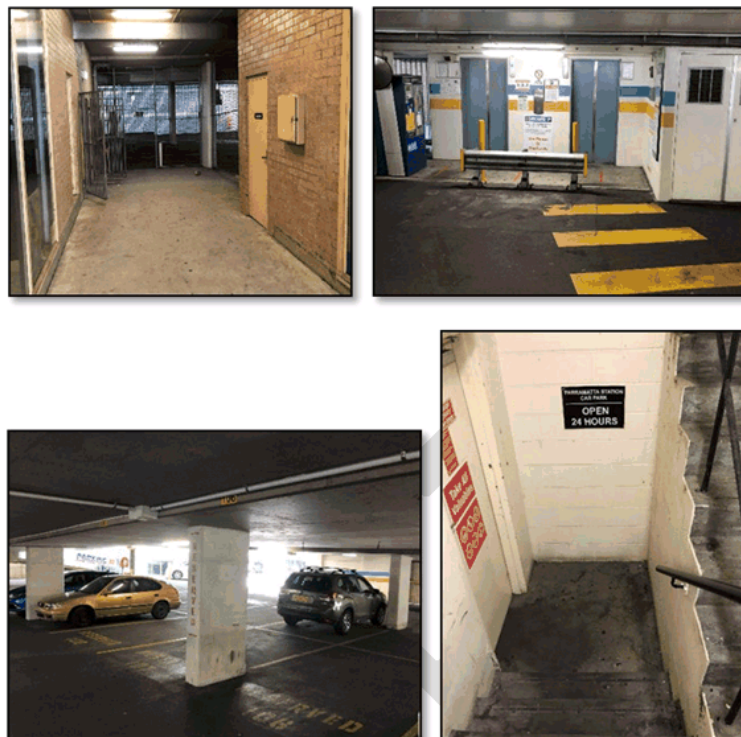
### 4. Capital upgrade to MLCP's assets

Reinvestment in the physical assets to compliment a technological upgrade is important to address safety perceptions, appearance / aesthetics, lighting, line marking, vertical transportation and way finding to drive occupancy levels.

A comprehensive scope of works is required for Eat Street, Parramatta Station and Justice to support a business case for a capital upgrade to improve the level of amenity, appearance and functionality of these assets.

An estimated \$10 mil would be required to deliver a comprehensive capital upgrade to the multi-level car parks. A funding source could include allocation of capital from the sale of the City Centre car park post compulsory acquisition.

The car park experience is often the first impression visitors to the CBD have of the City. The current physical experience is poor, with the following photos illustrating this:



#### 5. Whole of CBD approach to parking

CoP has control of and insight into 42% of the public / public private parking in the CBD. It is important to understand demand, pricing, trends, occupancy, usage across the entire CBD parking network (including commercial office), to understand parking from a whole of CBD perspective.

Westfield Parramatta control 34% of the public / public private parking in the CBD. They advise their multi deck is under-utilised on weekdays (approximately 75% occupancy). Centre Management have indicated they would be prepared to commit resourcing to analyse their parking surplus with a view to increasing the current 880 spaces allocated daily to all day casual parkers.

A whole of CBD approach to parking would include private operators (for example, Wilsons and Secure), private operators of public parking, public operators of public parking (Parramatta Park Trust), large commercial operators (for example Jones Land la Salle, CBRE) and technology companies that currently provide parking via apps (for example DIVVY).



There is the potential for this review to make additional public private parking available to CBD workers.

#### 6. Secure CBD fringe sites to cater to increased demand

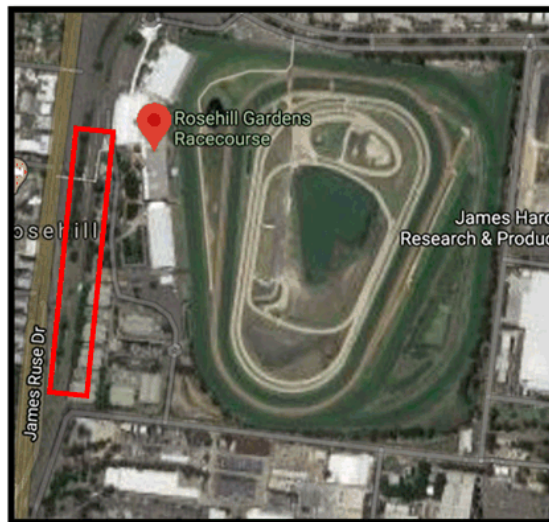
There is potential to utilise the spare capacity of privately operated car parks on the City fringe, particularly Parramatta Leagues Club and Rosehill racecourse.

The Parramatta Leagues car park (pictured below) has 860 car spaces. In meeting with the Leagues Club CEO, he indicated a willingness to make available 200 spaces for commuter parking, in the upper decks. They have the technology to regulate the use by commuters and manage collection of fees. The specifics of how the arrangement would operate could be pursued if this option is supported.



The Rosehill racecourse has significant surplus parking (highlighted in red below) along the James Ruse Drive boundary of the site, potentially 600 spaces. Their GM of Venue Operations has indicated that they would support use of the surplus parking by CBD commuter parkers.

There is some detail to be resolved, in respect to their 2021 forward bookings that occasionally occupy these car parks and the cost of logistics to transport commuters from these carparks. Further discussion around management and operations will be required if this option is supported.



Additional secondary sites are under investigation, including Sydney Olympic Park, Westmead and Western Sydney University, that could provide supplementary parking capacity.

#### 7. Dynamic pricing of MLCP

The introduction of current technology provides an opportunity to align the price paid for parking with parking demand. Versus the current model where the pricing is static, irrespective of demand.

Dynamic parking has been implemented in North America (Washington DC and Los Angeles are examples). Real time data is required to determine if this strategy is valid, until the existing technology is updated it is not possible to determine the positive and negative benefits of this approach.

Further evaluation of this option is required, post the introduction of a Smart Parking system, which will provide real time data to understand fluctuation in demand by time of day, day of week and time of year, to assess the merit and effectiveness of this approach.

#### Car park pricing structure

The current pricing structure for the short stay (< 4 hours) is generally consistent across the CBD (CoP and privately operated multi level car parks), as this supports the visitor economy, local retail and service businesses, it is recommended that the rates be indexed annually to CPI.

The rates for long stay (> 4 hour) commuter parking vary between CoP and privately operated multi level car parks (\$14 / \$21 vs \$21 / \$26 respectively). When benchmarked against other



major Sydney suburban centres CoP's rates are significantly lower, and in the case of Parramatta Station are below the daily OPAL card cap of \$16.10. There is an opportunity to increase the long stay rates, progressively in 2022, to encourage the use of public transport and provide additional parking for short stay visitor parking.

#### 8. Convert the Eat St MLCP to short stay parking to cater to visitors only

The predominant use of Eat Street is by short stay / visitor parking with 72% of its weekday usage less than 4 hours. This suggests the majority of patrons of the Eat Street multi level are supporting the visitor economy, local retail and service business.

The loss of Riverbank displaces circa 255 short stay / visitor users. Converting Eat Street to < 3 hour parking only, gives it the capacity to absorb the visitor parking from Riverbank.

Capacity in Parramatta Station and Justice could accommodate the long stay / workers currently using Eat Street.

The price structure to convert Eat Street parking to 3hr short stay is identified in the table below

Hours	Current Price	Proposed 3P prices
0-1 Hrs	\$3.00	\$3.00
1-2 Hrs	\$6.00	\$6.00
2-3 Hrs	\$10.00	\$10.00
3-4 Hrs	\$13.00	\$20.00
4-5 Hrs	\$17.00	\$25.00
5-12 Hrs	\$21.00	\$35.00
12-24 Hrs	\$26.00	\$45.00
Lost Ticket	\$27.00	\$50.00

Implementing this option will require a considered communications plan and management strategy to redirect workers to other parking options (187 Macquarie, Justice, Parramatta Station, and O'Connell St).

#### 9. Introduce additional long stay metered parking on the City fringe

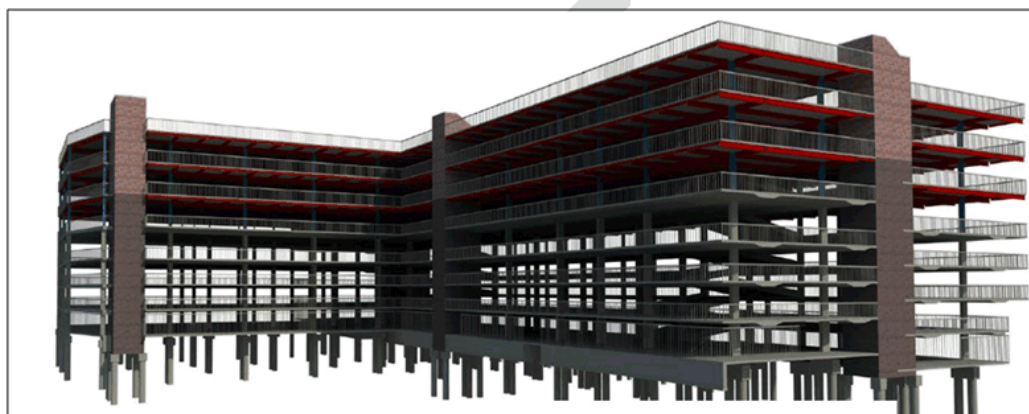
Capacity exists on the City fringe to increase the number of +10 hour parking areas for worker parking.

An additional 200 – 250 on-Street metered spaces could be introduced to the road network. Refer to attached updated plan that provides additional car-parking street locations.

#### 10. Consider adding 3 levels of parking to Eat St

An option exists to add additional parking levels to the Eat Street multi deck, accommodating up to 1,000 additional cars.

Hyder undertook a technical investigation of this option in 2018 concluding that it was structurally feasible. The additional decks are illustrated in 'red' below.



Long term it is not the highest and best use of the site. Under the 2011 LEP the potential, with Design Excellence, is to develop the site with a GLA of 52,900 square metres to a height of 138 metres (under the CBD Planning Proposal the height is only limited by the sun access plane, potential GLA of circa 92,000 square metres).

Further considering the disruption to the CBD car parking network and capital out lay in the order of \$15m, impacts the viability of the project.

#### 11. Redevelop Fennell St as a car park / commercial development

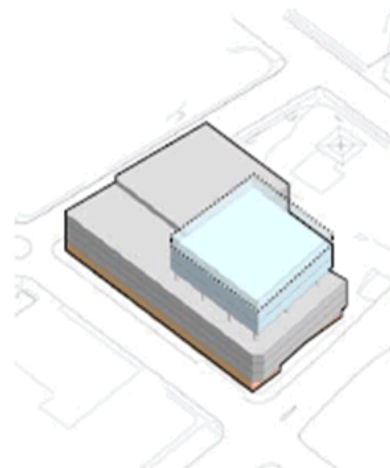
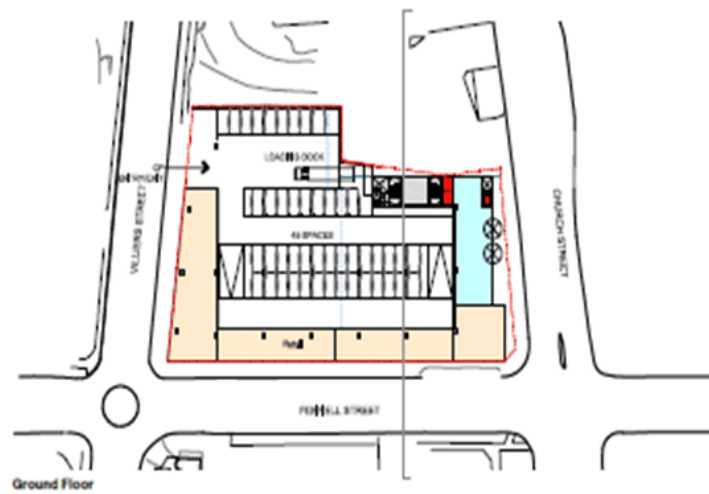
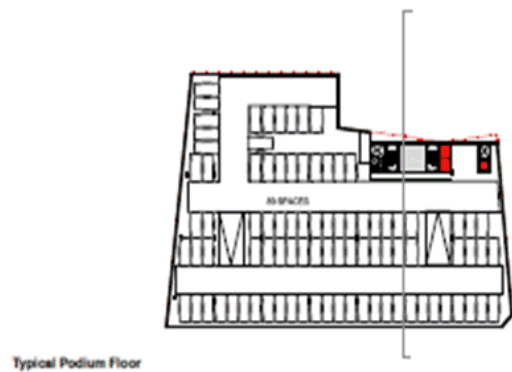
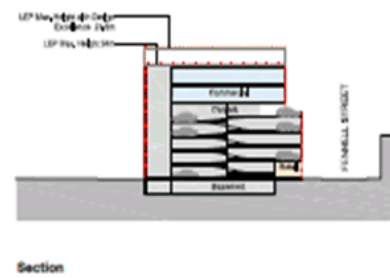
CoP's Fennell St on-grade car park has the potential to be redeveloped as a multi-level car park and commercial development. The sites location on the Northern City fringe and proximity to a light rail stop makes it a feasible location for public parking.

Based on the 'do nothing' pre-COVID19 modelling a parking deficit arises in future years that may support a decision to increase the provision of public parking. However, a decision should be deferred until a more complete understanding of the post-COVID19 CBD office market and usage patterns is established.



Development possibility at Fennell St

	2011 LEP	2011 Uplift for Design Excellence	2019 CBD Planning Proposal	2019 PP uplift for Design Excellence
<b>Site Area</b>	3,317	-	3,317	-
<b>Maximum FSR</b>	2.1+3.1=2.44:1	+15% = 2.81:1	2.1+3.1=2.44:1 Incentive to 6:1	+15% = 6.9:1
<b>Maximum Height</b>	15m / 24m	+15% = 17.25m / 27.6m	15m / 24mk	+15% = 17.25m / 27.6m
<b>Land Use Zoning</b>	B4 Mixed Use + SP2 Infrastructure	-	B4 Mixed Use + SP2 Infrastructure	
<b>Maximum FSA</b>	8,079	9,291	19,902	22,887
<b>Target GBA</b>	35,238	40,524	22,362	25,716



## 8.0 Recommendation

It is recommended that the opportunities and options be prioritised on the basis of:

1. Short term – 12 months. Can be progressed immediately;
2. Medium Term – 12 – 24 months. Require additional planning to facilitate delivery;
3. Long term + 24 months. Require significant planning, design development, financial analysis and project feasibility.

In respect to funding the recommendations, it is recommended that \$10mil from the property reserve be allocated for their implementation, subject to comprehensively scoping the works and relevant capital approval processes.

### Short term – 12 months

- Let the smart parking tender, to deliver the latest technology to improve the management, control and operation of the on and off-Street parking infrastructure. The tender process currently envisages an initial trial of on-Street parking. The tender should incorporate the multi-level car parks and the current tender program compressed from 6 to 3 months.
- Install an electronic / dynamic car park way-finding and directional signage system in the CBD, that provides directional signage on approach to the CBD, to identify parking availability on a whole of City parking basis (and remove the existing wayfinding signage that refers to City Centre car park);
- Car Park Management prepare a strategy to drive the utilisation rates of the MLCP from 65% weekday occupancy to 90%, in consultation with Secure Parking. In readiness to implement the strategy when the smart parking tender is let;
- Progress negotiations with Parramatta Leagues Club and Rosehill Racecourse to secure an agreement to utilise spare parking capacity for commuters at their facilities;
- Investigate further secondary sites with the capacity to provide additional supplementary worker parking, including Sydney Olympic Park, Western Sydney University and Westmead;
- Initiate a whole of CBD approach to parking, partnering with Westfield, Secure and Wilson's parking and other major operators of public parking. With the intention of better utilising the City's overall parking assets;
- Convert Eat Street to visitor parking only (< 3 hours), relocating commuter parking to Parramatta Station and Justice multi level car parks.



**Medium Term – 12 – 24 months**

- Increase the on-Street metered parking network, on the Streets identified to have capacity, to provide additional long stay parking on the CBD fringe;
- Reinvest capital in Eat Street, Parramatta Station and Justice, to improve utilisation levels, functionality, aesthetics and presentation. Incorporating electric vehicle charging stations, in each multi-level car park, as part of the capital upgrade;
- Install shade structures on the exposed upper decks of Eat Street, Parramatta Station and Justice, to facilitate use of these spaces. Incorporating photovoltaic cells in the shade structures at each of the multi-level car parks;
- Investigate the merits of dynamic pricing and car park pricing structure for CoP's on and off-Street CBD parking, to determine the benefits and risks associated with demand based pricing;
- Progressively increase the pricing structure for long stay (> 4hours) office worker parking in the multi-level car parks from circa \$21 / day to \$24 / day.

**Long term – 24+ months**

- Develop a feasibility for the redevelopment of the Fennell Street on-grade car park for a commercial development, including public parking;
- Investigate the potential to amalgamate Fennell Street with TfNSW adjoining site for redevelopment, inclusive of public parking.

**Resourcing recommendation**

To implement the recommendations dedicated Council Staff will be required to;

- Develop design, briefs and scopes of work;
- Develop programs and staging plans;
- Undertake financial analysis;
- Prepare business cases and PRC reports;
- Develop and implement communications plans;
- Prepare contracts;
- Negotiate contracts;
- Prepare and let tenders;
- Manage the delivery of capital works.

## 9.0 Draft Implementation Plan

Delivery of the short, medium and long-term recommendations will require:

- Identification of the source of capital and allocation;
- An allocation and dedication of CoP staff (intensively for 12 months) to:
  - Develop design, briefs and scopes of work;
  - Develop programs and staging plans;
  - Undertake financial analysis;
  - Prepare business cases and PRC reports;
  - Develop and implement communications plans;
  - Prepare contracts;
  - Negotiate contracts;
  - Prepare and let tenders;
  - Manage the delivery of capital works.

The following is a high-level implementation plan to deliver the short, medium and long-term recommendations:

### Short term – 12 months

#### Smart Parking Tender:

- Progress the tender and Stage 1 evaluation process to finalise Smart Parking (on current program by June 2021);
- Prepare a business case for review by the PRC for the additional capital required to deliver the recommended Stage 2 (currently unbudgeted) of the Smart Parking tender (incorporating the MLCP);
- Develop an implementation plan and program, in conjunction with the external car park manager, for the coordinated implementation of the Smart Parking tender;
- Dedicate CoP delivery resources (and request external manager dedicate resources), for implementation of the Smart Parking infrastructure;
- Prepare a communications plan to progressively inform car park users of the proposed changes.

#### Electronic / dynamic wayfinding signage:

- Develop a brief, scope of works and budget for the installation of electronic / dynamic signage (that can be integrated with the smart parking software) on approach to the CBD and within the MLCP;
- Prepare a business case for review by the PRC, to approve capital for the installation of the electronic / wayfinding signage and removal of existing wayfinding signage;

- Prepare a tender for the electronic / dynamic wayfinding signage;
- Let a contract for electronic / wayfinding signage tender;
- Dedicate CoP resourcing to manage the electronic / dynamic wayfinding installation.

Management focus on increasing occupancy from 65% to 90%:

- Develop a management and communications plan to utilise the upper decks for long stay / commuter parking and lower decks for short stay visitor parking;
- Develop a brief, scope of works and budget to install additional hardware on the upper decks to manage and regulate long stay / commuter parkers on these levels;
- Prepare a business case for the PRC, to allocate capital for the installation of the additional hardware;
- Prepare a tender for the additional hardware;
- Let a contract for additional hardware;
- Dedicate CoP resourcing to manage the additional hardware installation.
- Implement the communications plan to facilitate long stay / commuter parkers to the upper decks.

Secure agreements for the use of supplementary parking:

- CoP staff to prepare a logistics and management strategy for the implementation of a supplementary parking arrangement:
  - Operating parameters;
  - Transport to and from the CBD to supplementary car parks;
  - Communications plan;
  - Budget;
  - Management framework (internally or externally managed);
  - Capital required to make Rosehill feasible (boom gates, line marking, security, etc);
  - Implementation plan;
  - Additional CoP resources to implement and ongoing management;
  - Pricing structures;
  - Analysis of financial implications;
  - Timing for implementation;
  - Insurance implications;
  - Legal implications;
  - Viability analysis;
  - Form of agreement and extent of obligation;
  - Recommendation for ET approval.
- Progress discussion with Parramatta Leagues and Rosehill Racecourse on the terms of use and logistics of utilising their spare parking capacity;
- Finalise a licence agreement to formalise the use of the supplementary parking;



- Implement supplementary parking arrangement consistent with the logistics and communications strategy.

Investigate the potential for additional supplementary parking within the LGA:

- Investigate the potential to secure additional supplementary parking at Sydney Olympic Park, Western Sydney University and Westmead;
- Initiate discussion with relevant executives to determine the viability of the additional supplementary parking locations.

Initiate a whole of CBD approach to parking:

- Define the objectives and benefits of a whole of CBD approach to parking;
- Identify the relevant stakeholders that could contribute to the benefits of a whole of CBD approach to parking;
- Draft a MOU for the relevant stakeholders;
- Initiate discussion with the stakeholders and execute MOU's.

Convert Eat St to short stay visitor parking only:

- Establish a transition plan to convert Eat Street to short stay;
- Establish a communications plan to transfer long stay worker parking to Parramatta Station and Justice.

**Medium term - 12 – 24 months**

Increase on-Street metered parking on the CBD fringe:

- Finalise the plan of Streets with the capacity to accommodate on-Street meters;
- Prepare a business case to support the logistics, resourcing, capital and operating costs associated with additional meters;
- Submit the business case for the consideration of the PRC;
- Prepare a communications plan for Council, for consideration of the proposal;
- Prepare a community consultation plan for consideration of the proposal;
- Prepare an installation and management plan;
- Proceed with the installation of the additional meters.

Capital reinvestment in Parramatta Station, Eat Street & Justice:

- Define the scope of works and indicative budget for the proposed works;
- Document the scope of works and design brief;
- Commission the design of the proposed scope of works;
- Prepare a business case defining the scope of works, capital requirements, program, resourcing and benefits from a capital reinvestment in the MLCP;
- Submit the business case for the consideration of the PRC;

- Prepare a tender for the works and issue for contract pricing;
- Let the tender and commission the works.

Investigate the merits of dynamic pricing and car park pricing structure:

- Further investigation of demand management for on and off-Street parking is required to determine if implementing a dynamic parking model is suitable in the management of the CBD parking infrastructure;
- There are international examples (San Francisco & Los Angeles) that require further analysis as to their effectiveness in improving the efficient use of on and off-Street parking infrastructure;
- Further analysis of pricing structures and price-timing bands is to be undertaken to determine appropriate pricing for on and off-Street parking.

Progressively increase long stay commuter rates in the multi level car parks:

- Establish the appropriate rate increase to include in CoP's annual rate increase;
- Prepare a communications plan for implementation;

**Long term + 24 months**

- Prepare a feasibility for the redevelopment of Council's Fennell Street site to determine merits of the proposal, including:
  - Planning matters;
  - Design options;
  - Market demand;
  - Capital cost;
  - Investment metrics;
  - Program.
- Evaluate the merits in recommending progression of the development opportunity
- Initiate discussion with TfNSW for the adjoining site to determine the merits in a combined development opportunity.

## 10.0 Conclusion

Future demand for public parking, in particular office worker parking, cannot be met by a pro-rata increase in supply based on 2019 data. The current rate of office worker growth would require an additional 10 multi-level car parks by 2024 /25, on a 2019 'do nothing' approach.

A solution to the provision of public parking to accommodate growth relies on a multi-faceted approach outlined in sections 7 (Opportunities and Options), 8 (Recommendation) 9 (Draft Implementation Plan). Together with the allocation of capital to support implementation.

The draft CBD parking strategy will remain a 'live' document to be updated and amended as the market recovers from the impact of COVID19 and any ongoing consequences on the demand for parking in the CBD are understood. If working from home were to continue, as anticipated, post COVID19 and office occupancy levels were 70%, the CBD parking infrastructure has the capacity, in the short term, to accommodate future parking demand (Table section 4.1), taking into consideration the supply and demand impacts.

## 11.0 Consultation

Internal and external consultation was undertaken with the following, to seek their input and insights in the preparation of the draft strategy:

### External:

Ken Kanovski – traffic and parking consultant (peer review of draft strategy)

Local Member for Parramatta – Geoff Lee

Business Western Sydney – David Borger and associates

Parramatta Chamber of Commerce – Schon Condon and associates

Economic Planning Committee – attending members (9<sup>th</sup> September 2020)

Westfield Parramatta Centre Manager – Adam Dillon

Jones Lang La Salle – Margaret Bolshinsky

Secure Parking – Tony McMahon

Australian Turf Club – Matt Sharman

Parramatta Leagues Club – Bevan Paul

Metro West – David Hobart

Parramatta Light Rail – Tim Dewey

Transport for NSW – Lara Kirchner

### Internal:

Executive Team

City Strategy

Corporate Services

City Assets & Operations

City Planning and Design

Property & Asset Services Unit

Property & Place – Place Services

Councillor's via PDG bi-monthly updates

## Appendices

### 1.0 Source data

The following table is a summary of the statistics, data and source of information used in the preparation of the draft CBD parking strategy:

Statistics, data & information	Source	Data used
CBD worker numbers	REMPPLAN Economics	48,911 (2019) 46.12% drive: 22,558
CBD tourist visitation mode of travel	REMPPLAN (2019 International, domestic overnight, day tripper)	1,831 average per day - 44% travel by car = 806 / day (grown at 2. % p.a)
CBD visitors arriving by car (weekday only, to 5pm excluding evening trade)	<p>No statistical data is collected on general weekday visitation to the CBD. Assumptions made having regard to evening visitation to restaurants, extended trade at Westfield, extended Westfield supermarket night trade.</p> <p>Using CoP base data that 56% of car park usage is &lt; 4hours visitor usage</p> <ol style="list-style-type: none"> <li>CoP MLCP data indicates entry after 5pm as follows:            Eat St 26%            City Centre 11%            Justice 2%            Parramatta Station 6%            Riverbank 12%         </li> <li>Meters excludes all day parking, assumed worker utilisation</li> <li>Westfield adjusted by 30% to account for late night trade and extended supermarket trade and</li> </ol>	7,345

	<p>utilisation by workers using the 4 hour free opportunity</p> <p>4. O'Connell St is predominantly long stay and was adjusted by 50%</p> <p>5. Other private public parking assumes 80% of use is daytime</p>	
Residential growth rate (adopted CBD visitor growth rate)	id Economics	2.97% p.a
Workers mode of travel to work in the CBD	REMPAN Economics	46.12% (2019) car as driver
Increase in Office GFA to calculate increase in workers	CoP approved DA's – adjusted to reflect GLA, vacancy, proportion of workers not in the office (working from home, leave, etc) worker to space ratio	2020: 81,710 sq.m 2021: 55,831 sq.m 2022: 66,228 sq.m 2023: 118,456 sq.m 2024: 62,854 sq.m (DA's) Total: 385,079
Increase in office workers resulting from increase in GLA	<ol style="list-style-type: none"> <li>Applying the Property Council 2019 vacancy rate of 3.2%</li> <li>15% of office not occupied due to work from home, leave, not working full time</li> <li>GLA / 14 square metres per employee – Cushman &amp; Wakefield</li> </ol>	<u>Additional office workers – 46.12% driving:</u> 2020: 2,341 ( 5,075 total) 2021: 1,599 (3,468 total) 2022: 1,897 (4,114 total) 2023: 3,393 (7,358 total) 2024: 1,801 (3,904 total)
Additional office car parking associated with additional GLA	<ol style="list-style-type: none"> <li>CoP approved DA's</li> <li>2024 adopted 2011 PLEP: 'Maximum of 1 space / 100 square metres of GFA'</li> </ol>	2020: 686 2021: 621 2022: 1,004 2023: 477 2024: 720 estimate
Total Commercial Market size	Knight Frank Research March 2020	768,421 sq.m as at January 2020
2019 Office vacancy rate (all grades)	Property Council of Australia Office Market report January 2020	3.2% (6 months to January 2020)
Public Car Park numbers	CoP paid parking	3,622: Multi Level car parks 2019 2,208: on- Street meters 2019 CoP total: 5,830

		8,079: privately owned public parking 2019 (Westfield 4,661 spaces)
Total Public Car Park numbers	CoP paid parking	13,909
% CoP managed public parking	$5,830 / 13,909 = 41.92\%$	42%
% Westfield public parking	$4,661 / 13,909 = 33.51\%$	34%
Westfield car park occupancy and usage	Westfield Parramatta Centre Management	Weekday occupancy 70% - 80% (75% used). 660 spaces allocated to staff, 200 spaces allocated to permanent casual parkers, 160 allocated to valet.
Commercial office parking	CoP paid parking	13,000
Car park net income	CoP Finance (Karen Asanza)	Net income: 2018/19: \$13,684,490 A 2019/2020: \$11,497,572 A 2020/2021: \$4,568,706 B 2021/2022: \$11,299,949 B 2022/2023: \$10,423,213 B 2023/2024: \$10,696,345 B
Amendment to Staff Parking policy	CoP Paid parking	Forecast impact to revenue and car park utilisation not included.
Increases / decreases in parking numbers	Metro West – City Centre / PLR – on-Street meters / MAAS - Riverside / 189 Macquarie – actual / Commercial parking – DA approvals	Market information on actual and proposed impacts.
Car park turns	1. CoP Paid Parking 2. Westfield Parramatta Centre Management	Number of cars that entered the car park / number of available spaces



# **Draft Parramatta CBD Parking Strategy**

## **Key Findings and Engagement Evaluation Report**

**September 2021**

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



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# 1. Introduction

City of Parramatta community members and stakeholders were invited to provide feedback on the Draft Parramatta CBD Parking Strategy ("Parking Strategy") which was endorsed by Council for public exhibition.

The purpose of community engagement was to:

- Inform key stakeholders, including businesses located in the Parramatta CBD, and the community about the proposed strategy for the Parramatta CBD car parks
- Invite comments and feedback on the strategy
- Use the feedback from consultation to determine if the strategy requires additional investigations and refinements
- Promote extra capacity and benefits of alternate multi-level car parks in the CBD
- Raise awareness about the need for a parking strategy and benefits/implications of the proposal



Public exhibition took place from **9am Monday 23 August 2021 to 5pm Wednesday 22 September 2021**.

The community was able to provide feedback via an online survey accessed through Council's engagement portal, 'Participate Parramatta' [participate.cityofparramatta.nsw.gov.au/](https://participate.cityofparramatta.nsw.gov.au/); as well as via written correspondence and email.

*It is important to note that this consultation took place throughout the COVID-19 outbreak. While the response rate was still quite strong, the government restrictions that were introduced which discouraged face-to-face consultations and the situation more generally, may have had an impact on overall engagement numbers.*

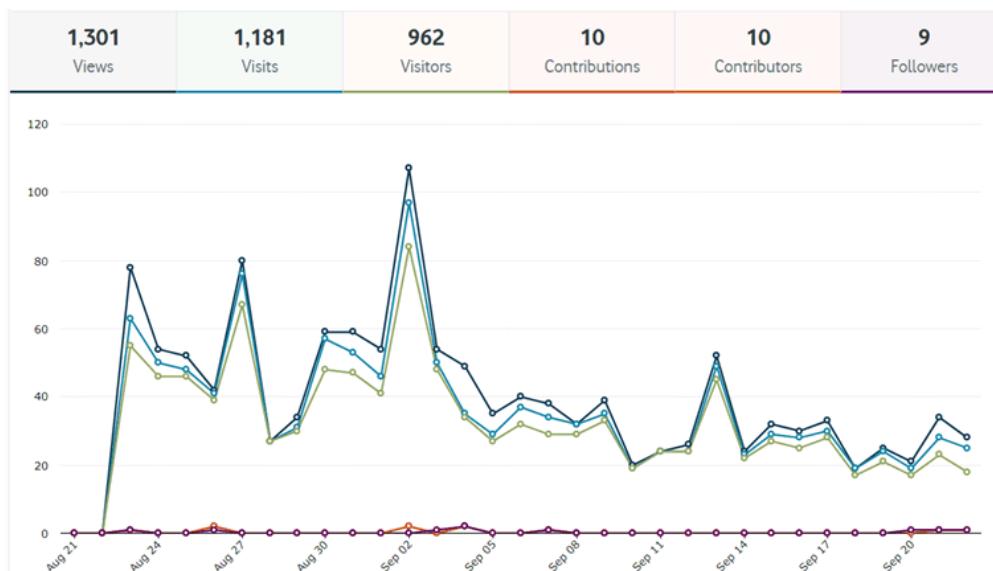
## Key Findings

This Key Findings Report collates and summarises submissions received during the period the Strategy was open for comment.

### Participate Parramatta Engagement Portal Statistics

The Draft Parramatta CBD Parking Strategy exhibition page on Participate Parramatta was **viewed 1,301 times** during the consultation period by **962 visitors**.

Strategy documents were **downloaded 264 times**, and **ten (10) contributors used the online survey** tool to provide feedback.



## 2. Executive Summary

From **9am Monday 23 August 2021 to 5pm Wednesday 22 September 2021**, City of Parramatta Council sought stakeholder and community feedback on the Draft Parramatta CBD Parking Strategy.

Respondents were invited to view the Draft Strategy and answer a short survey about short-term, medium and long-term proposals in the strategy as well as submit additional comments and feedback.

During the consultation period, **ten (10) survey responses** were submitted via Participate Parramatta, with **nine (9) email submissions** also received. **Seven (7) written submissions** by stakeholders were attached to email.

### Summary of key findings

#### Online Survey Submissions

- When asked, "Do you agree with the short-term strategies?" seven (7) respondents agreed, and three (3) respondents disagreed.
- When asked, "Do you agree with the medium-term strategies?" six (6) respondents agreed and four (4) disagreed.
- In answer to the question "Do you agree with the long-term strategies?" six (6) respondents agreed and four (4) disagreed.

There were a further nineteen (19) comments to open-ended questions.

For more detailed information, please see **pages 7-11**.

#### Email Submissions

- Two (2) of the nine (9) email submissions were positive.
- Two (2) of the nine (9) email submissions were negative.
- Three (3) were neither positive nor negative
- Two (2) were both positive and negative

Seven email submissions provided attachments with detailed feedback on aspects of the Draft Strategy for Council to consider. To read the submissions, please see **pages 12 to 47**.

### Recommendation

Overall, there is support for Council's Draft CBD Parking Strategy with the potential for further refinement. For example, there were questions and suggestions about further provision and prioritisation of both long- and short-term parking; further articulation of park and ride options to alleviate pressure in the CBD; as well as the need for freight and meal delivery pick up and drop off zones. As such, the following feedback will help to inform the next phase of the project.

### 3. Engagement Evaluation

The information below provides a snapshot of the communications and engagement channels used to promote the feedback opportunity to the community.

Numerous channels were activated to reach as many business and community members as possible and direct them to the City of Parramatta community engagement portal [participate.cityofparramatta.nsw.gov.au/](https://participate.cityofparramatta.nsw.gov.au/).

Channels included Council's website and Social Media pages; Participate Parramatta's online community panel and Social Media page; E-pulse and Parramatta Business newsletters; direct correspondence to key stakeholders; and a half-page display ad in Parra News.

Overall, **approximately 183,520** people saw the opportunity to share feedback based on the data captured from the following engagement channels.

#### Social media

Promoted across Council's social media channels, including the City of Parramatta Facebook (40,319 followers) and Instagram (10,100 followers) accounts, and Participate Parramatta Facebook (6,960 followers) account.

The best performing organic post of the social campaign is featured to the right. However, the strongest results were achieved using paid social media:

Paid Social Media *	
Reach	40117
Impressions	105831
Link clicks	853
Engagements	929
Total spend	\$499.42

#### Print Media

Exhibition of the Draft Strategy was published in Parra News on 24 August 2021 as part of the public exhibition.<sup>1</sup>

<sup>1</sup> Circulation figures unknown at this time



\* Not counted in overall reach

### Email

An email was sent to the Participate Parramatta Online Community Panel on Thursday, September 2, 2021 (10,228 members) and to recipients of Business News (29,800 members) and the digital version of e-Pulse (56,000 members). As shown right, email lists generated **747 of 962** visits to Participate Parramatta.

### Mailed correspondence

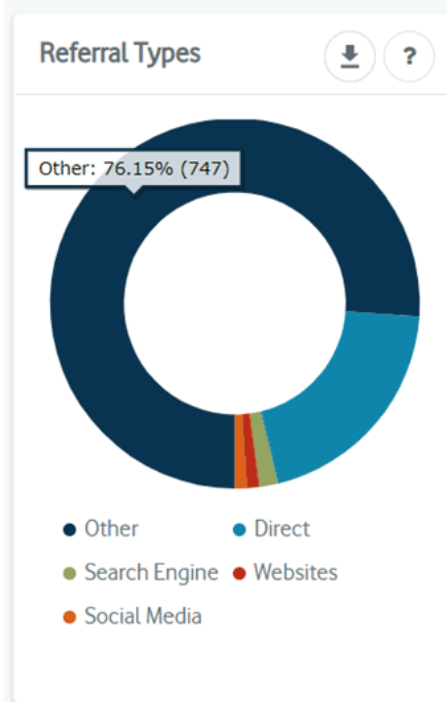
At the commencement of the consultation, 11 business, government and planning stakeholders received a letter notifying them of the public consultation period.

### Translated documents

A summary of the Draft Parramatta CBD Parking Strategy was translated into Simplified Chinese, Arabic, Hindi and Korean, alongside the full Draft Strategy.

Downloaded documents	
Chinese	15
Arabic	14
Hindi	12
Korean	15
Eng. Summary	58
Full version	150
Engagements	264

### Acquisition

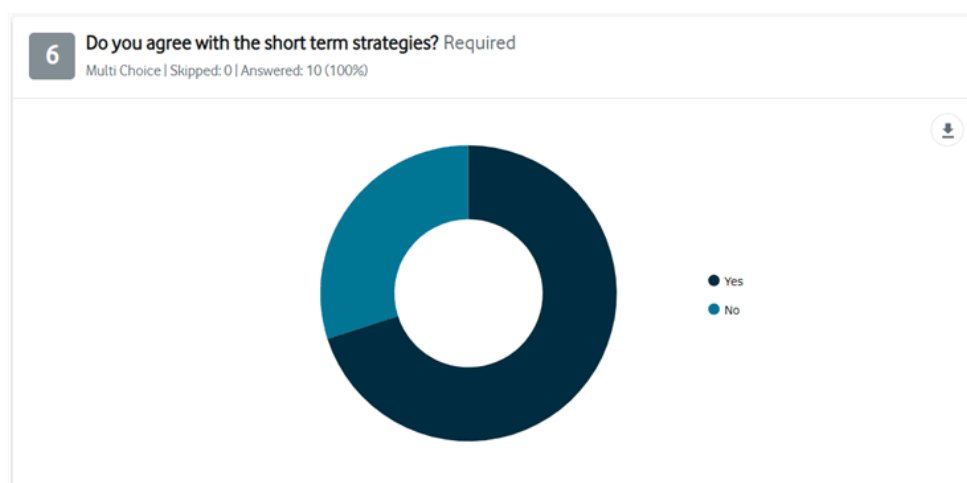




## 4. Online Survey Submissions

From 9am Monday 23 August 2021 to 5pm Wednesday 22 September 2021 ten (10) **survey responses** were submitted via Participate Parramatta, the results of which are presented below. (The first five questions provided personal information).

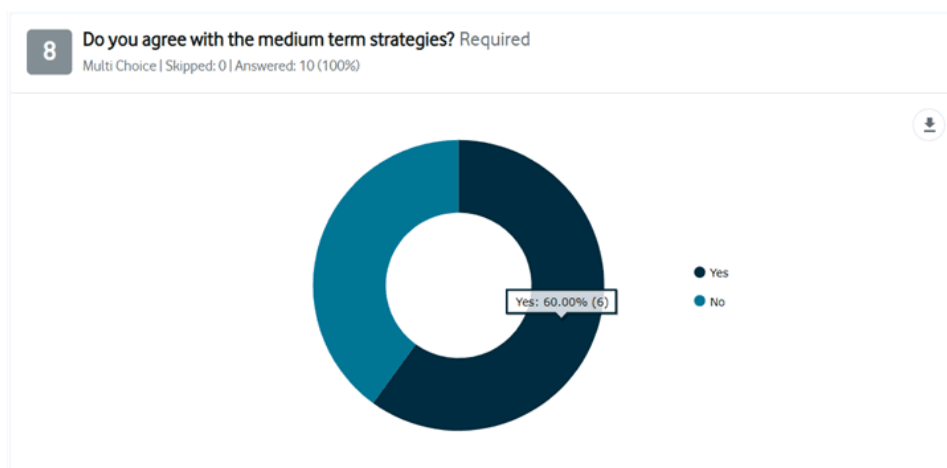
Question 6: Seven (7) respondents agreed, and three (3) respondents disagreed with the question, "Do you agree with the short term strategies?".



Question 7: Three (3) respondents who selected 'no' were asked to provide a long text answer.

Why not?	
Answer 1	Two major car parks have been removed. There is no short-term strategy to replace the lost spaces. The policy is full of hope but nothing concrete to overcome what is a serious problem of lack of parking spaces.
Answer 2	There is no strategy to address to provision of public transport options of bridging any gaps between car use and public transport: e.g., install parking areas outside the CBD but en route from most thoroughfares into the CBD to allow people to drive from home to a "meet area" and then take a shuttle bus into the CBD. This needs short- medium- and long-term planning.
Answer 3	I think the council should reduce the number of car parking spaces to encourage active and public transport options - i.e., walking, cycling, buses, trams, trains - and to discourage driving.

Question 8: Do you agree with the medium term strategies?

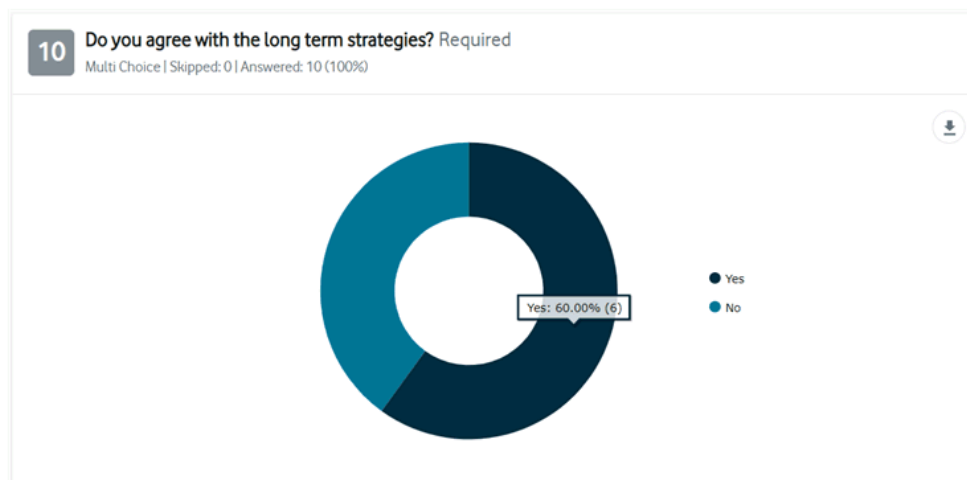


Question 9: Four (4) respondents who selected 'no' were asked to provide a long text answer.

Why not?	
Answer 1	Two major car parks have been removed. There is no strategy within the policy to replace the lost spaces.
Answer 2	There is no strategy to address to provision of public transport options of bridging any gaps between car use and public transport: e.g., install parking areas outside the CBD but en route from most thoroughfares into the CBD to allow people to drive from home to a "meet area" and then take a shuttle bus into the CBD. This needs short- medium- and long-term planning.
Answer 3	I think the council should reduce the number of car parking spaces and/or increase car parking charges to encourage active and public transport options - i.e., walking, cycling, buses, trams, trains - and to discourage driving.
Answer 4	Free parking should be available to all cbd employees. Affordable parking should be available to all visitors.

Question 10: Do you agree with the long term strategies?






**Question 11:** Four (4) respondents who selected 'no' were asked to provide a long text answer.

Why not?	
Answer 1	There is no statement as to how the lost spaces from the two removed car parks will be replaced. A feasibility study in two years is of no help to any business. I have already having problems getting people to come to Parramatta. It is easier for them to go to Sydney where there is more parking.
Answer 2	This carpark at 431 CHURCH STREET PARRAMATTA is a perfect location for a multistorey car park, because people could be fed onto new tramline in future for travel into CBD. It was also previously serviced by Hillsbus and State Transit directly along Church Street, plus the 900 free shuttle bus. It should be converted into a multi level carpark for long term parking, so people going into CBD from the north could park there, then take 900 shuttle bus or tram into CBD. This would stop people from driving into CBD causing traffic congestion. Once the land is sold, it cannot be taken, there won't be another location on the northern side of CBD for large carpark interchange.
Answer 3	There is no strategy to address to provision of public transport options of bridging any gaps between car use and public transport: e.g., install parking areas outside the CBD but en route from most thoroughfares into the CBD to allow people to drive from home to a "meet area" and then take a shuttle bus into the CBD. This needs short- medium- and long-term planning.
Answer 4	I support redeveloping the Fennell St car park as a commercial development, but I DON'T think it should include public parking - I think there should be no or very few PUBLIC parking spaces in new commercial developments, in order to discourage car use

	and to encourage active transport and public transport use. More active and public transport will make our city more liveable for the 21st century - there is now an awareness of the negative externalities of car driving - noise pollution, chemical pollution, over use of public space, road danger etc etc.
--	--

**Question 12: Eight (8) people responded in the open comments question, Is there anything else the CBD Parking Strategy should include?**


Is there anything else the CBD Parking Strategy should include?	
Answer 1	<p>"I do hope that capital is invested in the Parramatta Station carpark sooner rather than later.</p> <p>As a neighbour to this carpark, I find its current visual appearance terrible, with rusted unsecured bars on the facade (these are loose and move in the wind, no doubt they'll fall soon), decayed concrete, and lighting which remains on 24 hours a day (contrary to the belief that the lights have motion sensors - these do not work, see attached pic). Additionally as a neighbour we routinely see antisocial behaviour occurring on the upper levels of the carpark - it feels unsafe to us, so it must feel even more unsafe for those parking in there.</p> <p>The entire complex needs a thorough review and rectification work to make it safe, crime-free, suitable for motorists, more environmentally responsible, and ensuring it is a considerate corporate neighbour at the same time."</p> <p>[This resident provided uploaded the following image]</p> 
Answer 2	Definitely needs to focus on increasing the capacity after closing Riverbank and City Centre car parks.
Answer 3	The strategy should be one that actually addresses the lack of parking in Parramatta not to discuss issues to see what might be done. If this is what Councils thinks a policy is then Council urgently needs to replace the incompetent staff it obviously has

	at present.
Answer 4	Accessible car spaces and access to those spaces, and a mixture of small car / wider / motorcycle spaces.
Answer 5	Encourage people to park outside the CBD, and utilise the 900 shuttle bus. The 900 shuttle bus seems to be currently used by local residents as a form of cheap transport, but the route and bus stop locations do not encourage people from outside the immediate areas around CBD to use it as a form of connection into the CBD. There is a lot of potential with 900 shuttle.
Answer 6	As previously stated: the CBD parking strategy needs to address to provision of public transport options of bridging any gaps between car use and public transport: e.g., install parking areas outside the CBD but en route from most thoroughfares into the CBD to allow people to drive from home to a "meet area" and then take a shuttle bus into the CBD. This is an oversight. This could help CoP become much more sustainable and a leader amongst LGAs.
Answer 7	More parking for cyclists. More parking and safe routes for pedestrians and cyclists.
Answer 8	<p>Add in renewal kinetic energy road panels to increase renewable energy.</p> <p>Please add in adding 1000+ electric vehicle charging stations at all parking locations and make them free</p> <p>Add in LED lighting &amp; zonal audio system to each section of the road in the CBD to assist events &amp; future parades</p> <p>Color code the car parks - don't be afraid of engaging artists to paint murals and fun designs in and around each car parking space</p>

## 5. Email Submissions

**Nine (9) email submissions** were received during the consultation period. The content of the emails have been provided in full below for reference. The names of community members have been redacted to protect their privacy.

SUBMISSION 1	NOTES
<p><b>From:</b> XXXXXXXX &lt;XXXXXXXXXXXX@gmail.com&gt;  <b>Sent:</b> Saturday, 4 September 2021 5:11 PM  <b>To:</b> Parra Parking &lt;ParraParking@cityofparramatta.nsw.gov.au&gt;  <b>Subject:</b> Subject: Feedback on the Draft Parramatta CBD Parking Strategy</p> <p>***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***</p> <p>Good afternoon.</p> <p>Is this just another wasted effort?  The under utilised Horwood Place car park behind the Roxy is closing when this was regularly full pre-pandemic. Additionally it provides better access and movement about the city than Erby Place/Eat Street or any other nearby parking stations.  Why would people catch a tram if they have to drive in anyway?  Most of the new buildings both commercial and residential do not provide adequate parking spaces within the buildings therefore you are going to have an increased number of people trying to access the same services.</p> <p>Sporting field review has just put a proposal out for increased fields but nothing about transport or parking.  If you want people to come to the c area parking needs to be easily available and affordable.</p> <p>The average person does not drive in peak hour because they enjoy it.  That will not be fair to charge people more depending on the time of day, nor is it reasonable to expect people coming in/ staying late and away from their families to avoid these additional costs.</p> <p>Currently whilst there is so much construction going on directional signage won't help due to the constant detours and changes to the route.</p> <p>Again I couldn't get the Web page to accept my details to complete online.  I suspect others would have the save problem and that would mean a reduced response rate.</p>	<p>Negative  (inadequate parking provision)</p>

SUBMISSION 2	NOTES
<p>From: XXXX XXXX &lt;XXXXX.XXXXXX@transport.nsw.gov.au&gt;  Sent: Monday, 20 September 2021 12:50 PM  To: Parra Parking &lt;ParraParking@cityofparramatta.nsw.gov.au&gt;  Subject: FW: Re : Extension request</p> <p>***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***</p> <p>Hi there,</p> <p>Would it please be possible to get a one week extension on submitting the Transport for NSW comments in relation to the Draft Parramatta CBD Parking strategy (to be submitted by <u>COB Wednesday 29<sup>th</sup> September</u>)? Please see the email chain below for more information.</p> <p>Thank you,  Supun</p> <p>XXXXX XXXXXX  Senior Land Use Planner  Land Use, Network &amp; Place Planning  Greater Sydney</p> <p>Transport for NSW  27 Argyle Street, Parramatta NSW 2150</p> <p> <b>Transport for NSW</b></p> <p>I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.</p>	<p>Neither positive nor negative</p> <p>(Detailed discussion and comments: e.g. freight requirements and modal change)</p>

Transport  
for NSW

30 September 2021

TfNSW Reference: SYD 14/01264/29

Mr Brett Newman  
Chief Executive Officer  
City of Parramatta Council  
P.O. Box 32  
PARRAMATTA NSW 2124  
Attention: Justin Day

Dear Mr Newman,

**RE: DRAFT PARRAMATTA CBD PARKING STRATEGY (MAY, 2021)**

Transport for NSW (TfNSW) appreciates the opportunity to comment on the Draft Parramatta CBD Parking Strategy (May, 2021), as referred by Council in correspondence dated 25 August 2021.

As the Parramatta CBD grows, the strategic approach to parking needs to adapt to reflect the significant change envisaged in the Community Strategic Plan and evident through the current scale of development activity in the City. We understand that the aim of the Draft Parking Strategy is to capture the supply and demand factors arising from the Parramatta CBD's growth and the City's strategic planning objectives detailed in the *CBD Planning Proposal* and *Integrated Transport Plan*.

Parramatta is accommodating increased density and number of workers, residents and visitors, which increases travel demand to, from and within its CBD. As such, the provision of parking, including that relating to freight activities, will play a key role in how different customers will travel to and from Parramatta CBD.

Based on the 'vision and validate' approach to planning, this strategy could be used as an effective tool to define how parking can be used to facilitate a modal shift to sustainable transport alternatives, helping to reduce future parking demand.

Detailed comments by TfNSW on this draft parking strategy are provided in **Attachment A** for Council's consideration.

Should you have any questions or further enquiries in relation to this matter, Supun Perera would be pleased to assist you via email at [supun.perera@transport.nsw.gov.au](mailto:supun.perera@transport.nsw.gov.au).

Yours sincerely,

Cheramie Marsden  
Senior Manager Strategic Land Use  
Land Use, Network & Place Planning, Greater Sydney

**Transport for NSW**

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124  
P 131782 | W [transport.nsw.gov.au](http://transport.nsw.gov.au) | ABN 18 804 239 602



**Attachment A: TfNSW Comments on the Draft Parramatta CBD Parking Strategy**  
(provided September 2021)

**General Comments**

**Parking Requirements in the Parramatta Development Control Plan in light of its impacts on the Greater Sydney Region Plan**

The Greater Sydney Region Plan, *A Metropolis of Three Cities* is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The Central River City, which includes Parramatta, is growing substantially capitalising on its location close to the geographic centre of Greater Sydney. Unprecedented investment by Transport for NSW into public transport infrastructure and services is leading the major transformation of the Central River City. This is reciprocated through strong investment from the private sector through an abundance of new developments within public transport catchments of Parramatta Light Rail and Sydney Metro West.

The quantity of off-street car parking provided by private developments is controlled by the City of Parramatta Council both through the Parramatta Development Control Plan and Local Environment Plan, which are not referenced within this draft Parking Strategy. If not appropriately controlled at the Planning Proposal and Development Application stages, increased car parking supply generated by these new private developments have the potential to undermine both TfNSW and Council's vision for increased mode share shift from private vehicle to public transport.

Car parking rates within the Parramatta City Centre Local Environment Plan are noted as being considerably higher than those used by City of Sydney Council. If Parramatta is to truly become Greater Sydney's next CBD, then Council needs to strategically align their maximum car parking rates within their DCP and LEP to those provided by the Eastern Harbour City and in particular the reduced maximum rates of the City of Sydney Council.

Based on the above, it is recommended that the Parking Management Strategy makes reference to both the Parramatta Development Control Plan and Local Environment Plan and the need for reduced maximum rates for parking, as these documents ultimately control the quantity of off-street car parking provided in new developments within Parramatta. City of Parramatta Council should adopt the City of Sydney's approach to maximum car parking rates and categorisation methods being Land Use and Transport Integration and/or Public Transport Accessibility Level.

**Application of the Vision and Validate Approach**

The current draft lacks a clear vision of what the council wants – i.e., a city reliant on commuter / long stay parking/ public parking, or one that encourages a strong shift to other modes. It is recommended to recognise the benefits that increased transport options will provide to the area including the PLR and Metro, that parking needs to be considered in the scheme of these other transport modes.

In light of the short, medium and long term planning intent for Parramatta CBD as Sydney's second CBD, the Strategy's scope and purpose could be clarified and enhanced to more fully consider how parking within Parramatta CBD will support the overall intent and vision for the area. As such, it is considered that a key principle for the Strategy should be to define how parking can be used to facilitate strong modal shift,

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noting it currently talks about 'a balanced approach to modal shift' which is unclear in its intent. Considerations in achieving this include:

- Targets for dovetailing modal shift with reducing parking from the centre of the CBD.
- Behavioural change initiatives to deter people from using private vehicles - e.g. increasing the cost to park, initiatives and perks for those who can prove they have accessed the city via active or public transport, upstream parking at commuter hubs/interchanges such as along the B-line.
- Consideration of "just in time" efficiencies.
- Safety, both road-related as well as personal safety (and understanding that empty car parks reduce CPTED effectiveness).
- Repurposing car parks for end of trip facilities and parking for bicycles, scooters and small scale delivery vans.

Moreover, it is also considered that the Strategy lacks analysis into the origins of those travelling to Parramatta (both trip distance and direction), and the types of transport infrastructure that currently serve these movements.

#### Consideration for Freight Activity

It is noted that the broader objective of this strategy is to create a vibrant centre for businesses and an increasing amount of residents. However, in general, freight and servicing activity is not sufficiently addressed. This is already a constraint, partially as a consequence of on-street changes and the DCP requirements being guidance only.

Some background statistics:

- World Economic Forum (WEF) predicts a 78% increase in urban freight activity by 2030 (January '20).
- In the 2 years since March '19 to June '21, Sydney has already recorded a 100% increase in last-mile freight activity. This makes the bold prediction from WEF look misguided.
- Recent analysis by TfNSW forecasts a 300% increase in last-mile freight activity by 2061 (from a 2021 base). Given what we have seen in the last 2 years, this is considered modest.
- The typical view of freight activity is to centres of employment. Our recent assessments highlight the growth of deliveries to residential premises. Current statistics (increasing since 2017) highlight that residential developments generate the following traffic (*we believe there is some socio-demographic variance to these figures*):
  - Freight and service movements to residential premises = 0.175 vehicles per apartment unit per day. Average dwell time = 47 minutes (including short and long dwell time activity).
  - Food bikes/motorbikes range between 0.035 and 0.23 vehicles per apartment unit per day – again influenced by socio-demographics and location. *Higher rates are found in more central apartment blocks.*
- In the short term, construction attracts a lot of workers to the city. Previous investigations (related to Parramatta Square) found that ~10% of these workers drive and park for approx. 8 hours per day. In the short term, while significant construction is in progress, this could be a drain on parking capacity as they arrive early and get the available parking.

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**Recommendations:**

- As there will be significant increased CBD residential development in the future, this will drive up the parking demand for freight activities (i.e. retail deliveries to homes/people moving furniture into new apartments, etc). The Car Parking Strategy needs to be mindful of this and not compromise or undermine this increasing demand which will occur for on-street loading/unloading. The strategy may need to look into this further noting that Council intends to increase on-street metered parking.
- The Car Parking Strategy needs to be consistent with the Car Parking Objectives-Recommendations / Freight and Servicing Objectives-Recommendations within Council's Parramatta CBD Integrated Transport Plan: [https://participate.cityofparramatta.nsw.gov.au/download\\_file/1392/625](https://participate.cityofparramatta.nsw.gov.au/download_file/1392/625)
- If modal change for greater utilisation of Micrologistics solutions is the aim, then this is not a stand-alone transport solution. It necessitates (industrial/employment zone) land use solutions to support them.
- In recognition of changing trends of personal mobility and its influence on freight generation some cities (e.g. New York) are increasing the capacity of parking to support freight and servicing. Given the various growth objectives for Parramatta, it is suggested that this is considered.
- The location of loading zone provision is important. If located away from the ultimate destination of the goods/services, dwell times increase and productivity/turnover of the space is reduced.
- Recent changes to loading zone regulation enables the electronic management system of "Controlled Loading Zones" (Reg 179-1) - this could be considered in managerial approaches.
- Consider off-street solutions (related to car parks) and strengthening of DCP (preferably LEP) controls to compel developers to be self-sufficient in provision.

