

# NOTICE OF COUNCIL MEETING

## PUBLIC AGENDA

An Ordinary Meeting of City of Parramatta Council will be held in PHIVE (COUNCIL CHAMBER) 2 Civic Place, Parramatta on Monday, 13 March 2023 at 6:30PM.

Bryan Hynes  
ACTING CHIEF EXECUTIVE OFFICER

# EMERGENCY EVACUATION DIAGRAM

Level 4 East

2 Civic Place, Parramatta NSW 2150

## Evacuation Procedures

### IN CASE OF FIRE

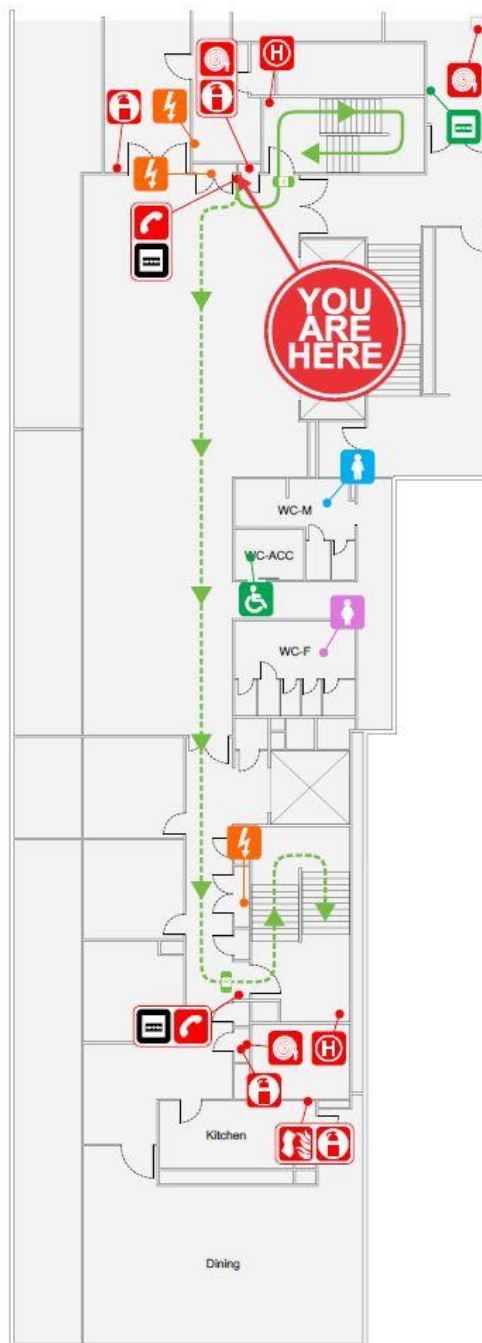
- (R)** REMOVE people from immediate danger
- (A)** ALERT people nearby and raise an alarm (Dial 000)
- (C)** CONFINE fire and smoke (Close doors behind you if safe to do so)
- (E)** EVACUATE via the nearest emergency exit

## Legend

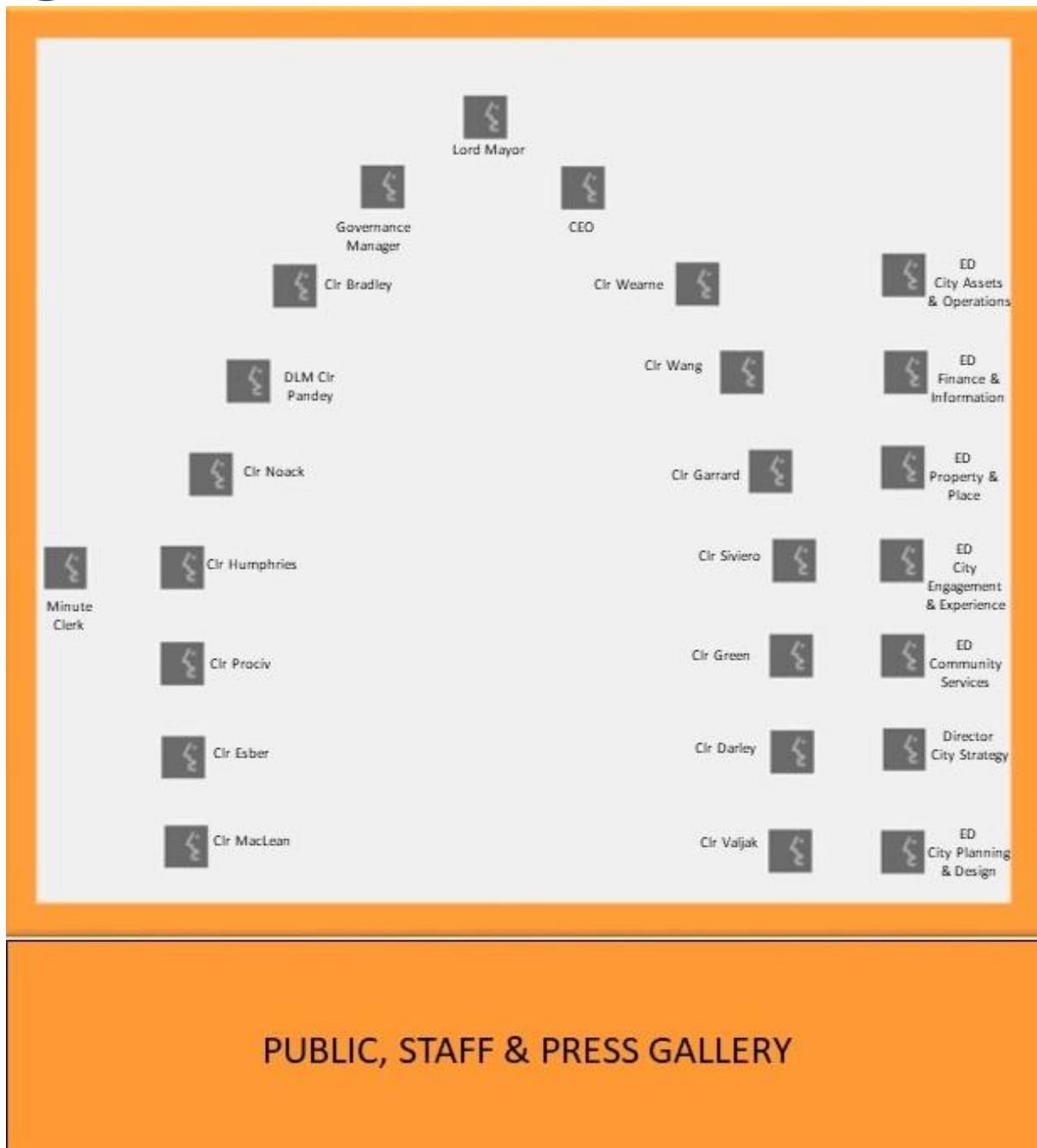
 Amenities Disabled	 Amenities Female	 Amenities Male
 Emergency Door Release	 Emergency Call Point	 Dry Chemical Powder
 Fire Blanket	 Hose Reel	 Hydrant
 Switchboard	 Warden Intercommunication Point	 Exit
 Alternate Evacuation Path	 Evacuation Path	 Assembly Area

## Site Plan

Parramatta PHIVE



**Chubb**



**PUBLIC, STAFF & PRESS GALLERY**

## STATEMENT OF ETHICAL OBLIGATIONS:

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

Obligations	
<b>Oath [Affirmation] of Office by Councillors</b>	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	
<b>Pecuniary Interests</b>	<p>A Councillor who has a <b>pecuniary interest</b> in any matter with which the Council is concerned, and who is present at a meeting of the Council at which the matter is being considered, must disclose the nature of the interest to the meeting.</p> <p>The Councillor must not be present at, or in sight of, the meeting:</p> <ol style="list-style-type: none"> <li>At any time during which the matter is being considered or discussed, or</li> <li>At any time during which the Council is voting on any question in relation to the matter.</li> </ol>
<b>Non-Pecuniary Conflict of Interests</b>	A Councillor who has a <b>non-pecuniary conflict of interest</b> in a matter, must disclose the relevant private interest in relation to the matter fully and on each occasion on which the non-pecuniary conflict of interest arises in relation to the matter.
<b>Significant Non-Pecuniary Conflict of Interests</b>	A Councillor who has a <b>significant</b> non-pecuniary conflict of interest in relation to a matter under consideration at a Council meeting, must manage the conflict of interest as if they had a pecuniary interest in the matter.
<b>Non-Significant Non-Pecuniary Interests</b>	A Councillor who determines that they have a non-pecuniary conflict of interest in a matter that is <b>not significant</b> and does not require further action, when disclosing the interest must also explain why conflict of interest is not significant and does not require further action in the circumstances.



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**177 PUBLIC ANNOUNCEMENT**

**188 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 COUNCIL CHAMBER AT 5 PARRAMATTA SQUARE, PARRAMATTA ON MONDAY, 27 FEBRUARY 2023 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, Dan Siviero, Georgina Valjak, Donna Wang and Lorraine Wearne.

1. OPENING MEETING

The Lord Mayor, Councillor Donna Davis, opened the meeting at 6:34PM.

2. ACKNOWLEDGEMENT TO TRADITIONAL OWNERS OF LAND

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

3. WEBCASTING ANNOUNCEMENT

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

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

4. GENERAL RECORDING OF MEETING ANNOUNCEMENT

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

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

PROCEDURAL MOTION

4179 RESOLVED (Garrard/Siviero)

**That** the request to attend the Ordinary Council Meeting dated 27 February 2023 via remote means submitted by Councillor Wearne due to personal reasons be accepted.

## 6. CONFIRMATION OF MINUTES

SUBJECT: Minutes of the Council Meeting held on 13 February 2023

4180 RESOLVED (Noack/Bradley)

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

## 7. DISCLOSURES OF INTEREST

There were no Declarations of Interest made at this meeting.

## 8. MINUTES OF THE LORD MAYOR

8.1 SUBJECT Condolence Motion: Very Reverend Father Nicholas Tsouloukidis

REFERENCE F2021/02779 - D08883764

REPORT OF Lord Mayor, Councillor Donna Davis

4181 RESOLVED (Davis/Valjak)

- (a) **That** Council acknowledge the passing of the Very Rev Fr Nicholas Tsouloukidis on Tuesday 21 February 2023;
- (b) **That** a letter of condolence be sent from the Lord Mayor to Fr Nicholas' family, the Greek Orthodox Archdiocese of Australia and the Hellenic Orthodox Community of Parramatta and Districts;
- (c) **That** staff update the background to include more of the incredible story of Fr Nicholas' life and contributions; and
- (d) **Further, that** the Chamber hold a minute's silence as a gesture of respect on Fr Nicholas' passing and in recognition of his contributions to the Parramatta community.

**Note Council held a minute's silence**

8.2 SUBJECT International Women's Day 2023

REFERENCE F2021/02779 - D08884319

REPORT OF Lord Mayor, Councillor Donna Davis

4182 RESOLVED (Davis/Garrard)

- (a) **That** Council note International Women's Day 2023 is taking place on Wednesday 8 March, and this year's global United Nations Women theme is "Embrace Equity" acknowledging the aim for a world free of bias, stereotypes and discrimination. The day celebrates women's achievements whilst raising awareness about discrimination and progress towards gender parity.

- (b) **That** Council note that to celebrate International Women's Day in 2023, the City of Parramatta is running a series of events showcasing women's leadership and influence in our community.
- (c) **Further, that** Council note the ongoing work being undertaken by the City of Parramatta to promote gender equality and prevent domestic and family violence.

8.3 SUBJECT Holi Festival of Colours 2023

REFERENCE F2021/02779 - D08884369

REPORT OF Lord Mayor, Councillor Donna Davis

4183 RESOLVED (Davis/Pandey)

- (a) **That** Council acknowledge the Holi Festival of Colours, an annual Hindu celebration held on 8 March 2023 marking the start of spring and new beginnings;
- (b) **Further, that** Council extend our best wishes to those across our City celebrating the Holi festival with family and friends.

**Note:** Councillor Patricia Prociv left the meeting at 7:04PM.

#### SUSPENSION OF STANDING ORDERS

4184 RESOLVED (Garrard/Siviero)

**That** an urgent motion in relation to the sporting facilities amenity audit for female players be heard.

Matter of Urgency

4185 RESOLVED (Garrard/Siviero)

**That** the Lord Mayor ruled the matter was urgent in accordance with clause 9.3 of the Council's Code of Meeting Practice.

SUBJECT Sporting Facilities Amenity Audit - Female Friendly

FROM Councillor Michelle Garrard

4186 RESOLVED (Garrard/Valjak)

- (a) **That** Council conduct an audit of the LGA's sporting park amenity blocks, identifying whether they are adequate to accommodate female players and female and male players at the same time and the audit to include facilities for match officials as well.
- (b) **That** a report be commissioned to Council identifying the outcomes of the audit within 3 months.
- (c) **That** the audit includes an estimate of the capital works for each facility and funding source.

- (d) **Further, that** the Policy Committee consider developing a policy relating to an equal access sporting amenities policy.

**Note: Questions were taken on notice for this item.**

PROCEDURAL MOTION

4187 RESOLVED (Maclean/Esber)

**That** the request to attend the Ordinary Council Meeting dated 27 February 2023 via remote means submitted by Councillor Prociv due to technical challenges in the chamber be accepted.

**Note:** Councillor Patricia Prociv returned to the meeting via remote means at 7:26PM.

RESUMPTION OF STANDING ORDERS

4188 RESOLVED (Esber/Noack)

**That** Council resume the Standing Orders.

9. PUBLIC FORUM

There were no public forums submitted for this meeting.

10. PETITIONS

10.1 SUBJECT Mixed-Use Land on Burroway Road, Wentworth Point  
FROM Paul Noack

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

*We the undersigned call on Council to ensure the Mixed-Use Land on Burroway Road, Wentworth Point, currently owned by the NSW Government (Transport of NSW) be handed back to the local community and not be used for residential development, as*

- 1. We need to ensure the promised Peninsula Park is 3.9 hectares, and the planned school oval is not included in this*
- 2. Our community needs additional space for playing fields, sporting and recreational facilities, childcare facilities, a dog park, children's playground etc.*
- 3. Need to protect our precincts environment, in particular the coastal saltmarsh and Grey Mangrove ecology as well as migratory birds that utilise the bird sanctuaries of Haslams Creek and Parramatta River*

*We therefore call on Council to not allow the new application by Landcom, as this will be detrimental to the future planning of the growing Wentworth Point community.*



*We also call on Council to Lobby both the NSW Government and opposition to demand its vital land be handed back to the community, consistent with the previous unanimous decision by Council on this matter.*

10.2      SUBJECT      Oatlands Development - Benson Road

FROM          Pierre Esber

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

Save Oatlands

**Note: As a matter of practice, the petition will be referred to the relevant Council officer/s, and a copy of the petition distributed to all Councillors, upon receipt of the petition from the Councillor.**

#### 11. RESCISSION MOTIONS

There were no rescission motions tabled at this meeting.

#### 12. REPORTS TO COUNCIL - FOR NOTATION

12.1      SUBJECT      Investment Report for January 2023

REFERENCE   F2022/00105 - D08854124

REPORT OF   Tax and Treasury Accountant

4189      RESOLVED      (Esber/MacLean)

**That** Council receive and note the Investment Report for January 2023.

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

13.1      SUBJECT      Quarterly Budget Review - December 2022

REFERENCE   F2022/00105 - D08852334

REPORT OF   Financial Planning and Analysis Manager

4190      RESOLVED      (Wearne/Darley)

(a)   **That** Council adopt the December 2022 Quarterly Budget Review Statement (QBRS) and the Responsible Accounting Officer's report on the financial position of the Council (**Attachment 1**).

(b)   **Further, that** Council approve the revised budget for the 2022/23 financial year:

- i)   Net operating result (including capital) of \$92.6m
- ii)   capital revenue of \$84.4m
- iii)   capital expenditure of \$242.1m.

13.2      SUBJECT      Post Exhibition: Planning Proposal and Draft Planning Agreement for 263-273 & 279R Pennant Hills Road and 18 Shirley Street, Carlingford

REFERENCE   F2022/00105 - D08780776

APPLICANT/S   Karimbla Construction Services (NSW) Pty Ltd

OWNERS      Karimbla Properties (No. 61) Pty Ltd  
REPORT OF   Project Officer Land Use

4191      RESOLVED      (Esber/Valjak)

- (a)    **That** Council receives and notes submissions (**Table 4** of LPP report at **Attachment 3**) made during the public exhibition of the Planning Proposal and draft Planning Agreement for 263-273 & 279R Pennant Hills Road and 18 Shirley Street, Carlingford.
- (b)    **That** Council approve the Planning Proposal (**Attachment 1**) for land at 263 - 273 & 279R Pennant Hills Road and 18 Shirley Street, Carlingford for finalisation that seeks to amend the Parramatta (former The Hills) Local Environmental Plan 2012 to facilitate retail floor space, neighbourhood supermarket along with specialty retail, business and recreational uses in the R4 High Density Residential zoned part of the site through the following measures:
  - i.      Addition of shops, food and drink premises, business premises and recreational facility (indoor) as additional permitted uses (limited to a maximum of 2,000sqm) to Schedule 1; and
  - ii.     Addition of 263-273 & 279R Pennant Hills Road and 18 Shirley Street, Carlingford to the Additional Permitted Uses Map to facilitate retail floor space, neighbourhood supermarket along with specialty retail, business, and recreational uses.
- (c)    **That** Council approve the Planning Agreement at **Attachment 2** amended as referred to in this report and the Chief Executive Officer be authorised to sign/execute the Planning Agreement on behalf of Council which proposes:
  - i.      A shared walking/cycling pathway through Council owned Shirley Street Reserve which forms part of the connection to the Carlingford Light Rail stop; and
  - ii.     A raised pedestrian crossing accommodating cyclists and pedestrians on Shirley Street.
- (d)    **That** Council authorise the Chief Executive Officer to exercise the plan making delegations as granted by the Gateway Determination for this Planning Proposal.

- (e) **Further, that** Council delegates authority to the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during the plan amendment process relating to the Planning Proposal and finalisation of the Planning Agreement.

*DIVISION*            *A division was called, the result being:-*

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

*NOES:*                Nil

*ABSTAINED:*      Nil

*CARRIED UNANIMOUSLY*

13.3            SUBJECT            Post Exhibition - Finalisation of the Riverside Theatre Planning Proposal following consideration of submissions received during the Public Exhibition Period

REFERENCE      F2022/00105 - D08826680

REPORT OF      Senior Project Officer

4192            RESOLVED        (Maclean/Darley)

**That** Council notes that Item 13.3 has been superseded by Item 13.3A.

13.3A           SUBJECT            LATE REPORT: Post Exhibition - Finalisation of the Riverside Theatre Planning Proposal following consideration of submissions received during the Public Exhibition Period

REFERENCE      F2022/00105 - D08872657

REPORT OF      Senior Project Officer

4193            RESOLVED        (Maclean/Darley)

The Local Planning Panel (LPP) advice is consistent with Council Officers' recommendation within Item 13.3 of the 27 February 2023 Council Business Paper relating to the outcome of the public exhibition of the Riverside Theatre Planning Proposal.

Recommendation (c) from Item 13.3 has been updated to reflect the LPP's advice:

- a) **That** Council note that a total number of 31 submissions were made in response to the public exhibition of the Planning Proposal which are summarised at **Attachment 1**.

- b) **That** Council approve the Planning Proposal at **Attachment 2** for the purposes of it being forwarded to the Department of Planning and Environment (DPE) for finalisation.
- c) **That** Council note the LPP advice relating to the outcome of the public exhibition of the Planning Proposal from its meeting of 15 February 2023 that supported Council Officers' recommendation contained in (a), (b) and (d).
- d) **Further, that** Council delegate authority to the Chief Executive Officer to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan finalisation process, relating to the Planning Proposal.

*In accordance with section 375A of the Local Government Act a Division of votes is recorded on this planning matter.*

*DIVISION            A division was called, the result being: -*

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

*NOES:*            Nil

*ABSTAINED:*   Nil

*CARRIED UNANIMOUSLY*

**Note: A question was taken on notice for this item.**

#### 14. NOTICES OF MOTION

14.1            SUBJECT            NOTICE OF MOTION: WestInvest Funding

REFERENCE    F2022/00105 - D08868685

FROM            Councillor Georgina Valjak

4194           RESOLVED        (Valjak/Wang)

- (a) **That** Council acknowledges the continued investment and support by the State Government in awarding \$170 million from the WestInvest Community round and \$29.7 million from the Local Government round to City of Parramatta which will be delivered regardless of the State election outcome.
- (b) **That** Council note that the Westinvest funding follows over \$4 billion invested by the State government over the past 12 years in infrastructure investment.
- (c) **That** Council brings back a report to Council on the impact of the \$199.7 million WestInvest funding to City of Parramatta.

- (d) **Further, that** Council thanks all staff for their work in submitting high calibre business cases that contributed to the successful projects being awarded – this is an outstanding achievement for City of Parramatta Council which will be able to deliver these transformational projects across our LGA for our Community.

**Note: Cllr Darley left the Chamber at 7:52pm and returned at 7:54pm during consideration of Item 14.1.**

14.2      SUBJECT      NOTICE OF MOTION: Accelerated Infrastructure Funding

REFERENCE    F2022/00105 - D08868775

FROM            Councillor Georgina Valjak

4195      RESOLVED      (Valjak/Garrard)

- (a)    **That** Council acknowledges the continued investment and support by the State Government in awarding six projects through the Accelerated Infrastructure Fund (AIF) – Round 3 at \$27.54 million to the City of Parramatta Council.
- (b)    **That** Council brings back a report to Council on the impact of the \$27.54 million AIF funding to City of Parramatta.
- (c)    **Further, that** Council thanks staff for their work in submitting high calibre business cases that contributed to the successful projects being awarded – this is an outstanding achievement for Council.

## 15. QUESTIONS WITH NOTICE

15.1      SUBJECT      Questions Taken on Notice - 13 February 2023 Council Meeting

REFERENCE    F2022/00105 - D08869828

REPORT OF    Governance Manager

1.      Paragraph 9.23 of Council's Code of Meeting Practice states:

*"Where a councillor or council employee to whom a question is put is unable to respond to the question at the meeting at which it is put, they may take it on notice and report the response to the next meeting of the Council."*

### **STAFF RESPONSE**

Item 13.8 - Administration of the City of Parramatta September 2024 Local Government Elections

During discussion on Item 13.8 - Administration of the City of Parramatta September 2024 Local Government Elections, Councillor Esber asked the following question:

*By September this year, Council has to submit to the NSW Electoral Commission Council's new boundaries. Will Council be able to make a submission of where the pre-poll would be?*

*Chief Financial and Information Officer*

*No. As an integrity agency the NSW Electoral Commission cannot operate under the influence of third parties. Hence to ensure the highest levels of probity and integrity, the Commissioner will determine how the 2024 elections will be conducted, and that includes where and how many polling places and pre-poll venues will be employed.*

Item 13.8 - Administration of the City of Parramatta September 2024 Local Government Elections

During discussion on Item 13.8 - Administration of the City of Parramatta September 2024 Local Government Elections, Councillor Bradley asked the following question:

*Could staff provide the details to the cost estimate given by the NSW Electoral Commission?*

*Chief Financial and Information Officer*

*Please refer to Attachment 1.*

Item 13.8 - Administration of the City of Parramatta September 2024 Local Government Elections

During discussion on Item 13.8 - Administration of the City of Parramatta September 2024 Local Government Elections, Councillor Bradley asked the following question:

*It is possible to argue for a one-week pre-poll and rather than two weeks pre-poll. What saving could Council make through a one-week pre-poll?*

*Chief Financial and Information Officer*

*The Commissioner is trialing a one-week pre-poll period at next month's State general election. An analysis will be conducted post-election to determine the benefits or otherwise of a one-week pre-poll period. If it proves beneficial, the Commissioner is open to offering a one-week pre-poll period at the 2024 local government elections. From past experience, a week one pre-poll period offers virtually no savings because the same number of electors chose to vote early, so either larger or additional venues are leased and hence the same number of staff are employed.*

Item 13.8 - Administration of the City of Parramatta September 2024 Local Government Elections



During discussion on Item 13.8 - Administration of the City of Parramatta September 2024 Local Government Elections, Councillor Bradley asked the following question:

*Where would the pre-poll locations be and the polling places on election day?*

*Chief Financial and Information Officer*

*We won't start reviewing the number and location of pre-poll and polling place locations for at least another year.*

Item 16.1 – Legal Status Report as at 25 December 2022

During discussion on Item 16.1 - Legal Status Report as at 25 December 2022, Councillor Darley asked the following question:

*Could officers get back to Council on what cases Council is allowed to report publicly and the format it would be in?*

*Chief Financial and Information Officer*

*The outcome of legal cases may be reported publicly. A format is being considered by Council's Group Manager of Legal Services.*

15.2      SUBJECT      LATE REPORT: Questions Taken on Notice - 14  
November 2022 Council Meeting

REFERENCE      F2022/00105 - D08880386

REPORT OF      Governance Manager

1.      Paragraph 9.23 of Council's Code of Meeting Practice states:

*"Where a councillor or council employee to whom a question is put is unable to respond to the question at the meeting at which it is put, they may take it on notice and report the response to the next meeting of the Council."*

**STAFF RESPONSE**

Item 1

During discussion in the Closed Session Councillor Esber asked the following question:

*What was the budget for Parramatta Council from few billion dollars allocated in the last Federal budget for road funding?*

*Executive Director City Assets & Operations Response*

*Council receives funding from the Australian Government for the ongoing maintenance of existing roads that are under Council's control and care. The funding is provided under Roads to Recovery*

*Program. The Government committed \$2.6 billion to all LGAs across the country for a period of 4 years from FY2019/20 to FY2023/24. There is an ongoing commitment of \$500 million each year after FY2023/24. The grant is non-competitive and allocations for local governments is calculated according to a formula on population and road length under the care and control of Council.*

*City of Parramatta Council has been receiving \$ 1,282,352 per year since FY2019/20 and will receive the same amount in FY2023/24. New allocation will be calculated and provided to Council from the ongoing commitment beyond FY2023/24. Funding comes with strict guideline to the programs that can be funded and has stringent reporting requirements. Council utilises the funds for the rehabilitation of local roads in conjunction with Council's annual roads renewal program.*

*Similar funding is recently being made available to Council under the Government's Local Roads and Community Infrastructure (LRCI) grants program. Council received \$2,564,704 in FY2022/23 as part of Phase 3 of LRCI and has commitment of \$1,282,352 from the phase 4 of LRCI for FY2023/24. These funds are being utilised for road rehabilitation, footpath renewals and upgrade of streetlights.*

**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**

**4196      RESOLVED      (Maclean/Noack)**

**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** Parramatta Square Public Domain Contract Value Amendment. (D08857645) - *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.*
- 16.2** REVISED: Technology One - One Council Unsolicited Proposal. (D08859548) - *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.*

- 16.3 Microsoft Licensing Agreement RRQ Outcome. (D08857524) - *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.*

16.1      SUBJECT      Parramatta Square Public Domain Contract Value Amendment

REFERENCE      F2022/00105 - D08857645

REPORT OF      Group Manager Project Delivery

4197      RESOLVED      (Garrard/Esber)

- (a)      **That** Council approve the current increase of \$3,084,425 in the value of Walker Corporation Purchase Orders for the delivery of the Parramatta square Public Domain as contained in Paragraph 7.
- (b)      **Further, that** Council delegate authority to the Chief Executive Officer to negotiate, execute contracts and sign all necessary documentation required for the completion of the design and construction of the Parramatta Square Public Domain to a maximum value of \$54,626,263 allocated from the Property Reserve as detailed at paragraph 5 of this report.

**Note: Questions were taken on notice for this item.**

16.2      SUBJECT      REVISED: Technology One - One Council Unsolicited Proposal

REFERENCE      F2023/00276 - D08859548

REPORT OF      Chief Technology Officer

4198      RESOLVED      (Pandey/Garrard)

- (a)      **That** Council receive and note the report.
- (b)      **That** in accordance with Section 55(3)(i) of the Local Government Act 1993, Council delegate to the Chief Executive Officer the authority to negotiate directly with Technology One for the provision of an integrated software solution on a Software as a Service platform (as outlined in this report) for the following extenuating circumstances:
  - 1.      lack of other local government integrated software solutions with Council's existing core systems.

2. leveraging existing system capabilities in the Technology One solution.
  3. the cost and time burden of proceeding to tender to make a similar assessment for a similar or inferior financial outcome.
- (c) **That** Council authorise the Chief Executive Officer to appoint a qualified independent probity advisor to oversee the negotiations.
- (d) **Further, that** a report be provided back to Council on the outcomes of the negotiations with Technology One and the concerns raised by the Audit Risk and Improvement Committee.

16.3 SUBJECT Microsoft Licensing Agreement RRQ Outcome

REFERENCE F2023/00276 - D08857524

REPORT OF Chief Technology Officer

4199 RESOLVED (Pandey/Maclean)

- (a) **That** Council approve entering into a contract agreement with Datacom Systems (AU) Pty Ltd for Council's Microsoft Licensing Agreement, for a 3-year term commencing the 1<sup>st</sup> of June 2023.
- (b) **That** Council endorse a 10% budget contingency of \$431,500 to allow for potential growth in Microsoft licensing numbers during the term of the contract.
- (c) **Further, that** Council delegate authority to the Chief Executive Officer to finalise and execute the necessary documentation.

#### PROCEDURAL MOTION

4200 RESOLVED (Esber/Maclean)

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

#### 17. REPORTS OF RESOLUTIONS PASSED IN CLOSED SESSION

The Chief Executive Officer read out the resolutions for Items 16.1 to 16.3.

#### 18. CONCLUSION OF MEETING

The meeting terminated at 8:19pm.

THIS PAGE AND THE PRECEDING 13 PAGES ARE THE MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON Monday, 27 February 2023 AND CONFIRMED ON Monday, 13 March 2023.

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Chairperson

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## **REPORTS TO COUNCIL - FOR NOTATION**

**13 MARCH 2023**

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12.2	Circa Espresso Cafe - Completed Facade Improvement Grant .....	71

**REPORTS TO COUNCIL - FOR NOTATION**

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**ITEM NUMBER** 12.1  
**SUBJECT** Referral of Inspection Reports by Fire and Rescue NSW  
**REFERENCE** F2022/00105 - D08866758  
**REPORT OF** Team Leader Building Compliance

**CSP THEME:** GREEN

**WORKSHOP/BRIEFING DATE:** NIL

**PURPOSE:**

To provide details on the Fire Safety Reports received by Council from Fire and Rescue NSW (FRNSW) in accordance with Schedule 5 Part 8, Clause 17 (2) of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979)

**RECOMMENDATION**

- (a) **That** Council notes the inspection reports from Fire and Rescue NSW (FRNSW), pursuant to Schedule 5, Part 8 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as listed in this report.
- (b) **That** Council note FRNSW are advised in due course of the ongoing actions taken by Council officers to address concerns identified by FRNSW.
- (c) **That** Council note the exercise of powers pursuant to Schedule 5, Part 8 (17) of the EP&A Act, to give fire safety orders addressing fire safety measures to the buildings located at:
  - 1. 12 Station Road, Toongabbie
  - 2. 459-463 Church Street, Parramatta
  - 3. 41 Campbell Street, Parramatta
  - 4. 46 Savona Drive, 7 & 11 Verona Drive, Wentworth Point
  - 5. 1A Morton Street, Parramatta
  - 6. 10-14 Hazlewood Place, Epping
  - 7. 22 Cambridge Street, Epping
  - 8. 42 Cliff Road, Epping
  - 9. 19 Epping Road, Epping
  - 10. 1 Australia Avenue, Sydney Olympic Park

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

- (d) **Further, that** Council notes the continuing investigations into matters that are currently ongoing, and will where required, exercise its powers to give fire safety orders addressing the fire safety matters raised by FRNSW.

## BACKGROUND

1. FRNSW is empowered under the *Environmental Planning and Assessment Act 1979* (EP&A Act) to undertake fire safety inspections of a building. If of the opinion that adequate provision for fire safety has not been made, FRNSW may make recommendations for additional works to be carried out, in a report to Council. Such reports must be tabled at the next meeting of Council.
2. Council is in receipt of twenty inspection reports issued by FRNSW, pursuant to the EP&A Act, regarding the fire safety of buildings located at:
  1. 12 Station Road, Toongabbie
  2. 459-463 Church Street, Parramatta
  3. 41 Campbell Street, Parramatta
  4. 46 Savona Drive, 7 & 11 Verona Drive, Wentworth Point
  5. 1A Morton Street, Parramatta
  6. 10-14 Hazlewood Place, Epping
  7. 22 Cambridge Street, Epping
  8. 42 Cliff Road, Epping
  9. 19 Epping Road, Epping
  10. 1 Australia Avenue, Sydney Olympic Park
3. The building located at 12 Station Road, Toongabbie is identified as a single storey bowling and recreational club.
4. The building located at 459-463 Church Street, Parramatta is identified as a part 7 and part 13 storey mixed use building containing retail tenancies along the ground floor and residential units on the upper levels.
5. The building located at 41 Campbell Street, Parramatta is identified as a 3 storey residential building.
6. The three buildings located 46 Savona Drive, 7 & 11 Verona Drive, Wentworth Point are identified as two 8 storey and one 25 storey residential buildings.
7. The building located at 1A Morton Street, Parramatta is identified as a 5 storey residential building.
8. The building located at 10-14 Hazlewood Place, Epping is identified as a 5 storey residential building.

9. The building located at 22 Cambridge Street, Epping is identified three-towner mixed use building, one section is 22 storey, another is 21 storey and the third is a 7 storey containing retail tenancies along the ground floor and residential units on the upper levels.
10. The three buildings located at 42 Cliff Road, Epping are identified as 3 storey residential buildings.
11. The two buildings located at 19 Epping Road, Epping are identified as 5 storey residential buildings.
12. The building located at 1 Australia Avenue, Sydney Olympic Park is identified as a part 16 and part 24 storey mixed use building containing commercial tenancies along the ground floor and residential units on the upper levels.

### **ISSUES/OPTIONS/CONSEQUENCES**

13. FRNSW is of the opinion that there are inadequate provisions for fire safety within the buildings identified. (*See the attached annexures relevant to each premises*).
14. Council has started an investigation under Service Request No. 547109 for the matter relating to the building located at 12 Station Road, Toongabbie.
15. Council has started an investigation under Service Request No. 547610 for the matter relating to the building located at 459-463 Church Street, Parramatta.
16. Council has started an investigation under Service Request No. 550940 for the matter relating to the building located at 41 Campbell Street, Parramatta.
17. Council has started an investigation under Service Request No. 557453 for the matter relating to the building located at 46 Savona Drive, 7 & 11 Verona Drive, Wentworth Point.
18. Council has started an investigation under Service Request No. 557485 for the matter relating to the building located at 1A Morton Street, Parramatta.
19. Council has started an investigation under Service Request No. 557468 for the matter relating to the building located at 10- 14 Hazlewood Place, Epping.
20. Council has started an investigation under Service Request No. 557441 for the matter relating to the building located at 22 Cambridge Street, Epping.
21. Council has started an investigation under Service Request No. 557444 for the matter relating to the building located at 42 Cliff Road, Epping.
22. Council has started an investigation under Service Request No. 558413 for the matter relating to the building located at 19 Epping Road, Epping.
23. Council has started an investigation under Service Request No. 558411 for the matter relating to the building located at 1 Australia Avenue, Sydney Olympic Park.

## CONSULTATION & TIMING

### Stakeholder Consultation

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

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

### Councillor Consultation

25. 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

26. FRNSW is empowered under the *Environmental Planning and Assessment Act 1979* (EP&A Act) to undertake fire safety inspections of a building.
27. Council may instigate legal action regarding enforcing compliance with Orders served relating to fire safety where appropriate.

## FINANCIAL IMPLICATIONS FOR COUNCIL

28. Financial implications may occur dependent on any legal action/s that may need to be instigated if Notice and Orders are not complied with. Regulatory Services has an allocated Legal Budget if required.
29. The table below summarises the financial impacts on the budget arising from approval of this report.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26
<b>Revenue</b>				
Internal Revenue				
External Revenue				
<b>Total Revenue</b>	N/A	N/A	N/A	N/A
<b>Funding Source</b>				
<b>Operating Result</b>				

External Costs				
Internal Costs				
Depreciation				
Other				
<b>Total Operating Result</b>	N/A	N/A	N/A	N/A
<b>Funding Source</b>				
<b>CAPEX</b>				
CAPEX				
External				
Internal				
Other				
<b>Total CAPEX</b>	N/A	N/A	N/A	N/A

Bernadette Robertson  
**Team Leader Building Compliance**

Michelle Burke  
**Service Manager Ranger and Parking Services**

James Smallson  
**Acting Executive Director, City Assets and Operations**



John Angilley  
**Chief Financial and Information Officer**

Bryan Hynes  
**Acting Chief Executive Officer**

#### **ATTACHMENTS:**

<a href="#"> 1</a>	Letter Out - Inspection Report 12 Station Road, Toongabbie	3
<a href="#"></a>		Pages
<a href="#"> 2</a>	Letter Out - Inspection Report 459-463 Church Street, Parramatta	6
<a href="#"></a>		Pages
<a href="#"> 3</a>	Letter Out - Inspection Report 41 Campbell Street, Parramatta	4
<a href="#"></a>		Pages
<a href="#"> 4</a>	Letter Out - Inspection Report 46 Savona Drive, 7 & 11 Verona Drive, Wentworth Point	4
<a href="#"></a>		Pages
<a href="#"> 5</a>	Letter Out - Inspection Report 1A Morton Street, Parramatta	5
<a href="#"></a>		Pages
<a href="#"> 6</a>	Letter Out - Inspection Report 10-14 Hazlewood Place, Epping	4
<a href="#"></a>		Pages
<a href="#"> 7</a>	Letter Out - Inspection Report 22 Cambridge Street, Epping	4
<a href="#"></a>		Pages
<a href="#"> 8</a>	Letter Out - Inspection Report 42 Cliff Road, Epping	4
<a href="#"></a>		Pages
<a href="#"> 9</a>	Letter Out - Inspection Report 19 Epping Road, Epping	3
<a href="#"></a>		Pages



**10**  Letter Out - Inspection Report 1 Australia Avenue, Sydney  
 Olympic Park

4  
Pages

## REFERENCE MATERIAL

Unclassified



File Ref. No: BFS22/442 (19536)  
TRIM Ref. No: D22/74870  
Contact: Conor Hackett

1 September 2022

General Manager  
Parramatta City Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT  
TOONGABBIE SPORTS CLUB  
12 STATION ROAD TOONGABBIE NSW 2146 ("the premises")**

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW) inspected 'the premises' on 4 February 2022. The NSW Police Force was also present during the inspection.