**Car Parking within CBD Fringe Locations**

- The Car Parking Strategy mentions several CBD fringe locations (i.e. Parramatta Leagues Club, Rose Hill Racecourse, Fennell Street – Commercial Development) as locations for future public parking. Council needs to ensure that each of these sites provides a necessary high-frequency public transport service from these sites (to and from the CBD Core) whether that be through PLR and/or Shuttle Bus Services. Consideration of the impact of vehicle trips accessing the public parking and mitigation of these also requires careful early consideration.
- Any additional street meters on the fringe areas will need to consider the small businesses that operate in these areas that may rely on parking turnover.

**Access to Off-Street Car Parks**

- Any proposed car parks should consider ingress and egress in relation to nearby traffic signals and public transport services. TfNSW cannot guarantee that the operating parameters of the SCATS traffic signal system can be adjusted to assist with movements to/from car parks.
- The SCATS system will be configured to provide the most efficient and safe management of traffic on the state road network and public transport operations. Any adjustments will only be considered if they have no negative impact on the road network or public transport services.

**Parramatta Light Rail**

- The Strategy focuses a lot on the quantities of parking supply and demand over assessing the feasibility of parking locations for access and integration with public transport. TfNSW's concern with the PLR project was the parking access

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points along Macquarie Street, especially with Parramatta Square. The Strategy may need to include assessment of the parking ingress and egress impacts on the traffic network including PLR.

- The Strategy also mentions PLR in terms of factors that reduce existing parking supply and reduces future parking demand, but does not delve further. It is currently fairly high level and focused on increasing public car park usage.

#### Specific Comments

##### Chapter 2 (page 3)

The draft objectives mainly include creating higher utilisation of existing parking assets and providing more parking capacity. Whilst mention has been made of encouraging mode shift, it is unclear how this objective (Objective 1) can be achieved if higher parking utilisation (and therefore private vehicle demand) is encouraged.

The objectives set out within the Strategy do not wholly align with the intentions of the Parramatta CBD *Integrated Transport Plan* such as delivering a more livable CBD, better public transport connections, and having more progressive policies to support growth.

Whilst the objectives indicate a review of best practices, both locally and internationally, it is noted that only San Francisco, Washington and Los Angeles have been included. North American cities, especially along the west coast of the USA, are traditionally car-dominant cities that have forced themselves into a feedback cycle of induced traffic demand. As a result, they have poor livability outcomes with congestion a major issue. Therefore, cities where the modal shifts have been more successful should also be included here - for example, London and Portland.

##### Strategic Response to Objective 1 (page 3)

Concern is raised about the proposed Strategic Response to Objective 1 to 'Increase capacity, if required, through partnerships with owners of private parking assets where additional demand can be accommodated.' Noting that the Draft Strategy projects a surplus capacity until at least 2024, it is considered that this action could undermine the proceeding actions to achieve a modal shift away from single-occupant car travel. While ever there remains an oversupply of relatively cheap parking, car driving will remain the preferred mode of travel for most commuters, due to its relative convenience.

We suggest that the actions that contribute to an increase in the supply of parking in the Parramatta CBD, or on its fringes, be reconsidered. It should also be noted that with the commencement of Parramatta Light Rail and Sydney Metro West in coming years, car parking facilities will become increasingly redundant as increased public transport connections are provided to the area. Demand for travel into Parramatta CBD should be primarily accommodated by mode shift to these services, rather than continuing to expand parking supply.

Also, the strategy should appreciate how the profile of freight and servicing activity will change in the CBD in the future and make a sensible plan to accommodate this growth.

##### Strategic Response to Objective 2 (page 3)

Regarding the controlled loading zones, technology can now be adopted to support the management of these spaces. Various profiles can be provided that demonstrate the profile and needs of this parking activity. This can inform managerial approaches.

Strategic Response to Objective 3 (page 3)

Strategic Response to Objective 3 should also include exploring opportunities to convert some existing car parking spaces to secure bike cages, to encourage more efficient use of the parking asset as well as mode shift to active transport, noting the strategic locations of existing car parking assets.

Consideration should also be given to incorporating facilities into developments that support CBD freight and servicing activity. This can reduce on street reliance freeing up space for other objectives. TfNSW has access to statistics from Sydney and around the globe, and case studies that can be provided in relation to freight and servicing requirements.

Strategic Response to Objective 4 (page 3)

Strategic Response to Objective 4 should also include the exploration of parking management strategies that prioritise the use of car parks for those that convey multiple occupants or carpool, to encourage more efficient use of parking assets and road space.

Strategic Response to Objective 5 (page 4)

Strategic Response to Objective 5 could include implementing demand management concepts to smart management systems, to ensure that the increased utilisation of the parking asset helps spread demand throughout the day. The delivery of the above items can be categorised as short, medium and long term delivery actions.

Increase in utilisations can also be achieved through:

- (1) supporting more long dwell time parking; and
- (2) increasing turnover (this will lead to a considerable increase in traffic movements in the vicinity and therefore should be planned for).

Parking occupancy levels of 90% have been identified as a target without providing a rationale. Existing research indicates occupancy rates above 85% induce urban congestion as drivers circle to find car parking (Shoup D., 2004). In this case, the use of smart parking technology to direct drivers to underutilized facilities would likely offset this effect, however, this should be clarified.

Chapter 4, Section E (page 10)

- While the modelling notes that public transport infrastructure improvements remove some on-street parking supply, there is no recognition or analysis of the huge boost in supply of public transport capacity that these projects deliver, which negate the need for additional parking because of the opportunities they create for mode shift from car to public transport. For instance, it would be good to note the potential reduction in parking demand once Metro is operational. The supply and demand modelling note the increase in capacity created by public transport initiatives, which greatly offset any loss of parking spaces in terms of the ability for journeys to be made into the Parramatta CBD.
- To avoid an oversupply of parking in Parramatta CBD and ensuring the shift to use public transport in CBD, parking management has to be assessed carefully for every future development in the CBD.
- It is unclear how a number of factors have been derived that will affect parking supply and demand within the CBD. This includes:
  - Differentiation between parking demand for short stay and long stay users.
  - How the provision of Parramatta Light Rail will only remove 200 cars off the road network in the AM peak, especially considering the project is expected to have a ridership of 28,000 per day.

- How the increase in resident population within the CBD will increase parking demands.

#### Chapter 4, Section F (page 10)

Concerning the question of "What is the right amount of parking for the future?", it is agreed that there is no singular ratio or formula to calculate the "right" amount of parking. However, this section provides an opportunity to review parking provision for retail and commercial floor spaces (and potentially employment numbers) within the CBD, and compare this with aspiration CBDs throughout Greater Sydney, nationally and internationally. This is especially pertinent in the case of developing Parramatta as Sydney's second CBD.

The section also refers to prioritising different customers. It is unclear why commuter parking is still discussed as "important". It should be revised to be in line with the proposed access hierarchy as seen in the ITP.

#### Chapter 5 (page 13)

This section discusses the supply and demand-side impacts between the years 2020 and 2024.

It is noted that a linear extrapolation has been derived for parking demand based on floor space, assumed employee occupancy and car-as-driver mode share. Chapter 4, Section d has assumed a linear extrapolation for car-as-driver mode share from 54% (2011 Census) to 51% (2016 Census) to 46% for a 2019 base case. A 46% mode share is continued into future estimates (2020 to 2024 mode years). This is not in alignment with the expected reduction in private vehicle (driver) mode share as outlined in the Parramatta CBD Integrated Transport Plan (as well as potential reductions in driving to work due to an increase in working from home in the future).

The potential increased demand for commuter parking (based on office worker increase) has not taken into account a decreasing mode share for car-as-driver in Chapter 5. Additionally, it assumes that parking demand to the number of workers is a linear relationship, and not a capacity function (where the limit of parking supply would affect travel modes).

This type of analysis provides a base for adding commuter parking in CBDs with existing (or proposed) high public and active transport access which in turn induces traffic demand, whilst detracting from the livability of a centre. Parking constrained developments in high public transport accessible locations tend to generate traffic (i.e. car-based trips) as a function of parking spaces rather than floor area, workers or employees (see TfNSW Technical Direction 2013/04a and corresponding data and analysis reports).

It is also noted that data sources are unclear for how visitor and tourist numbers have been derived, even with the table included in Chapter 15. Additional detail should be provided, including reasoning, as to how tourist and visitor numbers have been calculated for Parramatta CBD.

#### Chapters 6 and 7 (pages 18-21)

Chapters 6 and 7 reiterate that based on a "do-nothing" and COVID-19 scenarios, a deficit in overall parking spaces is expected by 2024. This is based on a predict-and-provide approach and again assumes that the mode share will not change as parking becomes scarcer in the future with background worker and visitor growth. This has already been noted in CBDs such as Chatswood, Sydney and North Sydney where the



scarce parking (and resultant high cost) has resulted in high public transport mode share access.

Chapter 9 (page 23)

The parking price structure review includes only a single source and elasticity range (from Victoria) regarding demand-price elasticity. Victoria, similar to Queensland, tends to have a higher private vehicle mode share within the CBD and centres due to historical factors including a less developed heavy commuter rail network, and lower density in the middle ring suburbs. As a result, cities such as Melbourne and Brisbane still have relatively cheap and accessible parking within the CBD area (or within walking distance) which would affect ranges. It is recommended that meta-analysis for parking-demand elasticity be reviewed to provide more context and evidence, especially in relation to the first paragraph of Page 25.

Chapter 10, Section f (page 29-30)

An opportunity has been developed to discuss adding commuter parking on the fringes of Parramatta CBD, including through partnership with private providers (such as Rosehill Gardens\*). Fringe site commuter car parks with shuttle bus services are often used in tourist locations and regional towns where additional commuter parking would not be feasible. However, fringe commuter parking brings with it a number of issues including increased traffic demand, and localised safety issues at parking accesses. This would also need a discussion on personal safety measures to ensure that it is readily and easily accessible to service the evening and late-night hospitality trade. In the case of James Ruse Drive, this can become a major issue during AM and PM peak hours as the corridor is often already congested and is a key north-south through link for regional traffic.

A more suitable consideration in providing better travel outcomes for commuters would be to investigate collaborating with TfNSW on analysing the origins of commuters. This can better inform the development of options further upstream to reduce traffic demand within and around Parramatta CBD, such as the development of interchange hubs as seen along the B-line in the Northern Beaches.

*\*Additional commuter parking is suggested at Rosehill Racecourse. Given that there is only one entrance to this area, this is not a feasible option and is not included in the current planning that is being done for the precinct. The intersection at James Ruse Dr / Grand Ave / Hassell Street is already congested and will not be able to take additional traffic at this intersection. On a similar note, additional commuter parking opportunities should not be provided on the outer edges or at the Leagues Club or other locations like Sydney Olympic Park, Western Sydney Uni etc.*

Chapter 10, Sections j and k (pages 31-33)

In Section b – last paragraph (page 27), consider changing the word 'compliment' to 'complement'.

Sections 10k and 10j discuss options to develop additional publically available parking:

- Circa 1,000 additional spaces for Eat Street MLCP through additional levels of parking.
- Multi-deck parking in tandem with commercial development for Fennell Street.

Significant amounts of parking localised to single sites will become large traffic attractors and generators during peak periods, especially if commuter parking is readily available in these structures. The impact of adding parking should be assessed on the operation of the local and wider road network.

Generally, in relation to future planned locations outside the CBD, Council should ensure that these locations are within close proximity to public transport. Parramatta LGA will be equipped with both PLR and SMW services in coming years as well as other existing transport modes currently available – connectivity of these proposed spaces to Parramatta CBD is therefore important.

#### Chapter 11 (page 34)

A number of recommendations, in line with state and local government objectives, should be reviewed including initiatives such as:

- Repurposing carparks or parts of carparks to end of trip facilities and parking for bicycles, scooters and small scale delivery vans.
- Adding or converting existing parking spaces to electric vehicle parking with free charging ports to drive electric vehicle uptake.
- Review of LEP and DCP rates to bring parking provision per worker in line with other more developed centres such as Chatswood, Macquarie Park, Sydney CBD and North Sydney. It is noted that maximum parking provision rates have not been analysed in this assessment.
- Utilisation of car parks for other purposes outside of weekdays when demand is low. Additionally, last-mile freight will be a key consideration in Parramatta as further growth occurs. Multi-level car parks provide an opportunity to consolidate and distribute last-mile freight using more efficient freight modes (examples include the Goulburn Street Car Park).
- Traffic impacts of higher car park utilisation, especially for commuters, should be considered as increased utilisation would be a consequence of more traffic generation.
- Any new carparks should be below ground or if above ground they should be counted in FSR calculations and designed so that they can be repurposed for other uses in the future.
- The proposal to progress negotiations to secure an agreement to utilise the spare parking facilities at Rosehill racecourse should be mindful of the Sydney Metro construction of the dive shaft on the Carlingford Line.

Sydney Metro would be interested in the results of the Smart Parking Tender, especially the potential for electronic/dynamic signage and its possible applications for managing parking in the Parramatta Metro Precinct.

#### Chapter 14 (page 41)

Tim Dewey has been listed as the representative for Parramatta Light Rail (PLR). This needs to be updated noting that Tim Dewey is the representative of Sydney Metro, not PLR. TfNSW nominates Maziar Neyakivi (Senior Project Manager, Parramatta Light Rail) as the representative for PLR and can be contacted via email on

[Maziar.Neyakivi@transport.nsw.gov.au](mailto:Maziar.Neyakivi@transport.nsw.gov.au).

SUBMISSION 3	NOTES
<p><b>From:</b> X XXXXX &lt;XXXXXXXXXX@gmail.com&gt;  <b>Sent:</b> Friday, 3 September 2021 10:15 AM  <b>To:</b> Parra Parking &lt;ParraParking@cityofparramatta.nsw.gov.au&gt;  <b>Subject:</b> Subject: Feedback on the Draft Parramatta CBD Parking Strategy</p> <p>***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***</p> <p>Hi!</p> <p>Just one idea to share: use Free Shuttle Buses to move people during major events held at Parramatta CBD!</p> <p>For example, from nearby suburbs where there are lot of car park spaces under-used during off-peak (i.e. event times)</p> <ol style="list-style-type: none"> <li>1) From Westmead station</li> <li>2) Rose Hill</li> <li>3) North Parramatta</li> <li>4) Carlingford</li> </ol> <p>etc</p> <p>Cheers!</p> <p>XXXXX XXXXXX\</p>	<p>Neither positive nor negative</p> <p>(More shuttle buses from suburbs)</p>

SUBMISSION 4	NOTES
<p><b>From:</b> Chamber President &lt;President@Parramattachamber.com.au&gt;  <b>Sent:</b> Wednesday, 22 September 2021 7:25 AM  <b>To:</b> Parra Parking &lt;ParraParking@cityofparramatta.nsw.gov.au&gt;  <b>Cc:</b> Chamber President &lt;President@Parramattachamber.com.au&gt;; XXXXXX@parramattachamber.com.au  <b>Subject:</b> Submission re Parking Strategy.....</p> <p>***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***</p> <p>Hi,</p> <p>Please see attached comments on the Parking Strategy</p> <p>Thanks</p> <p>XXXX XXXXX   President   Parramatta Chamber of Commerce    ☎ 9635 0022   ✉ <a href="mailto:president@parramattachamber.com.au">president@parramattachamber.com.au</a></p>	<p>Both negative and positive</p> <p>(Priorities: access from north &amp; south; prioritise short visits to professional services; preserve remaining carparks)</p>



22 September 2021

Project Team – Draft Parramatta CBD Car Parking Strategy  
Feedback on the Draft Parramatta CBD Parking Strategy  
PO Box 32, Parramatta NSW 2124

Dear Madam/Sir,

The Parramatta Chamber of Commerce has represented the interests of the business community in Parramatta for more than 100 years. Over the years, the issue of sufficient parking has been a perennial concern.

Generally, the Chamber supports the improvements being made to public transport provision and accepts that long term most people entering and leaving the city will need to be commuting via public transport.

However, there are key issues that need to be addressed as a matter of urgency, namely:

- A model of the ½ hour city should be adopted for Parramatta so that we can properly plan and review our transport systems. It should be noted that it already takes greater than 1 hour for many commuters in Parramatta to enter or leave the city and they are within 10 km of the city to the north or the south. Much of the current infrastructure work will exacerbate this.
- An underground heavy rail line should be prioritised north/south through Parramatta so that workers, customers and visitors from our suburbs can access the city.
- Maintaining Parramatta as a professional services centre should be elevated as a primary objective, otherwise we will lose our edge as a place of accountants, medical, legal, financial and education services.

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**PH: (02) 9635 0022**

PO Box 139 Parramatta 2124

Ground Floor 35 Smith Street, Parramatta NSW 2150

[info@parramattachamber.com.au](mailto:info@parramattachamber.com.au)

[parramattachamber.com.au](http://parramattachamber.com.au)





- Light rail should be linked better into heavy rail routes north and south of the city. Currently the plans are that it will connect at three points along the east west line: only reinforcing the connection to Sydney. It seems that the hubs and spokes model adopted by planners is still about Sydney and not about the central city of Parramatta.
- The council appears to see our carparks as a hindrance rather than as infrastructure and we believe they should not be so eager to pull these down before sufficient public systems can be put in place. We remind Councillors that they were built with rate payer money, and we believe they have value.
- The Chamber is also interested to learn more about future investment in technologies and how they will be adopted into Parramatta's innovative landscape with Autonomous vehicles. Does the current strategy cater for long term vision of driverless cars and robotic cars that would change the future and impacts of CBD parking?

In summary, the Chamber strongly believes that Parramatta should not just be a commuter suburb of Sydney and our transport system should reflect this.

Yours sincerely

A handwritten signature in black ink, appearing to read "Luke Magee".

Luke Magee  
President  
Parramatta Chamber of Commerce

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PH: (02) 9635 0022

PO Box 139 Parramatta 2124

Ground Floor 35 Smith Street, Parramatta NSW 2150

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SUBMISSION 5	NOTES
<p><b>From:</b> XXXXXXXX XXXXXXXX &lt;XXXXXXXXXX@designcollaborative.com.au&gt;  <b>Sent:</b> Monday, 20 September 2021 1:16 PM  <b>To:</b> Parra Parking &lt;ParraParking@cityofparramatta.nsw.gov.au&gt;  <b>Cc:</b> XXXXXXXX XXXXXXXX &lt;XXXXXXXX@deerubbin.org.au&gt;; XXXXX XXXXXX &lt;XXXXXXXXXX@designcollaborative.com.au&gt;; XXXXX XXXXXXXX &lt;XXXXXXXXXX@deerubbin.org.au&gt;; XXXXXXX XXXXXXXX &lt;XXXXXX@kimaka.com.au&gt;  <b>Subject:</b> Feedback on the Draft Parramatta CBD Parking Strategy</p> <p>***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***</p> <p>Good afternoon,</p> <p>We act on behalf of the Deerrubbin Local Aboriginal Land Council (<i>the DLALC</i>), the owner and operators of the Parramatta Gaol and surrounding lands, located at 73A and 73B O'Connell Street, North Parramatta. Please find attached letter which serves as the DLALC's response to the City of Parramatta Council's <i>Parramatta CBD Parking Strategy</i>.</p> <p>Should you have any questions, please do not hesitate to contact us to discuss.</p> <p>Kind Regards,</p> <div data-bbox="338 831 432 920">  </div> <p><b>XXXXXXXXXX XXXXXXXX</b>  <b>Design Collaborative</b>  Town Planning and Liquor Licensing Consultants  Suite 304/105 Pitt St, Sydney NSW 2000  Tel: (02) 9262 3200</p> <p><small>This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. The content and opinions contained in this email are not able to be copied or sent to any other recipient without the author's permission. If you have received this email in error please contact the sender.</small></p>	<p>Positive</p> <p>(Priority: Aligning with Parra Gaol change of use)</p>



## DESIGN COLLABORATIVE Pty Limited

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Town Planning and Liquor Licensing  
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MIS Aust  
MRPI  
FAP

20 September 2021  
Ref: 140415.21L

City of Parramatta Council  
By email: [parraparking@cityofparramatta.nsw.gov.au](mailto:parraparking@cityofparramatta.nsw.gov.au)

RE: Parramatta CBD Parking Strategy

### Introduction

We act on behalf of the Deerubbin Local Aboriginal Land Council (*the DLALC*), the owner and operators of the Parramatta Gaol (*the Gaol*) and surrounding lands, located at 73A and 73B O'Connell Street, North Parramatta (*the Subject Site*). This letter serves as the DLALC's response to the City of Parramatta Council's *Parramatta CBD Parking Strategy (the Strategy)*.

Presently, Council is in receipt of Development Application DA/604/2021 (*the Application*). The Application proposes a change of use to the former Gaol from a correctional facility to a **community facility** with supporting community activities and works. The Application its notification is currently being assessed by Council.

Overall, the DLALC supports the Strategy and the short, medium and long term actions. The following actions are relevant to the strategic planning and development of the Subject Site, including the Application:

- Replace and update CBD directional parking signage to make it easier for visitors to find parking.
- Progress discussions with key private parking owners to identify any spare parking capacity that could be used as an overflow option; and investigate secondary sites outside of the CBD that could provide supplementary parking.
- Increase, with a staged approach, on-street metered parking on the City fringe to create additional all day parking capacity
- Develop a feasibility study for the redevelopment of the former Fennell Street car park site as a commercial development that includes public parking.

Details on the relevance of these actions with the Subject Site are provided below. Recommendations are also included that will improve delivery of the Strategy in response to the strategic and future development of the Subject Site.

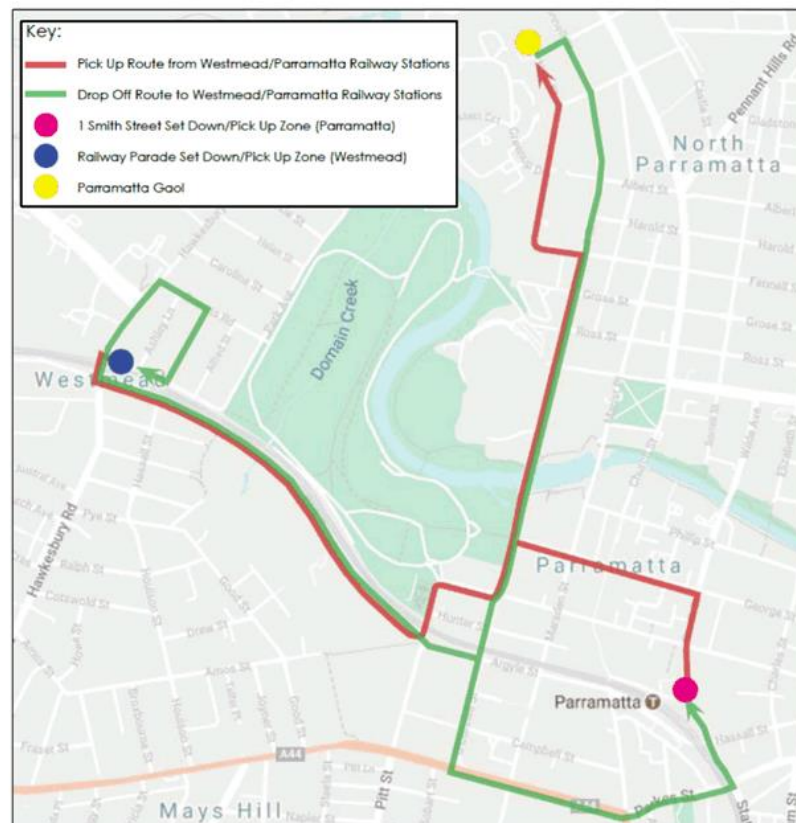
Parramatta Gaol | 140415.21L

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## Short Term Actions

- Replace and update CBD directional parking signage to make it easier for visitors to find parking.

To alleviate parking demand and assist with transportation, the Application proposes the provision of a shuttle bus service from the Gaol to Westmead Railway Station and Parramatta Railway Station. The route and pick up/drop off areas for the shuttle bus are shown in **Figure 1** below.



**Figure 1** - Proposed Parramatta Gaol shuttle bus route and pick up/drop off areas (Design Collaborative, June 2021)

The proposed pick up/drop off location in the Parramatta CBD is an existing P5 – 5 minute and bus zone located at 1 Smith Street.

Design Collaborative | 304/105 Pitt Street, Sydney NSW 2000

Parramatta Gaol | 140415.21L

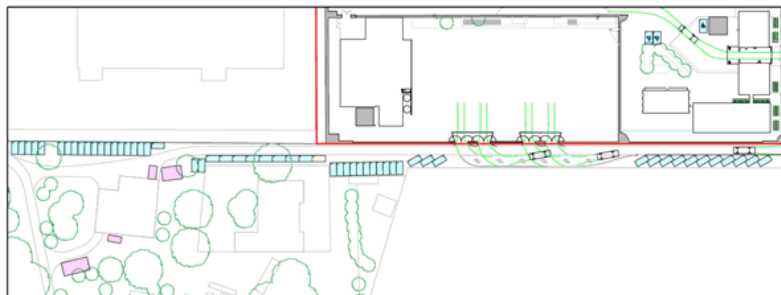
3

The DLALC support improvements on directional signage in the CBD that may assist in identifying additional short term parking locations that can be utilised by the proposed shuttle bus service. Improvements on signage will assist the establishment of the shuttle bus service which will provide transport for attendees of events held at the Gaol including markets and concerts.

Further to this, we recommend that Council consider improving directional signage to pick up/drop off locations for pedestrians. This will help reduce congestion in these short term parking areas by waiting cars and allow attendees for events at the Gaol to easily identify the pick up/drop off area used by shuttle service.

- Progress discussions with key private parking owners to identify any spare parking capacity that could be used as an overflow option; and investigate secondary sites outside of the CBD that could provide supplementary parking.

The Application proposes the provision of informal parking bays on the Subject Site to facilitate the change of use of the Gaol. **Figure 2** below shows the location of these parking areas.



**Figure 2** - Proposed Parramatta Gaol informal parking areas (Design Collaborative; February 2021)

The Application proposes a total of 55 informal parking spaces (blue), 3 formal disability parking spaces inside the Gaol and 1 informal car share space (yellow).

In addition to the informal parking areas that serve the Gaol's change of use, informal parking areas (magenta) are also proposed for the change of use of an existing warehouse building to an art gallery on the Subject Site.

The DLALC supports discussions with Council on utilising the proposed informal parking areas on the Subject Site as a supplementary option for overflow parking. This could benefit events held in the Parramatta CBD at locations such as Parramatta Park, Bankwest Stadium and Prince Alfred Square. Additionally, the use of the Subject Site for supplementary parking can benefit events that are held at the Gaol in collaboration with Council and the wider precinct.

The proposed shuttle bus service between the Gaol and the Parramatta CBD could be further developed in collaboration with Council for pedestrians using the Subject Site for supplementary parking. The DLALC is open for discussions with Council regarding this potential collaboration.



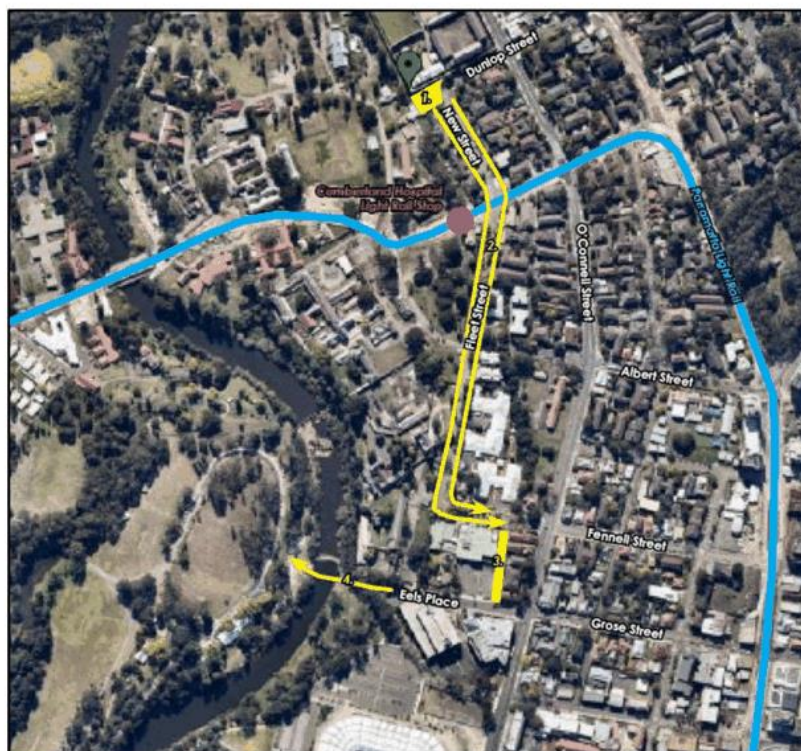
Design Collaborative | 304/105 Pitt Street, Sydney NSW 2000



Parramatta Gaol | 140415.21L

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Notwithstanding the proposed shuttle bus service, the DLALC also recommends further discussion with Council on strategies that would improve connections between the Subject Site and the Parramatta CBD. **Figure 3** below shows potential public domain improvements that can assist with the use of the Subject Site for supplementary parking.



**Figure 3** – Potential improvements to public domain to assist with the use of the Subject Site for supplementary parking for the Parramatta CBD (Source: NearMap)

The potential public domain improvements are detailed below:

1. Improving vehicular access connections between the Subject Site and Dunlop Street;
2. Upgrading footpaths along New Street and Fleet Street to improve pedestrian accessibility to the Parramatta CBD and the Cumberland Hospital Light Rail Stop;
3. Conversion of Northcote Lane into a safe, through-site link for pedestrians; and,

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4. Developing a potential link between Buttons Bridge and Eels Place for connection to Parramatta Park.

Through these public domain improvements and establishment of through-site links, pedestrian accessibility and safety will be enhanced between the Subject Site as a supplementary parking option and the Parramatta CBD. The DLALC will also benefit from these improvements by improving the access for attendees of events at the Gaol including those held in collaboration with Council.

Medium Term Actions

- *Increase, with a staged approach, on-street metered parking on the City fringe to create additional all day parking capacity.*

As stated earlier, the Application proposes a change of use from a correctional facility to a community facility with supporting community activities such as events with a capacity of up to 2000 persons. The Subject Site is conveniently located near various public transport options and pedestrian and cycle networks. While the Application proposes the provision of informal parking spaces, on-street parking facilities are likely to also be used by those that attend events at the Gaol.

The DLALC supports the medium term action for on-street metered parking for additional all day parking capacity however does recommend Council consider the implications of metered parking on the surrounding streets near the Subject Site. The DLALC recommend that Council consider potential short term and pick-up/drop-off areas near the Gaol to allow for ride share services to collect passengers. The DLALC also recommend consideration be given as to the timing for metered parking areas on streets near the Subject Site so that they correlate with the proposed events as part of the change of use.

Long Term Actions

- *Develop a feasibility study for the redevelopment of the former Fennell Street car park site as a commercial development that includes public parking.*

The DLALC supports the long term action to develop the former Fennell Street car park site as a commercial development with public parking. **Figure 4** below shows the proximity of the Fennell Street site to the Subject Site.



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Parramatta Gaol | 140415.21L

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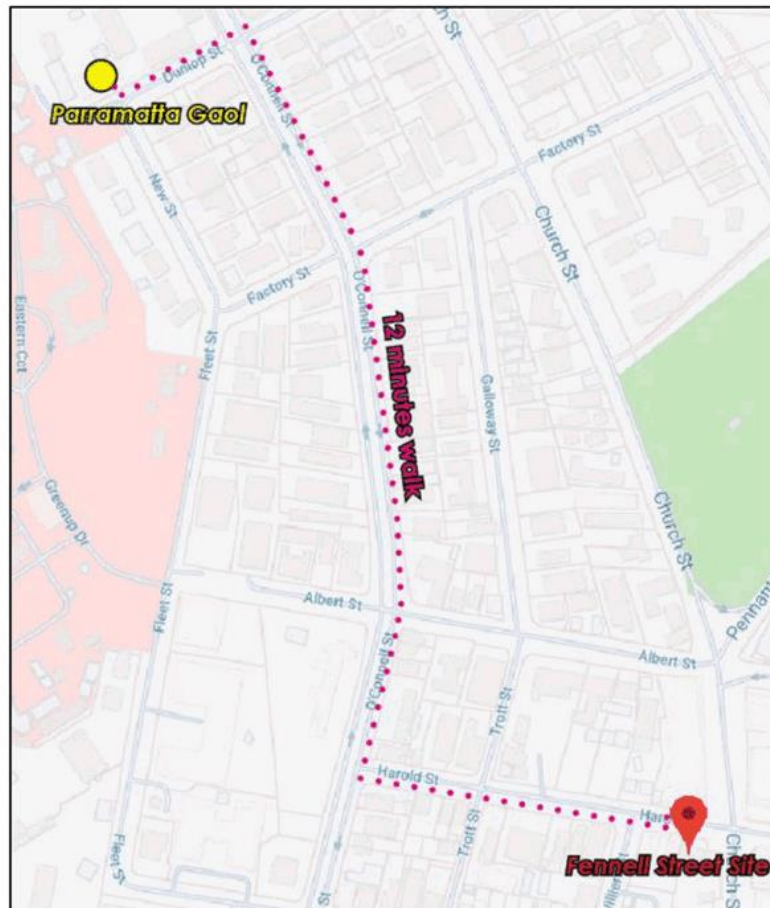


Figure 4 – Location of the former Fennell Street car parking site in relation to the Gaol (Source: SnazzyMaps)

The former Fennell Street car park site is located approximately 12 minutes walk from the Subject Site. The development of this site for public parking will assist in the parking demand for events held at the Gaol as part of the Application.

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To assist with facilitating the use of the Fennell Street site for car parking for events associated with the Gaol, we request Council to review public domain improvements that would improve pedestrian connectivity between both sites. Additionally, the DLALC request Council to review other potential sites near the Gaol that could be developed with the provision of public parking to assist with the operation of the proposed community facility.

### Conclusion

In conclusion:

- The DLALC support the City of Parramatta Council's short, medium and long term actions under the *Parramatta CBD Parking Strategy*. The relevant actions will assist in the proposed change of use of the Gaol to a community facility with related community activities such as markets and concerts.
- The DLALC recommend additional improvements to parking signage in the CBD that would allow easier access for the proposed shuttle bus services to the Gaol including signage for pedestrians to be directed to relevant pick up/drop off areas. The DLALC is also open to collaboration with Council on further developing the shuttle bus service to allow for transport of pedestrians to the Subject Site as a supplementary parking option.
- Public domain improvements are recommended for the use of the Subject Site as a supplementary parking option for the Parramatta CBD. These improvements will assist in the use of the Subject Site as a supplementary parking option by upgrading vehicle access from Dunlop Street, footpath upgrades on New Street and Fleet Street, the conversion of the Northcote Lane for a through-site link and establishing a pedestrian link between Parramatta Park and Eels Place.
- The DLALC supports the medium term action for on-street metered parking for additional all day parking capacity. The DLALC recommends Council consider the implications of metered parking on the surrounding streets near the Subject Site. This may include potential short term and pick up/drop off areas near the Gaol and timing for metered parking areas on streets near the Subject Site that correlate with the events proposed to be held at the community facility.
- The DLALC supports the long term action to develop the former Fennell Street car park site for public parking which can assist in the parking demand for events held at the Gaol as part of the Application. The DLALC also request Council to review public domain improvements between the Fennell Street site and the Subject Site as a way of assisting pedestrian connectivity between the sites.

Should you have any questions, please do not hesitate to contact the writer.

Yours sincerely,

DESIGN COLLABORATIVE








James Lidis

Managing Director



Design Collaborative | 304/105 Pitt Street, Sydney NSW 2000

SUBMISSION 6	NOTES
<p> <b>From:</b> XXXXXXX XXXX &lt;X.XXXX@coronation.com.au&gt;  <b>Sent:</b> Thursday, 23 September 2021 11:23 AM  <b>To:</b> Parra Parking &lt;ParraParking@cityofparramatta.nsw.gov.au&gt;  <b>Subject:</b> Submission to Parramatta CBD Parking Strategy                      </p> <p> <b>***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***</b> </p> <p>To Parramatta Project Team,</p> <p>Please see the attached submission relating to Draft Parramatta CBD Car Parking Strategy. If you require any clarification to the content of this submission, please do not hesitate to contact me on the number below.</p> <p>Regards,</p> <p> <b>XXXXXXXX XXXX</b>  <b>ASSISTANT DEVELOPMENT MANAGER</b> </p> <p>  </p> <p> <b>LEVEL 2, 66 WENTWORTH AVE</b>  <b>SURRY HILLS NSW 2010</b>  <b>W. CORONATION.COM.AU</b> </p> <p> <b>T. +61 2 8316 9100</b>  <b>M. +61 405 208 001</b>  <b>E. M.CHOI@CORONATION.COM.AU</b> </p> <p>     </p>	<p>Negative</p> <p>(Priority: Address the loss of long stay commuter parking)</p>



19 September 2021

Mr. Brett Newman  
Chief Executive Officer  
City of Parramatta  
126 Church Street  
Parramatta  
NSW 2150

**RE: Submission to the Draft Parramatta CBD Parking Strategy**

Dear Brett,

Coronation welcomes the opportunity to prepare a written submission to the Draft Parramatta CBD Parking Strategy ('the Strategy') that is currently on public exhibition between the dates of the 23 August 2021 to the 22 September 2021. Coronation are the project developers for a number of city-shaping projects within the Parramatta CBD including '8 Phillips Street', a 56 storey mixed use tower comprising 314 residential apartments and 253 hotel/serviced apartments at 2-10 Phillips Street, Parramatta and 'Charlie Parker', a 22 storey mixed use development consisting of 102 residential apartments at 122A Parkes Street, Harris Park – both of which are currently under construction.

In review of the Draft Parramatta CBD Parking Strategy, Coronation commends the objectives of this strategy in taking a 'whole of CBD' approach to guide the future supply and demand of car parking within the Parramatta CBD. The strategy provides clear short-, medium- and long-term directions on the distribution of car parking and the availability of future supply up to 2024. However, there are genuine concerns that the strategy does not adequately address or consider the availability of long-stay commuter car parking within the Parramatta CBD. The Strategy exacerbates these concerns by further reducing the publicly available 540 long stay car spaces within the Eat Street Car Park over the course of the next 12 months.

***Reduction in the quantum of long stay commuter public car parking***

The Strategy anticipates the removal of up to 1,523 long stay car parking spaces as a result of closures of multi-level car parks over the short term. This includes closure of the Fennell Street car park (121 spaces); closure of the Riverbank multi-deck car park (596 spaces), closure of the City Centre Multi Deck car park (805 spaces) and removal of up to 400 on-street car parking spaces (as a result of the Parramatta Light Rail) which provides a mixture of short and long-term car parking spaces.

The Strategy also proposes to convert the Eat Street car park to short-stay car parking spaces only and effectively removes a further 560 long stay car parking spaces. The closure of a number of multi-level car parks and the removal of long stay car spaces within the Eat Street car park will remove up to 2,483 long-stay car parking within the Parramatta CBD. Whilst the Strategy seeks to reintroduce a total of 795 car spaces with the opening of no. 189 Macquarie Street and 3 Parramatta Square, this leaves a significant shortfall of up to 1,688 of available long stay commuter car parking spaces within the Parramatta CBD over the short-to-medium term.

***Increase demand for car parking spaces***

The Strategy also identifies greater take up rates of long stay car parking spaces over the long term

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(+24months). The Parramatta CBD is expected to increase to a total of 1,149,879sqm of commercial office gross floor area and a worker population of 72,380 workers in 2024. In a post-Covid-19 scenario (assumed 70% office vacancy rate), it is anticipated that more than 33,589 CBD workers will commute to the Parramatta CBD by car per day with a large percentage of workers relying upon the use of long-stay car parking. This model forecasts an increase in private vehicle usage in commuting to the CBD and reduction in public transport usage as a method of travel. Tourism-related and general weekday daytime visitations will add a further 9,391 trips per day (albeit rely mostly on short-stay car spaces) with a total driving population of 38,600 to the Parramatta CBD per person, per day.

The car parking model adopted within the Strategy points to long term impacts to the availability of car parking. By 2024, it is expected that whilst an additional 2,797 car spaces will be introduced through a cumulative increase in commercial office car parking and public car parking this is well below the anticipated demand for carparking within the CBD at 5,757 spaces. This leaves a long-term shortfall of 2,960 car spaces within the Parramatta CBD (based on the post-covid-19 scenario) and will worsen beyond 2024. In considering CBD workers make up approximately 80% of the total driving population this translates to a large deficit in the availability of long stay car parking spaces let alone publicly available long stay car parking spaces.

The Strategy also does not acknowledge other user groups that would utilise long stay public car parking spaces. For example, tertiary students are not identified as a user group that contributes to car parking demand even with almost 60,000sqm of educational floor space across three Western Sydney University campuses within the Parramatta CBD. Transitory workers including construction and trade workers are also not taken into account in light of the extensive amount of building and infrastructure work that is occurring on a day-to-day basis within the Parramatta CBD.

#### Conversion of Eat Street Car Park

There is little justification to support the removal of long stay commuter car parking within the Eat Street car park. Although the Strategy outlines that 72% of its weekday usage is short stay visitor car parking there is no indication when these car spaces are utilised or evidence to suggest that it cannot work in tandem with long stay car parking. Better utilisation of the car park could see increased car parking take up for long stay commuter car parking during traditional business hours and short-term visitor car parking to support the growing night-time economy including food and beverage and restaurants within the immediate surrounds outside of business hours. Vacancies for long stay car parking during business hours can be replaced with short stay visitor car parking. Appropriate parking pricing mechanisms can also be applied to provide an equitable balance between the use of long and short stay car parking within the Eat Street car park.

The Strategy also outlines that any shortfall of long stay commuter car parking can be accommodated within both Justice Street and Parramatta Station multi-level car parks. However, this statement appears to be short-sighted as the Strategy acknowledges a long-term shortfall in the availability of public and private car parking spaces within the CBD in a post Covid-19 scenario. Subsequently there is a need to retain as much of the existing supply of long stay commuter car parking as reasonably possible to address growing car parking demands within the CBD.

In summary, Coronation supports the objectives of the Parramatta CBD Parking Strategy. However, the strategic response to prioritise short stay car parking above long stay car parking lacks adequate justification. Removal of long stay car parking will impact the availability for car parking for CBD workers as well as students – whom are the greatest user of car parking within the Parramatta CBD. Greater consideration should be given on better utilising the Eat Street car park for both long stay commuter as well as short stay visitor car parking to support the growing worker community within the Parramatta



CBD.

If you require any further clarification around this submission, please do not hesitate to contact Aras Labutis by email at [al@coronation.com.au](mailto:al@coronation.com.au) or Matthew Choi by email at [m.choi@coronation.com.au](mailto:m.choi@coronation.com.au) or by telephone on 0405 208 001

Yours Sincerely,

Mr. Aras Labutis  
Director of Urban Transformations

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ABN 163 703 839

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SUBMISSION 7	NOTES
<p> <b>From:</b> XXXXX XXXXXXX &lt;XXXXXX.XXXXX@businesswesternsydney.com&gt;  <b>Sent:</b> Wednesday, 22 September 2021 1:06 PM  <b>To:</b> Parra Parking &lt;ParraParking@cityofparramatta.nsw.gov.au&gt;  <b>Subject:</b> Submission - Business Western Sydney - Draft Parramatta CBD Parking Strategy </p> <p> <b>***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***</b> </p> <p>Good afternoon,</p> <p>Please find attached a submission in response to the draft Parramatta CBD Parking Strategy from Business Western Sydney.</p> <p>Regards</p> <p> <b>XXXXX XXXXXX</b>            Senior Manager - Advocacy            Business Western Sydney            0423 272 494  <a href="http://www.businesswesternsydney.com">www.businesswesternsydney.com</a>            Suite P2.01, 4 Parramatta Square, Parramatta NSW 2150 </p>	<p>Positive with ten (10) proposals/ comments for consideration</p> <p>(Ride share; food pick up zones; future underground carparks; a parking operator taskforce; and others)</p>



21 September 2021

Project Team – Draft Parramatta CBD Car Parking Strategy  
City of Parramatta

Via email - [parraparking@cityofparramatta.nsw.gov.au](mailto:parraparking@cityofparramatta.nsw.gov.au)

**Re: Draft Parramatta CBD Car Parking Strategy Submission**

Business Western Sydney broadly supports the key initiatives and direction of the Draft Parramatta CBD Car Parking Strategy.

Business Western Sydney is a not-for-profit advocacy organisation representing more than 100 of the region's largest organisations in business, government and community. Our policy priorities are to encourage private and public investments that will drive economic growth, create jobs and make our communities better places to live, work, play and learn. Approximately 70% of our membership have an active presence or interest in the growth and success of Parramatta as Sydney's Central City. We are pleased to be able to provide our feedback on the draft CBD Parking Strategy.

According to a recent survey of NRMA Members, Parramatta is the second most frustrating location for parking after the Sydney CBD. It is therefore appropriate that the City of Parramatta develop and adopt this strategy to respond to the challenges of managing parking access in a growing metropolis. We commend the City of Parramatta for providing us with a briefing on this strategy and the rationale that underpins it.

Business Western Sydney has been a strong supporter of Parramatta taking its place as Sydney's Central City providing thousands of new jobs and housing for Western Sydney's growing population. Given the constrained area of the Parramatta CBD, there is a physical limitation to the number of private vehicles that can continue to enter and park in the CBD as the city continues to grow. Business Western Sydney has been a vocal advocate for greater investment in public transport in the Greater Parramatta to Olympic Peninsula (GPOP) region including Parramatta Light Rail Stage 1 and 2 and Sydney Metro West. We have also been vocal in our support for Powerhouse Parramatta which will bring millions of visitors to Parramatta each year. Understandably two of these projects, Powerhouse Parramatta and Sydney Metro West have resulted a significant reduction in parking spaces as the multilevel car parks on these two sites are demolished.

The Productivity Commission has identified that people who work part-time in an office environment are more likely to drive to work than use public transport. Working from home, at least a few days a week, is likely to be a permanent feature following the COVID-19 pandemic. According to the ITLS (2021), even after Australia emerges from the COVID-19 pandemic, 12% of Australians stated that they will no longer use public transport.

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ABN 63 000 014 504





Infrastructure Australia (2020) noted that at the end of 2020, despite low public transport use, road congestion was at near pre-COVID-19 levels. This suggests that a substitution from public transport towards road travel has occurred and may be difficult to shift back to the growth in public transport we saw before the pandemic.

In response to these issues, we broadly endorse Council's position of modernising the City's parking technology to provide real-time data to better inform the management of parking assets; improving and updating signage; increase utilisation of existing car parks; exploring opportunities and partnerships for parking sites on the edges of the city; and significantly improving the amenity and safety of the existing multi-level car parks.

We would like to put forward the following comments and suggestions for consideration in the finalisation of the CBD Parking Strategy:

1. **CBD Parking Strategy Taskforce** – Council should consider the creation of a CBD Parking Strategy Taskforce of major car park operators in the Parramatta CBD and on the City's edges (Rosehill Gardens etc) to coordinate the response to the demand for car parking and develop a holistic response to better utilise the city's parking assets. This Taskforce would be useful to respond to the challenges of the part-time office worker that might become a permanent feature of the working environment.
2. **Encouraging greater car share in residential communities in the CBD** – investigate and support opportunities to increase car share in the Parramatta CBD as the residential population continues to increase to manage the demand for new car parking spaces and on-street parking.
3. **Naming conventions of car parks** – review the naming convention of major council car parks in the CBD to ensure that visitors can find them more easily. I.e. Does Justice Car Park or Eat Street Car Park provide a clear description of where the car parks are in the city or would naming the car parks after streets that they are located on (i.e. Hunter Street) support better wayfinding?
4. **Food delivery pick up zones** – considering the increasing demand for food delivery services during the COVID-19 pandemic and the likelihood that demand will continue providing designated short-term spaces for food delivery pick up near restaurants precincts (Church Street/Eat Street) should be considered as part of the Council's parking strategy.
5. **Expand the Pay and Park App to Parramatta** – work with the NSW Government to expand the trial of the Park'n Pay app to include the Parramatta CBD in conjunction with updating parking technology in the city.
6. **Park & Ride on key routes into Parramatta** – partner with Transport for NSW to assess the main origin points for car travel to Parramatta from surrounding suburbs





and identify opportunities to bolster public transport connection from those areas and/or increase park and ride facilities to support transition to public transport.

7. **Bankwest Stadium Car Park** – identify opportunities to leverage the Bankwest Stadium Car Park to provide additional parking for the Parramatta CBD.
8. **Traffic Management Plan for major events at Bankwest Stadium** – possibly not within the scope of the Parramatta CBD parking strategy but road access around Bankwest Stadium on event days can be difficult and bottlenecks occur. What are the options for improving traffic flow following audience egress from the stadium?
9. **Additional underground or integrated car parking in future developments** – given the removal of several multilevel car parks in the Parramatta CBD are there longer-term opportunities to replace these spaces with new development projects for underground or integrated parking?
10. **Consideration of automated vehicles impact on parking** – electrification and automation of vehicles has the potential to significant change mobility. One potential outcome might be a reduction in the number of road vehicles in the Parramatta CBD if we shift to a car share model for automated vehicles which would require less car spaces and make some parking facilities redundant. Future use of any new car parking should be considered if they are no longer fit for purpose as car parks. The other alternative would see a significant increase in car usage if everyone owns their own automated vehicle which would make congestion worse than currently experienced.

Business Western Sydney appreciates the opportunity to comment and support the Draft Parramatta CBD Car Parking Strategy. Please contact Chris Taylor, Senior Manager -Advocacy at [chris.taylor@businesswesternsydney.com](mailto:chris.taylor@businesswesternsydney.com) if you would like to discuss this submission in further detail.

Yours sincerely

A handwritten signature in black ink, appearing to read "David Borger".

**David Borger**  
Executive Director

SUBMISSION 8	NOTES
<p>To: Parra Parking &lt;ParraParking@cityofparramatta.nsw.gov.au&gt;</p> <p>Cc: XXXXXX XXXX &lt;XXXXXXXX.XXXXXX@venuesnsw.com&gt;; XXXXXX XXXXX &lt;XXXXXXXX.XXXXXX@venuesnsw.com&gt;; XXX XXXX &lt;XXXX@nsw.venueslive.com.au&gt;</p> <p>Subject: Feedback on the Draft Parramatta CBD Parking Strategy</p> <p>***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***</p> <p>Dear Sir / Madam</p> <p>In response to a request regarding the Parramatta CBD Parking Strategy, please see attached for feedback from the Western Sydney (Bankwest) Stadium on behalf of Venues NSW and VenuesLive Management Services (NSW).</p> <p>Contact details are below if you have any questions or require further information.</p> <p>Kind regards</p> <p>XXX XXXXX HEAD OF VENUE OPERATIONS +61 2 8765 2124 +61 417 203 936 venueslive.com.au Locked Bag 1999 Sydney Olympic Park, NSW Australia 2127</p> <p><b>VENUESLIVE</b> CREATING THE EXPERIENCE</p>	<p>Neither positive nor negative</p> <p>(Describes stadium capacity and recommends future increases in parking capacity and public transport use)</p>

## Parramatta CBD Parking Strategy

### Western Sydney Stadium (Bankwest Stadium) Submission

Western Sydney Stadium – commercially known as Bankwest Stadium is located at 11-13 O'Connell Street, Parramatta and is operated by VenuesLive Management Services (NSW) Pty Ltd as Agent for the NSW Government's venue operating authority, Venues NSW.

The Stadium is principally a venue for the conduct of mass gathering events' and in accordance with the approved development consent issued by the State's Planning Department in December 2019, the venue can host 65 major sporting events and 5 concerts each calendar year. This consent enables the Stadium to receive in excess of 'one million event patrons' each year, providing economic and social benefit to the city of Parramatta, its businesses and community.

The Stadium site incorporates a modest amount of vehicle parking within its controlled area, primarily supporting Stadium operations during event days and as a commercial car park supporting local businesses and commuter parking in addition to the on-site business activity parking on non-event days.

The car parks are situated immediately north and west of the Stadium and are both accessible via service road entry / exit points from O'Connell Street. This is an important regional road corridor located just west of the Parramatta central business district connecting the northern and southern fringes of the CBD. The onsite parking provides parking for approximately 500 vehicles including 9 mobility parking and permit compliant spaces. *Note: this excludes the Greater Sydney Parklands Trust O'Connell Street Parking Area to the south of the stadium, which is owned and operated by others.*

On non-event days, the car parks operate on a commercial basis and the current rate of charge is \$3 per hour up to a maximum of \$10 per day per vehicle. These rates compare favourably with other commercial car parks in the City of Parramatta area and provide a viable light vehicle parking option for commuters and local businesses who work in proximity to the Stadium site.

Ongoing planning and consultation with Transport for NSW, indicates that the take-up of public transport for events at the stadium is significant, but not the primary or preferred mode of transport to and from Stadium events. The reduction of vehicle parking capacities within the Parramatta CBD, is of note, given that vehicle parking in the CBD is highly sought after and often in contest by commuters attending competing events. The introduction of the Parramatta Light Rail in 2023 will provide alternative event transport options for Stadium event attendees (as well as other users) and will be a welcome addition to the existing infrastructure and resources.

While the Stadium's car parks provide some support for regular business-day users, a complete vehicle parking option for day-to-day commuters is subject to scheduled Stadium event activity. Location of the stadium car parks (on the fringe of the Parramatta CBD) provide good access to the western fringe of the CBD and may be seen as a secondary option based on their geographic location (i.e. good option for those that require access to offices and businesses on the western fringe of the city and those who want direct access to the surrounding Parramatta River, Parramatta Park and surrounding facilities like Old Kings Oval). While the Stadium carpark is available to all, we do acknowledge that commuters accessing the 'Parramatta CBD', may choose alternate parking options based on business priorities, interlinking transport services and geography.

**Western Sydney Stadium – Venue and Parking Fast Facts**

- Accommodates 65 Major Sporting events each calendar year
- Accommodates 5 Concerts each calendar year
- Enables access for in excess of 1 million patrons per year
- Off street parking for approximately 500 vehicles including mobility parking and permit compliant spaces
- Car Parks can be operated 24/7 via an automated, licence plate recognition ticking system
- Payment system is available 24/7 with multiple payment options
- Car Parks are clearly marked and designated
- Precinct parking is well lit with CCTV monitoring

Future planning and proposals to increase vehicle parking capacity in the City of Parramatta area, along with ongoing efforts to encourage the increased use of available public transport (i.e. bus and rail) services is viewed as an important factor in ensuring a positive event experience for Stadium patrons.

BANKWEST STADIUM – WESTERN AND NORTHERN CAR PARKS



SUBMISSION 9	
<p><b>From:</b> XXXXXX XXXXXX &lt;XXXXXXXXXXXXXXXX@bigpond.com&gt;  <b>Sent:</b> Monday, 4 October 2021 5:04 PM  <b>To:</b> Participate Parramatta &lt;participate@cityofparramatta.nsw.gov.au&gt;  <b>Subject:</b> Response to CBD Parking Strategy Sept 2021</p> <p>***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***</p> <p>To Whom it May Concern,</p> <p>Att: Mr J Day</p> <p>From: Mr XXXXXX XXXXXX  XXXXXXXXXXXXXXXX@bigpond.com  Ph: XXXX XXXX</p> <p>I would like to thank the Council and the officers concerned in preparing this Parking Strategy. It is surely needed given the current difficulties and costs residents and businesses have that frequent the greater CBD area are experiencing. Our (Parramatta City) continued development, diversity and growth relies upon having functional, available, and appropriate parking for the wide variety of citizen activities as they utilize our city and its businesses / services.</p> <p>As a former Councillor for the city in the 1980's, it was a period of significant development / enhancement of the City's Parking stations and the city's parking strategy. I think my name will appear on most of the important parking stations within the CBD. I appreciate the opportunity to contribute to your current Parking Strategy (it's an on-going process).</p> <p>Using your report structure, I will endeavour to offer comments and suggestions that may be of assistance.</p> <p><b>SHORT TERM</b></p> <p>Generally, a good start however I believe that this phase should be significantly upgraded and expanded to significantly move forward the suggested schedule, several identified items and to add additional key items.</p> <p>First, it should be clearly identified that ALL funds obtained by the Council from the sale (or otherwise) from current and previous Parking assets be placed into a dedicated Account (not a consolidated Acc), solely for the anticipated addition parking stations construction, land acquisition and upgrade of the existing parking stations (including additional levels on existing structures).</p> <p>There is a need to temporarily expand the resources for this Strategy, staffing and additional Consultants to move these projects forward at a faster pace. Significantly by the building of additional levels of parking to the existing stations and commence planning for additional Parking station. I do not agree with the proposition that there may be better utilisation (sold) of the sites, as any argue</p>	<p>Both positive and negative:</p> <p>(E.g. prioritise Fennel Street; add levels to existing parking)</p>



does not stack up considering the overall contribution of these facilities provide to the City and Community.

#### Medium Term

I have concerns, regarding this proposal to increase on-street parking on a couple of grounds, there has not been a study of the impact of previous actions by the council to deliberately expand on street parking and metering. Also, this document has NOT shown those areas that are being considered and a cost / benefits study has not been undertaken. This is a real problem in gaining public support as previous strategies have caused many difficulties to those areas nominated and nearby adjoining localities.

The utilisation of the upper level of the Parking Stations (particularly with additional levels) the top level should be dedicated for Public open spaces and play areas and exercise locations for the residents (this is critically important in the North Parramatta Parking Station) given the Council has failed to acquire the necessary land to handle the proposed growth. The commercialisation of these sites is inappropriate and very short sighted, previous examples of this in Council parking stations, has been less than successful.

The inclusion of photovoltaic cells (solar panels) in my opinion is a trendy fad. If the council wants to pursue this matter the use of Commercial Solar energy sources should be the priority thereby minimising ongoing maintenance and replacement costs. The council should charge the user for the power consumed on a commercial basis. This could be added to the parking charge through the use of smart computer systems and billing methods.

Long-term parking (over 3 hrs) should be located in the upper levels of the Parking stations on all occasions with the lower levels used for rapid rotation of parking station in order to improve the commercial and retail experience in our city. This should NOT be at the discretion of the station leasing agent and the rules must comply with Councils requirements (including public holidays and low trading periods, marketing strategy).

As a former Councillor when we built the Parking Stations their specifications were designed with extra structural footings to allow several additional levels as demand required, surely the Councils has the Plans, and a quick check would verify the above. Also, the Council City Engineer at the time ( Mr Fenwick) the officer in Charge is still around and could also confirm the strategy.

The Parking Stations Pricing strategy needs to be considered in the context of Parramatta's unique demand and commercial requirements. It should not simply mimic other Councils plans.

I would suggest that there is a need to regularly report progress on the CBD Parking Strategy to the Councillors and the Public to gain additional input of ideas.

The Council needs to dramatically review its Planning strategy including the CDPP and other Planning instruments to require developers to increase on site parking for their residential and commercial occupiers. The current plan does not do the

<p>job (e.g bike parking spaces) all this means that the residents park their cars, trailers etc on the street nearby.</p> <p>The Council should investigate that the sites that fail to comply to those conditions required by a development approval, are being used as required by the approval. Many property developers convert many parking sites functionality into income producing (dedicated to tenants) whilst excluding customers of their services and retail provided by the building. Thereby transferring them to on-street parking sites. If the regulations are not sufficient then the Council must change the regulations. Often many parking sites are used to for additional storage (residential or commercial) whilst the vehicles associated are parked on the street. A number of penalties and fines need to be developed and enforced, if the property owners do not increase there on-site parking as required by the DA and other regulatory requirements which was authorised by Council.</p> <p>The Council should immediately sort out the situation regarding the Fennell St Carpark in Nth Parramatta. We must continue with the sole ownership and control of the whole land area which we have owned for some considerable time, allowing any other authority's on-going use, must stop and it must not be leased or sold. The site is fundamental to the cities progress and to meet the anticipated demand due to increased development throughout the CBD area. This site will not replace the lost parking sites that the Council has sold to the State Government let alone those lost to the Lite rail project. However, it's a good state and IS A VERY HIGH PRIOPITY.</p> <p>Given the cost of finance at this time a wise plan would be to borrow the required funding to expedite the necessary projects to quickly address the main difficulties the City faces due to previous poor decision making. The costs of funds to a Council in similar circumstances as Parramatta Council would be very inexpensive and ultimately save massive additional costs if delayed. We cannot apport to do nothing or half heartly.</p> <p>The Council needs to identify appropriate sites and develop strategies to acquire and develop them. Sites to be considered include the SES site in North Parramatta and others in Camelia and Rosehill area. The council could acquire the land fronting James Ruse Drive and then develop the parking station whilst providing parking usage to patrons of the Racecourse.</p> <p>The Council could investigate building underground sites for example under the street adjacent to the Parramatta Theatre complex. This could be uses for theatre goers at night and other during the day.</p> <p><b>LONG TERM</b></p> <p>I believe that the Council cannot afford to delay tackling the major problem facing the city. Our administration, staff and the Councillors MUST face this major difficulty facing the city, all other plans and strategies should be required to alleviate the demand to additional parking such as reducing development approvals until this lack of parking issue is under control.</p> <p>Once again thankyou for you for your consideration in accepting this reply, to your CBD Parking Strategy. I hope this is of interest and of assistance.</p>	
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Does anyone know what is happening to the dedication plates on the Council's carparking station that the Council is or has disposed of? I would hope that are treated as scrap , they record our history.	
Regards,	
XXXXXX XXXXXX	
ENDS	



**FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.4
<b>SUBJECT</b>	Draft Melrose Park South Site-Specific Development Control Plan and Planning Agreement
<b>REFERENCE</b>	F2022/00105 - D08433159
<b>REPORT OF</b>	Senior Project Officer
<b>PREVIOUS ITEMS</b>	17.4 - FOR APPROVAL: Gateway Request: Planning Proposal for land at 112 Wharf Road and 30 & 32 Waratah Street, Melrose Park and 82 Hughes Avenue, Ermington - Council - 09 Nov 2020 6.30pm

**CSP THEME:** INNOVATIVE

**WORKSHOP/BRIEFING DATE:** 23 March 2022

**APPLICANT:** Holdmark Property Group

**LANDOWNER:** Holdmark Property Group

**DEVELOPMENT APPLICATIONS CONSIDERED BY CENTRAL CITY DISTRICT PLANNING PANEL:** NIL

**PURPOSE:**

The seek Council's approval to place on public exhibition the draft Melrose Park South Site-Specific Development Control Plan (DCP) and associated Planning Agreement relating to 112 Wharf Road and 30 & 32 Waratah Street, Melrose Park and 82 Hughes Avenue, Ermington concurrently with the Planning Proposal for the sites, noting that Council has already resolved to adopt the Planning Proposal for exhibition.

**RECOMMENDATION**

- (a) **That** Council approve the draft Melrose Park South Site-Specific Development Control Plan (DCP) provided at **Attachment 2** for the purposes of public exhibition.
- (b) **That** Council give delegation to the CEO to draft the Planning Agreement based on the submitted Letter of Offer provided at **Attachment 3** for the purposes of public exhibition.
- (c) **That** the draft DCP and Planning Agreement be placed on public exhibition concurrently with the Planning Proposal that was adopted by Council on 9 November 2020 for a period of 28 days, and that a report be provided to Council on the outcomes of the public exhibition.
- (d) **Further, that** Council delegate authority to the Chief Executive Officer to correct and anomalies of minor non-policy nature that may arise during the public exhibition process.

## BACKGROUND

1. At its meeting of 9 November 2020, Council resolved to proceed with the Planning Proposal, known as the Holdmark Planning Proposal, for land at 112 Wharf Road and 30 & 32 Waratah Street, Melrose Park and 82 Hughes Avenue, Ermington (see **Figure 1**) and that it be forwarded to the (then) Department of Planning, Industry and Environment (DPIE) for approval to place on public exhibition (known as a Gateway determination).
2. Council also resolved at that meeting to endorse the preparation of a site-specific DCP for Melrose Park South and commence negotiations with the proponent relating to an associated Planning Agreement.
3. Council officers and the proponent have since progressed the drafting of the Site-Specific DCP currently applicable to the two Holdmark-owned sites in the southern precinct (refer to **Attachment 2**). This document will be progressively amended as proposals for additional sites within the southern precinct are prepared.
4. Council officers also subsequently commenced negotiations for the Planning Agreement which resulted in a Letter of Offer being submitted by the proponent on 8 March 2022 (**Attachment 3**).
5. Following the Council resolution to proceed with the Planning Proposal it was subsequently forwarded to the then DPIE seeking a Gateway determination which was issued on 17 August 2021. The Gateway determination requires the Planning Proposal to be submitted to DPIE by 31 June 2022 for finalisation to occur by 31 August 2022.
6. Refer to **Attachment 1** for further detail on the background of the Planning Proposal and a summary of the current and proposed planning controls on the East and West sites.

## SITE CONTEXT

7. The southern precinct of Melrose Park is bound by Hope Street to the north, Wharf Road to the east, Parramatta River to the south and Atkins Road to the west. It is located approximately 6km east of the Parramatta CBD and adjoins the City of Ryde Local Government Area (LGA), with Wharf Road being the boundary between the two LGAs.
8. The subject sites are located on the eastern and western sides of the southern precinct and are referred to as “East” and “West” respectively within this report. The East site, which relates to 112 Wharf Road and 30 & 32 Waratah Street, is approximately 42,692m<sup>2</sup> (4.2ha). The West site which relates to 82 Hughes Avenue site is approximately 51,607m<sup>2</sup> (5.1ha). The two sites under Holdmark’s ownership equate to approximately 49% of the southern precinct with a combined total of approximately 9.4ha of the 19ha southern precinct. Refer to **Figure 1** for the locations of the sites within the southern precinct.

9. The sites are currently largely developed and occupied by a variety of industrial premises. Surrounding land uses include low density residential in both the Parramatta and Ryde LGA to the east and west, Parramatta River to the south and industrial land to the north between the sites and Hope Street.



**Figure 1.** Sites subject to the Holdmark Planning Proposal, draft DCP and Planning Agreement highlighted yellow. Melrose Park southern precinct is outlined blue.

## DRAFT DEVELOPMENT CONTROL PLAN

10. A Development Control Plan (DCP) supports the provisions within the Local Environmental Plan (LEP) by providing detailed development controls relating to design, character and the environment to ensure the desired outcome for the site is achieved. The LEP is a higher-order planning instrument than the DCP which contains the overarching planning provisions such as building height, zoning and Floor Space Ratio (FSR), and establishes the permissible uses within each zone and other land use planning standards. The Planning Proposal for the Holdmark sites, which was approved by Council on 9 November 2020 for public exhibition, sets out the proposed amendments to the planning provisions applicable to these sites. The draft DCP now being considered will provide specific development requirements for the Melrose Park South precinct and is required to be consistent with the new LEP controls that will be set by the Planning Proposal.
11. The Melrose Park South Site-Specific DCP (refer to **Attachment 2**) has been drafted using the Melrose Park North DCP (adopted by Council on 11 October 2021) as a template with changes made where necessary to respond to the context of the southern precinct. As with the north, a collaborative approach has been taken in working with the proponent to finalise the draft DCP.
12. The draft DCP reflects and is consistent with the key development standards and desired outcome of the Holdmark Planning Proposal.

### *Primary DCP Objectives*

13. The draft DCP will guide development and contain specific requirements that must be addressed during the design stage of the planning process and future development applications, having regard to the local context and detailed design requirements for the two sites. The detailed design requirements include planning controls relating to:
  - Built form, including building envelopes, setbacks, and solar access
  - Street and block layout
  - Parking requirements
  - Public domain and open space
  - Stormwater management
  - Sustainability.
14. Details on the draft DCP sections, design requirements, appendices and key elements is provided within Section 2 of **Attachment 1**.
15. Refer to **Figure 3** within **Attachment 1** for the proposed building schemes on both sites.

## OUTCOMES OF PLANNING AGREEMENT NEGOTIATIONS

16. At its meeting of 9 November 2020, Council resolved to proceed with Planning Agreement negotiations with the proponent to ensure that an appropriate contribution is made to meet the infrastructure need that will be generated by the proposed development.
17. Council officers commenced negotiations and based discussions on the Infrastructure Needs List (INL) that has been prepared by Council officers and approved by Council for the entire Melrose Park precinct and is used to inform all current and future planning agreements in this area. A copy of the INL is included at **Attachment 4**. The INL comprises local infrastructure items identified as necessary to support the incoming population and is based on Council's adopted Community Infrastructure Strategy (CIS) (July 2020) and Council's Parramatta (Outside CBD) Contributions Plan works schedule. Proponents are able to suggest and propose to include alternative infrastructure items in their offer that are not included in the INL for consideration by Council officers.
18. To apply a consistent approach to negotiating Planning Agreements within the Melrose Park precinct, it has been determined that the value of each Planning Agreement within the precinct will be calculated on a fixed per-dwelling contribution amount, being \$19,349 per dwelling subject to the proponents agreeing to Council's other requirements in the Planning Agreement. This approach has to date only been endorsed by Council for the Planning Agreement with Payce in the northern precinct, but in the interest of applying a fair and equitable approach to all landowners in Melrose Park, has been offered to Holdmark providing they comply with the requirements set by Council officers to ensure that each development makes an appropriate and equitable contribution towards delivery of the required local infrastructure.
19. In addition to the Planning Agreement, proponents will be subject to paying the 1% levy as prescribed under the former *Parramatta Section 94A Development Contributions Plan 2017* at the development application stage. The rationale for

this approach was outlined as part of the adoption of the Parramatta (Outside CBD) Contributions Plan on 12 July 2021 and was adopted by Council to ensure the best possible outcome for the delivery of essential local infrastructure throughout the entire Melrose Park Precinct. This rationale includes the ability of Council to secure the quantity of public open space required to support the precinct and ensures the open space is delivered at an appropriate stage in the redevelopment. This approach also places no acquisition burden on Council for the land proposed to be dedicated as public open space. Should the Parramatta (Outside CBD) Contributions Plan rates apply to redevelopment within the Melrose Park precinct there is no guarantee that these funds would be directed towards delivering the required infrastructure within the precinct. This would potentially result in a high-density residential area being under supported or having to wait for a lengthy time for the necessary infrastructure.

20. Should proponents wish to negotiate their Planning Agreement based on a lower per-dwelling amount, then the contribution rates prescribed in the *Parramatta (Outside CBD) Contributions Plan 2021* will apply in addition to any Planning Agreement. Due to Melrose Park requiring a significant amount of local infrastructure investment, Council officers prefer Planning Agreements to be negotiated based on the \$19,349 per-dwelling rate plus the 1% Section 94A levy as this ensures that funds will be directed towards delivering the local infrastructure items required to support the precinct. It also avoids the potential for funds to be collected twice for infrastructure items that are identified in both the INL and the Parramatta (Outside CBD) Contribution Plan 2021 works schedule for Melrose Park.
21. As a result of negotiations with Holdmark, the proponent submitted a Letter of Offer on 8 March 2022 for Council officers' assessment (refer **Attachment 3**) to the value of \$37,246,825. This offer is the result of extensive negotiations over the past 12 months and is considered to be an appropriate contribution towards the provision of local infrastructure and is consistent with the INL. A summary of the offer is provided in **Table 2** below:

**Table 2.** Summary of Holdmark's Planning Agreement Offer

No	Item	Contribution Value
1.	Affordable rental housing (24 units with a minimum of 34 bedrooms) dedicated to Council in perpetuity.	\$16,169,411
2.	Dedication of land to be used as public open space to Council at no cost. Embellishment of new public open space to Council's requirements with a 50% offset* included in the Planning Agreement for the cost of works.	\$21,077,414
3.	Delivery of cycleways and new roads with a 50% offset* for the cost of works included in the Planning Agreement.	
	<b>TOTAL VALUE OF OFFER</b>	<b>\$37,246,825</b>
	Per Unit Contribution	\$19,349

\* A 50% offset is included in the Planning Agreement as an acknowledgement by Council that the subject works will benefit the broader community and not just the residents within the development. It means that half of the identified cost of delivering this infrastructure is offset by Council and half is offset by the developer.

### *State Infrastructure*

22. Council officers have been working closely with various State agencies including the (now) Department of Planning and Environment (DPE), Transport for NSW (TfNSW) and School Infrastructure NSW (SINSW) to determine an appropriate contribution amount that all landowners in the precinct will be required to pay towards the provision of State infrastructure that is required to support the precinct.
23. The State infrastructure identified includes items such as road upgrades (primarily on Victoria Road) as identified in the Transport Management Accessibility Plan (TMAP) prepared for the precinct, a proposed new primary school in the northern precinct, and the potential bridge over the Parramatta River to Wentworth Point (proposed to be delivered as part of Parramatta Light Rail Stage 2 (PLR2)). Further detail on the delivery and funding of State infrastructure is provided in **Attachment 1**. At this stage, it is not intended that a separate Regional Infrastructure Contribution (RIC) or State Infrastructure Contribution (SIC) will be applied as all contributions towards the delivery of State infrastructure will be facilitated via the respective Planning Agreements between each landowner and the State Government.

## **PLANNING PROPOSAL**

24. The Gateway determination issued by DPE permitting the draft Planning Proposal to proceed to exhibition included nine (9) conditions that are required to be addressed prior to the draft Planning Proposal being placed on exhibition. The conditions relate to fixing minor typographical errors in the document and ensuring specific documents, such as the Transport Management and Accessibility Plan (TMAP) and INL are placed on exhibition with the draft Planning Proposal. These conditions and how they have been addressed are detailed in **Attachment 1**.
25. The Height of Building map has been also amended to reflect the refinements made to the development scheme since this Gateway determination was issued. The maximum permissible height of 77m (approximately 22 storeys) endorsed by Council on 9 November 2020 has not been amended as part of these refinements, it is the distribution of the lower building heights which are subject to the change. The proposed LEP mapped building heights now comprise 25m (approximately 6 storeys), 31m (approximately 8 storeys on the West site), 34m (approximately 8 storeys on the East site), 68m (approximately 20 storeys) and 77m (approximately 22 storeys) noting that the LEP Height of Buildings map shows the upper height limit permitted on each development block. The reason for 8 storeys being represented by two different heights in metres is due to the differences in slope on the East and West sites. The height map within the draft DCP shows how these are to be represented in storeys. These refinements will provide a better transition to the surrounding low-density development and provide a more consistent height scheme within the precinct.

26. The Gateway determination sets a deadline within which the Planning Proposal must be progressed by Council and submitted to DPE for finalisation of 31 June 2022. The Planning Proposal is then required under the Gateway determination to be finalised by DPIE by 31 August 2022.
27. Whilst the Planning Proposal has already been approved by Council for the purposes of public exhibition, the updated draft Planning Proposal is contained in **Attachment 5** for information purposes and will be provided to DPE.

## CONSULTATION & TIMING

### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
March 2021 to /present	Holdmark	Various comments in relation to finalising the draft DCP and Planning Agreement.	Extensive consultation has been undertaken to date with the proponent to finalise the draft DCP and VPA. These represent an agreed position for the purposes of seeking Council endorsement to exhibit the draft DCP and VPA in conjunction with the Planning Proposal endorsed by Council on 9 November 2020.	City Planning and Design / Property and Place

29. In addition to the requirements of the *Environmental Planning and Assessment Act 1979* and the conditions of the Gateway determination, community consultation will be undertaken as follows:
- Notification of the exhibition on Council's website and social media platforms
  - Mail out to landowners within both City of Parramatta and City of Ryde LGAs within a radius of approximately 1km of the site, which is consistent with previous public exhibitions for the Melrose Park precinct.
  - Direct notification to City of Ryde Council
  - Direct consultation with City of Ryde staff
  - Hard copy exhibition material will be available at Council's Customer Contact Centre, City of Parramatta Library and Ermington Branch Library.
30. Following the conclusion of the exhibition period, a report will be prepared for the Local Planning Panel's and then Council's consideration detailing the



submissions received and recommended actions. Should Council resolve to endorse the Planning Proposal, it will be forwarded to DPE for finalisation, subject to any required changes being made as a result of the exhibition process.

### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
4 November 2020 - briefing session	All	Various questions relating to density and infrastructure provisions	Responses provided to Councillors at that time	City Planning and Design
23 March 2022 - standard briefing session before the Council meeting	All	Not known at time of writing the report.	Not known at the time of writing the report.	City Planning and Design / Property and Place

### **LEGAL IMPLICATIONS FOR COUNCIL**

32. The legal implications associated with this report relate to the Planning Agreement that is proposed to be entered into between Council and proponent, Holdmark. Details of the Planning Agreement are provided earlier in this report. The Planning Agreement will be subject to legal drafting prior to finalisation. Council will not enter into any formal legal agreement associated with the proposed Planning Agreement until this matter has been considered and the Planning Agreement has been subsequently adopted by Council following the public exhibition period.

### **FINANCIAL IMPLICATIONS FOR COUNCIL**

33. The decision being made by Council to endorse the draft Planning Agreement for exhibition will have no direct impact on the budget which is the reason the table below is empty. At the time the Planning Agreement is executed (post exhibition), Council can then plan to incorporate the infrastructure and other Planning Agreement deliverables into Council budget and asset management strategies. Although land will be dedicated to Council as part of the Planning Agreement, Council will have no financial obligations for the maintenance of this land for a period of 5 years. After this time, the cost of maintaining this land will be Council's responsibility.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
<b>Revenue</b>	NIL	NIL	NIL	NIL
Internal Revenue	NIL	NIL	NIL	NIL
External Revenue	NIL	NIL	NIL	NIL
<b>Total Revenue</b>	NIL	NIL	NIL	NIL



<b>Funding Source</b>	NIL	NIL	NIL	NIL
<b>Operating Result</b>	NIL	NIL	NIL	NIL
External Costs	NIL	NIL	NIL	NIL
Internal Costs	NIL	NIL	NIL	NIL
Depreciation	NIL	NIL	NIL	NIL
Other	NIL	NIL	NIL	NIL
<b>Total Operating Result</b>	NIL	NIL	NIL	NIL
<b>Funding Source</b>	NIL	NIL	NIL	NIL
<b>CAPEX</b>	NIL	NIL	NIL	NIL
CAPEX	NIL	NIL	NIL	NIL
External	NIL	NIL	NIL	NIL
Internal	NIL	NIL	NIL	NIL
Other	NIL	NIL	NIL	NIL
<b>Total CAPEX</b>	NIL	NIL	NIL	NIL

## CONCLUSION

34. The draft DCP is consistent with the adopted Planning Proposal and thus reflects the established intended outcomes for the precinct from a built form perspective. The draft planning agreement with Holdmark with a value of \$37,246,825 will help deliver essential community infrastructure to the precinct and beyond and is considered to be an appropriate contribution. It is recommended that the report be endorsed as recommended.

Amberley Moore  
**Senior Project Officer**

Michael Rogers  
**Land Use Planning Manager**

David Birds  
**Group Manager, Major Projects and Precincts**






Bryan Hynes  
**Executive Director Property & Place**

John Angilley  
**Chief Finance and Information Officer**

Jennifer Concato  
**Executive Director City Planning and Design**

Brett Newman  
**Chief Executive Officer**

## ATTACHMENTS:

1 	Background and Further Information	11 Pages
2 	Draft Melrose Park South Site-Specific DCP	101 Pages
3 	Letter of Offer	4 Pages
4 	Infrastructure Needs List	1 Page
5 	Updated Planning Proposal	75 Pages

## **REFERENCE MATERIAL**

**ATTACHMENT 1 – ADDITIONAL BACKGROUND AND INFORMATION**  
**Associated with Council Report D08433159**

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**1. STRUCTURE PLAN**

- 1) Council's Employment Lands Strategy (July 2016) identifies the Melrose Park precinct as suitable for redevelopment for non-industrial uses and requires a Structure Plan be prepared for the precinct to help guide future development. This is due to the decline in the pharmaceutical manufacturing industry of which until recently, had a significant presence in the precinct. As a result of these buildings not being deemed suitable for conversion to other uses, it was considered that this industrial precinct had come to the end of its functional life and would be better suited to other non-industrial land uses. A structure plan was required to be prepared prior to any planning proposals being able to progress in the precinct.
- 2) In late 2016, the two major landowners within the southern precinct, Holdmark and Goodman, collaborated to prepare a draft Structure Plan for the southern precinct on behalf of other smaller landowners within the precinct. This was refined over the course of 2017 and 2018 to produce a plan that Councill officers and landowners supported.
- 3) The draft Southern Structure Plan was considered by Council on 24 June 2019 when it was endorsed to be placed on public exhibition.
- 4) The public exhibition took place from 14 August to 10 September 2019. A total of twenty-three (23) submissions were received from both residents and Government Agencies.
- 5) A report on the post-exhibition outcomes was considered by Council on 16 December 2019. The report recommended a number of amendments to the exhibited structure plan in response to submissions and required further analysis to be undertaken by Council officers.
- 6) The Southern Structure Plan breaks the southern precinct into development blocks, with each block assigned a maximum density. The structure plan also included an indicative built form layout for the precinct, which is to be used as a guide for proponents when preparing planning proposals. The densities (building heights, floor space ratios and gross floor areas) assigned to each block are fixed, and planning proposals must be consistent with the parameters assigned to each block. Any proposed variation must be justified and supported by Council officers.
- 7) The Southern Structure Plan was ultimately adopted by Council on 16 December 2019. Refer to **Figures 1 and 2**.
- 8) The Northern Structure Plan was subject to a separate process and was adopted by Council on 12 December 2016.

**ATTACHMENT 1 – ADDITIONAL BACKGROUND AND INFORMATION**  
**Associated with Council Report D08433159**



**Figure 1.** Adopted Southern Structure Plan indicative built form

	Site Area	GFA	FSR	Max Height (m)
<b>LOT S1 (TBC)</b>	<b>12608</b>	<b>12608</b>	<b>1.0</b>	<b>12</b>
LOT S2	4178	11643	2.8	20
LOT S4	4186	8812	2.1	20
LOT S3	8074	18533	2.3	20
LOT S5	7948	30465	3.8	58
LOT S16	11093	43355	3.9	58
LOT S6	5128	14991	2.9	26
LOT S8	10458	26515	2.5	26
LOT S7	4754	15600	3.3	58
LOT S9	6380	16656	2.6	58
<b>LOT S10</b>	<b>9539</b>	<b>45436</b>	<b>4.8</b>	<b>63</b>
LOT S12	9508	32241	3.4	64
LOT S13	7328	16429	2.2	26
LOT S14	6217	22135	3.6	26
LOT S15	6763	12230	1.8	26
Overall Net FSR	<b>114160</b>	<b>327649</b>	<b>2.9 :1</b>	
Mixed Precinct	24390	33064	1.36 :1	
Site Area (Holdmark West)	51607	92353	1.79 :1	
Site Area (George Weston)	22823	41506	1.82 :1	
Site Area (Powerlines)	16472	32256	1.96 :1	
<b>Site Area (Goodman)</b>	<b>25593</b>	<b>45436</b>	<b>1.78 :1</b>	
Site Area (Holdmark East)	42694	70805	1.66 :1	
Site Area (Hope St sites)	6740	12230	1.81 :1	
<b>Total</b>	<b>190319</b>	<b>327649</b>	<b>1.72 :1</b>	

**Figure 2.** Adopted density table for the southern precinct

**ATTACHMENT 1 – ADDITIONAL BACKGROUND AND INFORMATION**  
**Associated with Council Report D08433159**

**2. HOLDMARK PLANNING PROPOSAL: 112 WHARF ROAD, 30 & 32 WARATAH STREET AND 82 HUGHES AVENUE, MELROSE PARK**

**2.1 Background**

1. With the Structure Plan having been adopted, planning proposals were able to be progressed in the precinct. Two draft Planning Proposals had already been submitted to Council in 2016 prior to the structure plan being finalised and these were placed on hold while the structure plan process was being undertaken. Only one of these planning proposals has subsequently progressed, that being for the sites owned by Holdmark.
2. A revised Planning Proposal consistent with the adopted Structure Plan was submitted to Council on 20 May 2020 and considered by the Local Planning Panel (LPP) on 29 September 2020. The LPP recommended it proceed to Council for consideration to forward to the (then) Department of Planning, Industry and Environment (DPIE) for Gateway determination (i.e., to place on public exhibition).
3. At its meeting of 9 November 2021, Council resolved to proceed with a Planning Proposal, known as the Holdmark Planning Proposal, that applies to land at 112 Wharf Road and 30 & 32 Waratah Street, Melrose Park and 82 Hughes Avenue, Ermington and that it be forwarded to the (then) Department of Planning, Industry and Environment (DPIE) for approval to place on public exhibition (known as a Gateway determination).
4. At this meeting, Council also resolved to endorse the preparation of a site-specific DCP for Melrose Park South and commence negotiations with the proponent relating to the Planning Agreement to assist with funding and delivering the required infrastructure to support the incoming population. The draft site-specific DCP and Planning Agreement are addressed in detail later in this report.
5. The Planning Proposal endorsed by Council in November 2020 and submitted to the (then) DPIE reflects the maximum floor space ratio (FSR) and height of buildings provisions identified for these sites in the Melrose Park Southern Structure Plan (refer to **Attachment 5**) that was adopted by Council on 16 December 2019.
6. A Gateway determination was issued on 17 August 2021 to enable the Proposal to proceed to public exhibition, subject to conditions. These conditions related primarily to the correction of minor inconsistencies contained within the Proposal. The Gateway determination stipulates the timeframe for finalisation, being 31 August 2022.
7. Since this time, Council officers and the proponent have progressed the drafting of the Site-Specific DCP applicable to the two Holdmark-owned sites in the southern precinct (refer to **Attachment 2**). This document will be progressively amended as additional sites within the southern precinct are redeveloped.
8. Council officers also commenced negotiations for the Planning Agreement during this time and this resulted in a Letter of Offer being submitted by the proponent on 8 March 2021 with a value of \$37,246,825. Refer to **Attachment 3**.
9. The Planning Proposal seeks to amend Parramatta LEP 2011 to enable redevelopment for high density residential, public open space and some small-scale retail/commercial uses. The Planning Proposal applies to two separate sites within the southern precinct, both of which are owned by Holdmark. A summary of the proposed changes to the planning controls is provided in **Table 1** below.
10. The Planning Proposal also seeks to introduce Design Excellence provisions into the LEP for buildings 55m and above in height on these sites. No FSR or height bonuses are to be awarded for buildings subject to Design Excellence. This is due to the density in the precinct already being considered to be at the upper level of

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acceptability and a further increase in the form of building height and FSR bonuses would result in an unacceptable density and compromise the ability of the redevelopment to achieve the desired design outcome.

11. The Planning Proposal will be exhibited concurrently with the draft Site-Specific DCP and Planning Agreement.

**Table 1.** Summary of current and proposed controls on the subject sites

	EAST SITE			WEST SITE
	112 Wharf Road	30 Waratah Street	32 Waratah Street	82 Hughes Avenue
<b>Current Zone</b>	IN1 General Industrial			
<b>Proposed Zone</b>	Part R4 High Density Residential, part RE1 Public Recreation	RE1 Public Recreation	Part R4 High Density Residential, part RE1 Public Recreation	Part R4 High Density Residential, part RE1 Public Recreation
<b>Current FSR</b>	1:1			1:1
<b>Proposed FSR</b>	1.66:1			1.79:1
<b>Current height limit</b>	12m			12m
<b>Proposed building heights</b>	Ranging between 4 storeys (16m) and 22 storeys (77m)			
<b>Potential dwelling yield per site</b>	835 units			1,090 units
<b>Total potential dwelling yield</b>	1,925 units			
<b>Non-residential floor space component</b>	500m <sup>2</sup>			500m <sup>2</sup>

### 3. DRAFT DEVELOPMENT CONTROL PLAN

12. A key consideration when drafting the DCP controls was to ensure that the best possible amenity in the precinct could be achieved for the future residents, visitors, and existing neighbours in the surrounding low density residential areas. The aim is to create a suburb that is characterised by the best built form to accommodate the proposed dwelling densities, generous and diverse streets and attractive public domain and recreation spaces. The draft DCP seeks to organise buildings and density to address and define the streets, pedestrian connections, courtyards, and public spaces.
13. The draft DCP will also facilitate sustainable and resilient buildings that address climate, location, energy consumption, urban heat, pedestrian scale and internal amenity. In addition, the draft DCP will ensure minimal impact on the natural environment including the sensitive mangrove vegetation along the river foreshore.

#### 3.1. Design Requirements

The detailed design requirements outlined in the Council report are grouped to five (5) main parts, being:

- I. Introduction
- II. Built Form
- III. Public Domain
- IV. Vehicular Access, Parking and Servicing
- V. Sustainability

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These parts contain multiple sub-sections that include detailed controls, such as:

- General objectives and principles
- Allocation of gross floor area (building envelopes)
- Setbacks
- Street and block layout
- Tower design
- Ground floor frontage
- Solar access
- Dwelling mix
- Desired future character
- Open space
- Parking requirements
- Stormwater management

A key consideration when drafting the DCP controls was to ensure that the best possible amenity in the precinct could be achieved for the future residents, visitors, and existing neighbours in the surrounding low density residential areas. The draft DCP underpins and relates to the site configurations and building envelopes identified in the Southern Structure Plan and the Planning Proposal that have been prepared to achieve the FSRs and building heights adopted by Council for these sites and the broader southern precinct. Minor changes to the building configurations have occurred to the scheme since the Planning Proposal was endorsed. The current scheme is shown in **Figure 3** below.



**Figure 3.** Proposed schemes for the East and West sites

### 3.2. DCP Master Plans and Appendices

14. The draft DCP includes a master plan for each site and identifies the preferred building envelopes and street locations to achieve the supported amenity and FSRs and heights. The maximum residential GFA for each site is also identified to ensure density is controlled and appropriately distributed.



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15. In addition to the written controls, the draft DCP contains a number of appendices that support the written controls and address the following elements:
- Height Distribution Map
  - Solar Access Plan
  - Building Setback Map
  - Public Open Space Plan
  - Street Hierarchy
  - Public Domain Plan
  - Stormwater Management Control Plan
16. A clear street scheme and hierarchy has also been developed to ensure views to the sky and river are provided and that an appropriate interface and integration with Parramatta Light Rail (PLR) Stage 2 is achieved.

**3.3. Key Elements**

17. The streets are organised to optimise connectivity for both pedestrians and vehicles including PLR, minimise the perception of density, enable planting of trees with large canopies, and to support the built form.
18. The street widths have been carefully considered and the hierarchy consists of varying widths ranging from 9.3m to 25m throughout the southern precinct based on their intended purpose. The streets are wider than would typically be required by Council in some locations to ensure that each street can accommodate the required parking, tree planting cycleways and footpaths.
19. Wider streets also help to reduce the perception of density, which is critical in the precinct given the proposed heights. A number of the north-south streets in the south are a continuation from the streets in the northern precinct and have therefore been allocated identical widths for the purposes of consistency, safety and design integrity.
20. The buildings are organised to define the streets and open spaces, provide deep soil zones for large trees, and create a legible public domain with high amenity.
21. Controls relating to wintergardens are included within section 1.16 of the draft DCP, which proposes to permit them only above the eighth storeys of buildings, with requirements relating to their design and functionality in an effort to reduce the chance of conversion to fully enclosed and habitable rooms. This will also reduce the risk of buildings having a commercial appearance and is consistent with the approach taken in the northern precinct.
22. Sections relating to the desired design outcome for the precinct are included in the attached draft DCP, and these controls will largely apply to the remainder of the southern precinct as these sites redevelop.
23. The majority of the proposed building on the subject sites comprise of 4, 6 and 8 storeys, with the lower heights situated on the perimeter of the sites to provide an appropriate interface to the existing low-density development surrounding the precinct.
24. It is proposed to permit up to three towers across the two sites in specific locations. One 22 storey (approximately 77m) tower is proposed on the inner part of the East site adjacent to the proposed new public open space area near the foreshore and identified PLR2 corridor along Waratah Street. Two towers are identified on the West site, with one tower proposed at 20 storeys (approximately 70m) and the other at 22 storeys. Both towers are located on the inner part of the site. The locations of these towers have been



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carefully chosen to minimise the potential impact on other buildings and open space within the precinct and existing low density residential development adjacent to the precinct. The building heights are ultimately dictated by those heights mapped in metres within the PLEP 2011. However, **Figure 4** below shows the heights in storeys as included in the draft DCP.

25. As with the northern precinct, the building envelopes (GFA) have been calculated using Council's standard formula which applies a 75% efficiency rate. This essentially means that the development lots can achieve the assigned GFA and that an additional 25% of floor area is available for the purposes of enabling building articulation without compromising the overall bulk and scale set by the FSR. Although some flexibility (25%) is incorporated into the GFAs shown in the draft DCP to enable building articulation and other design features, ultimately, all future development on these sites must comply with the provisions including the FSR within the LEP. This approach is applied to all urban design modelling within the Parramatta LGA, including the northern precinct of Melrose Park. A map showing the distribution of GFA across the two sites is included in the draft DCP.



**Figure 4.** Proposed building heights on the subject sites

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**4. PLANNING PROPOSAL**

**4.1 Gateway Conditions and other changes**

- 1) The Gateway determination issued by the (now) DPE on 17 August 2020 included a number of conditions that are required to be addressed either prior to exhibition or prior to finalisation. Below is a summary of the nine (9) conditions that are required to be resolved prior to public exhibition of the draft Planning Proposal and how they have been addressed.
- 2) The indicative development scheme on both sites has also been updated to reflect refinements undertaken subsequent to the issuing of the Gateway determination. As a result, the LEP height map has been updated to reflect the revised scheme. The post-Gateway changes that have been made to the Planning Proposal are considered minor in nature and have been done to ensure that a more desirable design outcome can be achieved on the sites by redistributing the various building heights within the sites. These changes ensure a better interface between the surrounding low density residential development is achieved and overshadowing of the public open space and sensitive mangrove vegetation along the river is minimised. The changes also ensure that the composition of the buildings is appropriate from a design perspective and are consistent with Council's requirements. The maximum height limit of 77m as endorsed by Council on 9 November 2020 has not changed, and the revised schemes remove the previously proposed 12 storey buildings and replaces them with 8 storeys. An updated Planning Proposal is provided at **Attachment 5**.

<b>PRE-EXHIBITION</b>	
<b>Gateway Condition</b>	<b>Comment</b>
a) correct references to a proposed maximum FSR of 1.79:1 for the West Site	The draft Planning Proposal has been updated to reflect the correct proposed maximum gross FSR of 1.79:1 on the West site. It was incorrectly listed as 1.78:1 in one section of the document.
b) update all maps to identify the planning proposal's boundary	All maps have been updated to show clear site boundaries.
c) update the planning proposal with built form modelling including a 3D visualisation of the proposed development concept, its surrounding built form context and overshadowing analysis	Snapshots of the built form modelling have been included in the draft Planning Proposal. These will also be available online during the public exhibition.
d) consider a suitable planning mechanism to encourage work from home opportunities within future building design	DPE has advised that a DCP control to this effect is sufficient. A new control C.11 has been inserted into Section 2.13 <i>Residential Apartment Design Quality</i> to address this requirement.
e) ensure that an infrastructure needs list is identified in the planning proposal, including the identified traffic and transport infrastructure to support the proposed growth	The Infrastructure Needs List (INL) has been included in the draft Planning Proposal as Appendix 8.
f) delete the requirement for a satisfactory arrangements provision for contributions toward designated state public infrastructure	Deleted.
g) identify in the planning proposal that a mechanism to secure State and local infrastructure to support the intended growth is required	Statement now included in the draft Planning Proposal.
h) ensure that the planning proposal is exhibited with the Transport Management Accessibility Plan (TMAP)	Noted. The TMAP will be publicly available during the public exhibition.

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i) update the project timeline to reflect the requirements of the Gateway determination	Project timeline has been updated to reflect the Gateway determination's target date for finalisation, being 31 August 2022. The specified target date for commencing public exhibition is no longer applicable.
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**5. OTHER MATTERS AND INFORMATION**

**5.1. The TMAP**

- 1) The density that can be achieved within the overall precinct has been informed by the Transport Management and Accessibility Plan (TMAP) that was prepared for the precinct in 2019 in conjunction with extensive urban design testing. The preparation of the TMAP was a condition of the Gateway determination for the Melrose Park North Planning Proposal (currently with the State Government for finalisation). It was prepared in close consultation with Council officers, proponent representatives from the northern and southern precincts, the (then) DPIE, Roads and Maritime Services (RMS) and Transport for NSW (TfNSW). Other agencies and branches were also involved at various stages, including Parramatta Light Rail (PLR) and the Department of Education (DoE). The TMAP was required to gain TfNSW approval before being placed on exhibition. It was first publicly exhibited with the Melrose Park North Planning Proposal and is required to be exhibited with all planning proposals in the precinct going forward.
- 2) The TMAP is a comprehensive traffic study that analyses existing road, parking, traffic and public transport arrangements and services. It identifies the current network capacity and makes recommendations as to the improvements / works that are required to be undertaken to support the proposed growth. The TMAP includes a staging plan that identifies the improvements or new infrastructure required at each stage of redevelopment to support the precinct as the population increases. The staging plan identifies two key development scenarios that are critical to the precinct depending on whether a bridge to Wentworth Point is provided.
  - a. It identifies that the precinct can support up to 11,000 dwellings in total (north and south) from a traffic perspective providing a bridge connecting Melrose Park to Wentworth Point is provided (and PLR Stage 2 or an equivalent bus service is operational).
  - b. Without the bridge, the dwelling yield in the precinct is capped at 6,700 dwellings (north and south) and a reduction in the overall FSRs applied to the precinct can be delivered across the entire precinct without the need for the bridge (providing the other identified road works and improvements are undertaken).
- 3) At present, it is anticipated the bridge will be delivered as part of PLR Stage 2. Each landowner is required to make a monetary contribution towards the funding and delivery of the bridge (and other identified State infrastructure). This is currently being negotiated between the State Government and proponents in the precinct and will be implemented via a State Planning Agreement. This is a separate process to the local Planning Agreement between Council and Holdmark that is subject to this report and Council is not involved in these negotiations.

**5.2. Density Control**

- 1) The proposed density in the precinct is at its upper limit and assumes the bridge to Wentworth Point will be delivered, and Council officers have raised concerns previously about the possibility of the density increasing over time as the precinct redevelops at various stages. As with the northern precinct, the building envelopes (GFA) have been calculated using Council's standard formula which applies a 75% efficiency rate. This

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essentially means that the development lots can achieve the assigned GFA and that an additional 25% of floor area is available for the purposes of enabling building articulation without compromising the overall bulk and scale set by the FSR. This approach is applied to all urban design modelling within the Parramatta LGA, including the northern precinct of Melrose Park.

- 2) To reduce this risk, the maximum allowed gross floor area (GFA) for each development lot has been mapped and included in the respective DCP (refer to **Figure 2** of the draft Melrose Park South DCP for the Holdmark sites) and an overall GFA cap applied to the northern and southern precincts. The DCP and GFA maps will be updated to include additional lots as the respective sites redevelop. The GFAs, maximum heights and FSRs for each development lot in the south are also contained within the adopted Southern Structure Plan.
- 3) Although applicants can apply to vary these maximums at the development application stage (known as a clause 4.6 variation), it is merit-based, and they need to provide significant and robust justification to gain the support of Council officers.
- 4) Council officers are currently working with the planning and legal officers at the Department of Planning and Environment (DPE) to draft appropriate LEP provisions that will ensure the number of dwellings in the precinct cannot exceed the level of infrastructure provided and secured to support the population. These provisions will be included in the LEP amendment applicable to the northern precinct (currently being finalised) and eventually the LEP amendment applicable to the southern precinct.
- 5) The provision of the bridge is linked to the ability of the precinct to realise its full density potential. Should the bridge not be provided, the maximum yield that the whole of the Melrose Park precinct can achieve will be reduced by approximately 40% from 11,000 dwellings to 6,700 dwellings.

**5.3. Schools and State Infrastructure**

- 1) Council officers have been working closely with the Department of Education (DoE) and Schools Infrastructure NSW (SINSW) regarding the requirements and delivery of education facilities to support the precinct. The DoE identified that to support the anticipated population growth, a new primary school and a new secondary school are required, in addition to the existing Melrose Park Public School that is already located in the southern precinct. As a result, a new school site has been dedicated in the northern precinct on the corner of Wharf Road and Hope Street to provide for a new primary school. The site will also include a full-sized playing field that will be available for community use outside of school hours.
- 2) In relation to the provision of a secondary school, Council officers have made representation to DoE and SINSW on multiple occasions raising concern over the closure of nearby Marsden High School. This school is within the Ryde LGA and is approximately a 20-minute walk from the southern precinct and would have assisted in providing students places for the incoming residents of the Melrose Park precinct.
- 3) Council officers remain in consultation with DoE and SINSW and options are continuing to be explored regarding the provision of a new high school or K-12 school within or adjacent to the precinct. Officers are seeking to gain a level of certainty and commitment from DoE and SINSW regarding the provision of a secondary school prior to finalisation of the Holdmark Planning Proposal.
- 4) The provision and delivery of State infrastructure is taking a similar approach to that of local infrastructure. The contribution towards State infrastructure will be calculated by the State Government on a per-dwelling basis proportionate to the dwelling yield being sought by the proponents on their respective sites. State

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infrastructure contributions will be delivered as part of separate planning agreements with the State Government that will be subject to a separate public exhibition process facilitated by the State Government. Council officers will prepare a submission for Council's endorsement as part of that exhibition process. The applicable per-dwelling amount is in the process of being finalised directly between the State Government and the proponents and is not a matter within Council's control.

# **CITY OF PARRAMATTA COUNCIL**

## **Draft Melrose Park South Site-Specific Development Control Plan (Holdmark Sites)**

Date Adopted: xx 2022



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4. Solar Access Plan
5. Building Setback Map
6. Public Open Space Plan
7. Street Hierarchy
8. Public Domain Plan
9. Stormwater Management Control Plan

# 1. INTRODUCTION

## APPLICATION

The provisions of this section of the DCP apply to development in Melrose Park South precinct as shown in Figure 1 and will prevail where there is any inconsistency with other sections of this DCP.

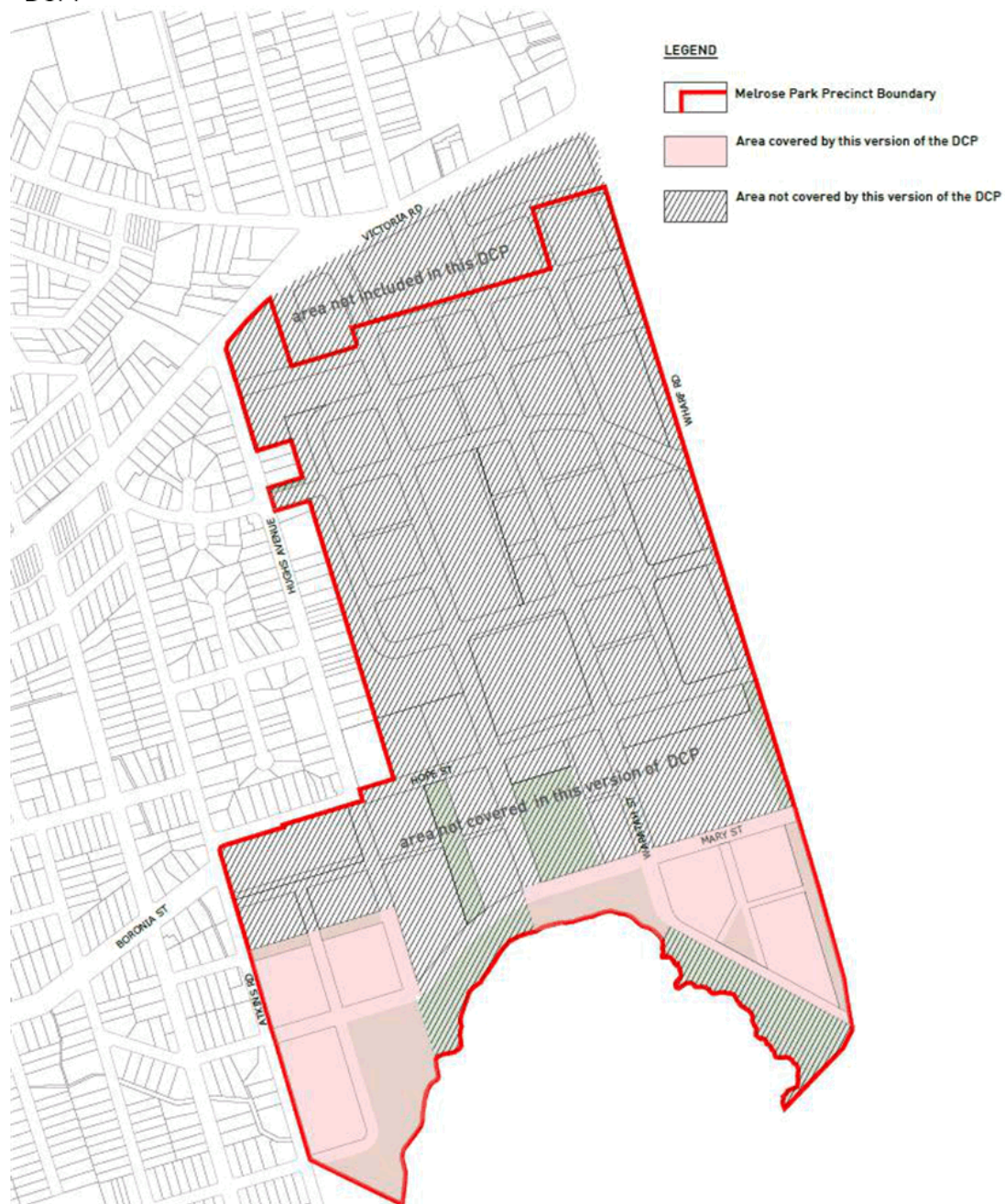


Figure 1 – Area Covered by this DCP

## **THE DCP**

This DCP is to be used in conjunction with the following documents:

### **Melrose Park South Structure Plan**

The Structure Plan identifies:

- Street, block, open space and building layout, locations of pedestrian connections and public open space, development lot locations, indicative building footprints and required view corridors. Refer to Appendix 1.
- Maximum floor space ratios (FSRs), gross floor areas (GFAs) and building heights for each development lot.

### **Parramatta LEP 2011**

### **City of Parramatta DCP 2011**

### **Melrose Park South Street Schedule**

### **Council's Standard Construction details**

### **Parramatta Public Domain Guideline**

## GENERAL OBJECTIVES

The City of Parramatta Council aims to foster the development of a lively, diverse, and healthy LGA, one which celebrates a sense of place and local character in both the public and private realms. To the east of the Parramatta CBD Melrose Park is being developed on ex-industrial land located between Victoria Road and the Parramatta River. There are three precincts the Wharf Road Precinct located on Victoria Road is the most northerly precinct. Melrose Park North extends from the Wharf Road Precinct to Hope Street. Melrose Park South extends from Hope Street to the Parramatta River. This DCP applies to the Melrose Park South Precinct. The overall precinct slopes south to the river and is surrounded by low density detached housing on the east and the west. On completion, Melrose Park North and South will be home to approximately 25,000 people, provide retail and entertainment facilities, schools and parks.

The amenity and quality of Melrose Park for its residents and their neighbours is the underlying consideration for all the objectives and controls in the DCP. The DCP is underpinned by and relates to the Melrose Park South Structure Plan. The Structure Plan has been prepared by City of Parramatta and responds to the topography and the street context of the precinct. The streets are organized to optimize connectivity for people and vehicles, minimize perceived densities, address water management, enable canopy planting and support the proposed built form. Buildings are organised to define the streets and open spaces, provide deep soil and create a legible public domain with amenity and spatial complexity. The building envelopes provide the opportunity for high quality architectural resolution.

The clarity and quality of public spaces are essential to this conception of a place centered on people. The public spaces – streets, and parks – will be the basic and enduring structuring spaces of Melrose Park, of which streets are the most prevalent. The interaction of buildings and public spaces is critical in shaping the way the place is experienced particularly at the lower levels where detail design plays an important part in the creation of a stimulating pedestrian environment.

### General Objectives

- O.01 Create a legible, coherent, and attractive suburb characterised by generous diverse streets and public spaces reinforced by the built form and vegetation.
- O.02 Organise the buildings so that they form a coherent outcome, address, and define the streets, pedestrian connections, courtyards, and special places.
- O.03 Ensure that the spaces of the public domain - streets, squares and parks are of high quality and amenity.
- O.04 Facilitate sustainable resilient buildings that address climate, topography, energy consumption, urban heat, pedestrian scale, and internal amenity.
- O.05 Protect and improve the natural environment and biodiversity.
- O.06 Provide sufficient detail of Council requirements and expectations to enable Development Applications to be easily assessed
- O.07 Safely manage overland flow and storm water through the site and broader precinct and design buildings and landscape in response.
- O.08 Ensure that infrastructure is delivered in accordance with the staging plan and TMAP Implementation Plan.

### Control

- C.01 An Infrastructure development application is required to be lodged for the entire precinct upfront prior to individual DAs being lodged on a site-by-site basis, detailing the following:
  - The proposed lot boundaries
  - Site levels including cut and fill and retaining wall locations

- The design of the roads including drainage
- Public open space provision
- Demonstrate how the obligation under the Planning Agreement will be addressed.



## DESIGN EXCELLENCE

The promotion of good design in the built environment is an objective in the Environmental Planning and Assessment Act, and good design is a central aim for all development in the LGA.

Design is a complex synthesis of multiple factors - technical, social, environmental, historic, aesthetic, and economic. It responds to the context, physical as well as cultural, and generates sustainable living and working environments. It is concerned not only with how buildings look but includes fundamental considerations of amenity for occupants and how buildings contribute to the development of quality urban places.

Good design generates spaces with a sense of appropriateness in which people naturally feel comfortable. It has detail and material quality, is long lasting, and it creates financial return through the making of places that people value.

Good design also incorporates an understanding that individual buildings should relate to each other as well as contribute to a larger whole. This conception of the importance of collective urban form is an underlying principle of the DCP and informs design quality processes in the LGA.

Design quality procedures in the City of Parramatta include the Design Excellence process in the City Centre led and coordinated by the City Architect, and the LGA-wide Design Excellence Review Panel (DEAP).

In Melrose Park, under the Design Excellence process, design competitions are required for sites with buildings 55m and above in height.

In addition, the Urban Design Unit within Council provides guidance and advice on design in all relevant matters within the LGA.

These procedures aim to embed design quality as an integral part of development in the City of Parramatta. An important aspect of this is to ensure that design intent is documented in detail and carried through all stages of projects to completion.

Melrose Park South is a high-density environment and design quality is therefore paramount. Quality is not just of the individual buildings but how the buildings relate one to another. Careful definition of the spaces between the buildings in plan and section; preservation of all views to the sky and discrete modulation of the buildings are required to ensure variety and interest in the public domain and amenity in the apartments.

### Objectives

- O.01 Ensure that development individually and collectively contributes to the architectural and overall urban design quality of Melrose Park
- O.02 Incorporate design quality in public and private development as a central consideration through all stages of the process from design to completion.
- O.03 Ensure that the integrity of design quality is carried through to the construction and completion of developments.
- O.04 Incorporate overall coherence of the architecture within the whole precinct with variety in the detail architectural resolution

### Controls

- C.01 Design Excellence Competitions are to be undertaken for buildings 55m and above in height.
- C.02 Competition briefs should reference to the objectives and controls contained within this DCP.

- C.03 Architectural Reference Designs developed as part of a Design Competition brief should use this DCP as the basis for building envelopes.
- C.04 This DCP should form the primary basis of assessment of all Design Excellence winning schemes.
- C.05 For all Development Applications in Melrose Park that are not subject to a Design Competition, the Architect should provide sufficient detailed documentation for the building facades and external areas to form part of the consent documents. These should include fully annotated 1:20 scale cross sections and partial plans of facades, details of typical and important junctions, and details and materials specification of all external works.
- C.06 The Landscape Architect and Civil Engineer for all Development Applications require fully coordinated Public Domain Alignment Drawings. (Chapter 2 Parramatta Public Domain Guidelines.)
- C.07 Allocation of sites to different architects based on the lots being dispersed along the street network or relate to particular intersections is encouraged to provide variety in the detail design.

## WATER MANAGEMENT PLAN

Due to development, the overland flow paths have been considerably altered from their natural state. Water management aims to reverse any negative environmental impacts that have arisen because of these changes so that a sustainable water environment can be recreated.

Despite the precinct being located within close proximity to Parramatta River, it is not affected by riverine flooding, however still considered to be at high risk of potentially polluting the river. The precinct is subject to overland flow flooding reflecting the two historical watercourses that once traversed the precinct from north to south-east (Wharf Road) and from north-west to south (Hope Street).

The proximity of the Melrose Park North Precinct to the Parramatta River means that this development is likely to cause pollution and other degradation of the river unless effective water quality management is implemented and maintained.

### Principles

- P1. The pre-development (natural) overland flow paths and flow regimes are to be acknowledged in water management planning, while recognizing this is a substantially changed urban environment requiring complex water management systems.
- P2. Post-development run-off must not result in a harmful impact on surrounding properties or the environment.
- P3. Water management practices must be sustainable.
- P4. The Water Management Control Plan governs water aspects of development and infrastructure, landscape and environment in the precinct and includes:
  - Flooding and overland flow management;
  - Road and public domain piped drainage;
  - Flood reduction using public and private water detention systems;
  - WSUD - Environmental management of private and public low flows with Water Sensitive Urban Design to reduce pollutant loads and create habitats
  - Rainwater harvesting and use

### Objectives

- O.01 Ensure that overland water flows are to be managed and conveyed safely across the precinct within the roads, reserves and identified public open space areas
- O.02 Ensure that post-development run-off does not result in a net negative impact on surrounding properties or the environment resulting in damage to public and private assets.
- O.03 Ensure that sustainable water management practices are applied, where practicable.

### Controls

- C.01 A piped drainage reticulation system capable of carrying the 5% AEP stormwater flows is to be provided



throughout the precinct for all roads, public domain areas and private lots. This system must be designed and constructed to Council standards and specifications and reasonable satisfaction. This drainage infrastructure is to be dedicated to Council at appropriate stages in the development process for ongoing operation by Council

- C.02 Excess peak flows are to be detained in both on-site and collective detention systems.
- C.03 Excess peak flows from private lots, public roads and public domain are to be detained in both on-site and collective detention systems. Detention systems are to be integrated into a sustainable overall water management plan for the site which may include WSUD and rainwater harvesting.
- C.04 Peak flows are to be limited throughout the catchment in a 1% AEP storm event to estimated peakflows under 1999 conditions, regardless of whether future redevelopment within the catchment occurs which improves the quantity of overland flow entering the precinct.
- C.05 Lower flows are to be managed within the landscape and directed through landscape water quality biotreatment systems (Water Sensitive Urban Design) including deep soil.
- C.06 On-site detention (OSD) systems are to be integrated into a sustainable overall water management plan for the site, where possible.
- C.07 Subject to maintaining environmental flows and irrigation of the public domain landscapes, rainwater must be captured and used on site wherever feasible.
- C.08 Each proposal for private development and for public infrastructure and public domain development must be supported by a water management plan that addresses the water aspects of the proposal, and the affected landscape and environment. It must address:
  - Flooding and overland flow management
  - Road and public domain drainage
  - Flood reduction using public and private water detention systems
  - WSUD – environmental management of private and public low flows with Water Sensitive Urban Design to reduce the pollutant loads and create habitats
  - Rainwater harvesting and use
- C.09 The Water Management Plan submitted to support a proposal shall be in accordance with the Principles, Objectives and Controls set out in this Water Management Control Plan to Council's reasonable satisfaction

## 2 BUILT FORM

### 2.1 GUIDING PRINCIPLES

The following principles apply to all development in Melrose Park South

- P.01 The floor space is generally consistent with the Gross Floor Area (GFA) as derived from the Floor Space Ratio (FSR).
- P.02 The street network, building locations, height and setbacks are generally consistent with the Structure Plan to enable deep soil planting, reinforce the human scale of the streets, and enable views to the sky in streets and public places.
- P.03 Building depth, bulk and separation protects amenity, daylight penetration, privacy between adjoining developments and minimises the negative impacts of buildings on the amenity of the public domain.
- P.04 Buildings should align with the streets so that positive spaces are formed within the streets and the lots
- P.05 Towers are to be appropriately proportioned and maximise their slender form.
- P.06 The design and materials selection of buildings and the public domain are to contribute to a high quality, durable and sustainable urban environment.
- P.07 Buildings are organised to create spatially defined streets and courtyards that are well proportioned, comfortable, safe, functional, and attractive.
- P.10 The collective built form should reinforce the variety evidenced in the topography and the spatial organisation of the streets and open spaces
- P.11 Variety within the precinct is to be derived from the detail resolution of the buildings and not from excessive differences in the form of the buildings and / or the selection of materials.
- P.12 Taller buildings are to be located away from the perimeter of the precinct, in the central part of each site. Building heights are to transition down from the centre towards the perimeter.

## 2.2 ALLOCATION OF GROSS FLOOR AREA

### Objectives

- O.01 Regulate the density of development identifying a maximum GFA for lots, resulting from the maximum floor space ratio in the PLEP 2011.
- O.02 Ensure development floor plate sizes and building footprints are not excessive.