On behalf of the Commissioner of FRNSW, comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

## COMMENTS

Please be advised that this report is not an exhaustive list of non-compliances; however, the proceeding concerns also identify deviations from the National

Fire and Rescue NSW	ABN 12 593 473 110	<a href="http://www.fire.nsw.gov.au">www.fire.nsw.gov.au</a>
Community Safety Directorate Fire Safety Compliance Unit	1 Amarina Ave Greenacre NSW 2190	T (02) 9742 7434 F (02) 9742 7483
<a href="http://www.fire.nsw.gov.au">www.fire.nsw.gov.au</a>		Page 1 of 3

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Construction Code 2019, Volume 1 Building Code of Australia (NCC). Given the concerns are based on observations available at the time, FRNSW acknowledges that the deviations may contradict development consent approval. In this regard, it would be at the Council's discretion as the appropriate regulatory authority to conduct its own investigation and consider the most appropriate action.

The following items were identified as concerns during the inspection:

1. Essential Fire Safety Measures

1A. Fire Hydrant System –

- i. The isolating valves associated with the hydrant booster assembly were not secured or locked in the open position in accordance with Clause 8.5.8 of AS 2419.1-2005.
- ii. The fire hydrant booster assembly is positioned behind the boundary fence adjacent to Station Road. In that regard, the fence may cause an obstruction, contrary to the requirements of Clause 7.3(g) of AS 2419.1-2005

1B Portable Fire Extinguisher (PFE) - The PFE located in the kitchen was obstructed by a laundry bin and was not readily accessible at the inspection time, contrary to Clause 3.2 of AS 2444-2001.

1C Fire Hose Reel (FHR) - Non-firefighting equipment was stored within the fire hose reel cabinet adjacent to the main entrance, contrary to the requirements of Clause 10.4.4 of AS 2441-2005.

2. Access & Egress

2A Exit Door - Slide bolts were installed at the top and bottom of the final exit door to the northeast corner of the premises, adjacent to the main function room, contrary to the requirements of Clause D1.10 of the NCC and Clause 109 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021.

FRNSW believes that there are inadequate provisions for fire safety within the building.

**RECOMMENDATIONS**

FRNSW recommends that Council inspect and address items 1 and 2 of this report and any other deficiencies identified on 'the premises.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

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Please do not hesitate to contact Conor Hackett of FRNSW's Fire Safety Compliance Unit at [FireSafety@fire.nsw.gov.au](mailto:FireSafety@fire.nsw.gov.au) or call on (02) 9742 7434 if there are any questions or concerns about the above matters. Please ensure that you refer to file reference BFS22/442 (19536) regarding any correspondence concerning this matter.

Yours faithfully



Edren Ravino  
Senior Building Surveyor  
Fire Safety Compliance Unit

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File Ref. No: BFS22/4448 (23448)  
TRIM Ref. No: D22/77207  
Contact: Mark Knowles

5 September 2022

General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance / Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT  
459-463 CHURCH STREET, PARRAMATTA ("the premises")**

In response to the Project Remediate programme being undertaken by the NSW Department of Customer Service, to remove high-risk combustible cladding on residential apartment buildings in NSW, an inspection of 'the premises' on 1 September 2022 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW), pursuant to the provisions of Section 9.32(1)(b) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In this instance, the inspection revealed fire safety concerns that may require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

In this regard, the inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

Fire and Rescue NSW

ABN 12 593 473 110

[www.fire.nsw.gov.au](http://www.fire.nsw.gov.au)

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On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

**COMMENTS**

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items outline concerns in general terms, deviations from the fire safety provisions prescribed in Section 9.32(1)(b) of the EP&A Act and Clause 112 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021).

The following items were identified as concerns at the time of the inspection:

1. Essential Fire Safety Measures

1A. Automatic Smoke Detection and Alarm System:

- A. Zone Block Plan - A permanent, water and fade resistant zone block plan, depicting all the relevant information of the installation, was not securely mounted adjacent to the Fire Control Panel (FIP) (or at the mimic panels), contrary to the requirements of Clause 3.10 of AS1670.1-2004. Whilst a 'zone list' is located at the FIP, the list does not provide adequate information to assist FRNSW, which is likely to delay firefighting operations.

1B. The Fire Hydrant System:

A. The booster assembly:

- i. A structural column is located directly in front of the booster assembly, therefore creating an obstruction to firefighters when connecting hoses to the booster assembly/pumping appliance, contrary to the requirements of Clause 7.3 of AS2419.1-2005.
- ii. The doors to the booster enclosure were not fitted with a device capable of securing the door in not less than a 90° open position, contrary to the requirements of Clause 7.9.2 of AS2419.1-2005.
- iii. A permanent water and fade resistant block plan of the fire hydrant system had not been provided at the booster assembly, contrary to the requirements of Clause 7.11 of AS 2419.1-2005.

1C. Automatic Fire Suppression System:

- A. The sprinkler diesel pumpset did not appear to be capable of operating to the standard of performance from when it was first designed and installed, contrary to the requirements of Clause 81 of

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the EPAR 2021. The following issues were identified as concerns at the time of inspection:

- i. The Fire Indicator Panel (FIP) was displaying 1x 'Alarm' and 1x 'Isolation', identified as 'diesel sprinkler fail'.
- ii. The latest entry in the 'Fire Detection Systems' logbook in the fire control room, dated 2 June 2022, noted:
  - a. *Sprinkler pump isolated*
  - b. *Quote has been sent*
  - c. *Awaiting repairs*

The same observations/defects were listed since the commencement of the new logbook on 17 February 2022.

- iii. The control panel for the diesel sprinkler pump indicated the pump was operational, however the 'alarm silenced' indicator light was illuminated indicating that a 'system alarm' had been silenced.
- iv. The latest entry in the 'maintenance record and report' logbook for the sprinkler pumps (in the pump room), dated 2 June 2022, noted:
  - a. *'Pump won't kick over'.*
  - b. *'Repairs booked in'.*

The same observations/defects were listed since 1 October 2021.

FRNSW requested the Strata Manager/Building Manager provide some clarification with regard to the status of the sprinkler diesel pump given the comments/defects identified by the fire maintenance contractor in the logbooks.

FRNSW received email correspondence from the Building Manager on 5 September 2022, advising that the fire maintenance contractor attended site on 2 September 2022 and the defects were rectified and cleared and the system was fully operational. Photographs were provided with the correspondence to demonstrate such. The correspondence included advice from the fire maintenance contractor confirming the following:

*All pumps onsite at 459-463 Church Street, Parramatta are now fully operational. The Sprinkler Diesel Pump was defected as "Pump will not kick over/Start". After the annual servicing was conducted on all of the pumps, an investigation was taken place*



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*on the sprinkler diesel pump. Following the investigation, it was found this issue was due to the stop solenoid not resetting. The repair of the stop solenoid was conducted and rectified. This was tested multiple times and is now in correct working order/condition. We then returned to site to re-test during the monthly inspection to ensure no further issues had occurred, following the repair. All was in correct working order and the panel was then cleared.*

Notwithstanding this, it would be at Council's discretion as the appropriate regulatory authority, to determine whether further investigation is required in this instance.

B. Block Plan:

- i. A permanent water and fade resistant plan of risk (block plan) of the sprinkler system was not provided at the sprinkler booster assembly, within the sprinkler pump room and at the sprinkler control valves, contrary to the requirements of Clause 8.3 of AS 2118.1-1999.

C. The sprinkler valves:

- i. A complete stock of spare sprinklers and a spanner had not been provided at the sprinkler control valves, contrary to the requirements of Clause 6.7 of AS2118.1-1999.
- ii. The sprinkler valves are located within the hydrant electric pump room in the basement level which are accessed via the fire-isolated stairway and are not readily visible and accessible to fire-fighters, contrary to the requirements of Clause 8.1 of AS2118.1-1999. Furthermore, a location plate identifying the location of the sprinkler control valves is not provided on all doors accessing the sprinkler control valves, contrary to the requirements of Clause 8.4 of AS2118.1-1999.

- D. A 500mm clear space is not being maintained below the level of the sprinkler deflectors throughout the storage cage areas in the carpark levels, contrary to the requirements of Clause 5.4.8 of AS2118.1-1999.

1D. Fire Hose Reels (FHR's):

- A. Multiple FHR's throughout the basement levels were not wound back correctly and the nozzle was detached from the hose guide and nozzle interlocking devices.



**Unclassified****1E. Fire Doors:**

- A. Multiple fire doors throughout 'the premises' had not been maintained in accordance with the requirements of Clause 81 of the EPAR 2021. The following issues were identified at the time of the inspection:

- i. Multiple fire doors to the garbage room enclosures on the residential levels failed to return to the fully closed position (and self-latch) after each opening, when tested, contrary to the requirements of Clause C3.11 and Specification C3.4 of the National Construction Code Volume One Building Code of Australia (NCC) and AS1905.1.

**1F. Portable Fire Extinguishers (PFE's):**

- A. The travel distance from the entrance doorway of multiple sole occupancy units throughout 'the premises' is more than 10m to the nearest PFE, contrary to the requirements of Clause E1.6(b) of the NCC.

FRNSW is therefore of the opinion that the fire safety provisions prescribed for the purposes of 9.32(1)(b) of the EP&A Act, have not been complied with.

**ADDITIONAL COMMENTS**

In addition to the items identified above, relating to the Fire Safety Provisions prescribed by Clause 112 of the EPAR 2021, the following items were also identified as concerns at the time of the inspection and it would be at council's discretion as the appropriate regulatory authority to conduct its own investigation and consider the most appropriate action.

**2. Generally:****2A. Access and Egress:**

- A. Re-entry from fire-isolated exits – The doors to the fire-isolated stairways serving the residential levels (effective height greater than 25m), were all locked from the inside, contrary to the requirements of Clause D2.22 of the NCC. In this regard, the doors throughout the exit did not appear to be provided with a fail-safe device that automatically unlocks the door upon activation of a fire alarm and re-entry was not available on at least every fourth floor (with appropriate signage stating that re-entry is available), in accordance with the requirements of Clause D2.22(b) of the NCC.

**2B. Exit signs and directional exit signs:**

- A. It was evident that there were areas/parts within the carpark level, where the direction to the required exits was not readily apparent. In

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some instances exit signs and directional exit signs were obstructed by services, including but not limited to beams, PVC plumbing pipes, sprinkler pipes, electrical cable trays. Additional directional exit signs may be required throughout the carpark level, such that an exit sign or directional exit sign is clearly visible from all parts, in accordance with Clause E4.5 and NSW E4.6 of the NCC.

- B. Exit signs were not provided on each side of the smoke doors on the residential level to direct the occupants to the required/alternative exits (when the smoke doors have released in the closed position), contrary to the requirements of Clause E4.5 & Clause E4.6 of the NCC.

## RECOMMENDATIONS

FRNSW recommends that Council:

- a. Inspect and address item no. 1 of this report.
- b. Give consideration to the other deficiencies identified on 'the premises' identified in item no. 2 of this report.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact Mark Knowles of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS22/4448 (23448) for any future correspondence in relation to this matter.

Yours faithfully



Mark Knowles  
Senior Building Surveyor  
Fire Safety Compliance Unit

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File Ref. No: FRN22/2287  
TRIM Ref. No: D22/85077  
Contact: Stephan Netting

27 September 2022

General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance / Fire Safety

Dear Sir / Madam

**RE: INSPECTION REPORT  
41 CAMPBELL STREET  
PARRAMATTA ("the premises")**

Fire & Rescue NSW (FRNSW) responded to a fatal fire incident on 11 July 2022, at 'the premises' and as a result, a fire safety concern was lodged.

Pursuant to the provisions of Section 9.32 (1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), an inspection of 'the premises' on 11 July 2022 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW.

The inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32 (4) and Schedule 5, Part 8, Section 17 (1) of the EP&A Act. Please be advised that Schedule 5, Part 8, Section 17 (2)

Fire and Rescue NSW

ABN 12 593 473 110

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Page 1 of 4

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requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting.

**Comments**

Please be advised that this report is not an exhaustive list of non-compliances however, the proceeding concerns also identifies deviations from the *National Construction Code 2019, Volume 1 Building Code of Australia, Amendment 1* (NCC). Given the concerns are based on observations available at the time FRNSW acknowledges that the deviations may contradict development consent approval. In this regard, it would be at council's discretion as the appropriate regulatory authority to conduct its own investigation and consider the most appropriate action.

FRNSW noted the following during the investigation of this incident:

1. At the time of the fire, smoke alarms were not installed and where smoke alarms were installed, they were not operational in all residential units (sole occupancy units) of 'the premises' in accordance with the requirements of Section 96 of the *Environmental Planning and Assessment (Development, Certification and Fire Safety) Regulation 2021* (EP&A Reg) to ensure occupants were alerted to a fire within their unit so that they could evacuate safely.

At the time of FRNSW inspection of 'the premises', an electrician was on-site installing battery operated smoke alarms in the residential units (sole occupancy units) of 'the premises'.

2. An Annual Fire Safety Statement and Fire Safety Schedule were not displayed prominently in 'the premises' in accordance with the requirements of Section 89 of the EP&A Reg.
3. The entry doors to the residential units (sole occupancy units) of 'the premises', were damaged during the incident following search and rescue activities undertaken by fire-fighters. These doors appeared to be asbestos filled fire doors and therefore required replacement. Self-closing -/60/30 fire doors are required to be installed in accordance with requirements of Clause C3.11 of the NCC to ensure fire is restricted from spreading from within the residential units (sole occupancy units) to the common areas of 'the premises'.
4. Portable fire extinguishers were not installed in the common areas of 'the premises' in accordance with requirements of Clause E1.6 of the NCC and AS 2444 – 2001 to ensure occupants are able to undertake an initial attack on a fire.
5. An automatic smoke detection and alarm system was not installed in the common area of 'the premises' that operated a building occupant warning system in accordance with the requirements of Clause E2.2, Table E2.2a and Specification E2.2a of the NCC, to ensure that all occupants of 'the premises' were alerted to a fire in 'the premises' so that they could evacuate safely.

**Unclassified**

6. Emergency lighting was not installed in the common areas and exit stairs of 'the premises' in accordance with the requirements of Clause E4.2 of the NCC and AS 2293.1 – 2018, to ensure occupants are able evacuate safely.
7. Exit signage was not provided to the exits of 'the premises' in accordance with the requirements of Clause E4.7 of the NCC, to ensure the occupants are able to evacuate safely.

FRNSW is therefore of the opinion that there are inadequate provisions for fire safety within the building.

**RECOMMENDATIONS**

FRNSW recommends that Council:

- a. Require working smoke alarms to be installed in all residential units (sole occupancy units) of 'the premises' in accordance with the requirements of Section 96 of the EP&A Reg.
- b. Require the submission of an Annual Fire Safety Statement and that the statement be prominently displayed in 'the premises' in accordance with the requirements of the EP&A Reg.
- c. Require the submission of certification confirming that the entry doors residential units (sole occupancy units) of 'the premises' are self-closing -/60/30 fire doors in accordance with the requirements of Clause C3.11 of the NCC. If these doors are not self-closing -/60/30 fire doors, it is recommended that council require the doors to be replaced with self-closing -/60/30 fire doors.
- d. Require portable fire extinguishers to be installed in 'the premises' in accordance with the requirements of Clause E1.6 of the NCC and AS 2444 – 2001.
- e. Require an automatic smoke detection and alarm system to be installed in the common area of 'the premises' that operates a building occupant warning system in accordance with the requirements of Clause E2.2, Table E2.2a and Specification E2.2a of the NCC.
- f. Require emergency lighting to be installed in the common areas and exit stairs of 'the premises' in accordance with the requirements of Clause E4.2 of the NCC and AS 2293.1 – 2018
- g. Require exit signage to be installed in the exits of 'the premises' in accordance with the requirements of Clause E4.7 of the NCC.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.



Unclassified

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact Stephan Netting of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference FRN22/2287 for any future correspondence in relation to this matter.

Yours faithfully



Stephan Netting  
Manager Fire Safety Compliance  
Fire Safety Compliance Unit

cc. Senior Constable Michael Faragalla  
Parramatta Detectives  
Parramatta Police Station  
NSW Police Force

Email: [fara1mic@police.nsw.gov.au](mailto:fara1mic@police.nsw.gov.au)

Unclassified

Unclassified



File Ref. No: BFS21/4835 (18677)  
TRIM Ref. No: D21/95913  
Contact: John Bruscino

3 November 2022

General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance / Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT  
'TIAGA'  
46 SAVONA DRIVE, 7 & 11 VERONA DRIVE, WENTWORTH POINT  
("the premises")  
[LOT 9B, 41-45 HILL ROAD]**

In response to the Project Remediate programme being undertaken by the NSW Department of Customer Service, to remove high-risk combustible cladding on residential apartment buildings in NSW, an inspection of 'the premises' on 30 November 2021 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW), pursuant to the provisions of Section 9.32(1)(b) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In this instance, the inspection revealed fire safety concerns that may require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

In this regard, the inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

Fire and Rescue NSW

ABN 12 593 473 110

[www.fire.nsw.gov.au](http://www.fire.nsw.gov.au)

Community Safety Directorate  
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Unclassified

## Unclassified

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

**COMMENTS**

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items outline concerns in general terms, deviations from the fire safety provisions prescribed in Section 9.32(1)(b) of the EP&A Act and Clause 189 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).

*Please note that the inspection was conducted prior to the commencement of Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 on 1 January 2022, therefore, the EP&A Regulation has been referenced throughout the report based on the legislation applicable at the time of the inspection.*

The following items were identified as concerns at the time of the inspection:

1. Essential Fire Safety Measures

1A. Automatic Smoke Detection and Alarm System:

- A. Fire Indicator Panel (FIP): The FIP was displaying one (1) non-critical fault (duct probe).

The Building Manager, who was in attendance at the time of the inspection, was made aware of the issue and advised that the fire service contractors were working to resolve the fault. Following the inspection, FRNSW received correspondence from the Building Manager advising that the fault had been rectified and that the FIP was clear of fault.

Notwithstanding this, it would be at Council's discretion as the appropriate regulatory authority, to determine whether further investigation is required in this instance.

1B. Fire Hydrant System:

- A. The hydrant relay pump – The control panel for the diesel pump indicated the pump was operational, however the latest entry in maintenance logbook, indicated the following non-critical defects:

- i. 'Engine warmer faulty'.
- ii. 'Batteries out of date 2x 12v 120AH'.

The Building Manager, who was in attendance at the time of the inspection, was made aware of the issue and advised that the fire service contractors were working to resolve the issues. Following



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the inspection, FRNSW received correspondence from the Building Manager advising that the issues had been rectified.

Notwithstanding this, it would be at Council's discretion as the appropriate regulatory authority, to determine whether further investigation is required in this instance.

1C. Automatic Fire Suppression System:

- A. Orange protective caps were visible on a number of sprinkler heads in the ground floor entry lobby of Tower B (11 Verona Drive).

FRNSW is therefore of the opinion that the fire safety provisions prescribed for the purposes of 9.32(1)(b) of the EP&A Act, have not been complied with.

**ADDITIONAL COMMENTS**

In addition to the items identified above, relating to the Fire Safety Provisions prescribed by Clause 189 of EP&A Regulation, the following items were also identified as concerns at the time of the inspection and it would be at council's discretion as the appropriate regulatory authority to conduct its own investigation and consider the most appropriate action.

2. Generally:

2A. Services and Equipment

A. Exit signs and directional exit signs:

- i. It was evident that there were areas/parts within the carpark levels, where the direction to the required exits was not readily apparent. Additional directional exit signs may be required throughout the carpark level, such that an exit sign or directional exit sign is clearly visible from all parts, in accordance with Clause E4.5 and NSW E4.6 of the NCC.

B. Fire Hydrant System:

- i. Additional hydrants have been installed within the carpark levels to achieve system coverage, however additional provisions have not been made to suit the operational requirements of FRNSW, contrary to the requirements of Clause 3.2.3.3 of AS 2419.1-2005. In this regard, fire-fighters would be unaware of the existence of the additional hydrant valves outside the fire stairs and would benefit from floor plan signage being placed adjacent to the hydrant valves within the fire stairs, detailing the location of the additional hydrants within the carpark levels.

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## RECOMMENDATIONS

FRNSW recommends that Council:

- a. Inspect and address item no. 1 of this report.
- b. Give consideration to the other deficiencies identified on 'the premises' identified in item no. 2 of this report.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact John Bruscano of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS21/4835 (18677) for any future correspondence in relation to this matter.

Yours faithfully



Mark Knowles  
Senior Building Surveyor  
Fire Safety Compliance Unit

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File Ref. No: BFS22/2347 (21385)  
TRIM Ref. No: D22/96061  
Contact: John Bruscino

3 November 2022

General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance / Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT  
'RIVER VISTAS'  
1A MORTON STREET, PARRAMATTA ("the premises")**

In response to the Project Remediate programme being undertaken by the NSW Department of Customer Service, to remove high-risk combustible cladding on residential apartment buildings in NSW, an inspection of 'the premises' on 1 September 2022 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW), pursuant to the provisions of Section 9.32(1)(b) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In this instance, the inspection revealed fire safety concerns that may require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

In this regard, the inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

Fire and Rescue NSW

ABN 12 593 473 110

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On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

**COMMENTS**

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items outline concerns in general terms, deviations from the fire safety provisions prescribed in Section 9.32(1)(b) of the EP&A Act and Clause 112 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021).

The following items were identified at the time of the inspection:

1. Essential Fire Safety Measures

1A. The Fire Hydrant System:

A. The booster assembly:

- i. A permanent and fade resistant or engraved sign indicating the boost pressure and test pressure was not provided at the booster assembly, contrary to the requirements of Clause 7.10.1 of AS 2419.1-2005.

B. The hydrant pumpsets:

- i. Diesel pump - The control panel for the diesel pump indicated the pump was operational, however the latest entry in maintenance logbook dated 4 August 2022, identified the following defects:

a. *'Jacking pump not operating. Pump works when powered up, however control panel has failed and will not allow auto or manual operation'.*

b. *'Batteries past service life 4x 12v 75AH'.*

The same issue associated with the jacking pump had been reported in the logbook dating back to April 2022.

Following the inspection, the building manager advised that the issues to the jacking pump had been addressed and provided an assurance that he would have the batteries replaced.

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## 1B. Automatic Fire Suppression System:

## A. The sprinkler pumpsets:

- i. Diesel pump - The control panel for the diesel pump indicated the pump was operational, however the latest entry in maintenance logbook dated 4 August 2022, identified the following defects:

- a. *'Cooling manifold not operating correctly, blocked and not flowing water. Valve is not responding to adjustment. Needs replacing.'*

The same issues had been reported in the logbook dating back to April 2022.

Following the inspection, the building manager advised that the issues to the sprinkler diesel pump had been addressed.

- ii. Electric pump – The control panel for the electric pump indicated the pump was operational, however the latest entry in maintenance logbook dated 4 August 2022, identified the following defects:

- a. *'Batteries past service life 1x 12v 12AH'*

Following the inspection, the building manager advised that he would have the batteries replaced.

## B. The sprinkler valves:

- i. A complete stock of spare sprinklers and a spanner had not been provided at the sprinkler control valves, contrary to the requirements of Clause 6.7 of AS2118.1-1999.

## 1C. Exit signs:

- A. Multiple exit signs throughout 'the premises' were either not illuminated or missing the pictorial element and had not maintained, contrary to the requirements of Clause 81 of the EPAR 2021.

## 1D. Fire Doors:

- A. The fire door separating the rising and descending stair flights in Building 2B had not been maintained in accordance with the requirements of Clause 81 of the EPAR 2021. In this regard, the fire door failed to return to the fully closed position after each opening, when tested, contrary to the requirements of Specification C3.4 of the

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NCC and AS1905.1. It is noted that a piece of metal was screw fixed to the striker plate preventing the door from self-latching.

Following the inspection, the building manager advised that he removed the piece of metal that was screw fixed to the striker plate and advised that the fire door now fully closes.

- B. Metal tags – The fire door separating Building 1 residential lobby (ground floor) from Basement 2 carpark was not affixed with the prescribed metal tag to the edge of the door leaf and to the doorframe to confirm that the installation of the fire-rated door set was complete and inspected, contrary to the requirements of Clause 6.1 of AS 1905.1-2005.

1E. Annual Fire Safety Statement (AFSS):

- A. A copy of the current AFSS was not prominently displayed within the building in accordance with Clause 89 of the EPAR 2021.

2. Access and Egress

2A. Fire Safety Notices:

- A. Fire safety notices in Building 2 (residential and carpark levels), were either not provided or were displayed on the inside of the fire-isolated stairways, contrary to the requirements of Clause 108 of the EPAR 2021.

FRNSW is therefore of the opinion that the fire safety provisions prescribed for the purposes of 9.32(1)(b) of the EP&A Act, have not been complied with.

### **ADDITIONAL COMMENTS**

In addition to the items identified above, relating to the Fire Safety Provisions prescribed by Clause 189 of EP&A Regulation, the following items were also identified as concerns at the time of the inspection and it would be at council's discretion as the appropriate regulatory authority to conduct its own investigation and consider the most appropriate action.

3. Generally:

3A. Access and Egress:

- A. Re-entry from fire-isolated exits – The doors to the fire-isolated stairways serving the residential levels in Building 6A & 6B (effective height greater than 25m), were all locked from the inside, contrary to the requirements of Clause D2.22 of the NCC. In this regard, the doors throughout the exit (including the air lock doors) were not provided with a fail-safe device that automatically unlocks the door upon activation of a fire alarm and re-entry was not available on at



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least every fourth floor (with appropriate signage stating that re-entry is available) in accordance with the requirements of Clause D2.22(b) of the NCC.

3B. Services and Equipment

- A. Exit signs and directional exit signs – It was evident that there were areas/parts within the carpark levels, where the direction to the required exits was not readily apparent. Additional directional exit signs may be required throughout the carpark level, such that an exit sign or directional exit sign is clearly visible from all parts, in accordance with Clause E4.5 and NSW E4.6 of the NCC.

**RECOMMENDATIONS**

FRNSW recommends that Council:

- a. Inspect and address item no. 1 and item no. 2 of this report.
- b. Give consideration to the other deficiencies identified on 'the premises' identified in item no. 3 of this report.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact John Bruscano of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS22/2347 (21385) for any future correspondence in relation to this matter.

Yours faithfully



Mark Knowles  
Senior Building Surveyor  
Fire Safety Compliance Unit

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File Ref. No: BFS22/5574 (24563)  
TRIM Ref. No: D22/95493  
Contact: Mark Knowles

3 November 2022

General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance / Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT  
'EPPING GROVE'  
10-14 HAZLEWOOD PLACE, EPPING ("the premises")**

In response to the Project Remediate programme being undertaken by the NSW Department of Customer Service, to remove high-risk combustible cladding on residential apartment buildings in NSW, an inspection of 'the premises' on 27 October 2022 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW), pursuant to the provisions of Section 9.32(1)(b) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In this instance, the inspection revealed fire safety concerns that may require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

In this regard, the inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

Fire and Rescue NSW

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## COMMENTS

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items outline concerns in general terms, deviations from the fire safety provisions prescribed in Section 9.32(1)(b) of the EP&A Act and Clause 112 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021).

The following items were identified as concerns at the time of the inspection:

### 1. Essential Fire Safety Measures

#### 1A. The Automatic Fire Detection and Alarm System:

##### A. Fire Indicator Panel (FIP) - The FIP was displaying two (x2) faults identified as:

- i. 'Zone 5 Level 1 Block F Electrical Riser'
- ii. 'Zone 1 Level B2 Block G Middle Fire Stair'

The Strata Manager was advised of the fault/s following the inspection and FRNSW were advised that the issues would be investigated and resolved in a timely manner.

Notwithstanding this, it would be at Council's discretion as the appropriate regulatory authority, to determine whether further investigation is required in this instance.

#### 1B. The Fire Hydrant System:

##### A. The booster assembly:

- i. All above ground isolating valves were not secured or locked in the open position, contrary to the requirements of Clause 8.5.8 of AS 2419.1-2005.

##### B. The hydrant pumpset:

- i. The control panel for the hydrant pump indicated the pump was operational, however, the 'low fuel level' LED was illuminated and the latest entry in maintenance logbook, dated 20 October 2022, noted:

a. *'Requires 20l diesel'*

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## 1C. Automatic Fire Suppression System:

## A. The sprinkler valves:

- i. A complete stock of spare sprinklers had not been provided at the sprinkler control valves, contrary to the requirements of Clause 6.7 of AS2118.1-1999. In this regard, the sprinkler block plan indicates the hazard classification as 'Ordinary Hazard 2' which requires 24 spare sprinklers to be kept on the premises.

## 1D. Exit signs:

- A. Multiple exit signs throughout 'the premises' were either not illuminated or missing the pictorial element and had not maintained, contrary to the requirements of Clause 81 of the EPAR 2021.

FRNSW is therefore of the opinion that the fire safety provisions prescribed for the purposes of 9.32(1)(b) of the EP&A Act, have not been complied with.

**ADDITIONAL COMMENTS**

In addition to the items identified above, relating to the Fire Safety Provisions prescribed by Clause 112 of the EPAR 2021, the following items were also identified as concerns at the time of the inspection and it would be at council's discretion as the appropriate regulatory authority to conduct its own investigation and consider the most appropriate action.

## 2. Generally:

## 2A. Access and Egress:

- A. Installation in exits and paths of travel - Services, other than for fire-fighting, were installed within central fire-isolated stairway on basement level 2, contrary to the requirements of Clause D2.7 of the NCC. In this regard, an unprotected PVC pipe which was penetrating the fire stair wall, from the carpark, was located within the fire stair.

**RECOMMENDATIONS**

FRNSW recommends that Council:

- a. Inspect and address item no. 1 of this report.
- b. Give consideration to the other deficiencies identified on 'the premises' identified in item no. 2 of this report.

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This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact Mark Knowles of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS22/5574 (24563) for any future correspondence in relation to this matter.

Yours faithfully



Mark Knowles  
Senior Building Surveyor  
Fire Safety Compliance Unit

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File Ref. No: BFS22/5575 (24564)  
TRIM Ref. No: D22/95721  
Contact: Mark Knowles

3 November 2022

General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance / Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT  
'POLY HORIZON'  
20-28 CAMBRIDGE STREET, EPPING ("the premises")**

In response to the Project Remediate programme being undertaken by the NSW Department of Customer Service, to remove high-risk combustible cladding on residential apartment buildings in NSW, an inspection of 'the premises' on 27 October 2022 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW), pursuant to the provisions of Section 9.32(1)(b) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In this instance, the inspection revealed fire safety concerns that may require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

In this regard, the inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

Fire and Rescue NSW

ABN 12 593 473 110

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**COMMENTS**

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items outline concerns in general terms, deviations from the fire safety provisions prescribed in Section 9.32(1)(b) of the EP&A Act and Clause 112 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021).

The following items were identified as concerns at the time of the inspection:

1. Essential Fire Safety Measures

1A. The Automatic Fire Detection and Alarm System:

A. Fire Indicator Panel (FIP) – The FIP was displaying one (x1) fault, identified as:

- i. External strobe relay

The same fault has been identified in the 'Service Maintenance Logbook' dating back to April 2022.

1B. Combine Fire Hydrant and Sprinkler System:

A. The Booster Assembly:

- i. One of the outlet connections at the booster assembly was missing the handwheel and had not been maintained, contrary to the requirements of Clause 81 of the EPAR 2021.

B. Hydrant System:

- i. Additional hydrants have been installed within the carpark levels to achieve system coverage, however additional provisions have not been made to suit the operational requirements of FRNSW, contrary to the requirements of Clause 3.2.3.3 of AS 2419.1-2005. In this regard, fire-fighters would be unaware of the existence of the additional hydrant valves outside the fire stairs and would benefit from floor plan signage being placed adjacent to the hydrant valves within the fire stairs, detailing the location of the additional hydrants within the carpark levels.

1C. Fire Doors:

A. Multiple fire doors throughout 'the premises' had not been maintained in accordance with the requirements of Clause 81 of the EPAR 2021. The following issues were identified at the time of the inspection:

- i. Multiple fire doors to the fire-isolated stairways throughout 'the premises' failed to return to the fully closed position (and self-

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latch) after each opening, when tested, contrary to the requirements of Clause C3.8 of the National Construction Code Volume One Building Code of Australia (NCC) and AS1905.1. In this regard, the fail-safe devices installed to the fire stair doors serving the residential levels in Building A were all 'fire tripped' at the time of the inspection and the doors were not self-latching and remaining closed.

- ii. The fire door to the fire-isolated stairway on the ground floor level in Building A had a broken self-closing device and therefore failed to return to the fully closed position after each opening, when tested, contrary to the requirements of Clause C3.8 of the NCC and AS1905.1.

1D. Annual Fire Safety Statement (AFSS):

- A. A copy of the current AFSS was not prominently displayed within the building in accordance with Clause 89 of the EPAR 2021.

FRNSW is therefore of the opinion that the fire safety provisions prescribed for the purposes of 9.32(1)(b) of the EP&A Act, have not been complied with.

**ADDITIONAL COMMENTS**

In addition to the items identified above, relating to the Fire Safety Provisions prescribed by Clause 112 of the EPAR 2021, the following items were also identified as concerns at the time of the inspection and it would be at council's discretion as the appropriate regulatory authority to conduct its own investigation and consider the most appropriate action.

2. Generally:

2A. Access and Egress:

- A. Installation in exits and paths of travel – Services, other than for fire-fighting, were installed within the fire-isolated stairways, contrary to the requirements of Clause D2.7 of the NCC. In this regard, copper pipes marked as 'Natural Gas' were located within the passageway on the ground floor discharge level in Building B.

2B. Services and Equipment:

- A. Exit signs and directional exit signs – It was evident that there were areas/parts within the carpark levels, where the direction to the required exits was not readily apparent. In some instances, exit signs and directional exit signs were obstructed by services, including but not limited to beams, PVC plumbing pipes, sprinkler pipes, electrical cable trays. Additional directional exit signs may be required



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throughout the carpark level, such that an exit sign or directional exit sign is clearly visible from all parts, in accordance with Clause E4.5 and NSW E4.6 of the NCC.

## RECOMMENDATIONS

FRNSW recommends that Council:

- a. Inspect and address item no. 1 of this report.
- b. Give consideration to the other deficiencies identified on 'the premises' identified in item no. 2 of this report.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact Mark Knowles of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS22/5575 (24564) for any future correspondence in relation to this matter.

Yours faithfully



Mark Knowles  
Senior Building Surveyor  
Fire Safety Compliance Unit

Unclassified

Unclassified



File Ref. No: BFS22/5573 (24562)  
TRIM Ref. No: D22/95603  
Contact: Mark Knowles

3 November 2022

General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance / Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT  
42-50 CLIFF ROAD, EPPING ("the premises")**

In response to the Project Remediate programme being undertaken by the NSW Department of Customer Service, to remove high-risk combustible cladding on residential apartment buildings in NSW, an inspection of 'the premises' on 27 October 2022 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW), pursuant to the provisions of Section 9.32(1)(b) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In this instance, the inspection revealed fire safety concerns that may require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

In this regard, the inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

Fire and Rescue NSW

ABN 12 593 473 110

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Page 1 of 4

Unclassified



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**COMMENTS**

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items outline concerns in general terms, deviations from the fire safety provisions prescribed in Section 9.32(1)(b) of the EP&A Act and Clause 112 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021).

The following items were identified as concerns at the time of the inspection:

1. Essential Fire Safety Measures

1A. The Automatic Fire Detection and Alarm System:

- A. Mimic Panel – The screen associated with the mimic panel in 'Block A' was blank and the controls were not functioning, indicating the mimic panel was inoperable and had not been maintained, contrary to the requirements of Clause 81 of the EPAR 2021.
- B. Zone Block Plan – A permanent, water and fade resistant zone block plan, depicting all the relevant information of the installation, was not securely mounted adjacent to the mimic panel in Block A, contrary to the requirements of Clause 3.10 of AS1670.1-2004.

1B. The Fire Hydrant System:

- A. The pumproom:
  - i. A block plan of the fire hydrant system had not been provided within the pumproom, contrary to the requirements of Clause 7.11 of AS 2419.1-2005.
- B. Maintenance - The hydrant valves throughout 'the premises' contained service labels/tags indicating the hydrants had not received any routine servicing since January 2022, contrary to the requirements of Clause 10.3 of AS 1851-2012 and Clause 81 of the EPAR 2021.

1C. Automatic Fire Suppression System:

- A. A 500mm clear space is not being maintained below the level of the sprinkler deflectors throughout the storage cage areas in the carpark levels, contrary to the requirements of Clause 5.4.8 of AS2118.1-1999.

1D. Fire Hose Reels (FHR's):

- A. The FHR's throughout 'the premises' contained service labels/tags indicating the FHR's have not received any routine servicing since January 2022, contrary to the requirements of Section 9 of AS 1851-2012 and Clause 81 of the EPAR 2021.

Unclassified

**Unclassified**

## 1E. Portable Fire Extinguishers (PFE's):

- A. The PFE's throughout 'the premises' contained service labels/tags indicating the PFE's had not received any routine servicing since January 2022, contrary to the requirements of Clause 10.3 of AS 1851-2012 and Clause 81 of the EPAR 2021.

## 1F. Exit signs:

- A. Multiple exit signs throughout 'the premises' were either not illuminated or missing the pictorial element and had not maintained, contrary to the requirements of Clause 81 of the EPAR 2021.