### Controls

- C.01. The maximum GFA for any development lot is to approximate the GFA detailed in Figure 2 (site area x FSR).
- C.02. The GFA attributed to each lot results from the FSR controls in the PLEP 2011 or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.
- C.03. The indicative allocation of the total floor space relates to the Structure Plan and is based on the capacity of the building envelope on each lot. The GFA is calculated at 75% of the building envelopes and the Gross Building Area (GBA) for residential.
- C.04. The maximum GFA is approximate for each lot and includes all buildings accommodated on a development lot.
- C.05. The floor space is to be generally distributed as shown in the Building Envelopes. The 4-6-8 storey perimeter block is to be retained and floor space is not to be redistributed into towers where heights would enable greater height.
- C.06. Development applications must submit supporting plans that demonstrate the GFA outcome on the development lot is consistent with PLEP 2011 or as otherwise nominated in a Notice of Development Consent granted by a relevant consent authority.
- C.07. Should a maximum GFA not be able to be achieved for a development lot or has minor variations, that amount of GFA may potentially be transferred to another development lot under the same ownership subject to consideration against the relevant provisions in this DCP and maintaining the gross permitted FSR across the development lots.
- C.08. For purposes of these controls, serviced apartments should be treated as a residential use.



Figure 2 – Maximum GFA Plan per Lot

## 2.3 STREET, BLOCK, OPEN SPACE and BUILDING LAYOUT

### Objectives

- O.01 Optimise the internal and external connectivity
- O.02 Provide views to sky and views that are not blocked by buildings at the ends of streets
- O.03 'Reveal' the topography '
- O.04 Minimise 'perceived' density
- O.05 Define a street hierarchy considering the landform, street widths and built form.
- O.06 Enable generous canopy tree planting
- O.07 Enable all road users to move safely
- O.08 Provide access to parking basements
- O.09 Enable streets to be dedicated to Council
- O.10 Accommodate passive and active recreational needs of the residents and workers
- O.11 Manage overland floodwater as well as local stormwater drainage, water sensitive urban design (WSUD) and ground water
- O.12 Minimise non-permeable surfaces
- O.13 Enable buildings to achieve setbacks, solar access, and separation requirements, optimise the amenity of the apartments, define the public domain and minimise perceived density

**Controls**

- C.01. The street network, pedestrian connections and blocks should generally be consistent with layout, dimensions and sections in the Structure Plan and Public Domain Plan
- C.02. All streets are to be at ground and public streets be dedicated to Council
- C.03. Pedestrian connections that are above basements and privately owned should be publicly accessible 24/7.
- C.04. All subdivision plans should comply with the Structure Plan.
- C.05. The locations of all buildings, tower and perimeter block should comply with the Structure Plan

**2.4 THE BUILDING ENVELOPE**

The building envelopes resulting from the setbacks, floorplate and height constitute a three-dimensional volume within which, together with all other applicable controls, should result in a coherent built form being designed. The envelope heights in the Structure Plan are generous and designed to enable a well-considered architectural response rather than 'filling' the envelope.

The building envelopes have been located to reinforce view corridors, create a layered spatial network and minimise perceived density. The taller towers are located strategically with generous separation. The building envelopes are designed to enhance the topography and have been tested for separation distances and overshadowing of public parks.

**Objectives**

- O.01 Provide a coherent spatial and built form structure for the precinct
- O.02 Create meaningful variety related to street character and topography
- O.03 Define the streets, intersections, and open spaces in plan and in section
- O.04 Enable the resolution of quality architecture within the building envelopes
- O.05 Optimise the number of units with outlook to open spaces, courtyards and views
- O.06 Minimise overshadowing on open spaces and adjacent residential development
- O.07 Minimise perceived density
- O.08 Provide view corridors within the site and to the surrounding context.
- O.09 Enable satisfactory resolution of the slope and the water management of the precinct

**Controls**

- C.01 The building envelopes as defined in the Structure Plan are to form the basis of the architectural resolution
- C.02 All view corridors as defined by the streets and pedestrian connections in the Structure Plan are to be retained.
- C.03 The floor space is to be distributed as shown in the Structure Plan density table in Appendix 1 and in Figure 2.

## 2.5 STREET SETBACKS

The purpose of establishing street setbacks relates to interface with the street, ground floor usage and building separation.

There are two principal categories for the ground floor:

- a) The buildings that have a residential ground floor frontage
- b) The buildings that have an active ground floor frontage.

On lots with residential ground floors, the buildings should be set back from the street alignment allowing an arrangement which balances the need for resident privacy as well as engagement with the street. The setback provides the necessary space for deep soil; landscaping and amenity, both for residents and the street.

Due to the sloping topography of the precinct, issues of resident amenity may also be addressed by raising the building ground floor levels relative to the site topography where residential uses are located adjacent to a pedestrian connection or public boundary.

On lots that have active frontages and no set back, the ground floor design of the buildings is the part of the development that has most impact on the street and public domain experience as it defines and articulates the street with appropriate scale and detail.

### Objectives

- O.01 Reinforce the appropriate spatial definition of streets and public spaces.
- O.02 Emphasise the importance of the street as a distinct spatial entity and design the street interface and street wall with an appropriate human scale and sense of enclosure for the street.
- O.03 Ensure consistent street frontages with buildings having common setbacks and alignments.
- O.04 Provide building forms that achieve comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale and adequate mitigation of wind effects of tower buildings.
- O.05 Create a clear delineation between public and private space.
- O.06 Provide a landscape interface for residential buildings with the streets and room for street trees
- O.07 Emphasise the courtyard spaces as a distinct spatial entity and design with an appropriate human scale and sense of enclosure and landscaping.
- O.08 Reinforce important elements of the local context including public spaces, key intersections, public and heritage buildings, and landscape elements.
- O.09 Provide space on residential sites for ground level residents to engage appropriately with the street and for landscape that contributes to the public domain



**Controls**

- C.01 Building setbacks from the streets should comply with those identified in Appendix 4.
- C.02 The perimeter-block residential buildings up to 6 storeys can extend for the full frontage of lots within the nominated street setbacks and except where there are courtyards or pedestrian connections. There are no setbacks at the ends.
- C.03 The 6 storey residential buildings can have an upper setback of one or two storeys maximum.
- C.04 All residential buildings 8 storeys and above are based on a maximum length of 50 metres
- C.05 Residential towers are to have a minimum of 2m, 5m or 6m from the street boundary/ podium edge, to suit final design refer to Figure 3.
- C.06 A streetscape analysis is to determine the most appropriate relationships along, across the street and at these intersections.
- C.07. A 400mm articulation zone is permitted forward of the setback, in which building elements such as bay windows, balconies, shading devices may occupy a maximum of approximately one third of the area of the façade. Services or lift shafts are not permitted in the articulation zone.
- C.08 Setbacks should be measured perpendicular to the boundary to the outer faces of the building, refer to Figure 3. Elements in the articulation zone are excluded.

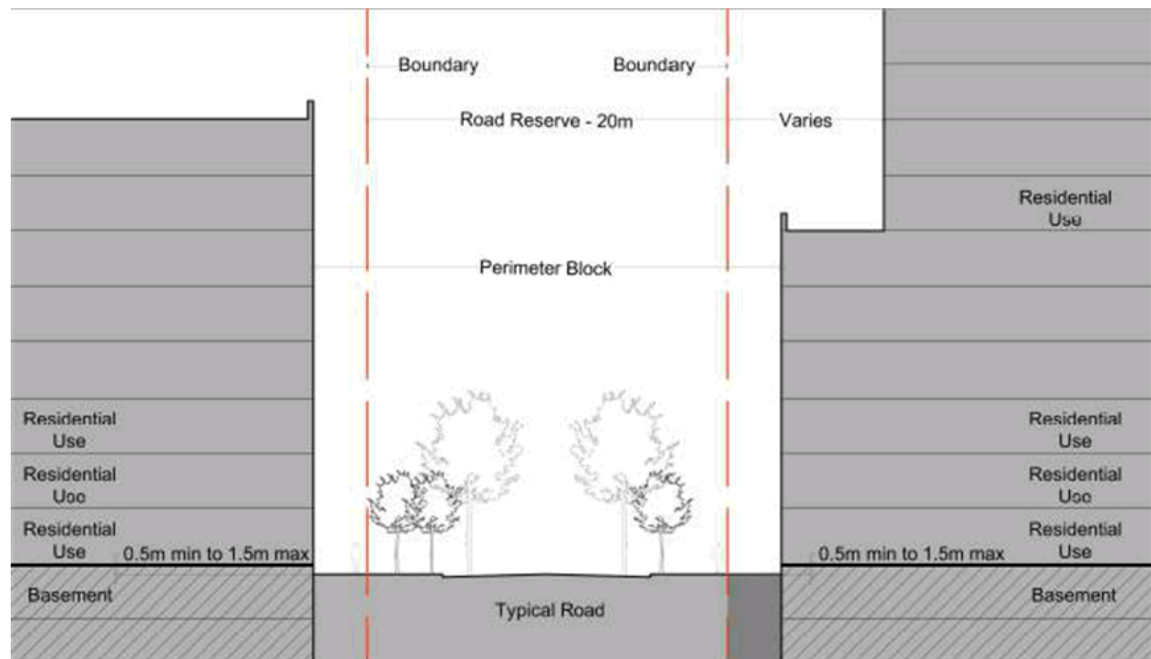


Figure 3 - --Street Wall Height at Typical East West Street, NTS

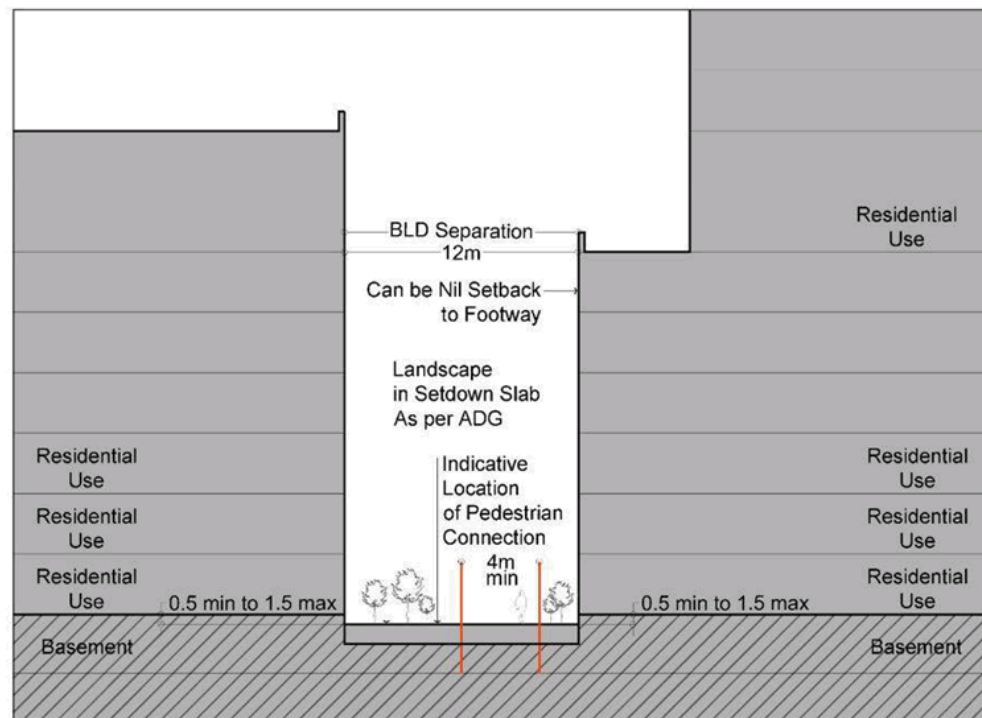


Figure 4. – Street Wall Height at Pedestrian Connection, NTS

## 2.6 BUILDING SEPARATION

Building separation for residential buildings is based on, the proportions of the pedestrian connections, courtyards and streets and overshadowing. Issues of privacy and surveillance are to be resolved in the architectural resolution.

### **Objectives**

- O.01 Protect and manage the impact of development on the public domain and neighbouring sites.
- O.02 Protect the amenity of streets and public places by providing a healthy environment for street trees and allowing adequate daylight and views to the sky.
- O.03 Ensure a pattern of built form and spatial definition that contributes to the character of the suburb.
- O.04 Provide access to light, air, and outlook for the occupants of buildings, neighbouring properties and future buildings.

### **Controls**

- C.01 The separation distances of buildings across courtyards are 24 metres minimum building to building and is to be appropriately landscaped
- C.02 The separation distances of buildings across the pedestrian connections are 12 metres building to building. Within this space a straight pedestrian path minimum 4 metres wide is to be located. Private gardens and entrances to apartments are permitted from these pedestrian paths.
- C.03 Issues of visual and noise privacy are to be addressed in the design of the buildings.
- C.04 Separation distances should be measured perpendicular to the boundary to the outer faces of the building. Elements in the articulation zone are excluded.

## 2.7 TOWER DESIGN AND SLENDERNESS

The slenderness of towers is important both to achieve elegance of form as well as to minimise the perceived density, maximise amenity and environmental performance. Plan area, plan proportion, alignment and height are contributing factors in the perception of slenderness. Their design needs to respond to context, climate, and views and to provide a continuity of built form but with subtle differences.

The silhouettes of many buildings are significant and contribute to the identity of the place and its skyline. The massing and arrangement of the skyline and building silhouettes should be carefully considered and proposed development should be designed so that its appearance complements the broader skyline.

### **Objectives**

- O.01 Towers have slender proportions.
- O.02 Towers are well-proportioned, reflect their orientation and address the public domain.
- O.03 Minimise the potential adverse effects that buildings may have on the public domain
- O.04 Achieve living and working environments with good internal amenity.
- O.05 Minimise the need for artificial heating, cooling, and lighting.

### **Controls**

- C.01 The maximum floorplate for a residential tower over 8 storeys should be 1,000m<sup>2</sup>
- C.02 The maximum floorplate for a commercial tower should be 1,500m<sup>2</sup> No perimeter block should exceed 8 storey in height (2 of which recessed).
- C.03 The maximum length of the part of a building above 8 storeys should be 50m.
- C.04 Tower component height should be approximately twice of the podium component height (e.g. 18 storey building where 12 storey minimum tower sits on 6 storey maximum podium)
- C.05 Tower forms should not extend around corners so that they are 'L' shaped in plan.
- C.06 Upper levels of towers should not extend over the lower levels and create unsightly under-croft spaces except where there is minor articulation or where a tower meets a perimeter base building.
- C.07 The higher building forms are to be integrated with the lower levels and should define positive spaces for streets, open spaces, and courtyards
- C.08 Towers should meet sustainability measures

## 2.8 BUILDING HEIGHTS

### Objectives

- O.01 Recognise the variation in perimeter block buildings and the podium heights throughout the site driven by topographical features and allow flexibility to respond to the slope without the need for stepping the buildings.
- O.02 Minimise solar impacts on existing residential areas
- O.03 Minimise adverse wind, reflectivity, glare, and urban heat impacts
- O.04 Provide adequate solar access to streets, open spaces, and neighbouring buildings.
- O.05 Form a balanced composition when viewed from within the street, neighbouring areas and the river

### Controls

- C.01. Heights should be generally consistent with the maximum heights as shown in the number of storeys in the Structure Plan and Appendix 2
- C.02. The perimeter block residential buildings are to be 8 storey maximum, including a maximum of two storey upper level setback.

## 2.9 FLOOR TO FLOOR HEIGHTS

### Objectives

- O.01 Provide adequate amenity for buildings
- O.02 Ensure that floor heights support a range of uses and enable a change of use over time.
- C.01 The differences in the ground levels are to be taken up within the lower levels of the buildings and not by stepping the upper levels of the buildings. Depending on the slope of the site there may be minor increases in height above that nominated heights on the lower.
- C.02 Minimum floor to floor heights are identified in Table 1

Table 1 – Minimum floor to floor heights

USE	MINIMUM FLOOR TO FLOOR HEIGHT
Commercial	3.6m
Residential floor to floor heights from level 1 and above. Floor to ceiling heights greater than the minimum 2.7metres are encouraged.	3.1m
Ground floor active street frontage	4.5m
Residential floor to floor heights for ground floor	3.6m

## 2.10 THE PERIMETER BLOCK BUILDINGS AND PODIUM

Together with the public domain, the perimeter block residential building frontages and the retail podium are the built elements that shape the way most of Melrose Park is experienced. As the primary means of providing definition and spatial enclosure to the streets and other public spaces, they are the principal architectural component of collective civic intent. That is, they should operate in concert with other buildings to form a satisfyingly rich experience for the public spaces of the town, and its modulation, articulation and character should be guided by this understanding of its role. The design of the lower parts of the building should be derived from the attributes that generate successful streets – human scale, expressed detail, and tactile material quality.

The lower levels of all buildings should complement each other. The lower-level buildings act as a mitigating element for the tower building, able to define the street at the appropriate height and protect the street from the wind effects of the tower. The perimeter buildings and podiums are set to address the street setbacks, building separation, and the proportions of the street and overshadowing.

Erosions of the lower levels of towers and the podium in the form of undercrofts are not appropriate.

Where U shaped buildings where the courtyards are located with the ends of the U to the street, the landscaping in the courtyard is to relate to the street interface but to allow for a reading of the built form and open space from the street.

### Objectives

- O.01 Define the space of the street, pedestrian connections, parks and courtyards by articulating their edges with perimeter block buildings and the podium.
- O.02 Create visual interest and variety in the streetscape within an overall framework of consistency in the definition of the street and its character
- O.03 Reveal the topography and provide rhythm.
- O.04 Provide a facade design which intensifies the walking experience



**Controls**

- C.01 The perimeter block buildings and the podium should:
- a) be built to align with the street along their full frontage as generally shown on the Structure Plan. Minor recesses in the profile for modulation and articulation, entrances are permissible.
  - b) be modulated in vertical increments to provide rhythm to the street.
  - c) be articulated horizontally to reveal the topography
  - d) be articulated horizontally to address any negative impacts of wind from the taller buildings
  - e) be of predominantly masonry character with no lightweight panel construction or curtain walling.
  - f) be 8 storey maximum, including a maximum of two storey upper level setback if perimeter block
  - g) be 6 storey maximum if the podium (if in isolated cases, the podium exceeds this maximum height, e.g., waterfront, a maximum of 2 upper level setback storey can be considered. This 2 upper-level setback extension is to be recessed and designed to minimize its visual impact
  - h) be articulated with depth, relief, and shadow on the street façade. A minimum relief of 150mm between the masonry finish and glazing face should be achieved.
  - i) utilise legible architectural elements and spatial types - doors, windows, loggias, reveals, pilasters, sills, plinths, frame, and infill, etc. - not necessarily expressed in a literal traditional manner. Horizontal plinths are particularly encouraged in Melrose Park so that the topography is emphasised
- C.02 Under-crofts or other interruptions of the street wall that expose the underside of towers and amplify their presence on the street are not encouraged.
- C.03 All development applications should include a streetscape analysis and provide details of the street wall and perimeter block. Submissions should include:
- a) the street wall elevation at 1:200 scale in context showing existing buildings on the block.
  - b) a detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.
  - c) sections through the street wall and awning at 1:50 scale including the public domain.
  - d) detail facade plans/sections at 1:20 scale including ground floor active frontage and awning details.

## 2.11 RETAIL GROUND FLOOR FRONTAGE

### Objectives

- O.01 Enable retail uses at key locations
- O.02 Ensure retail frontages have comfort and shelter for pedestrians
- O.03 Provide visual interest

### Controls

- C.01 Ground floor commercial uses should be located where the adjoining public domain will be activated
- C.02 Service frontages should be minimised.
- C.02 The internal tenancy widths, foyers and lobbies to the towers should create a fine grain frontage.
- C.03 Active ground floor frontages should include:
  - a) a nominal 500mm interface zone at the frontage should be set aside to create interest and variety in the streetscape, to be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation;
  - b) a masonry façade that allows for fine grain tenancy widths.
  - c) a high level of expressed detail and tactile material quality.
  - d) a well resolved meeting with the ground that takes account of any slope.
  - e) a horizontal plinth, at the base of glazing to the footpath.
  - f) a clear path of travel for disabled access.
  - g) legible entrances.
  - h) awnings in accordance with Section AWNINGS
- C.05 An appropriate freeboard at ground floor level is to be provided, where required.
- C.06 Fire escapes and service doors should be seamlessly incorporated into the facade with quality materials.
- C.07 Colonnades are not encouraged
- C.08 All required major services should be incorporated in the design of the ground floor frontage at DA stage, refer Section SERVICING AND UTILITIES.
- C.09 Security doors or grilles should be designed to be fitted internally behind the shopfront, fully retractable and a minimum 50% transparent when closed.

## 2.12 RESIDENTIAL GROUND FLOOR FRONTAGE

Residential buildings should be set back from the street boundary or set at a different level to the street / pedestrian connections to provide amenity for ground floor residents. Setbacks are to enable a landscaped setting for buildings.

The area between the façade and the street boundary should receive attention both in design and in its material quality. The subtleties involved in the design of ground level entries, private terraces or balconies, fences, walls, level changes and planting play an important part in the articulation of the street. A detailed resolution of these elements is essential in contributing to an unambiguous definition of public space, good street form, pedestrian scale, clarity of access and address, and a balance of privacy and passive surveillance. These details should all be designed with the same level of care given to the building

### Objectives

- O.01 Deliver a ground floor that achieves amenity and privacy for residents as well as engagement with and passive surveillance of the street.
- O.02 Enable a landscape setting where buildings are set back from the public domain.
- O.03 Provide appropriate amenity for:
  - apartments that are located below street level
  - apartments that have no set back to the public domain
- O.04 Locate the disability access so that it relates seamlessly to the building design.
- O.05 Minimise the impact of basements
- O.06 Acknowledge and safely accommodate with design, the overland flow flooding and stormwater conveyance in residential and ground floor frontage treatments

### Controls

- C.01 Basements are to be located under the footprints of the buildings. They can extend under courtyards but not into the street setbacks, refer Figure 7.
- C.02 Generally, ground floor apartment levels should be a minimum of 500mm and maximum of 1500mm above footpath level except where the buildings front the pedestrian connections or additional height above the ground is required for privacy and / or to address the slope, refer to Figure 5.
- C.03 Where individual apartment entries from the street serve as a primary address, separation between the entry and private open space, and a front door with a distinct entry space within the apartment, should be provided. If the entries are only for the use of residents they should be understated, with post boxes and street numbers located at the common entry. Individual entries are permitted from the Pedestrian Connections
- C.04 Unless easy ramp access can be provided without compromising the entrance to the building or the ground floor apartments, disability access should be provided as per AS1428.
- C.05 Apartments cannot be located below the street level except in the following situations at Council's discretion:
  - a) Where the adjacent public road or public land is not an overland flow flood path as shown in approved flood maps included in the Water Management Strategy, or in any other flood study approved by Council.
  - b) Where the proposed apartment will not be subject to flooding in a 1%AEP flood plus 500mm freeboard as identified by Council.
  - c) Where the orientation is not south
  - d) The distance of the apartment front wall is a minimum of 5 metres from the street boundary
  - e) Where the finished floor level of the lowest apartment is not more than 1500mm below the level of the

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street

- C.06 The head height of the windows is not more than 300mm from the underside of the slab above.
- C.07 For a building that is adjacent to a road, or public domain, or other land adjacent, that is part of an overland flow path or flood storage area:
- Where Council is satisfied that the roadway, or public domain, or other land adjacent to a building, is an overland flow path or flood storage area in the 1% AEP event with 100% blockage, Council will require minimum finished floor levels of habitable rooms to be 500mm freeboard above the adjacent 1% AEP water surface level as mapped in the 2 Dimension (Tuflow) overland flow model accepted by Council. This level may vary along the site /building boundary with changing water levels.
- C.08 For a building that is adjacent to a road, or public domain, or other land adjacent, that is not part of an overland flow path or flood storage area:
- Finished floor levels at the boundary adjacent to a road that is accepted by Council as not being an overland flow path, or flood storage area, in a 1% event, including 100% blockage, must be a minimum of the adjacent top of kerb levels plus 2% rising grade to the boundary.
  - Where there is no road, such as paving or landscape, and Council accepts the area is not part of an overland flow path, or flood storage area, in a 1% event including a 100% blockage, surface levels must fall away from the building entrances and openings to the adjacent drainage/WSUD system at a minimum of 2% or greater if necessary, to ensure adequate surface drainage.
- C.09 The ground floor design including variations to floor levels are to (refer to Figure 5):
- a) address privacy and articulation where the buildings have no set back from the public domain boundary
  - b) be articulated to provide a sense of address and passive surveillance along the edge of the development
- C.10 The setback area should be designed to relate to the footpath and as common property for landscaping. Canopy trees should be planted in this area, a minimum 3.5 metres from any structure. Trees are to achieve greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage.
- C.11 Enable canopy trees in the setbacks that are 5 metres or greater and in the setbacks that have 2 metres adjacent to the street that contribute to the landscape character of the street and residential amenity.
- C.12 Establish lower scale planting including hedges at street boundary for a minimum of 1 metre in street set back zone
- C.13 Establish canopy planting in courtyards to achieve amenity and privacy for residents as well as contributing to the street.
- C.14 Co-locate the deep soil planting with the courtyard planting where the courtyards face the streetsetback
- C.15 Minimise impervious surfaces at ground level in the setback areas
- C.16 All required major services should be incorporated in the design of the ground floor frontage at DA stage, refer Section SERVICING AND UTILITIES
- C.17 A fully illustrated and coordinated ground floor design, showing all the necessary levels and detail, should accompany applications. Drawings should include the following:
- a) a detail ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.
  - b) any required services should be discreetly integrated into the frontage design.
  - c) the architectural drawings should be fully coordinated with the landscape and hydraulic drawings.
  - d) elevations and sections at minimum 1:50 scale of all built elements in the setback area should be provided and should illustrate Floor to Floor heights of 3.6 m and Floor to Ceiling heights of

2.9m.

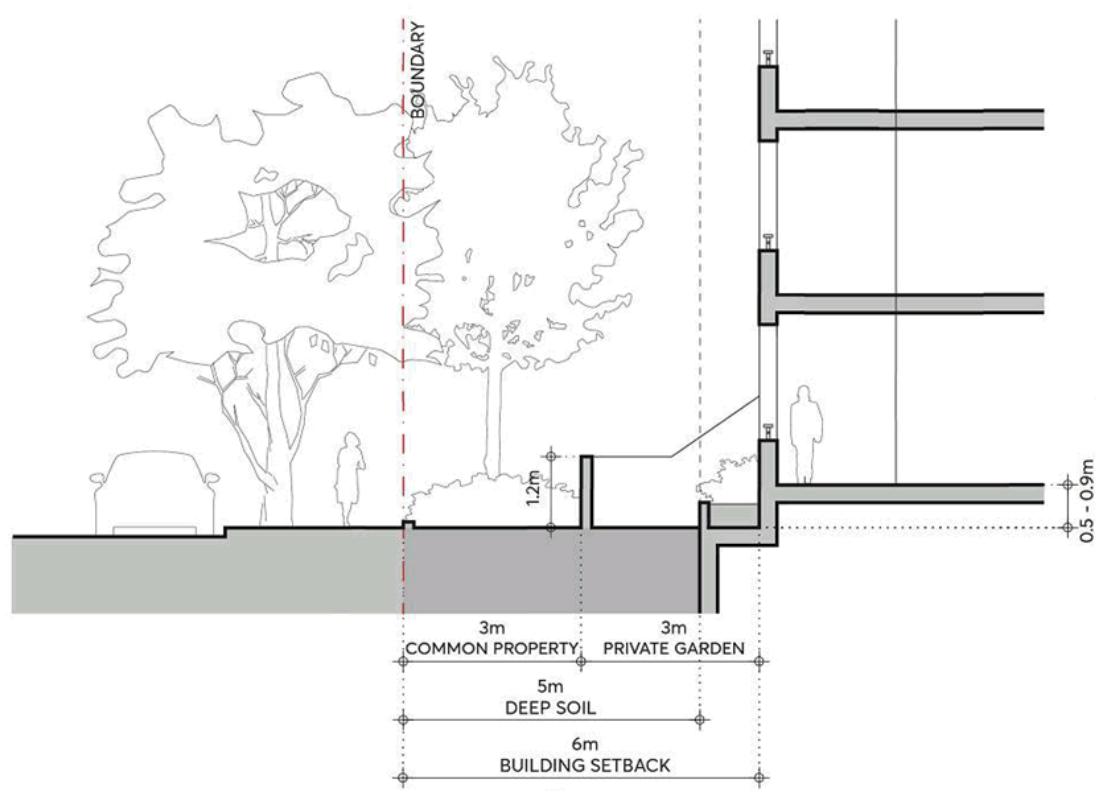


Figure 5. Residential ground floor

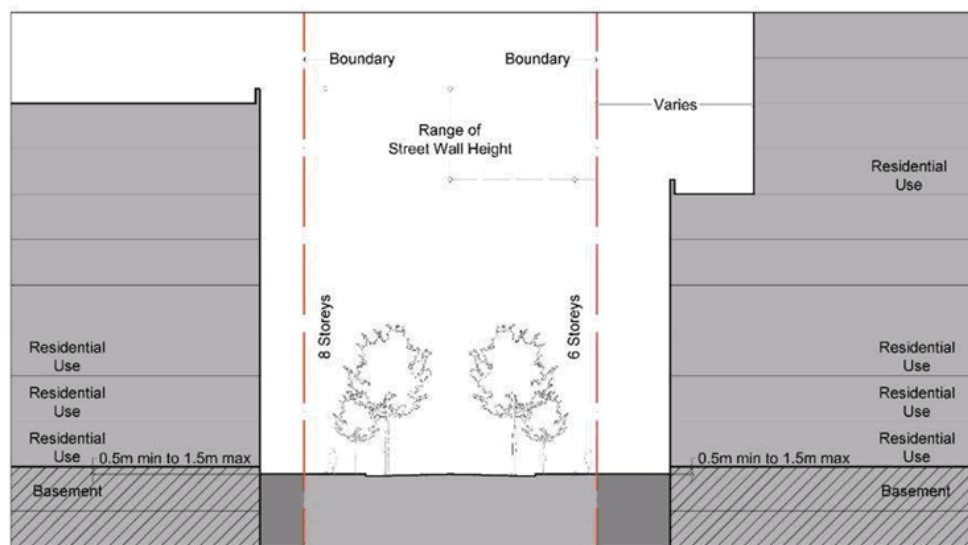


Figure 6 – Podium / Street Wall Height with Setback, NTS

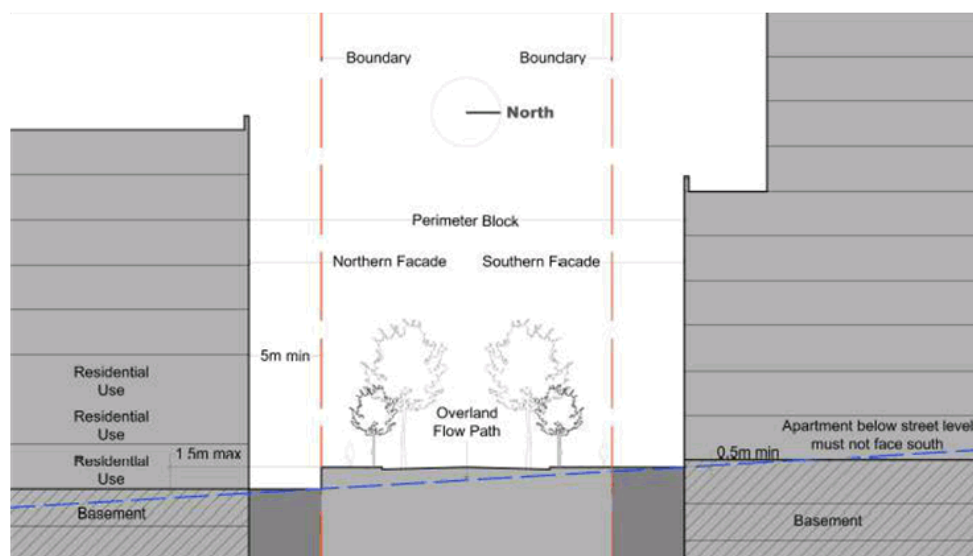


Figure 7 – Apartment below Street Level, NTS



## 2.13 RESIDENTIAL APARTMENT DESIGN QUALITY

### Objectives

- O.01 Ensure development achieves good amenity standards for residents.

### Controls

- C.01 Upper levels of buildings should not extend over the lower levels
- C.02 Building floorplates and sections should define positive spaces for streets, open spaces, and courtyards
- C.03 Building indentations providing light and ventilation to apartments should have a minimum width to depth ratio of 2:1.
- C.04 High-level windows should not be used as the primary source of light and ventilation for habitable rooms.
- C.05 Where practicable, balconies should be rectangular in shape with the longer side parallel to the façade of the building.
- C.06 Divisions between apartment balconies should be of solid construction and extend from floor to ceiling.
- C.07 Common open space should include a unisex WC, seating, solid sun shading, and a BBQ and food preparation area with a sink.
- C.08 Balustrades should take account of sightlines to balance the need for privacy within apartments and views out of apartments. A proportion of solid or translucent material should be used, which will vary according to outlook and height relationships.
- C.10 The following details should be resolved in principle and shown on drawings at DA stage so as not to compromise amenity, built form and aesthetics at a later stage:
- a) HVAC equipment should be grouped within designated plant areas either on typical floors or on roof tops. If HVAC equipment is located on roof tops of lower buildings, it is to be screened as necessary to minimise impacts of heat buildup and noise to neighbouring units.
  - b) wall mounted equipment (e.g., instantaneous gas hot water heaters) and associated pipe work should be concealed into wall cabinets and ducts.
  - c) the above items should be positioned so that they are not visible from common areas or the public domain adjacent to the development.
  - d) if equipment is located on private balconies, additional area above ADG minimums should be provided.
  - e) rainwater downpipes should be integrated into the building fabric and coordinated with stormwater drawings
- C.11 Apartment design should consider incorporating suitable spaces that can be utilised as a work from home space.



## 2.14 SOLAR ACCESS (RESIDENTIAL)

### Objectives

- O.01 Ensure that development does not unreasonably diminish sunlight to private open space and habitable rooms of neighbouring properties within the development site.

### Controls

- C.01 Where residential development cannot strictly comply with the design criteria of the ADG, it should demonstrate how site constraints and orientation preclude meeting the design criteria and how the development meets the Objectives and Design Guidance 4A-1 of the Apartment Design Guide

## 2.15 WINTERGARDENS

### Objectives

- O.01 Improve amenity of balconies in high rise apartments above 8 storeys and apartments fronting noisy environments.
- O.02 Provide acoustic attenuation for internal living areas.
- O.03 Improve thermal environment
- O.04 Balance ventilation and wind impacts in high rise apartment balconies
- O.05 Maximise daylight access, views, and comfort of balconies.

### Controls

- C.01 Wintergardens are only permitted above 8 storeys or where there are negative external impacts such as high levels of noise
- C.02 Wintergardens should:
- be designed and constructed as a private external balcony with drainage, natural ventilation and finishes acceptable to an outdoor space and should not be treated as a conditioned space or weatherproof space.
  - have 75% of the external wall (excluding balustrade) fully operable louvres or sliding glass panels. Casement or awning windows are not permitted.
- C.03 All wintergardens are to have a balustrade less than 1.4m above finished floor level and a contiguous and permanently openable area between the balustrade and the ceiling level of not less than 25% of this area. This restriction shall apply to both elevations if the wintergarden has multiple elevations
- C.04 A generous opening should be provided between the wintergarden and any adjacent living area to allow connection of the spaces when ambient conditions are suitable.
- C.05 Acoustic control for living areas and bedrooms should be provided on the internal façade line between the wintergarden and the living area or bedroom
- C.06 Glazing in the external façade of a wintergarden should have a solar absorption of less than 10% glass to have solar heat absorption not greater than a clear float glass of the same composition.

- C.07 The flooring of the wintergarden should be an impervious finish and provide exposed thermal mass.
- C.08 Air conditioning units should not be located on wintergarden balconies.
- C.09 Wintergarden areas able to be excluded from Gross Floor Area should be limited to depth of 3 metres.

## 2.16 CLIMATE CONTROL AND PRIVACY

The precinct of Melrose Park experiences high temperatures and will be subject to urban heat impacts resulting from the density of buildings. Most towers and many of the perimeter block buildings have east and west facing facades so it is essential that climate control measures are included on the facades where those facades will not be overshadowed by neighbouring buildings.

Climate control devices should also be used to assist in protecting both visual and noise privacy.

### Objectives

Climate control devices are to:

- O.01 Enhance the:
  - a) amenity of the balcony and interior spaces
  - b) design of the building facades
- O.02 Provide:
  - a) individual apartment owners with the ability to moderate external impacts from climate, noise and overlooking
  - b) commercial tenants with the ability to moderate external impacts from climate, noise and overlooking
- O.03 Ensure that the design of climate control devices can:
  - a) provide optimum control
  - b) be easily cleaned
  - c) assist in providing both visual and noise privacy

### Controls

- C.01 Climate control devices such as louvres or blinds should be:
  - a) used on balconies
  - b) used where apartment facades are subject to solar loads and there are no other mechanisms that assist in climate moderation such as green walls
  - c) designed as an integral part of the building facade
  - d) have the capacity to be adjusted to suit sun access angles and allow the passage of air
  - e) should be able to be positioned to the direction of sun, wind, or noise
  - f) constructed in materials that meet the sustainability objectives
  - g) able to be cleaned from the apartment.
- C.02 Climate control devices should:
  - a) have the ability to act as visual and noise privacy screens

## 2.17 DWELLING MIX AND FLEXIBLE HOUSING

### Objectives

- O.01 Ensure a range of dwelling types and size.
- O.02 Promote the design of buildings that are adaptable and incorporate flexible apartments to suit the changing lifecycle housing needs of residents over time

### Controls

- C.01 The dwelling mix identified in Table 2 is to be used as a guide for the apartments in Melrose Park:

Table 2 – Dwelling Mix

Dwelling Type	Dwelling Mix
<b>1 Bedroom</b>	10 – 20% of total dwellings
<b>2 Bedroom</b>	60 - 75% of total dwellings
<b>3 Bedrooms</b>	10 - 20% of total dwellings

- C.02 A maximum 25% of the total apartments can be split into a pair of dual key apartments providing they overall dwelling mix is still achieved in the development. In all combinations the size and amenity should be consistent with the ADG.
- C.03 Dual key apartments are to be under one strata title.
- C.04 Consider apartment designs in sole occupancy units that are fully serviced but that have internal moveable walls

### 2.17.1 MATERIALS

Melrose Park proposes very high densities with towers and perimeter block buildings in close proximity. To achieve both variety and continuity the perimeter block buildings and towers, require consistency in both form and the selection of materials so there is an overall continuity of built form throughout the precinct.

### Objectives

- O.01 Ensure that materials contribute to the coherence of the precinct so that one building does not stand out from another. Variety within the precinct is derived from the detail resolution of the buildings and not from excessive differences in the selection of materials.
- O.02 Use materials that meet sustainability objectives and requirements
- O.03 Select a palette of materials for the buildings that enable a complementary response with the finishes in public domain
- O.04 Employ materials that are durable, of an appropriate scale and easily maintained

**Controls**

- C.01 A selected palette of materials for buildings, fencing and retaining walls are to be agreed in consultation with Council.
- C.02 Materials should:
- a) ensure buildings do not stand out from another
  - b) meet sustainability requirements of embodied energy
  - c) be durable, of an appropriate scale and easily maintained
  - d) complement the materials in the public domain

**2.18 RETAINING WALLS**

Melrose Park is located on sloping terrain. The retaining walls may occur adjacent to the street boundary of a lot or within the lot depending on the topographical conditions and / or the specific lot design. Because of their highly visible location adjacent to streets and pedestrian connections, the design of retaining walls should provide continuity across the precinct and a sensitive interface with the public domain.

**Objectives**

The retaining walls are to:

- O.01 Provide continuity across the precinct
- O.02 Be an integral element in the design character of the precinct
- O.03 Employ construction details and materials that are durable and appropriate for the public domain interface.
- O.04 Provide opportunities for casual seating

**Controls**

- C.01 Retaining walls should:
- a) be located within the lot boundaries on all development lots
  - b) use a design and profile to meet PDG in consultation with Council.
  - c) select a limited palette of durable materials in consultation with Council
  - d) enable casual seating where appropriate
  - e) have horizontal tops and minimal stepping

## 2.19 FENCING

### Objectives

- O.01 Relate to the scale and materiality of the buildings
- O.02 Define the public/ private edge
- O.03 Provide privacy and visibility
- O.04 Be durable
- O.05 Relate to and reveal the slope of the land

### Controls

- C.01 Fencing is to:
  - a) be located at the street boundary or to private terraces on ground floor units.
  - b) provide a combination of solid and porosity
  - c) reveal the slope by introducing a horizontal element such as a masonry or similar plinth
  - d) be a height and detailing that reflects the scale buildings
  - e) define the public edge to the property and reinforce the edge to the public domain.
  - f) provide continuity with subtle differences across the precinct
  - g) use construction details and materials that are durable and appropriate for the public domain interface
- C.02 Fencing to private terraces where ground floor units extend into the street setback are to be designed to relate to any fencing on the property boundary.
- C.03 Where there are 5m and 6m street setbacks, the 3m on the street can be common property.
- C.04 The height of fences can vary up to approximately 2000mm.

## 2.20 COURTYARDS

Courtyards provide communal open space for residents at ground level associated with deep soil supporting large crown canopy trees. Courtyards provide alternative, secondary entry points to the building linked to the pedestrian connections and public domain. Courtyards provide visual extension to the public domain. Courtyards provide relief to the overall physical and visual bulk of the built form and perceived density.

### Objectives

- O.01 Reinforce the built form and open space structure of the precinct.
- O.02 Expand and enhance the public domain
- O.03 Provide outlook from the apartments
- O.04 Provide a communal space for relaxation and communal activities
- O.05 Provide passive surveillance opportunities public areas
- O.06 Have generous planting
- O.07 Assist with reducing urban heat
- O.08 Assist with flood management

### Controls

- C.01 Courtyards are to be located as shown in Appendix 2.
- C.02 Courtyards should:
  - be visually and physically linked with streets, open spaces and pedestrian connections
  - be delightful outdoor rooms and should be considered regarding aspect and height to width, and depth to width proportions.
  - include vegetation and canopy planting
  - generally, be the same level as the street to facilitate access and integration with the public domain. Where they are not level access stairs and ramps are to be located on the private lot.
- C.03 Courtyard levels are to address flood management
- C.04 Where courtyards are located over basements, canopy planting is to be set down in the slab
- C.05 Refer to Figure 8 for guidance on street interface.

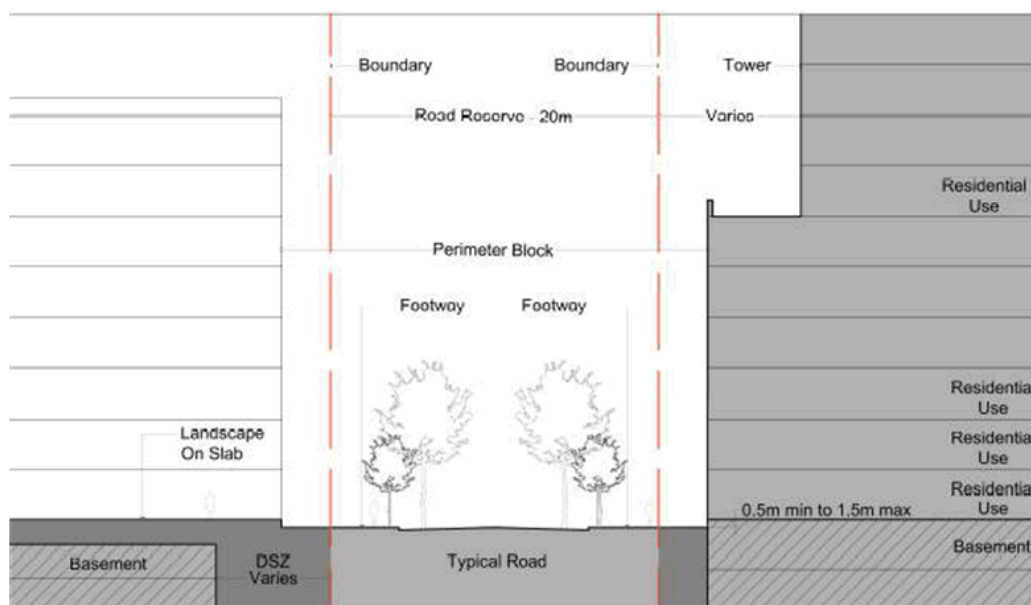


Figure 8 - Courtyard Basement – Interface with Street

## 2.21 SERVICING AND UTILITIES

The location of utilities and services can adversely affect the ground floor street frontage if not properly taken account of in the initial design stage. It is also essential that building services are located and designed to be free from flooding impacts.

### Objectives

- O.01 Minimise the extent of space and blank walls occupied by services, including electricity substations, fire boosters, fire doors, plant, and equipment hatches.
- O.02 Locate building services so that they are free from flooding impacts.
- O.03 Encourage design and location solutions for services and utilities that minimise adverse visual, environmental and access impacts.
- O.04 Organise garbage collection and recycling facilities to have minimum impact on the development and public domain

### Controls

- C.01 Wherever possible, services and utilities should be located on secondary street frontages, or non- active street frontages.
- C.02 Substations are to be designed within the building.
- C.04 Services and utilities should be designed and located to minimise the length of ground floor frontage occupied.



### 3. PUBLIC DOMAIN

The Structure Plan, the Public Domain Plan and the Public Domain Guidelines, indicate intended public domain for Melrose Park South.

Public spaces – streets, squares, and parks – are the most enduring spaces of the city, the shared social and cultural domain that make up the organising framework of the city. Their clarity, quality and amenity contribute in a fundamental way to the experience and identity of Melrose Park South.

This section details aspects of the design of the public domain and should be read in conjunction with the Structure Plan, the Public Domain Plan, and the latest publicly available version of Public Domain Guidelines with particular reference to Melrose Park. These set out the process, design guidelines and submission requirements for all new public domain assets in the City of Parramatta LGA.

Street tree form shown in the public domain cross sections, Figures 9-17 are indicative. For final street tree arrangements refer to the Public Domain Plan and the Public Domain Design Guidelines.

#### 3.1 STREET NETWORK AND FOOTPATHS

The streets and footways in Melrose Park South are accessible to the public. The elements in the street such as footpaths and paving widths, parking lanes, tree planting and cycle ways should be designed to suit the street network.

##### Objectives

- O.01 Provide a safe, efficient, and generous network of pedestrian, bicycle, and vehicular movements for a precinct of this density.

##### Controls

- C.01 The streets network, hierarchies and widths are to be laid out as per the Structure Plan and Appendix 7.
- C.02 Streets, footways and footpath layout and widths vary for each street type and should be laid out as per the street section in this DCP and the Public Domain Plan.
- C.03 Materials for the footpath shall be as per the Public Domain Plan and Public Domain Guidelines - Melrose Park South.
- C.04 Street Trees are to be planted as per latest version of Public Domain Plan and Public Domain Guidelines - Melrose Park South
- C.05 Street trees are to be planted in the parking lanes and the footway as per the Public Domain Plan. The spacing of trees in the parking lanes should aim to achieve a closed tree canopy at tree maturity – selected tree species as per latest version of Parramatta Public Domain Guidelines - Melrose Park South.
- C.06 Street tree planting to use best practice water sensitive urban design (WSUD) measures that provide best long-term sustainability to support that tree. The planter pit length should be no less than the min car parking bay width, preferably larger, and the soil profile will be as per the Soil Profile Strategy and should be detailed prior to DA approvals to the satisfaction of Council.
- C.07 All cycleways and bike paths are to be provided and designed in accordance with Council's Bike Plan.

### Melrose Park Street Type Cross-Sections

#### LEGEND FOR ALL STREET CROSS SECTIONS:

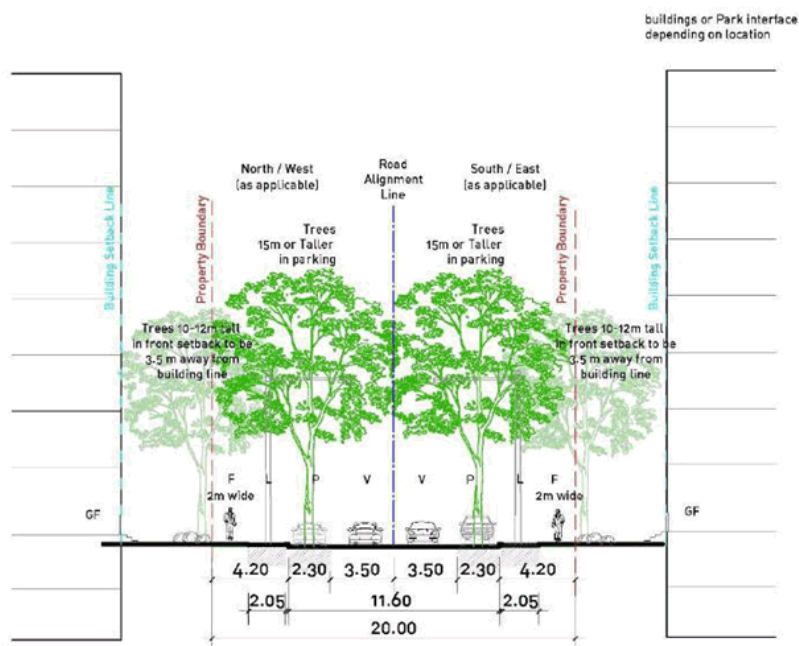
F	FOOTPATH	L	LANDSCAPE
V	VEHICULAR LANE	LR	PARRAMATTA LIGHT RAIL 2
B	BIKE PATH	B/V	LANE ABLE TO ACCOMMODATE BUSES
P	PARKING		

#### Note:

- Level changes to be managed within the building footprint
- Light poles are indicative and for locations only. Lighting is subject to specialist design. Light pole and type to be confirmed.

#### Type 4 – Local Street, Two way

- 20 m wide road corridor
- 2 x 3.5 m lanes
- 2.3 m Parking both sides
- 2 m wide footpaths both sides
- Trees in parking lanes
- WSUD details to be applied where possible



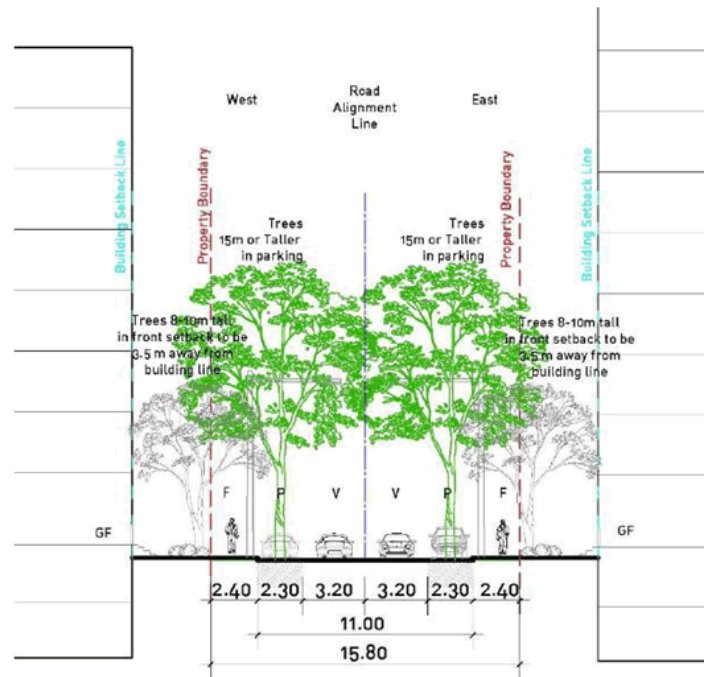
#### TYPICAL 20 M WIDE STREET - Applicable to HUGHES AVENUE & EWR 8 (Mary Street)

Note: Building setbacks vary per street, and are as per the setback drawing  
EWR 8 predominantly has the River Park interface on the southern side

Figure 9 – Type 4 Local Street (Hughes Avenue & EWR 8/ Mary Street)

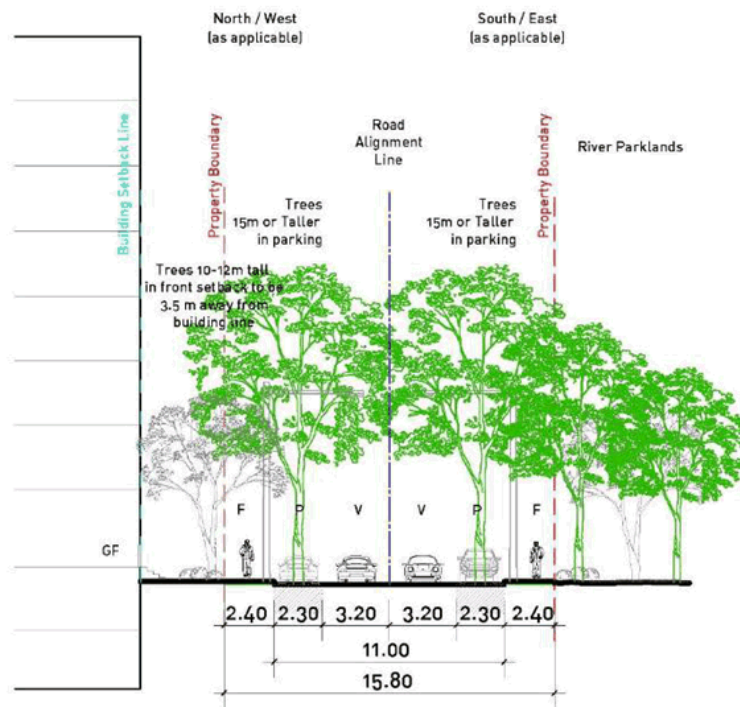
**Type 5a – Local Street, Two way**

- 15.8 m wide road corridor
- 2 x 3.2 m lanes
- 2.3 m Parking both sides
- 2.4 m wide footpaths both sides
- Tree planting in parking zone

**NSR 5 - 15.8 M WIDE STREET***Figure 10 – Type 5a Local Street (NSR 5)*

**Type 5b – Local Street, Two way, Interim configuration** (until precinct is built completely)

- 15.8 m wide road corridor
- 2 x 3.2 m lanes
- 2.3 m Parking both sides
- 2.4 m wide footpaths both sides
- Tree planting in parking zone

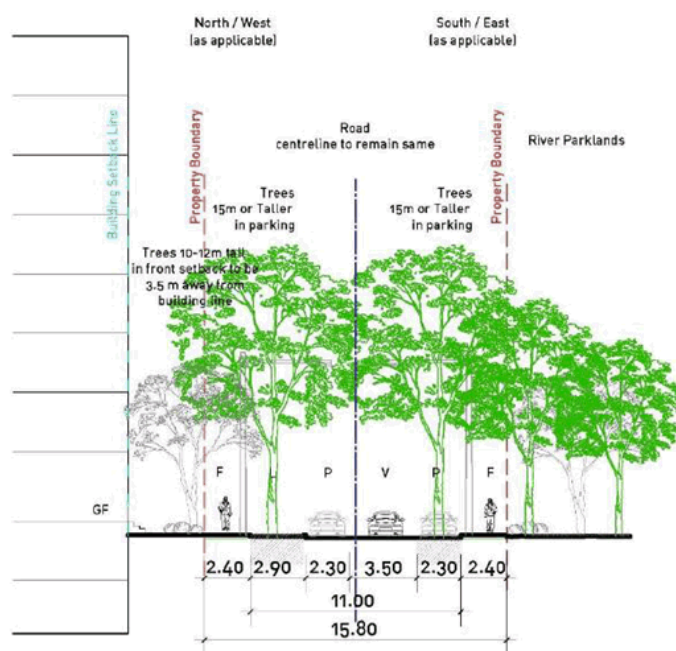


NSR 5A &amp; EWR 10 - 15.8 M WIDE STREET TWO WAY - INTERIM CONFIGURATION

Figure 11 – Type 5b Local Street Interim Configuration (NSR 5A and EWR 10)

**Type 5b – Local Street, One way, Final configuration** (after precinct is built completely)

- 15.8 m wide road corridor
- 3.5 m single lane, one way
- 2.3 m Parking both sides
- 2.9 m planted verge with trees, one side (northern or western edge of street, as applicable)
- 2.4 m wide footpaths both sides
- Tree planting in parking zone one side (southern or eastern edge of street, as applicable)

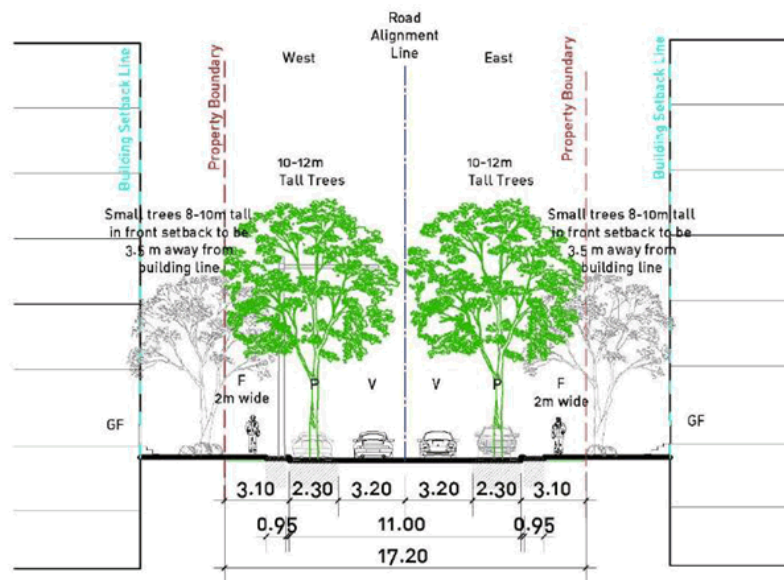
**NSR 5A & EWR 10 - 15.8 M WIDE STREET ONE WAY - FINAL CONFIGURATION**

- Eastern / Southern edge of the street to remain unchanged.
- Tree locations and Footpath locations to remain unchanged.
- Road alignment to be maintained, vehicular lane shall be widened to 3.5 m northward / westward
- New parking lane to be lined, kerb shifted out, and older parking lane to be converted to a planted verge.

Figure 12 – Type 5b Local Street Final Configuration (NSR 5b &amp; EWR 10)

**Type 6 – Local Street, two-way**

- 17.2 m wide road corridor
- 2 x 3.2 m lanes
- 2.3 m Parking both sides
- 2 m wide footpaths both sides
- 0.95 m planted verge both sides
- Tree planting in parking zone



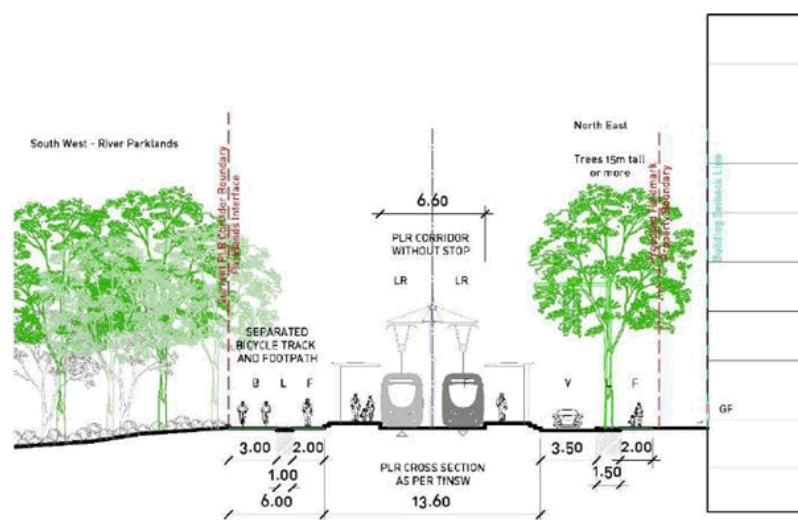
NSR 6 -17.2 M WIDE ROAD



Figure 13 – Type 6 Local Street (NSR 6)

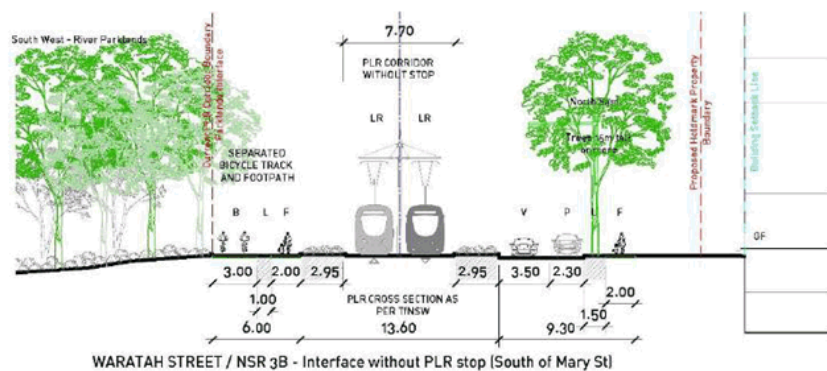
**Type 7 – Local Street, One way**

- 7-9.3 m wide road corridor
- 3.5 m single lane, one way
- 2.3 m Parking one sides depending on location along street
- 2 m wide footpath one side
- Tree planting in verge 1.5m wide, beside footpath
- Interface with PLR corridor and stop as per location along street



WARATAH STREET / NSR 3B - Interface with PLR with stop (South of Mary St)

Figure 14 – Type 7 Local Street (NSR 3B with Stop)



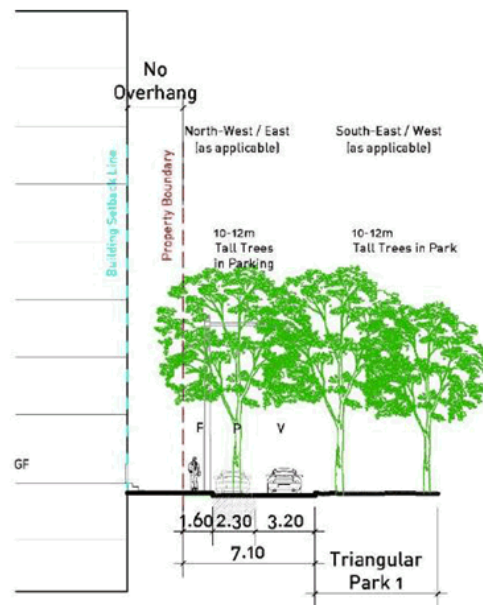
WARATAH STREET / NSR 3B - Interface without PLR stop (South of Mary St)

Figure 15 – Type 7 Local Street (NSR 3B in areas without Stop)



**Type 8 – Local Street, One Way**

- 7.1 m wide road corridor
- 3.2 m single lane, one way
- 2.3 m Parking one side
- 1.6 m wide footpath one side
- Tree planting in parking, one side

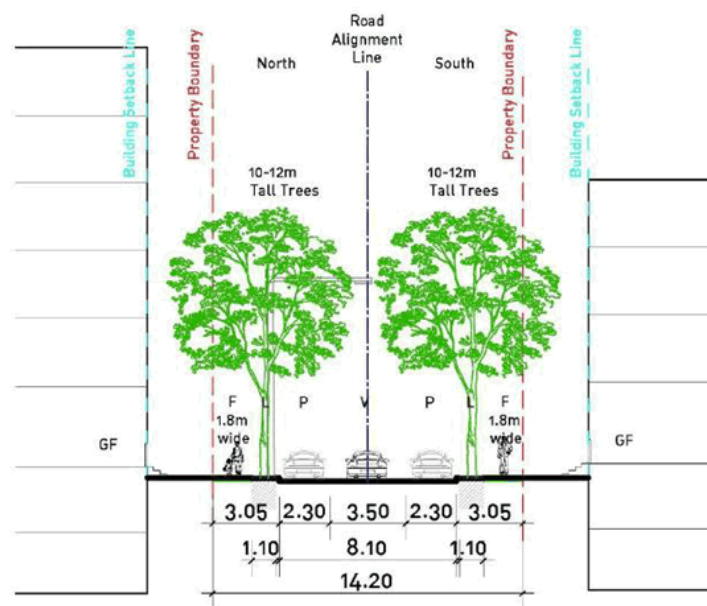


7.1 M WIDE LOCAL ONE WAY STREET with parking on one side -  
NSR 6A (southbound) & EWR 9A (northeast-bound)

Figure 16 – Type 8 Local Street (NSR 6 A & EWR 9A)

**Type 9 – Local Street, One Way**

- 14.2 m wide road corridor
- 3.5 m single lane, one way
- 2.3 m Parking both sides
- 1.8 m wide footpaths both sides
- Tree planting in verge 1.1m wide, both sides



**EW9 -14.2 M WIDE ROAD**  
 One way traffic eastbound with parking on both sides of the street

Figure 17 – Type 9 Local Street (EW9)

### 3.2 PEDESTRIAN CONNECTIONS (where applicable)

The benefits of a finer network of connections are numerous: greater connectivity, increased frontage for entries and business opportunities, and a spatial intimacy and variety in the public domain.

Pedestrian connections in Melrose Park South enable access for service vehicles but are narrower in width than streets.

Refer Council's Public Domain Guidelines sub-section Melrose Park South for site specific guidance for the materials, finishes and treatment of the pedestrian connections.

#### Objectives

- O.01 Pedestrian connections are to increase connectivity and spatial variety in the street network.  
break up built form
- O.02 Provide a direct path of access to the Town Centre, Public Amenities, Parks, and modes of Transport.
- O.03 Enable alternative access points to apartments. .
- O.04 Link the open spaces to the overall precinct
- O.05 Have a fully public nature equivalent to the public domain

#### Controls

- C.01 The pedestrian connections should be -
  - a) consistent with the Structure Plan
  - b) 24/7 publicly accessible
  - c) extend from street to street or street to park
  - d) open to sky
  - e) available for controlled access for light weight maintenance/service vehicles
  - f) fully accessible using, in order of preference:
    - graded walkways (no steeper than 1:20);
    - limited use of ramp system as per DDA;
    - 24/7 clearly visible publicly accessible lift service within the building structure; or
    - alternative options for approval.
- C.02 The pedestrian connections should have:
  - a) view lines along that align across all blocks
  - b) building to building separation generally as 24m
  - c) a public path with a minimum width of 4 metres within the separation between buildings
  - d) trees in deep soil (preferably) or in set down slabs and planters to encourage and sustain large canopy trees generally consistent with the ADG requirements including soil volumes, soil

- depth, irrigation, and sub-soil drainage
- e) pedestrian lighting to provide safe 24/7 access using without reflecting into residential properties
  
- C.03 Materials as per the PDG
- C.04 The pedestrian connections can provide secondary entry to the buildings and courtyards
  
- C.06 Landscaping, lighting, and street furniture elements such as seating (formal and incidental) is to be developed as an overall design, and be strategically located, with recognition of the grades and sight lines across the site.

### 3.3 STREET TREES

Street trees help improve the quality of environment for the residents by reducing temperatures, providing shade, attracting fauna, and providing outlook. Street trees will be the elements in public domain which will define the spaces and relate to the scale of buildings in Melrose Park South.

#### Objectives

- O.01 Maintain existing and plant additional street trees within the public domain.
- O.02 Improve and enhance environmental biodiversity and mitigate temperature at ground level.
- O.03 Select tree species and planting regime to maximise connected street tree crown
- O.04 Improve visual amenity of the public domain and from the buildings.

#### Controls

- C.01 Street trees should be provided along those streets as per the Parramatta Public Domain Guidelines - Melrose Park South.
- C.02 The location of trees in public domain should be as per the Public Domain Plan and Public Domain Guidelines.
- C.03 Street trees in the footway should be 12 - 15 m or higher high mature height, at 8-10m centres and planted generally in accordance with the Public Domain Guidelines and Council Design Standards.
- C.04 Street trees in the street parking lanes should have a mature height of more than 15m are to be installed as per the Public Domain Plan and street cross sections above and latest version of Parramatta Public Domain Guidelines, - Melrose Park. Spacing of the trees to ensure tree crown touching at maturity.
- C.05 Development applications should be consistent with the Public Domain Plan.
- C.06 Public domain documentation indicating the street tree locations as detailed in the Public Domain Plan should be submitted prior to Development Applications and Construction Certificate Applications approval.

### 3.4 OVERHEAD POWER LINES

#### Objectives

- O.01 Ensure the appropriate location of all power lines within the precinct to provide an aesthetic appeal and necessary function.

#### Controls

- C.01 All new power lines are to be undergrounded for all new streets where possible (excluding the high voltage power lines) of Melrose Park South for full lengths of the development site street frontages and should be in accordance with the Public Domain Guidelines.

### 3.5 AWNINGS & AWNING DESIGN

Awnings assist in encouraging pedestrian activity along streets by providing comfortable conditions at footpath level and, in conjunction with active ground floor frontages, contribute to the vitality of the streets.

On public footpaths with active frontages, awnings are preferred to provide shelter and weather protection for pedestrians.

Well-designed awnings provide a sheltered, humanly scaled space on the footpath that creates an accommodating pedestrian environment for shopping, dining, walking and lingering. They also provide weather protection for the doorways, openings, and display areas of the active ground floor frontage of the building.

As an architectural element that is both part of the building as well as the public space of the street, the awning should integrate both with the characteristics of the building as well as existing and possible future adjacent awnings. In Melrose Park awnings are encouraged only at the town centre / mall and activated street frontages.

#### Objectives

- O.01 Increase amenity in areas of high pedestrian volume by providing continuous protection from rain, sun, and wind down draft.
- O.02 Design awnings to provide protection from rain, sun, and wind down draft.
- O.03 Maintain complementary architectural detail between awnings
- C.01 Awnings in Melrose Park South should be used at activated retail frontages.
- C.02 New awnings should align with adjacent existing awnings and complement building facades
- C.03 Where a proposed building is located on a street corner and an awning is not required on one frontage, the awning should extend around the corner by a minimum of approximately 6m.
- C.04 Awning dimensions should generally be:
- Minimum soffit height of 3.3 metres.
  - Low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height)
  - Setback a minimum of 600mm from the face of the kerb
  - Minimum of 2.0 metres deep unless street trees are required.
  - Where street trees are required the entire length of the awning should be set back from the kerb by a minimum of 1.2 metres. Cut outs for trees and light poles in awnings are not permitted.
- C.05 Dimensions of awnings should be in accordance with Typical Awning with Street Trees, Figure 18.

- C.06 Double height awnings are not permitted except where emphasis is required for entries and the like.
- C.07 All awnings are to have non-reflective surfaces
- C.08 Glass in awnings should be used where climatically appropriate and should comply with the controls outlined in Section SUSTAINABILITY
- C.09 The awning roof should be designed so that all gutters are concealed, and downpipes incorporated in the building fabric.
- C.10 Lighting and other fixtures should be recessed and integrated into the design of the soffit.



Figure 18 - Typical Awning Condition with Street Trees



### 3.6 PEDESTRIAN ACCESS AND MOBILITY

#### Objectives

- O.01 Enable access and use of all spaces, services, and facilities through the creation of a barrier free environment in all public spaces, premises, and associated spaces.
- O.02 Provide a safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.

#### Controls

- C.01 Disability access and provisions must be in compliance with the relevant Building Codes, Australian Standards and Disability Discrimination Act 1992.

### 3.7 SOLAR ACCESS & OVERSHADOWING OF PUBLIC SPACES

The provision of solar access throughout the year is critical to the success of public open space. In a densely occupied precinct, public open spaces with good solar access provide a respite and resource for residents, workers, and visitors. In addition, sunlight is important to ensure the necessary conditions for the health of trees and vegetation, another essential ingredient for public open space.

Public spaces have been identified in the Master Plan these provide valuable opportunities to maintain and to maximise use of solar access at ground level.

#### Objectives

- O.01 Maximise solar access to the significant public parks and public spaces and streets during periods in the day when they are most used throughout the year.
- O.02 Support the successful growth and survival of trees and vegetation within the streets, parks, and open spaces.

#### Controls

- C.01 Development should demonstrate how built form massing, orientation and distribution of height will provide adequate sunlight to parks and public spaces identified in the Structure Plan.

### 3.8 PUBLIC OPEN SPACE

#### Objectives

- O.01 Create a strong definition of the public domain and maintain the range of public open spaces as shown in the Structure Plan, Public Domain Plan and Public Open Space Plan to support the new residential community to meet, walk and recreate. These are:
- a) Southern Parklands West
  - b) Southern Parklands East
  - c) Wharf Road Gardens (South)
- O.02 Ensure that the public open spaces are capable of:
- a) accommodating a range of uses and events, experiences, and activities.
  - b) encouraging social interaction and use by people of different ages and abilities.
  - c) including key user groups needs including children, young people, the elderly, low-income earners and people with a disability.
- O.03 Provide public open spaces that are attractive and memorable with high levels of amenity that consider safety, climate, activity, circulation, seating, lighting, and enclosure.
- O.04 Contribute to the management of stormwater and enhancement of ecological values.

#### Controls

- C.01 Public open space is to be provided as identified in the Structure Plan and Appendix 6 - Public Open Space Plan and Public Open Space Key Characteristics, Table 3.
- C.02 The designs for the public open spaces and the wetlands are to be developed in consultation with Council. They are to be designed to:
- a) incorporate a palette of high quality and durable materials, robust and drought tolerant landscaping species,
  - b) include clear, accessible, safe, and convenient linkages to each other and to the surrounding public open space network
  - c) integrate stormwater management and urban tree canopy
  - d) include design elements, furniture, and infrastructure to facilitate active and passive recreation, community gatherings
  - e) maximise the safety and security of users consistent with 'Safety by Design' principles
  - f) provide deep soil throughout (no car parking or infrastructure underneath unless agreed to by Council)
  - g) encourage pedestrian use through the design of open space pathways and entrances
  - h) clearly delineate private and publicly accessible open space
  - i) provide access to both sunlight and shade
  - j) incorporate appropriate levels of lighting to maximise hours of use
  - k) accommodate high levels of use
  - l) be accessible 24/7
  - m) be capable of being well maintained within reasonable costs
- C.03 All public open space is to be dedicated and then maintained by Council.
- C.04 Landscaping and materials palette should respond to the character and environmental conditions of each space and should unite and relate to the other public open spaces throughout the precinct.

- C.05 Vehicular movement through public open space should be restricted except for emergency vehicles, servicing, and special events.
- C.06 Landscaping, plant species and structures such as retaining walls should be compatible with flood risk and not located on a flow path. Also see Retaining Walls in section Built Form.
- C.07 Soil profile to be consistent with the Soil Profile Strategy – fill within the public domain and open spaces should not occur prior to undertaking a Soil Profile Strategy which has been agreed by Council.
- C.08 Where open space performs dual recreation and stormwater detention functions, the design of the detention basin should:
- provide an appropriate balance between stormwater management and recreation functions
  - include appropriate measures to restrict gross pollutants from entering the basin
  - allow the release of detained water within 24 hours of a significant rainfall event to protect landscaping within the basin
  - have one or more embankment batters of a maximum 1 in 3 gradient to provide for the safe exit of persons from the basin following a significant rainfall event
  - accommodate plant species and structures that can tolerate temporary flood inundation

Table 3 - Public Open Space Key Characteristics

Site	Purpose/s	Use/s
Southern Parklands West	Foreshore Park	Active informal recreation, Passive Recreation, Community Events and Gatherings
Southern Parklands East	Foreshore Park	Passive recreation, gatherings
Wharf Road Gardens (South)	Landscape Buffer	Passive Recreation

#### I. Southern Parklands East and West

The West and East Foreshore Parks will assist in creating one continuous foreshore park, once the entire south precinct is developed, along the Parramatta River. The West & East foreshore parks will have an area of approximately 22,126m<sup>2</sup>:

- function as the key open space and principal gathering space for the Melrose Park precinct
- be edged by the existing Parramatta River cycle way to the south
- have a diverse mix of hard and soft landscaping and deep soil planting utilising indigenous, native and exotic species to suit park environmental conditions
- should provide:
  - a variety of outdoor spaces including, sheltered, sunny, shaded, intimate, expansive
  - informal seating areas, public amenities, BBQ, and shade structures, drinking fountains
- utilise durable materials to resist vandalism and graffiti
- include gathering spaces and play elements integrated into the landscape design
- provide opportunities and infrastructure to support small scale events
- facilitate cross-site and internal pedestrian connections that are sympathetically integrated to maintain the overall landscape character

#### II Wharf Road Gardens (South)

A linear park with a minimum width of approximately 17 metres; and an approximate area of 3,907m<sup>2</sup> should be provided along the eastern boundary of the precinct as identified in the Structure Plan and should:

- explore opportunities to integrate references to the agricultural / pharmaceutical heritage
- provide a green buffer of soft landscaping to protect significant trees
- include deep soil planting utilising indigenous, native and exotic species
- incorporate shade and some formal and informal seating
- achieve direct sunlight to a minimum of 40% of the park between 10am and 2pm on 21 June

### 3.9 LANDSCAPE DESIGN

#### **Objectives**

- O.01 Ensure that the landscape is fully integrated into the design of development.
- O.02 Optimise landscaping to ameliorate urban heat effects
- O.03 Provide tree canopies to enhance the street character.

#### **Controls**

- C.01 A landscape concept plan should be provided for all landscaped areas. The plan should outline how landscaped areas are to be maintained for the life of the development.
- C.02 Canopy trees should be provided in the street frontage setback deep soil to complement tree canopy species in accordance with the Public Domain Plan and the Public Domain Design Guidelines.
- C.03 Ensure that A grade soil profile is appropriate for the planting in the deep soil zones
- C.04 Landscape requirements should be as per Section 3.3.1 Landscaping, and 3.3.2 Private and Communal Open Space of the Parramatta DCP 2011 and where there is a conflict, this DCP shall prevail.

### 3.10 PLANTING ON STRUCTURES

Constraints on the location of car parking structures may mean that landscaping within the site and not in the setbacks might need to be provided over parking structures on roof tops or on walls.

#### **Objectives**

- O.01 Contribute to the landscape quality and amenity of buildings.
- O.02 Encourage the establishment and healthy growth of landscaping in urban areas on structure.
- O.03 Ensure that A grade soil profile appropriate for the proposed planting in the deep soil zones and for the landscaping on slab is provided.

#### **Control**

- C.01 Design for optimum growing conditions and sustained plant growth and health by providing minimum soil depth and, soil volume as per Table 4.3.10.4, and soil area appropriate to the size of the plants to be established,
- C.02 Provide appropriate soil conditions including irrigation (where possible using recycled water) and suitable drainage.
- C.03 Provide square or rectangular planting areas rather than narrow linear areas.
- C.04 Provide a soil profile report that specifies A grade soil that meets the specific requirements for the proposed planting for 1metre above drainage in landscape planting on slab.
- C.05 Tree planting and landscaping located on a slab is to be set down into the slab a minimum 1 metre plus drainage for trees and a lessor amount appropriate for other planting.
- C.06 The minimum number of trees to be provided in landscaped areas is 1 tree per 80m<sup>2</sup> or as agreed by Landscape Management Officer.

Table 4 - Minimum soil depth for plant establishment (in addition to drainage layer)

Plant type	Min soil depth	Min soil volume
Large trees (over 12m high, to 16m crown spread at maturity or to connect with other tree crowns)	1.3m	150 cu m
Medium trees (8-12m high, up to 8m crown spread at maturity)	1.0m	35 cu m
Small trees (6-8m high, up to 4m crown spread at maturity)	800 mm	9 cu m
Shrubs and ground cover	500 mm	n/a

## 4. VEHICULAR ACCESS, PARKING, SERVICING

### 4.1 ACCESS AND PARKING

#### Objectives

- O.01 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety, and the quality of the public domain
- O.02 Minimise the size and number of vehicle and service crossings to retain streetscape continuity and reinforce a high-quality public domain.

#### Controls

- C.05 Where practicable, provide one entry point to each lot for service vehicles and residential vehicles
- C.06 Where practicable, vehicle access is to be from less busy streets; streets on the low side of lots where possible, rather than busy streets or streets with major pedestrian activity.
- C.07 Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment should be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.
- C.08 Vehicle access ramps parallel to the street frontage will not be permitted.
- C.09 Doors to vehicle access points should be fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.
- C.10 Vehicle entries should have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.

### 4.2 VEHICULAR DRIVEWAYS AND MANOEUVRING AREAS

#### Objectives

- O.01 Minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety, and the quality of the public domain by:
  - a) designing vehicle access to required safety and traffic management standards,
  - b) integrating vehicle access with site planning, streetscape requirements, traffic patterns
  - c) minimising potential conflict with pedestrians.
  - d) limiting street crossings.
- O.02 Minimise the size and quantity of vehicle and service crossings to retain streetscape continuity and reinforce a high-quality public domain. Where possible limit vehicle entries to basement to one for each lot.

#### Controls

- C.01 Driveways should be:
  - a) provided from less busy streets rather than the primary street, wherever practical
  - b) located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing or proposed street trees.
  - c) located a minimum of 10 metres from the perpendicular of any intersection of any two roads.



- d) located on the less busy streets
- C.02 The number of street crossings and entrances to basement car parking should be minimised.
- C.03 Where possible, limit basement vehicle entries to one per development lot.
- C.04 Vehicle access should be designed to:
  - a) minimise the visual impact on the street, site layout and the building design,
  - b) integrated into the building design.
- C.05 All vehicles should be able to enter and leave the site in a forward direction without the need to make more than a three-point turn.
- C.06 Pedestrian and vehicle access should be separate and be clearly differentiated.
- C.07 Vehicle access should be a minimum of 3 metres from pedestrian entrances.
- C.08 Vehicular access should not ramp along boundary alignments edging the public domain, streets, lanes parks, water frontages and the like.
- C.09 Driveway crossings should be designed in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval.
- C.10 Driveway entries and vehicle crossings should be in accordance with AS2890.1
- C.11 Vehicle entries visible from the street when doors are open should have a high-quality finish to walls and ceilings as well as a high standard of detailing. No service ducts or pipes are to be visible from the street.
- C.10 Loading docks and waste collection should be incorporated within the basement with one entry where possible
- C.11 Car space dimensions should comply with the relevant Australian Standards.
- C.12 Driveway grades, vehicular ramp width/ grades and passing bays and sight distance for driveways should be in accordance with the relevant Australian Standard, (AS 2890.1).
- C.13 Vehicular ramps less than 20 metres long within developments and parking stations should be in accordance with AS 2890.
- C.14 Access ways to underground parking should not be located adjacent to doors of the habitable rooms of any residential development.
- C.15 Semi-pervious materials should be used for all uncovered parts of driveways/spaces to provide for some stormwater infiltration.
- C.16 Entrances to basement facilities should not terminate the view at the ends of any streets or pedestrian connections
- C.17 Entrance doors to basements should be:
  - a) located behind the façade of the building by a minimum of 500mm: or
  - b) designed to be recessive
  - c) be of materials that integrate with the design of the building and that contribute positively to the public domain.
- C.18 Vehicle slip lanes in public streets for private use are not permitted.
- C.19 Vehicular access, egress and manoeuvring should be provided in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.

#### 4.3 ON-SITE PARKING

Car parking should be provided on-site in discreetly located basements for all development. On-street car parking is to be optimised for casual car parking.



**Objectives**

- O.01 To facilitate an appropriate level of on-site parking provision in Melrose Park
- O.02 To minimise the visual impact of on-site parking.
- O.03 To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).
- O.04 To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking.

**Controls**

- C.01 Car parking rates for Melrose Park are as per the rates identified in Table 3.6.2.3 within Paramatta DCP 2011. These rates are maximum rates and should not be exceeded.
- C.02 Car parking should be generally provided in basements and semi-basements.
- C.03 Car parking should be consolidated in basement areas under building footprints and courtyards to maximise the available for deep soil planting in setbacks.
- C.04 Maximise the efficiency of car park design with predominantly orthogonal geometry and related to circulation and car space sizes.
- C.05 Accessible parking spaces designed and appropriately signed for use by people with disabilities are to be provided to meet Australian Standards.
- C.06 Separate motorcycles parking is to be provided at 1 car parking space, as a minimum, for every 50 car parking spaces provided, or part thereof. Motorcycle parking does not contribute to the number of parking spaces for the purpose of complying with the maximum number of parking spaces permitted.
- C.07 On-site parking should meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended).
- C.08 Pedestrian pathways to car parking areas are to be provided with clear lines of sight and safe lighting especially at night.
- C.09 If excavation is required management procedures as set out in the Parramatta Historical Archaeological Landscape Management Study is to be undertaken
- C.10 Provide greater flexibility in the use of car parking by separating the title of car parking from the title of the apartments for sale.
- C.10 Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures:
  - a) integrated into the overall façade and landscape design of the development,
  - b) not located on the primary street façade, oriented away from windows of habitable rooms and private open spaces areas.

**4.4 BICYCLE PARKING****Objectives**

- O.01 Ensure safe, accessible, and adequate bicycle parking is provided for residents and visitors of the precinct.
- O.02 Ensure end of trip facilities are provided within developments in the precinct.

**Controls**

- C.01 Ensure Secure bicycle parking should be provided in residential and town centre buildings

- C.01 Secure bicycle parking facilities are to be provided in accordance with Council's Bike Plan.
- C.02 Where possible, bicycle parking for residents and or employees should be provided at-grade. Where bicycle parking is provided within the basement or above ground levels, it is to be located on the first level of basement or first level above ground and in proximity to entry / exit points.
- C.03 Bicycle parking access and facilities are to be provided in accordance with Australian Standard AS2890.3.
- C.04 Visitor bicycle parking shall be located at grade near entry point to the building, be undercover and be accessible at all times.
- C.05 Where visitor bicycle parking cannot be provided at grade it is provided on the first level of basement or first level above ground adjacent to the visitor car parking and be accessible at all times.
- C.06 The area required for bicycle parking is to be calculated in addition to storage areas required as per the ADG.
- C.07 End of trip facilities for non-residential development (excluding the town centre) are to be provided at the following rates:
  - 1 personal locker per bicycle parking space
  - 1 shower and change cubicle for up to 10 bicycle parking spaces
  - shower and change cubicles for 11 to 20 or more bicycle parking spaces are provided
  - additional shower and cubicles for each additional 20 bicycle parking spaces or part thereof
- C.08 Shower and change room facilities may be provided in the form of shower and change cubicles in a unisex area and are to be designed to accommodate separate wet and dry areas, including areas to hang towels and clothes.
- C.09 End of trip facilities are to:
  - Be located within the basement or above ground levels, it is to be located on the first level of basement or first level above ground and in proximity to entry / exit points
  - Provide for a clear and safe path of travel to minimise conflict between vehicles and pedestrians
  - Be in close proximity to bicycle parking facilities and the entry and exit points
  - Be within an area of security camera surveillance, where there are such building security systems available
- C.10 Development proposing multiple commercial tenancies must demonstrate how all tenancies will have access to the end of trip facilities and employee bicycle parking

#### 4.5 VEHICLE FOOTPATH CROSSINGS

The design and location of vehicle access to developments should give priority to pedestrian movement to minimise conflicts between pedestrians and vehicles on footpaths, particularly along primarily pedestrian streets. Vehicle access should also be designed to minimise visual intrusion and disruption of the public domain.

Porte-cocheres are not encouraged as they disrupt pedestrian movement, do not contribute to active street frontage, and provide no public benefit.

##### Objectives

- O.01 Enable pedestrian movement has priority when vehicles crossing the public domain.
- O.02 Minimise the width of any vehicular crossing at the footpath.

**Controls**

- C.01 Vehicle access ramps should be perpendicular to the street frontage to minimise the width of vehicle entry openings. Where driveway width exceeds the maximum dimension (typically) the driveway should be separated and coordinated with the street tree layout as per the Public Domain Plan.
- C.02 Vehicle landings should comply with the relevant Australian Standards to maximise visual contact with oncoming pedestrians.
- C.03 Vehicle crossings shall use Councils current standard vehicle crossing detail, as agreed by Council.

## 5. SUSTAINABILITY

### 5.1 ENERGY AND WATER EFFICIENCY

#### Objectives

- O.01 Promote sustainable development which uses energy efficiently and minimises non-renewable energy usage in the construction and use of buildings.
- O.02 Ensure that the Melrose Park development contributes positively to an overall reduction in energy consumption and greenhouse gas emissions.
- O.03 Reduce energy bills and the whole of life cost of energy services.
- O.04 Reduce consumption of potable water.
- O.05 Harvest rainwater and urban stormwater runoff for use.
- O.06 Reduce wastewater discharge.

#### Controls

C.01. The development should:

- a) Seek to achieve a BASIX Energy score of
  - BASIX 50 (+25) for buildings with 2-15 storeys
  - BASIX 45 (+20) for buildings with 16-30 storeys
- b) Seek to achieve a BASIX Water score of at least 55  
Provide photovoltaics to each of the buildings if sufficient roof space is available

### 5.2 RECYCLED WATER

New developments must be connected to a source of recycled or reuse water. Recycled/reuse water means treating and using water, such as sewage, stormwater, industrial wastewater, or greywater, for non-drinking purposes such as for industry, toilets, cooling towers and irrigation of gardens, lawns, and parks.

#### Objectives

- O.01 Increase resilience and water security by providing an alternative water supply to buildings.
- O.02 Reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.
- O.03 Support the growth infrastructure requirements for the Greater Parramatta Olympic Peninsula.

#### Control

C.01. All development must install a dual reticulation system to support the immediate or future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption, or cost.

C.02. The dual reticulation system should have:

- a) one reticulation system servicing drinking water uses, connected to the drinking water supply, and
- b) one reticulation system servicing all non-drinking water uses, such as toilet flushing, irrigation and washing machines. The non-drinking water system is to be connected to the rainwater tank with drinking water supply backup, until an alternative water supply connection is available.
- c) Metering of water services is to be in accordance with the current version of Sydney Water's *Multi-level individual metering guide*. *Individual metering of the non-drinking water is optional.*

## 5.3 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

### Terminology

The following Electric Vehicle (EV) technical terms are used:

**EV Ready Connection** is the provision of a cable tray and a dedicated spare 32A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.

**Private EV Connection** is the provision of a minimum 15A circuit and power point to enable easy future an EV in the garage connected to the main switchboard.

**Shared EV Connection** is the provision of a minimum Level 2 40A fast charger and Power Supply to a car parking space connected to an EV Distribution Board.

**EV Distribution Board** is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods, to ensure impacts of maximum demand are minimised. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard. The distribution board must provide adequate space for the future installation (post-construction) of compact meters in or adjacent to the distribution board, to enable the body corporate to measure individual EV usage in the future.

### **Objectives**

- O.01 Recognise the positive benefits of increased electric vehicle adoption on urban amenity including air quality and urban heat.
- O.02 Ensure that Melrose Park provides the necessary infrastructure to support the charging of electric vehicles.
- O.03 Minimise the impact of electric vehicle charging on peak electrical demand requirements.

### **Controls**

- C.01 EV Load Management System is to be capable of:
  - a) reading real time current and energy from the electric vehicle chargers under management
  - b) determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.
  - c) being scaled to include additional chargers as they are added to the site over time.
- C.02 All apartment residential car parking must:
  - a) provide an EV Ready Connection to at least one car space per dwelling.
  - b) provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.
  - c) Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50m from the parking bay to connect.
  - d) Identify on the plans submitted with the DA the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a future EV connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cable trays and EV Distribution Board(s) when designing in other services.
- C.03 All car share spaces and spaces allocated to visitors must have a Shared EV connection.
- C.04 All commercial building car parking must:
  - a) Provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the car park to provide equitable access across floors and floor plates.
- C.05 The bicycle storage facility is to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20m away from a charging outlet. Chargers are to be provided by the owner. (chargers excluded).



## 5.4 URBAN HEAT

Urban heat or the Urban Heat Island effect refers to the higher temperatures experienced in urban areas compared to rural or natural areas. Urban heat impacts our communities, businesses, and natural environment in many ways, including increased demand for electricity and water, a less comfortable public domain for pedestrians and associated health impacts. On average, Melrose Park experiences more frequent hotter days than Sydney average (Australian Bureau of Meteorology).

As more development occurs in the Parramatta Local Government Area, the build-up of heat in the environment occurs through increased hard surfaces, reduced vegetation, and heat rejection from buildings surfaces and air conditioning units. The build-up of heat is compounded as more dense urban environments reduce the amount of heat able to be removed by wind and re-radiation to the night sky, extending the period of discomfort.

This section of the DCP provides controls which aim to reduce and remove heat from the urban environment at the city and local scale. These are innovative controls based on Australian and international evidence on cities and the urban heat island effect. The controls address the:

- reflectivity of building roofs, podiums, and facades; and
- reduce the impacts of heat rejection sources of heating and cooling systems.

The following complementary controls contained in the DCP assist with the reduction of urban heat:

- encouraging laminar wind flows and reducing turbulence through the setbacks above street wall and podium height controls
- vegetation and retention of soil moisture through Water Sensitive Urban Design
- street trees and vegetation in the public domain (PDG)
- well-designed landscaping and Green Roofs and Walls

Solar heat reflectivity should not be confused with solar light reflectivity, as these are distinctly different issues. Solar heat contributes to urban warming and solar light reflectivity can be the cause of glare, which is covered in section 4.3.3.1.

These controls do not consider energy efficiency or thermal comfort within buildings. These important issues are dealt with in other controls, State Environmental Planning Policies and the National Construction Code.

### Terminology

**Solar heat reflectance** is the measure of a material's ability to reflect solar radiation. A 0% solar heat reflectance means no solar heat radiation is reflected and 100% solar heat reflectance means that all the incident solar heat radiation is reflected. In general, lighter coloured surfaces and reflective surfaces such as metals will have typically higher solar heat reflectance, with dark-coloured surfaces or dull surfaces will typically have lower solar heat reflectance. External solar heat reflectance measured at the surface normal (90 degrees) is used in these controls.

**Solar transmittance** is the percentage of solar radiation which can pass through a material. Opaque surfaces such as concrete will have 0% solar transmittance, dark or reflective glass may have less than 10%, whilst transparent surfaces such as clear glass may allow 80 to 90% solar transmittance.

**Solar Reflectance Index (SRI)** is a composite measure of a materials ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, standard black paint has an SRI value of 5 and a standard white paint has an SRI value of 100.

**Reflective Surface Ratio (RSR)** is the ratio of reflective to non-reflective external surface on any given façade.

**Reflective surfaces** are those surfaces that directly reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of greater than 5% and includes glazing, glass faced spandrel panel, some metal finishes and high gloss finishes.

**Non-reflective surfaces** are those surfaces that diffusely reflect light and heat and for the purposes of this DCP are defined as those surfaces that have specular normal reflection of less than 5%.

**Maximum External Solar Reflectance** is the maximum allowable percentage of solar reflectance for the external face of a Reflective Surface. The percentage of solar reflectance is to be measure at a normal angle of incidence

**PRINCIPLES**

- P.01 Reduce the contribution of development in Melrose Park to urban heat in the Parramatta Local Government Area.
- P.02 Improve user comfort in Melrose Park (private open space and the public domain).

**5.5 ROOF SURFACES****Objectives**

- O.01 Reflect and radiate heat from roofs and podium top areas.
- O.02 Improve user comfort of roof and podium top areas.

**Controls**

- C.01 Where surfaces on roof tops or podiums are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:
  - a) be shaded by a shade structure;
  - b) be covered by vegetation consistent with the controls on Green Roofs or Walls in Section 2.9 Landscaping;
  - c) provide shading through canopy tree planting, to be measured on extent of canopy cover 2 years after planting.
- C.02 Where surfaces on roof tops or podiums are not used for the purposes of private or public open space, for solar panels or for heat rejection plant, the development must demonstrate the following:
  - a) Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or
  - b) 75% of the total roof or podium surface be covered by vegetation; or
  - c) A combination of (a) and (b) for the total roof surface.

**5.6 VERTICAL FACADES****Objectives**

- O.01 Minimise the reflection of solar heat downward from the building façade into private open space or the public domain.

**Controls**

- C.01 The extent of the vertical façade of street walls, podiums, perimeter block development (or if no street wall, as measured from the first 12 metres from the ground plane) that comprise Reflective Surfaces should demonstrate a minimum percentage of shading as defined in Table 4 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm.



Table 4 - Minimum Percentage Shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	1.5*RSR-45	75

Shadow diagrams must be submitted with the development application quantifying the extent of shading at 10am, 11.30am, 1pm, 2.30pm and 4pm on 21 December for each relevant façade. Shadows from existing buildings, structures and vegetation are not considered in the calculations. Refer to Table 5 for sun angles corresponding to shading reference times.

Calculation of RSR for each relevant façade must also be submitted with the development application.

Table 5 - Shading Sun Angles

Façade Orientation	Sun Angles
East ± 22.5°	Reference Time: 10am AEDT (UTC/GMT+11) Sun Elevation: 51° Sun Azimuth: 86°
Northeast/Southeast ± 22.5°	Reference Time: 11.30am AEDT (UTC/GMT+11) Sun Elevation: 69° Sun Azimuth: 66°
North ± 22.5°	Reference Time: 1pm AEDT (UTC/GMT+11) Sun Elevation: 80° Sun Azimuth: 352°
Northwest/Southwest ± 22.5°	Reference Time: 2.30pm AEDT (UTC/GMT+11) Sun Elevation: 67° Sun Azimuth: 290°
West ± 22.5°	Reference Time: 4pm AEDT (UTC/GMT+11) Sun Elevation: 48° Sun Azimuth: 272°

- C.02 The extent of the vertical façade of the tower (above the street wall or if no street wall, as measured above the first 12 metres from the ground plane) that comprise Reflective Surfaces should demonstrate a minimum percentage of shading as defined in Table 6 as calculated on 21 December on the east facing façade at 10am, northeast and southeast facing façade at 11.30am, north facing façade at 1pm, northwest and southwest facing façade at 2.30pm and the west facing faced at 4pm.

Table 6 - Minimum tower percentage shading

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Minimum percentage shading (%)	0	0.8*RSR-24	40

Calculation of RSR for each relevant façade must also be submitted with the development application.

C.03 Shading may be provided by:

- a) external feature shading with non-reflective surfaces;
- b) intrinsic features of the building form such as reveals and returns; and
- c) shading from vegetation such as green walls that is consistent with the controls on Green Roofs or Walls in Section 2.9 Landscaping.

C.04 Non-reflective surfaces of vertical facades do not require shading and these areas can be excluded from the calculations.

C.05 Where it is demonstrated that shading cannot be achieved in accordance with the above controls, a maximum external solar reflectance as defined in Table 4.3.10.7 is generally acceptable.

Table 4.3.10.7 - Maximum solar reflectance of Reflective Surfaces

Reflective Surface Ratio (RSR)	<30%	30%-70%	>=70%
Maximum External Solar Reflectance (%)	No Max.	62.5-0.75*RSR	10

**C.02** Where multiple reflective surfaces or convex geometry of reflective surface introduce the risk of focusing of solar reflections into the public spaces:

- a) solar heat reflections from any part of a building must not exceed 1,000W/m<sup>2</sup> in the public domain at any time;
- b) a reflectivity modelling report may be required to qualify extent of reflected solar heat radiation.

## 5.7 HEATING AND COOLING SYSTEMS – HEAT REJECTION

### Objectives

- O.01 Reduce the impact of heat rejection from heating, ventilation and cooling systems in Melrose Park from contributing to the urban heat island effect in the Parramatta Local Government Area; and
- O.02 Avoid or minimise the impact of heat rejection from heating, ventilation, and cooling systems on user comfort in private open space and the public domain.

### Controls

- C.01 Residential apartments within a mixed-use development or residential flat building should incorporate efficient heating, ventilation and cooling systems which reject heat from a centralised source on the upper most roof.

- C.02 Where the heat rejection source is located on the upper most roof, these should be designed in conjunction with controls in this Section of the DCP relating to Roof Surfaces and the controls on Green Roofs or Walls.
- C.03 No heat rejection units should be located on the street wall frontage on the primary street.
- C.04 Heat rejection units are strongly discouraged from being located on building facades or on private open space, such as balconies and courtyards. However, where it is demonstrated that heat rejection cannot be achieved in accordance with the above controls C.01 and C.02 above and these units are installed, the HVAC system must demonstrate:
  - a) heating, ventilation, and cooling systems exceeds current Minimum Energy Performance Standard requirements; and
  - b) the heat rejection units are situated with unimpeded ventilation, avoiding screens and impermeable balcony walls; and
  - c) the area required by the heat rejection units is additional to minimum requirements for private open space.

## 5.8 GREEN ROOFS AND WALLS

### Objectives

- O.01 Ensure that green roofs or walls are considered for integration into the design of new development.
- O.02 Design green walls or roofs to maximise their cooling effects.
- O.03 Ensure green walls and roofs are designed and maintained to respond to local climatic conditions and ensure sustained plant growth.

### Controls

- C.01 Green roofs and wall structures are to be assessed as a part of the structural certification for the building. Structures designed to accommodate green walls should be integrated into the building façade.
- C.02 Waterproofing for green roofs and walls is to be assessed as a part of the waterproofing certification for the building.
- C.03 Where vegetation or trees are proposed on the roof or vertical surfaces of any building, a Landscape Plan should be submitted which demonstrates:
  - a) adequate irrigation and drainage are provided to ensure sustained plant growth and health and safe use of the space;
  - b) appropriate plant selection to suit site conditions, including wind impacts and solar access; and
  - c) adherence to the objectives, design guidelines and standards contained in the NSW Department of Planning, Industry and Environment's Apartment Design Guide for 'Planting on Structures'.
- C.04 Green roofs or walls, where achievable, should use rainwater, stormwater, or recycled water for irrigation.
- C.05 Container gardens, where plants are maintained in pots, are not considered to be green roofs, however they are acknowledged as contributing to the reduction of urban heat.
- C.06 Register an instrument of positive covenant to cover proper maintenance and performance of the green roof and walls on terms reasonably acceptable to the Council prior to granting of the Occupancy Certificate.
- C.07 Green roof planting, structures and toilet facilities are permitted to exceed the height plane

## 5.9 SOLAR LIGHT REFLECTIVITY (GLARE)

### Objectives

- O.04 To ensure that buildings in Melrose Park restrict solar light reflected from buildings to surrounding areas and other buildings.
- O.05 To minimise the risk of bird collision due to high transparency, through treatment of external windows and other glazed building surfaces.

### Controls

- C.08 New buildings and facades must not produce solar light reflectivity that results in glare that is hazardous, undesirable or causes discomfort for pedestrians, drivers, and occupants of other buildings or users of public spaces.
- C.09 Solar light reflectivity from building materials used on facades must not exceed 20%.
- C.10 Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar light reflectivity from the proposed development on pedestrians, motorists, or surrounding areas may be required.
- C.11 Buildings greater than 40m in height require a Reflectivity Report that includes the visualisation and photometric assessment of solar light reflected from the building on the surrounding environment. Analysis is to include:
  - d) the extent of solar light reflections resulting from the development for each day in 15-minute intervals;
  - e) a visual and optometric assessment of view aspects where solar light reflections may impact pedestrians, or drivers, occupants of other buildings or users of public spaces including assessment of visual discomfort and hazard.
- C.12 Demonstrate that development will not significantly affect migratory or threatened bird species because of illumination or obstruction of flight pathways into Melrose Park. Consideration is to be given to the *National Light Pollution Guidelines for Wildlife* (Migratory Shorebirds) and the *Industry Guidelines for Avoiding, Assessing and Mitigating Impacts on EPBC Act Listed Migratory Shorebird Species*.
- C.13 A report is to be prepared by a suitably qualified consultant at DA stage to determine appropriate treatments of building surfaces for buildings within close proximity to open space and water bodies.

## 5.10 BUILDING FORM AND WIND MITIGATION

### Objectives

- O.01 Ensure that building form enables the achievement of nominated wind standards to maintain safe and comfortable conditions in the precinct.
- O.02 Ensure wind mitigation methods do not to enable full development of street tree canopy.

### Controls

- C.01 Wind Effects Report is to be submitted with the DA for all buildings greater than 32m in height. Report recommendations cannot rely on or include street trees to assist to mitigate wind down draft effects on the public domain. For buildings over 50m in height, results of a wind tunnel test are to be included in the report.
- C.02 Site design for tall buildings (towers) should:
  - a) Set tower buildings back from lower structures built at the street frontage.
  - b) Protect pedestrians from strong wind downdrafts at the base of the tower.
  - c) Ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre.
  - d) Consider the shape, location, and height of buildings to satisfy wind criteria for public safety and comfort at ground level.
  - e) Ensure usability of open terraces and balconies.
- C.03 Buildings and public and private open spaces are to be designed in response to wind testing outcomes.
- C.04 Historical data of wind speed and direction collected over a minimum of 10 years should be used as the basis of a pedestrian level Wind Effects Report. Data from the Bankstown Airport Bureau of Meteorology anemometer starting earliest in 1993 is to be used and adequately corrected for the effects of differences in roughness of the surrounding natural and built environment. The use of wind data for daytime hours between 6am and 9pm is generally recommended and may be specifically requested by the City of Parramatta, however, wind data for all hours may be used as well, where appropriate. Climate data are to be presented in the Wind Effects report.
- C.05 The criteria for pedestrian level wind comfort and safety are based on published research, particularly on the criteria developed by Lawson (1990). Pedestrian safety and comfort are affected by both the mean and the gust wind speed. As such, the criteria defined above are to be applied to both the mean wind speed and the Gust Equivalent Mean (GEM), i.e. the 3 s gust wind speed in an hour divided by 1.85.

## 5.11 ECOLOGY

### Objective

- O.01 Ensure that potential flora and fauna species located on the site are identified and managed appropriately

### Control

- C.01. A survey of all buildings is to be undertaken to identify any species occupying vacant buildings.



## Appendix 1 – Melrose Park South Structure Plan & Density Schedule



	Site Area	GFA	FSR	Max Height (m)
<b>LOT S1 (TBC)</b>	12608	12608	1.0	12
LOT S2	4178	11643	2.8	20
LOT S4	4186	8812	2.1	20
LOT S3	8074	18533	2.3	20
LOT S5	7948	30465	3.8	58
LOT S16	11093	43355	3.9	58
LOT S6	5128	14991	2.9	26
LOT S8	10458	26515	2.5	26
LOT S7	4754	15600	3.3	58
LOT S9	6380	16656	2.6	58
<b>LOT S10</b>	9539	45436	4.8	63
LOT S12	9508	32241	3.4	64
LOT S13	7328	16429	2.2	26
LOT S14	6217	22135	3.6	26
LOT S15	6763	12230	1.8	26
Overall Net FSR	114160	327649	2.9 :1	

Mixed Precinct	24390	33064	1.36 :1	
Site Area (Holdmark West)	51607	92353	1.79 :1	
Site Area (George Weston)	22823	41506	1.82 :1	
Site Area (Powerlines)	16472	32256	1.96 :1	
<b>Site Area (Goodman)</b>	<b>25593</b>	<b>45436</b>	<b>1.78 :1</b>	
Site Area (Holdmark East)	42694	70805	1.66 :1	
Site Area (Hope St sites)	6740	12230	1.81 :1	
Total	190319	327649	1.72 :1	

## Appendix 2 – Courtyard Locations





## Appendix 3 – Building Heights



## Appendix 4 – Solar Access Plan



## Appendix 5 – Building Setbacks

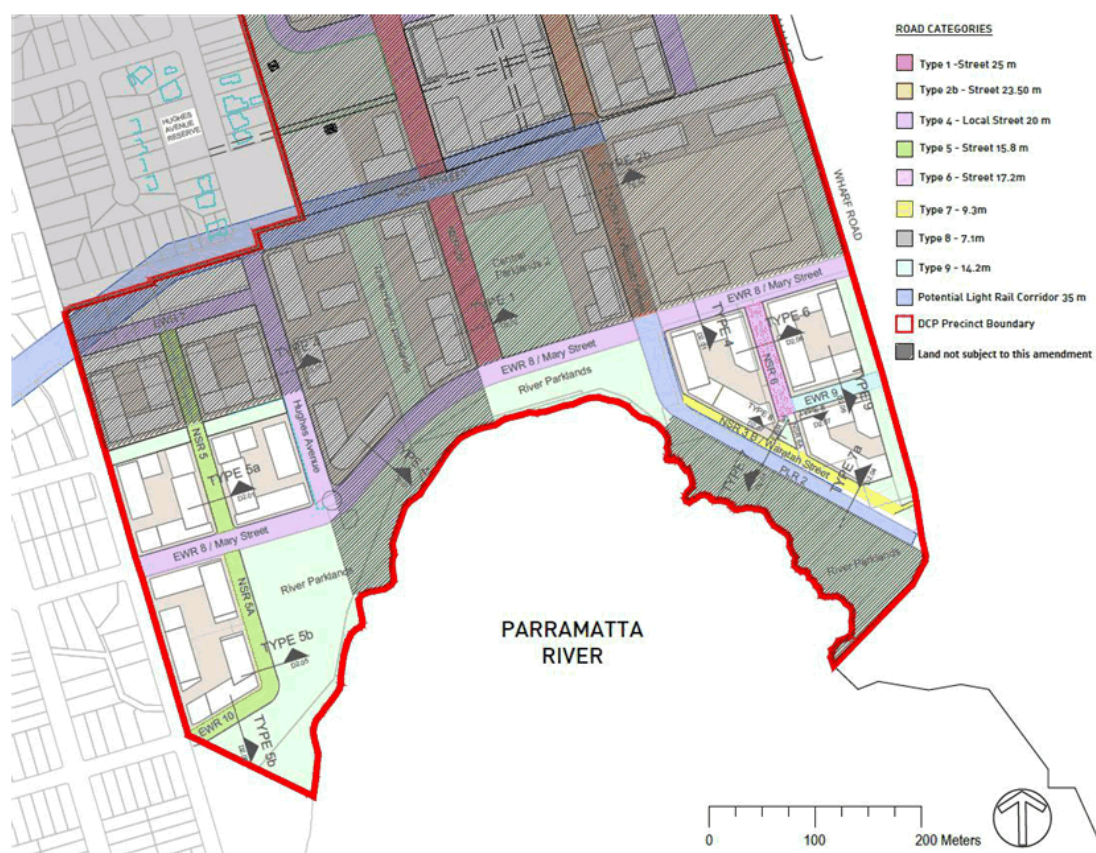


## Appendix 6 – Public Open Space





## Appendix 7 – Street Hierarchy



## Appendix 8 – Public Domain Plan



## **Appendix 9 - Water Management Plan**



**Appendix 10**

**Melrose Park South  
Water Management Strategy**

# Melrose Park South Precinct –Water Management Strategy –

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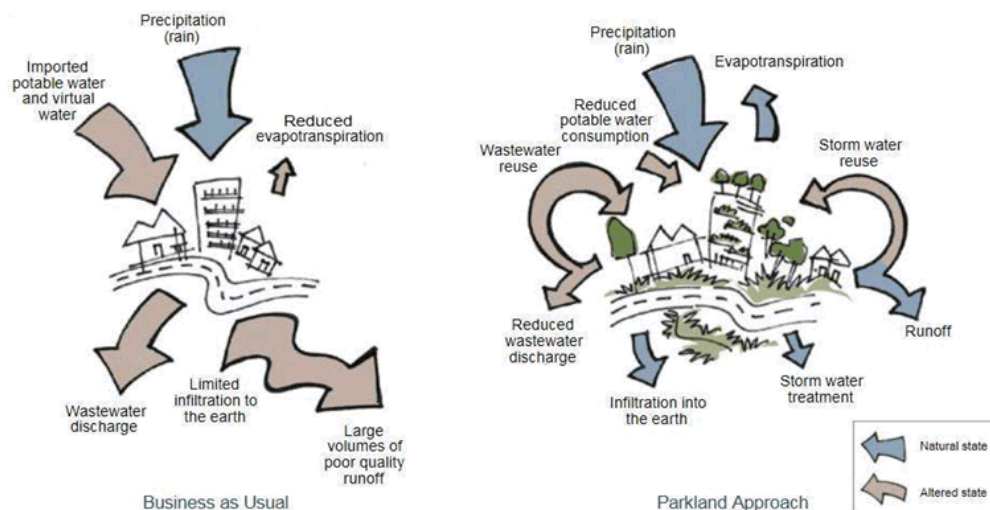
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## 1. Water Management Strategy - Overview

Urbanisation brings impermeable paving and roofing, replacing 'natural' landscapes. More rainwater runs off, and it runs faster. This substantially changes the catchment: flooding is increased, water and waterways become polluted, bushland degrades and there are numerous other impacts. Sustainable water management is required to counteract this.

Overland flow will traverse the catchment above the Melrose Park South precinct and the precinct itself during severe storms. There are catchments above Victoria Road and west of Melrose Park Precincts that contribute to this overland flow.

At present, overland flow and drainage across Melrose Park is partly managed and partly informal but allows overland stormwater to be delayed on its passage through the site.



### 'Business as Usual' and 'Parkland Approach'

Source: Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020

Once the Melrose Park North precinct development is completed, some but not all, of this overland flow will be managed to prevent accelerated runoff and other factors that would otherwise increase flooding below the site, particularly in Melrose Park South precinct. However, with this size of catchment and its terrain and character, some overland flow flooding is unavoidable, and this must be managed within the Melrose Park South precinct so that overland flow floodwaters are safely conveyed through the precinct to the Parramatta River.

In Melrose Park North, both private and public stormwater/floodwater detention will be implemented so that peak discharges from the northern precinct are reduced to at or below pre-development peak levels and at the same time Council's obligations regarding on site detention in the Parramatta River Catchment are met. This detention and flood peak management must occur for the range of storm/rainfall events up to the 1% AEP, and for higher events to ensure flood impacts are not significant.

Flood detention within Melrose Park North will not reduce the total volume of water flowing across and out of the site but will delay and reduce its peak so that flood levels are kept below predevelopment levels at least up to the 1% AEP events.

In Melrose Park North, private On-Site-Detention (OSD) will be provided within the privately owned sites for each development in accordance with the Upper Parramatta River Catchment Trust Handbook [Edition 4](#).

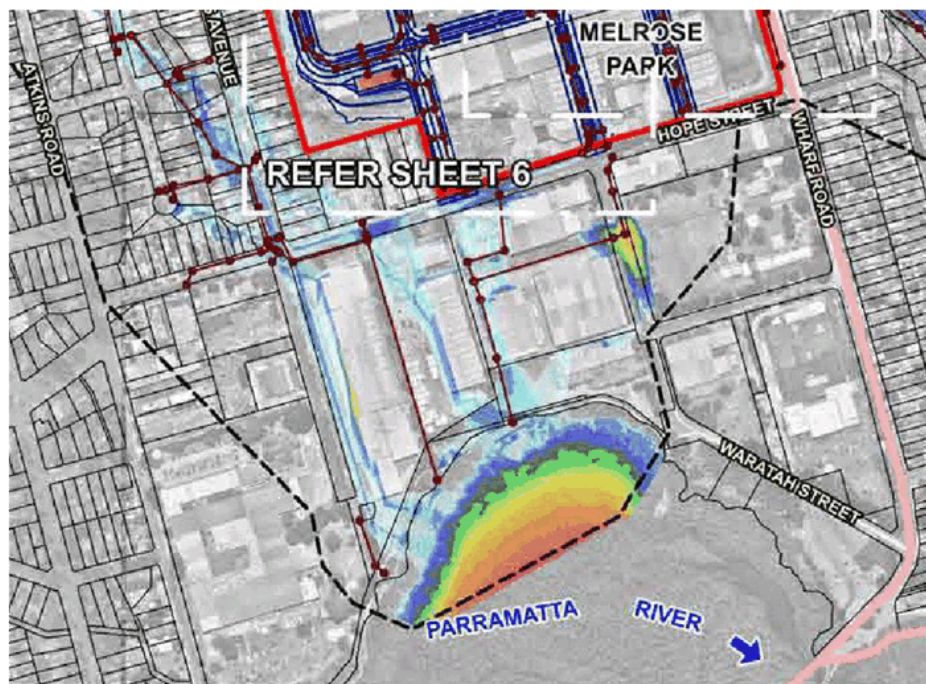
Water Sensitive Urban Design (WSUD) within the private sites will manage water quality as well as rainwater capture and use.

In addition, public OSD and WSUD will be provided within the road reserves where practicable, as well as playing fields, parks, and other public lands. The primary purpose of the public OSD systems is to ensure that flooding conditions are not exacerbated in existing development that lies downstream of the Melrose Park North Precinct for all storms up to 1% AEP in intensity. As a minimum, both overland and piped flows are to be detained in two surface detention systems which are to be located in the open space areas which are to be provided adjacent to Wharf Road and Hope Street.

Initial modelling<sup>1</sup> suggests there will be several overland flow paths from Melrose Park North flowing across the Melrose Park South precinct. All of these overland flow paths and those not yet modelled to the east and west that are not part of the Melrose Park precincts must be accommodated by planned and designed overland flow paths through the Melrose Park South precinct site.

These flow paths are likely to be a combination of roadways and open space – which may be public domain, such as parks, or privately owned but protected with easements and covenants on title.