## 1G. Fire Doors:

- A. Multiple fire doors throughout 'the premises' had not been maintained in accordance with the requirements of Clause 81 of the EPAR 2021. The following issues were identified at the time of the inspection:
  - i. The double fire doors separating the pumproom from the basement carpark failed to return to the fully closed position (and self-latch) after each opening, when tested, contrary to the requirements of Specification C3.4 of the National Construction Code Volume One Building Code of Australia (NCC) and AS1905.1.
  - ii. The fire door to the storeroom on basement level 1 had a broken self-closing device and therefore failed to return to the fully closed position after each opening, when tested, contrary to the requirements of Specification C3.4 of the NCC and AS1905.1.

## 1H. Annual Fire Safety Statement (AFSS):

- A. A copy of the current AFSS was not prominently displayed within the building in accordance with Clause 89 of the EPAR 2021. In this regard, the AFSS on the display was dated March 2021 and is no longer valid.

FRNSW is therefore of the opinion that the fire safety provisions prescribed for the purposes of 9.32(1)(b) of the EP&A Act, have not been complied with.

**ADDITIONAL COMMENTS**

In addition to the items identified above, relating to the Fire Safety Provisions prescribed by Clause 112 of the EPAR 2021, the following items were also identified as concerns at the time of the inspection and it would be at council's discretion as the appropriate regulatory authority to conduct its own investigation and consider the most appropriate action.

Unclassified

2. Generally:

2A. Access and Egress:

- A. Installation in exits and paths of travel – Services, other than for fire-fighting, were installed within the fire-isolated stairways on the basement carpark levels, contrary to the requirements of Clause D2.7 of the NCC.
- B. Handrails – The fire-isolated stairway on basement level 2 (discharging adjacent to the pump room), was not provided with a handrail to at least one side of the flight, contrary to the requirements of Clause D2.17(a)(i) of the NCC.

2B. Services and Equipment:

- A. Exit signs and directional exit signs – It was evident that there were areas/parts within the carpark level, where the direction to the required exits was not readily apparent. In some instances, exit signs and directional exit signs were obstructed by services including but not limited to beams, PVC plumbing pipes, sprinkler pipes, electrical cable trays. Additional directional exit signs may be required throughout the carpark level, such that an exit sign or directional exit sign is clearly visible from all parts, in accordance with Clause E4.5 and NSW E4.6 of the NCC.

## RECOMMENDATIONS

FRNSW recommends that Council:

- a. Inspect and address item no. 1 of this report.
- b. Give consideration to the other deficiencies identified on 'the premises' identified in item no. 2 of this report.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact Mark Knowles of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS22/5573 (24562) for any future correspondence in relation to this matter.

Yours faithfully



Mark Knowles  
Senior Building Surveyor  
Fire Safety Compliance Unit

Unclassified

Unclassified



File Ref. No: BFS22/3957 (22958)  
TRIM Ref. No: D22/97384  
Contact: John Bruscano

7 November 2022

General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance / Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT  
'ELAN'  
17-25 EPPING ROAD, EPPING ("the premises")**

In response to the Project Remediate programme being undertaken by the NSW Department of Customer Service, to remove high-risk combustible cladding on residential apartment buildings in NSW, an inspection of 'the premises' on 8 August 2022 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW), pursuant to the provisions of Section 9.32(1)(b) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In this instance, the inspection revealed fire safety concerns that may require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

In this regard, the inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

Fire and Rescue NSW

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**COMMENTS**

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items outline concerns in general terms, deviations from the fire safety provisions prescribed in Section 9.32(1)(b) of the EP&A Act and Clause 112 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021).

The following items were identified at the time of the inspection:

1. Essential Fire Safety Measures

1A. The Fire Hydrant System:

A. The booster assembly:

- i. Real estate signs have been erected directly in front of the booster assembly therefore creating an obstruction to firefighters when connecting hoses to the booster assembly/pumping appliance, contrary to the requirements of Clause 7.3 of AS2419.1-2005.

B. The hydrant pumpset:

- i. The exhaust system to the diesel pumpset was not suitably guarded or lagged to prevent fire hazards and injuries to operators, contrary to the requirements of AS2941.
- ii. The service record/logbook for the pumpset indicated the system had not been inspected and tested on a monthly basis, contrary to the requirements of Section 3 of AS1851-2012 and Clause 81 of the EPAR 2021. In this regard, the logbook indicated the system was being serviced irregularly and not monthly.

C. Maintenance – The hydrant valves throughout the building and the booster assembly connections, contained service labels/tags, which indicated the valves/connections have not received any routine servicing since September 2020, contrary to the requirements of Section 4 of AS1851-2012 and Clause 81 of the EPAR 2021.

1B. Automatic Fire Suppression System:

A. The sprinkler booster:

- i. Maintenance – The connections at the booster assembly, contained service labels/tags, which indicated booster connections have not received any routine servicing since September 2020, contrary to the requirements of Section 2 of AS1851-2012 and Clause 81 of the EPAR 2021.

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Unclassified

B. The sprinkler valves:

- i. A complete stock of spare sprinklers had not been provided at the sprinkler control valves, contrary to the requirements of Clause 6.7 of AS2118.1-1999. In this regard, the sprinkler block plan indicates the hazard classification as 'Ordinary Hazard 2' which requires 24 spare sprinklers to be kept on the premises.
- ii. A 500mm clear space is not being maintained below the level of the sprinkler deflectors throughout the storage cage areas in the carpark level, contrary to the requirements of Clause 5.4.8 of AS2118.1-1999.
- iii. System Maintenance – Service records or logbooks for the sprinkler system were not being kept on site in accordance with the requirements of Clause 1.16 of AS1851-2012, to confirm the system was receiving the required routine servicing in accordance with the requirements of Section 2 of AS1851-2012 and Clause 81 of the EPAR 2021.

1C. Fire Hose Reels (FHR's):

- A. Maintenance – The FHR's throughout 'the premises', contained service labels/tags, indicating the FHR's have not received any routine servicing since March 2021, contrary to the requirements of Section 9 of AS1851-2012 and Clause 81 of the EPAR 2021.

FRNSW is therefore of the opinion that the fire safety provisions prescribed for the purposes of 9.32(1)(b) of the EP&A Act, have not been complied with.

## RECOMMENDATIONS

FRNSW recommends that Council:

- a. Inspect and address item no. 1 of this report.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact John Bruscano of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS22/3957 (22958) for any future correspondence in relation to this matter.

Yours faithfully



Mark Knowles  
Senior Building Surveyor  
Fire Safety Compliance Unit

Unclassified

Unclassified



File Ref. No: BFS22/3890 (22890)  
TRIM Ref. No: D22/97172  
Contact: John Bruscino

7 November 2022

General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Email: [council@cityofparramatta.nsw.gov.au](mailto:council@cityofparramatta.nsw.gov.au)

Attention: Manager Compliance / Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT  
'AUSTRALIA TOWERS'  
1-7 AUSTRALIA AVENUE, SYDNEY OLYMPIC PARK ("the premises")**

In response to the Project Remediate programme being undertaken by the NSW Department of Customer Service, to remove high-risk combustible cladding on residential apartment buildings in NSW, an inspection of 'the premises' on 3 August 2022 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW), pursuant to the provisions of Section 9.32(1)(b) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In this instance, the inspection revealed fire safety concerns that may require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

In this regard, the inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

Fire and Rescue NSW

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Page 1 of 4

Unclassified

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## COMMENTS

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items outline concerns in general terms, deviations from the fire safety provisions prescribed in Section 9.32(1)(b) of the EP&A Act and Clause 112 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021).

The following items were identified at the time of the inspection:

### 1. Essential Fire Safety Measures

- 1A. The Automatic Fire Detection and Alarm System did not appear to be capable of operating to the standard of performance from when it was first designed and installed, contrary to the requirements of Clause 81 of the EPAR 2021. The following issues were identified as concerns at the time of inspection:

- A. Fire Indicator Panel (FIP) - The FIP was displaying ten (x10) faults and seventy-three (x73) isolations.

The Building Manager, who was in attendance at the time of the inspection, contacted the fire maintenance contractor who attended site immediately to investigate. Prior to FRNSW departure, all isolations had been restored, however the faults required further investigation.

FRNSW received email correspondence from the Building Manager following the inspection, advising that the fire maintenance company had repaired all faults and the system was fully operational.

Notwithstanding this, it would be at Council's discretion as the appropriate regulatory authority, to determine whether further investigation is required in this instance.

### 1B. Sound System and Intercom System for Emergency Purposes (SSISEP):

- A. The SSISEP did not appear to be capable of operating to the standard of performance from when it was first designed and installed, contrary to the requirements of Clause 81 of the EPAR 2021. The following issues were identified as concerns at the time of inspection.

- i. The Evacuation System Control Panel was displaying five (x9) audio faults and one (x1) WIP fault.

FRNSW received email correspondence from the Building Manager following the inspection, advising that the fire maintenance company had repaired all faults and the system was fully operational.

Unclassified



**Unclassified**

Notwithstanding this, it would be at Council's discretion as the appropriate regulatory authority, to determine whether further investigation is required in this instance.

**1C. Combine Fire Hydrant and Sprinkler System:**

A. The electric pump (primary pump) for the Combined Fire Hydrant and Sprinkler System did not appear to be capable of operating to the standard of performance from when it was first designed and installed, contrary to the requirements of Clause 81 of the EPAR 2021. The following issues were identified:

- i. The 'Electric Fire Pump Controller' was displaying 'Motor Overcurrent'
- ii. The 'Fire Pumps – Remote Start and Stop' controls at the FIP indicated the electric pump had 'Failed'.

FRNSW received email correspondence from the Building Manager following the inspection, advising that the fire maintenance company had repaired all the fault and the pump was fully operational.

Notwithstanding this, it would be at Council's discretion as the appropriate regulatory authority, to determine whether further investigation is required in this instance.

**B. Sprinkler System:**

- i. A complete stock of spare sprinklers and a spanner had not been provided at the sprinkler control valves, contrary to the requirements of Clause 6.7 of AS 2118.1-1999.

**1D. Exit signs:**

A. Multiple exit signs throughout 'the premises' were either not illuminated or missing the pictorial element and had not maintained, contrary to the requirements of Clause 81 of the EPAR 2021.

**1E. Fire Doors:**

A. Multiple fire doors throughout 'the premises' had not been maintained in accordance with the requirements of Clause 81 of the EPAR 2021. The following issues were identified at the time of the inspection:

- i. Multiple fire doors to the fire-isolated stairways failed to return to the fully closed position (and self-latch) after each opening, when tested, contrary to the requirements of Specification C3.8 of the National Construction Code Volume One Building Code of Australia (NCC) and AS1905.1.

Unclassified

FRNSW is therefore of the opinion that the fire safety provisions prescribed for the purposes of 9.32(1)(b) of the EP&A Act, have not been complied with.

## RECOMMENDATIONS

FRNSW recommends that Council:

- a. Inspect and address item no. 1 of this report.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact John Bruscano of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS22/3890 (22890) for any future correspondence in relation to this matter.

Yours faithfully



Mark Knowles  
Senior Building Surveyor  
Fire Safety Compliance Unit

Unclassified

## REPORTS TO COUNCIL - FOR NOTATION

---

**ITEM NUMBER** 12.2  
**SUBJECT** Circa Espresso Cafe - Completed Facade Improvement Grant  
**REFERENCE** F2022/00105 - D08871249  
**REPORT OF** Project Officer

**CSP THEME:** **THRIVING**

**WORKSHOP/BRIEFING DATE:** NIL

### PURPOSE:

To report back to Council following the completion of works at Circa Espresso Cafe co-funded by City of Parramatta Council through Council's Façade Improvement Grant.

### RECOMMENDATION

**That** Council notes the completion of works through Council's Façade Improvement Grant by Aisha Holding Pty Ltd (trading as Circa Espresso Café) as shown in the before and after photos provided at **Attachment 1**.

### BACKGROUND

- On 27 June 2022, Council endorsed a Façade Improvement Grant of \$7,778.10 to co-fund façade improvement works to be completed by Circa Espresso (19-21 Wentworth Street, Parramatta).
- A funding agreement was signed, and the works were completed in accordance with this agreement (before and after photos provided at **Attachment 1**).
- The works included the cleaning, restoration, and repainting of the façade (iron balustrade, gutter & walls). The colours are from the palette prescribed in the report and were recommended by Council's Heritage Advisor.
- The resolution required a report be brought back to Council following the completion of façade improvement works.

### CONSULTATION & TIMING

#### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
Ongoing	Aisha Holdings Pty Ltd	NIL	Ongoing	Place Services

Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
27 June 2022	All	Action item 10.3 to support the grant was endorsed by Council.	NIL	Place Services

**LEGAL IMPLICATIONS FOR COUNCIL**

7. The funding agreement terms have been met by the recipient (Aisha Holdings Pty Ltd) and Council have processed the release of funds.

**FINANCIAL IMPLICATIONS FOR COUNCIL**

8. The Façade Improvement Grant has annual budget of \$100,000. This approved application is within the allocated annual budget.

Miguel Asuncion  
**Project Officer**

Beth Andean  
**Place Manager**


Ian Woodward  
**Group Manager Legal Services**

Bruce Mills  
**Acting Executive Director Property & Place**

John Angilley  
**Chief Financial and Information Officer**

Bryan Hynes  
**Acting Chief Executive Officer**

**ATTACHMENTS:**

- 1  Before and After Photos of Circa Espresso Cafe - Façade Improvement Grant

1  
Page

CIRCA ESPRESSO CAFÉ – BEFORE AND AFTER WORKS – FAÇADE IMPROVEMENT GRANT

BEFORE



AFTER



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

### **13 MARCH 2023**

13.1	Minutes of the Parramatta Traffic Committee meeting held on 8 February 2023 .....	76
13.2	Minutes of the Traffic Engineering Advisory Group meeting held on 8 February 2023 .....	243
13.3	Parramatta City Centre Local Infrastructure Contributions Plan - Amendment No 1 - Phillip Street Block .....	268
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13.5	2023 ALGA National General Assembly - Motions.....	339

## REPORTS TO COUNCIL - FOR COUNCIL DECISION

---

<b>ITEM NUMBER</b>	13.1
<b>SUBJECT</b>	Minutes of the Parramatta Traffic Committee meeting held on 8 February 2023
<b>REFERENCE</b>	F2022/00105 - D08824678
<b>REPORT OF</b>	Traffic and Transport Manager

**CSP THEME: ACCESSIBLE**

**WORKSHOP/BRIEFING DATE:** Nil

### PURPOSE:

The purpose of this report is to provide Council with the Minutes of the Parramatta Traffic Committee held on 8 February 2023 and seek Council approval for the recommendations of the Committee.

### RECOMMENDATION

- (a) **That** Council note the minutes of the Parramatta Traffic Committee held on 8 February 2023, provided at **Attachment 1**.
- (b) **Further, that** Council approve the recommendations of the Parramatta Traffic Committee from the meeting held on 8 February 2023 provided at **Attachment 1** and in this report, noting the following financial implications for each item.

**I. ITEM 2302 A1 GOOD STREET AND ALFRED STREET, GRANVILLE – PROPOSED COMBINED RAISED PEDESTRIAN AND CYCLIST CROSSINGS AT M4 CYCLEWAY**

The estimated cost for the construction of the combined raised pedestrian and cyclist crossings in both Good Street and Alfred Street is \$600,000. This project will be 100% funded by the State Government's Get NSW Active program.

**II. ITEM 2302 A2 INTERSECTION OF RAYMOND STREET AND HIGH STREET, PARRAMATTA & GRANVILLE – INSTALLATION OF A RAISED PEDESTRIAN CROSSING AND SPEED CUSHIONS**

The estimated cost of the proposed raised pedestrian crossing and speed cushions at the intersection of Raymond Street and High Street, Parramatta and Granville is \$262,000. This project is 100% funded by the 2022/23 Australian Government Black Spot Program.

**III. ITEM 2302 A3 JOHN IAN WING PARADE AT LOUISE SAUVAGE PATHWAY, SYDNEY OLYMPIC PARK – INSTALLATION OF RAISED COMBINED PEDESTRIAN AND CYCLIST CROSSING**

The estimated cost of the proposed raised combined pedestrian and cyclist crossing in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park is \$240,000. This project is 100% funded by the 2022/23 State Government Get NSW Active Program.



**IV. ITEM 2302 A4 BULLI ROAD AND BINALONG ROAD, TOONGABBIE – INSTALLATION OF SPEED CUSHIONS**

The cost estimate for the proposed speed cushions at all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie is \$16,000. This project is 100% funded by Federal Government's Black Spot Programs in 2022/23. Accordingly, there will not be any direct impact on Council's budgets.

**V. ITEM 2302 A5 VICTORIA STREET AT BRIDGE STREET, EPPING – INSTALLATION OF RAISED COMBINED PEDESTRIAN AND CYCLIST CROSSING**

The estimated cost of the proposed raised combined pedestrian and cyclist crossing in Bridge Street south of Victoria Street, Epping is \$250,000. This project is 100% funded by the 2022/23 State Government Get NSW Active Program.

**VI. ITEM 2302 A6 ALBION STREET, HARRIS PARK – INSTALLATION OF SPEED HUMPS**

The estimated cost of the proposed installation of three (3) speed humps with associated signage and pavement markings is \$50,000. This project is to be funded from Council's Ward Initiative, PTC Traffic Facilities funds, and Transport for NSW (TfNSW) Block Grant fund

**VII. ITEM 2302 A7 BENNELONG PARKWAY AT THE PIAZZA, WENTWORTH POINT – INSTALLATION OF A BLISTER ISLAND AND CHANGES TO LINEMARKING**

The estimated cost of the proposed installation of rumble bars and traffic delineators, and alteration of pavement markings is \$7,500. This project is 100% funded by Council from its Ward Initiative Funds in 2022/23.

**VIII. ITEM 2302 A8 SLOUGH AVENUE, SILVERWATER – PROPOSED SPEED HUMPS AND ANGLE PARKING**

The estimated construction cost of the proposed speed humps and angle parking is approximately \$90,000 plus overheads such as labour and site set up costs. These works will be funded as part of the upgrade of Newington Reserve which has an approved budget allocation of \$7.27 million within Council's Delivery Program and Operational Plan plus additional grant funding of \$6.02 million from various sources including Football NSW – Let's Light up Football fund, NSW Office of Sport: Greater Cities Sports Facility Fund 2021/22 and NSW Office of Sport: Multi-Sport Community Facility Fund 2021/22.

**IX. ITEM 2302 A9 DUNLOP STREET, FIRST AVENUE, RYDE STREET – PROPOSED SHARED PATHS, KERB BUILD OUT, AND RAISED PEDESTRIAN AND CYCLIST CROSSINGS**

The total estimated cost of construction of this project including paths, lighting and crossings is \$1.25 million ex GST for all the works. It is intended to commence construction when funding for the project becomes available.

**X. ITEM 2302 A10 ASQUITH STREET, BEACONSFIELD STREET AND STUBBS STREET, SILVERWATER – INSTALLATION OF MEDIAN ISLANDS AND SPEED CUSHIONS**

The estimated cost for the construction of the median island and speed cushions in Asquith Street, Stubbs Street, and Beaconsfield Street, Silverwater is \$160,000. This project is 100% funded by the 2022/23 Australian Government Black Spot Program.

## **BACKGROUND**

1. Transport for NSW (TfNSW) is legislated as the organisation responsible for the control of traffic on all roads in New South Wales under the *Road Transport (Safety & Traffic Management) Act 1999*. To deal with the large number and range of traffic related matters effectively, TfNSW has delegated certain aspects of the control of traffic on local roads to councils. TfNSW has retained both the control of traffic on the State's classified road network and the control of traffic signals on all roads.
2. The TfNSW Delegation to Councils limits the types of prescribed traffic control devices and traffic control facilities that Council can authorise and imposes certain conditions on councils. One of these conditions requires councils to obtain the advice of TfNSW and the Police prior to proceeding with any proposal. This is most commonly achieved by councils establishing a Local Traffic Committee.
3. The Committee is composed of four formal members each with one vote. These four members are a representative from Council, the Police, TfNSW and the Local State Member of Parliament or their nominee. The Parramatta Traffic Committee is an advisory body only, having no decision making powers. It is, primarily, a technical review committee that is required to advise the Council on traffic related matters referred to it by Council. In general, Council makes the decision, however, the Police and TfNSW can appeal Council's decision to the Regional Traffic Committee.

## **ISSUES/OPTIONS/CONSEQUENCES**

4. The most recent meeting of the Parramatta Traffic Committee was held on 8 February 2023. The meeting was attended by Councillors Paul Noack (Chairperson) and Henry Green. The minutes of that meeting and the reports to that meeting are in **Attachment 1** and **Attachment 2** of this report.

The recommendations from the Parramatta Traffic Committee meeting are provided below.

## **ITEM NO**

**ITEM 2302 A1 GOOD STREET AND ALFRED STREET, GRANVILLE – PROPOSED COMBINED RAISED PEDESTRIAN AND CYCLIST CROSSINGS AT M4 CYCLEWAY****Recommendation from Parramatta Traffic Committee:**

- i. That Council approve the construction of a new combined raised pedestrian and cyclists crossing with associated signs and linemarking in Good Street, Granville at the M4 Cycleway as shown in Figure 3 of this report.
- ii. That Council approve the construction of a new combined raised pedestrian and cyclists crossing with associated signs and linemarking in Alfred Street, Granville at the M4 Cycleway as shown in Figure 5 of this report.
- iii. That recommendation 1-2 is subject to the detailed design of the combined raised pedestrian and cyclists crossing being approved by Transport for NSW (TfNSW) prior to the commencement of construction.

*Unanimous support*

**ITEM 2302 A2 INTERSECTION OF RAYMOND STREET AND HIGH STREET, PARRAMATTA & GRANVILLE – INSTALLATION OF A RAISED PEDESTRIAN CROSSING AND SPEED CUSHIONS****Recommendation from Parramatta Traffic Committee:**

- i. That a raised pedestrian crossing with associated signs and pavement markings be installed in High Street north of Raymond Street, Parramatta as shown in the attached sketch.
- ii. That speed cushions (1.6m to 1.9m wide x 2m long) with associated '25km/h' and 'Speed Hump' signs be installed on the westbound, eastbound, and northbound approaches to the roundabout at the intersection of Raymond Street and High Street, Parramatta & Granville as shown in the attached sketch.
- iii. That detailed design plans for the raised pedestrian crossing in High Street north of Raymond Street as referred to in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

*Unanimous support*

**ITEM 2302 A3 JOHN IAN WING PARADE AT LOUISE SAUVAGE PATHWAY, SYDNEY OLYMPIC PARK – INSTALLATION OF RAISED COMBINED PEDESTRIAN AND CYCLIST CROSSING****Recommendation from Parramatta Traffic Committee:**

- i. That a raised combined pedestrian and cyclist crossing with associated signs and pavement markings be installed in John Ian Wing Parade at

Louise Sauvage Pathway, Sydney Olympic Park as shown in the attached sketch.

- ii. That detailed design plans for the raised combined pedestrian and cyclist crossing as referred in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

*Unanimous support*

#### **ITEM 2302 A4 BULLI ROAD AND BINALONG ROAD, TOONGABBIE – INSTALLATION OF SPEED CUSHIONS**

##### **Recommendation from Parramatta Traffic Committee:**

- i. That the installation of speed cushions on all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie as shown on the plan attached to the report be approved.
- ii. That PS-2 Bicycle Pavement Markings be installed on all approaches to the proposed speed cushions in Binalong Road and Bulli Road.
- iii. That the detailed design plans for the proposed speed cushions as referred to in recommendations 1-2 be provided to Transport for NSW (TfNSW) for review prior to installation.

*Unanimous support*

#### **ITEM 2302 A5 VICTORIA STREET AT BRIDGE STREET, EPPING – INSTALLATION OF RAISED COMBINED PEDESTRIAN AND CYCLIST CROSSING**

##### **Recommendation from Parramatta Traffic Committee:**

- i. That a raised combined pedestrian and cyclist crossing with associated signs and pavement markings be installed in Victoria Street south of Bridge Street, Epping as shown in the attached sketch.
- ii. That the existing 'Stop' restriction with associated 'Stop (TF)' line and 'Stop' sign be replaced with a 'Give Way' restriction with associated 'Give Way (TB)' line and 'Give Way' sign as shown in the attached sketch.
- iii. That detailed design plans for the raised combined pedestrian and cyclist crossing as referred in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

*Unanimous support*

#### **ITEM 2302 A6 ALBION STREET, HARRIS PARK – INSTALLATION OF SPEED HUMPS**

##### **Recommendation from Parramatta Traffic Committee:**

That the installation of three (3) Watts profile speed humps in Albion Street, Harris Park as shown in the plan attached to the report be approved.

**ITEM 2302 A7 BENNELONG PARKWAY AT THE PIAZZA, WENTWORTH POINT – INSTALLATION OF A BLISTER ISLAND AND CHANGES TO LINEMARKING**

**Recommendation from Parramatta Traffic Committee:**

That the existing pavement markings be altered, and rubber blister island with Chevron Alignment Marker' sign be installed on Bennelong Parkway west of The Piazza, Wentworth Point to provide deflection on the eastbound approach of the roundabout as shown on the plan attached to the report.

Unanimous support

**ITEM 2302 A8 SLOUGH AVENUE, SILVERWATER – PROPOSED SPEED HUMPS AND ANGLE PARKING**

**Recommendation from Parramatta Traffic Committee:**

- i. That Council construct two speed humps in Slough Avenue, Silverwater at the northern and southern ends of Newington Reserve as shown in the plan attached to this report.
- ii. That Council construct angle parking including two disabled parking spaces on the eastern side of Slough Avenue, Silverwater along the frontage of Newington Reserve as shown in the plan attached to this report.
- iii. That recommendations 1-2 be completed as part of the project to upgrade Newington Reserve.

*Unanimous support*

**ITEM 2302 A9 DUNLOP STREET, FIRST AVENUE, RYDE STREET – PROPOSED SHARED PATHS, KERB BUILD OUT, AND RAISED PEDESTRIAN AND CYCLIST CROSSINGS**

**Recommendation from Parramatta Traffic Committee:**

- i. That Council approve the construction of a separated shared path and 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 as shown on the plan attached to the report.
- ii. That Council approve the construction of 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, Epping as shown on the plan attached to the report.
- iii. That Council approve the construction of a raised pedestrian and cyclist crossings of Neil Street and Park Street at Dunlop Street, and Dunlop

Street at First Avenue, Epping as shown on the plan attached to the report.

- iv. That Council approve the construction of a kerb buildout on the western side of Ryde Street at Wyralla Avenue, Epping as shown on the plan attached to the report.
- v. That recommendations 1 to 4 are subject to the funding being secured.
- vi. That recommendations 1 to 4 are subject to the detail design of the proposal being submitted to Transport for NSW for approval prior to commencement of construction.

*Unanimous support*

### **ITEM 2302 A10 ASQUITH STREET, BEACONSFIELD STREET AND STUBBS STREET, SILVERWATER – INSTALLATION OF MEDIAN ISLANDS AND SPEED CUSHIONS**

#### **Recommendation from Parramatta Traffic Committee:**

That Council install speed cushions and construct median islands in Asquith Street, Silverwater with associated signs and linemarking on both its approaches to Stubbs Street as shown in the plan attached to this report.

- i. That Council install speed cushions and construct median islands in Asquith Street, Silverwater with associated signs and linemarking on both its approaches to Melton Street North as shown in the plan attached to this report.
- ii. That Council install speed cushions with associated signs and linemarking on all approaches to the existing roundabout at the intersection of Beaconsfield Street and Stubbs Street as shown in the plan attached to this report.
- iii. That Council install PS-2 Cyclists Pavement Markings in Stubbs Street at the approaches to the intersections

*Unanimous support*

#### **CONSULTATION & TIMING**

- 5. Details of the consultation undertaken with the Community, Agencies and Councillors for each item, are included in **Attachment 2** and **Attachment 3**.

#### **LEGAL IMPLICATIONS FOR COUNCIL**

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

#### **FINANCIAL IMPLICATIONS FOR COUNCIL**

- 7. The financial comments for each item are provided below

ITEM	
2302 A1	The estimated cost for the construction of the combined raised pedestrian and cyclist crossings in both Good Street and Alfred Street is \$600,000. This project will be 100% funded by the State Government's Get NSW Active program.
2302 A2	The estimated cost of the proposed raised pedestrian crossing and speed cushions at the intersection of Raymond Street and High Street, Parramatta restriction is \$262,000. This project is 100% funded by the 2022/23 Australian Government Black Spot Program
2302 A3	The estimated cost of the proposed raised combined pedestrian and cyclist crossing in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park is \$240,000. This project is 100% funded by the 2022/23 State Government Get NSW Active Program
2302 A4	The cost estimate for the proposed speed cushions at all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie is \$16,000. This project is 100% funded by Federal Government's Black Spot Programs in 2022/23. Accordingly, there will not be any direct impact on Council's budgets.
2302 A5	The estimated cost of the proposed raised combined pedestrian and cyclist crossing in Bridge Street south of Victoria Street, Epping is \$250,000. This project is 100% funded by the 2022/23 State Government Get NSW Active Program.
2302 A6	The estimated cost of the proposed installation of three (3) speed humps with associated signage and pavement markings is \$50,000. This project is to be funded from Council's Ward Initiative, PTC Traffic Facilities funds, and Transport for NSW (TfNSW) Block Grant fund
2302 A7	The estimated cost of the proposed installation of rumble bars and traffic delineators, and alteration of pavement markings is \$7,500. This project is 100% funded by Council from its Ward Initiative Funds in 2022/23.
2302 A8	The estimated construction cost of the proposed speed humps and angle parking is approximately \$90,000 plus overheads such as labour and site set up costs. These works will be funded as part of the upgrade of Newington Reserve which has an approved budget allocation of \$7.27 million within Council's Delivery Program and Operational Plan plus additional grant funding of \$6.02 million from various sources including Football NSW – Let's Light up Football fund, NSW Office of Sport: Greater Cities Sports Facility Fund 2021/22 and NSW Office of Sport: Multi-Sport Community Facility Fund 2021/22.
2302 A9	The total estimated cost of construction of this project including paths, lighting and crossings is \$1.25 million ex GST for all the works.

	It is intended to commence construction when funding for the project becomes available.
2302 A10	The estimated cost for the construction of the median island and speed cushions at the intersections of Asquith Street and Stubbs Street, Asquith Street and Melton Street North, and Beaconsfield Street and Stubbs Street, Silverwater is \$160,000. This project is 100% funded by the 2022/23 Australian Government Black Spot Program.

8. There are no financial impacts on the budget arising from approval of this report as summarised in the table below.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26
<b>Revenue</b>				
Internal Revenue				
External Revenue				
<b>Total Revenue</b>	Nil	Nil	Nil	Nil
<b>Funding Source</b>	N/A	N/A	N/A	N/A
<b>Operating Result</b>				
External Costs				
Internal Costs				
Depreciation				
Other				
<b>Total Operating Result</b>	Nil	Nil	Nil	Nil
<b>Funding Source</b>	Nil	Nil	Nil	Nil
<b>CAPEX</b>				
CAPEX				
External				
Internal				
Other				
<b>Total CAPEX</b>	Nil	Nil	Nil	Nil

Richard Searle  
**Traffic and Transport Manager**

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




John Angilley  
**Chief Financial and Information Officer**

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

Bryan Hynes  
**Acting Chief Executive Officer**



**ATTACHMENTS:**

- |  |  |           |
|--|--|-----------|
| <b>1</b>  | PTC 2302 Approved Minutes for the Parramatta Traffic Committee meeting held on 8 February 2023                 | 9 Pages   |
| <b>2</b>  | PTC 2302 Reports of the Parramatta Traffic Committee meeting held on 8 February 2023                           | 137 Pages |
| <b>3</b>  | PTC 2302 Attachment 3 Consultation and Timing for Parramatta Traffic Committee meeting held on 8 February 2023 | 11 Pages  |

**REFERENCE MATERIAL**

**PARRAMATTA TRAFFIC COMMITTEE MEETING****WEDNESDAY 8 FEBRUARY 2023****MINUTES**

**MINUTES OF THE PARRAMATTA TRAFFIC COMMITTEE MEETING HELD WEDNESDAY 8 FEBRUARY 2023 AT 1.30PM. MEETING HELD IN PERSON AT COUNCIL'S ADMINISTRATION BUILDING, 126 CHURCH STREET, PARRAMATTA OR OPTIONAL ATTENDANCE VIA MICROSOFT TEAMS**

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

<b>PRESENT:</b>	
<b>NAME:</b>	<b>REPRESENTATIVE OF</b>
Paul Noack	Councillor and Chairperson
Henry Green	Councillor
Sarah Thompson	Representative for Geoff Lee MP
Nazli Tzannes	Transport for NSW (TfNSW)
Sergeant Jack Makhoul	Parramatta Police Area Command (PAC)
Michael Perrone	CDC Buses
Pam Kendrick	Representative for the Parramatta Bicycle Committee and Bicycle NSW
Richard Searle	Traffic and Transport Manager, CoPC
Michael Jollon	Transport Planning Manager, CoPC
Mark Crispin	Senior Transport Planner
Melinda Ta	Place Manager
Saniya Sharmeen	Traffic and Transport Team Leader, CoPC
Randil Pohorambage	Traffic and Transport Engineer, CoPC
Zulfiqar Ali	Traffic and Transport Engineer, CoPC
Behzad Saleh	Traffic and Transport Investigations Engineer, CoPC – Minutes Secretary

<b>APOLOGIES:</b>	
<b>NAME:</b>	<b>REPRESENTATIVE OF</b>
Senior Constable Richard Kraay	The Hills Police Area Command (PAC) – No items in PAC
Senior Constable Raymond Yeung	Auburn Police Area Command (PAC)
Sergeant Leonie Abberfield	Ryde Police Area Command (PAC)
Chris Worthington	Rep. for Julia Finn MP State Member for Granville (no items in Electorate)

**DECLARATIONS OF CONFLICT OF INTEREST:**

There were no declarations of conflict of interest.

**CONFIRMATION OF THE MINUTES OF MEETING HELD ON 9 NOVEMBER 2022:**

That the report of the Parramatta Traffic Committee meeting held on Wednesday, 9 November 2022 be taken as read and confirmed as a true record of the meeting.

**BUSINESS ARISING:**

Nil.

**SECTION A ITEMS:****PURPOSE:**

That the Parramatta Traffic Committee consider the below items and recommendations to be referred to the Council meeting on 13 March 2023.

**ITEM 2302 A1 GOOD STREET AND ALFRED STREET, GRANVILLE – PROPOSED COMBINED RAISED PEDESTRIAN AND CYCLIST CROSSINGS AT M4 CYCLEWAY**

**Ward:** Rosehill

**State Electorate:** Parramatta/Granville

**Recommendation to Parramatta Traffic Committee:**

1. That Council approve the construction of a new combined raised pedestrian and cyclists crossing with associated signs and linemarking in Good Street, Granville at the M4 Cycleway as shown in Figure 3 of this report.
2. That Council approve the construction of a new combined raised pedestrian and cyclists crossing with associated signs and linemarking in Alfred Street, Granville at the M4 Cycleway as shown in Figure 5 of this report.
3. That recommendation 1-2 is subject to the detailed design of the combined raised pedestrian and cyclists crossing being approved by Transport for NSW (TfNSW) prior to the commencement of construction.

**Comments:**

Pam Kendrick, representative for the Parramatta Bicycle Committee & Bicycle NSW raised concerns with regards to the offset of the proposed crossing to the M4 shared path and asked whether the crossing could be aligned to the shared path. Furthermore, she asked if the cyclists crossing component and the zebra crossing component could be swapped to have a shorter path of travel for bicycles.

Richard Searle of City of Parramatta Council advised that the offset for the crossing was to ensure that cyclists would slow down before crossing the road and to increase their visual exposure time to approaching motorists. Behzad Saleh of City of Parramatta Council added that it is desirable to have the zebra crossing closer to the M4 shared path rather than the bicycle priority crossing to prevent pedestrians from blocking the cyclists path. Mark Crispin of City of Parramatta Council further added that pedestrians should be given priority of cyclists and that they should have the shorter path of travel. Furthermore, he advised that a similar arrangement has been installed in Cambridge Street, Harris Park and from his observations, cyclists were crossing the road within the area designated for them rather than

at the zebra crossing part.

Pam Kendrick noted the above information and also requested that consideration be given to installing a barrier to prevent mountain bikes from travelling over the kerbs and going straight through. Richard Searle advised that this will be considered during the detail design stage with consideration also given to sight lines. It was further noted that should cyclists still go straight through, it would be an illegal manoeuvre, and that if it was done it is expected that cyclists would perform this manoeuvre with caution given that they have to give way to traffic at this location.

**Recommendation from Parramatta Traffic Committee:**

1. That Council approve the construction of a new combined raised pedestrian and cyclists crossing with associated signs and linemarking in Good Street, Granville at the M4 Cycleway as shown in Figure 3 of this report.
2. That Council approve the construction of a new combined raised pedestrian and cyclists crossing with associated signs and linemarking in Alfred Street, Granville at the M4 Cycleway as shown in Figure 5 of this report.
3. That recommendation 1-2 is subject to the detailed design of the combined raised pedestrian and cyclists crossing being approved by Transport for NSW (TfNSW) prior to the commencement of construction.

Unanimous support

**ITEM 2302 A2 INTERSECTION OF RAYMOND STREET AND HIGH STREET, PARRAMATTA & GRANVILLE – INSTALLATION OF A RAISED PEDESTRIAN CROSSING AND SPEED CUSHIONS**

**Ward:** Rosehill

**State Electorate:** Parramatta

**Recommendation to Parramatta Traffic Committee:**

1. That a raised pedestrian crossing with associated signs and pavement markings be installed in High Street north of Raymond Street, Parramatta as shown in the attached sketch.
2. That speed cushions (1.6m to 1.9m wide x 2m long) with associated '25km/h' and 'Speed Hump' signs be installed on the westbound, eastbound, and northbound approaches to the roundabout at the intersection of Raymond Street and High Street, Parramatta & Granville as shown in the attached sketch.
3. That detailed design plans for the raised pedestrian crossing in High Street north of Raymond Street as referred to in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

**Comments:**

Pam Kendrick asked if PS-2 Bicycle Logos could be added on Raymond Street east of High Street. Randil Pohorambage of City of Parramatta Council advised that there is an existing shared path on Raymond Street. Accordingly, it is expected that cyclists would use the shared path rather than ride on the road.