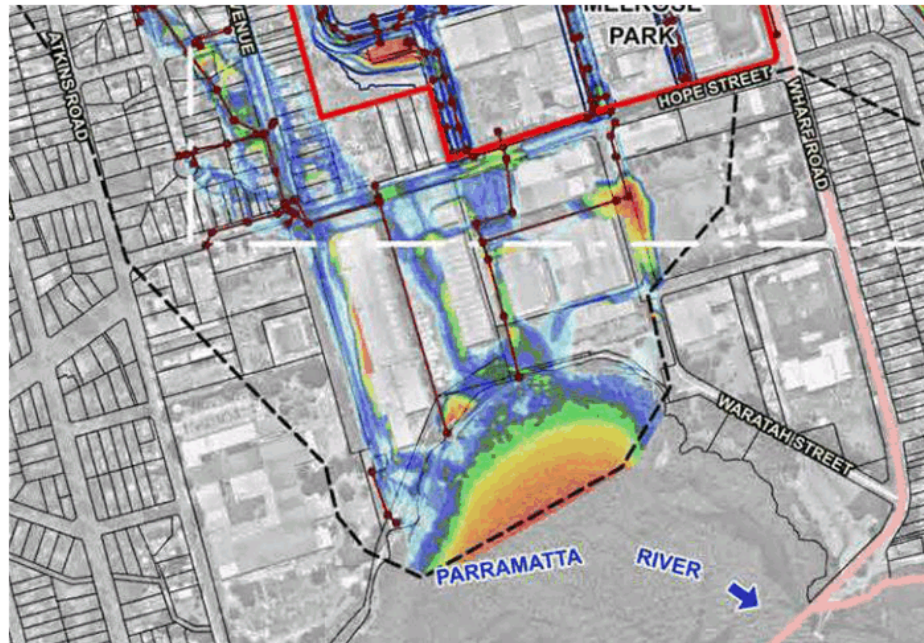
Unlike for the North, OSD within the Melrose Park South precinct may cause worsening of flooding due to this area's close proximity to the Parramatta River. An earlier undetained discharge from the precinct may be preferable. If this negative consequence can be demonstrated, it is possible, at Council's discretion, that the requirements for both public and private OSD will be waived.



<sup>1</sup> Lyall and Associates 2022



**Overland flow 1% AEP fully blocked condition. Indicative only. Not adopted by Council**



**Overland flow. PMF Indicative only. Not adopted by Council**

**Note there are additional catchments to the east and west that are not modelled here.**

**Source of both images: Lyall and Associates, January 2022**

The roads will theoretically convey up to the 5% AEP flows in the pipes and between opposite kerbs. The 'public' 1% AEP flows above the 5% AEP flows will be conveyed across the whole road reserve width between property boundaries and in designed floodways if the road width is not sufficient.

Flood planning levels for buildings adjacent to the overland flow paths will be derived from the condition in a 1% AEP event where drainage pits and pipes are assumed to be not functioning and all flow is overland (100% blockage). Flood Planning Levels will include 0.5m freeboard.

Both the private and public WSUD systems must achieve the water quality targets set out in this Development Control Plan.

The development of the Parramatta LGA and Melrose Park itself requires integrating water management within the landscape and urban design using appropriate, sustainable technology.

This appendix provides technical guidelines for water management for the whole Melrose Park South Planning Precinct. It applies to water management as follows.

The Water Management Strategy must be considered under six (6) interdependent aspects:

- Flooding and Overland flow management.
- Road and public domain piped drainage.
- Flood reduction using public and private water detention systems.

- Environmental management of private and public low flows with Water Sensitive Urban Design (WSUD).
- Rainwater harvesting and use
- Interactions with the Parramatta River

## 2. Flooding and Overland Flow Management

### 2.1 Flooding from Parramatta River and Overland Flow - Principles<sup>2</sup>

- P 01. Assess and design for the safe conveyance (and detention) of overland flow through the site with protection of people, buildings, and property during rainfall events of 1% AEP (100 year) plus 0.5m freeboard and up to Probable Maximum Precipitation Floods (PMP, PMF).
- P 02. Design conveyance and detention of overland flow to ensure there is no worsening of flooding in a 1% AEP event anywhere as a result of the development of the precinct and there is no significant worsening of flooding in higher events up to the PMP/PMF anywhere as a result of the development
- P 03. Protect the Melrose Park South precinct from flooding from the Parramatta River
- P 04. Protect the Parramatta River and its foreshore and riparian zone from suffering adverse environmental impacts caused by flooding and stormwater discharges from the Melrose Park South and North precincts.

### 2.2 Flooding and Overland Flow – Objectives

- O 01. Protect the community and developments from river flooding rising from Parramatta River and its tributaries /creeks.
- O 02. Protect the community and developments from overland flow flooding from rainfall within and up slope of the site.
- O 03. Manage the risks for all floods up to the Probable Maximum Flood.
- O 04. Identify and manage overland flow paths and buildings and land affected by them.

### 2.3 Design Controls – Overland flow flooding - assessment of flood behaviour

The following design controls are to be adopted for defining the nature of flooding under pre- and post-development conditions:

- C 01. A set of hydrologic and hydraulic models are to be developed of the catchments within which the Melrose Park South Precinct is located. These models must be to Council's satisfaction and criteria.
- C 02. The 'ensemble approach' prescribed in *Australian Rainfall and Runoff (ARR) 2019* is to be adopted for deriving design discharge hydrographs for storms up to 0.2% AEP in intensity, while the 2003 update of the Bureau of Meteorology's *"The Estimation of Probable Maximum Precipitation in Australia: Generalised Short-Duration Method"* is to be used to derive estimates of Probable Maximum Precipitation.
- C 03. The hydraulic model is to incorporate all of the features which influence flood behaviour in the study catchments, including details of the existing stormwater drainage system.
- C 04. Blockage factors of 20% and 50% are to be applied to on-grade and sag type inlet pits, respectively when designing major/minor drainage systems.
- C 05. Flood and stormwater behaviour is to be defined for design storms with AEPs of 5% and 1%, 1% plus climate change, as well as the Probable Maximum Flood (PMF).
- C 06. Steady-state design discharge hydrographs are to be adopted for defining the maximum rate at which flow will discharge from each individual super lot within the Melrose Park

<sup>2</sup> Note riverine flooding directly affects the MP South precinct site, including the riverbank flow and stormwater discharge patterns in that area.

North Precinct under post-development conditions. Where OSD is to be provided, this flow rate is to be based on the OSD calculations which are referred to in this document and is to be adopted when defining flood behaviour under post-development conditions for storms up to 0.2% AEP in intensity. Uncontrolled flow from each super lot is to be adopted when defining flood behaviour for more intense storm events (for example, the PMF event).

- C 07. The impact that a potential increase in design 1% AEP rainfall intensities associated with future climate change is to be assessed. The assessment is to be in accordance with the NSW Department of Planning, Infrastructure and Environment's floodplain risk management guideline entitled "Practical Considerations of Climate Change". Design storms of 0.5% and 0.2% AEP may respectively be adopted as being analogous to Representative Pathway Concentration 4.5 and 8.5 increases in 1% AEP design rainfall intensities under year 2090 conditions for the purpose of the assessment, noting that the assessment need only be undertaken for post-development conditions.
- C 08. An assessment is to be undertaken into the impact a complete blockage of the existing and proposed piped drainage system in the vicinity of the Melrose Park South Precinct would have on flood behaviour for a 1% AEP storm event, as well as its implications on the proposed developments.
- C 09. When modelling to determine flood levels and flood planning levels with respect to overland flow, the analysis and modelling of the overland flow paths must be with 2D modelling such as Tuflow, and must assume all flow is overland, while piped reticulation is fully blocked and not contributing to conveyance.
- C 10. Flood modelling (and drainage design) must take account of tailwater levels in the Parramatta River, including with climate change.
- C 11. This modelling must also assume that, where it is to be provided, on site detention is fully functional within the private lots and that such flows are discharging on to the surfaces of roads etc.
- C 12. The Flood Planning Levels shall be the adjacent interpolated 1% AEP flood levels (100% blocked) plus 0.5m freeboard.
- C 13. Minimum finished floor levels must be the respective Flood Planning Levels as defined above. For sloping sites these levels may be stepped.
- C 14. There must be no habitable rooms / floors below the applicable flood planning level, including residential, retail, community use, gathering and performance spaces and offices. In addition, any uses that would present a significant risk of harm to occupants are not permitted below the applicable Flood Planning Levels.
- C 15. As and if determined by Council, non-habitable rooms and floors such as car parks, waste and loading docks, plant rooms and the like may be constructed below the applicable Flood Planning levels, provided such floors are protected from flooding to Council's satisfaction by the building design from inundation up to the applicable Flood Planning Level(s) and, if required by Council, by additional means such as flood gates and flood doors up to the Probable Maximum Flood Level.
- C 16. Council may require a sensitivity analysis for the effects of climate change.
- C 17. For a building that is adjacent to a road, or public domain, or other land adjacent, that is part of an overland flow path or flood storage area:
  - a) Where Council is satisfied that the roadway, or public domain, or other land adjacent to a building, is an overland flow path or flood storage area in the 1% AEP event with 100% blockage, Council will require minimum finished floor levels of habitable rooms to be 500mm freeboard above the adjacent



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1% AEP water surface level as mapped in the 2 Dimension (2D) overland flow model accepted by Council. This level may vary along the site /building boundary with changing water levels.

- C 18. For a building that is adjacent to a road, or public domain, or other land adjacent, that, in Council's view, is not part of an overland flow path or flood storage area:
- Finished floor levels at the boundary adjacent to a road that is accepted by Council as not being an overland flow path, or flood storage area, in a 1% event, including 100% blockage, must be a minimum of the adjacent top of kerb levels plus 2% rising grade to the boundary.
  - Where there is no road, such as paving or landscape, and Council accepts the area is not part of an overland flow path, or flood storage area, in a 1% event including 100% blockage, surface levels must fall away from the building entrances and openings to the adjacent drainage/WSUD system at a minimum of 2%, or greater if necessary to ensure adequate surface drainage.

### 3. Road and public domain piped drainage

#### 3.1 Principles – Road and public domain piped drainage

- P 01. Provide effective, safe conveyance of stormwater across the catchment using planned and managed overland flow paths, trunk, and local drainage.

#### Objectives – Road and public domain piped drainage

- O 01. Protect occupants of roads and the public domain and property from uncontrolled stormwater in events up to the 5% AEP (1 in 20 year) rainfall by installing underground or above ground drainage infrastructure to contemporary standards.

#### Controls – Road and public domain piped drainage

- C 01. All drainage work to be designed and constructed to Council standards
- C 02. All civil designs for public infrastructure must be approved in writing by Council's Manager Assets prior to commencement of construction.
- C 03. All construction of public infrastructure must be inspected and approved by Council's representative as the works proceed and upon completion prior to occupation or use.
- C 04. Appropriate easements, restrictions, covenants, and land title dedications must be in place to Council's satisfaction prior to occupation or use.

### 4. Flood reduction using public and private stormwater detention systems

#### 4.1 Overall Principles – public and private stormwater detention

- P 01. Manage and moderate stormwater flow across the catchment to minimise the effects of urbanisation, which include increased amount of runoff, shorter times of concentration, faster and deeper overland flows, erosion and flooding.
- P 02. Manage and moderate stormwater flow from individual sites to compensate for increased impervious areas and faster conveyance systems, using on site detention, WSUD, deep soil, permeability, and other measures.
- P 03. Provide sustainable management, conveyance, and detention of stormwater within the Public Domain
- P 04. Mitigate floods.
- P 05. Melrose Park North requires a combination of on-site detention within the private lots and stormwater detention basins in the public domain to sufficiently attenuate flows prior to discharge from the precinct. These two systems must be designed to work together hydraulically in a full range of design storms.

- P 06. Stormwater from the private lots must be attenuated using OSD in accordance with this DCP and generally in accordance with catchment management criteria advised by the Upper Parramatta River Catchment Trust in their Edition 4 OSD Design Handbook.
- P 07. On site detention within the Melrose Park South precinct may cause worsening of flooding due to his area's close proximity to the Parramatta River. An earlier undetained discharge from the precinct may be preferable. If this negative consequence can be demonstrated, it is possible, at Council's discretion, that the requirements for private OSD will be waived.

## 4.2 Principles – Private stormwater detention

Council has identified the following design criteria which is to be adopted in the design of the Private OSD systems, noting for OSD on private land that it is generally in accordance with the Fourth Edition Upper Parramatta River Trust's On-site Stormwater Detention Handbook (**UPRCT Edition**

**4).** The design principles for stormwater conveyance and detention within private land are:

- P 01. To ensure that new developments and redevelopments do not increase peak stormwater flows in any downstream area during major storms up to 1% AEP in intensity.
- P 02. To reduce post-development peaks throughout the catchment in a 50% AEP storm event to be as close to natural levels as practical and
- P 03. To encourage the integration of OSD with other water quality WSUD measures.
- P 04. To prevent any increase in the site discharge to the downstream drainage system nor reduction in the volume of storage provided unless specifically allowed in the following sections or for rainwater storage.

## Objectives – Private Stormwater detention

The objectives of Stormwater detention and conveyance - private land shall be to:

- O 01. To limit flow peaks throughout the catchment in a 1% AEP storm event, to estimated peak flows under 1999 conditions, even if the further development of the catchment is equivalent to full medium/high density redevelopment throughout the catchment thereby preventing any increase in downstream peak flows resulting from new developments or redevelopments by temporarily storing on-site the additional and quicker runoff generated.
- O 02. Prevent increases in downstream flooding and drainage problems that could:
  - a) increase flood losses.
  - b) damage public assets.
  - c) reduce property values.
  - d) require additional expenditure on flood mitigation or drainage works.
- O 03. Reduce post-development peaks, throughout the catchment, in the 50% AEP storm event to as close to natural levels as practical.
- O 04. Encourage integration of OSD systems into the architectural design and layout of the development so that adequate storage areas are included in the initial stages of the site design.
- O 05. Encourage integration of the OSD facilities into a sustainable overall water management plan for the site.
- O 06. Require construction supervision of OSD systems by the OSD designer to improve construction standards.

## Controls – Private Stormwater detention

- C 01. The private lot stormwater drainage system (including surface gradings, gutters, pipes, surface drains and overland flow paths) for the property must:
  - a) be able to collectively convey all runoff to the OSD system in a 1% AEP storm event with a duration equal to the time of concentration of the site; and
  - b) ensure that the OSD storage is by-passed by all runoff from neighbouring properties and any part of the site not being directed to the OSD storage, for storms up to and including the 1% AEP storm event.

- c) direct all site runoff to the Private OSD. That is the storage is 'on-line'.
- C 02. The Private OSD is to have two orifices (or other) outlets and a non-piped overflow spillway.
- C 03. The primary or lower orifice or controlled discharge must have a  $SRD_L$  of 40 L/s/ha. This must be located as close as possible to the storage invert.
- C 04. A secondary orifice must be provided located at the base of a discharge control pit (DCP) providing HED with a  $SRD_U$  of 150 L/s/ha.
- C 05.  $SRD_L$  (40 L/s/ha) and  $SRD_U$  (150 L/s/ha) may need to be adjusted in accordance with the procedures set out in UPRCT ED 4 Section 5.1 when the entire site cannot be drained to the storage.
- C 06. The crest of the DCP must be designed to be at the water level of the 50% AEP storm event when the volume in the lower storage ( $SSR_L$ ) reaches 245 m<sup>3</sup>/ha.
- C 07. The secondary orifice must operate from when the water level in the storage exceeds the crest level and water starts to overflow into the DCP.
- C 08. A non-piped spillway, of suitable length must be provided to prevent flooding of neighbouring lands if the OSD outlets become blocked. This overflow must be located at the top of the storage (i.e., at 396 m<sup>3</sup>/ha).
- C 09. The  $SSR_T$  and  $SSR_L$  are only adjusted if a rainwater tank is included in the development / redevelopment and an airspace "credit" is claimed to partially offset the SSR.
- C 10. The site area to be adopted for sizing the Private OSD systems in the individual super lots is to include half of the adjacent road reserve, appreciating that the portion of the site area which is not controlled by each individual Private OSD system may exceed the permissible 30% rule.
- C 11. Unless otherwise advised by Council, Version 9 of the UPRCT Edition 4 OSD calculation sheet shall be used for sizing the various components of the Private OSD systems.
- C 12. Guidelines to assist in determining depths and frequencies of ponding for different classes of storages are given in Table 6.1 of UPRCT Edition 4. It is emphasised that these are general guidelines that will be varied according to the nature of the development and the location of the storage.
- C 13. In general, the maximum depth of ponding in above ground storages is 600 mm.
- C 14. Council may approve deeper ponding in individual cases where the applicant demonstrates that safety issues have been adequately addressed. For example, warning signs and fencing must be installed where the depth exceeds 600 mm, or the ponding is adjacent to pedestrian traffic areas.
- C 15. Surface storages should be constructed so as to be easily accessible, with gentle side slopes permitting walking in or out. A maximum gradient of 1(V):4(H) (i.e. 1 vertical to 4 horizontal) will be required on at least one side to permit safe egress in an emergency. Where steep or vertical sides are unavoidable, due consideration should be given to safety aspects, such as the need for fencing or steps or a ladder, both when the storage is full and empty.
- C 16. Balustrades (fences) must comply with the Building Code of Australia (See Section D2.16 of the Code), while safety fences should comply with the Swimming Pool Act 1992. Fencing must not obstruct overland flow and floodwaters.

Private OSD System Glossary<sup>3</sup>

<b>Detention storage</b>	Detention devices capture and temporarily store stormwater runoff during major (infrequent) storm events. Stormwater is then discharged to the drainage system at a controlled rate. Detention devices act to mitigate potential downstream flooding impacts.
<b>Extended Detention storage</b>	The lower portion of the OSD storage, which detains stormwater in smaller, frequent storms up to the 50% AEP event in order to reduce stormwater runoff closer to the rates under natural, pre-development conditions. This helps minimise damage and disturbance to downstream watercourses and aquatic ecosystems.
<b>Flood Detention storage</b>	The upper portion of the OSD storage that detains stormwater to prevent any increase in downstream flooding in moderate to major storms. Water held in the Flood Detention storage drains away through both the primary and secondary orifice outlets.
<b>PSD</b>	Permissible Site Discharge - the maximum allowable discharge leaving the site in litres/sec/hectare (L/s/ha)
<b>SRD<sub>L</sub></b>	the Site Reference Discharge from the extended detention storage in litres/sec/hectare (L/s/ha), or in litres/sec (L/s) when applied to a specific site, when the volume of runoff stored in the extended detention storage equals the SRD <sub>L</sub> . In the case of the Melrose Park North Precinct, the SRD <sub>L</sub> has been set at 40 L/s/ha.
<b>SRD<sub>U</sub></b>	the Site Reference Discharge from the DCP that receives stormwater when the volume of runoff exceeds the volume of the extended detention storage in litres/sec/hectare (L/s/ha), or in litres/sec (L/s) when applied to a specific site. The site reference discharge occurs when the DCP is completely filled and HED conditions are established at the commencement of flood detention. In the case of the Melrose Park North Precinct, the SRD <sub>U</sub> has been set at 150 L/s/ha.
<b>SSR<sub>L</sub></b>	33 the minimum volume (in m <sup>3</sup> /hectare or in m <sup>3</sup> when applied to a specific site) required for the lower Extended Detention storage when the outflow is restricted to the SRD. In the case of the Melrose Park North Precinct, the SSR <sub>L</sub> has been set at 245 L/s/ha.
<b>SSR<sub>T</sub></b>	3 the total volume (in m <sup>3</sup> /hectare or in m <sup>3</sup> when applied to a specific site) required for overall storage (combined Extended Detention storage and Flood Detention storage) when outflows occur through the primary and secondary orifice outlets. In the case of the Melrose Park North Precinct, the SSR <sub>T</sub> has been set at 396 L/s/ha.

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<sup>3</sup> From UPRCT OSD Handbook Edition 4.

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## 5. Public stormwater detention systems

### 5.1 Principles – Public stormwater detention

- P 01. The following principles, objectives and controls must be adopted in the design of the public stormwater conveyance and detention systems, noting that it is generally in accordance with the latest addition of Australian Rainfall and Runoff (**ARR 2019**).
- P 02. Public stormwater detention within the Melrose Park South precinct may cause worsening of flooding due to this area's close proximity to the Parramatta River. An earlier undetained discharge from the precinct may be preferable. If this negative consequence can be demonstrated, it is possible, at Council's discretion, that the requirements for public OSD will be waived.

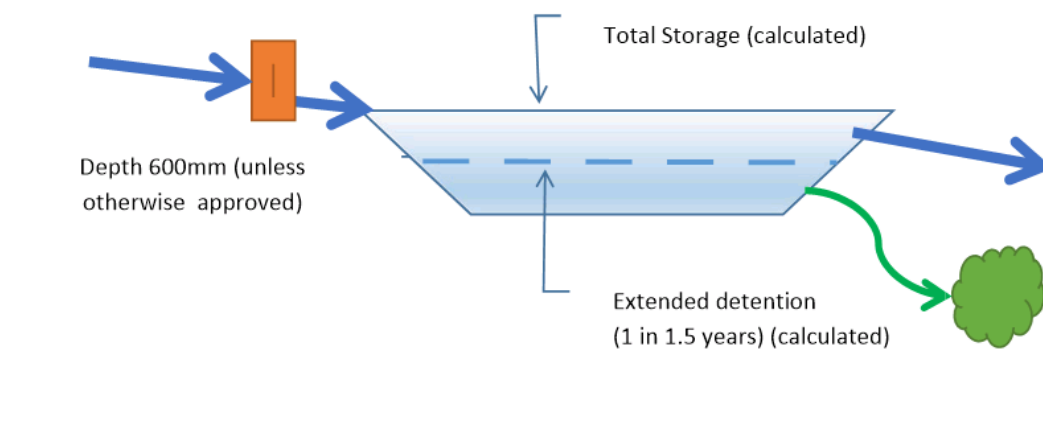
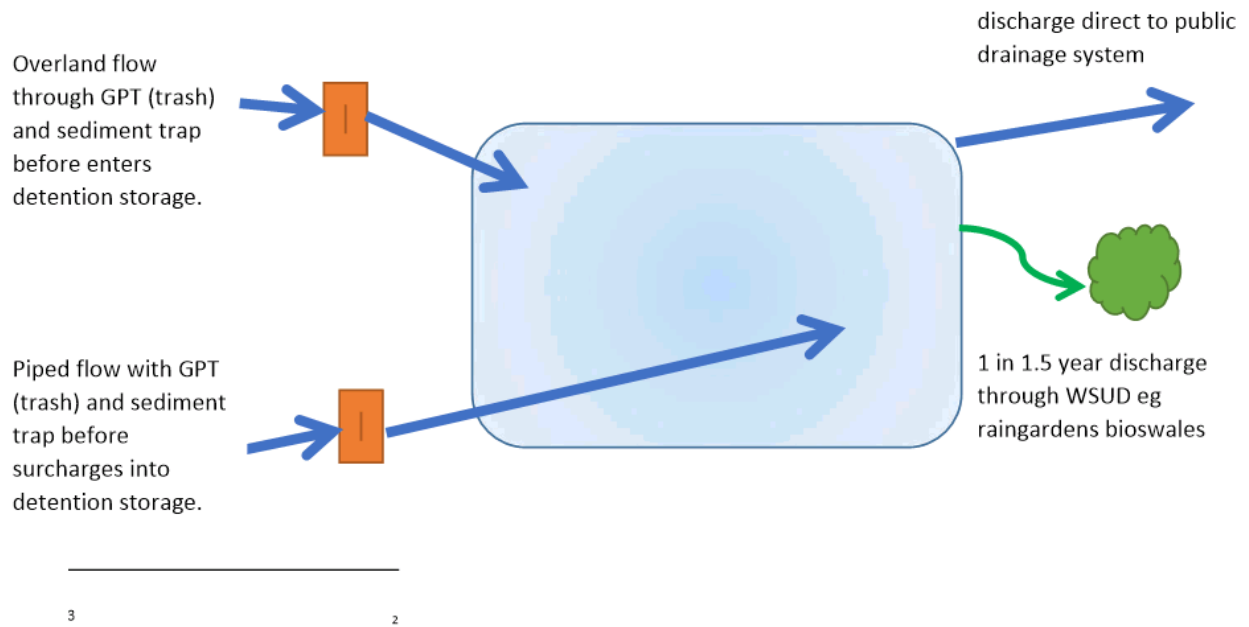
### Objectives – Public stormwater detention

- O 01. Flooding conditions and risks must not be worsened anywhere for all storms up to 1% AEP in intensity.
- O 02. Flooding conditions and risks must not be *significantly* worsened anywhere for storms that are more intense than 1% AEP up to the Probable Maximum Precipitation.
- O 03. Ensure Safety, amenity, aesthetic, and ecological values affected by the detention systems are satisfactory.
- O 04. Detention infrastructure can readily be maintained in perpetuity

### Controls – Public Stormwater Detention

- C 01. Sufficient area must be provided for above ground detention purposes within the public domain of the Melrose Park South precinct assuming max depths of 300mm – 600mm. To this is to be added sloping sides, inflow, and outflow swales etc.
- C 02. Playing fields and open space are in suitable locations and of appropriate size to be used for stormwater detention purposes.
- C 03. Unless otherwise approved by Council, basins shall be designed as a dry basin, with low level inundation potentially occurring statistically every 18 months (approx.) and will remain temporarily wet (for a few hours) after a triggering rain event.
- C 04. The depth of the basins during severe storms will be typically 300mm to 600mm although greater depths may be necessary in extreme events. Basements must not pose a safety hazard or affect overall usability of the playing field under normal weather conditions.

Melrose Park - Typical above-ground overland flow detention 1% AEP (1 in 100 year)



## 6. WSUD - Environmental management of private and public low flows with Water Sensitive Urban Design

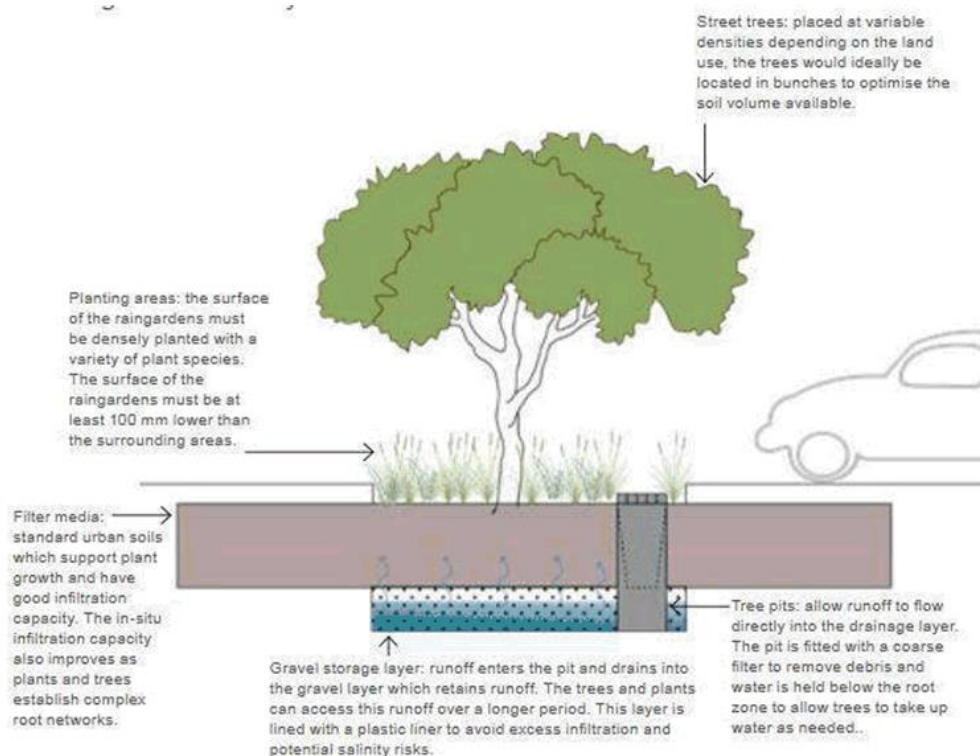
### 6.1 Principles - Water Sensitive Urban Design (WSUD)

- P 01. In the Melrose Park North Precinct all developments must implement Water Sensitive Urban Design (WSUD).
- P 02. WSUD is used to ensure runoff water quality is within acceptable limits using landscape integration and if necessary, treatment technology
- P 03. Water sensitive urban design is used to enhance the landscape, support tree canopies with rainwater and deep soil to increase evapotranspiration, urban heat reduction and to reduce uncontrolled runoff.
- P 04. A water sensitive stormwater system must be designed to minimise the impact of urban development on the catchment, by improving the quality and quantity of stormwater runoff as well as providing ancillary benefits.
- P 05. A WSUD system may contribute to aspects such as biodiversity, reduction of potable water use, carbon sequestration, habitat provision, amenity, community engagement in water resource management and reduction of urban heat island effect.
- P 06. To protect and enhance natural water systems (creeks, rivers, wetlands, estuaries, lagoons, groundwater systems etc.).

### Objectives – WSUD

- O 01. Use Water Sensitive Urban Design to manage water, particularly for rainfall events up to 1 in 1.5 years probability.
- O 02. Implement successful Water Sensitive Urban Design and Stormwater Quality improvements for the public domain.
- O 03. Implement successful Water Sensitive Urban Design and Stormwater Quality improvements for private developments.





### Street Trees using WSUD – design and benefits

Source: Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020



Swales in carparks or near other large areas of pavement collect stormwater runoff and remove pollutants

Source: Sydney Water – 'Water Sensitive Urban Design' SW277 03/18



**WSUD at Northern Beaches Hospital**

#### Controls - WSUD:

- C 01. WSUD principles are to be integrated into the development through the design of the stormwater systems and landscaping scheme and in the orientation of the development rather than relying on 'end of pipe' treatment devices prior to discharge.
- C 02. Some options for WSUD measures at Melrose Park include:
- a) Vegetated and grassy swales
  - b) Vegetated filter and buffer strips,
  - c) Wetlands,
  - d) Sand and gravel filters (depending on indigenous soil suitability),
  - e) Bio-retention systems,
  - f) Permeable/Porous Pavements,
  - g) Infiltration Basins,
  - h) Rainwater Tanks,
  - i) Gross Pollutant Traps and Filters,
  - j) Passive watering systems for landscaped areas,
  - k) Additional deep soil areas,
  - l) Naturalised watercourses,
  - m) Rain gardens,
  - n) 'End of pipe' proprietary treatment devices (these must be used in conjunction with other landscape integrated measures to provide ancillary social, environmental, and economic benefits).

This is not an exclusive list and Council does not specify particular measures for particular types of development. These measures are typically employed in a 'treatment train' to maximise the range of pollutants removed.

- C 03. Development is to be sited and designed to minimise disturbance of natural watercourses and overland flow paths.
- C 04. Impervious surfaces are to be minimised and soft landscaping with deep soil and tree planting extensively used to promote infiltration, evapotranspiration and reduced stormwater run-off.
- C 05. WSUD elements should be located and configured to maximise the impervious area that is treated.
- WSUD must be adopted for the following development types:
  - Residential on lots greater than 1500m<sup>2</sup> or with 5 or more dwellings.
  - Commercial and Industrial – development, redevelopment and alterations/additions which increase gross floor area by more than 150m<sup>2</sup> or alter and/or add more than 150m<sup>2</sup> of impervious area. (Approach to WSUD will vary depending on lot size.)
  - Subdivisions of Industrial/commercial properties.
  - Subdivision of residential properties where the existing lot is greater than 1500m<sup>2</sup> or 5 or more lots are being created.
  - Other development >\$50k in value which exceeds either of the following criteria:
    - Development which alters and/or adds more than 150 m<sup>2</sup> of impervious area
    - Development which results in an increase in gross floor area of more than 150 m<sup>2</sup>
- C 06. WSUD systems shall generally be designed to treat storm events up to the 1 in 1.5 year average recurrence interval. Low flows of this frequency must be separated from higher flows that will be diverted into OSD and other stormwater quantitative management systems.
- C 07. WSUD must achieve the following pollution reduction targets:

Pollutant	Performance Target (% reduction in the post development mean annual load of pollutant)
NOTE: Reductions in loads are relative to the pollution generation from the same development without treatment.	
Gross Pollutants (greater than 5mm)	90%
Total Suspended Solids (TSS)	85%
Total Phosphorus (TP)	60%
Total Nitrogen (TN)	45%
Hydrocarbons, motor oils, oil and grease	90%

- C 08. The post development mean annual runoff volume from the entire site must be reduced by at least 10% from that pre-development. This may be achieved with rainwater tanks, infiltration into deep soil, minimising impervious areas, using permeable paving and other methods.
- C 09. Rainwater is a valuable water resource to be harvested and used if possible.
- C 10. The receiving waterway must be protected and enhanced.
- C 11. Where water sensitive urban design measures are required, DA or other proposal lodgement must be supported by the following documentation to Council's satisfaction:
- A WSUD report, describing the treatment train including all measures used, justification for this selection and a summary of design ancillary benefits.



- b) MUSIC software modelling (or equivalent) to demonstrate that the proposed WSUD design achieves the required pollution reduction targets. Both a written summary of the assumptions, configuration and results of the model, and a digital copy of the model file must be submitted.
  - c) The above documentation must be prepared by a qualified hydraulic/environmental engineer in consultation with the project landscape and architectural professionals.
- C 12. Council requires simple WSUD landscape designs that achieve water management objectives without unusual or complicated maintenance demands.
- C 13. The DA must be accompanied with a management and maintenance Plan for the WSUD biological and landscape facilities for both establishment phase (3-5 years) and the long-term phase.
- C 14. The DA must be accompanied with a Management and Maintenance Plan for the WSUD proprietary treatment devices (such as GPT's, filters etc).
- C 17. The Applicant must also provide evidence to Council that they have signed a minimum 3-year contract with a suitable maintenance contractor to carry out ongoing maintenance of the water treatment facilities and technology installed on site.
- C 18. The discharge of polluted waters from any site is not permitted. Discharges from premises of any matter, whether solid, liquid, or gaseous is required to conform to the Protection of the Environment Operations Act and its Regulations, or a pollution control approval issued by the NSW Environment Protection Authority for Scheduled Premises.



**WSUD at Northern Beaches Hospital**



**WSUD at Northern Beaches Hospital**

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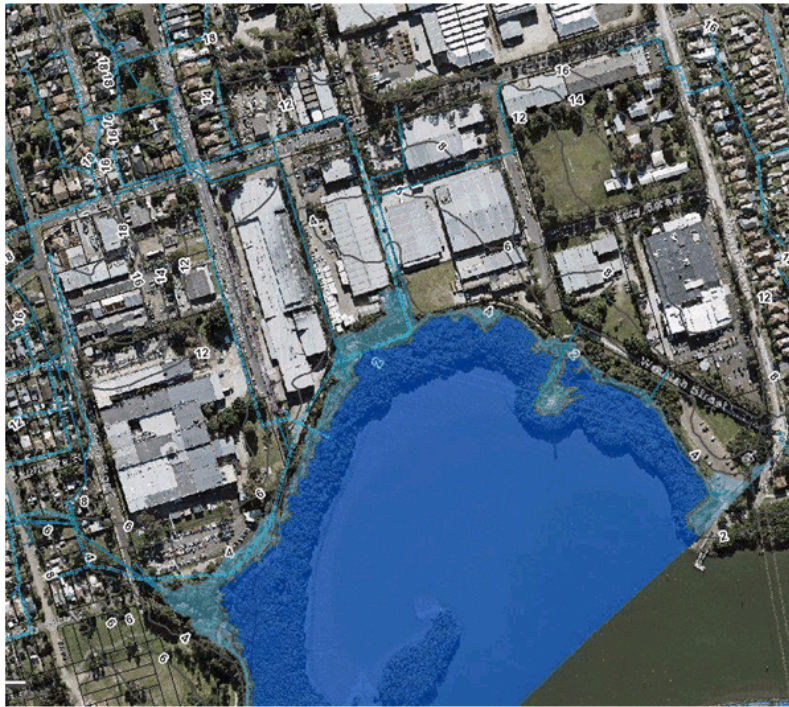
## 7. Rainwater Harvesting and Use

### 7.1 Principles – Rainwater harvesting and Use

- P 01. Rainwater harvesting and use is encouraged in any water management system for individual lots and for the public domain.
- P 02. Rainwater capture by WSUD direction of flows into deep soil will assist plant and tree growth, reduce ambient temperatures, trap pollutants and moderate runoff flows.
- P 03. Captured rainwater is readily suited for landscape irrigation and, with treatment, for other internal uses such as toilet flushing.
- P 04. Rainwater may be captured in a separate rainwater tank or a combined rainwater and on-site detention tank. Refer Edition 4 of the Upper Parramatta River Catchment Trust On-Site Detention Handbook.
- P 05. Refer to Section 4 Sustainability of this DCP: 4.1 – Energy and Water Efficiency and 4.2 – Recycled Water



## 8. Interactions with the Parramatta River



Council GIS Parramatta River: PMF, 1% AEP and 5% AEP river flood extents as adopted by Council

### Principles – Interactions of precinct water management with the Parramatta River.

- P 01. Melrose Park South precinct has a large interface with Parramatta River which must be managed to control environmental impacts.
- P 02. The river's flooding for events up to the PMF does partially affect the precinct.

### Controls

- C 01. All water management planning, implementation, and associated infrastructure, such as floodways, stormwater pipes and headwalls, must result in minimum disturbance and must not adversely affect the riparian and aquatic environment and riparian and aquatic ecology.
- C 02. Flooding of the site by the Parramatta River for all flood events up to the PMF must be considered to Council's satisfaction in planning the precinct.
- C 03. Elevated river levels must be considered (tailwater levels) to Council's satisfaction in design of hydraulic systems including floodways, stormwater pipes and detention systems.

## 9. Resources and Further Information

Australian Disaster Resilience Handbook 7, Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia (AIDR 2017), Australian Government

Australian Runoff Quality, Engineers Australia 2005

Melbourne Water, 2 -[and-building/stormwatermanagement](#)

Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors) Australian Rainfall and Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia), 2019.

Book 9: Runoff in Urban Areas: Coombes, P., and Roso, S. (Editors), 2019 Runoff in Urban Areas, Book 9 in Australian Rainfall and Runoff - A Guide to Flood Estimation, Commonwealth of Australia, © Commonwealth of Australia (Geoscience Australia), 2019.

CRC for Water Sensitive Cities, <https://watersensitivecities.org.au/>

Facility for Advancing Water Biofiltration 2008, Guideline Specifications for Soil Media in Bioretention Systems

Floodplain Development Manual NSW 2005 and updates on exhibition 2022

Flood Emergency Planning for Disaster Resilience, Australian Institute for Disaster Resilience, First Edition 2020

Melrose Park Flooding and Drainage Investigation – VRS and PP Development Sites – Lyall and Associates, 5 November 2020 - Figure 6: *Indicative Extent and Depth of Inundation - Post-VRS and PP Development and Complete Blockage Conditions – 1% AEP* (9 sheets) (Included as attachment)

MUSIC Modelling Guidelines for New South Wales - eWater Cooperative Research Centre 2009

South East Queensland Healthy Waterways Partnership 2010, Water by Design Guidelines and Resources - <http://waterbydesign.com.au/guidelines/>

Urban Typologies and Stormwater Management – achieving a cool green liveable Western Parkland City, Sydney Water, Bligh Tanner and Architectus 2020

Water Sensitive Planning Guide - [www.wsud.org](http://www.wsud.org)

Water Sensitive Urban Design Engineering Procedure: Stormwater, Melbourne Water.

Water Sensitive Urban Design Technical Guidelines for Western Sydney (UPRCT, 2004) - [www.wsud.org/tech](http://www.wsud.org/tech)

### Council Resources:

Parramatta LEP 2011

Parramatta DCP 2011

Melrose Park North DCP

City of Parramatta Council, Stormwater Disposal Policy

City of Parramatta Council, Development Engineering guidelines June 2018

Upper Parramatta River Catchment Trust Handbook, Edition 4.



Wharf and Hughes Developments Pty Ltd

8 March 2022

The General Manager  
City of Parramatta Council  
PO Box 32  
Parramatta NSW 2124

Dear Sir/Madam

**Planning Agreement Offer**

Wharf and Hughes Developments Pty Ltd offers to enter into a Planning Agreement with Council under section 7.4 of the *Environmental Planning and Assessment Act 1979* in connection with a Planning Proposal located at 112 Wharf Road and 30 & 32 Waratah Street, Melrose Park and 82 Hughes Avenue, Ermington (Council Reference: RZ/1/2020).

The Planning Proposal proposes the following amendments to the Parramatta Local Environment Plan 2011:

**Table 1: Proposed Amendments to Parramatta Local Environmental Plan 2011**

	Existing	Proposed
Zoning	IN1 General Industrial	R4 High Density Residential RE1 Public Recreation (limited to public open space areas)
Land reserved for acquisition	-	Amend to include the RE1 zoned land
Height	12 metres	Up to 77 metres
FSR	1:1	2.46:1 and 2.74:1
Minimum non-residential FSR	-	Minimum 1,000 sqm
Additional permitted use	-	Permit 'food and drink premises' in the R4 High Density Residential zone
Design excellence	-	Introduce design excellence provisions for buildings of 55m and above in height without the provision of bonuses.

The Planning Proposal received a Gateway Determination from the Department of Planning, Industry and Environment on 17 August 2021.

Wharf and Hughes Developments Pty Ltd 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 Wharf and Hughes Developments Pty Ltd (Developer)

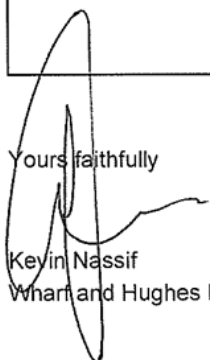
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Item	Terms																											
Land	<table><tr><th>Address</th><th>Details</th><th>Area</th></tr><tr><td colspan="3">EAST SITE</td></tr><tr><td>112 Wharf Road</td><td>Lots 1-3 in DP127049 Lot 7 in DP511531</td><td>21,907 m2</td></tr><tr><td>30 Waratah Street</td><td>Lot 100 in DP853170</td><td>10,560 m2</td></tr><tr><td>32 Waratah Street</td><td>Lot 1 in DP519737 Lot 6 in DP511531</td><td>8,707 m2</td></tr><tr><td colspan="2">TOTAL SITE AREA</td><td>41,174 m2</td></tr><tr><td colspan="3">WEST SITE</td></tr><tr><td>82 Hughes Avenue</td><td>Lot 6 in DP602080</td><td>52,090 m2</td></tr><tr><td colspan="2">TOTAL AREA</td><td>93,264 m2</td></tr></table>	Address	Details	Area	EAST SITE			112 Wharf Road	Lots 1-3 in DP127049 Lot 7 in DP511531	21,907 m2	30 Waratah Street	Lot 100 in DP853170	10,560 m2	32 Waratah Street	Lot 1 in DP519737 Lot 6 in DP511531	8,707 m2	TOTAL SITE AREA		41,174 m2	WEST SITE			82 Hughes Avenue	Lot 6 in DP602080	52,090 m2	TOTAL AREA		93,264 m2
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Planning Proposal / Development Application	<p>Council Reference: RZ/1/2020</p> <p>Refer to Table 1 for a summary of the Planning Proposal and proposed amendments to the Parramatta Local Environmental Plan 2011.</p>																											
Monetary Contribution	Nil.																											
Dedication of Land	<p>Refer to the proposed Open Space Plan at Appendix 1 which shows the land to be dedicated to Council for new open space areas. This includes approximately 25,122 sqm for the purpose of new public open space (excluding land required for the Parramatta Light Rail route).</p> <p>Refer to attached Staging Plan.</p>																											
Works In Kind	<p>It is proposed to offset the cost of embellishing the open space being dedicated to Council, for the purpose of public recreation. It is also proposed to offset the cost of constructing the roadways (50% apportionment) and cycleways (as shown in Appendix A of the Preliminary Cost Estimate by Atlas Group at Appendix 2).</p>																											

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Item	Terms						
	<table> <tr> <td data-bbox="735 360 1038 427">Proposed Monetary Contribution:</td><td data-bbox="1038 360 1361 427">\$19,349 per dwelling or \$37,246,825</td></tr> <tr> <td data-bbox="735 427 1038 573">Value of Embellishments/Works-in-kind:</td><td data-bbox="1038 427 1361 573">\$21,077,414 (refer to Preliminary Cost Estimate by Atlas Group at Appendix 2).</td></tr> <tr> <td data-bbox="735 573 1038 613">Difference:</td><td data-bbox="1038 573 1361 613">\$16,169,411</td></tr> </table>	Proposed Monetary Contribution:	\$19,349 per dwelling or \$37,246,825	Value of Embellishments/Works-in-kind:	\$21,077,414 (refer to Preliminary Cost Estimate by Atlas Group at Appendix 2).	Difference:	\$16,169,411
Proposed Monetary Contribution:	\$19,349 per dwelling or \$37,246,825						
Value of Embellishments/Works-in-kind:	\$21,077,414 (refer to Preliminary Cost Estimate by Atlas Group at Appendix 2).						
Difference:	\$16,169,411						
	<p>Refer to Staging Plan</p> <p>Note the difference of \$16,169,411 to be dedicated to Council as affordable housing. See below.</p>						
<b>Other Public Benefits</b>	24 Affordable housing units will be dedicated to Council with a minimum of 34 bedrooms.						
<b>Application of section 7.11, 7.12 and 7.24</b>	<p>This letter of offer does not exclude the application of developer contributions. In accordance with the Voluntary Planning Agreement with other landowners in the precinct, for the North Precinct, Council's previous s94A Contributions Plan, which levies 1% of the total CIV will be applicable to the development.</p> <p>It is also anticipated that a separate Voluntary Planning Agreement will be prepared with the Department of Planning, Industry and Environment for State Infrastructure Contributions, under Section 7.24 of the Environmental Planning and Assessment Act 1979.</p>						
<b>Registration</b>	The terms of the planning agreement relating to registration are accepted.						
<b>Dispute Resolution</b>	The terms of planning agreement relating to dispute resolution are accepted.						
<b>Security</b>	Charge over the land to be transferred to Council as security for offer made in this VPA.						
<b>Restrictions on Issue of Certificates</b>	The public benefit in each relevant stage will be given to Council concurrent with the issuance of an Occupation Certificate for the final building within any particular stage of the development.						
<b>Other Terms</b>	N/A						
<b>Costs</b>	Wharf and Hughes Developments Pty Ltd agrees to pay Council's reasonable costs of and incidental to the negotiation, preparation and entering into the agreement, as						

Item	Terms
	well as administration and enforcement of the planning agreement in accordance with the terms set out in the template planning agreement.



Yours faithfully

Kevin Nassif  
Wharf and Hughes Developments Pty Ltd

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Melrose Park Infrastructure Needs List		
Local Contribution Items		
Item Ref	Item Description	Item Value
P1	Central Park (incl. amenities)	\$16,921,154
P2	Wharf Road Linear Park	\$6,067,047
P3	Wetland	\$1,699,381
P4	Embellishment of playing field	\$4,541,669
P5	Western Edge Park	\$10,767,981
P6	Embellishment of Lot 2 DP 588575	\$1,949,430
P7	Affordable Rental Housing	\$14,523,000
P8	Smart Cities Contribution	\$1,000,000
P9	Ermington Community Hub	\$3,500,000
P10	Shuttle Bus service	\$2,494,247
P11	Local infrastructure	\$11,497,295
P12	NSR-2	\$21,784,022
	<b>Payce Total</b>	<b>\$96,745,226</b>
CIS1	Deliver adopted master plans for George Kendall Riverside Park, Rydalmere Park and Upjohn Park.	\$4,150,000
CIS2	300m2-500m2 of subsidised community space (*could be provided within non-res floor space within the town centre)	\$9,000,000
CIS3	Indoor recreation facility that includes a minimum 4 multipurpose courts close to high density residential development and public transport. Ideally integrated with or close to a future community hub.	\$15,000,000
CIS4	New Council owned and operated child care centre (no. of places not specified) as part of community hub or school. It is noted that an OOSH is proposed within the existing Melrose Park Public School but that shouldn't replace the need for a separate ccc.	\$2,400,000
CIS5	Ermington Community Hub (excluding Payce's proposed contribution)	\$36,500,000
	<b>CIS Total</b>	<b>\$67,050,000</b>
O1	Drainage works at Cowell's Lane Reserve	\$4,310,000
O2	Multi-purpose sports and tennis court at George Kendall Reserve	\$442,030
O3	Contribution towards the upgrading of Upjohn Park	\$4,150,000
O4	Contribution towards the upgrading of Eric Primrose Reserve	\$4,150,000
O5	Contribution towards the upgrading of an existing local park to district level	\$15,000,000
O6	Contribution to land acquisition to expand two existing open space areas in Rydalmere	\$360,000
O7	Contribution towards traffic works/upgrades within the Rydalmere/Ermington/Melrose Park corridor	\$700,000
O8	Implementation of the Melrose Park section of Parraways	\$6,901,060
	<b>Other Total</b>	<b>\$36,013,090</b>
<b>CIS and Other Sub Total</b>		<b>\$103,063,090</b>
<b>Combined Total</b>		<b>\$199,808,316</b>



# PLANNING PROPOSAL

## Holdmark Sites

112 Wharf Road, 30 & 32 Waratah Street, Melrose Park and  
82 Hughes Avenue, Ermington

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# PLANNING PROPOSAL

## Holdmark Sites

112 Wharf Road, 30 & 32 Waratah Street, Melrose Park and 82 Hughes Avenue, Ermington

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### Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	City Plan	11 May 2020

Council versions:

No.	Author	Version
1.	City of Parramatta Council	Report to Local Planning Panel and Council on the assessment of planning proposal
2.	City of Parramatta Council	Submission to DPIE for Gateway determination
3.	City of Parramatta Council	Public Exhibition

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# INTRODUCTION

## *The Precinct*

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

## **Background and context**

In December 2019, the City of Parramatta Council adopted the Southern Structure Plan for Melrose Park. The Structure Plan intends to act as a guide for future development in the precinct and is based on the recommendations of Council's Employment Lands Strategy (adopted July 2016) and is consistent with the Employment Lands Strategy – Review and Update (2020), which identifies the Melrose Park Precinct as being suitable for redevelopment for non-industrial uses.

The Melrose Park South precinct comprises of land bounds by Hope Street to the north, Wharf Road to the east, Parramatta River to the south and Atkins Road to the west. The eastern boundary is shared with the City of Ryde Council.

## *The Site*

The sites subject to this Planning Proposal are located in the western and western side of the southern precinct and comprise of eight (8) allotments in total (refer to **Table 1**). The eastern site, which relates to the 112 Wharf Road, 30 and 32 Waratah Street is approximately 42,694m<sup>2</sup> (4.2ha) in area located to the south of Melrose Park Public School. The western site was formerly owned by Glaxo Smith Kline and is approximately 51,607m<sup>2</sup> (5.1ha) and bound by Hughes Avenue to the east, Parramatta River to the south, Atkins Road to the west and 71 Atkins Road and 80 Hughes Avenue along the northern boundary. For the purposes of clarity, these sites will be referred to as "East" and "West" respectively in this Proposal.

The sites are currently largely heavily developed and occupied by a variety of industrial premises. The East site includes pharmaceutical, engineering and manufacturing uses. The West site include purpose-built pharmaceutical manufacturing buildings.

Surrounding land uses include low density residential in both the Parramatta and Ryde LGAs to the east and west, Parramatta River to the south and industrial land between both sites. The sites are shown in **Figure 1**, below.

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**Figure 1** – Sites at 112 Wharf Road, 30 & 32 Waratah Street Ermington (East site) and 82 Hughes Avenue (West sites) subject to the planning proposal

Under *Parramatta Local Environmental Plan 2011* the sites:

- are zoned IN1 General Industrial;
- have a maximum building height of 12 metres;
- have a maximum floor space ratio (FSR) of 1:1

An extract of each the above maps is provided in Part 4 – Mapping; specifically, Section 4.1 Existing controls.

**Table 1.** Subject sites' property addresses and legal descriptions

PROPERTY ADDRESS	LEGAL DESCRIPTION
<b>East Site</b>	
112 Wharf Road	Lots 1-3 DP 127049 & Lot 7 DP 511531
30 Waratah Street	Lot 100 DP 853170
32 Waratah Street (also known as 1 Mary Street)	Lot 1 DP 519737 & Lot 6 DP 511531
<b>West Site</b>	
82 Hughes Avenue	Lot 3 DP 602080

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## PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this planning proposal is to amend the *Parramatta Local Environmental Plan 2011* (PLEP 2011) to enable the redevelopment of the subject sites for residential, public recreation and small-scale retail/commercial uses, in an areas identified for urban renewal by Council's Employment Lands Strategy, Local Housing Strategy and Local Strategic Planning Statement. This will be achieved by rezoning the sites to R4 High Density Residential and RE1 Public Recreation which will facilitate approximately 1,925 new dwellings, over 25,700m<sup>2</sup> of new public open space and introduce a minimum of 1,000m<sup>2</sup> of non-residential floor space which will provide for approximately 160 permanent jobs on the site.

The objectives of the Planning Proposal are to:

- Support a Greater Parramatta (and metropolitan area) through the urban renewal of the Site to create a vibrant mixed use development and increase public amenity to and along Parramatta River;
- Encourage and support future employment generation on the Site to increase the number of employees and provide for higher employment densities to respond to market trends in the pharmaceutical industry;
- Provide development which responds to the government investment in public transport infrastructure;
- Provide high quality urban renewal including a range of residential housing dwellings;
- Provide improved and expanded public open space areas, community facilities and roads; and;
- Provide a suitable buffer and separation distance from any development and the Parramatta River and sensitive vegetation.

The intended outcomes of the Planning Proposal are:

- Provide a diversity of residential typologies within the locality through the development of approximately 1,925 new dwellings;
- Provide adequate services and infrastructure to accommodate the increase in residential population expected within the precinct;
- Provide a minimum of 1,000m<sup>2</sup> of non-residential floor space, to promote job creation whilst addressing the changing employment characteristics of the precinct; and
- Dedicate approximately 26,033m<sup>2</sup> of land for new areas of public open space and 18,930m<sup>2</sup> of the site for new roads.
- Ensure that the rate of redevelopment occurs in accordance with the provision of required infrastructure as per the thresholds and dwelling caps identified within the TMAP.



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## PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta LEP 2011 (PLEP 2011)* in relation to the zoning, height and floor space ratio controls. It is also proposed to amend Schedule 1 of PLEP 2011 to permit 'food and drink premises' in the R4 High Density Residential zone.

In order to achieve the desired objectives, the following amendments to the *PLEP 2011* would need to be made:

1. Insert a site-specific provision in Part 6 *Additional local provisions* – generally to ensure:
  - a) That design excellence provisions be applicable to buildings of 55m and above in height without the provision of bonuses.
  - b) A minimum of 1,000m<sup>2</sup> of non-residential floor space is to be provided within the site to serve the local retail and commercial needs of the incoming population.
2. Amend Schedule 1 *Additional permitted uses* to permit 'food and drink premises' in the R4 High Density Residential zone. The intention of this amendment is to enable waterfront activation by permitting restaurants and cafes to operate on the ground floor of buildings along the Parramatta River frontage.
3. Amend the zone in the **Land Zoning Map** (Sheet LZN\_018) from IN1 General Industrial to part R4 High Density Residential and part RE1 Public Recreation. Refer Figure 12 in Part 4 of this planning proposal.
4. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB\_018) from 12 metres to a combination of heights from 25 metres, 31 metres, 34 metres, 68 metres and 77 metres which equates to approximately 6, 8, 20 and 22 storeys respectively. Refer Figure 13 in Part 4 of this planning proposal which shows the maximum proposed height across the sites of 77m.
5. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR\_018) from 1:1 to 2.74:1 on the East site and 2.46:1 on the West site. Refer Figure 14 in Part 4 of this planning proposal.

### Notes

The proposed changes to the planning controls on these sites are generally consistent with those identified in Council's adopted Southern Structure Plan.

6. Amend the **Additional Local Provisions Map** (Sheet ALP\_018) to include the subject sites to represent the design excellence and minimum non-residential floor space provisions.
7. Amend the **Land Reservation Acquisitions Map** (Sheet LRA\_018) to reflect areas of open space to be dedicated to Council.

Further, Council resolved at its meeting of 12 August 2019 to stage the delivery of dwellings subject to traffic and transport infrastructure being in place to serve the incoming population as identified in the TMAP that has been prepared for the precinct. In particular, Council endorsed the following

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implementation plans that should be incorporated into the LEP amendment for the purposes of achieving the following outcome:

- (a) *Implementation Plan A – Provides up to 11,000 dwellings over the north and south precincts subject to identified road and traffic works, the bridge to Wentworth Point with light rail or equivalent bus service and Sydney West Metro being delivered. Implementation Plan A will facilitate an FSR 1.85:1 for the northern part of the precinct with and an appropriate development potential in the southern precinct.*
- (b) *Implementation Plan B – Should there be no State Government commitment towards Sydney West Metro, the bridge to Wentworth Point and associated light rail or bus service then only 6,700 dwellings can be accommodated within the precinct. Accordingly, a 40% reduction in yield will be applied to the development in Melrose Park to ensure both north and south precincts are treated equitably.*

Council will seek to include provisions in the PLEP 2011 to ensure the level of density in the precinct does not exceed the available infrastructure.

## 1.1. Other relevant matters

### 1.1.1. Voluntary Planning Agreement

The applicant has indicated a willingness to contribute towards infrastructure provision within the precinct, including affordable rental housing. A letter of offer with a contribution of \$37,246,825 towards the delivery of local infrastructure and community benefits has been submitted. A draft Planning Agreement and accompanying Infrastructure Services Delivery Plan (ISDP) have been prepared and for the purposes of exhibition. The ISDP is a supporting document and has been provided to the public to view as part of the exhibition; however, it is not open for feedback.

A Planning Agreement between the proponent and the State Government will be required to ensure an appropriate contribution towards the delivery of the required State infrastructure is provided.

### 1.1.2. Draft DCP

A site-specific Development Control Plan (DCP) is proposed to be prepared for the southern precinct of Melrose Park after submission of this Planning Proposal for Gateway determination. The DCP will include provision relating to, but not limited to, the following:

- Site levels
- Street and block layout
- Relationship of building to the street and block pattern
- Building typologies
- Desired future character
- Public domain, open space and landscaping
- Site access, circulation and connectivity
- Transport and parking
- Environmental sustainability
- Storm water management
- Solar access
- Transition areas to surrounding development



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## PART 3 – JUSTIFICATION

This part describes the reasons for the proposed outcomes and development standards in the planning proposal.

### 3.1 Section A - Need for the planning proposal

This section establishes the need for a planning proposal in achieving the key outcome and objectives. The set questions address the strategic origins of the proposal and whether amending the LEP is the best mechanism to achieve the aims on the proposal.

#### 3.1.1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

##### Parramatta Employment Lands Strategy (ELS)

The ELS was adopted by Council in July 2016 and provides recommendations for the future direction of all "employment lands" within the Parramatta LGA. Employment lands include those with a land use zone of either IN1 – General Industrial, IN2 – Light Industrial, IN3 – Heavy Industrial, B5 Business Development and B6 – Enterprise Corridor.

Within the Strategy, employment lands are separated into precincts, each with their own recommendations. Melrose Park is Precinct 11 within the ELS and has previously accommodated a large concentration of large-scale pharmaceutical manufacturing companies and warehousing / distribution centres. However, this precinct is undergoing change and the restructuring of this industry has affected the viability of the precinct to continue operating for the purposes of industrial uses.