**Recommendation from Parramatta Traffic Committee:**

1. That a raised pedestrian crossing with associated signs and pavement markings be installed in High Street north of Raymond Street, Parramatta as shown in the attached sketch.

2. That speed cushions (1.6m to 1.9m wide x 2m long) with associated '25km/h' and 'Speed Hump' signs be installed on the westbound, eastbound, and northbound approaches to the roundabout at the intersection of Raymond Street and High Street, Parramatta & Granville as shown in the attached sketch.
3. That detailed design plans for the raised pedestrian crossing in High Street north of Raymond Street as referred to in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

Unanimous support

**ITEM 2302 A3 JOHN IAN WING PARADE AT LOUISE SAUVAGE PATHWAY, SYDNEY OLYMPIC PARK – INSTALLATION OF RAISED COMBINED PEDESTRIAN AND CYCLIST CROSSING**

**Ward:** Rosehill

**State Electorate:** Parramatta

**Recommendation to Parramatta Traffic Committee:**

1. That a raised combined pedestrian and cyclist crossing with associated signs and pavement markings be installed in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park as shown in the attached sketch.
2. That detailed design plans for the raised combined pedestrian and cyclist crossing as referred in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

**Comments:**

Pam Kendrick requested that a barrier be installed to prevent cyclists from travelling straight through due to the offset of the proposed crossing to Louise Sauvage Pathway. Behzad Saleh advised that this will not be possible as the Sydney Olympic Park Authority requires access to the pathway for their service vehicles.

**Recommendation from Parramatta Traffic Committee:**

1. That a raised combined pedestrian and cyclist crossing with associated signs and pavement markings be installed in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park as shown in the attached sketch.
2. That detailed design plans for the raised combined pedestrian and cyclist crossing as referred in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

Unanimous support

**ITEM 2302 A4 BULLI ROAD AND BINALONG ROAD, TOONGABBIE – INSTALLATION OF SPEED CUSHIONS**

**Ward:** Parramatta

**State Electorate:** Winston Hills

**Recommendation to Parramatta Traffic Committee:**

That the installation of speed cushions on all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie as shown on the plan attached to the report be approved.

**Comments:**

Nazli Tzannes noted that the dimensions for the speed cushions and spacing between them were difficult to see on the plans within the report. Accordingly, she requested that clear plans or the CAD Drawing file be provided to TfNSW for further review. She further inquired as to why some speed cushions were narrower than others.

Richard Searle advised that the aim of the proposal is to ensure that vehicles slow down for the roundabout. This can be achieved by them mounting the larger sized speed cushions or by controlling the deflection angle of the vehicle on its approach to the roundabout. With regards to the latter, a smaller sized speed cushion can be installed next to a larger sized one, where vehicles can straddle through the device without mounting it or by mounting it slightly. However, should the vehicle straddle through the device, they would have a larger deflection angle to the roundabout which would achieve the desired traffic calming effect.

Pam Kendrick advised that Bulli Road is a bicycle route and Binalong Road has marked on-road cycle lanes. Accordingly, the approaches of both roads are to have PS-2 bicycle logos.

**Recommendation from Parramatta Traffic Committee:**

1. That the installation of speed cushions on all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie as shown on the plan attached to the report be approved.
2. That PS-2 Bicycle Pavement Markings be installed on all approaches to the proposed speed cushions in Binalong Road and Bulli Road.
3. That the detailed design plans for the proposed speed cushions as referred to in recommendations 1-2 be provided to Transport for NSW (TfNSW) for review prior to installation.

Unanimous support

**ITEM 2302 A5 VICTORIA STREET AT BRIDGE STREET, EPPING – INSTALLATION OF RAISED COMBINED PEDESTRIAN AND CYCLIST CROSSING**

**Ward:** Epping

**State Electorate:** Epping

**Recommendation to Parramatta Traffic Committee:**

1. That a raised combined pedestrian and cyclist crossing with associated signs and pavement markings be installed in Victoria Street south of Bridge Street, Epping as shown in the attached sketch.
2. That the existing 'Stop' restriction with associated 'Stop (TF)' line and 'Stop' sign be replaced with a 'Give Way' restriction with associated 'Give Way (TB)' line and 'Give Way' sign as shown in the attached sketch.
3. That detailed design plans for the raised combined pedestrian and cyclist crossing as referred in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

**Comments:**

Pam Kendrick advised that the plans showed the direction of travel along the cyclists' priority crossing incorrectly. This is to be addressed prior to detailed designs plans being submitted to Transport for NSW.

**Recommendation from Parramatta Traffic Committee:**

1. That a raised combined pedestrian and cyclist crossing with associated signs and pavement markings be installed in Victoria Street south of Bridge Street, Epping as shown in the attached sketch.

2. That the existing 'Stop' restriction with associated 'Stop (TF)' line and 'Stop' sign be replaced with a 'Give Way' restriction with associated 'Give Way (TB)' line and 'Give Way' sign as shown in the attached sketch.
3. That detailed design plans for the raised combined pedestrian and cyclist crossing as referred in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

Unanimous support

**ITEM 2302 A6 ALBION STREET, HARRIS PARK – INSTALLATION OF SPEED HUMPS**

**Ward:** Rosehill

**State Electorate:** Parramatta

**Recommendation to Parramatta Traffic Committee:**

That the installation of three (3) Watts profile speed humps in Albion Street, Harris Park as shown in the plan attached to the report be approved.

**Recommendation from Parramatta Traffic Committee:**

That the installation of three (3) Watts profile speed humps in Albion Street, Harris Park as shown in the plan attached to the report be approved.

**ITEM 2302 A7 BENNELONG PARKWAY AT THE PIAZZA, WENTWORTH POINT –  
INSTALLATION OF A BLISTER ISLAND AND CHANGES TO LINEMARKING**

**Ward:** Rosehill

**State Electorate:** Auburn

**Recommendation to Parramatta Traffic Committee:**

That the existing pavement markings be altered, and rubber blister island with Chevron Alignment Marker' sign be installed on Bennelong Parkway west of The Piazza, Wentworth Point to provide deflection on the eastbound approach of the roundabout as shown on the plan attached to the report.

**Comments:**

Sarah Thompson, the representative for Geoff Lee MP, raised concerns that the proposed treatment may not be effective in slowing traffic as she believed the issue was regarding the design of the roundabout itself.

Richard Searle advised that the proposed rubber blister island is designed to create a deflection angle for southbound motorists. This island will prevent motorists from driving through the roundabout in a straight trajectory, thereby, triggering motorists to slow down on the approach.

Sergeant Jack Makhoul asked if speed cushions could be installed on this approach similar to what is being proposed at other locations. Richard Searle advised that Council had previously consulted with the community regarding a proposal to install speed cushions on the eastbound approach of Bennelong Parkway. However, the community raised concerns with this proposal and Council has since revised the proposal to now install the blister island.

**Recommendation from Parramatta Traffic Committee:**

That the existing pavement markings be altered, and rubber blister island with Chevron Alignment Marker' sign be installed on Bennelong Parkway west of The Piazza, Wentworth Point to provide deflection on the eastbound approach of the roundabout as shown on the plan attached to the report.

Unanimous support

**ITEM 2302 A8 SLOUGH AVENUE, SILVERWATER – PROPOSED SPEED HUMPS AND ANGLE PARKING**

**Ward:** Rosehill

**State Electorate:** Auburn

**Recommendation to Parramatta Traffic Committee:**

1. That Council construct two speed humps in Slough Avenue, Silverwater at the northern and southern ends of Newington Reserve as shown in the plan attached to this report.
2. That Council construct angle parking including two disabled parking spaces on the eastern side of Slough Avenue, Silverwater along the frontage of Newington Reserve as shown in the plan attached to this report.
3. That recommendations 1-2 be completed as part of the project to upgrade Newington Reserve.

**Recommendation from Parramatta Traffic Committee:**

1. That Council construct two speed humps in Slough Avenue, Silverwater at the northern and southern ends of Newington Reserve as shown in the plan attached to this report.
2. That Council construct angle parking including two disabled parking spaces on the eastern side of Slough Avenue, Silverwater along the frontage of Newington Reserve as shown in the plan attached to this report.
3. That recommendations 1-2 be completed as part of the project to upgrade Newington Reserve.

Unanimous support

**ITEM 2302 A9 DUNLOP STREET, FIRST AVENUE, RYDE STREET – PROPOSED SHARED PATHS, KERB BUILD OUT, AND RAISED PEDESTRIAN AND CYCLIST CROSSINGS**

**Ward:** Epping

**State Electorate:** Epping

**Recommendation to Parramatta Traffic Committee:**

1. That Council approve the construction of a separated shared path and 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 as shown on the plan attached to the report.
2. That Council approve the construction of 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, Epping as shown on the plan attached to the report.
3. That Council approve the construction of a raised pedestrian and cyclist crossings of Neil Street and Park Street at Dunlop Street, and Dunlop Street at First Avenue, Epping as shown on the plan attached to the report.
4. That Council approve the construction of a kerb buildout on the western side of Ryde Street at Wyralla Avenue, Epping as shown on the plan attached to the report.
5. That recommendations 1 to 4 are subject to the funding being secured.

**Comments:**



Nazli Tzannes requested that the detail design plans of the proposal be submitted to TfNSW for review and approval prior to the commencement of construction.

Pamela Kendrick advised that 'Beware Pedestrians' signs were proposed to be installed at various locations and asked if 'Beware Cyclists' signs could also be installed. Richard Searle advised that Council generally does not install either 'Beware Pedestrians' or 'Beware Cyclists' signs as other signs such as 'School Zone' signs serve that purpose. He advised that Council staff will review this matter.

**Recommendation from Parramatta Traffic Committee:**

1. That Council approve the construction of a separated shared path and 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 as shown on the plan attached to the report.
2. That Council approve the construction of 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, Epping as shown on the plan attached to the report.
3. That Council approve the construction of a raised pedestrian and cyclist crossings of Neil Street and Park Street at Dunlop Street, and Dunlop Street at First Avenue, Epping as shown on the plan attached to the report.
4. That Council approve the construction of a kerb buildout on the western side of Ryde Street at Wyralla Avenue, Epping as shown on the plan attached to the report.
5. That recommendations 1 to 4 are subject to the funding being secured.
6. That recommendations 1 to 4 are subject to the detail design of the proposal being submitted to Transport for NSW for approval prior to commencement of construction.

Unanimous support

**ITEM 2302 A10 ASQUITH STREET, BEACONSFIELD STREET AND STUBBS STREET, SILVERWATER – INSTALLATION OF MEDIAN ISLANDS AND SPEED CUSHIONS**

**Ward:** Rosehill

**State Electorate:** Auburn

**Recommendation to Parramatta Traffic Committee:**

1. That Council install speed cushions and construct median islands in Asquith Street, Silverwater with associated signs and linemarking on both its approaches to Stubbs Street as shown in the plan attached to this report.
2. That Council install speed cushions and construct median islands in Asquith Street, Silverwater with associated signs and linemarking on both its approaches to Melton Street North as shown in the plan attached to this report.
3. That Council install speed cushions with associated signs and linemarking on all approaches to the existing roundabout at the intersection of Beaconsfield Street and Stubbs Street as shown in the plan attached to this report.

**Comments:**

Pamela Kendrick requested PS-2 cyclists pavement markings be installed in Stubbs Street on the approaches to the roundabout at the intersection with Beaconsfield Street and on the approaches to Asquith Street.

**Recommendation from Parramatta Traffic Committee:**

1. That Council install speed cushions and construct median islands in Asquith Street, Silverwater with associated signs and linemarking on both its approaches to Stubbs Street as shown in the plan attached to this report.
2. That Council install speed cushions and construct median islands in Asquith Street, Silverwater with associated signs and linemarking on both its approaches to Melton Street North as shown in the plan attached to this report.
3. That Council install speed cushions with associated signs and linemarking on all approaches to the existing roundabout at the intersection of Beaconsfield Street and Stubbs Street as shown in the plan attached to this report.
4. That Council install PS-2 Cyclists Pavement Markings in Stubbs Street at the approaches to the intersections with Beaconsfield Street and with Asquith Street.

Unanimous support

**BUSINESS ITEMS:**

The Chairperson closed the meeting at 2:12pm.

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

**ITEM NO:** 2302 A1

**SUBJECT:** Good Street and Alfred Street, Granville – Proposed combined raised pedestrian and cyclist crossings at M4 Cycleway

**APPLICANT:** City of Parramatta Council

**REPORT OF:** Traffic and Transport Investigations Engineer

**WARD:** Rosehill

**SED:** Parramatta/Granville

Purpose

This report seeks approval for the construction of new combined raised pedestrian and cyclist crossings located in Good Street and Alfred Street, Granville at the M4 Cycleway. The purpose of the proposal is to provide safe crossing locations along the M4 Cycleway for both cyclists and pedestrians.

**OFFICER'S RECOMMENDATIONS:**

1. That Council approve the construction of a combined raised pedestrian and cyclists crossing with associated signs and linemarking in Good Street, Granville at the M4 Cycleway as shown in Figure 3 of this report.
2. That Council approve the construction of a combined raised pedestrian and cyclists crossing with associated signs and linemarking in Alfred Street, Granville at the M4 Cycleway as shown in Figure 5 of this report.
3. That recommendation 1-2 is subject to the detailed design of the combined raised pedestrian and cyclists crossing being approved by Transport for NSW (TfNSW) prior to the commencement of construction.

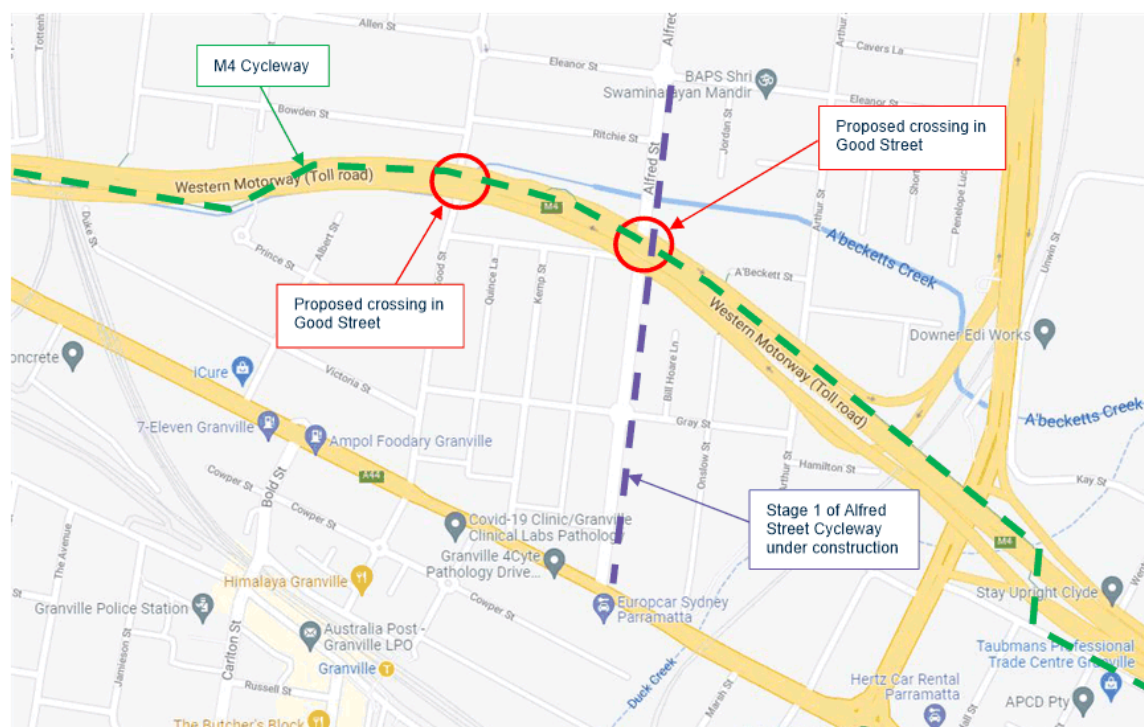
Background

City of Parramatta Council has received an offer of 100% funding from the 2022/23 Get NSW Active Program to install raised combined pedestrian and cyclist crossings in Good Street and Alfred Street, Granville and Parramatta.

Good Street and Alfred are local roads that provide a link between Parramatta Road to Rosehill and Harris Park. The speed limit of both roads is 50km/h.

The M4 cycleway is a 15km shared path for pedestrians and cyclists that is generally aligned to the M4 Motorway between South Wentworthville and Sydney Olympic Park. Within the Granville area, the cycleway runs underneath the M4 viaducts and intersects both Good Street and Alfred Street. Furthermore, the kerb ramps on either side of the road in Good Street for the cycleway do not align meaning that pedestrians and cyclists have to cross diagonally to the road.

To provide better connectivity and improving safety of the cycleway network in and around the Parramatta CBD, Council is proposing to install combined raised pedestrian and cyclist crossings in both Alfred Street and Good Street.



**Figure 1: A location map of the area surrounding the proposed combined raised pedestrian and cyclist crossings in Good Street and Alfred Street, Granville**

A review of the crash history in Good Street at the M4 Cycleway for the period between July 2015 and June 2020 revealed that there was one fatal 'off carriageway into an object' crash involving a northbound motorist. For Alfred Street during the same period, there was one miscellaneous injury crash involving motorists traveling northbound.

A report was included in the Traffic Engineering Advisory Group (TEAG) held on 21 January 2021 providing interim guidelines for the installation of a pedestrian crossings on local roads within the Parramatta LGA on Streets with Speed Limits of 50km/h or less. Council on 22 February 2021 adopted the TEAG recommendation. According to the interim guidelines, a combined raised pedestrian and cyclists crossing can be installed at locations where the combination of pedestrian and cyclist volumes are 20 or more in a one-hour period, with the child count doubled to form the total.

A midblock traffic count was undertaken at both locations on 23 November 2021. This showed that there were 46 pedestrians and cyclists crossing the road at both locations during the peak hour. Accordingly, both locations meet Council's interim warrants for the proposed facilities.



	Pedestrians	Cyclists	Combined Peds and Cyclists	Vehicle Volumes
Good Street peak hour between 17:00-18:00	32	14	46	889
Alfred Street peak hour between 16:00-17:00	33	13	46	416

**Table 1: A summary of the vehicle, pedestrian and cyclist count at Good Street and Alfred Street at the M4 Cycleway**

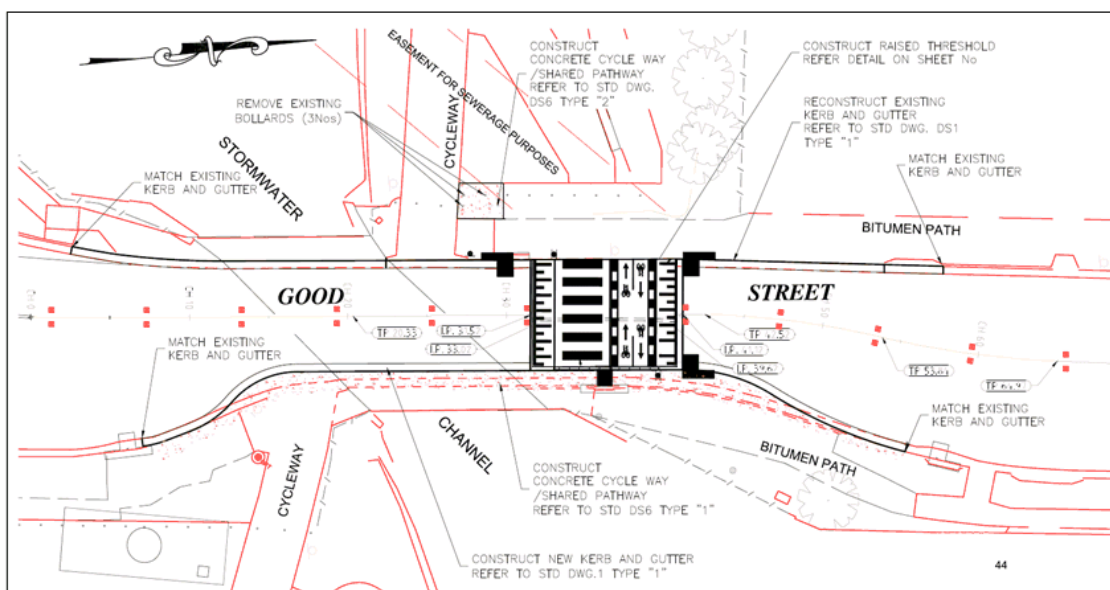
#### Proposed Design in Good Street

A'becketts Creek crosses under Good Street diagonally with the western side of the M4 Cycleway located to the north of the creek and the eastern side of the cycleway located to the south of the creek. The road also narrows over the bridge and has a carriageway width of 8m with approximately 1.6m wide footpaths either side.

The proposed raised pedestrian crossing is to be located at an offset north of the shared path to ensure there is a speed reduction for approaching cyclists and to increase their visibility to motorists. In order to have shared path widths leading to the proposed crossing that meet the minimum width requirements of 2.5m as stated within the Austroads Guidelines, the kerb and gutter on the east side of the road will be re-aligned to reduce the carriageway width to 7m. Furthermore, a small section of the existing garden bed on the western side approach of the cycleway will be removed and replaced with a concrete path to allow for a smoother path of travel for cyclists.



**Figure 2: Street view of Good Street, Granville at the M4 Cycleway looking in the southbound direction**



**Figure 3: General arrangement plan for the proposed combined raised pedestrian and cyclists crossing in Good Street, Granville**

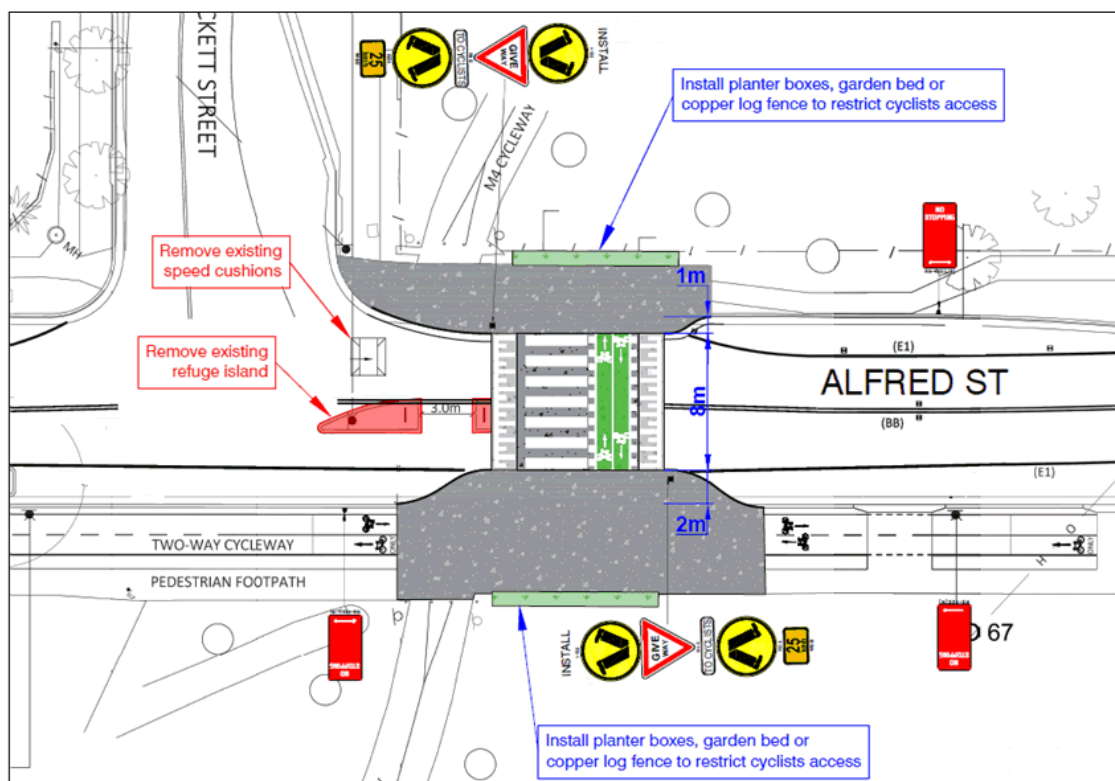
#### Proposed Design in Alfred Street

Council is currently completing the construction of Stage 1 of the Alfred Street cycleway on the eastern side of the road. As part of works for the cycleway, Council has installed a new refuge island with speed cushions in Alfred Street at the M4 Cycleway.

The current proposal for the raised pedestrian and cyclist crossing will see the existing refuge island and speed cushions being removed. This will give pedestrians and cyclists priority over vehicles and make it easier to cross the road. Further to this and similar to the design in Good Street, the raised crossing in Alfred Street will be located at an offset to the M4 Cycleway to ensure that there is a speed reduction for cyclists crossing the road and to increase their visibility to approaching motorists.



**Figure 4: Street view of Alfred Street, Granville at the M4 Cycleway looking in the southbound direction**



**Figure 5: A concept design plan of the proposed combined raised pedestrian and cyclists crossing in Alfred Street, Granville at the M4 Cycleway**

### Community Consultation

Consultation letters were sent to affected residents and businesses inviting submissions by 20 December 2022 on the proposed combined raised pedestrian and cyclist crossings in Good Street and Alfred Street. Corflute signs were also installed in both locations advising motorists, pedestrians and cyclists of the proposal. On 22 November 2022, the proposal was advertised in the local newspaper in accordance with the Roads Act 1993 and on Council's website.

For the proposed crossing in Good Street, Council received a total of six (6) submissions from the community with five (5) in support of the proposal and one (1) opposed to the proposal. All submissions that were received were from those that lived more than 900m from the proposed location of the crossing. The resident that objected to the proposal believed that combined raised pedestrian and cyclists crossing was a worse outcome for cyclists than the existing situation due to the narrow footpaths in Good Street and the offset of the crossing from the pedestrian and cyclists desire line. It is noted that a number of members that supported the proposal, also raised concern with this offset.

For the proposed crossing in Alfred Street, Council received a total of five (5) submissions from the community that were all in support of the proposal. It is noted that the five submissions were from the same people that made submissions for Good Street. Similar to Good Street, a number of submissions raised concerns with the offset of the crossing in Alfred Street as well.

It is noted that TfNSW Customer Journey Planning team and Bus Service Providers were also consulted and neither raised any objections to the proposal.

## **FINANCIAL IMPLICATIONS**

The estimated cost for the construction of the combined raised pedestrian and cyclist crossings in both Good Street and Alfred Street is \$600,000. This project will be 100% funded by the State Government's Get NSW Active program.



Behzad Saleh  
**Traffic and Transport Investigations Engineer**

12/01/2023

**Attachments** – 1. Feedback received from public consultation  
2. Detailed Design Plan for Good Street  
3. Concept Plan for Alfred Street



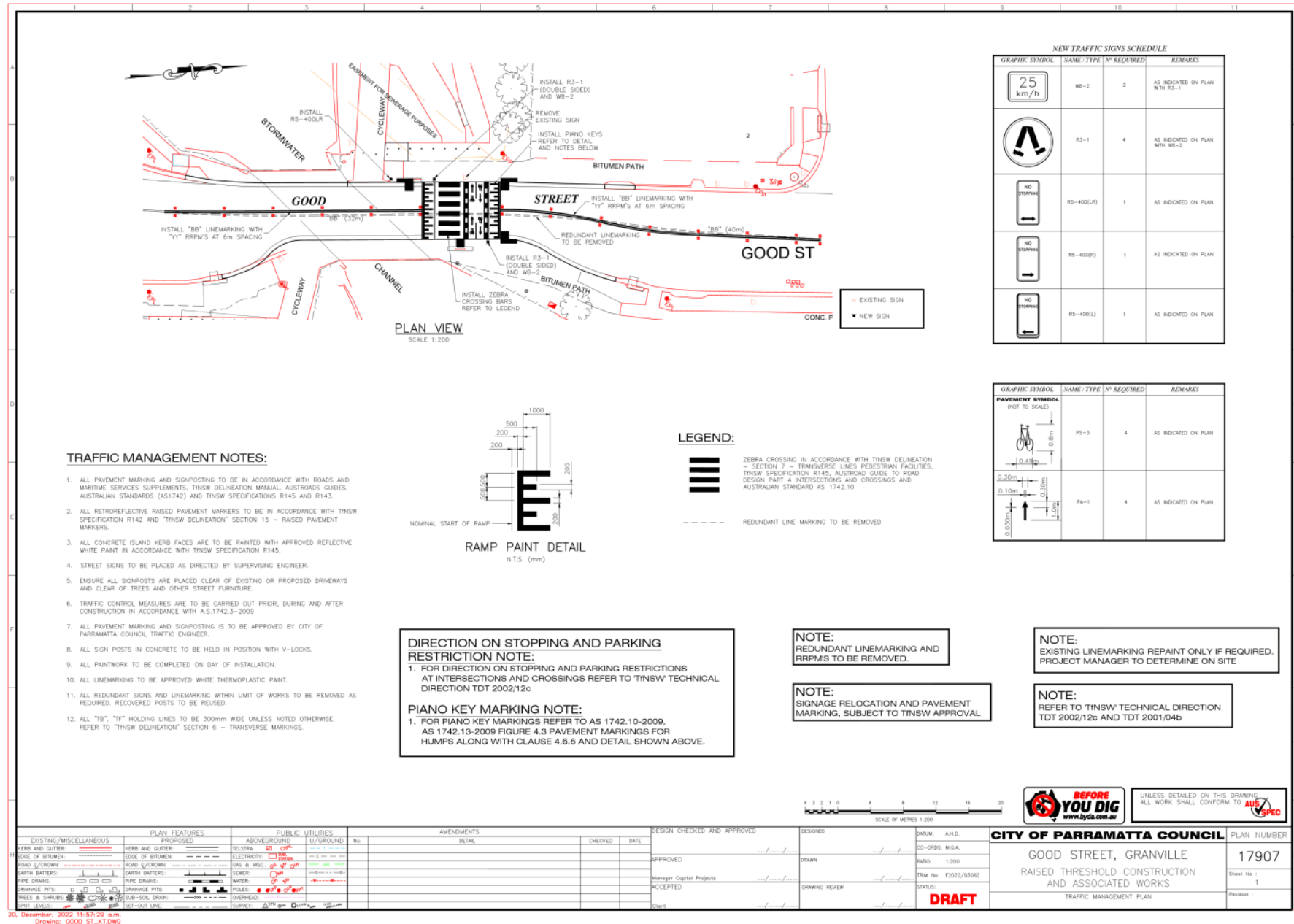
**Attachment 1: Feedback received from Stakeholder consultation and Council Officer's Response**

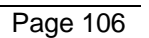
Date	Stakeholder	Stakeholder Comment	Council Officer Response
<b>Combined Raised Pedestrian and Cyclists Crossing in Good Street, Granville</b>			
17/11/2022	TfNSW – Customer Journey Planning – Transport Integration	No Objections raised provided any comments raised by bus service providers are addressed.	Noted
17/11/2022	Transdev	No Objections;  Transdev noted that Good Street is a major roadway for the 906 service and some school services. Any construction works should not impact the operation of these services.	Council's Project Manager will liaise directly with bus service providers during the construction phase to ensure the bus services can continue to operate.
27/11/2022	Member of the public	Supported;  The customer was supportive of combined pedestrian and cyclists crossings in general within the Parramatta LGA	Noted
29/11/2022	Member of the public	Supported	Noted
14/12/2022	Member of the public	Supported;  The customer was supportive of the proposal, however they asked what the reasoning for the offset was.	The raised pedestrian and cyclists crossing is proposed to be installed at an offset from the M4 Cycleway to ensure that cyclists slow down before crossing the road and to increase their visibility to approaching motorists.
14/12/2022	Member of the public	Supported;  The customer was generally supportive of having combined raised	The raised pedestrian and cyclists crossing is proposed to be installed at an offset from the M4

		pedestrian and cyclists crossings, however, they were against the offset.	Cycleway to ensure that cyclists slow down before crossing the road and to increase their visibility to approaching motorists.
18/12/2022	Member of the public	<p>Opposed;</p> <p>The customer was opposed to the concept design due to the following reasons:</p> <ol style="list-style-type: none"> <li>1. The proposed crossing is located at an offset to the existing pathway which is a poor outcome for cyclists and will also mean that cyclists are exposed to the weather whereas currently, the cycleway is covered.</li> <li>2. The pathways to the crossing along Good Street are narrow and not good for cyclists</li> <li>3. The proposal only includes lighting at the crossing.</li> </ol> <p>The customer proposes the better solution would be to reconstruct Jim Locke Bridge over A'becketts Creek to have a wider roadway to better align the cycleway.</p>	<ol style="list-style-type: none"> <li>1. The raised pedestrian and cyclists crossing is proposed to be installed at an offset from the M4 Cycleway to ensure that cyclists slow down before crossing the road and to increase their visibility to approaching motorists.</li> <li>2. The proposal will include footpath widening to have 2.5m wide shared paths to link to the crossing. These paths will comply with the minimum requirements stated with the Austroads Guidelines.</li> <li>3. As part of the design and construction, it will be ensured that the lighting at the crossing will comply with the relevant Australian Standards. Lighting elsewhere in Good Street or along the M4 Cycleway is outside of the scope of works for this project.</li> </ol>
20/12/2022	Member of the public	Supported;	Noted

		<p>The customer noted that he uses the M4 cycleway as part of his commute to work in Lidcombe from St Marys.</p> <p>The customer further stated that he would also like a raised pedestrian/cyclists crossing at Arthur Street as well along the M4 shared path.</p>	<p>A combined raised pedestrian and cyclists crossing in Arthur Street is not proposed at this stage. Note, traffic volumes in Arthur Street are comparatively lower when compared with Good Street and Alfred Street meaning it is relatively safe and easy for pedestrians and cyclists to cross the road at this location.</p>
<b>Combined Raised Pedestrian and Cyclists Crossing in Alfred Street, Granville</b>			
17/11/2022	TfNSW – Customer Journey Planning – Transport Integration	No Objections raised provided any comments raised by bus service providers are addressed.	Noted
17/11/2022	Transdev	<p>No Objections;</p> <p>Transdev noted that Good Street is a major roadway for the 909 service and some school services. Any construction works should not impact the operation of these services.</p>	Council's Project Manager will liaise directly with bus service providers during the construction phase to ensure the bus services can continue to operate.
27/11/2022	Member of the public	<p>Supported;</p> <p>The customer was supportive of combined pedestrian and cyclists crossings in general within the Parramatta LGA</p>	Noted
29/11/2022	Member of the public	Supported	Noted
14/12/2022	Member of the public	<p>Supported;</p> <p>The customer was supportive of the proposal, however they asked what the</p>	The raised pedestrian and cyclists crossing is proposed to be installed at an offset from the M4 Cycleway to ensure that

		reasoning for the offset was.	cyclists slow down before crossing the road and to increase their visibility to approaching motorists.
14/12/2022	Member of the public	Supported;  The customer was generally supportive of having combined raised pedestrian and cyclists crossings, however, they were against the offset.	The raised pedestrian and cyclists crossing is proposed to be installed at an offset from the M4 Cycleway to ensure that cyclists slow down before crossing the road and to increase their visibility to approaching motorists.
20/12/2022	Member of the public	Supported;  The customer noted that he uses the M4 cycleway as part of his commute to work in Lidcombe from St Marys.  The customer further stated that he would also like a raised pedestrian/cyclists crossing at Arthur Street as well along the M4 shared path.	Noted  A combined raised pedestrian and cyclists crossing in Arthur Street is not proposed at this stage. Note, traffic volumes in Arthur Street are comparatively lower when compared with Good Street and Alfred Street meaning it is relatively safe and easy for pedestrians and cyclists to cross the road at this location.





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

**ITEM NO:** 2302 A2

**SUBJECT:** Intersection of Raymond Street and High Street, Parramatta & Granville  
– Installation of a raised pedestrian crossing and speed cushions

**APPLICANT:** City of Parramatta Council

**REPORT OF:** Traffic and Transport Engineer

**WARD:** Rosehill

**SED:** Parramatta

**Purpose**

This report seeks approval for the installation of a raised pedestrian crossing and speed cushions at the intersection of Raymond Street and High Street, Parramatta & Granville. The purpose of this proposal is to improve pedestrian safety and reduce vehicle speeds on the approach to the intersection.

**OFFICER'S RECOMMENDATIONS:**

1. That a raised pedestrian crossing with associated signs and pavement markings be installed in High Street north of Raymond Street, Parramatta as shown in the attached sketch.
2. That speed cushions (1.6m to 1.9m wide x 2m long) with associated '25km/h' and 'Speed Hump' signs be installed on the westbound, eastbound, and northbound approaches to the roundabout at the intersection of Raymond Street and High Street, Parramatta & Granville as shown in the attached sketch.
3. That detailed design plans for the raised pedestrian crossing in High Street north of Raymond Street as referred to in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

**Background**

City of Parramatta Council has received an offer of 100% funding from the 2022/23 Australian Government Black Spot Program to install a raised pedestrian crossing in High Street north of Raymond Street, and install speed cushions on the westbound, eastbound, and northbound approaches to the roundabout at the intersection of Raymond Street and High Street, Parramatta and Granville.



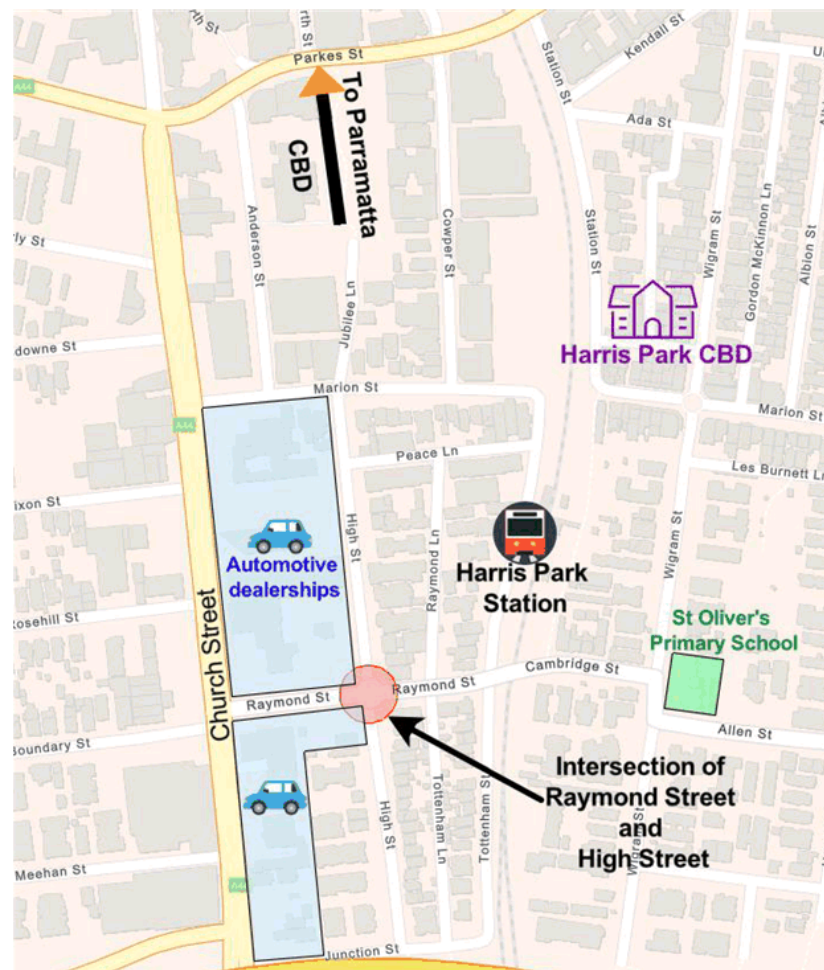
### Location Details

Raymond Street and High Street are local roads with a speed limit of 50km/h. A roundabout is located at the intersection of Raymond Street and High Street. The intersection straddles the suburbs of Parramatta and Granville with Parramatta located to the north of Raymond Street and Granville located to the south of Raymond Street.

Both Raymond Street and High Street north of Raymond Street provide a single travel lane with kerb side parking in each direction. High Street immediately south of Raymond Street provides a single travel lane in each direction with a one-lane angled slow point located 15m south of the intersection.

Church Street is a state road intersecting with Raymond Street approximately 115m west of High Street. The intersection of High Street and Raymond Street is 220m walking distance from Harris Park Station, 310m from St Oliver's Primary School, 400m from Harris Park CBD and 800m from Parramatta CBD. The intersection is surrounded by automotive dealerships and low-high density residential properties.

Figure 1 shows the map of the area near the intersection of Raymond Street and High Street, Parramatta & Granville.

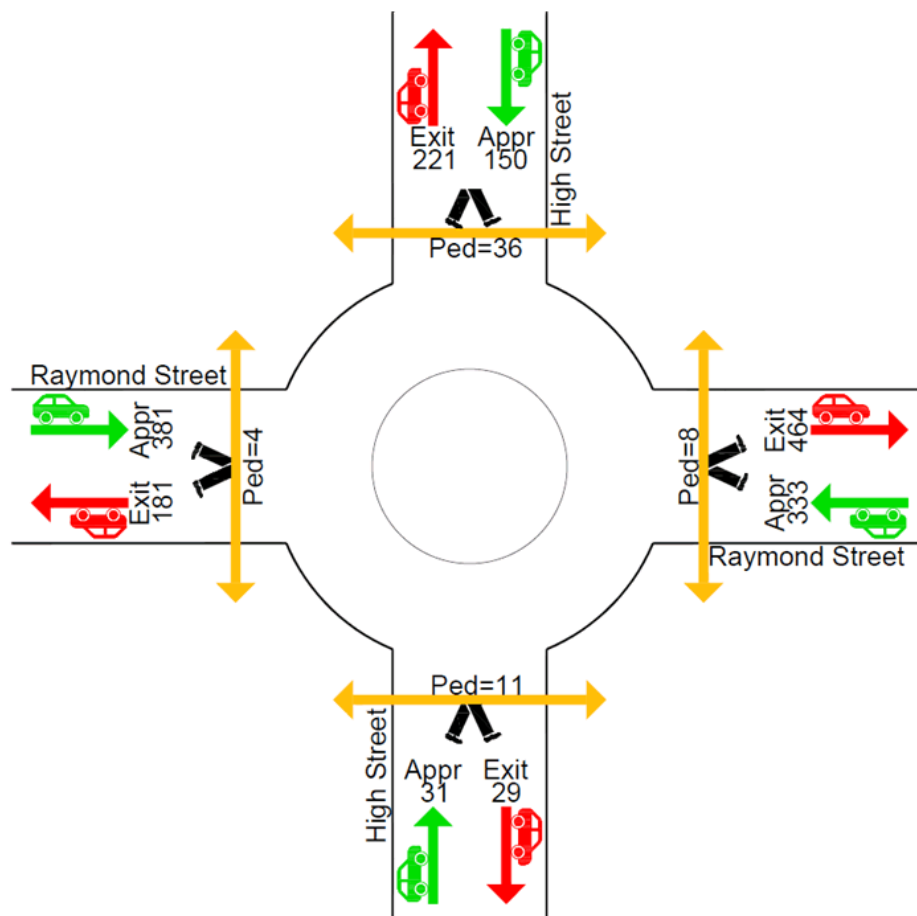


**Figure 1: Location map of the area near the intersection of Raymond Street and High Street, Parramatta & Granville**



An intersection pedestrian and vehicle count undertaken on 19 August 2020 indicated that the volume of pedestrians crossing High Street north of Raymond Street peaked at thirty-six (36) pedestrians during the afternoon period between 4:30pm and 5:30pm. During the same period eleven (11) pedestrians crossed the southern leg, eight (8) pedestrians crossed the eastern leg, and four (4) pedestrians crossed the western leg of the intersection.

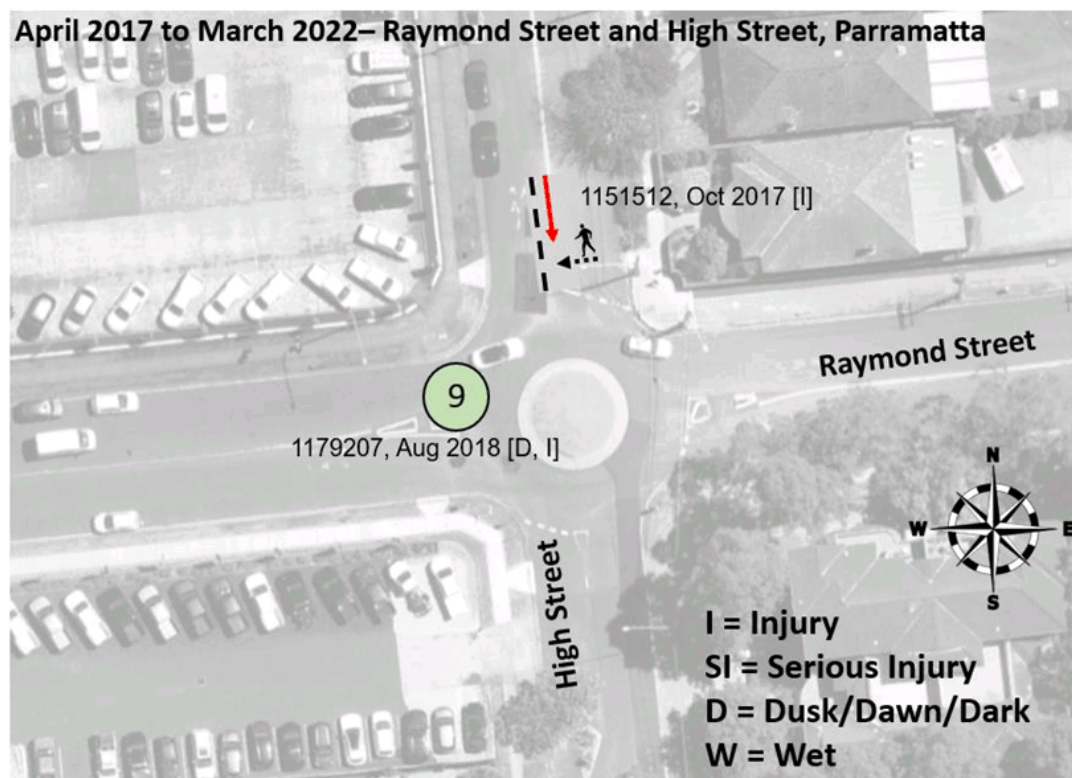
Figure 2 shows the pedestrian, approach and exit volumes between 4:30pm and 5:30pm at the intersection of Raymond Street and High Street, Parramatta & Granville.



**Figure 2: Pedestrian, Approach and Exit volumes at the intersection of Raymond Street and High Street, Parramatta & Granville (4:30pm to 5:30pm)**

On 22 February 2021, Council adopted interim guidelines for the installation of pedestrian crossings on local roads within the Parramatta LGA with speed limits of 50km/h or less. According to the guidelines, a raised pedestrian crossing can be installed at locations where the speed limit is 50km/h or less and there is a minimum of 20 pedestrians per hour crossing the road. High Street north of Raymond Street meets Council's requirement for the installation of a raised pedestrian crossing.

According to TfNSW crash data, there were two (2) injury crashes at the intersection of Raymond Street and High Street during the 5-year period between April 2017 and March 2022 as shown in Figure 3. In both instances, a motorist collided with a pedestrian.



**Figure 2: Crash diagram at the intersection of Raymond Street and High Street based on Transport for NSW crash data during the 5-year period between 01 April 2017 and 31 March 2022**

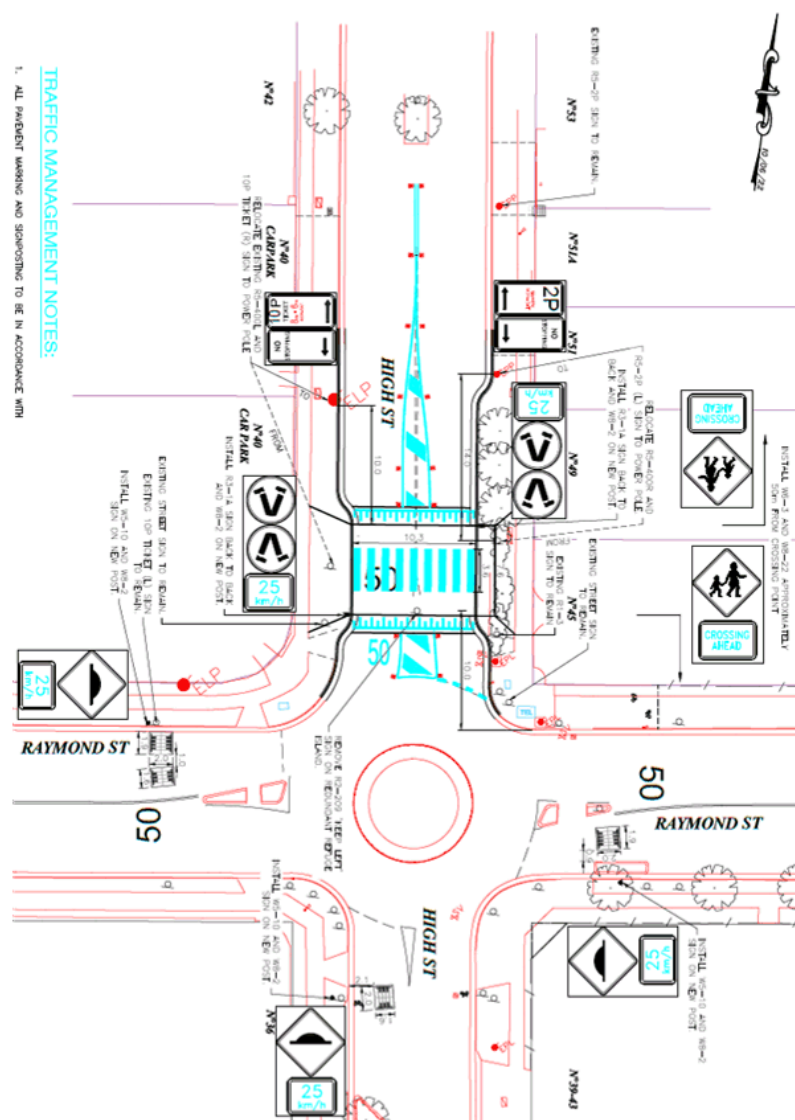
### Proposed Treatments

To reduce vehicle speed on the approach to the intersection and improve pedestrian safety, City of Parramatta is proposing to install speed cushions with associated '25km/h' and 'Speed Hump' signs on the westbound, eastbound, and northbound approaches to the roundabout, and install a raised pedestrian crossing with associated signs and pavement markings in High Street north of Raymond Street.

The raised pedestrian crossing is to be designed and installed in accordance with Austroads Guide to Traffic Management Part 8 – Local Street Management, Australian Standard AS1742 series and TfNSW Supplement to AS1742.10. Furthermore, the platform width of the raised pedestrian crossing is to be minimum 7.5m to ensure adequate provision for a future upgrade to a raised combined pedestrian and cyclist crossing is maintained. In addition to the above, the kerb and gutter will be realigned, and street lighting and storm water drainage will be upgraded as part of this project. The existing 'PS-3' bicycle pavement symbols on High Street south of Raymond Street intended for use on off-road bicycle paths will be replaced with a 'PS-2' bicycle pavement symbol for on-road use.

It should be noted that the turning path of a 20m long Vehicle Delivery Truck is not impacted by this proposal.

A concept plan for the proposed raised pedestrian crossing and speed cushions is shown in Figure 3 and Attachment B of this report.



**Figure 3: Concept plan of the proposed raised pedestrian crossing and speed cushions at the intersection of Raymond Street and High Street, Parramatta & Granville**

### Community Consultation

Community consultation was undertaken for the proposed speed cushions and raised pedestrian crossing at the intersection of Raymond Street and High Street, Parramatta. The consultation invited submissions by 20 December 2022 and involved the engagement channels listed below:

- City of Parramatta website (On-Exhibition page)
- Email to Bus Service Providers
- Local Parramatta newspaper
  - Parra News (published 22 November 2022)
- Mailout to owners & occupiers (138 letters, 75m radius from intersection)
- On-site Corflute signs

The opportunity to provide feedback on the proposed improvements at the intersection of Raymond Street and High Street culminated in nine (9) responses at the time of writing this report. Of the nine (9) responses, six (6) supported the proposal, one (1) supported the proposal to an extent and two (2) raised no objections. The survey respondent who supported the proposal to an extent was a member of the public who noted that this intersection was not part of their commute. The Bus Service Provider raised no objections to the proposal.

The TfNSW Customer Journey Planning team and Bus Service Providers raised no objections.

The Public Consultation Summary and Council Officer's Response is available in Attachment A of this report.

### **FINANCIAL IMPLICATIONS**

The estimated cost of the proposed raised pedestrian crossing and speed cushions at the intersection of Raymond Street and High Street, Parramatta restriction is \$262,000. This project is 100% funded by the 2022/23 Australian Government Black Spot Program.



Randil Pohorambage

**Traffic and Transport Engineer**

17/01/2023

**Attachments** – A. Public Consultation Summary and Council Officer's Response

B. Sketch Plan – Raymond Street and High Street, Parramatta & Granville

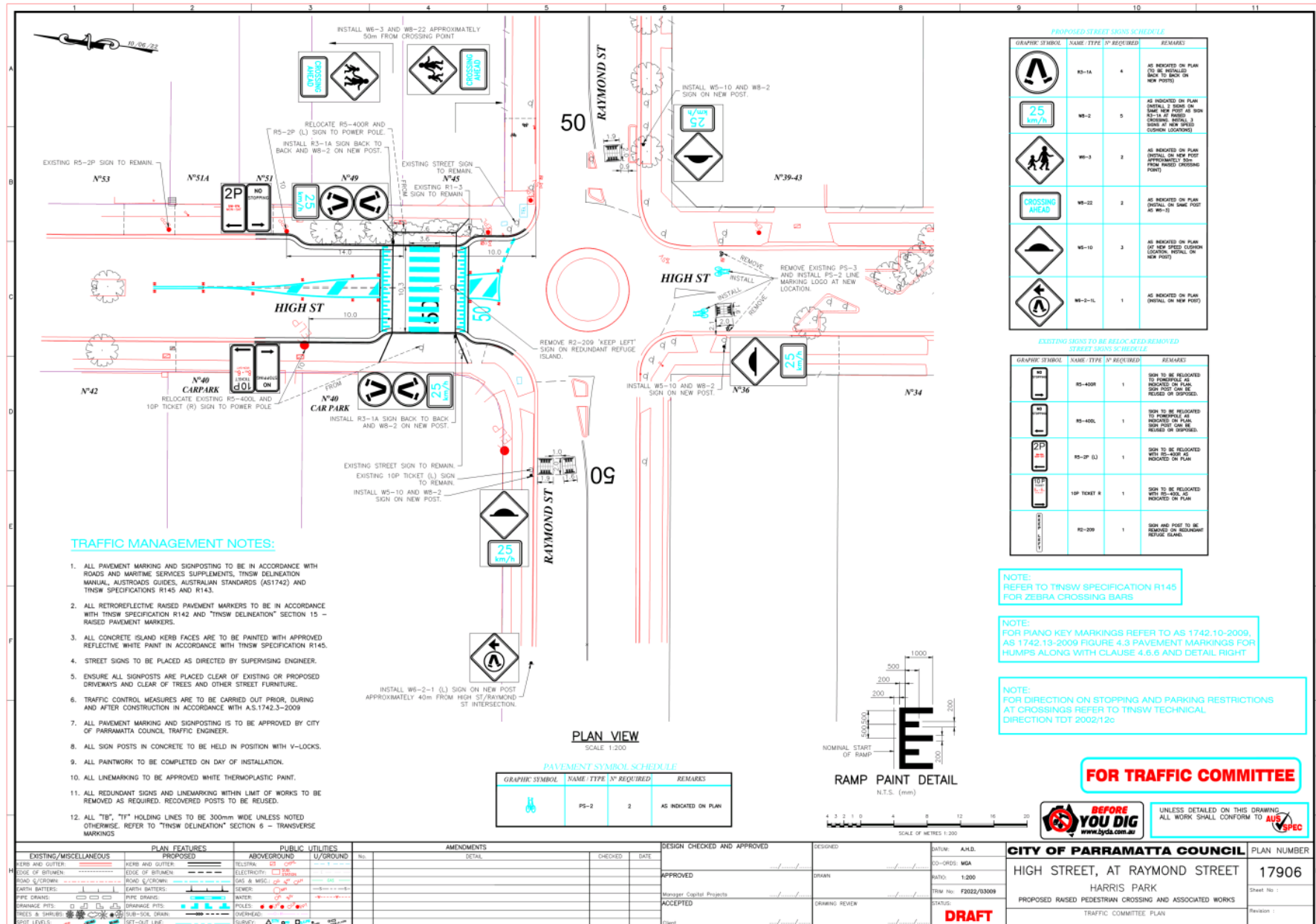
**Attachment A: Public Consultation Summary and Council Officer's Responses**

Date	Stakeholder Type	Opinion and Key Concerns	Council Officer Response
18/11/2022	Transport for NSW Customer Journey Planning Team (D08774438)	No Objection subject to addressing concerns of Bus Service Providers.	Noted.
27/11/2022	Local Resident (D08783681)	Support.	Noted.
29/11/2022	Local Alliance Committee (D08787660)	Support. <ul style="list-style-type: none"> <li>• Install additional lighting.</li> <li>• Resurface the roundabout and adjacent surfaces.</li> <li>• Install more parking restrictions.</li> </ul>	Noted. <ul style="list-style-type: none"> <li>• Street lighting will be reviewed as part of this project and upgraded if deemed necessary.</li> <li>• Resurfacing of the roundabout and adjacent surfaces is outside the scope of this project.</li> <li>• Parking restrictions will be installed in accordance with technical guidelines, regulations, and legislation.</li> </ul>
29/11/2022	Local Resident (D08787665)	Support.	Noted.

29/11/2022	City of Parramatta's Transport Planning Team (D08790514)	<p>Support.</p> <ul style="list-style-type: none"> <li>Requests that the existing footpath on the north side of Raymond Street between High Street and Church Street be converted to a shared path.</li> <li>Requests that the proposal for a raised pedestrian crossing be changed to a combined raised pedestrian and cyclist crossing.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>An upgrade to the existing footpath on the north side of Raymond Street between High Street and Church Street is outside the scope of this project.</li> <li>The platform width of the raised pedestrian crossing will be widened to provide provision for a future upgrade from a raised pedestrian crossing to a combined raised pedestrian and cyclist crossing.</li> </ul>
14/12/2022	Local Resident (D08806416)	<p>Support.</p> <ul style="list-style-type: none"> <li>Reduce speed limits from 50km/h to 40km/h or install additional speed cushions at mid-block points as rat-running is a problem.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>A reduction of the speed limit is outside the scope of this project. Speed limits are set by Transport for NSW (TfNSW) in accordance with TfNSW guidelines. 40km/h speed limits are generally installed in areas of High Pedestrian Activity. Furthermore, residents are likely to object to a reduction of the speed limit.</li> </ul>
14/12/2022	Member of public (D08807530)	<p>Support.</p>	<p>Noted.</p>
20/12/2022	Member of public (D08813536)	<p>Support to an extent.</p> <p>The intersection of Raymond Street and High Street is not within commute.</p>	<p>Noted.</p>

16/01/2023	Transit Systems, Bus Service Provider (D08833980)	No Objection.	Noted.
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Drawing: 17906 - HIGH ST-CIVIL-SIGNAGE PLAN.DWG



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

**ITEM NO:** 2302 A3

**SUBJECT:** John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park – Installation of raised combined pedestrian and cyclist crossing

**APPLICANT:** City of Parramatta Council

**REPORT OF:** Traffic and Transport Engineer

**WARD:** Rosehill

**SED:** Parramatta

Purpose

This report seeks approval for the installation of a raised combined pedestrian and cyclist crossing in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park. The purpose of this proposal is to improve pedestrian and cyclist safety, and to reduce vehicle speeds in John Ian Wing Parade.

**OFFICER'S RECOMMENDATIONS:**

1. That a raised combined pedestrian and cyclist crossing with associated signs and pavement markings be installed in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park as shown in the attached sketch.
2. That detailed design plans for the raised combined pedestrian and cyclist crossing as referred in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

Background

City of Parramatta Council has received an offer of 100% funding from the 2022/23 Get NSW Active Program to install a raised combined pedestrian and cyclist crossing in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park.

Location Details

John Ian Wing Parade is a Local Road with a speed limit of 50km/h that connects the Newington residential precinct with Hill Road. Louise Sauvage Pathway is a popular recreational shared path providing a connection between Parramatta River to the north and the shared path parallel to M4 Western Motorway to the south.

Louise Sauvage Pathway crosses John Ian Wing Parade approximately 300m west of Hill Road, 350m south of Newington Public School and 700m travel distance from the M4 Western Motorway on-ramp and off-ramp at Hill Road.

Currently, there is a gap in the median island on John Ian Wing Parade that provides refuge for pedestrians and cyclists on Louise Sauvage Pathway enabling them to cross in two-stages. However, with this treatment, motorists on John Ian Wing Parade have priority over pedestrians and cyclists crossing at Louise Sauvage Pathway. Consequently, pedestrians and cyclists must give way to motorists.

Figure 1 shows the aerial view of the area around John Ian Wing Parade at Louise Sauvage Pathway and Figure 2 shows a street view of the area.



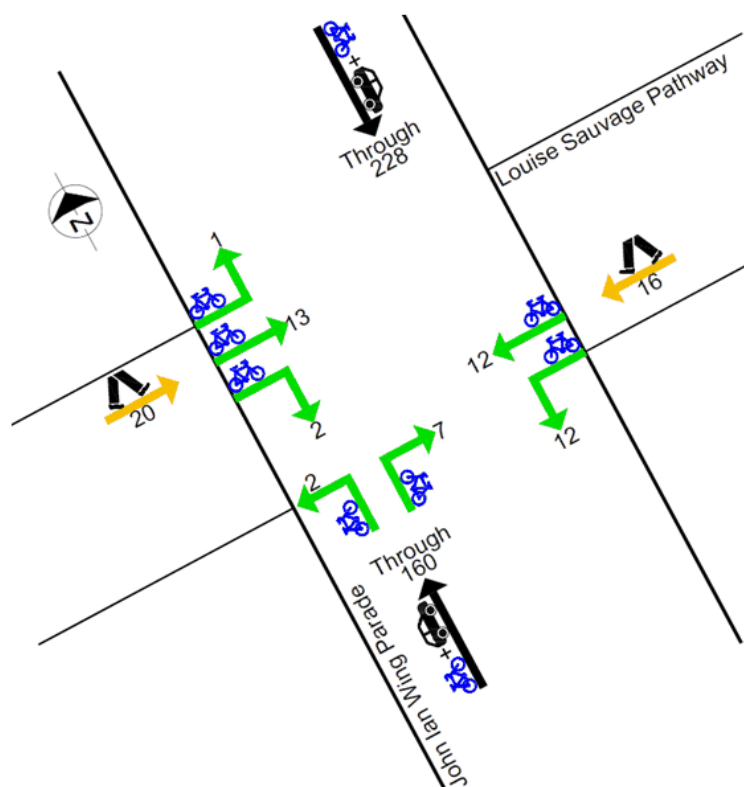
**Figure 1: Location map of the area around John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park**



**Figure 2: Street view of John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park facing north-west**

A mid-block pedestrian and vehicle count undertaken on 13 November 2021 indicated that the volume of pedestrians and cyclists crossing John Ian Wing Parade at Louise Sauvage Pathway peaked at thirty-six (36) pedestrians and twenty-five (25) cyclists during the morning period between 10:00am and 11:00am. During the same period (388) motorists and cyclists travelled through John Ian Wing Parade at Louise Sauvage Pathway. It should be noted that cyclists also turned between John Ian Wing Parade and Louise Sauvage Pathway.

Figure 3 shows the pedestrian, motorist, and cyclist volumes between 10:00am and 11:00am in John Ian Wing Parade at Louise Sauvage Pathway.



**Figure 3: Pedestrian, motorist, and cyclist volumes in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park (10:00am to 11:00am)**



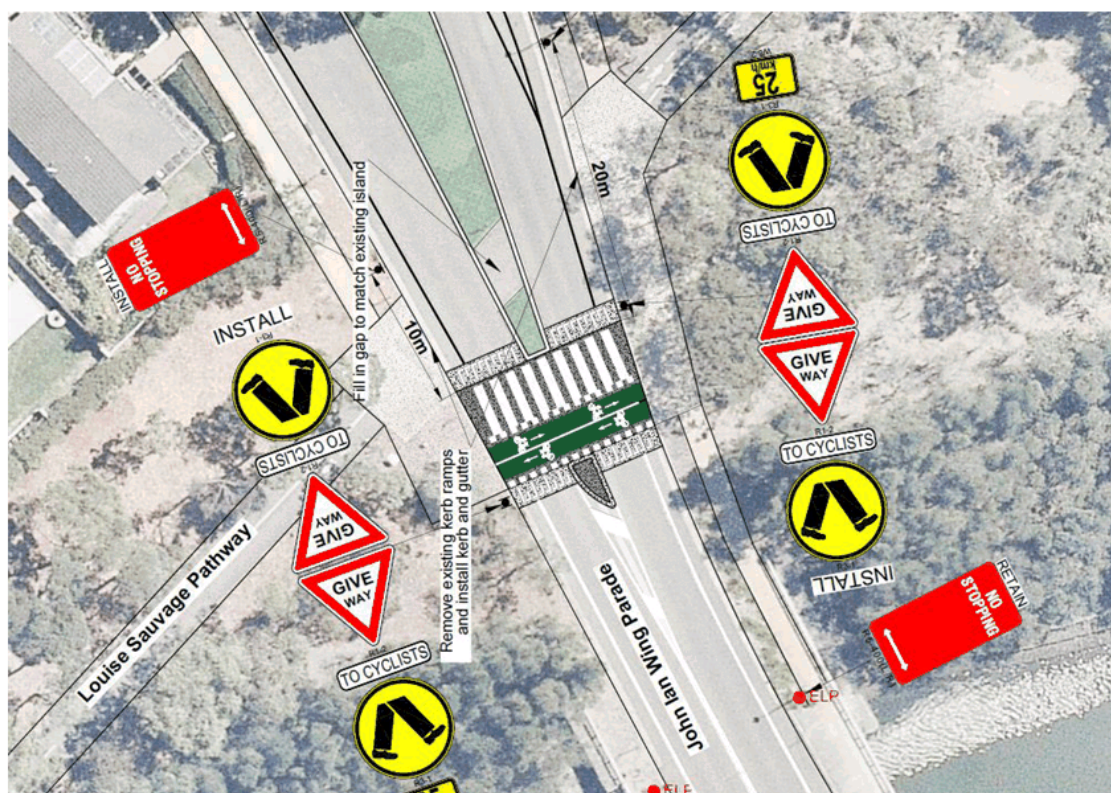
On 22 February 2021, Council adopted interim guidelines for the installation of pedestrian crossings on local roads within the Parramatta LGA with speed limits of 50km/h or less. According to the guidelines, a raised pedestrian crossing can be installed at locations where the speed limit is 50km/h or less and there is a minimum of 20 pedestrians per hour crossing the road. John Ian Wing Parade at Louise Sauvage Pathway meets Council's requirement for the installation of a raised pedestrian crossing.

#### Proposed Treatment

To improve pedestrian and cyclist safety by reducing vehicle speeds at the crossing and giving priority to pedestrians and cyclists, City of Parramatta is proposing to install a raised combined pedestrian and cyclist crossing with associated signs and pavement markings in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park.

The facility is to be designed and installed in accordance with Austroads Guide to Traffic Management Part 8 – Local Street Management, Australian Standard AS1742 series, TfNSW Supplement to AS1742.10 and TfNSW Technical Directions on Delineation and Pedestrian Refuges (Ref. TDT 2011/01a). In addition to the above, the kerb and gutter will be realigned, and street lighting and storm water drainage will be upgraded as part of this project. 'PS-3' bicycle pavement logos will be installed on the bicycle lanes approximately 70m south of the proposed facility.

A concept plan for the proposed raised combined pedestrian and cyclist crossing is shown in Figure 4 and Attachment B of this report.



**Figure 4: Concept plan of the proposed raised combined pedestrian and cyclist crossing in John Ian Wing Parade at Louise Sauvage pathway, Sydney Olympic Park**

### Community Consultation

Community consultation was undertaken for the proposed raised combined pedestrian and cyclist crossing in John Ian Wing Parade at Louise Sauvage pathway, Sydney Olympic Park. The consultation invited submissions by 20 December 2022 and involved the engagement channels listed below:

- City of Parramatta website (On-Exhibition page)
- Email to Bus Service Providers
- Local Parramatta newspaper
  - Parra News (published 22 November 2022)
- Mailout to owners & occupiers (18 letters, 70m radius from the facility)
- On-site Corflute signs

The opportunity to provide feedback on the proposed traffic facility resulted in fourteen (14) responses at the time of writing this report. Of the fourteen (14) responses, ten (10) supported the proposal, one (1) supported the proposal to an extent and three (3) raised no objections.

The three (3) respondents that raised no objections were Bus Service Providers and the TfNSW Customer Journey Planning team.

Three (3) respondents who supported the proposal and one (1) respondent who supported the proposal to an extent raised concerns regarding the offset of the proposed facility on John Ian Wing parade from the Louise Sauvage Pathway pedestrian/cyclist desire line as shown in Figure 4. The proposed raised combined pedestrian and cyclist crossing on John Ian Wing Parade is offset south from Louise Sauvage Pathway, creating a deflection in the pedestrian/cyclist crossing desire line to reduce cyclist entry speeds into the facility. This improves safety for cyclists on the shared path by increasing motorist recognition of cyclists approaching the crossing.

Considering the above, it is proposed to proceed with the installation of a raised combined pedestrian and cyclist crossing in John Ian Wing Parade at Louise Sauvage pathway, Sydney Olympic Park.

The Public Consultation Summary and Council Officer's Response is available in Attachment A of this report.

## FINANCIAL IMPLICATIONS

The estimated cost of the proposed raised combined pedestrian and cyclist crossing in John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park is \$240,000. This project is 100% funded by the 2022/23 State Government Get NSW Active Program.



Randil Pohorambage

**Traffic and Transport Engineer**

18/01/2023

**Attachments –** A. Public Consultation Summary and Council Officer's Response  
B. Sketch Plan – John Ian Wing Parade at Louise Sauvage Pathway, Sydney Olympic Park

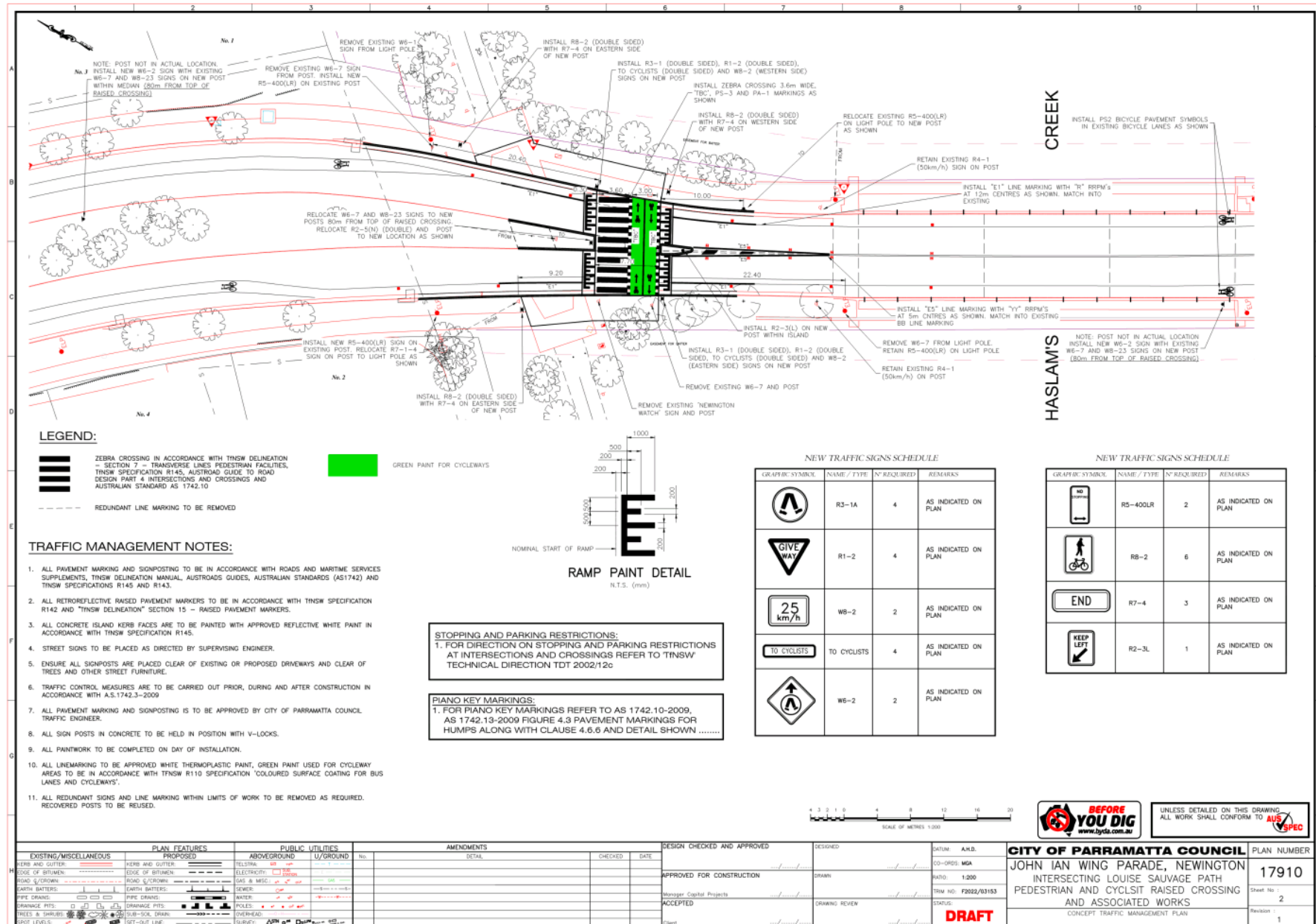
**Attachment A: Public Consultation Summary and Council Officer's Responses**

Date	Stakeholder Type	Opinion and Key Concerns	Council Officer Response
18/11/2022	Transport for NSW Customer Journey Planning Team (D08774445)	No Objection subject to addressing concerns of Bus Service Providers.	Noted.
23/11/2022 & 26/11/2022	Resident (D08779620, D08783671)	<p>Support to an extent.</p> <ul style="list-style-type: none"> <li>Requests that the proposed facility be located on John Ian Wing Parade at the pedestrian/cyclist desire line of Louise Sauvage Pathway.</li> <li>Install a garbage bin and bubbler with dog trough at this crossing.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>The proposed raised combined pedestrian and cyclist crossing on John Ian Wing Parade is offset south from Louise Sauvage Pathway, creating a deflection in the pedestrian/cyclist crossing desire line to reduce cyclist entry speeds into the facility. This improves safety for cyclists on the shared path by increasing motorist recognition of cyclists approaching the crossing.</li> <li>The installation of a garbage bin and bubbler with dog trough is outside the scope of this project. Designs that encourage pedestrians to linger at the entrance to pedestrian crossings should be avoided. This creates confusion for motorists as they anticipate pedestrians to cross the street instead of waiting on one side.</li> </ul>

27/11/2022	Resident (D08783685)	Support.	Noted.
29/11/2022	Resident (D08787672)	Support.	Noted.
29/11/2022	City of Parramatta's Transport Planning Team (D08790520)	Support. <ul style="list-style-type: none"> <li>Add a note on the sketch plan to remove the existing kerb ramps on John Ian Wing Parade.</li> </ul>	Noted. <ul style="list-style-type: none"> <li>A note has been added to the concept plan with an instruction to remove the redundant kerb ramps.</li> </ul>
5/12/2022	Member of public (D08792284)	Support.	Noted.
7/12/2022	Member of public (D08796603)	Support. <ul style="list-style-type: none"> <li>Questioned the offset of the facility from the Louise Sauvage Pathway pedestrian/cyclist crossing desire line.</li> </ul>	Noted. Refer to previous Council Officer Response.
14/12/2022	Resident (D08806424)	Support. <ul style="list-style-type: none"> <li>Questioned the offset of the facility from the Louise Sauvage Pathway pedestrian/cyclist crossing desire line.</li> </ul>	Noted. Refer to previous Council Officer Response.
14/12/2022	Member of public (D08807553)	Support. <ul style="list-style-type: none"> <li>Questioned the offset of the facility from the Louise Sauvage Pathway pedestrian/cyclist crossing desire line.</li> </ul>	Noted. Refer to previous Council Officer Response.