In addition to providing recommendation for each precinct, the ELS identifies a number of key actions that are aimed at ensuring employment generating uses are retained within the precinct and incorporated into future redevelopments. The two actions in relation to the planning proposal are:

- A3 – Rezoning to zones that facilitate higher employment densities
- A11 – Proposed rezoning must be supported by an Economic Impact Study

Over the past 10-15 years, the following remnant industrial lands have transformed into waterside communities:

- Former AGL Gasworks at Breakfast Point
- Former Union Carbide Site and Allied Feeds Site at Rhodes
- Former industrial and reclaimed lands at Wentworth Point
- Former industrial and employment lands at Shepherds Bay, Meadowbank
- Ermington Naval Stores
- The City of Parramatta Council Depot Site, Parramatta

In addition, the following current industrial / employment Sites have been identified for future urban renewal by the State Government:

- Former industrial lands at Camellia
- Cumberland Hospital, North Parramatta

It is acknowledged that the current employment and industrial lands at Camellia, Rydalmere and Silverwater are strategically important employment precincts due to their size and location to key transport corridors. The Camellia Precinct has been targeted for urban renewal and is currently

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under investigation by the State Government in collaboration with The City of Parramatta Council and major landowners. This precinct is expected to retain significant employment land and likely to retain large areas for general industrial uses to meet demand in the sub-region.

A requirement of the ELS is that any new development in the precinct must provide the equivalent number of jobs that could be achieved under the current zoning (2,456). Under the Proposal, it is estimated that the new land uses will provide approximately 160 jobs in the southern part of the site, which equates to approximately 6% of the overall job number target for the precinct. The above figures appear low in comparison to the 1,538 – 1,932 (65% to 75%) jobs proposed to be provided in the northern precinct. However, given the northern precinct is a significant portion of the overall precinct, it is expected that more jobs would need to be provided as part of the northern redevelopment than the southern redevelopment. In addition, the employment generating uses proposed in the southern precinct are intended to provide a supporting role to that provided in the northern precinct and Council officers consider this reasonable given the major town centre for the precinct is located in the northern precinct and therefore the retail/commercial uses in the south should not be in competition with the north. It is also acknowledged that it may not be practicable for the total 2,546 job number requirement identified in the ELS to be matched. Instead, it is considered that the key requirement is for the precinct to be able to adequately service the needs of the incoming population and reduce the requirement for residents to travel outside the precinct for retail/commercial purposes and therefore a lower job number provision is considered acceptable.

#### Local Strategic Planning Statement (LSPS)

Council's adopted Local Strategic Planning Statement (LSPS) provides strategic direction on how the City of Parramatta is planning for the next 20 years and draws together the needs and aspirations of the community and identifies priorities for jobs, home and infrastructure. The LSPS contains actions and priorities to help Parramatta achieve the vision of the State Government's Greater Sydney Region Plan and Central City District Plan and highlights its important role as the Central River City. In addition to being identified as a Growth Precinct in the LHS, the LSPS identifies it as a proposed Local Centre and one which could provide for over 2,000 jobs once fully redeveloped. The LSPS also identifies the need for improved public transport and demonstrates its importance through Planning Priority 3 which relates Council's policy directions on improving connectivity to the Parramatta CBD and surrounding district through staging of development in alignment with delivery of PLR Stage 2 (or equivalent) and Sydney Metro West. As Melrose Park is identified as a Growth Precinct and the Proposal will help deliver the housing and infrastructure needed, it aligns with the vision of the LSPS. This consistency is highlighted in **Table 2**.

Table 2. Consistency with LSPS

Priority/Direction/Action	Response
<b>Planning Priority 2</b> Policy Direction P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure.  Action A4 Continue to work with the State government to bring forward the Parramatta Light Rail Stage 2 delivery to service the Carter Street, Camellia, Melrose Park and Parramatta East precincts.	Consistent. This Planning Proposal applies to approximately 49% of the southern precinct and is consistent with the Southern Structure Plan adopted by Council in December 2019. Infrastructure will be provided in accordance with the requirements of Council and the State government and is proposed to be funded via a variety of mechanisms such as developer contributions and planning agreements.

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<b>Planning Priority 3</b> Policy Direction P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure.	Consistent. This Planning Proposal will enable the planning controls on two sites within the southern precinct to be amended to facilitate non-industrial redevelopment. The precinct is identified in Council's LSPS as a 'Growth Precinct'.
A5 Continue to implement the first stages of rezoning and potential Planning Proposals within the Growth Precincts at Parramatta East (excluding WSU site) and Melrose Park (up to 6,700 dwellings).	As part of the planning of the northern precinct, implementation options to release density equitably throughout the entire Melrose Park precinct are proposed which are based on the delivery of identified transport infrastructure.
<b>Planning Priority 5</b> Policy Direction P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure.	Consistent. The Planning Proposal enables a staged approach to the rezoning of the southern precinct. As outlined above, density will be equitably distributed across the entire precinct as the transport infrastructure is delivered.

### Local Housing Strategy (LHS)

The Planning Proposal is consistent with the City of Parramatta Local Housing Strategy (LHS), which provides direction at the local level about when and where future housing growth will occur and how it aligns with the broader NSW-government strategic planning framework. The LHS identifies Melrose Park as a Growth Precinct and forecasts that approximately 6,330 new dwellings will occupy the precinct by 2036. The LHS also highlights the importance of ensuring that infrastructure delivery is aligned with housing growth and that growth precincts need to be aligned and effectively sequenced with State-driven transport delivery and to ensure targeted local infrastructure programs. The Proposal is consistent with this approach in that it is located within the announced Parramatta Light Rail (PLR) Stage 2 corridor and the TMAP for the precinct includes a staging plan for the delivery of the necessary road upgrades and public transport to support the future population of the precinct.

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

This Planning Proposal is considered the best means of achieving the desired outcomes for the precinct as envisaged in Council's LSPS and LHS. Redevelopment of the precinct for non-industrial uses cannot occur without a Planning Proposal to amend the applicable planning controls within PLEP 2011.

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

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the NSW Government's Plan for Growing Sydney and subregional strategy, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

#### 3.2.1. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?



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### A Metropolis of Three Cities

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

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

### Infrastructure and Collaboration

An assessment of the planning proposal's consistency with the GSRP's relevant Infrastructure and Collaboration objectives is provided in Table 3a, below.

**Table 3a** – Consistency of planning proposal with relevant GSRP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Relevant Objective	Comment
<b>A city supported by infrastructure</b>	<b>O1:</b> Infrastructure supports the three cities	The proposed development will promote urban renewal and the use of alternative modes of transportation, including walking, cycling and the use of the proposed Parramatta Light Rail, which runs through the precinct and the proposed metro station at Sydney Olympic Park, which will be accessible via the proposed new public/active transport bridge over the Parramatta River.  The applicant intends to contribute towards the delivery of required State infrastructure and discussions with relevant State agencies will occur to confirm an appropriate contribution.
	<b>O2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact	
	<b>O3:</b> Infrastructure adapts to meet future need	
	<b>O4:</b> Infrastructure use is optimised	

### Liveability

An assessment of the planning proposal's consistency with the GSRP's relevant Liveability objectives is provided in Table 3b, below.

**Table 3b** – Consistency of planning proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
<b>A city for people</b>	<b>O6:</b> Services and infrastructure meet	The Planning Proposal aligns with this Direction by

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	communities' changing needs	<p>providing:</p> <ul style="list-style-type: none"> <li>• Small scale retail/commercial floor space to meet the local needs of the community and provide a supporting role to the major town centre proposed in the northern precinct</li> <li>• Community facilities</li> <li>• Open space/parks</li> <li>• Active transport provision</li> <li>• Dedication of land for open space.</li> </ul> <p>The proposal aims to address not only the infrastructure demands arising from the proposal but also provide a vibrant place for a diverse range of people to live, work, and play.</p>
	<b>O7:</b> Communities are healthy, resilient and socially connected	
	<b>O8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods	
	<b>O9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation	
<b>Housing the city</b>	<b>O10:</b> Greater housing supply	<p>The Planning Proposal aligns with this Direction as it will</p> <ul style="list-style-type: none"> <li>• deliver approximately 1,925 new dwellings and provide mix of high density housing (1/2/3 bedders).</li> <li>• Satisfies the criteria for 'urban renewal' given the strategic direction set out in Council's Employment Lands Strategy, its location along a regional transport link with connections to walking and cycling routes.</li> </ul>
	<b>O11:</b> Housing is more diverse and affordable	
<b>A city of great places</b>	<b>O12:</b> Great places that bring people together	<p>The Planning Proposal aligns with this Direction by:</p> <ul style="list-style-type: none"> <li>• increasing provision of open space</li> <li>• providing new non-residential floor space and contribution towards community facilities</li> </ul>

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		<ul style="list-style-type: none"> <li>providing a mix of land uses and activities that provide opportunities for social connection within the public domain and open space.</li> </ul>
	<b>O13:</b> Environmental heritage is identified, conserved and enhanced	The sites subject to the Planning Proposal is adjacent to an item of local heritage significant, being item I1 Ermington Bat Wetland. Appropriate measures will be taken to ensure that the significance of this vegetation is not negatively impacted as a result of the redevelopment.

### Productivity

An assessment of the planning proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 3c, below.

**Table 3c –** Consistency of planning proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
<b>A well connected city</b>	<b>O14:</b> The plan integrates land use and transport creates walkable and 30-minute cities	The Planning Proposal aligns with this Direction as follows: <ul style="list-style-type: none"> <li>the site is within walking distance of the Victoria Road transport corridor and can be integrated with the Parramatta Light Rail Stage 2 Corridor (if it proceeds)</li> <li>the site connects into existing and provides additional cycleway and pedestrian pathways</li> <li>contributes to the outcome of population within 30minute public transport access to the metropolitan cluster of Parramatta</li> </ul>
	<b>O15:</b> The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	

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<b>Jobs and skills for the city</b>	<b>O19:</b> Greater Parramatta is stronger and better connected	<p>The Planning Proposal aligns with this Direction as follows:</p> <ul style="list-style-type: none"> <li>it provides for an appropriate renewal of existing industrial and urban services land that are currently undergoing transition by providing commercial and retail employment opportunities to support the Town Centre in the northern precinct.</li> <li>it provides for a new centre for people to live and work</li> <li>it supports the continued economic development and diversity of Greater Parramatta</li> </ul>
	<b>O21:</b> Internationally competitive health, education, research and innovation precincts	
	<b>O22:</b> Investment and business activity in centres	
	<b>O23:</b> Industrial and urban services land is planned, retained and managed	
	<b>O24:</b> Economic sectors are targeted for success	

### Sustainability

An assessment of the planning proposal's consistency with the GSRP's relevant Sustainability objectives is provided in Table 3d, below.

**Table 3d – Consistency of planning proposal with relevant GSRP Actions – Sustainability**

Sustainability Direction	Relevant Objective	Comment
<b>A city in its landscape</b>	<b>O25:</b> The coast and waterways are protected and healthier	<p>The Planning Proposal aligns with this Direction as it provides for significant areas of new open space, landscaping and provision of urban vegetation including street tree planting.</p>
	<b>O27:</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced	
	<b>O28:</b> Scenic and cultural landscapes are protected	
	<b>O29:</b> Environmental, social and economic values in rural areas are protected and enhanced	
	<b>O30:</b> Urban tree canopy cover is increased	



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	<b>O31:</b> Public open space is accessible, protected and enhanced	
	<b>O32:</b> The Green grid links Parks, open spaces, bushland and walking and cycling paths	
<b>An efficient city</b>	<b>O33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	<p>The Planning Proposal aligns with this Direction as follows:</p> <ul style="list-style-type: none"> <li>the site is in close proximity to major transport corridors (Victoria Road and proposed Gateway Bridge and is supported by a TMAP which includes measures to reduce high dependence on private vehicle travel</li> <li>ESD to reduce waste and energy usage will be incorporated at detailed design at later stages.</li> </ul>
	<b>O34:</b> Energy and water flows are captured, used and re-used	
	<b>O35:</b> More waste is re-used and recycled to support the development of a circular economy	
<b>A resilient city</b>	<b>O36:</b> People and places adapt to climate change and future shocks and stresses	<p>The Planning Proposal aligns with this Direction as redevelopment of the site can be designed to adapt to the impacts of urban and natural hazards. Appropriate deep soil provision is provided within the proposed parks and as part of the footway which are also to be planted seeks to address urban heat issues. This will be set out and provided for as part of a future Site Specific DCP.</p>
	<b>O37:</b> Exposure to natural and urban hazards is reduced	
	<b>O38:</b> Heatwaves and extreme heat are managed	

**Implementation**

An assessment of the planning proposal's consistency with the GSRP's relevant Implementation objectives is provided in Table 3d, below.

**Table 3d** – Consistency of planning proposal with relevant GSRP Actions – Implementation

Implementation Direction	Relevant Objective	Comment
<b>Implementation</b>	<b>O39:</b> A collaborative approach to city planning	Discussions are ongoing with the applicant regarding the delivery of infrastructure. This will continue to be carried out between the applicant and relevant State Agencies to

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		confirm provision of this infrastructure through State and Local Infrastructure VPAs to ensure that Masterplan for the site can be realised and more importantly creates a vibrant place for future residents to live/ work and play.
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### Central City District Plan

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

Taking its lead from the GSRP, the *Central City District Plan* (“CCDP”) is also structured under four themes relating to Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are Planning Priorities that are each supported by corresponding Actions. Those Planning Priorities and Actions relevant to this planning proposal are discussed below.

### Infrastructure and Collaboration

An assessment of the planning proposal's consistency with the CCDP's relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 4a, below.

**Table 4a** – Consistency of planning proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
<b>A city supported by infrastructure</b> <b>O1:</b> Infrastructure supports the three cities <b>O2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact <b>O3:</b> Infrastructure adapts to meet future need <b>O4:</b> Infrastructure use is optimised	<b>PP C1: Planning for a city supported by infrastructure</b> <ul style="list-style-type: none"> <li><b>A1:</b> Prioritise infrastructure investments to support the vision of <i>A metropolis</i></li> <li><b>A2:</b> Sequence growth across the three cities to promote north-south and east-west connections</li> <li><b>A3:</b> Align forecast growth with infrastructure</li> <li><b>A4:</b> Sequence infrastructure provision using a place-based approach</li> <li><b>A5:</b> Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans</li> <li><b>A6:</b> Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities</li> </ul>	<p>The Planning Proposal provides the following contributions towards infrastructure:</p> <ul style="list-style-type: none"> <li>New roads and intersections; and</li> <li>Public open space.</li> </ul> <p>Discussions are ongoing between the applicant and Council regarding a future planning agreement to deliver the necessary infrastructure in the precinct.</p>

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<p><b>O5:</b> Benefits of growth realized by collaboration of governments, community and business</p>	<p><b>PP C2:</b> Working through collaboration</p> <ul style="list-style-type: none"> <li>• <b>A7:</b> Identify prioritise and delivery collaboration areas</li> </ul>	<p>The Planning Proposal is a result of many years work in collaboration with Council and State Agencies, resulting in an adopted structure plan for the southern precinct and TMAP for the broader Melrose Park Precinct.</p> <p>The applicant and Council will work collaboratively with Council, TfNSW, RMS and other State agencies, community and other stakeholders as required.</p>
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### Liveability

An assessment of the planning proposal's consistency with the CCDP's relevant Liveability Priorities and Actions is provided in Table 4b, below.

**Table 4b –** Consistency of planning proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
<p><b>A city for people</b></p> <p><b>O6:</b> Services and infrastructure meet communities' changing needs</p>	<p><b>PP C3: Provide services and social infrastructure to meet people's changing needs</b></p> <ul style="list-style-type: none"> <li>• <b>A8:</b> Deliver social infrastructure that reflects the need of the community now and in the future</li> <li>• <b>A9:</b> Optimise the use of available public land for social infrastructure</li> </ul>	<p>The Planning Proposal proposes to provide the following social infrastructure to meet the changing needs of future residents:</p> <ul style="list-style-type: none"> <li>• Provision and embellishment of new public open space</li> <li>• Provision and contribution towards community facilities</li> </ul> <p>These items will be formalised as part of future VPA negotiations with the development.</p>
<p><b>O7:</b> Communities are healthy, resilient and socially connected</p> <p><b>O8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p><b>O9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p><b>PP C4: Working through collaboration</b></p> <ul style="list-style-type: none"> <li>• <b>A10:</b> Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d).</li> <li>• <b>A11:</b> Incorporate cultural and linguistic diversity in strategic planning and engagement.</li> <li>• <b>A12:</b> Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.</li> <li>• <b>A13:</b> Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Council's.</li> <li>• <b>A14:</b> Facilitate opportunities for creative and artistic expression and participation, wherever</li> </ul>	<p>Council will continue discussions with the applicant and relevant State Agencies to confirm provision of this infrastructure through State and Local Infrastructure VPAs.</p>

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	feasible with a minimum regulatory burden including (a-c). • <b>A15:</b> Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places	
<b>Housing the city</b> <b>O10:</b> Greater housing supply <b>O11:</b> Housing is more diverse and affordable	<b>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</b> • <b>A16:</b> Prepare local or district housing strategies that address housing targets [abridged version] • <b>A17:</b> Prepare Affordable Rental housing Target Schemes	The Planning Proposal will deliver approximately 1,925 dwellings with a dwelling mix as specified in the current Parramatta DCP 2011 to facilitate an appropriate mix of 1/2/3 bedroom units.  Currently there is no provision of affordable housing in the planning proposal, however Council will continue discussions with the applicant to ensure the required number of dwellings is provided.
<b>A city of great places</b> <b>O12:</b> Great places that bring people together <b>O13:</b> Environmental heritage is identified, conserved and enhanced	<b>PP C6: Creating and renewing great places and local centres, and respecting the District's heritage</b> • <b>A18:</b> Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e) • <b>A19:</b> Identify, conserve and enhance environmental heritage by (a-c) • <b>A20:</b> Use place-based planning to support the role of centres as a focus for connected neighbourhoods • <b>A21:</b> In Collaboration Areas, Planned Precincts and planning for centres (a-d) • <b>A22:</b> Use flexible and innovative approaches to revitalise high streets in decline.	The Planning Proposal aligns with this Direction by: <ul style="list-style-type: none"><li>• increasing provision of open space</li><li>• providing non-residential floor space to support the proposed new Town Centre in the northern precinct and contribution towards community facilities</li><li>• providing a mix of land uses and activities that provide opportunities for social connection within the public domain and open space.</li></ul> The Planning Proposal is just one part of the planning mechanism to facilitate the above outcomes, further detail will need to be developed as part of the SSDCP supplement the LEP amendment.

### Productivity

An assessment of the planning proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4c, below.

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**Table 4c** – Consistency of planning proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
<b>A well-connected city</b> <b>O19:</b> Greater Parramatta is stronger and better connected	<b>PP C7: Growing a stronger and more competitive Greater Parramatta</b> <ul style="list-style-type: none"> <li>• <b>A23:</b> Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged]</li> <li>• <b>A24:</b> Revitalise Hawkesbury Road so that it becomes the civic, transport, commercial and community heart of Westmead</li> <li>• <b>A25:</b> Support the emergency services transport, including helicopter access</li> <li>• <b>A26:</b> Prioritise infrastructure investment [abridged]</li> <li>• <b>A27:</b> Manage car parking and identify smart traffic management strategies</li> <li>• <b>A28:</b> Investigate opportunities for renewal of Westmead East as a mixed use precinct</li> </ul>	<p>The Planning Proposal is considered to be representative of the District Plans' goal of transitioning from industrial to a mixed use urban renewal precinct.</p> <p>The redevelopment of the site will provide housing opportunities for a residential population within 30 minutes of the Parramatta CBD.</p>
<b>Jobs and skills for the city</b> <b>O15:</b> The Eastern, GOP and Western Economic Corridors are better connected and more competitive	<b>PP C8: Delivering a more connected and competitive GOP Economic Corridor</b> <ul style="list-style-type: none"> <li>• <b>A28:</b> Investigate opportunities for renewal of Westmead East as a mixed use precinct PPC8</li> <li>• <b>A29:</b> Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GOP Economic Corridor</li> <li>• <b>A30:</b> Prioritise transport investments that enhance access to the GOP between centres within GOP</li> </ul>	<p>The site is close to the GOP Economic Corridor.</p> <p>The proposal is considered to improve connections to and the competitiveness of the corridor. A new transport bridge to Sydney Olympic Park is also proposed to ensure well connected places.</p>
<b>O14:</b> The plan integrates land use and transport creates walkable and 30 minute cities	<b>PP C9: Delivering integrated land use and transport planning and a 30-minute city</b> <ul style="list-style-type: none"> <li>• <b>A32:</b> Integrate land use and transport plans to deliver a 30-minute city</li> <li>• <b>A33:</b> Investigate, plan and protect future transport and infrastructure corridors</li> <li>• <b>A34:</b> Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network</li> <li>• <b>A35:</b> Optimise the efficiency and effectiveness of the freight handling and logistics network by (a-d)</li> </ul>	<p>The Planning Proposal:</p> <ul style="list-style-type: none"> <li>• Supports the 30 minute city as detailed in the TMAP</li> <li>• Improves access to local jobs</li> <li>• Provides walking and cycling connections.</li> </ul>



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	<ul style="list-style-type: none"> <li>• <b>A36:</b> Protect transport corridors as appropriate, including the Western Sydney Freight Line, North South train link from Schofields to WS Airport as well as Outer Sydney Orbital and Bells Line of Road-Castlereagh connections</li> </ul>	
<b>O23:</b> Industrial and urban services land is planned, retained and managed	<p><b>PP C10: Growing investment, business opportunities and jobs in strategic centres</b></p> <ul style="list-style-type: none"> <li>• <b>A37:</b> Provide access to jobs, goods and services in centres [abridged]</li> <li>• <b>A38:</b> Create new centres in accordance with the principles for Greater Sydney's centres</li> <li>• <b>A39:</b> Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace</li> </ul>	This Planning Proposal is consistent with the direction of Council's ELS, LSPS and LHS which identify this precinct as a growth area and suitable for redevelopment for non-industrial uses. This precinct is no longer considered suitable for industrial uses given the changing nature of the pharmaceutical manufacturing industry and relatively poor access to major arterial roads.
<b>O23:</b> Industrial and urban services land is planned, retained and managed	<p><b>PP C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land</b></p> <ul style="list-style-type: none"> <li>• <b>A49:</b> Review and manage industrial and urban service land, in line with the principles for managing industrial and urban services land, in the identified local government area</li> <li>• <b>A51:</b> Facilitate the contemporary adaption of industrial and warehouse buildings through increased floor to ceiling heights</li> <li>• <b>A52:</b> Manage the interfaces of industrial areas, trade gateways and intermodal facilities by land use activities (a-e) and transport operations (f-g) [abridged]</li> </ul>	
<b>O24:</b> Economic sectors are targeted for success	<p><b>PP C12: Supporting growth of targeted industry sectors</b></p> <ul style="list-style-type: none"> <li>• <b>A53:</b> Facilitate health and education precincts by (a-d) [abridged]</li> <li>• <b>A54:</b> Provide a regulatory environment that enables economic opportunities created by changing technologies</li> <li>• <b>A55:</b> Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers</li> <li>• <b>A56:</b> Protect and support agricultural production and mineral resources by preventing inappropriate dispersed urban activities</li> </ul>	

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	<ul style="list-style-type: none"> <li>• <b>A57:</b> Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experience and ensure connections to transport at key tourist attractions</li> <li>• <b>A58:</b> Consider opportunities to enhance the tourist and visitor economy in the district, including a coordinated approach to tourism activities, events and accommodation</li> <li>• <b>A59:</b> When preparing plans for tourism and visitation consider (a-g) [abridged]</li> </ul>	
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### Sustainability

An assessment of the planning proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4d, below.

**Table 4d –** Consistency of planning proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
<b>A city in its landscape</b> <b>O25:</b> The coast and waterways are protected and healthier	<b>PP C13: Protecting and improving the health and enjoyment of the District's Waterways</b> <ul style="list-style-type: none"> <li>• <b>A60:</b> Protect environmentally sensitive areas of waterways</li> <li>• <b>A61:</b> Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water based transport</li> <li>• <b>A62:</b> Improve the health of catchments and waterways through a risk based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes</li> <li>• <b>A63:</b> Work towards reinstating more natural conditions in highly modified urban waterways</li> </ul>	Not applicable
<b>O26:</b> The coast and waterways are protected and healthier	<b>PP C14: Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element</b> <ul style="list-style-type: none"> <li>• <b>A64:</b> Implement South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City</li> </ul>	



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<p><b>O27:</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p><b>O28:</b> Scenic and cultural landscapes are protected</p>	<p><b>PP C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</b></p> <ul style="list-style-type: none"> <li>• <b>A65:</b> Protect and enhance biodiversity by (a-c) [abridged]</li> <li>• <b>A66:</b> Identify and protect scenic and cultural landscapes</li> <li>• <b>A67:</b> Enhance and protect views of scenic and cultural landscapes from the public realm</li> </ul>	<p>The site has been used extensively for employment purposes historically, is largely developed and does not contain areas of biodiversity that would warrant protection.</p>
<p><b>O30:</b> Urban tree canopy cover is increased</p> <p><b>O32:</b> The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>	<p><b>PP C16: Increasing urban tree canopy cover and delivering Green grid connections</b></p> <ul style="list-style-type: none"> <li>• <b>A68:</b> Expand urban tree canopy in the public realm</li> <li>• <b>A69:</b> progressively refine the detailed design and delivery of (a-c) [abridged]</li> <li>• <b>A70:</b> Create Greater Sydney green Grid connections to the Western Sydney Parklands</li> </ul>	<p>The Planning Proposal incorporates substantial tree planting across the site, improved public domain, increased setbacks and increased areas for street trees and more efficient use of open space.</p>
<p><b>O31:</b> Public open space is accessible, protected and enhanced</p>	<p><b>PP C17: Delivering high quality open space</b></p> <ul style="list-style-type: none"> <li>• <b>A71:</b> Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged]</li> </ul>	<p>New public open space areas are proposed as part of the planning proposal and will be zoned accordingly.</p>
<p><b>An efficient city</b></p> <p><b>O33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p><b>O34:</b> Energy and water flows are captured, used and re-used</p> <p><b>O35:</b> More waste is re-used and recycled to support the development of a circular economy</p>	<p><b>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently</b></p> <ul style="list-style-type: none"> <li>• <b>A75:</b> Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050</li> <li>• <b>A76:</b> Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency</li> <li>• <b>A77:</b> Protect existing and identify new locations for waste recycling and management</li> <li>• <b>A78:</b> Support innovative solutions to reduce the volume of waste and reduce waste transport requirements</li> <li>• <b>A79:</b> Encourage the preparation of low carbon, high efficiency strategies to reduce emissions,</li> </ul>	<p>It is considered that future development will be able to incorporate appropriate responses to these issues. ESD principles will be considered as part of a future site specific DCP as well as being important requirement for any design excellence competition scheme to be addressed.</p> <p>Further, future ground levels will be developed also as part of the SSDCP stage which will ensure appropriate conveyance of flood waters (including overland flooding) to identified detention or storage areas within the precinct.</p>

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	optimise the use of water, reduce waste and optimising car parking provisions where an increase in total floor in 100,000sqm	
<p><b>O36:</b> People and places adapt to climate change and future shocks and stresses</p> <p><b>O37:</b> Exposure to natural and urban hazards is reduced</p> <p><b>O38:</b> Heatwaves and extreme heat are managed</p>	<p><b>PP C20: Adapting to the impacts of urban and natural hazards and climate change</b></p> <ul style="list-style-type: none"> <li>• <b>A81:</b> Support initiatives that respond to the impacts of climate change</li> <li>• <b>A82:</b> Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards</li> <li>• <b>A83:</b> Mitigate the urban heat island effect and reduce the vulnerability to extreme heat</li> <li>• <b>A84:</b> Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley</li> <li>• <b>A85:</b> Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD</li> </ul>	

### 3.2.1. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

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

#### Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long term Community Strategic Plan for the City of Parramatta and it links to the long-term future of Sydney. The plan formalises several big and transformational ideas for the City and the region.

The planning proposal is considered to meet the strategies and key objectives identified in the plan including the creation of a new commercial and retail centre, improved public transport connections and services, new open space and infrastructure upgrades to support the incoming population.

#### Parramatta Employment Lands Strategy

Refer to Section 3.1.1 above

#### Parramatta Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) outlines that Melrose Park should be rezoned for mixed use (commercial/residential) development. It also outlines that there should not be any reduction in employment floor space.

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As outlined in the Economic Impact Assessment (Appendix 6), the site is not suitable for significant employment generating land uses, given its location along the waterfront and away from any arterial roads. Any additional employment generating land uses on the site, will also be inconsistent with the modelling undertaken as part of the TMAP process, and will impact the viability of the new local centre proposed within the North Precinct. There are further opportunities to provide additional employment uses, on other landholdings within the South Precinct, this however would be subject to separate PPs. Refer to Section 7.3.3 for further detail.

**Table 5** outlines consistency with the priorities, directions and actions of the LSPS.

Priority/Direction/Action	Response
Planning Priority 2 Policy Direction P4 Stage rezoning and Planning Proposals in Growth Precincts at Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure. Action A4 Continue work with the State government to bring forward the Parramatta Light Rail stage 2 delivery to service the Carter Street Precinct, Camellia, Melrose Park and Parramatta East.	Consistent. This PP enables approximately 50% of the South Precinct to be rezoned, consistent with Council's approved Structure Plan for the precinct. It is anticipated that infrastructure will be provided in accordance with the requirements of Council and other state agencies and will be funded via a several different mechanisms, including a developer contribution plan, to be prepared by Council.
Planning Priority 3 Policy Direction P4 Stage rezoning and Planning Proposals in newer Growth Precincts at Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure (Figure 21). Action A5 Continue to implement the first stages of rezoning and potential Planning Proposals within Growth Precincts at Parramatta East (excluding WSU site) and Melrose Park (up to 6,700 dwellings).	Consistent. This PP will enable 2 significant sites within the precinct to be rezoned. The precinct is identified in the LSPS as a "growth" and "residential" precinct. As part of the North PP, Council has included implementation options, to release density (equitably across both North and South precincts) based on the availability of transport infrastructure. A similar provision is proposed as part of this proposal.
Planning Priority 5 Policy Direction P4 Stage rezoning and Planning Proposals in newer Growth Precincts at Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure (Figure 21).	Consistent. The PP enables the staged rezoning of the South Precinct. As outlined in the priority above, density will be equitably released within both north and south precincts as transport infrastructure becomes available.

### Parramatta Local Housing Strategy

The Planning Proposal is consistent with the City of Parramatta Local Housing Strategy (LHS), which provides direction at the local level about when and where future housing growth will occur and how it aligns with the broader NSW-government strategic planning framework. The LHS identifies Melrose Park as a Growth Precinct and forecasts that approximately 6,330 new dwellings will occupy the precinct by 2036. The LHS also highlights the importance of ensuring that infrastructure delivery is aligned with housing growth and that growth precincts need to be aligned and effectively sequenced with State-driven transport delivery and to ensure targeted local infrastructure programs. The Proposal is consistent with this approach in that it is located within the announced Parramatta Light Rail (PLR) Stage 2 corridor and the TMAP for the precinct includes a staging plan for the delivery of the necessary road upgrades and public transport to support the future population of the precinct.

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### 3.2.2. Is the planning proposal consistent with the applicable State Environmental Planning Policies?

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 5 below).

**Table 6 –** Consistency of planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP 19 – Bushland in Urban Areas	✓	This SEPP applies to urban remnant bushland, seeking to appropriately protect and preserve bushland and habitat. The sites are not currently zoned open space. Some vegetation outside the boundary of the site is of significance, however, will not be impacted upon by the proposed development.
SEPP 33 – Hazardous and Offensive Development	✓	The subject site is within proximity of a high pressure oil pipeline. Any relevant requirements regarding redevelopment close to the pipeline will be addressed at the development application stage.
SEPP No 55 Remediation of Land	✓	A Phase 1 preliminary contamination investigation report for the subject site has been prepared. Council is satisfied the site can be made suitable for residential purposes with a Phase 2 to be prepared at the DA stage.
SEPP 60 – Exempt and Complying Development	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	✓	Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of SEPP 65 and the Residential Flat Design Code was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP.

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SEPP (Affordable Rental Housing) 2009	N/A	The Planning Proposal is subject to Council's <i>Planning Agreements Policy</i> 2018, which requires 10% of the value uplift to be provided as affordable rental housing. While not provision of affordable rental housing is included in the Planning Proposal, this matter will be discussed further as part of future planning agreement negotiations.
SEPP (BASIX) 2004	N/A	Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future development of the site.
SEPP (Infrastructure) 2007	✓	<p><i>SEPP (Infrastructure) 2007</i> aims to facilitate the effective delivery of infrastructure across the State. This includes by identifying matters to be considered in the assessment of development adjacent to types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.</p> <p>Many of the provisions relate to development by the Crown and exempt development of certain development by on behalf of the Crown, which is not relevant to the Proposal.</p> <p>Clause 104 of Division 17 identifies the capacity or size of developments that should be referred to Roads and Maritime Services (RMS). Consultation has been undertaken with the RMS and Transport for NSW as part of the preparation of the Transport Management and Accessibility Plan (TMAP) and this will continue throughout the remainder of the Planning Proposal process, given the potential impacts (and opportunities) of the</p>



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		<p>development up on Victoria Road, and wider commitments for public transport enhancement associated with the Planning Proposal.</p> <p>Noise considerations to and from the proposed development can be addressed through the detailed design stage and would not be a determinative factor in rezoning the Site.</p>
SEPP (Coastal Management 2018)	✓	<p>The SEPP ensures future coastal development is appropriate to the coastal areas and for ongoing and improved public access and environmental protection.</p> <p>Under the SEPP the south portion of the site, including the Ermington Wetlands and adjoining area 100m landward of the mean high water mark, has been classified as a 'coastal environment area' and is subject to the SEPP. Development controls have been identified to minimise impacts on water quality, native vegetation and flora and fauna and their habitats.</p> <p>The Ermington Wetlands is classified as "coastal wetlands" in accordance with the SEPP. No development is proposed within this area and is therefore consistent with the SEPP.</p> <p>Parts of the precinct, which have been identified for development, have been identified as a "proximity area", "coastal environment area" and "coastal use" area.</p> <p>The SEPP outlines criteria to manage development within these areas, including minimising ecological, stormwater, heritage and visual impacts.</p> <p>Given the setback from the Ermington Wetlands and the minimal overshadowing associated, the proposed development is capable of being consistent with this SEPP, subject to further detail being provided at DA stage.</p>
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	✓	<p>The site is within the Sydney Harbour Catchment, as a result the Sydney Regional Environmental Plan (Sydney</p>

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		<p>Harbour Catchment) 2005 (SREP) and Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005 (DCP), is applicable to the subject site.</p> <p>In accordance with the SREP, part of the site comprises wetlands (refer to Figure 31) and in accordance with the DCP the part of the site comprises some saltmarsh vegetation.</p> <p>The proposed redevelopment includes a sufficient buffer from the Parramatta River and its wetlands, which will ensure this vegetation is appropriately protected, whilst encouraging greater public accessibility to the river.</p> <p>As outlined in Section 7.3, the Planning Proposal is accompanied by an Ecological Report, which indicates that the development is acceptable from an ecological perspective.</p> <p>The proposed public benefits associated with the redevelopment of the sites include improved foreshore access and connections, one of the key objectives of the SREP. A Heritage Assessment has been prepared (Appendix 3), which outlines that there are several heritage items listed under the SREP, in the vicinity of the site. Given the design of the concept plan, and buffers to heritage items, the proposed development is acceptable. Refer to Section 7.3.2 for further information.</p> <p>Further information will be provided a DA stage, demonstrating detailed compliance with the remaining provisions, associated with water quality and water treatment to improve runoff and better connections to and along the harbour foreshores.</p> <p>The DCP which accompanies the SREP, does outline that pressure to relocate industrial land uses along the Parramatta River should be minimised. This,</p>
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		however, is inconsistent with Council's adopted SP and other key State policies, such as the GPOP PIC, which acknowledges Melrose Park as being ideal for urban renewal.
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### 3.2.3. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)

In accordance with Clause 9.1 of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing planning proposals for new LEPs. The directions are listed under the following categories:

- Employment and resources
- Environment and heritage
- Housing, infrastructure and urban development
- Hazard and risk
- Housing, Infrastructure and Urban Development
- Local plan making

The following directions are considered relevant to the subject Planning Proposal.

**Table 7** – Consistency of planning proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
<b>1. Employment and Resources</b>		
Direction 1.1 – Business and Industrial Zones	<p>A response to the direction's objectives has been provided below.</p> <ul style="list-style-type: none"> <li>• <b>Encourage employment growth in suitable locations;</b></li> </ul> <p>Due to locational characteristics and tenant requirements, the subject site is not suitable to accommodate significant employment generating development. This is supported by trends of the site's current tenants, which is witnessing a large amount of the precinct's pharmaceutical industries withdrawing from the precinct. Allowing other uses on the site, will allow and support the viability of other industrial centres, which are located in more suitable and accessible locations.</p> <ul style="list-style-type: none"> <li>• <b>Protect employment land in business and industrial zones; and</b></li> </ul> <p>The proposed development is consistent with the Melrose Park South Structure Plan, which has been adopted by Council. It has also been prepared in accordance with the Council's Employment Lands Strategy, which acknowledge the site is in an ideal location for urban renewal. The proposed 1,000m<sup>2</sup> of non-residential floor space will provide for approximately 160 new jobs within the precinct.</p> <ul style="list-style-type: none"> <li>• <b>Support the viability of identified strategic centres.</b></li> </ul>	Yes

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	<p>This PP will allow residents to live in close proximity to existing and future employment. This will allow people to use public transport to access jobs without the need of travelling large distances. This will therefore support the function of and make other centres (such as Parramatta and Macquarie Park) within the vicinity more competitive.</p> <p>Refer to the Economic Impact Assessment (Appendix 7) for further detail.</p>	
Directions 1.2 – 1.5	Not applicable	N/A
<b>2. Environment and Heritage</b>		
Direction 2.2 – Coastal Management	<p>The Planning Proposal does not propose to rezone or increase development for intensive land uses on land within a “coastal wetland” or “littoral rainforest” as identified by State Environmental Planning Policy (SEPP) (Coastal Management) 2018.</p> <p>Under the SEPP, the southern portion of the site including the Ermington Wetlands and adjoining area landward of the mean high-water mark has been classified as a ‘coastal environment area’ and is subject to the SEPP. Development controls have been identified to minimise impacts on water quality, native vegetation and flora and fauna in their habitats and will be included in the draft site-specific DCP for the precinct.</p> <p>The Ermington Wetland is classified as a ‘coastal wetland’ under the SEPP. No development is proposed within this area.</p> <p>Part of the precinct where development is proposed to be located have been identified as a ‘proximity area’, ‘coastal environment area’ and ‘coastal use’. These areas do not prohibit development, rather the SEPP includes specific objectives to ensure any future development appropriately mitigates any impacts associated with ecology, stormwater, heritage and visual impacts whilst encouraging public access along the foreshore areas.</p> <p>The proposed development includes a substantial and increased setback along the Parramatta River and incorporates new public domain areas, including public parks which will provide expanded public access to the foreshore and help to improve ecological and stormwater conditions.</p> <p>A site-specific DCP is being prepared for the precinct and will be informed by the structure plan and include detailed controls for the built form to ensure any development minimises impacts associated with visual massing and solar access.</p> <p>The Planning Proposal is therefore considered to be consistent with this direction, with further</p>	Yes

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	information and detail to be provided at development application stage.	
Direction 2.3 – Heritage Conservation	<p>The site is not identified as a local heritage item or within a heritage conservation area within Schedule 5 of PLEP 2011.</p> <p>The site is however adjacent to the heritage listed Ermington Bay Wetlands (I1) which is an item of local significance.</p> <p>The Ermington Wharf, formerly known as the Pennant Hills Wharf is also in the vicinity of the site and is identified as a heritage item within SREP (Sydney Harbour Catchment) 2005 – Schedule 4.</p> <p>The Heritage Assessment (refer Appendix 3) prepared by Tropman and Tropman Architects for the site outlines that the wetland is a dominant element on the southern edge of the precinct. The Ermington Wharf provides a significant public connection with the wetland river and associated ferry service. The associated wharf ramp provides access for private boats to the river and is one of the few remaining facilities allowing public access west of Olympic Park.</p> <p>The assessment also outlines that, although the proposed future development will have some visual impact on views to/from the adjacent heritage listed item, it is considered that this is mitigated by the scale of the wetland and the proposed public open spaces along the foreshore, providing a buffer from the river to the development site.</p> <p>Further investigation to identify potential item of archaeological significance in the precinct will be undertaken at the DA stage to assess significance, particularly in relation to the Holdmark East site. Archaeological monitoring during excavation will be implemented for other parts of the sites identified as having archaeological importance. Notwithstanding, due to the existing industrial uses on the sites these sites are considered to be highly disturbed and the possibility of any remnants of archaeological significance remaining is very low.</p> <p>The impact of the proposed planning proposal on the heritage listed items is considered to be minimal and will not detract further from the overall significance of the items.</p>	Yes
Direction 2.6 – Remediation of Contaminated Land	<p>A Preliminary Site Investigation has been prepared by Senversa (refer Appendix 2) and concludes the following:</p> <p>The Holdmark West site has been subject to PSI and detailed site investigation, however, the current groundwater monitoring well network is limited. Additional monitoring wells are required to assess the identified potential sources of contamination. Analysis of soil or water for chemicals associate with pharmaceuticals such as</p>	Yes

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	<p>sertraline, diphenoin and praziquantel has not been undertaken on the site to date.</p> <p>The Holdmark East site and the general area have had a history of industrial type uses for approximately 60 years. Additionally, it is likely that all properties have been subject to uncontrolled filling for site levelling purposes, predominantly in the southern portions of each property and also the western portion of 30 Waratah Street. The contamination status of the Holdmark East properties is unknown and previous desktop assessments have identified a medium to high risk of contamination being present.</p> <p>On this basis, at DA stage, it is recommended that further assessment of all properties be carried out in line with the staged approach set out in SEPP 55 Remediation of Land, Contaminations Planning Guidelines and guidance under the Contamination Land Management Act 2997. THs should include but not be limited to:</p> <ul style="list-style-type: none"> <li>- A more extensive groundwater assessment of Holdmark West site.</li> <li>- A detailed site investigation of the entire Holdmark East site.</li> <li>- This should commence with the development of a sampling and analysis quality plan (SAQP) detailing the required data quality objectives of the further investigation.</li> </ul> <p>If required, a remediation action plan should be produced that determines how the site should be remediated to make it suitable for the proposed land uses.</p> <p>A Remediation Action Plan is in the process of being prepared by the applicant and will be provided when available.</p> <p>Subject to the above, it is considered that the land can be made suitable for the proposed land uses.</p>	
<b>3. Housing, Infrastructure and Urban Development</b>		
Direction 3.1 - Residential Zones	The Planning Proposal is consistent with this direction, in that it encourages a variety and choice of housing types to provide for existing and future housing needs, whilst providing for new infrastructure such as roads and open space. The Proposal demonstrates appropriate built form whilst minimising the impact of residential development on the environment.	Yes
Direction 3.4 - Integrating Land Use and Transport	The Planning Proposal is consistent with this direction, in that it will enable high density development in close proximity to existing and future jobs and services encouraging walking, cycling and use of public transport. This will be further enhanced with the construction of the proposed bridge over the Parramatta River, which will increase accessibility, in particular to the	Yes

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	proposed new metro station at Sydney Olympic Park.	
<b>4. Hazard and Risk</b>		
Direction 4.1 - Acid Sulfate Soils	The site is identified as Class 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2011. Acid sulfate soils are generally not found in Class 5 areas however this will be addressed further at the development application stage.	Yes
Direction 4.3 - Flood Prone Land	A Civil Engineering and Infrastructure Assessment Report has been prepared by Costin Roe (Appendix 8). As outlined in the report, the site will be clear of the PMF flood event extent. The defined the Flood Planning Levels (FPL) for the site based on the 1 in 100 year ARI storm flood level plus 500mm freeboard, allowing for the development to be sited above the 1 in 100 year ARI flood level.  Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls.	Yes
<b>6. Regional Planning</b>		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 6.2 – Reserving Land for Public Purposes	The Planning Proposal is consistent with the objectives of this Direction as it seeks to rezone existing private land to RE1 Public Recreation. These sites are proposed to be identified on the relevant Land Reservation Acquisition maps.	Yes
Direction 6.3 - Site Specific Provisions	The Planning Proposal seeks to introduce the following site-specific provisions by amending Part 6 – <i>Additional local provisions – generally</i> :  Insert Design Excellence provisions applicable to buildings 55m and above in height without the provision of bonuses.  A minimum of 1,000m <sup>2</sup> of non-residential floor space is to be provided within the site to serve the local retail and commercial needs of the incoming population.	Yes
<b>7. Metropolitan Planning</b>		
Direction 7.1 - Implementation of A Plan for Growing Sydney	The Proposal is consistent with the relevant Goals and direction in the Strategy.	Yes

### 3.3. Section C – Environmental, social and economic impact



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This section considers the potential environmental, social and economic impacts which may result from the Planning Proposal.

**3.3.1. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The Planning Proposal is accompanied by an Ecological Assessment prepared by Ecological Australia (Appendix 5).

The landward portion of the study area consists of scattered native and exotic landscape plantings with weedy patches. A continuous stand of Estuarine Mangrove Forest lines the northern bank of the Parramatta River to the south of the study area. This is known as the Ermington Bay Wetlands.

The Wetlands are of high ecological significance (refer to Figure 33 within Appendix 5), providing an important habitat for migratory species. Coastal Saltmarsh forms part of this wetland area and is listed as an endangered ecological community. *Wilsonia backhousei*, which is listed as vulnerable, is also found within Ermington Bay.

An ecological constraints analysis identified vegetated areas within the foreshore area (where no development is proposed) as being of medium to high ecological constraint. Outside the foreshore area, the study area is comprised of medium to low ecological constraint areas and will not result in a significant ecological impact if removal is required.

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Figure 2. Vegetation on the site (source: Ecological Australia)

Saltmarsh communities are extremely sensitive area to changes in microclimate. Based on shadow testing undertaken of the building envelopes, it is not anticipated that overshadowing to the existing salt marsh will occur between 9am and 3pm mid-winter, however this will be tested



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further as part of the development assessment process. Controls will also be included in the site-specific DCP to ensure overshadowing does not occur beyond acceptable limits.

#### 10.1.1. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The main potential environmental impacts to be examined in detail with any future development proposal for the site are:

- Built Form and Density Control
- Flooding
- Transport and Accessibility Assessment
- Economic Analysis
- Preliminary Geotechnical Investigation
- Contamination
- Pipeline infrastructure

#### Built Form

The indicative development scheme proposes building heights ranging from 25m (approximately 6 storeys), 31m-34m (approximately 8 storeys depending on the slope of the site) along the perimeter of the sites, with some tower elements of 68m (approximately 20 storeys) and 77m (approximately 22 storeys) in the centre of the sites. There are also heights of 4 storeys proposed on the perimeter of the West site which are mapped in the draft DCP. They are not represented on the LEP height map due to the upper height limit being mapped where there are multiple heights on one development block. of This transition in heights are considered to be acceptable as it will:

- allow greater internal building separation on each lot and therefore provide a more usable and liveable courtyard to be accommodated on each lot
- enable an appropriate building depth to be achieved
- enable appropriate deep soil areas on the sites for the planting of large canopy trees
- enable the provision of through-site pedestrian links
- provide the required view corridors from existing streets

The indicative built forms for the East and West sites are shown in **Figures 3 and 4** below. Indicative built form 3D aerial images are shown in **Figures 5-8**.

A summary of the current and proposed planning controls is provided in **Table 8** below.

	EAST SITE			WEST SITE
	112 Wharf Road	30 Waratah Street	32 Waratah Street	82 Hughes Avenue
<b>Current Zone</b>	IN1 General Industrial			
<b>Proposed Zone</b>	Part R4 High Density Residential, part RE1 Public Recreation	RE1 Public Recreation	Part R4 High Density Residential, part RE1 Public Recreation	Part R4 High Density Residential, part RE1 Public Recreation
<b>Current FSR</b>	1:1			1:1
<b>Proposed gross FSR</b>	1.66:1			1.79:1
<b>Proposed net FSR</b>	2.46:1			2.74:1
<b>Current height limit</b>	12m			12m

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<b>Proposed Height limit</b>	Range comprising of 6 storeys (25m), 8 storeys (31m & 34m) 20 storeys (68m) and 22 storeys (77m)	
<b>Potential dwelling yield per site</b>	835 units	1,090 units
<b>Total potential dwelling yield</b>	1,925	
<b>Non-residential floor space component</b>	500m <sup>2</sup>	500m <sup>2</sup>

### Density Control

#### *Implementation Plan B*

The TMAP includes an Implementation Plan A which provides up to 11,000 dwellings over the north and south precincts subject to identified road and traffic works, the bridge to Wentworth Point with light rail or equivalent bus service and Sydney West Metro being delivered. Implementation Plan A will facilitate an FSR 1.85:1 for the northern part of the precinct and 1.7:1 in the southern precinct. However, an Implementation Plan B is proposed to be included in the LEP to address the capacity of the precinct in the event that no commitment has been made by the State Government towards the bridge to Wentworth Point and associated light rail or bus service at the time of development applications being lodged in the precinct (noting that commitment has been made to the delivery of Sydney Metro West).

As a result, the dwelling number will be restricted to 6,700 as this is the upper limit that can be accommodated across the entire precinct without Sydney West Metro, the bridge to Wentworth Point and associated light rail or bus service being provided as identified in the TMAP. Accordingly, a 40% reduction in yield will be applied to development in Melrose Park to ensure both north and south precincts are treated equitably. Should a commitment to the bridge to Wentworth Point and associated light rail or bus service be made after this time then development to the full 11,000 dwellings can be achieved. Further discussion between Council officers and the DPIE is required regarding the best mechanism for the inclusion of this restriction in the PLEP, site specific DCP and VPA and further details will be reported to Council separately post-exhibition of the Planning Proposal.

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**Figure 3.** Indicative built form on the East site

The 17m buffer area along the Wharf Road boundary is intended to provide additional separation from the new development to the existing low-density residential development on the eastern side of Wharf Road within the Ryde LGA. This landscaped area will also provide a visual barrier between the proposed development and opposite development, with large canopy trees envisaged to be planted. This area is proposed to be zoned RE1 Public Recreation to ensure that no development can occur within this area and the visual and physical separation is maintained in perpetuity.

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Figure 4. Indicative built form on the West site



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**Figure 5.** Indicative built forms on the East and West sites from the south-east



**Figure 6.** Indicative built form on the East and West sites from the south-west



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Figure 7. Indicative built form on the East and West sites from the north-west



Figure 8. Indicative built forms on the East and West sites from the north-east

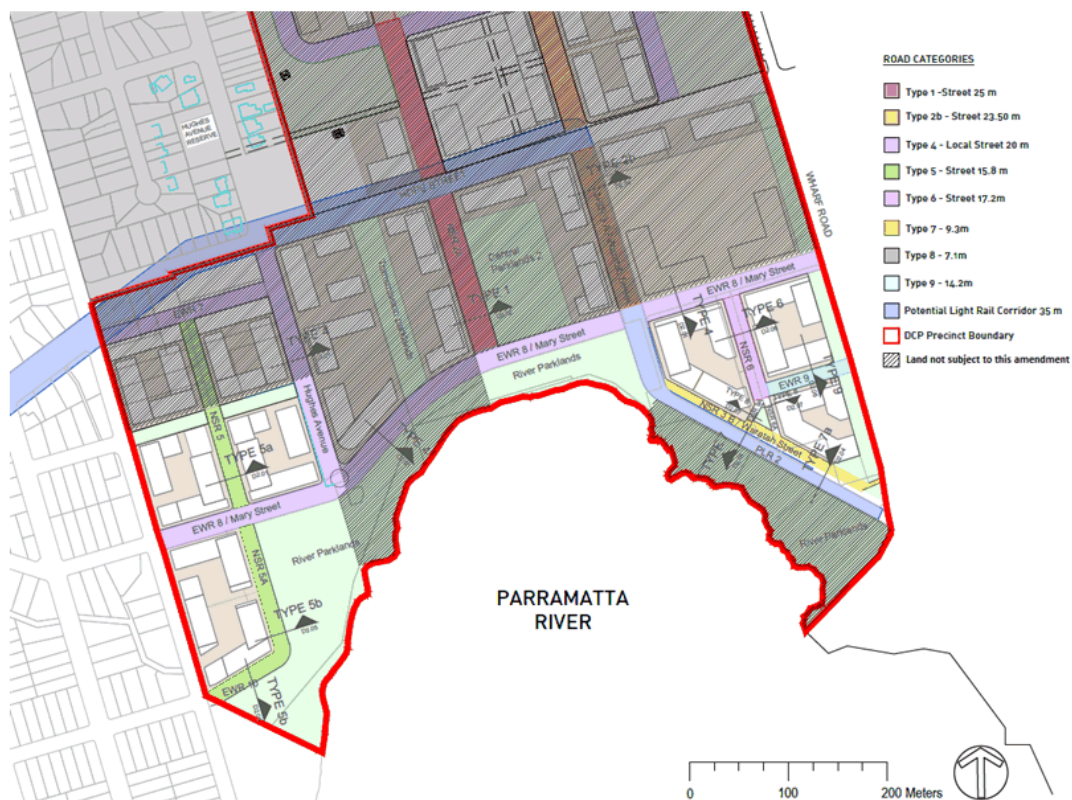


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## Traffic and Transport

Ason Group has prepared a Transport Assessment (**Appendix 1**), which examines the access, traffic and parking characteristics of the PP and the future operation of the road, public and active transport and parking environments. It is important to note that the Assessment has been prepared in accordance with the final Transport Management & Accessibility Plan 2018 (TMAP), prepared by Jacobs and endorsed by the NSW Transport Cluster. The TMAP makes a series of recommendations, infrastructure requirements and provides an implementation plan, which will all be implemented and has been considered in the preparation of the Transport Assessment. The trip generation proposed on the Holdmark sites will be significantly lower (approximately 20%) than forecast and modelled in the TMAP. This is a result of reduced yields across the Holdmark sites compared to those adopted in the TMAP.

The internal and adjacent road network provided in the Planning Proposal is essentially identical to that adopted in the TMAP model with **Figure 9** showing the proposed layout and hierarchy. Therefore, the general distribution of vehicle trips to and through the local road network should not be any different to that assigned in the TMAP model. Given that the TMAP determined that the trip generation of the Holdmark sites (and broader Melrose Park) could, further to the works and strategies identified in the TMAP Implementation Plan, be appropriately accommodated by the future road network, it is therefore inherently the case that the PP can be supported in consideration of traffic conditions.



**Figure 9.** Proposed road network

Parking across the Holdmark sites will be provided in accordance with the maximum parking rate recommendations detailed in the TMAP; while noting the parking may be provided at higher (average) rates in the short term, the maximum parking further to the completion of development will not exceed 1,534 parking spaces.



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Council officers do not support the parking rates proposed by the applicant. It is acknowledged that these rates are consistent with those included in the TMAP, however, these have not been endorsed by Council officers. This is due the significant difference between the short term and medium/long term rates identified in the TMAP which for the short term, specify 1 car space per studio, 1 bedroom and 2 bedroom units and 1.2 spaces for 3+ bedroom units. For medium-long term, it specifies 0 spaces for studio units, 0.3 spaces for 1 bedroom units, 0.7 spaces per 2 bedroom units and 1 space per 3+ bedroom units. The lack of clarity as to when the shift between these rates is triggered. As a result, it is recommended that the parking rates detailed in Parramatta DCP 2011 for residential flat buildings be used which is consistent with the parking rates being applied in the northern precinct. This matter will be addressed as part of the site-specific DCP for the southern precinct and does not prevent the Planning Proposal from progressing.

There is significant new infrastructure being proposed within the site and the surrounding area, including the Parramatta Light Rail (Stage 2), the public transport bridge across the Parramatta River and the new Sydney Metro West Line, connecting Parramatta to the CBD, with a stop at Sydney Olympic Park. This new infrastructure will improve the site's accessibility with the surrounding area.

The Transport Assessment recommends that full compliance is provided with the recommendations of the TMAP. The TMAP recommends certain infrastructure is provided to release the envisaged density. As outlined in **Figure 10** below, the release of density, up to 6,700 dwellings is reliant on certain upgrades to Victoria Road. The release of any further dwellings (Stage 2), is reliant on the construction of the new bridge across the Parramatta River.

Stage	Total Dwellings Supported
Existing Network	0 - 1,100
Stage 1A	1,100 - 1,800
Stage 1B	1,800 - 3,200
Stage 1C	3,200 - 6,700
Stage 2	> 6,700

**Figure 10.** Supported density at each stage on infrastructure delivery

### Contamination

Senversa has prepared a Preliminary Site Investigation (**Appendix 2**) and concludes the following:

- The Holdmark West property (GlaxoSmithKline (GSK)) has been subject to PSI and detailed site investigation (DSI); however, the current groundwater monitoring well network is limited. Additional monitoring wells are required to assess the identified potential sources of contamination. Analysis of soil or water for chemicals associated with pharmaceuticals such as sertraline, diphenoin and praziquantel has not been undertaken at the property to date.

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- The Holdmark East properties and the general area have had a history of industrial type uses for approximately 60 years. Additionally, it is likely that all properties have been subject to uncontrolled filling for site levelling purposes, predominantly in the southern portions of each property and also the western portion of 30 Waratah Street. The contamination status of the Holdmark East properties is unknown, and previous desktop assessments have identified a medium to high risk of contamination being present.

On the basis of the above conclusions, Senversa recommends that, at DA stage or prior to development, further assessment of all properties is carried out in line with the staged approach set out in SEPP 55–Remediation of Land, Contamination Planning Guidelines and guidance under the CLM Act 1997. This should include:

- A more extensive groundwater assessment at Holdmark West (GSK).
- A Detailed Site Investigation (DSI) at properties within Holdmark East (all three properties).
- This should commence with the development of a sampling and analysis quality plan (SAQP) detailing the required data quality objectives (DQO) of the further investigation.
- If required a remedial action plan (RAP) should be produced that determines how the site should be remediated to make it suitable for the proposed land uses.

This approach is supported by Council officers and subject to the above, the land can be made suitable for the proposed uses.