20/12/2022	Member of public (D08813539)	Support.	Noted.
3/01/2023	Member of public (D08827444)	Support.	Noted.
12/01/2023	Resident (D08833196)	Support.	Noted.
19/01/2023	Transit Systems, Bus Service Provider (D08838312)	<p>No Objection.</p> <ul style="list-style-type: none"> <li>Requests that the raised combined pedestrian and cyclist crossing be installed in accordance with State Transit Bus Infrastructure Guide which states:  <i>"Where a raised pedestrian crossing is to be constructed on a bus route, the height shall not exceed 75mm with ramp grades no greater than 1 in 16 (6.25%)."</i></li> </ul>	<p>Noted.</p> <p>Ramp gradients will not be greater than 1 in 16 (6.25%) and the platform height will not exceed 75mm. Turning paths are not affected by this proposal. The design of the raised pedestrian crossing will factor in adjacent civil assets.</p>
19/01/2023	Bus Ways, Bus Service Provider (D08838305)	No Objection.	Noted.



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

**ITEM NO:** 2302 A4

**SUBJECT:** Bulli Road and Binalong Road, Toongabbie – Installation of speed cushions

**APPLICANT:** City of Parramatta Council

**REPORT OF:** Traffic and Transport Engineer

**WARD:** Parramatta

**SED:** Winston Hills

Purpose

This report seeks approval for the installation of speed cushions on all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie. The purpose of the proposal is to reduce vehicle speed and improve safety at the roundabout.

**OFFICER'S RECOMMENDATIONS:**

That the installation of speed cushions on all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie as shown on the plan attached to the report be approved.

Background

City of Parramatta Council has received an offer of 100% funding from Federal Government's Black Spot program to install speed cushions on all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie in 2022/23.

Binalong Road (12.4m wide) and Bulli Road (12.6m wide) are local roads with default urban speed limits of 50km/h. Bulli Road provides a single travel lane with kerb side parking lane in each direction. Binalong Road provides a single travel lane, bicycle lane and kerb side parking lane in each direction. This road also provides access to Toongabbie Public School, Pendle Hill High School and Binalong Park. Motorists use Binalong Road and Bulli Road to travel between Old Windsor Road (Constitution Hill) and Wentworth Avenue (Toongabbie and Pendle Hill). Many pedestrians use these roads to access schools and Pendle Hill Railway Station.

Figure 1 shows the aerial view of the area near the intersection of Bulli Road and Binalong Road. Figure 2 shows the street view of the intersection looking eastbound from Bulli Road towards Binalong Road. Bulli Road (western leg) and Binalong Road are within the bus route (Regular Route No. 711 and school bus services). The existing bus stops are also shown on Figure 1.





**Figure 1: Aerial view of the area around the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie**

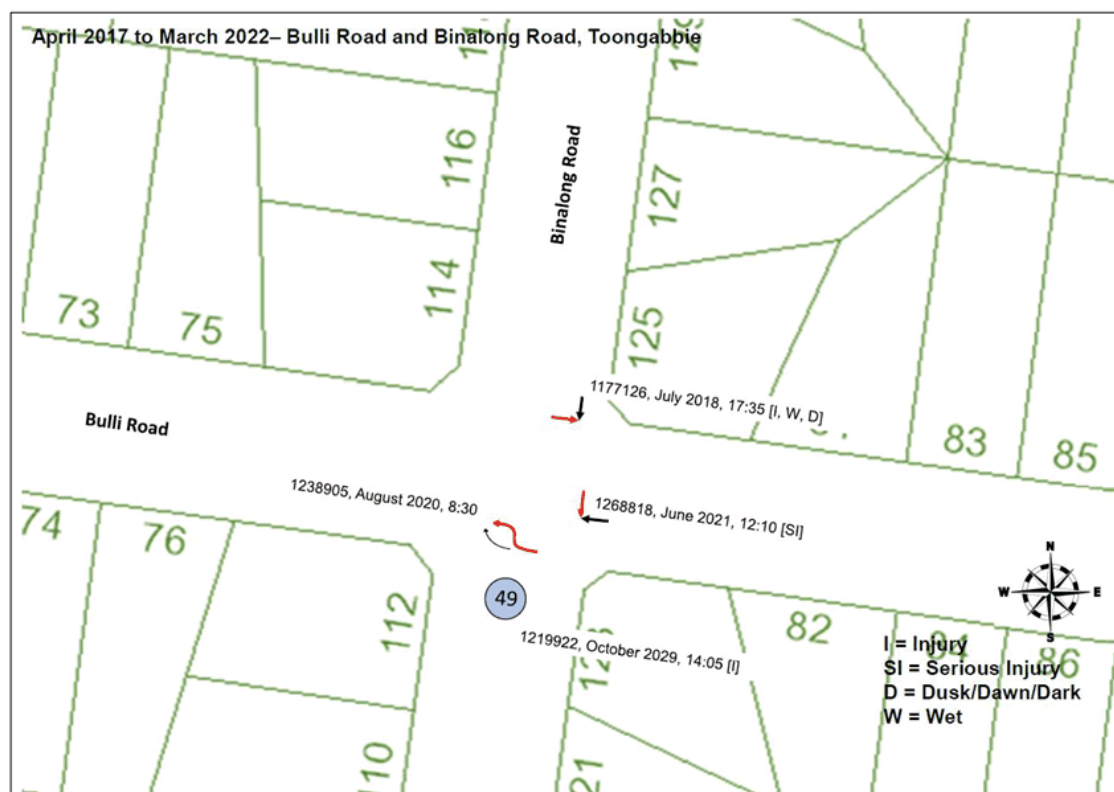


**Figure 2: Street view of the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie**

A vehicle volume and speed survey undertaken in March 2020 indicated that the average daily traffic volume in Binalong Road (between Burrabogee Road and Bora Street) was 4,804 vehicles. Of these, 2,203 vehicles were traveling in the northbound direction. At the point of measurement, 85% of vehicles travelled at or below 58.1 km/h speed in both north- and southbound directions.

According to Transport for NSW crash data, there were four (4) crashes at the intersection of Bulli Road and Binalong Road, Toongabbie during the 5-year period between April 2017

and March 2022 Of these accidents, three (3) were injury accidents with two (2) cross traffic involving southbound vehicles. The other injury accident involved a pedal cyclist. The non-injury accident was an overtaking accident between westbound vehicles. Figure 3 shows the crash diagram at the intersection.



**Figure 1: Crash diagram of Bulli Road and Binalong Road based on Transport for NSW crash data during the 5-year period between April 2017 and March 2022**

To reduce vehicle speed and traffic accidents, City of Parramatta is proposing to install speed cushions with associated '25km/h' and 'Speed Hump' signs on all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie as shown in Figure 4. A copy of the plan is also attached to the report.

The proposed design and positioning of the speed cushions in the northbound direction maintains the functionality of the existing cycle lane while promoting increased vehicle deflection, resulting in a more effective traffic calming solution that goes beyond solely relying on horizontal deflection.

#### Community Consultation

Community consultation was undertaken between 22 November and 20 December 2022 and involved the engagement channels listed below:

- Mailout to owners & occupiers
- Email to bus service providers
- Local Parramatta newspaper
  - Parramatta News (published Tuesday 22 November 2022)



- City of Parramatta On Exhibition webpage
- Proposed designs shown to Active Transport Advisory Committee (ATAC)

Council received four responses from residents, two bus service providers (Transit System and CDC) and Transport for NSW (TfNSW) with all agreeing to the proposal.

Council presented two designs to the Active Transport Advisory Committee (ATAC) for review and feedback. The ATAC expressed support for the option detailed in this report.

The Public Consultation Summary and Council Officer's Response is available in Attachment A of this report.



**Figure 2: Concept plan of the proposed speed cushions at the intersection of Bulli Road and Binalong Road, Toongabbie**

## FINANCIAL IMPLICATIONS

The cost estimate for the proposed speed cushions at all approaches to the roundabout at the intersection of Bulli Road and Binalong Road, Toongabbie is \$16,000. This project is 100% funded by Federal Government's Black Spot Programs in 2022/23. Accordingly, there will not be any direct impact on Council's budgets.

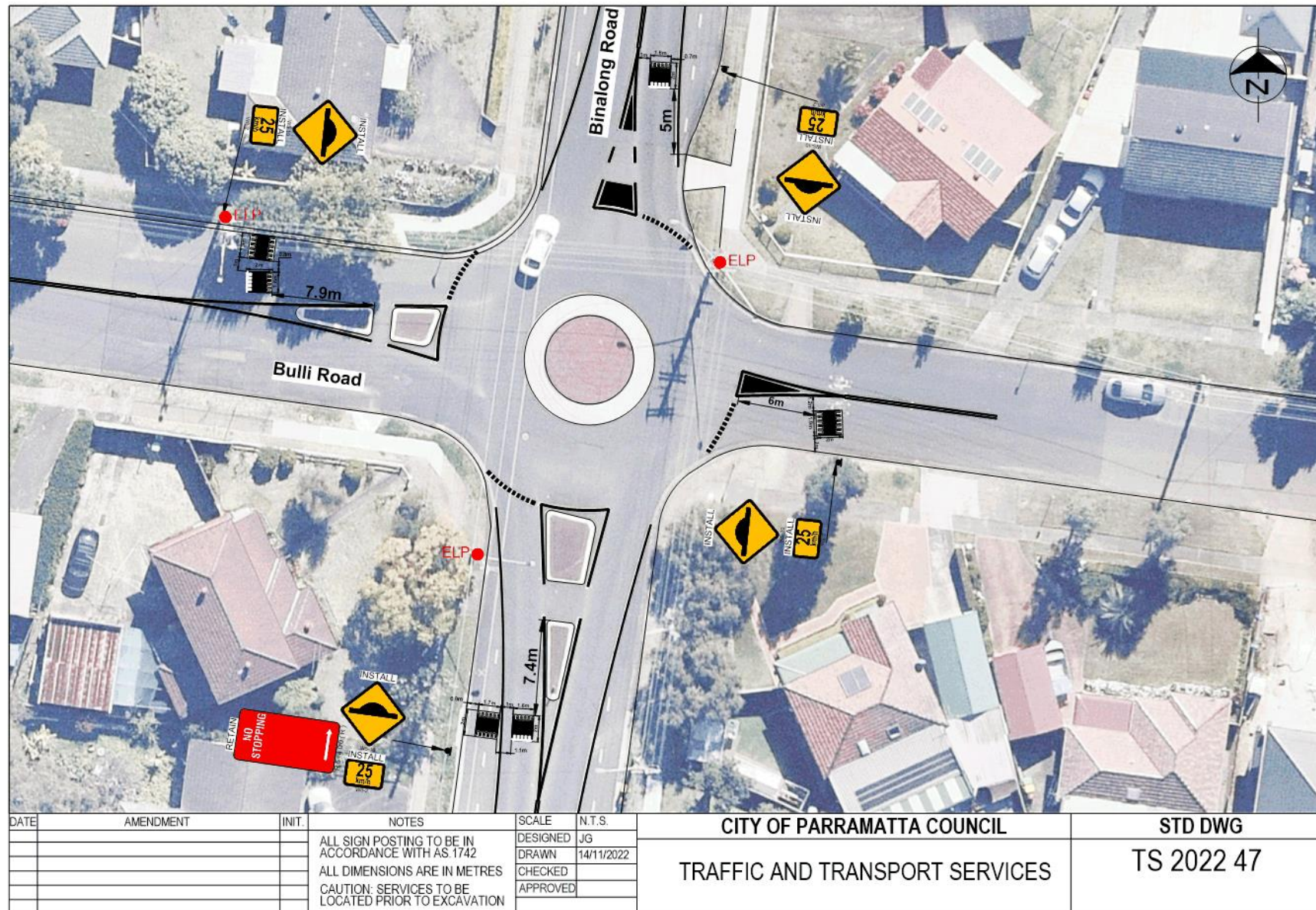
Nathan McLauchlan  
Traffic and Transport Engineer  
1/02/2023

**Attachments** – A. Public Consultation Summary and Council Officer's Response  
B. Sketch Plan – Bulli Road and Binalong Road, Toongabbie

**Attachment A. Public Consultation Summary and Council Officer's Response**

<b>Date</b>	<b>Stakeholder Type</b>	<b>Opinion and Key Concerns</b>	<b>Council Officer Response</b>
17/11/2022	TfNSW (D08772644)	Supported subject to any comments / issues provided by bus operators are addressed	Note that bus operators have not raised any concerns on this proposal.
17/11/2022	CDC NSW (D08772723)	Supported	
17/11/2022	Transit Systems (D08772725)	Supported	
23/11/2022	Resident (D08778741)	Supported	









## CITY OF PARRAMATTA COUNCIL

**Parramatta Traffic Committee Agenda Item**

**ITEM NO:** 2302 A5

**SUBJECT:** Victoria Street at Bridge Street, Epping – Installation of raised combined pedestrian and cyclist crossing

**APPLICANT:** City of Parramatta Council

**REPORT OF:** Traffic and Transport Engineer

**WARD:** Epping

**SED:** Epping

Purpose

This report seeks approval for the installation of a raised combined pedestrian and cyclist crossing in Victoria Street south of Bridge Street, Epping. The purpose of this proposal is to improve pedestrian and cyclist safety, and to reduce vehicle speeds on the approach to the intersection.

**OFFICER'S RECOMMENDATIONS:**

1. That a raised combined pedestrian and cyclist crossing with associated signs and pavement markings be installed in Victoria Street south of Bridge Street, Epping as shown in the attached sketch.
2. That the existing 'Stop' restriction with associated 'Stop (TF)' line and 'Stop' sign be replaced with a 'Give Way' restriction with associated 'Give Way (TB)' line and 'Give Way' sign as shown in the attached sketch.
3. That detailed design plans for the raised combined pedestrian and cyclist crossing as referred in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

Background

City of Parramatta Council has received an offer of 100% funding from the 2022/23 Get NSW Active Program to install a raised combined pedestrian and cyclist crossing in Victoria Street south of Bridge Street, Epping.

Location Details

Victoria Street and Bridge Street, Epping are Local Roads with a speed limit of 50km/h. Stop restrictions are installed in Victoria Street on both approaches to its intersection with Bridge

Street. As a result, motorists exiting Victoria Street must stop and give way to any vehicle in, entering or approaching the intersection. Both Bridge Street and Victoria Street provide a single travel lane with kerb side parking in each direction.

The intersection is surrounded by low-high density residential properties with a service station located at the south-west corner. There are bus stops on both sides of Victoria Street approximately 30m south of Bridge Street as well as a bus stop on the north side of Bridge Street 140m west of the intersection and on the south side of Bridge Street 270m west of the intersection. Victoria Street is part of the 541 bus route between Epping and Eastwood. The intersection is 60m east of Boronia Park, 450m walking distance from Epping Station, 110m west of Rawson Street which connects to the Epping Town Centre and 220m west of Beecroft Road which is a State Road. There is a shared path located on the south side of Bridge Street between High Street and Wyralla Avenue which is part of the Epping to Carlingford cycleway connecting to the future Carlingford Light Rail Station.

Figure 1 shows the aerial view of the area around the intersection of Bridge Street and Victoria Street and Figure 2 shows a street view of Victoria Street south of Bridge Street.



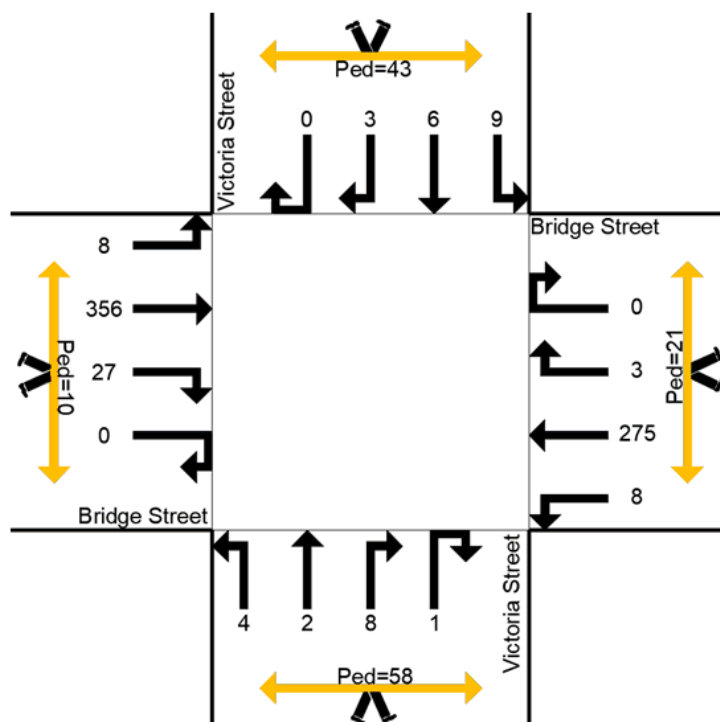
**Figure 1: Location map of the area around the intersection of Victoria Street and Bridge Street, Epping**



**Figure 2: Street view of Victoria Street south of Bridge Street, Epping facing north**

A classified intersection volume count survey undertaken on 31 January 2018 indicated that the volume of pedestrians crossing Victoria Street south of Bridge Street, Epping peaked at fifty-eight (58) pedestrians during the morning period between 6:45am and 7:45am. During the same period fifty-seven (57) motorists or cyclists travelled through Victoria Street south of Bridge Street.

Figure 3 shows the flow diagram between 6:45am and 7:45 am at the intersection of Victoria Street and Bridge Street, Epping.



**Figure 3: Flow diagram at the intersection of Victoria Street and Bridge Street, Epping (6:45am to 7:45am)**

On 22 February 2021, Council adopted interim guidelines for the installation of pedestrian crossings on local roads within the Parramatta LGA with speed limits of 50km/h or less. According to the guidelines, a raised pedestrian crossing can be installed at locations where the speed limit is 50km/h or less and there is a minimum of 20 pedestrians per hour crossing

the road. Victoria Street south of Bridge Street, Epping meets Council's requirement for the installation of a raised pedestrian crossing.

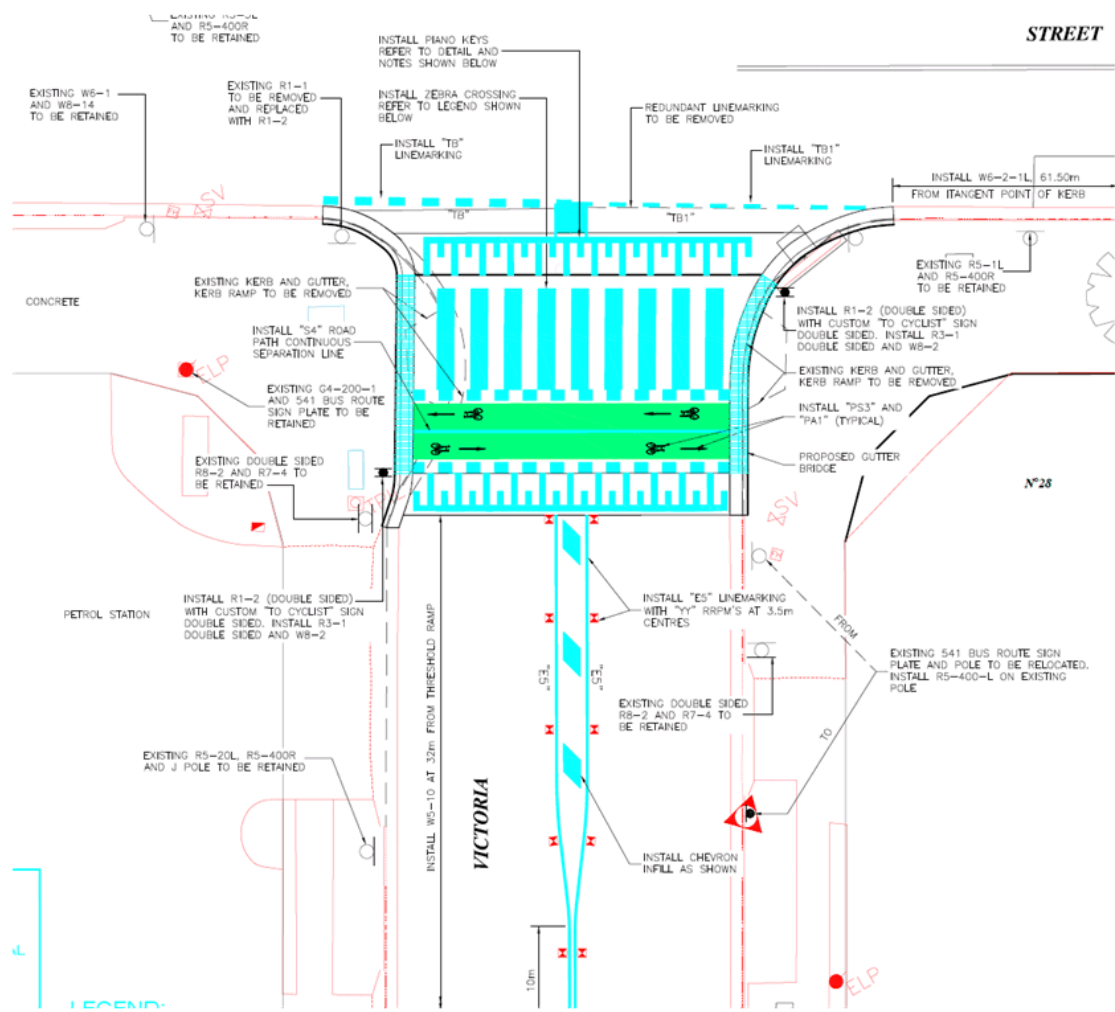
#### Proposed Treatment

To improve pedestrian and cyclist safety by reducing vehicle speeds at the crossing and giving priority to pedestrians and cyclists, City of Parramatta is proposing to install a raised combined pedestrian and cyclist crossing with associated signs and pavement markings in Victoria Street south of Bridge Street, Epping.

The facility is to be designed and installed in accordance with Austroads Guide to Traffic Management Part 8 – Local Street Management, Australian Standard AS1742 series, TfNSW Supplement to AS1742.10 and TfNSW Technical Directions on Delineation and Pedestrian Refuges (Ref. TDT 2011/01a). In addition to the above, the kerb and gutter will be realigned, and street lighting and storm water drainage will be upgraded as part of this project. Turning path analysis demonstrates that a 19m articulated bus can turn left from Bridge Street into Victoria Street while a 14m long rigid bus turns right out from Victoria Street into Bridge Street.

The existing 'Stop' restriction with associated 'Stop (TF)' line and 'Stop' sign is to be replaced with a 'Give Way' restriction with associated 'Give Way (TB)' line and 'Give Way' sign. The replacement of the 'Stop' restriction with a 'Give Way' restriction is to ensure that the 'Stop' sign does not conflict with the 'Give Way To Cyclists' sign located at the raised combined pedestrian and cyclist crossing.

A concept plan for the proposed raised combined pedestrian and cyclist crossing is shown in Figure 4 and Attachment B of this report.



**Figure 4: Concept plan of the proposed raised combined pedestrian and cyclist crossing in Victoria Street south of Bridge Street, Epping**



### Community Consultation

Community consultation was undertaken for the proposed raised combined pedestrian and cyclist crossing in Victoria Street south of Bridge Street, Epping. The consultation invited submissions by 20 December 2022 and involved the engagement channels listed below:

- City of Parramatta website (On-Exhibition page)
- Email to Bus Service Providers
- Local Parramatta newspaper
  - Parra News (published 22 November 2022)
- Mailout to owners & occupiers (254 letters, 70m radius from the facility)
- On-site Corflute signs

The opportunity to provide feedback on the proposed traffic facility culminated in thirteen (13) responses at the time of writing this report. Of the thirteen (13) responses, five (5) supported the proposal, two (2) supported the proposal to an extent, four (4) did not support the proposal and two (2) raised no objections.

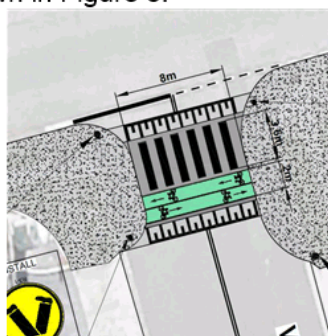
The two (2) respondents that raised no objections were a Bus Service Provider and the TfNSW Customer Journey Planning team.

The key comments and reasons for objection to the consultation have been provided below:

1. On-street parking will be reduced.
2. Concerned about the narrowing of Victoria Street south of Bridge Street.
3. Motorists waiting to exit Victoria Street south of Bridge Street will need to stop over the proposed facility while waiting for a gap in the traffic stream.

Comments on Survey Respondents' Concerns:

1. Only one (1) parking space is lost as a result of this proposal.
2. While the initial proposal used in the consultation process had the road width of Victoria Street south of Bridge Street narrowed to 8m, the proposal has since been changed to accommodate a 11.5m wide road such that a 19m articulated bus can turn left from Bridge Street into Victoria Street while a 14m long rigid bus turns right out from Victoria Street into Bridge Street. An image of the concept plan used in the consultation process is shown in Figure 5.



**Figure 4: Concept plan of the raised combined pedestrian and cyclist crossing used in the community consultation process**

3. It is acknowledged that motorists will have to stop over the proposed facility when exiting Victoria Street and waiting to find a gap in the traffic stream. This is a common scenario where pedestrian crossings are installed at intersections. While it is desirable to provide storage area for at least one vehicle between the raised crossing and the 'Give Way' line, it is not feasible on Victoria Street south of Bridge Street, Epping.

Council officers have considered alternative options that could provide a storage area:

Option 1. Install a kerb extension on the major road (Bridge Street) and extend the 'Give Way' lines to the tangent point of the kerb extensions.

Option 2. Relocate the crossing on Victoria Street further south of Bridge Street.

Option 1 will increase the cost of construction, remove additional on-street parking spaces and prevent westbound motorists on Bridge Street from passing motorists waiting to turn right from Bridge Street into Victoria Street north of Bridge Street. Option 2 will also increase the cost of construction, remove additional on-street parking spaces, require pedestrian fencing to be installed and bus stops to be relocated. Furthermore, with Option 2, the proposed crossing will be over 30m south of the pedestrian desire line which will encourage pedestrians to use driveways as crossing points.

Considering the above, it is proposed to proceed with the installation of a raised combined pedestrian and cyclist crossing in Victoria Street south of Bridge Street, Epping.

The Public Consultation Summary and Council Officer's Response is available in Attachment A of this report.

#### **FINANCIAL IMPLICATIONS**

The estimated cost of the proposed raised combined pedestrian and cyclist crossing in Bridge Street south of Victoria Street, Epping is \$250,000. This project is 100% funded by the 2022/23 State Government Get NSW Active Program.



Randil Pohorambage  
**Traffic and Transport Engineer**  
18/01/2023

**Attachments –** A. Public Consultation Summary and Council Officer's Response  
B. Sketch Plan – Victoria Street at Bridge Street, Epping

**Attachment A: Public Consultation Summary and Council Officer's Responses**

Date	Stakeholder Type	Opinion and Key Concerns	Council Officer Response
18/11/2022	Transport for NSW Customer Journey Planning Team (D08774457)	No Objection subject to addressing concerns of Bus Service Providers.	Noted.
23/11/2022	Resident (D08779632)	Do Not Support. <ul style="list-style-type: none"><li>On-street parking will be reduced.</li></ul>	<ul style="list-style-type: none"><li>Only one (1) parking space is lost as a result of this proposal.</li></ul>
26/11/2022	Resident (D08783548)	Support.	Noted.
27/11/2022	Resident (D08783693)	Support.	Noted.

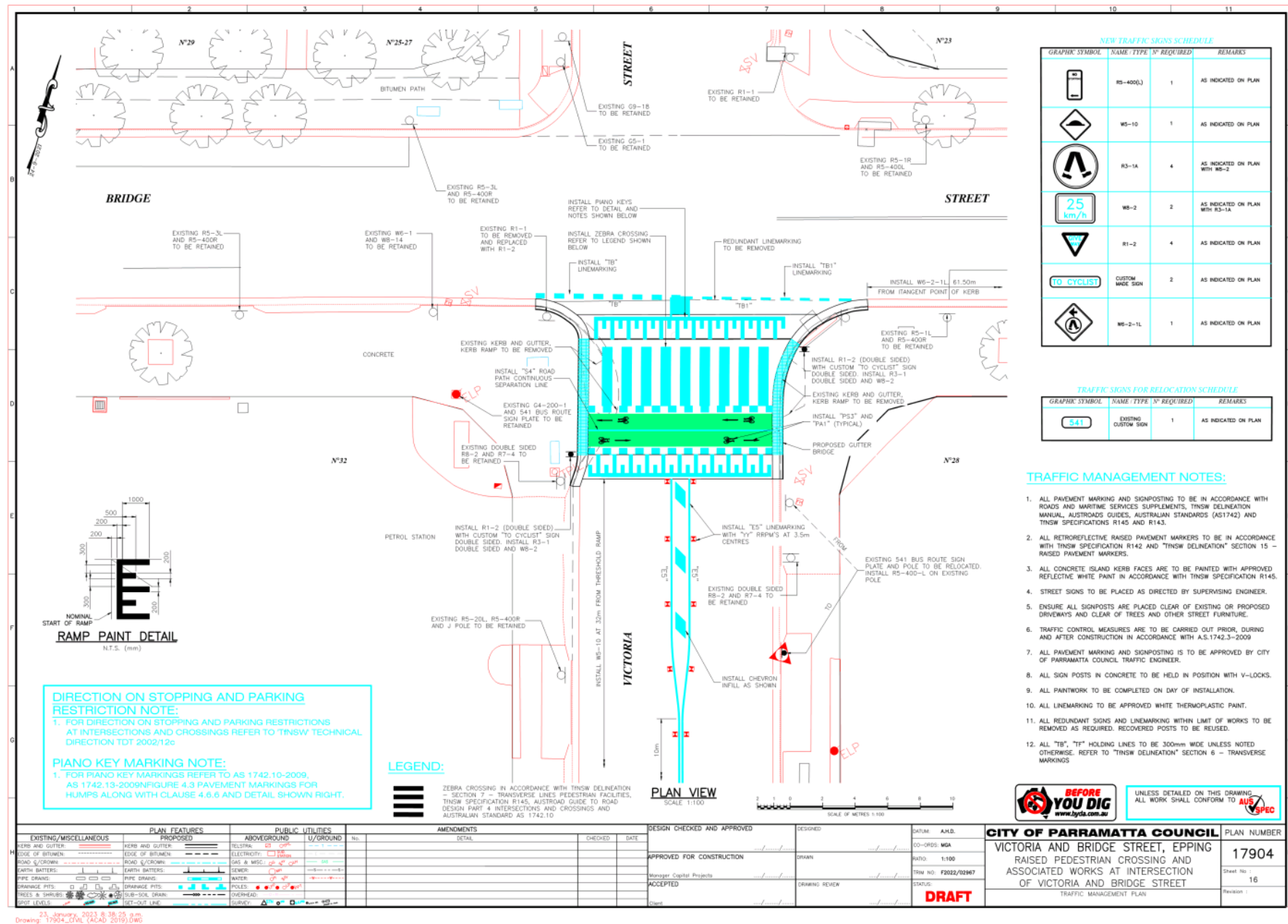


29/11/2022	Resident (D08787681)	<p>Support.</p> <ul style="list-style-type: none"> <li>Concerned about the narrowing of Victoria Street south of Bridge Street.</li> <li>Review 'No Parking' restrictions in Wyralla Avenue to make the road safer.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>While the initial proposal used in the consultation process had the road width of Victoria Street south of Bridge Street narrowed to 8m, the proposal has since been changed to accommodate a 11.5m wide road such that a 19m articulated bus can turn left from Bridge Street into Victoria Street while a 14m long rigid bus turns right out from Victoria Street into Bridge Street.</li> <li>The parking restrictions in Wyralla Avenue are outside the scope of this project. Council officers will investigate this separately.</li> </ul>
29/11/2022	City of Parramatta's Transport Planning Team (D08790563)	Support.	Noted.
1/12/2022	Resident (D08790461)	<p>Do Not Support.</p> <ul style="list-style-type: none"> <li>On-street parking will be reduced.</li> <li>There is no need for this facility.</li> </ul>	<ul style="list-style-type: none"> <li>Refer to previous comment.</li> <li>A classified intersection volume count survey undertaken on 31 January 2018 quantitatively indicates the presence of a pedestrian desire on Victoria Street at Bridge Street.</li> </ul>

1/12/2022	Member of public (D08792136)	<p>Do Not Support.</p> <ul style="list-style-type: none"> <li>• There is no need for this facility.</li> <li>• Motorists waiting to exit Victoria Street south of Bridge Street will need to stop over the proposed facility while waiting for a gap in the traffic stream.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to previous comment.</li> <li>• It is acknowledged that motorists will have to stop over the proposed facility when exiting Victoria Street and waiting to find a gap in the traffic stream. This is a common scenario where pedestrian crossings are installed at intersections. While it is desirable to provide storage area for at least one vehicle between the raised crossing and the 'Give Way' line, it is not feasible on Victoria Street south of Bridge Street, Epping.</li> </ul> <p>There are two options that provide a storage area:</p> <p>Option 1- Install a kerb extension on the major road (Bridge Street) and extend the 'Give Way' lines to the tangent point of the kerb extensions.</p> <p>Option 2- Relocate the crossing on Victoria Street further south of Bridge Street.</p> <p>Option 1 will increase the cost of construction, remove additional on-street parking spaces and prevent motorists travelling westbound on Bridge Street from passing motorists waiting to turn right into Victoria Street north of Bridge</p>
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			Street. Option 2 will also increase the cost of construction, remove additional on-street parking spaces, require pedestrian fencing to be installed and bus stops to be relocated. Furthermore, with Option 2, the proposed crossing will be over 30m south of the pedestrian desire line.
14/12/2022	Resident (D08806450)	Support.	Noted.
18/12/2022	Resident (D08810985)	Do Not Support. <ul style="list-style-type: none"> <li>There is no problem crossing Victoria Street at Bridge Street as the traffic volume is light.</li> </ul>	<ul style="list-style-type: none"> <li>It is acknowledged that some individuals find it easier to cross the road than others. However, the purpose of the raised combined crossing is to improve pedestrian and cyclist safety by reducing vehicle speeds at the crossing and giving priority to pedestrians and cyclists making it a more safe, attractive, and pleasant experience for all members of the community and encourage short trips (up to 2km) to local centres.</li> </ul>
19/12/2022	Resident (D08811844)	Support to an extent. <ul style="list-style-type: none"> <li>Widen the road at the entry to ensure buses and trucks can turn.</li> </ul>	Noted. <ul style="list-style-type: none"> <li>Refer to previous comment.</li> </ul>
7/12/2022	Bus Ways, Bus Service Provider (D08838305)	No Objection.	Noted.

20/12/2022	Member of public (D08813584)	Support to an extent.  The intersection of Victoria Street and Bridge Street is not within commute.	Noted.
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13.1-SP-2022-01-01  
Drawing: 17904\_Civil (ACAD 2019).DWG

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

**ITEM NO:** 2302 A6  
**SUBJECT:** Albion Street, Harris Park – Installation of speed humps  
**APPLICANT:** City of Parramatta Council  
**REPORT OF:** Traffic and Transport Engineer  
**WARD:** Rosehill  
**SED:** Parramatta

**Purpose**

This report seeks approval for the installation of three (3) Watts profile speed humps in Albion Street, Harris Park. The purpose of the proposal is to reduce vehicle speeds and improve safety in Albion Street.

**OFFICER'S RECOMMENDATIONS:**

That the installation of three (3) Watts profile speed humps in Albion Street, Harris Park as shown in the plan attached to the report be approved.

**Background**

As a result of recent discussions between Ward Councillors and Council's Place Manager for Rosehill Ward, Council has reviewed traffic conditions in Albion Street, Harris Park.

Albion Street is a 9.6m wide local road located within the Harris Park Town Centre. A '40km/h High Pedestrian Activity Area (HPAA)' restriction applies in the Town Centre including in Albion Street. Albion Street provides a single travel lane with kerb side parking lane in each direction. Albion Street is also utilized by motorists to park and walk to local restaurants.

Figure 1 shows the location of the street within the Town Centre. Figure 2 shows the street view of Albion Street looking northbound from Marion Street towards Una Street.



**Figure 1: Location of Albion Street within the Harris Park Town Centre**



**Figure 2: Street view of Albion Street, Harris Park**

According to Transport for NSW crash data, there was one (1) crash in Albion Street, Harris Park during the 5-year period between April 2017 and March 2022. The accident involved a northbound vehicle losing control in Albion Street. Figure 3 shows the crash diagram at the intersection.





**Figure 1: Crash diagram of Albion Street based on Transport for NSW crash data during the 5-year period between April 2017 and March 2022**

To reduce vehicle speed and improve safety, City of Parramatta is proposing to install three (3) Watts profile speed humps, associated '25km/h' and 'Speed Hump' signs and pedestrian fencing in Albion Street, Harris Park as shown in Figure 4. A copy of the plan is also attached to the report.



**Figure 2: Concept plan of the proposed speed humps in Albion Street, Harris Park**

### Community Consultation

Community consultation was undertaken between 18 November and 16 December 2022 and involved the engagement channels listed below:



- Mailout to owners & occupiers
- Corflute signs in the street
- Local Parramatta newspaper
  - Parramatta News (published Tuesday 15 November 2022)
- City of Parramatta On Exhibition webpage

Council received twelve (11) responses with nine (9) from residents, two (2) from businesses and one (1) from Endeavour Energy with seven (7) agreeing to the proposal. Of the 7 responses that supported the proposal, two requested minor changes to the location of speed humps, which have been accommodated in the design (refer to Figures 5 and 6).

Endeavour Energy did not raise any objections to the proposal. However, it has requested that adequate height clearance be provided at location with overhead cables and there is to be no impact on adjacent electricity infrastructure in the street.

The remaining four (4) respondents objected to the proposal mainly due to the loss of on street parking. It is to be noted that there will not be any loss of on street parking from this proposal.

The Public Consultation Summary and Council Officer's Response is available in Attachment A of this report.

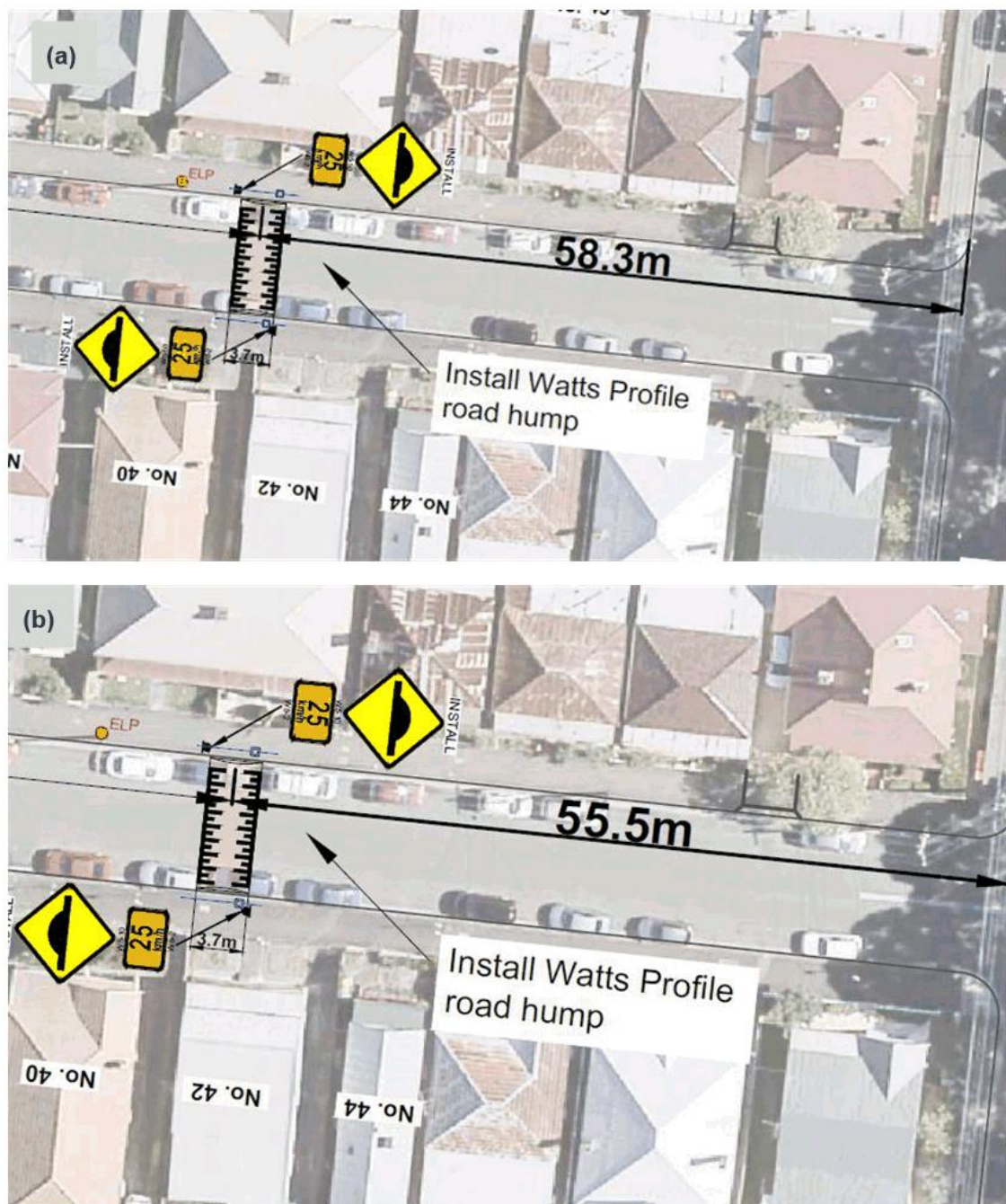


Figure 5: Concept plan of the proposed speed hump near the northern end of Albion Street, Harris Park (a) advertised location; (b) revised location to accommodate the new driveway.

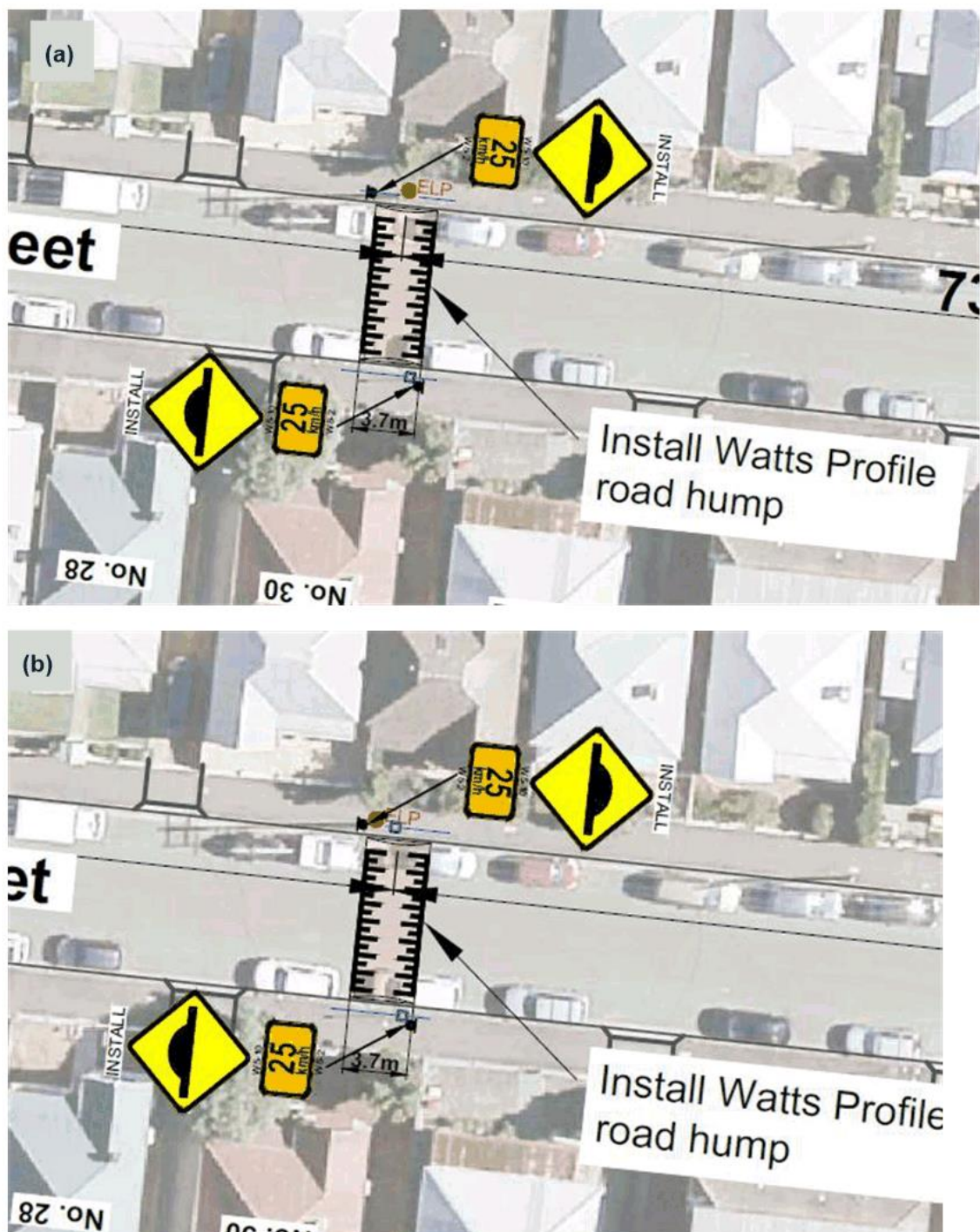


Figure 6: Concept plan of the proposed speed hump House No. 30 Albion Street, Harris Park (a) advertised location; (b) revised location to accommodate a space away from the hump.

## FINANCIAL IMPLICATIONS

The estimated cost of the proposed installation of three (3) speed humps with associated signage and pavement markings is \$50,000. This project is to be funded from Council's Ward Initiative, PTC Traffic Facilities funds, and Transport for NSW (TfNSW) Block Grant fund.



Nathan McLauchlan

**Traffic and Transport Engineer**

1/02/2023

**Attachments** – A. Public Consultation Summary and Council Officer's Response  
B. Sketch Plan – Speed Humps in Albion Street, Harris Park

## Attachment A. Public Consultation Summary and Council Officer's Response

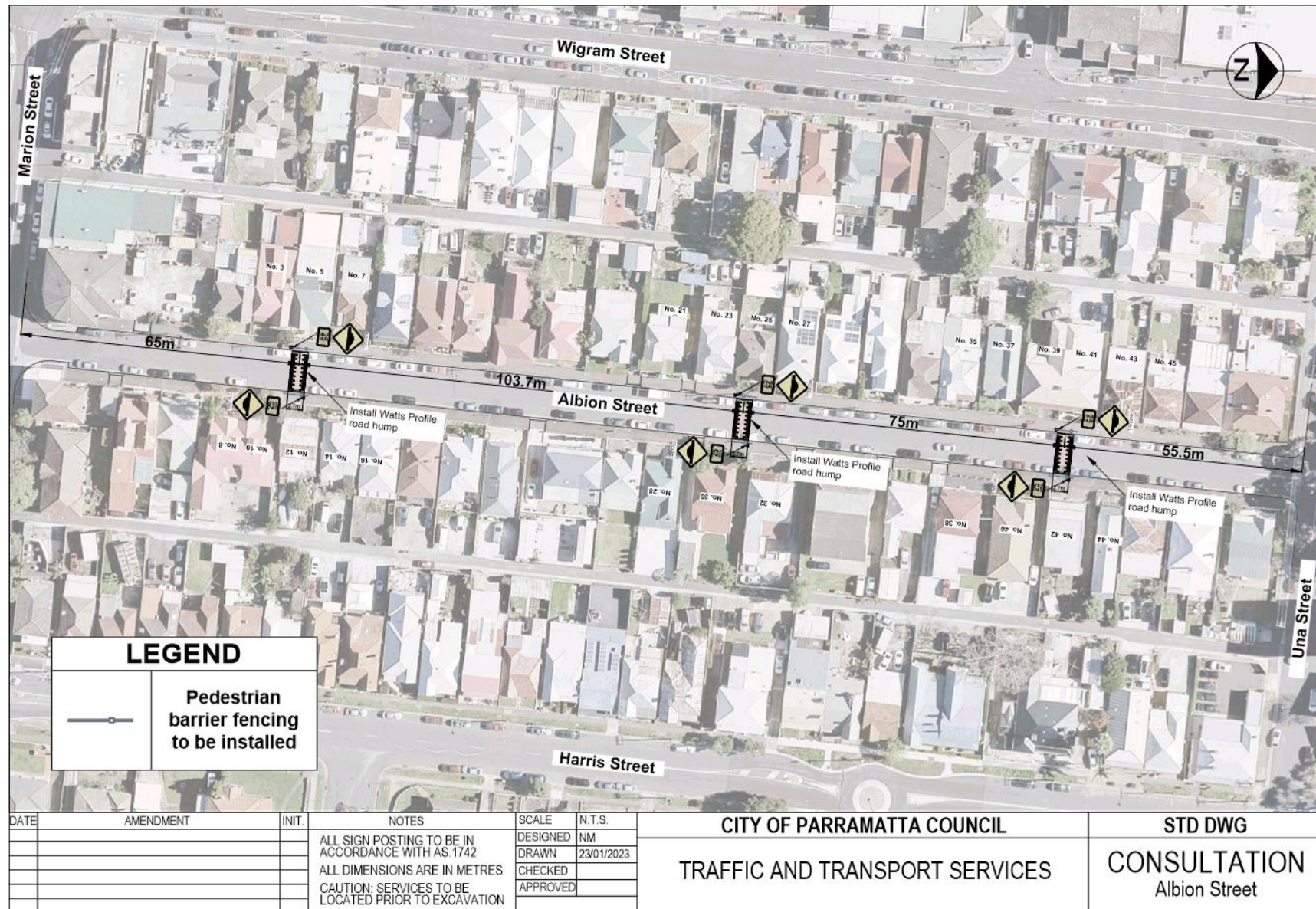
Date	Stakeholder Type	Opinion and Key Concerns	Council Officer Response
15/11/2022	Local Resident (D08767978)	Supported	
16/11/2022	Local Resident (D08768412)	Supported provided that there is no loss of on street parking	There will not be any loss of parking as part of this proposal.
16/11/2022	Local Resident (D08772639)	<p>Objected for the following reasons:</p> <ul style="list-style-type: none"> <li>Noise caused by speed humps</li> <li>Fume pollution from cars slowing down / speeding up</li> </ul>	A previous noise study undertaken City of Parramatta Council indicated that there is no significant increase in noise nor significant acoustical differences between two locations with and without speed humps.
17/11/2022	Local Resident (D08772729)	<p>Supported.</p> <p>The respondent requested that the northern most hump be moved further north to accommodate a new driveway at 40 Albion Street as per the development application submitted to Council.</p>	The design has been modified to accommodate the new driveway (refer to Figure 5 in the report).
5/12/2022	Local Business (D08793267)	<p>Supported.</p> <p>The respondent also requested that speed humps be installed in Station Street.</p>	Station Street is outside the scope of this project.
11/8/2022	Local Resident (D08801478)	Supported.	The installation of one-way restriction in Albion Street would increase the travel



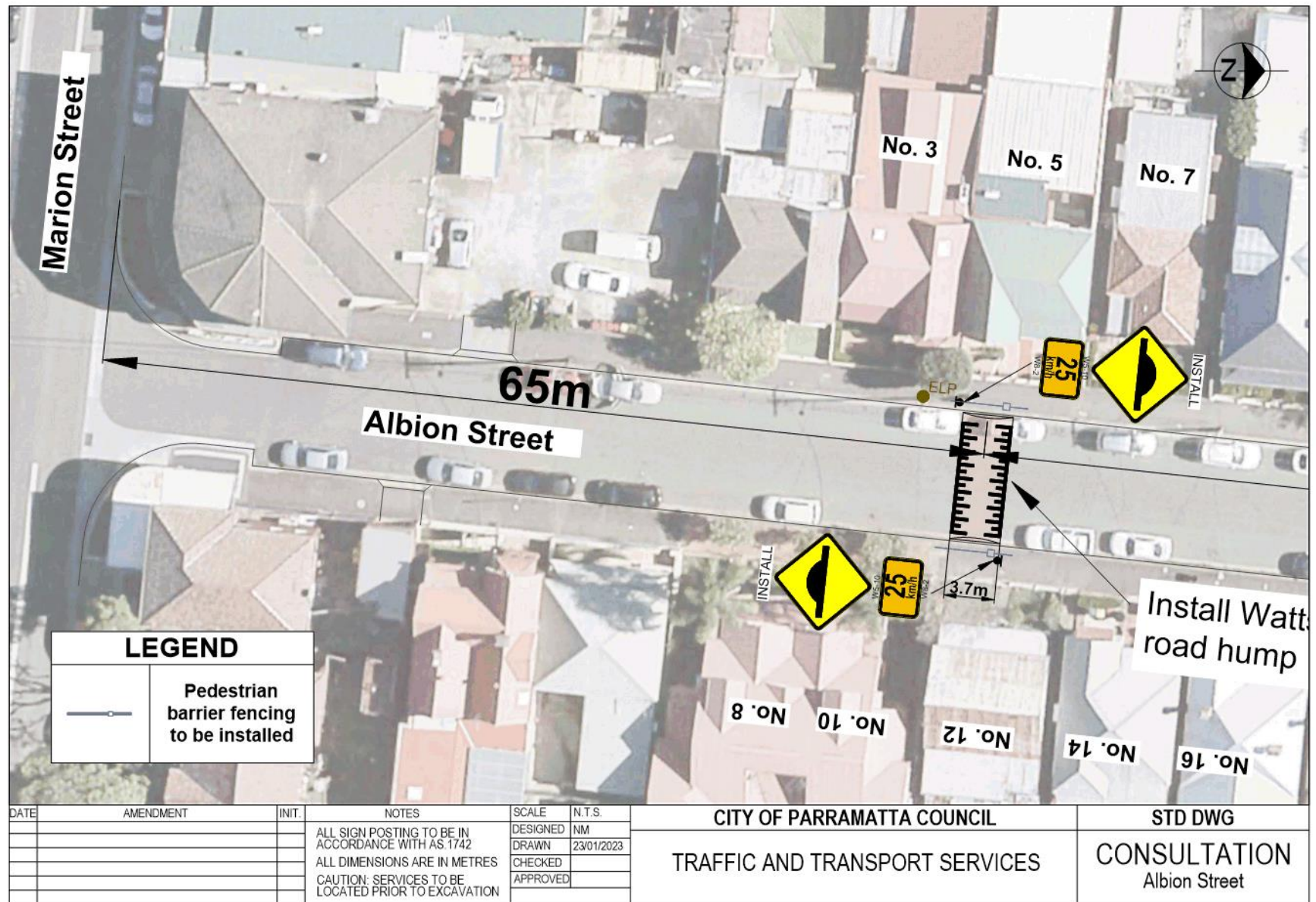
		The respondent also requested that one-way restriction be installed in Albion Street.	distance for some local traffic and delivery vehicles. It may encourage motorists to speed due to the effective increased width of the travel lane. It may also increase traffic volumes in other adjacent local streets and is unlikely to be supported by the majority of local residents and businesses. Accordingly, it is not proposed to install a 'One-Way' restriction in Albion Street, Harris Park.
14/12/2022	Local Resident (D08805712)	<p>Objected to the proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>• Proposal will reduce on street parking</li> <li>• Pedestrian fencing will restrict ability for pedestrians to easily cross the street</li> <li>• Noise caused by speed humps</li> </ul>	<ul style="list-style-type: none"> <li>• There will not be any loss of on street parking as part of this proposal.</li> <li>• Pedestrian fencing will only be installed at speed humps in accordance with Australian Standards to deter pedestrians to cross at the speed humps as they are not a pedestrian crossing.</li> <li>• A previous noise study undertaken City of Parramatta Council indicated that there is no significant increase in noise nor significant acoustical differences between two locations with and without speed humps.</li> </ul>
16/12/2022	Local Business (D08809496).	<p>Objected to the proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>• Proposal will reduce on street parking</li> <li>• Very little movement of children</li> </ul>	<ul style="list-style-type: none"> <li>• There will not be any loss of on street parking as part of this proposal.</li> <li>• Speed humps are proposed to reduce vehicle speed and</li> </ul>

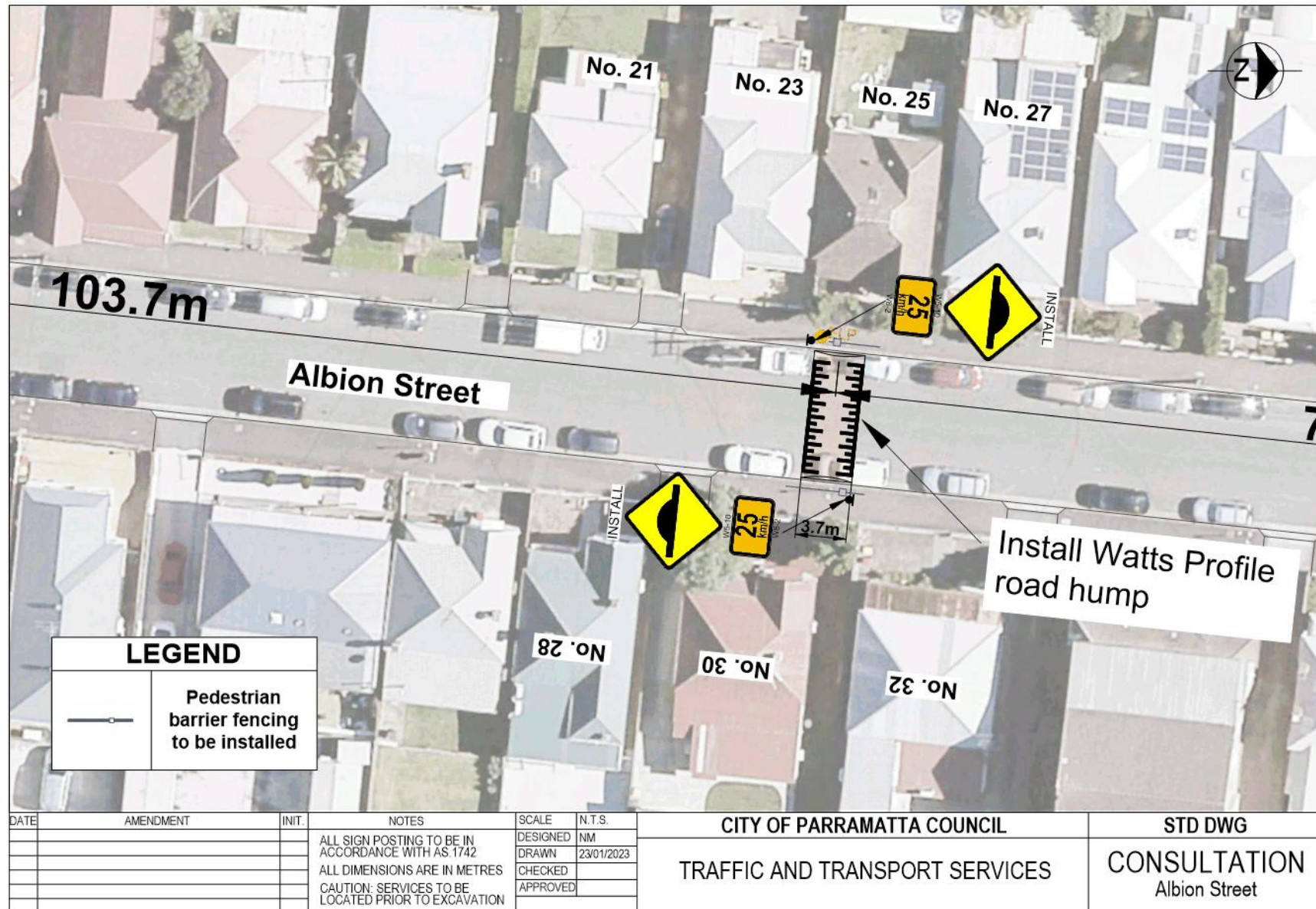
		or elders on the road.	increase safety for all road users and pedestrians, not exclusively for children and the elderly
16/12/2022	Local Residents (D08809536)  Note that this response includes 17 signatures from 10 properties.	Supported.  The submission requested that the middle speed hump be relocated by 1 to 2m to accommodate a vehicle space outside House No. 30.	The design has been modified to accommodate a car space clear of the speed hump (refer to Figure 6 in the report).  However, it is to be noted that there will not be any loss of on street parking as part of this proposal.
16/12/2022	Local Resident (D08809884)	Supported	
19/12/2022	Local Resident (D08815598)	Objected to the proposal for the following reason: <ul style="list-style-type: none"><li>Speed humps cause vehicle lights to dazzle other vehicles</li></ul>	Speed humps will reduce vehicle speed in Albion Street and thereby improve the safety of road users. This benefit outweighs any discomfort or inconvenience that would be experienced by dazzling of lights.
9/01/2022	Endeavour Energy (D08827494)	Raised no objection to the proposal subject to adequate height clearance is provided at location with overhead cables and no impact on adjacent electricity infrastructures in the street.	Noted



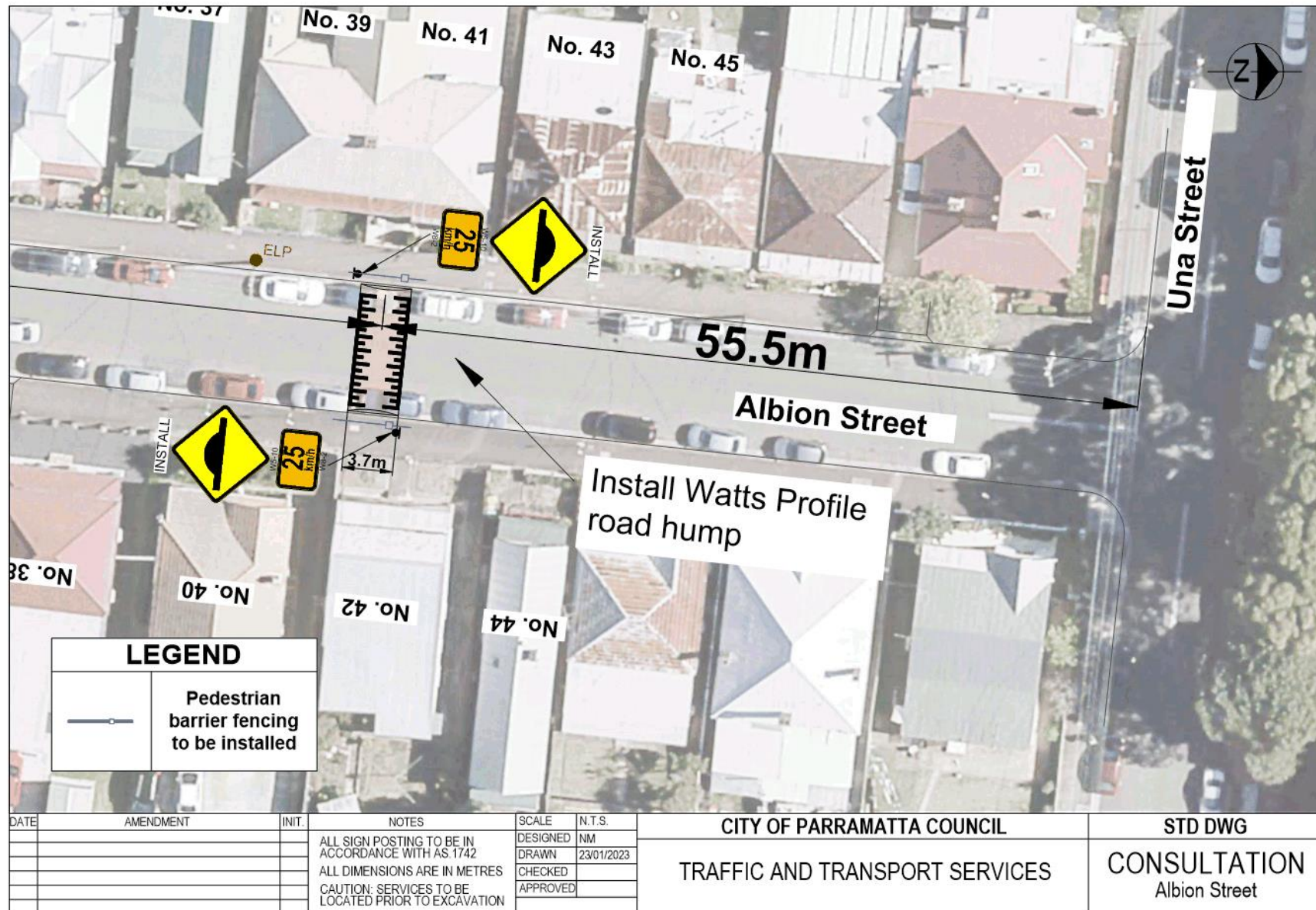












**CITY OF PARRAMATTA COUNCIL****Parramatta Traffic Committee Agenda Item**

**ITEM NO:** 2302 A7

**SUBJECT:** Bennelong Parkway at The Piazza, Wentworth Point – Installation of a blister island and changes to linemarking

**APPLICANT:** City of Parramatta Council

**REPORT OF:** Traffic and Transport Engineer

**WARD:** Rosehill

**SED:** Auburn

**Purpose**

This report seeks approval for the installation of a rubber blister island with 'Chevron Alignment Marker' sign and alterations to linemarking in Bennelong Parkway to provide deflection on the eastbound approach to the roundabout at The Piazza, Wentworth Point. The purpose of the proposal is to reduce vehicle speed and improve safety at the roundabout.

**OFFICER'S RECOMMENDATIONS:**

That the existing pavement markings be altered, and rubber blister island with Chevron Alignment Marker' sign be installed on Bennelong Parkway west of The Piazza, Wentworth Point to provide deflection on the eastbound approach of the roundabout as shown on the plan attached to the report.

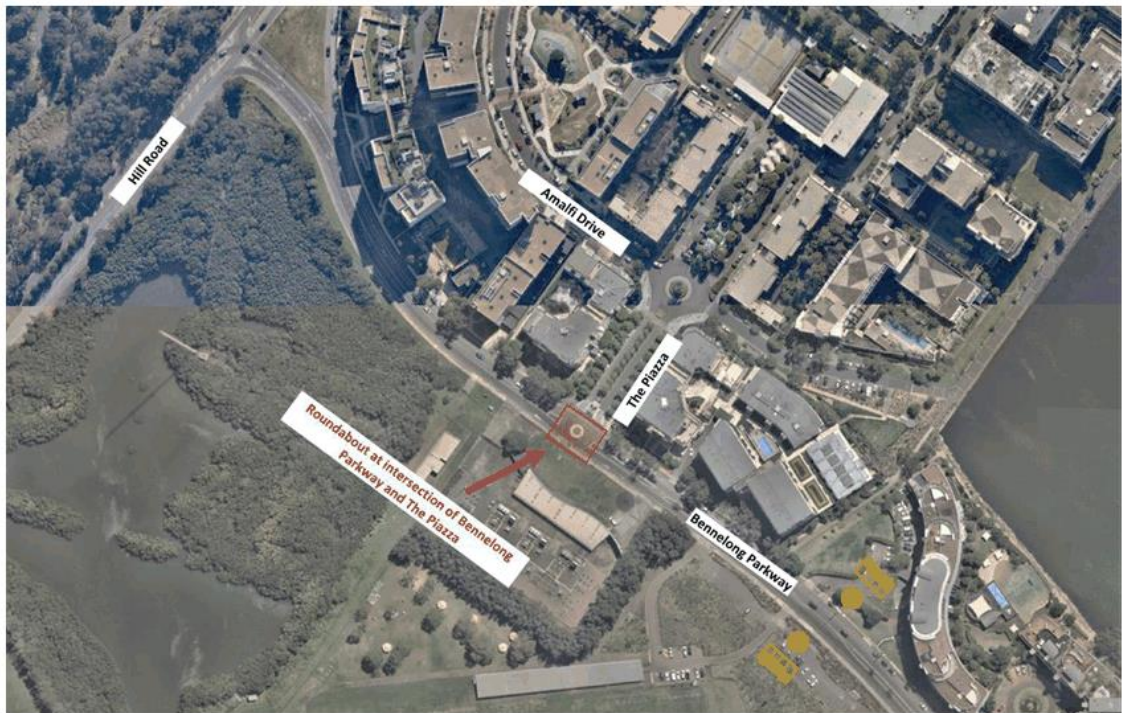
**Background**

City of Parramatta Council has received requests from residents for a review of traffic conditions in Bennelong Parkway to reduce the speed of vehicles on the eastbound approach to the roundabout at The Piazza, Wentworth Point.

Bennelong Parkway and The Piazza are local roads with default urban speed limits of 50km/h. Bennelong Parkway provides a single travel lane with kerb side bicycle lane in each direction. Motorists use this road to travel between Silverwater Road and Homebush Bay Drive. This road is also within bus route No. 533.

Figure 1 shows the aerial view of the area near the intersection of Bennelong Parkway and The Piazza, Wentworth Point. Figure 2 shows the street view of the intersection looking westbound from Bennelong Parkway east of The Piazza.



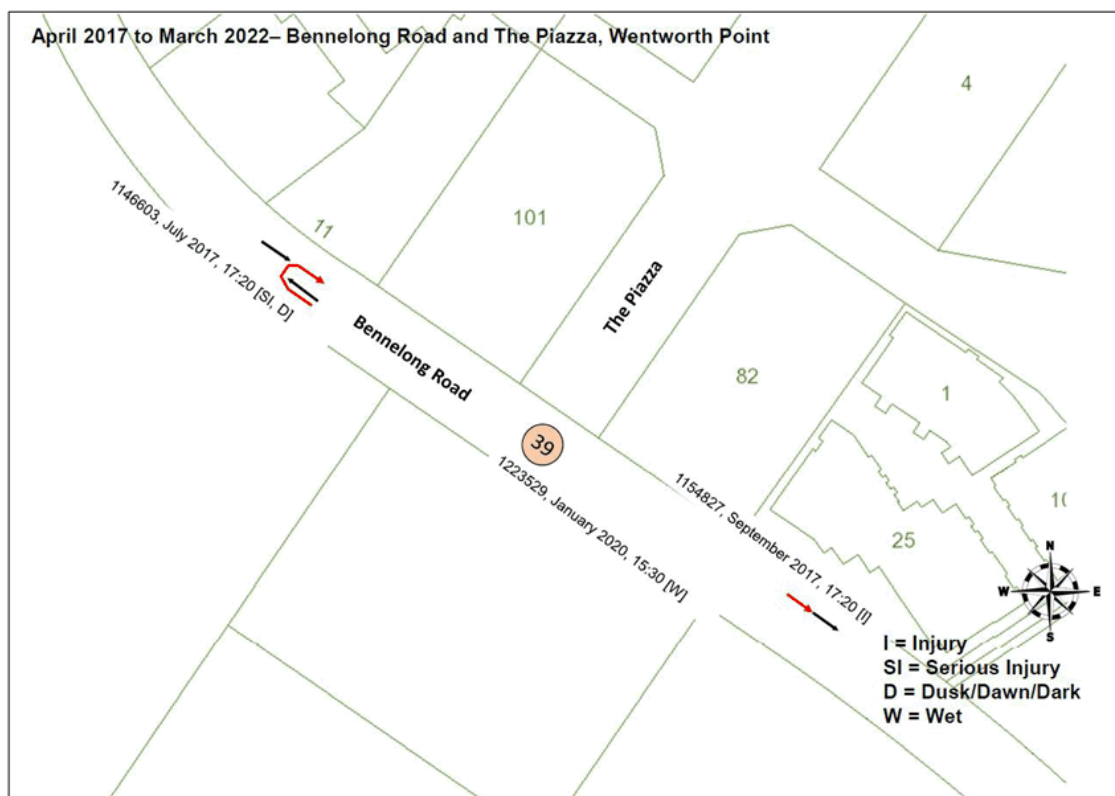


**Figure 1: Aerial view of the area near the roundabout at the intersection of Bennelong Parkway and The Piazza, Wentworth Point**



**Figure 2: Street view of the roundabout at the intersection of Bennelong Parkway and The Piazza, Wentworth Point**

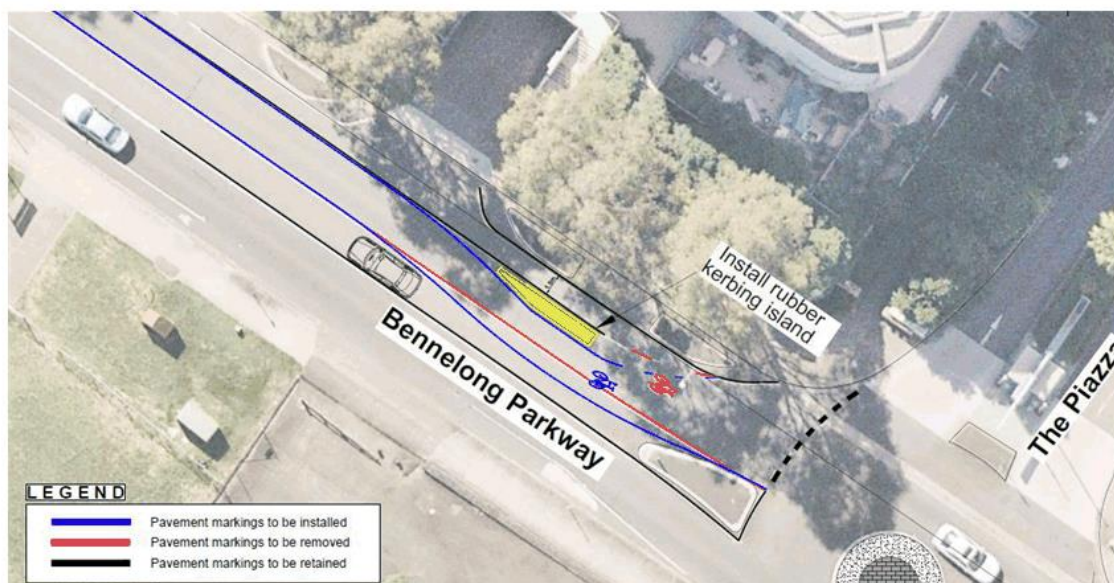
According to Transport for NSW crash data, there were three (3) crashes on Bennelong Parkway near The Piazza during the 5-year period between April 2017 and March 2022. Of these accidents, one was a rear end accident, and one involved a vehicle making a U-turn (refer to Figure 3). Both these accidents involved eastbound vehicles. The third accident was between vehicles travelling in the same direction; however, the direction of travel and movement type were unknown.



**Figure 1: Crash diagram of Bennelong Road and The Piazza, Wentworth Point based on Transport for NSW crash data during the 5-year period between April 2017 and March 2022**

There is minimal deflection for motorists travelling on Bennelong Parkway on both approaches to the roundabout at The Piazza. It is important that motorists on the approach to The Piazza slow down so that motorists exiting The Piazza can safely access the roundabout. Accordingly, it is proposed to alter the existing pavement markings and install a rubber blister island on Bennelong Parkway to provide deflections on the eastbound approach to the roundabout at The Piazza, Wentworth Point. A concept plan of the proposal is shown in Figure 4 and also attached to this report. The bicycle lane is retained at its current width on the approach to the roundabout.