### Heritage

The sites are located adjacent to the Ermington Bay wetland which is identified as an item (I1) of local heritage significance in Schedule 5 of PLEP 2011. The sites are also within close proximity to two other locally listed heritage items, being the Bulla Cream Dairy at 64 Hughes Avenue (I64) and Ermington Wharf (I82). Refer to **Figure 11** for location of nearby heritage items

Further investigation to identify potential archaeological significance in the southern precinct will be undertaken as part of the development application process to assess the level of significance, particularly in relation to the East site. As a result, it is considered that the potential impacts on the adjacent heritage items as a result of the proposal will be minimal. Council's Heritage Adviser has reviewed the proposal and supporting Heritage Assessment and raises no concerns with the findings of the Heritage Assessment or Planning Proposal from a heritage perspective. Refer to the Heritage Impact Assessment at **Appendix 3** for further detail

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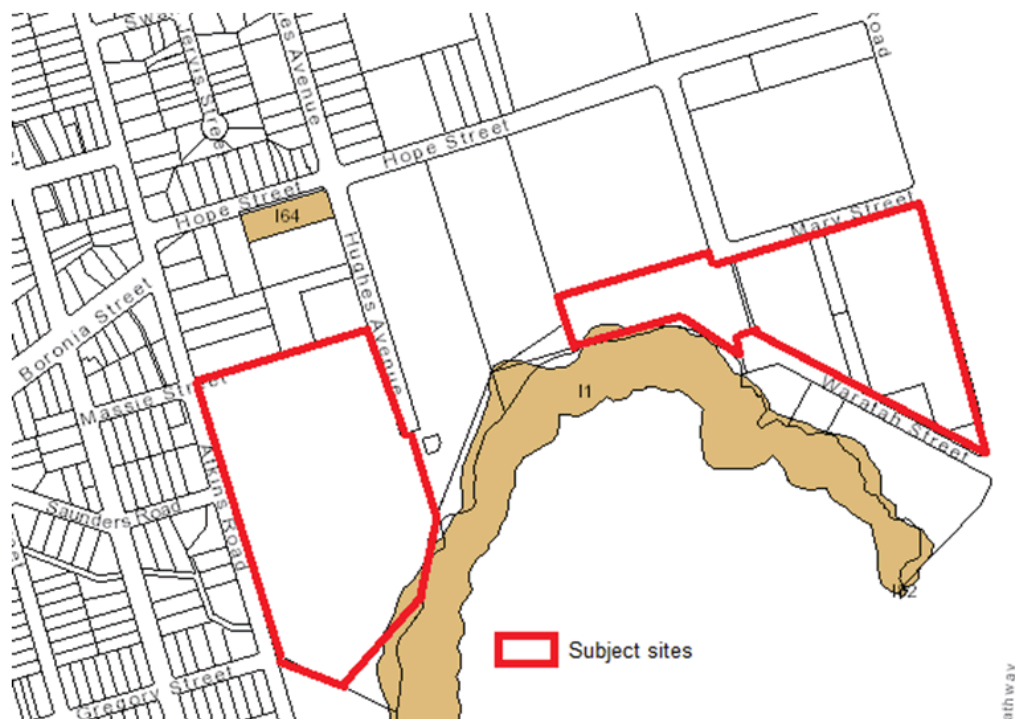


Figure 11. Heritage items

### Flooding

A Civil Engineering and Infrastructure Assessment Report has been prepared by Costin Roe (**Appendix 4**). A Flood Enquiry Application was made to Council. An estimate of the 1 in 100-year flood level of 1.5m has been made based on interpolating flood level contours. The flood enquiry information shows the site will be clear of the PMF flood event extent.

The defined the Flood Planning Levels (FPL) for the site based on the 1 in 100-year ARI storm flood level plus 500mm freeboard, allowing for the development to be sited above the 1 in 100-year ARI flood level.

The FPL for the development varies depending on where it is in relation to the Parramatta River and local overland flow paths. The estimated FPL for the South Precinct is based on flooding relating to the Parramatta River is RL 2.0m AHD.

In terms of flooding from climate change, sea level rise is expected to be approximately 300mm by 2050. Given the distance upstream this is expected to have minimal effect on the reported flood level.

Council's internal assessment of the potential flooding implications revealed no concerns regarding the applicant's proposed approach to water management on the site. However, it is noted that this issue needs to be considered in conjunction with the northern precinct to ensure an integrated approach. Overland flow modelling has been undertaken for the northern precinct and will be used to inform the southern precinct.

### Services

The Civil Engineering and Infrastructure Assessment (**Appendix 4**), assess the infrastructure available to the site. The table below provides a summary.

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Table 9. Services

<b>Services</b>	
<b>Potable Water</b>	The DN150mm water main in Waratah Street is expected to have a capacity to service approximately 160 apartments. Utilising the two existing connections on Hope Street (expected to be 200mm each) a further 800 apartments would be able to be serviced. The 900mm and 1200mm mains in Hope Street would also provide significant capacity however these lines would also service a much greater contributing area. Given the location of the development is near the Parramatta City CBD, and the presence of major water mains in Hope Street, it is expected that infrastructure of sufficient capacity is available and accessible in the required timeframes for the development of the land.
<b>Wastewater (sewer)</b>	The existing DN225 and DN300 mains located in the precinct are expected to have a capacity in the order of 26 l/s and 45 l/s respectively. The estimated capacity of the connecting main is above the required output from the development, as such it is expected that the existing main will be sufficient to cater for the development. The extent of the upstream catchment being serviced by the main however is not known and confirmation of the proposed strategy will be confirmed in conjunction with Sydney Water via a Sydney Water Qualified Water Service Coordinator during the DA stage of the development.
<b>Power</b>	It is considered that power supply will be able to be provided to the development site, subject to some amplifications to meet the expected demand range of the development.
<b>Natural Gas</b>	Subject to further investigations, it is considered that gas supply will be able to be provided to the development site if required.
<b>High Voltage Transmission Towers</b>	A high voltage transmission line is present within the South Precinct, but not within the subject site. Should development be proposed in the vicinity of the towers or associated high voltage lines, the development will comply with the relevant guidelines, should it be required.
<b>Telecommunications</b>	Existing local telecommunications services and optic fibre routes are located in proximity to the development. Costin Roe expects that the existing local cable network would not have the capacity to service the proposed development and that new



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	underground cabling would be required to suit the project requirements.
<b>High Pressure Oil Pipeline</b>	<p>A high-pressure oil or petroleum pipeline is shown to be present in proximity to the development. The pipeline is operated by Viva Energy Australia and is described as the Gore Bay Pipeline containing either oil or petroleum. The pipeline is located on the southern side of Hope Street and traverses the northern precinct boundary between Atkins Street and Waratah Street. At the intersection of Hope Street and Waratah Street, the pipeline heads in a southerly direction along the western side of Waratah Street to the Parramatta River and to the east of the development precinct. Viva have advised that as part of the detailed design and further future development applications on the site that a Safety Management Study (SMS) shall be undertaken in accordance with AS2885 to ensure the safety of the surrounding environment and people regarding the maintenance, operation and integrity of the pipeline.</p>
<b>Stormwater</b>	<p>As per general engineering practice and the guidelines of Parramatta City Council, the proposed stormwater drainage system for the development will comprise a minor and major system to safely and efficiently convey collected stormwater run-off from the development to the legal point of discharge. Details of the proposed system for the development will be defined during the Development Application Stage of the project.</p> <p>The minor system will consist of a piped drainage system designed to accommodate the 1 in 20-year ARI storm event (Q20). This results in the piped system being able to convey all stormwater runoff up to and including the Q20 event. The major system will be designed to cater for storms up to and including the 1 in 100-year ARI storm event (Q100). This major system employs overland flow paths to safely convey excess runoff from the site.</p> <p>As part of the new development, the council drainage and easements from the low point in Hope Street will need to be considered. Realignment of a portion of the drainage line will be required to suit the new building layout over the site. Consideration to</p>

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	overland flow from the low point will also be required.
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#### 10.1.2. How has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal is supported by the following consultant studies which conclude that the proposed redevelopment will not have a negative impact on the local economy and community from a social and economic perspective.

- Community and Place Benefits Analysis prepared by Cred Consulting (Appendix 5)
- Economic Impact Assessment prepared by Hill PDA (Appendix 6)

#### Social Effects

Cred Consulting has prepared a Community and Place Benefits Analysis (Appendix 5).

The current estimated population (2018) for the Ermington-Melrose Park suburb is 11,745 people. The 2020 population forecast for the suburb is 14,003 and is forecast to grow to 46,631 by 2041. Based on a household size of 2.59 persons, the forecast population of the Holdmark sites will be around 5,012 people, and the total Melrose Park Precinct, 9,985 people.

To support the increase in population on the Holdmark sites, Cred Consulting recommends the following community and place benefits:

- New multipurpose community hub: Council has identified a need for a 2,000sqm multipurpose community hub in Melrose Park. Based on Council's benchmark of 80sqm per 1,000 of community floor space, 400sqm of floor space would be required from the Holdmark sites. This hub could include creative spaces to be used by the community.
- Contribution to improved Ermington Library: Council has identified a need to expand and upgrade the Ermington Branch Library. Based on Council benchmarks, a contribution to the upgrade could be made requiring 234sqm.
- New quality long day care: the Holdmark sites will require provision of around 162 long day care places or 2 new centres. One of the centres could be co-located with the multipurpose community hub, and offered to Council, as a Council facility.
- New Out of School Hours (OOSH) places: an additional 166 OOSH places would be required from the Holdmark sites for children aged 5 to 11 years. A new OOSH centre could be provided as part of any new primary schools servicing the area.
- Communal spaces: communal spaces for "noisy" activities like music practice rooms, or study spaces away from apartments, or places to gather.
- New open space & active open space: approximately 20% of the site area to be public open space.
- Outdoor recreation facilities: the inclusion of fitness equipment/stations within new open space or along green links, at least 2 playgrounds within the Holdmark sites and provision of 1 outdoor multipurpose court within new open space.
- Access and connectivity to river: create pedestrian and cycle access to the Parramatta River front to increase connectivity to the riverfront.
- Key worker housing: include key worker housing (both for rent and purchase) to respond to a high need across the Parramatta LGA and increasing workforce.



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- Public art: provide opportunities for public art that is embedded within the building design, public spaces and also along the riverfront (i.e., River art walk) to tell the local stories, history.
- Community building: as there are currently no people living in this Precinct, delivery of community building programs and activities, and inclusion of community in open space and facility planning, will be a priority.

Holdmark is willing to discuss the above requirements with Council to determine suitable locations for this infrastructure or alternatively suitable contributions to deliver this infrastructure.

### Economic Effects

An Economic Impact Assessment had been prepared by Hill PDA (Appendix 7), in accordance with the requirements of the Parramatta Employment Lands Strategy 2016 (ELS).

The ELS recommends a series of applicable actions to the precinct, as outlined in **Table 10** below:

Action	Response
A3 – Rezoning to zones that facilitate higher employment densities	<p>It is proposed to rezone the subject site from IN1 General Industrial to R4 High Density Residential and RE1 Public Recreation. The R4 Zone allows for both shop top housing developments and also residential flat buildings. The permissibility of shop top housing will allow any development to incorporate neighbourhood shops, which will provide local employment opportunities within the precinct.</p> <p><b>Consideration of other zones:</b>            Industrial: Under an industrial zone, any development is likely to comprise of small scale manufacturing and warehousing. This would not generate an increase in employment density.  <b>Other Business Zones:</b> Incorporating other business zones such as 'B6 Enterprise Corridor' is unlikely to attract higher density employment uses because the site is removed from Victoria Road, the closest major thoroughfare from the site. Business zones are generally located along arterial roads and the subject site would be in competition with well-located land on the outskirts of Parramatta.</p>
A6 – Prepare Structure Plans for Key Employment Precincts which are undergoing economic change	This PP has been prepared in accordance with the approved SP for the South Precinct.

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<p>A8 – Structure Plan precincts will not result in a decrease to employment density</p>	<p>The ELS cited the uncertainty surrounding the pharmaceutical industry's prospects and the size and significance of the Melrose Park precinct as justification for the preparation of a Structure Plan for the overall precinct, to encourage urban renewal.</p> <p>The ELS estimated that there was a total of 2,546 employees in the Melrose Park Industrial Precinct based on 2011 Journey to Work data – equivalent to an employment density of 49 persons per hectare. However, in the intervening period since 2011 the pharmaceutical industry has been through a major restructuring phase which has resulted in significant job losses in the precinct. Around 450 jobs were lost from 2011 to 2016 and job numbers are continuing to decline.</p> <p>The Parramatta Employment Lands Study 2013 found that strong demand for housing, a decline in traditional manufacturing and the poor location of some employment lands presented an opportunity to rezone some land for residential or mixed uses.</p> <p>The PP will provide for approximately 160 jobs, which is less than the current buildings on site, when estimated in 2011. There is however an opportunity for the remaining sites within the precinct, in particular the sites in close proximity to Hope Street and the North Precinct, to provide additional employment opportunities.</p> <p><b>Justification for non-residential floorspace</b></p> <p>Considering the North PP is proposing a standalone centre with approximately 1,478 to 1,873 jobs, it would not be economically feasible for this PP to provide any more ground level commercial and retail uses. The standalone centre would be the key retail centre for local residents within the Melrose Park suburb. Consequently, there would only be a role for convenience shopping for residents on the subject sites. There may also however be an opportunity for further employment uses being provided on other landholdings within the South Precinct, landholdings fronting Hope Street, which would be opposite the other employment uses within the North Precinct. The subject site's proximity to sensitive residential uses, is a constraint on its suitability to accommodate many non-</p>
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	residential uses. Additionally, the TMAP assumed the majority of the non-residential uses would be within the North Precinct. Any additional non-residential uses within the South Precinct, will be inconsistent with the TMAP model, and may have traffic and transport implications on the road network.
A11 – Proposed rezoning must be supported by an Economic Impact Study	The PP is supported by an Economic Impact Assessment prepared by Hill PDA (Appendix 6). This assessment has been prepared in accordance with the ELS and has considered its Industrial Lands Strategic Assessment Checklist (refer to Table 23).

**Table 11** provides responses to the ELS's Industrial Lands Strategic Assessment Checklist

**Table 11.**

Criteria	Question
Is the proposed rezoning consistent with State and/or Council strategies on the future role of industrial lands?	<p>The PP is consistent with the policy directions of the Central City District Plan in terms of contributing to mixed use development, transit orientated development and increased housing supply.</p> <p>Additionally, the ELS identified the potential for a 10-15% net reduction in employment land over the long term and the strategic significance of the precinct is now less clear given the decline in pharmaceutical manufacturing and associated employment within the precinct.</p> <p>Urban renewal within Melrose Park, from industrial to mixed use, was also recognised and acknowledged by Council through the approval of both the North and South SPs, which both envisaged high-density mixed used development within Melrose Park.</p>
Is the site: a) Near or within direct access to key economic infrastructure? b) Contributing to a significant industry cluster?	The site is 1km from an arterial road and is accessed via a residential area and school zone. After development of the North Precinct, the subject site will eventually be surrounded by residential uses. The South Precinct is part of the Melrose Park IN1 General Industrial Precinct, which is dominated by the pharmaceutical industry. However, the pharmaceutical industry is

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	<p>currently undergoing a major restructuring phase which has progressively seen manufacturing operations move offshore. Pfizer and Reckitt Benckiser have both ceased manufacturing operations in the precinct in the last five years, while Eli Lilly, one of the current tenants in the Southern Precinct, ceased manufacturing operations in 2008.</p> <p>The site is also in the vicinity of the Parramatta Light Rail Stage 2 route. The piece of infrastructure has yet to be formally approved by the State Government. This infrastructure, should it proceed, will be a further catalyst for this precinct transforming from industrial to mixed use.</p>
How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?	<p>The PP covers an area of approximately 9.4ha, equivalent to 1.5% of the 665.23ha of industrial land in the Parramatta LGA and 0.20% of industrial land (developed and undeveloped) in the central west subregion. The ELS, found that if existing lands are well utilised and aligned with demand, Parramatta's employment precincts could manage a net reduction of 10-15% of existing zoned employment lands over the long term.</p>
How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?	<p>The district plan aims to accommodate 55,000 more jobs in Parramatta LGA between 2016 and 2036. Based on Bureau of Transport Statistics employment projections, only 6.9% of the growth in employment between 2016 and 2036 is anticipated to be in industrial land based sectors (manufacturing, wholesaling, construction, transport and warehousing). While the PP will result in a net decrease in employment, the increase in the residential population will not only help meet the Strategy's housing targets, but provide a substantial workforce in close proximity to existing and future employment centres including Parramatta, Rydalmere, Camellia, Sydney Olympic Park, Macquarie Park and Westmead. It is estimated that the PP will provide 160 jobs, including residents working from home and the resident population of 4,400 will support the retail facilities in the North Precinct and surrounding centres.</p>

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<p>Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech, econ-industrial or biomedical industries?</p>	<p>The PP is consistent with the adopted South SP. If the Holdmark sites remained zoned industrial then the following arguments relate to its suitability:</p> <ul style="list-style-type: none"> <li>• The site will be surrounded predominantly by residential uses.</li> <li>• The new precinct will be isolated from other industrial uses.</li> <li>• Land use conflicts with neighbouring residential uses would preclude econ-industrial uses. <ul style="list-style-type: none"> <li>• The precinct is unlikely to have mass appeal to high-tech industries given that these industries are increasingly looking to locate in areas with higher amenity and business agglomeration.</li> </ul> </li> <li>• There are stronger agglomeration opportunities for biomedical industries at the Westmead Health Precinct.</li> </ul>
<p>Is the site critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed Council Planning Strategies?</p>	<p>The site has not been identified for an alternative purpose in NSW Government or endorsed council planning strategies. The North Precinct has had Gateway approval and the SP for the South Precinct has been adopted by Council.</p>

### Summary of Economic Benefits

The PP is capable of providing the following economic benefits:

- A net increase of approximately 1,925 residential apartments accommodating an additional population of 4,400, equivalent to 3.2% of the projected growth in the Parramatta LGA population from 2021 to 2041.
- These residents will spend around \$64m a year on retail goods and services which will support surrounding local centres.
- The proposal will provide 1,000sqm of employment uses – 600sqm for food and other local retail and commercial services and 400sqm for a childcare centre
- Approximately 160 permanent jobs
- Construction will provide 1,841 direct jobs directly in construction on site and a further 5,552 job years through multiplier impacts

## 12.1. Section D – State and Commonwealth Interests

### 12.1.1. Is there adequate public infrastructure for the planning proposal?

The proposed redevelopment will need to be supported by new local and State infrastructure to not only accommodate the redevelopment of the Holdmark sites but cumulative redevelopment of both the North and South Precincts – including the following:



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**Local Infrastructure:** as outlined in the Planning Proposal, the accompanying concept plan has reserved land for both new local roads and open space, consistent with the requirements of the Southern Structure Plan. A draft Planning Agreement between Council and the Proponent has been negotiated that provides an appropriate contribution towards the delivery of local infrastructure. It has been exhibited concurrently with this Planning Proposal.

**State Infrastructure:** A Planning Agreement between the proponent and the State Government will be required to ensure an appropriate contribution towards the delivery of the required State infrastructure is provided, such as new schools, upgrades to traffic infrastructure outlined in the TMAP and the bridge over the Parramatta River.

**12.1.2. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?**

Consultation with the State and Commonwealth public authorities has been undertaken as required by the Gateway determination.



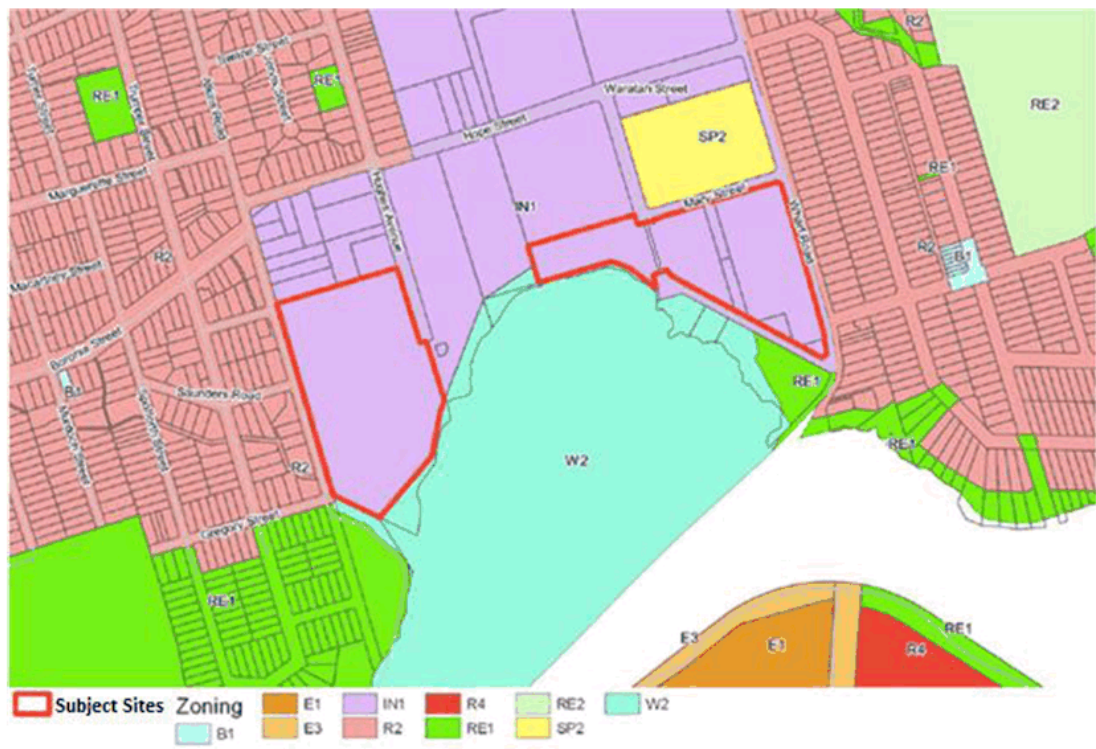
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## PART 4 – MAPPING

This section contains the mapping for this planning proposal in accordance with the DP&E's guidelines on LEPs and Planning Proposals. **Existing controls**

This section illustrates the current *PLEP 2011* controls which apply to the site.

**Figure 12** illustrates the existing IN1 General Industrial zoning on the sites.



**Figure 12** – Existing zoning extracted from Parramatta LEP 2011 Land Zoning Map

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Figure 13 illustrates the existing 12m maximum building height on the sites.

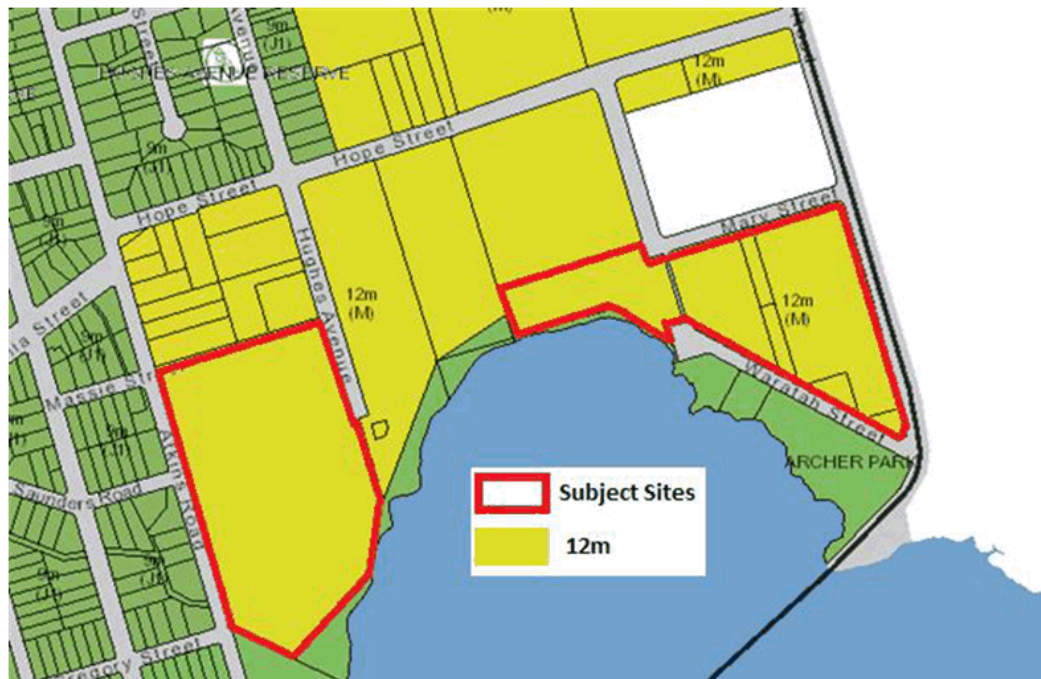


Figure 13 – Existing building heights extracted from the Parramatta LEP 2011 Height of Buildings Map

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Figure 14 illustrates the existing 1:1 Floor Space Ratio over the sites.

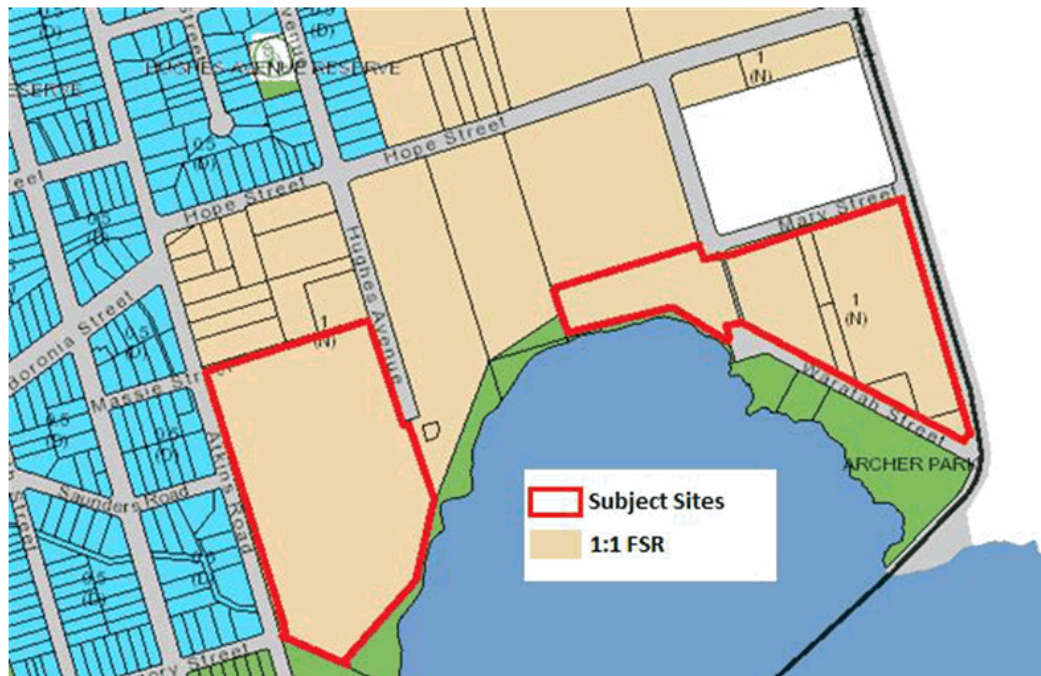
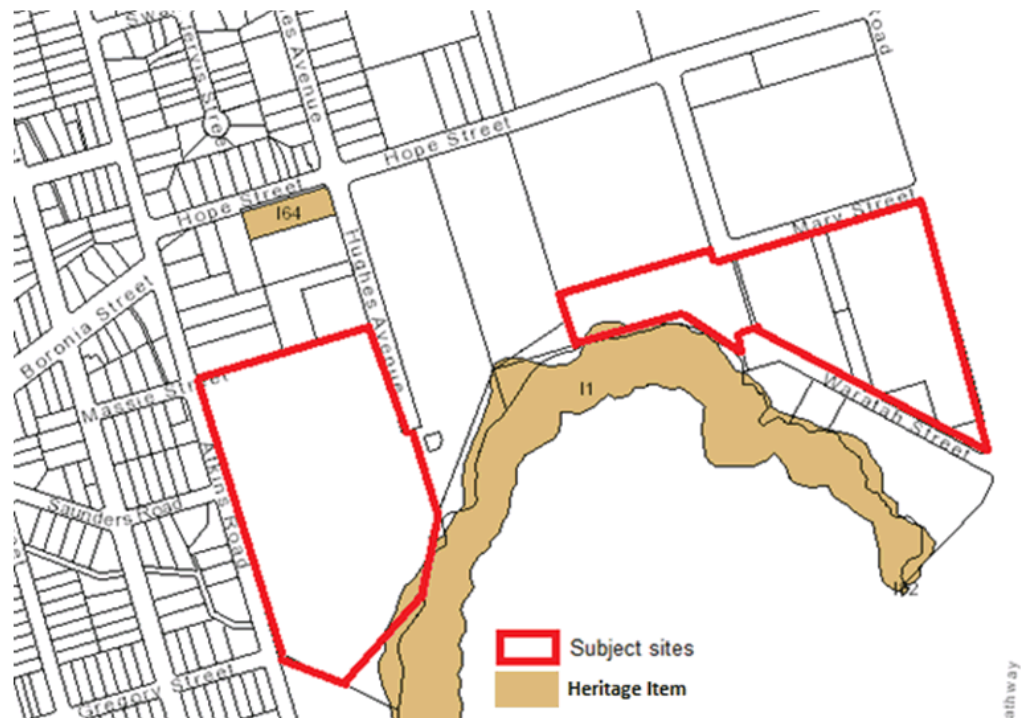


Figure 14 – Existing floor space ratio extracted from the *Parramatta LEP 2011 Floor Space Ratio Map*

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**Figure 15** illustrates the locally significant heritage item I1 Ermington Bay Wetland that applies to the sites.



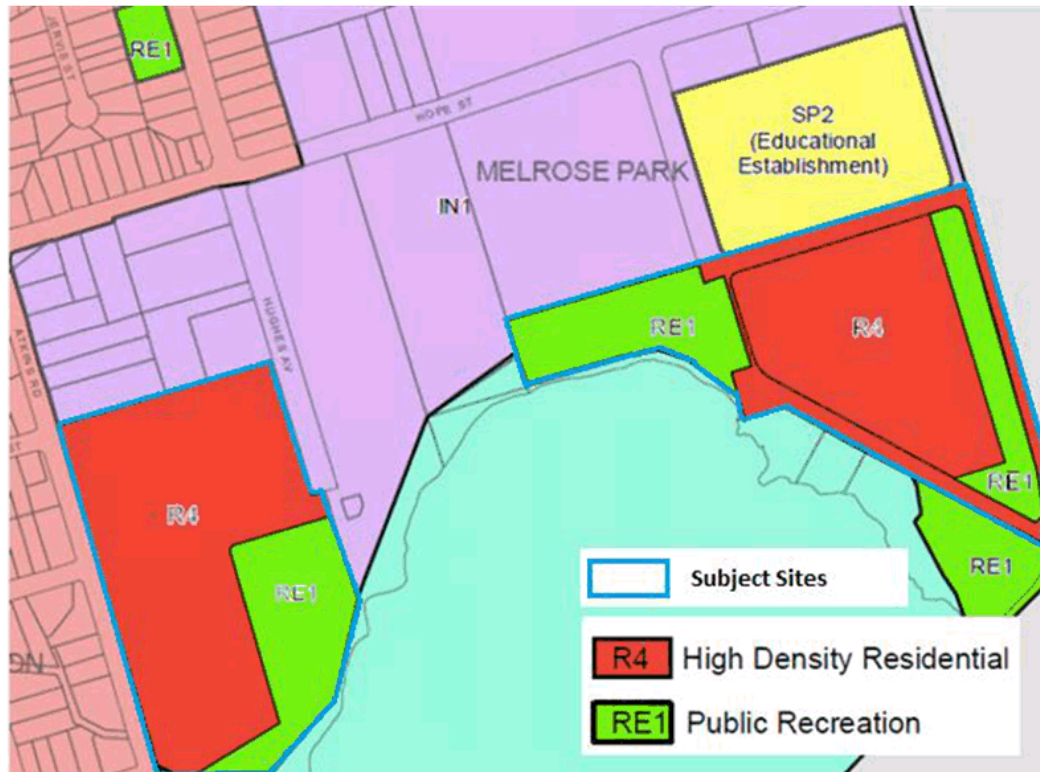
**Figure 15** – Existing heritage items extracted from the *Parramatta LEP 2011* Heritage Map



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#### 4.2 Proposed controls

The figures in this section illustrate the proposed land use zones, maximum building heights and FSR as a result of the assessment of the Planning Proposal.



**Figure 16** – Proposed amendment to the *Parramatta LEP 2011 Zoning Map*. Land proposed to be rezoned outlined in blue

Figure 16 above illustrates proposed R4 High Density Residential and RE1 Public recreation zonings over the sites.

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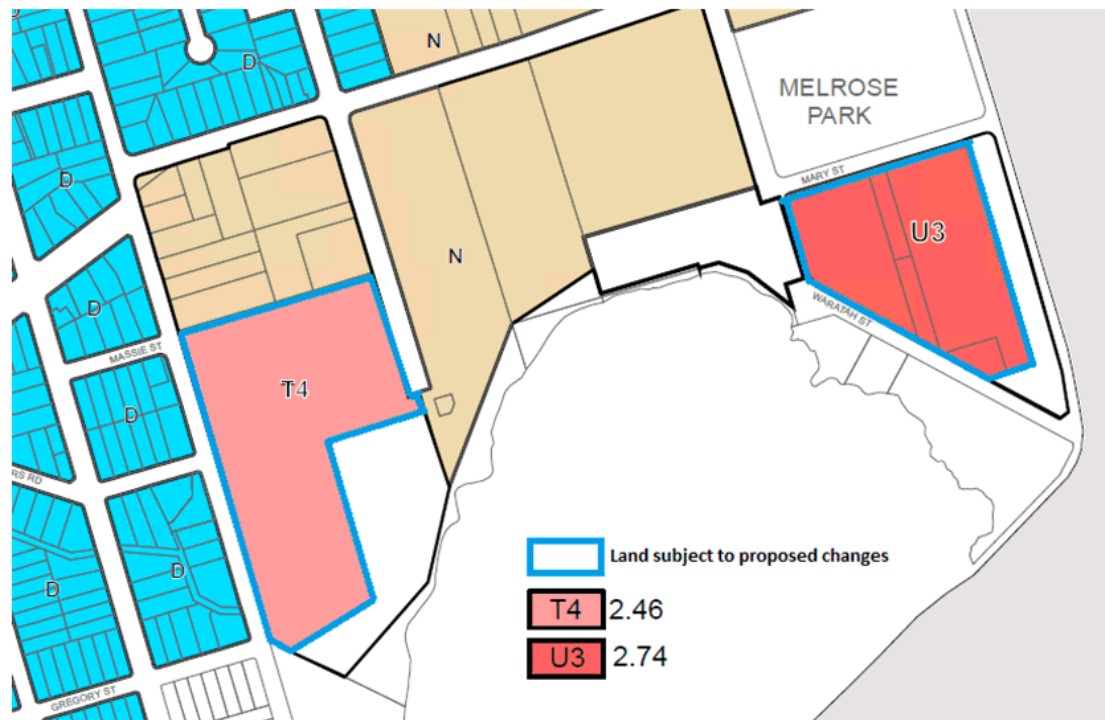


**Figure 17** – Proposed amendment to the Parramatta LEP 2011 Height of Building Map

Figure 17 above illustrates the proposed building heights over the sites, which range from 25m (approximately 6 storeys), 31m-34m (approximately 8 storeys taking into consideration site slope), 68m (approximately 20 storeys) and 77m (approximately 22 storeys). The proposed heights are exclusive of any design excellence bonuses as these are not recommended to be applied to the sites.



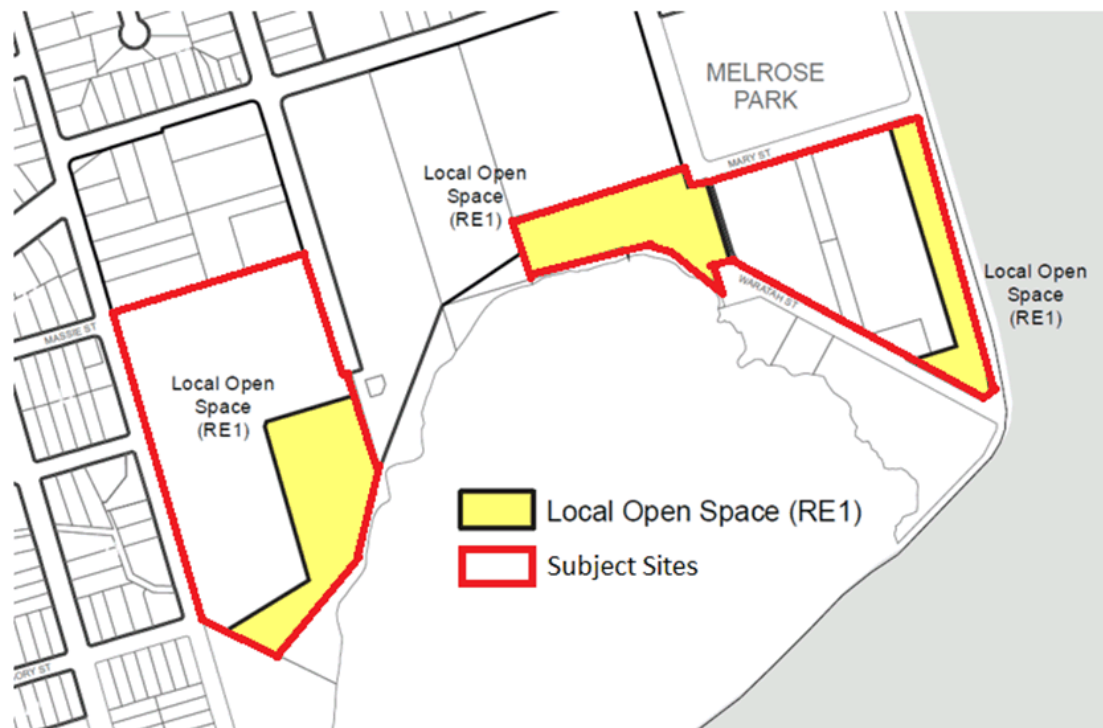
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**Figure 18** – Proposed amendment to the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 18 above illustrates the proposed 2.46:1 and 2.74:1 net FSRs over the sites.

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**Figure 19** – Proposed amendment to the *Parramatta LEP 2011* Land Reservation Acquisition Map

Figure 19 above illustrates the land proposed to be used for the purposes of public open space.

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**Figure 16** – Proposed amendment to the *Parramatta LEP 2011* Additional Local Provisions Map

Figure 16 above illustrates the land proposed to be subject to additional local provisions for the purposes of requiring design excellence and minimum non-residential floor space provisions.

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## PART 5 – COMMUNITY CONSULTATION

The draft Planning Proposal (as revised to comply with the Gateway determination) is to be publicly available for community consultation in accordance with requirements of the Gateway determination.

Public exhibition will include:

- Hard copy material available at Council's Customer Contact Centre and select libraries
- Electronic material available on the Council's website
- Written notification to landowners within a 1km radius of the subject sites
- Consultation with Government agencies

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

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## PART 6 – PROJECT TIMELINE

Once the planning proposal has been referred to the Minister for review of the Gateway Determination and received a Gateway determination, the anticipated project timeline will be further refined, including at each major milestone throughout the planning proposal's process.

Table 7 below outlines the anticipated timeframe for the completion of the planning proposal.

**Table 7** – Anticipated timeframe to planning proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Commencement and completion dates for public exhibition period	Mid-April to mid-May 2022
Commencement and completion dates for government agency notification	Mid-April to mid-May 2022
Consideration of submissions	May 2022
Consideration of planning proposal post exhibition and associated report to LPP	May 2022
Consideration of planning proposal post exhibition and associated report to Council	June 2022
Submission to the Department to finalise the LEP	By 30 June 2022
Notification of instrument	By 31 August 2022

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## **Appendix 1 – Traffic and Transport Assessment**



PLANNING PROPOSAL – 112 Wharf Road, 30 & 32 Waratah Street, Melrose Park & 82 Hughes Avenue, Ermington

## **Appendix 2 – Preliminary Site Investigation (Contamination)**

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## **Appendix 3 – Heritage Impact Assessment**

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## **Appendix 4 – Civil Engineering and Infrastructure Assessment**

PLANNING PROPOSAL – 112 Wharf Road, 30 & 32 Waratah Street, Melrose Park & 82 Hughes Avenue, Ermington

## **Appendix 5 – Ecological Assessment**

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## **Appendix 6 – Community and Place Benefit Analysis**

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## **Appendix 7 – Economic Impact Assessment**



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## **Appendix 8 – Infrastructure Needs List**

## **NOTICES OF MOTION**

**28 MARCH 2022**

14.1	Peninsula Park, Wentworth Point.....	448
14.2	Smoke Free Parramatta Square .....	455

**NOTICE OF MOTION**

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**ITEM NUMBER** 14.1  
**SUBJECT** Peninsula Park, Wentworth Point  
**REFERENCE** F2022/00105 - D08453092  
**FROM** Councillor Paul Noack

**MOTION**

- (a) **That** Council advocate to the State Government on the future of the mixed-use site adjacent to Peninsula Park at Wentworth Point.
- (b) **Further, that** Council advocate to Transport for NSW (as landowner) and Landcom (as developer) for commencement of work in the Peninsula Park to occur promptly.

**BACKGROUND**

1. No background information provided.

Paul Noack  
**Councillor**

**STAFF RESPONSE**

2. A written staff response will be included in the supplementary agenda and distributed to Councillors prior to the Council Meeting.

**FINANCIAL AND RESOURCE IMPLICATIONS**

3. A written staff response will be included a supplementary agenda and circulated to Councillors prior to the Council Meeting.

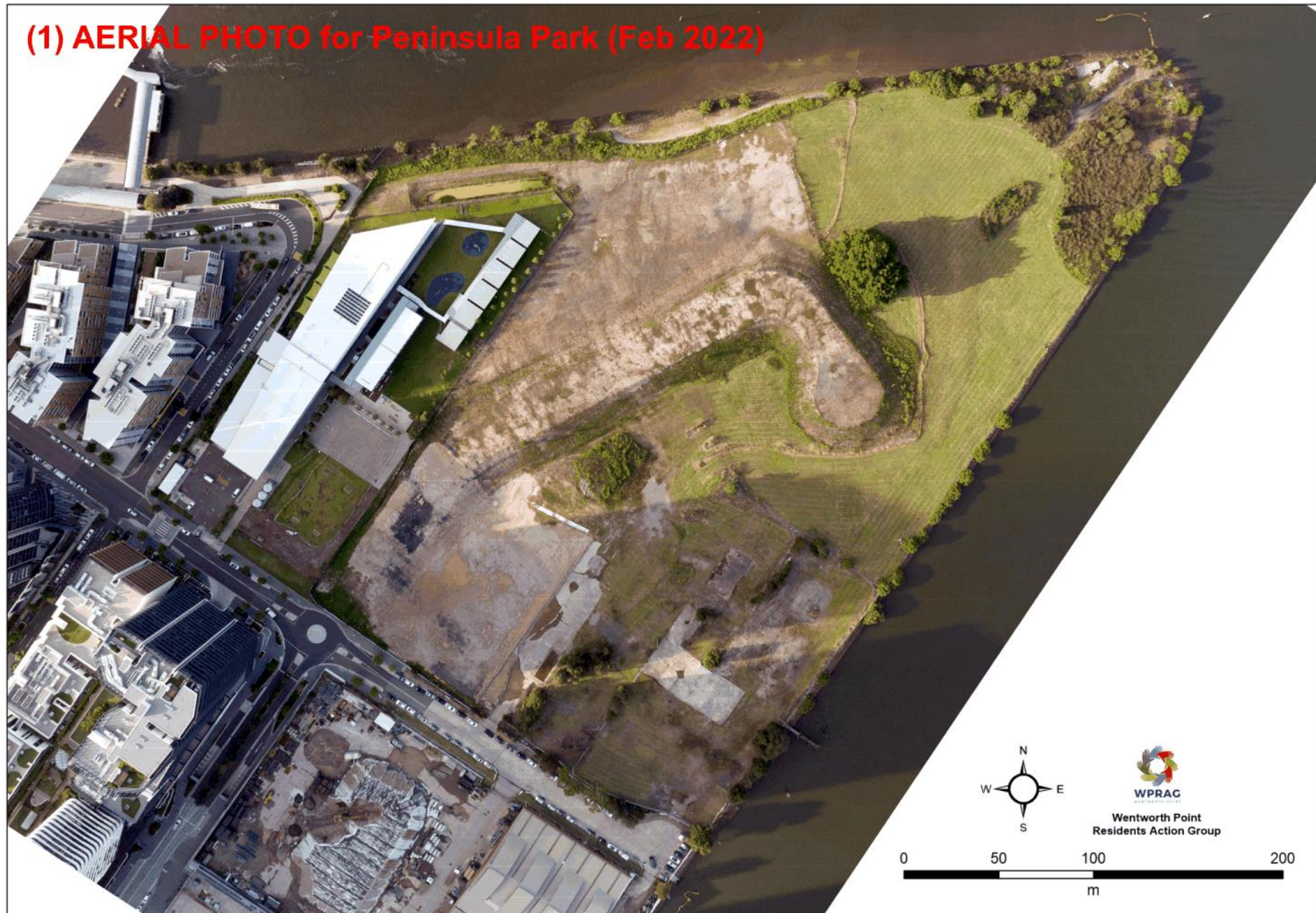
Paul Noack  
**Councillor**

Bryan Hynes  
**Executive Director Property & Place**

Brett Newman  
**Chief Executive Officer**

**ATTACHMENTS:**

1   Peninsula Park Map 6 Pages

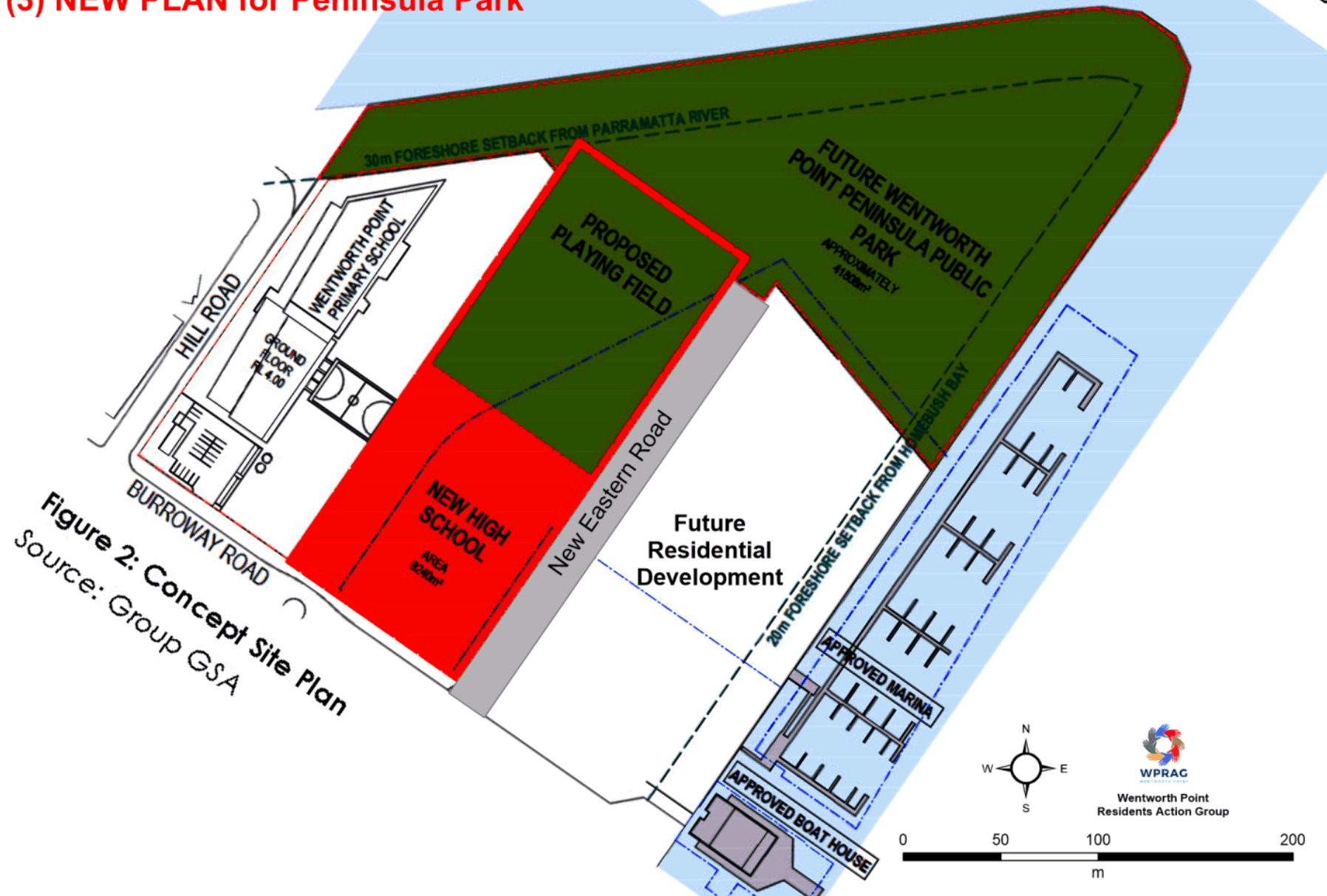




## (2) ORIGINAL PLAN for Peninsula Park

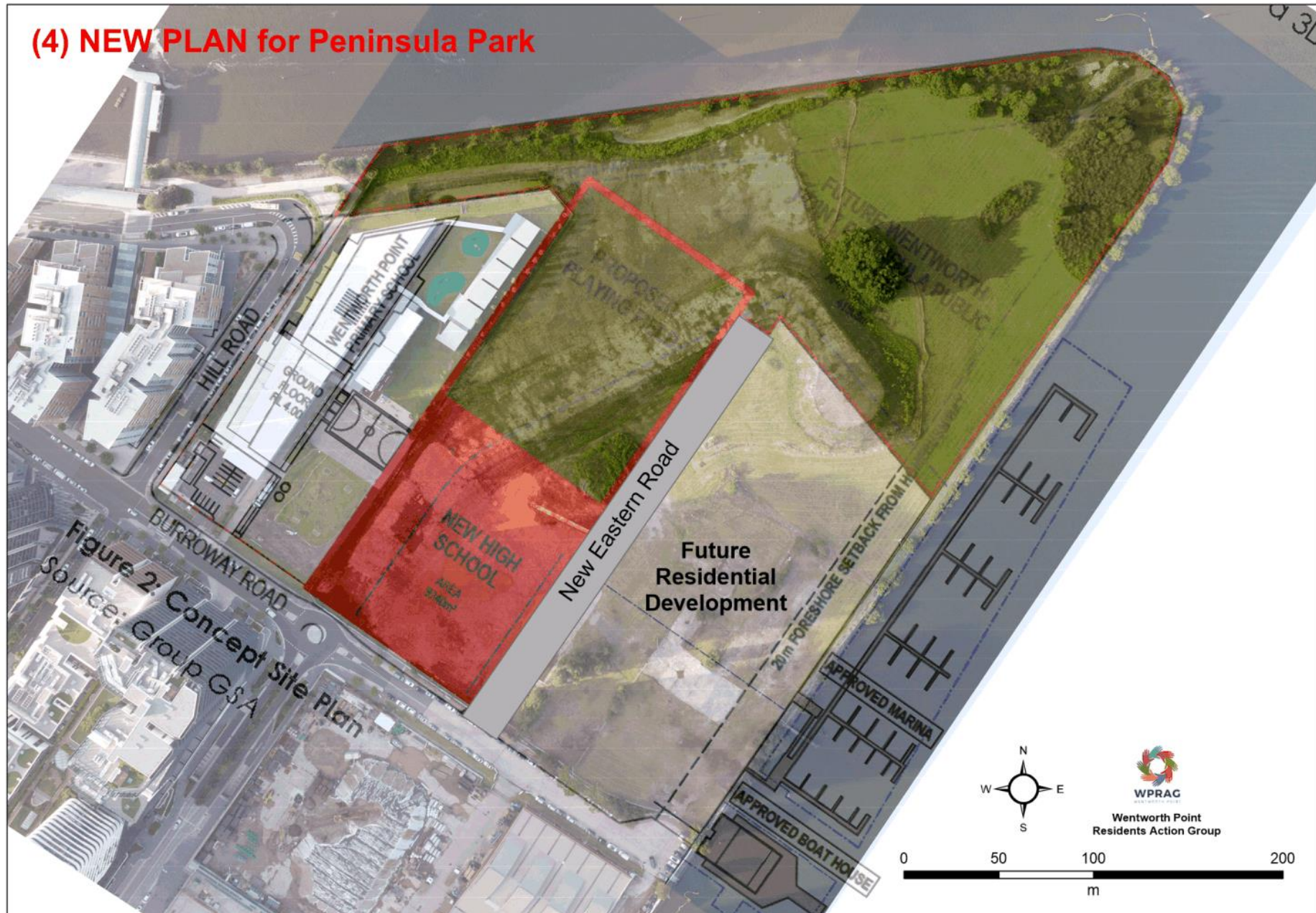


### (3) NEW PLAN for Peninsula Park



**Figure 2: Concept Site Plan**  
Source: Group GSA



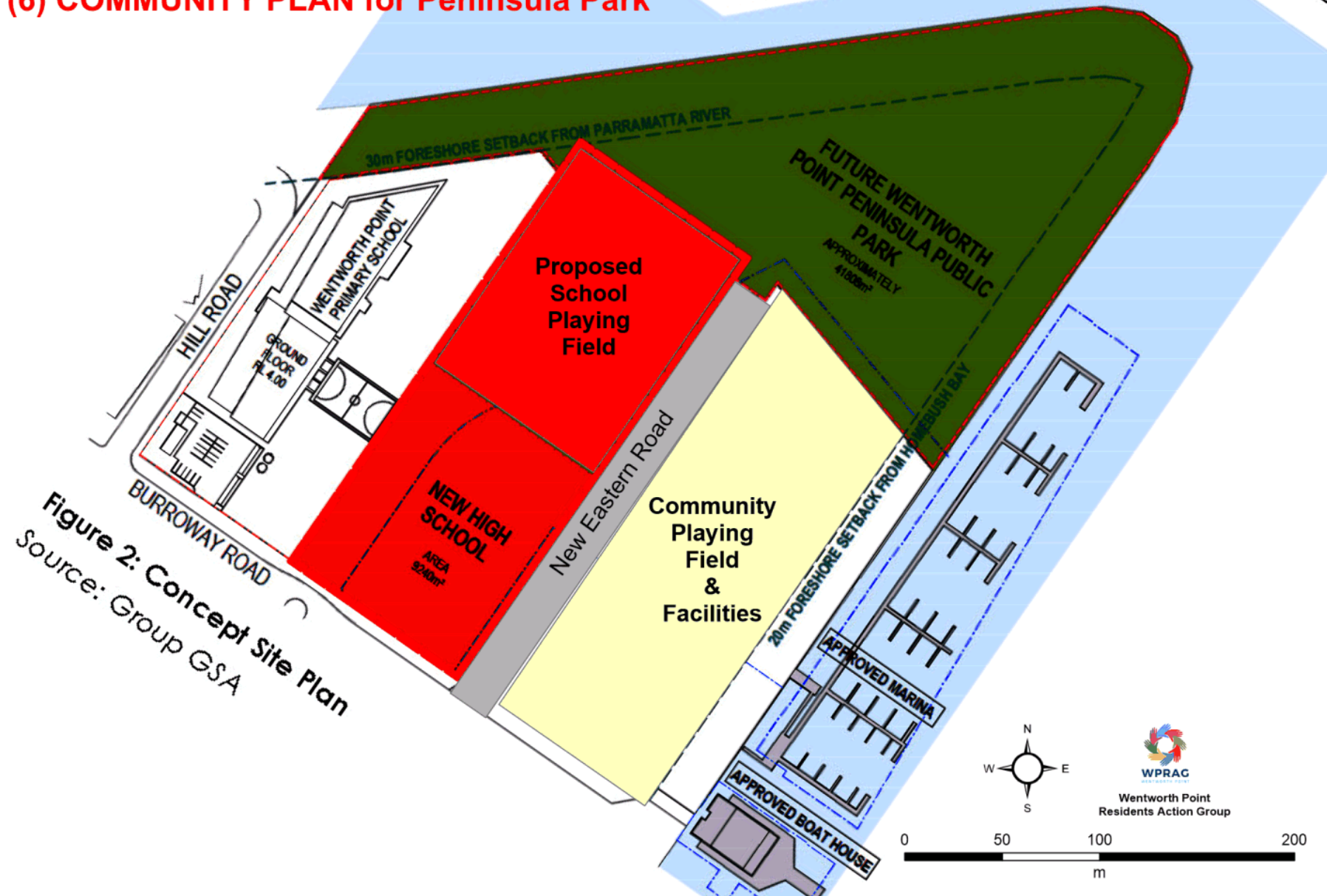




## (5) Original Plan overlayed with New Plan



## (6) COMMUNITY PLAN for Peninsula Park



**NOTICE OF MOTION**

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**ITEM NUMBER** 14.2  
**SUBJECT** Smoke Free Parramatta Square  
**REFERENCE** F2022/00105 - D08453832  
**FROM** Deputy Lord Mayor, Councillor Sameer Pandey

**MOTION**

**That Council:**

1. Undertake consultations with customers frequenting Parramatta Square and the wider Parramatta community to gauge support for smoke-free options within Parramatta Square.
2. Develop relevant and appropriate measures to understand the impact of implementing smoke free options in Parramatta Square (e.g. community perceptions).
3. Identify a suitable, acceptable and enforceable smoke-free option for Parramatta Square that addresses stakeholder feedback, health and environmental considerations.
4. Implement a policy to support the selected smoke-free option.
5. Deliver a communication campaign to inform stakeholders of the new smoke-free measures in Parramatta Square.

**BACKGROUND**

1. Parramatta CBD is growing fast with its high-density mixed-use developments around the commercial core. A very important challenge for us is to get the balance right between development, economic growth, and social and green infrastructure.
2. The City of Parramatta's Night Time Economy Strategy aims to provide a safe and family-friendly experience during night retail trading, food markets and other venues. Reducing smoking and smoke-exposure may attract and encourage additional consumers to spend more time in the precinct, boosting business and the night economy. Research into NSW smoke-free legislation shows that 78% of people are bothered by exposure to other people's smoke, and that many businesses express strong support for smoke-free dining.

Sameer Pandey  
**Deputy Lord Mayor, Councillor**

**EXECUTIVE DIRECTOR CITY ASSETS & OPERATIONS RESPONSE**

3. A written staff response will be included a supplementary agenda and circulated to Councillors prior to the Council Meeting.

**FINANCIAL AND RESOURCE IMPLICATIONS**

4. A written staff response will be included a supplementary agenda and circulated to Councillors prior to the Council Meeting.

Sameer Pandey  
**Deputy Lord Mayor, Councillor**

Carly Rogowski  
**Executive Director, City Engagement & Experience**

John Warburton  
**Executive Director, City Assets & Operations**

Brett Newman  
**Chief Executive Officer**

**ATTACHMENTS:**

There are no attachments for this report.