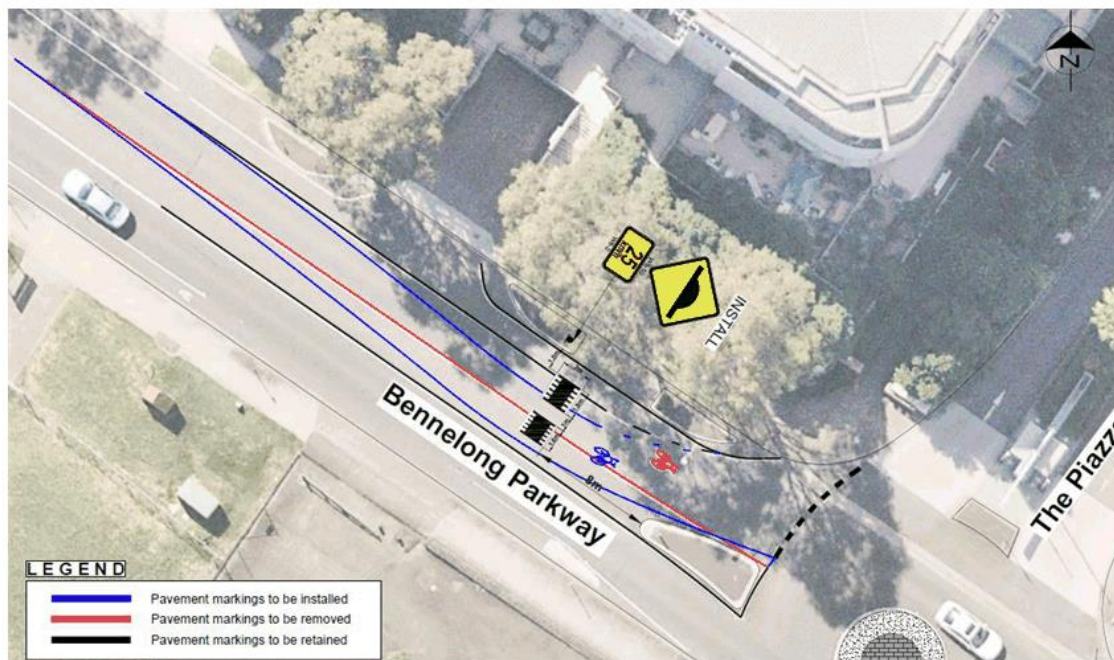




**Figure 2: Current concept plan of the proposed traffic facilities on the eastbound approach to the roundabout in Bennelong Parkway at The Piazza, Wentworth Point**

#### Community Consultation

Community consultation was undertaken between 22 November and 20 December 2022 for the installation of two (2) speed cushions and alteration of line marking as shown in Figure 5. The purpose of this proposal was to encourage motorists to straddle the narrow speed cushion in the travel lane subject to their travel following a path with increased deflection. This would have the impact of reducing travel speeds approaching the roundabout.



**Figure 5: Original concept plan that was advertised for the proposed speed cushions at the roundabout in Bennelong Parkway at The Piazza, Wentworth Point**

The consultation involved the engagement channels listed below:

- Mailout to owners & occupiers
- Local Parramatta newspaper
  - Parramatta News (published Tuesday 22 November 2022)
- City of Parramatta On Exhibition webpage

Council received eight (8) responses from residents and businesses with one (1) completely and two (2) partially agreeing to the proposal. The two respondents who partially agreed to the proposal requested that the current painted median be retained so that the residents of 1 The Piazza can utilise the painted median as a waiting area to enter and exit the driveway of the property.

The other five (5) respondents objected to the proposal and raised concerns on accessing the driveway of 1 The Piazza, noise pollution, swerving from the designated roadway, potential exacerbation of back pain and the possibility of vehicle lights causing glare for other road users.

As a result of the feedback received, it is not proposed to proceed with the installation of speed cushions in Bennelong Parkway. Instead, it is proposed to install a rubber blister island to reinforce the deflection that was proposed on the eastbound approach in the original proposal. The linemarking has also been altered to provide a storage area on the painted median in Bennelong Parkway for vehicles accessing the driveway for 1 The Piazza.

The Public Consultation Summary and Council Officer's Response is available in Attachment A of this report.

## FINANCIAL IMPLICATIONS

The estimated cost of the proposed installation of rumble bars and traffic delineators, and alteration of pavement markings is \$7,500. This project is 100% funded by Council from its Ward Initiative Funds in 2022/23.



Nathan McLauchlan  
**Traffic And Transport Engineer**  
30/01/2023

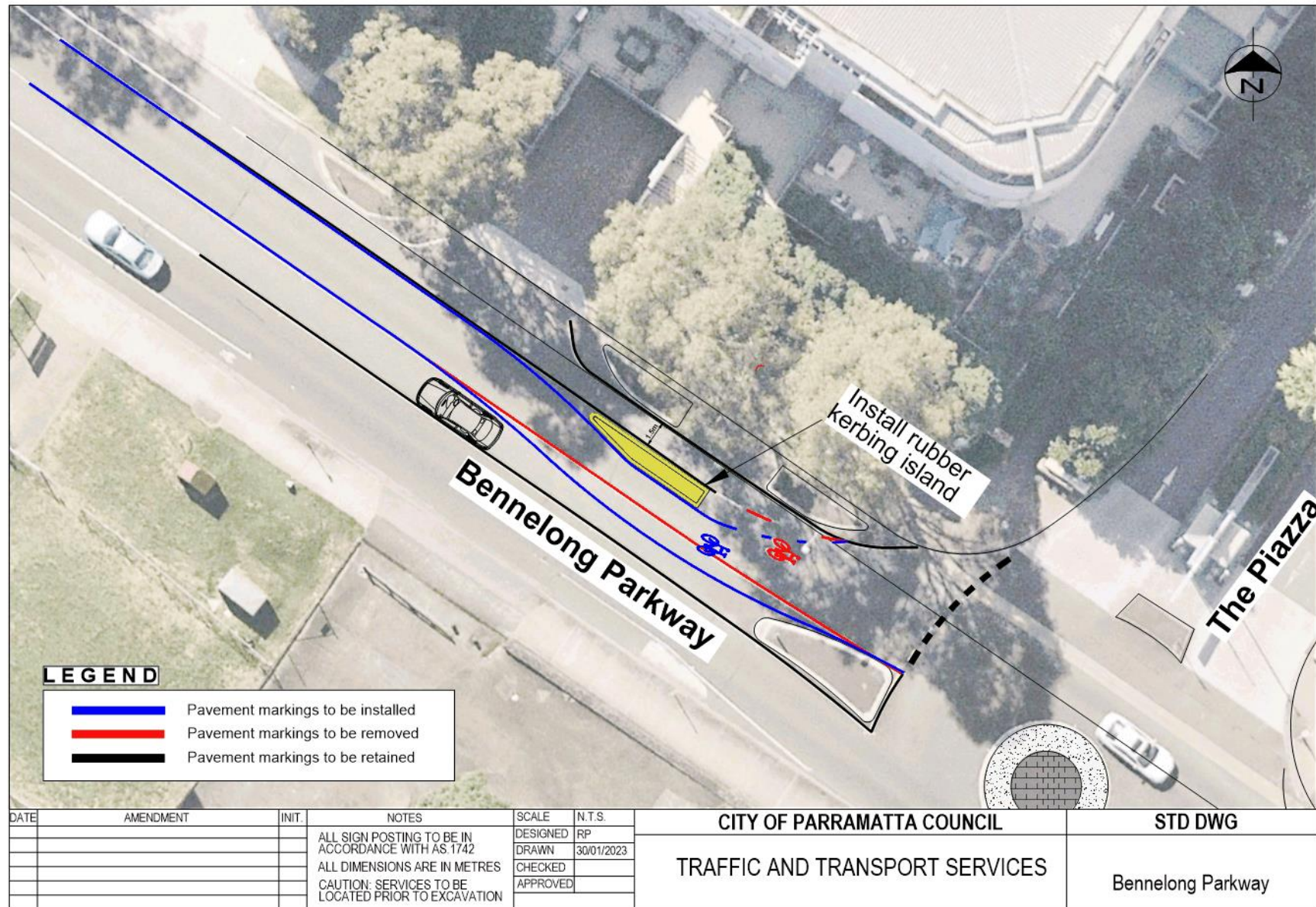
**Attachments** – A. Public Consultation Summary and Council Officer's Response  
B. Sketch Plan – Proposed blister island in Bennelong Parkway west of The Piazza, Wentworth Point

Date	Stakeholder Type	Opinion and Key Concerns	Council Officer Response
23/11/2022	Business (D08778760)	Objected	
26/11/2022	Local Resident (D08783558)	Supported  The respondent also requested that speed cushions be also installed on the westbound approach of the roundabout.	The Piazza is a terminating street at the T-intersection with Bennelong Parkway. It is important that motorists on the approach side of The Piazza slow down so that motorists on The Piazza can safely access the roundabout. Furthermore, according to Transport for NSW crash data, there were three (3) crashes on Bennelong Parkway near The Piazza during the 5-year period between April 2017 and March 2022. Of these crashes, two involved eastbound vehicles (refer to Figure 3). Accordingly, at this stage it is not proposed to install a speed cushion on the westbound approach.
27/11/2022	Local Resident (D08783565)	Objected to the proposal for following reasons: <ul style="list-style-type: none"> <li>• Increase back pain whilst travelling over speed cushions.</li> <li>• Motorists manoeuvre unsafely to avoid driving over speed cushions.</li> <li>• Speeding is an issue near the bridge not near the roundabout.</li> </ul>	As a result of the feedback received, it is not proposed to proceed with the installation of speed cushions in Bennelong Parkway. Instead, it is proposed to install a rubber blister island to reinforce the deflection that was proposed through linemarkings only.  It is to be noted that speeding near the Haslam's Creek Bridge is outside the scope of this project.

28/11/2023	Local Resident (D08783571)	<p>Objected to the proposal for following reasons:</p> <ul style="list-style-type: none"> <li>Residents of 1 The Piazza use the painted median as a storage area so that the driveway can be accessed in two stages</li> <li>Increase rear end collision</li> <li>Noise</li> </ul>	<p>The design has been modified so that motorists can wait on the painted median to access the driveway of 1 The Piazza.</p> <p>Speed cushions are now removed from the design. Instead, it is proposed to install a rubber blister island to reinforce the deflection that was proposed through linemarkings only.</p>
9/12/2022	Local Resident (D08801404)	Support the speed cushion and objected to the removal of the painted median island from outside the driveway of 1 The Piazza.	The design has been modified so that motorists can wait on the painted median to access the driveway of 1 The Piazza.
17/12/2022	Local Resident (D08810957)	Supported	
19/12/2022	Local Resident (D08812121)	<p>Objected to the proposal for following reasons:</p> <ul style="list-style-type: none"> <li>High maintenance as easily get damaged.</li> <li>Uncomfortable for bus passengers who have severe back pain / disability</li> <li>Drivers regularly swerve at speed around the speed cushions with an increases risk of a serious incident</li> </ul> <p>Requested that raised pedestrian crossings be installed at the roundabout and near Haslam's Creek Bridge near</p>	<p>Speed cushions are now removed from the design. Instead, it is proposed to install a rubber blister island to reinforce the deflection that was proposed through linemarkings only.</p> <p>The request for pedestrian facilities is outside the scope of this project. However, for information only, Council is currently constructing traffic signals at the intersection of Hill Road and Bennelong Parkway. The signals will include pedestrian and bicycle phases on Bennelong Parkway and Hill Road. Council is also undertaking a feasibility study to provide pedestrian and cyclist</p>

		the pedestrian and cyclist crossing point.	facilities near the Haslam's Creek Bridge.
19/12/2022	Motorist (D08815598)	<p>Objected to the proposal</p> <ul style="list-style-type: none"><li>• Speed cushions cause vehicles to shine headlights into oncoming vehicles and dazzle other road users.</li><li>• Speed cushions are slippery when wet</li></ul>	Speed cushions are now removed from the design. Instead, it is proposed to install a rubber blister island to reinforce the deflection that was proposed through linemarkings only.





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

**ITEM NO:** 2302 A8

**SUBJECT:** Slough Avenue, Silverwater – Proposed Speed Humps and Angle Parking

**APPLICANT:** City of Parramatta Council

**REPORT OF:** Traffic and Transport Investigations Engineer

**WARD:** Rosehill

**SED:** Auburn

Purpose

This report seeks approval for the installation of two speed humps and angle parking on the east side of Slough Avenue, Silverwater as part of the upgrading of Newington Reserve. The purpose of this proposal is to provide additional parking for the reserve in a safe manner.

**OFFICER'S RECOMMENDATIONS:**

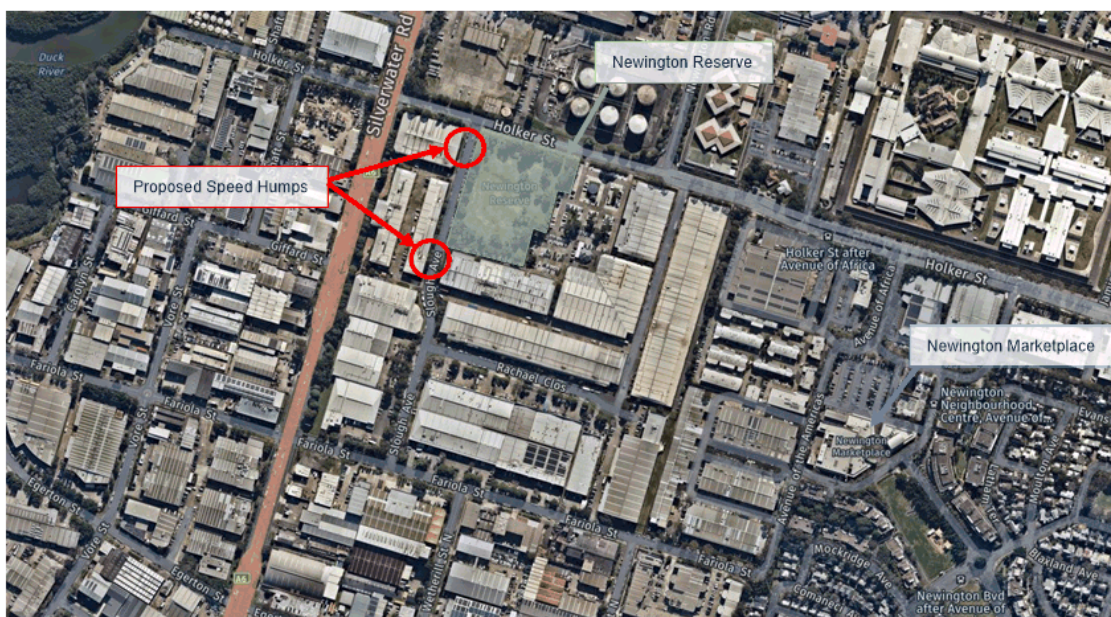
1. That Council construct two speed humps in Slough Avenue, Silverwater at the northern and southern ends of Newington Reserve as shown in the plan attached to this report.
2. That Council construct angle parking including two disabled parking spaces on the eastern side of Slough Avenue, Silverwater along the frontage of Newington Reserve as shown in the plan attached to this report.
3. That recommendations 1-2 be completed as part of the project to upgrade Newington Reserve.

Background

City of Parramatta Council is upgrading Newington Reserve located at the corner of Holker Street and Slough Avenue, Silverwater. As part of the works, Council is proposing to install angle parking on the eastern side of Slough Avenue along the frontage of the reserve.

Slough Avenue is a local access road within the Silverwater industrial area east of Silverwater Road. The road is bounded by Holker Street to the north and Fariola Street to the south and has an existing road width of approximately 12.9m.





**Figure 1: Aerial view of the location surrounding Newington Reserve**

As part of the proposal, the kerb along the eastern side of the road will be re-aligned to accommodate angle parking. As a result, the width of Slough Avenue will be reduced to 10.3m excluding the angle parking spaces.

Due to the road being located within an industrial area, it has a high volume of heavy vehicles which presents an additional risk for vehicles reversing out from the angle parking spaces. Accordingly, it is being proposed that two speed humps be installed with one at either end of the angle parking spaces.



**Figure 2: Design plan for the proposed speed humps and angle parking spaces in Slough Avenue, Silverwater**

### Holker Street and Silverwater Road Intersection Upgrade

Transport for NSW (TfNSW) is proposing to upgrade the intersection of Silverwater Road and Holker Street to improve traffic flow. A key feature of this project is to widen Holker Street on the westbound approach to provide an additional right turn lane and an extended through and left turn lane into Silverwater Road.

Council's proposal to upgrade Newington Reserve has taken this project into consideration to confirm that the future widening of Holker Street will not encroach onto the reserve playing fields.

#### Community Consultation

Community consultation for the upgrade of Newington Reserve including the proposed raised thresholds and angle parking, was undertaken between 10 October 2022 and 7 November 2022 and involved the engagement channels listed below:

- Signage with QR code on-site
- Participate Parramatta Project Page
- Social media campaign

Council received a total of 46 responses from which 32 supported the proposed works, six (6) supported to an extent, and six (6) opposed the works.

The main reasons cited from the community members who raised an objection to the proposal were in regards to the synthetic turf and in regards to prioritisation of funds where they believed funding should be given to upgrading Hill Road. It is noted that there were no objections specific to the proposed raised thresholds and angled parking spaces, however, one member did note that parking was insufficient for the field.

The complete Engagement Report is available in Attachment 1 of this report.

#### **FINANCIAL IMPLICATIONS**

The estimated construction cost of the proposed speed humps and angle parking is approximately \$90,000 plus overheads such as labour and site set up costs. These works will be funded as part of the upgrade of Newington Reserve which has an approved budget allocation of \$7.27 million within Council's Delivery Program and Operational Plan plus additional grant funding of \$6.02 million from various sources including Football NSW – Let's Light up Football fund, NSW Office of Sport: Greater Cities Sports Facility Fund 2021/22 and NSW Office of Sport: Multi-Sport Community Facility Fund 2021/22.



Behzad Saleh  
**Traffic and Transport Investigations Engineer**

30/01/2023

**Attachments –** 1. Feedback received from public consultation  
2. Design Plans



# Newington Reserve Upgrade Stage 2

Engagement Report & Key Findings  
14 November 2022

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



**CITY OF  
PARRAMATTA**

# **Newington Reserve Upgrade Stage 2**

Engagement Report & Key Findings  
14 November 2022

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

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# 1. INTRODUCTION

In October and November 2022, City of Parramatta invited the community to comment on a draft design for upgrades to Newington Reserve on the corner of Slough Avenue and Holker Street in Silverwater.

## 1.1. Context

Council first presented a Draft Concept Plan of proposed upgrades at Newington Reserve in December 2020 to gauge community support. Through the initial online survey, 78% of participants said 'YES!' they support the proposed concept design, and a further 12.5% provided some level of support.

The Final Draft Concept Plan for the new recreational facility at Newington Reserve in this round of consultation includes:

- A full-size football (soccer) field
- A mini-size football (soccer) field
- Sports field lighting
- A sports pavilion building
- Spectator seating
- Site levelling including retaining walls
- Park furniture, electric BBQ's, and outdoor exercise equipment
- Garden beds and shade tree planting,
- On-street car parking and traffic calming (subject to approvals)

### How will the community's feedback influence this project?

Community feedback will inform preparation of the final landscape plan , including whether or not to proceed with synthetic turf, as well as the construction of on-street angled car parking and traffic calming devices (speed humps) on Slough Avenue.



## 2. EXECUTIVE SUMMARY

The engagement was targeted towards residents in surrounding areas, occupants of the neighbouring business estates and participants in the Stage 1 survey.

Overall, **331 people** viewed the project page and **46 online survey contributions** were received during the four-week consultation. The landscape plan was downloaded 80 times.

The majority (32 of 46 or 69.57% of respondents) support the upgrades shown in the Final Draft Concept Plan. Please see Part 4: Key Findings for further analysis of the community response to elements of the design including a synthetic turf field and traffic provisions.



Figure 1 View of Newington Reserve

## 3. ENGAGEMENT EVALUATION

Below is a description of the methods used to promote awareness of the Final Draft Concept Plan for Newington Reserve.

Overall, the opportunity to share feedback was presented on 26,250 occasions, culminating in 331 views of the project page and 46 engagements (survey submissions).

### 3.1. Resources

- Signage with QR code placed onsite and in the neighbouring business estates (24 scans)
- Participate Parramatta project page displaying the concept plan and traffic plan



Figure 2 Participate Parramatta project page

### 3.2. Social Media Campaign

A targeted paid social media campaign was held to promote the project. The campaign reached an audience of 6,908 and generated 393 post engagements.

Paid socials	Campaign Result	Benchmark
Spend	\$199.40	n/a
Reach	6908	n/a
Impressions	17674	n/a
Frequency (no. times ad seen p/p)	2.56	2-3
Link clicks	378	n/a
CPC (cost per click)	\$0.53	\$0.50-\$1
CTR (click through rate)	2.14%	More than 1%
Post engagements	393	n/a
Engagement rate (ER)	2.22%	More than 2%

#### Insights, Comments & Recommendations

- Overall, the paid campaign performed within and above KPI averages.
- Frequency was within the target range indicated audience size and spend was appropriate for this campaign
- Positive CTR and ER indicated the audience was engaged with the content and interested in providing their feedback.
- Recommendations for future campaigns is to include more higher quality creative to assist with campaign optimisations.

#### Most popular ad


City of Parramatta

Sponsored · 1/1

Explore the final concept plan for Newington Reserve. Visit Participate Parramatta to view the full plan and to have your say.



[participate.cityofparramatta.nsw.gov.au/](https://participate.cityofparramatta.nsw.gov.au/)

Discover the Newington Concept Plan

[Learn more](#)

355 link clicks, \$0.52 CPC

Organic campaign results:

The Newington Reserve project was shared with the Participate Parramatta Facebook and Instagram page followers.

Participate FB/Insta Organic Advertisements		Benchmarks
Followers	7466	
Reach	139	n/a
Post Engagements	3	n/a
Engagement rate	2.2%	2-3%

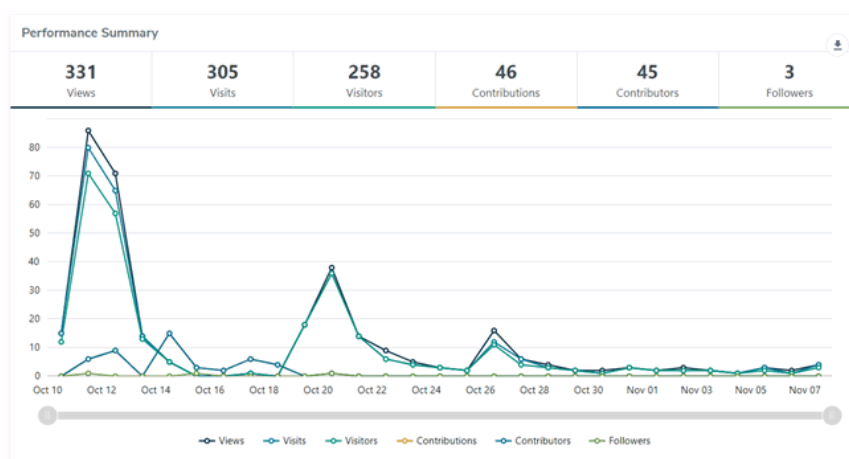
### Electronic Direct Notification

The project was included in Participate Parramatta's October newsletter, receiving 102 link clicks.

Channel	List	Open rate
Participate Parramatta Community Panel Newsletter – October 11	11,848	47%

### 3.3. PARTICIPATE Parramatta

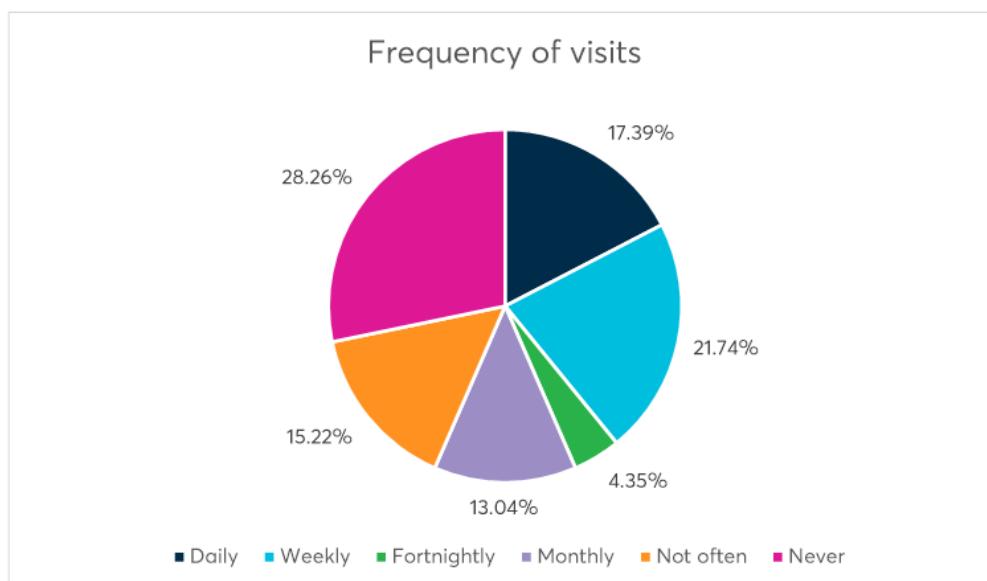
Project Page Events	
Views	331
Visitors	258
Total contributions	46
Downloads	80



## 4. KEY FINDINGS

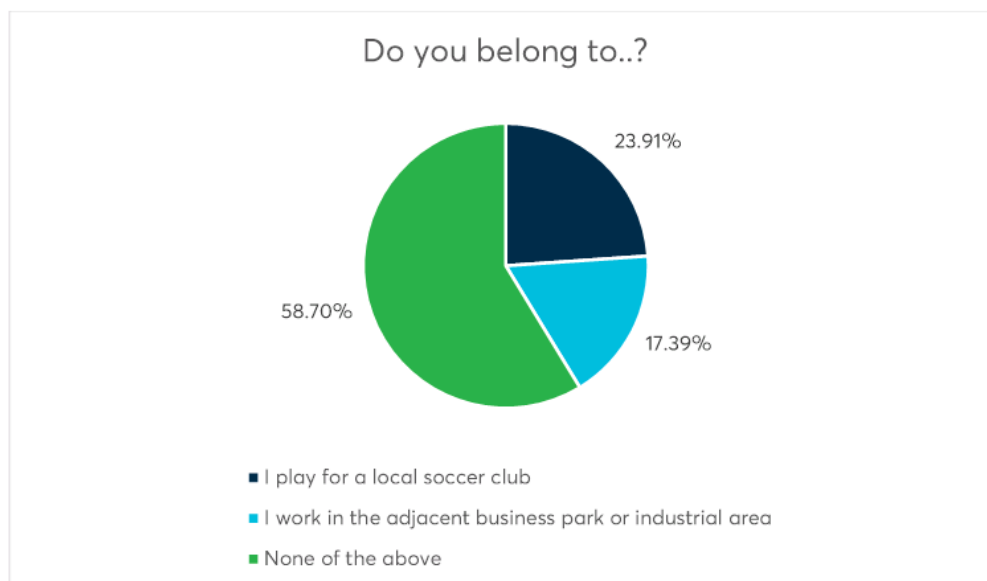
Below is an analysis of answers to the **online survey**. Full comments can be found in the **Appendix**.

Q1 asked, "How often to do you visit Newington Reserve?" Twenty-six (26) or 56.52% of participants use the park once a month or more.



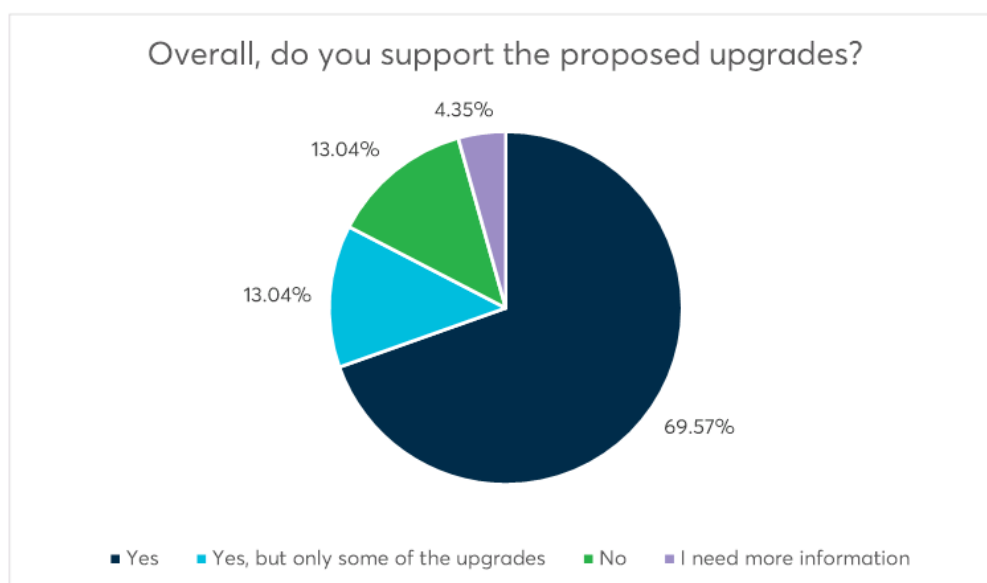
Answer Choices	Percent	Count
Daily	17.39%	8
Weekly	21.74%	10
Fortnightly	4.35%	2
Monthly	13.04%	6
Not often	15.22%	7
Never	28.26%	13
<b>Total</b>	<b>100.00%</b>	<b>46</b>

Q2 asked about the survey participant's relationship to the Reserve. "Do you belong to any of the following?" Eleven (11) or 23.91% said that they belong to the soccer club and eight (8) or 17.39% said that they work in the adjacent business park.



Answer Choices	Percent	Count
I play for a local soccer club	23.91%	11
I work in the adjacent business park or industrial area	17.39%	8
None of the above	58.70%	27
<b>Total</b>	<b>100.00%</b>	<b>46</b>

Q3 asked participants about their overall support for the Final Draft Concept Plan with 32 or 69.57% answering Yes and six (6) or 13.04% answering No.





Answer Choices	Percent	Count
Yes	69.57%	32
Yes, but only some of the upgrades	13.04%	6
No	13.04%	6
I need more information	4.35%	2
<b>Total</b>	<b>100.00%</b>	<b>46</b>

Q4 asked, "Why did you provide that answer?"

An analysis of the comments reveals people who support the upgrades believe the field is needed; will replace a lost field and provide recreation benefits to the area:

"I think it's a great opportunity to utilise an underutilised space. It would also allow a chance for the surrounding businesses to play sports and exercise."

"There is no local soccer ground for Olympic Park, Newington, Wentworth Point. Ideally there should be 2 soccer pitches, but something is better than nothing."

Others offered suggestions, for example: a basketball space, fences to keep the balls away from the busy roads and making the field available for informal sport.

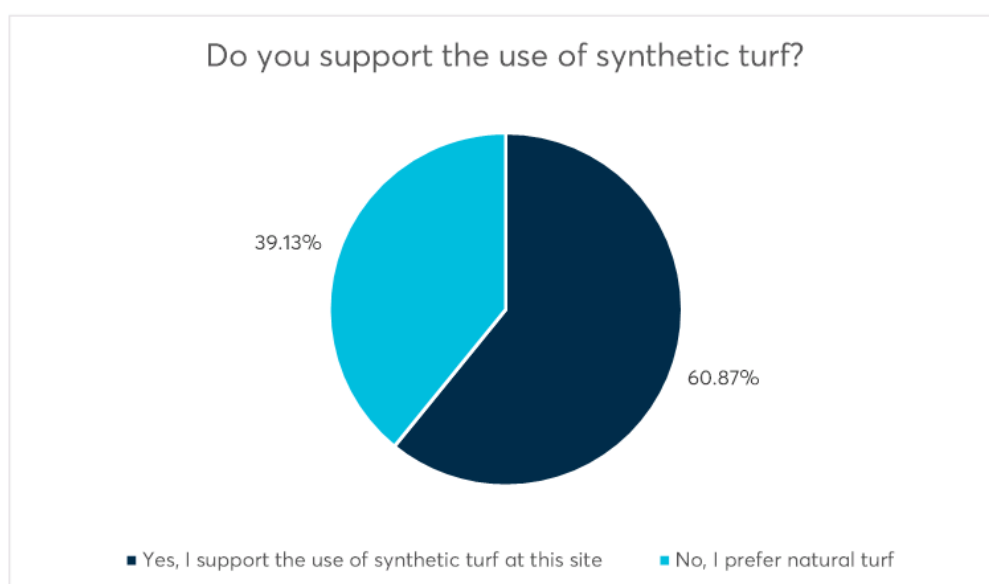
"I am hoping this will become a community sports field that can be used without restriction unlike Rydalmere synthetic."

People who were unsure or opposed to the upgrades did not support a change in the park's character or the loss of mature trees:

"The current relaxing open space is available to everyone, however will now be a dedicated sporting facility. Change in character and loss of trees and habitat for local birds."

"It's nice to have an open area to walk around in and to admire nature trees, local wildlife. It would be a shame to lose all that."

Q5 addressed the proposed use of a synthetic turf sports field at this site asking, "Do you support the use of synthetic turf? Twenty-eight (28) or 60.87% said Yes; and 18 or 39.13% said No, I prefer natural turf.



Answer Choices	Percent	Count
Yes, I support the use of synthetic turf at this site	60.87%	28
No, I prefer natural turf	39.13%	18
<b>Total</b>	<b>100.00%</b>	<b>46</b>

Q6 asked, "Why did you provide that answer?"

People who support synthetic turf commented on the benefit of it being an all-weather option. Others described it as versatile and durable.

"Good for multiple uses and longevity without the need for labour intensive ground keeping"

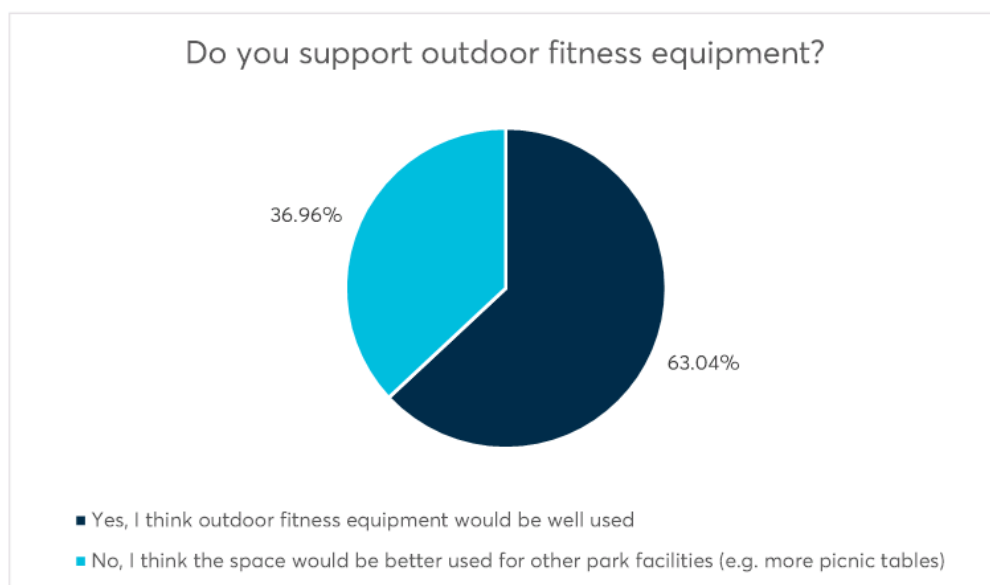
"With all the rain, hopefully this area kids can practice still on the synthetic turf area if the grounds are wet."

People who oppose synthetic turf use point out the heat absorbed by the surface and the advantages perceived in retaining natural grass.

"Synthetic absorbs more heat. Temperature in Newington are already high."

"Natural turf is cooler and does not radiate heat, is more natural, converts carbon dioxide to oxygen, and absorbs water. It is also in keeping with the current reserve. Synthetic turf radiates heat, breaks down over time, leaches contaminants which eventually migrate into the environment etc."

Q7 asked, "Looking specifically at the general park facilities, do you support the inclusion of outdoor fitness equipment? Outdoor fitness equipment was popular with 29 or 63.04% of people.



Answer Choices	Percent	Count
Yes, I think outdoor fitness equipment would be well used	63.04%	29

No, I think the space would be better used for other park facilities (e.g. more picnic tables)	36.96%	17
Total	100.00%	46

Q8 asked "Please provide more details".

Comments from those supporting the exercise equipment were not collected. Comments from those opposing showed a preference for seating, picnic tables, a bbq, a half size basketball court or kids play area.

Eight (8) participants felt the exercise equipment was not needed:

"Lots of fitness facilities for residents in the area."

"Outdoor exercise space is often not well used."

The remaining questions were optional demographic questions. Full comments are provided in the Appendix.

## 5. RECOMMENDATION

This report presents and analyses the key findings and sentiment from the Newington Reserve Upgrades Stage 2 consultation.

Careful consideration should be given to all the feedback and views presented in this report before a decision is made.

Council should respond to each concern and suggestion raised.

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

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

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

## 6. APPENDIX

### 6.1. Full comments provided via the online survey

<b>Comments for Question 4 paired with Overall Support response n = 36 (Yes = Green, Yes to an extent = Yellow, No = Red, Unsure = Mauve)</b>	
Already a congested area	
It's nice to have an open area to walk around in and to admire nature trees, local wildlife. It would be a shame to lose all that.	
Fix Hill road. Tarmac, lights and crossings. Every other project is a waste of money until this is done	
As a local, there are no fields that are synthetic, the park grounds have very limited drainage, even in summer the grounds are wet and most of them covered in overgrown weeds and pot holes. Further, most are near reptile habitats.	
Will enable residents and those that work nearby access to recreation facilities	
Good facility that partially offsets the loss of sports field at Wilson Park	
I think it's a great opportunity to utilise an underutilised space. It would also allow a chance for the surrounding businesses to play sports and exercise.	
There should be a kids play area/equipment. Particularly for families visiting those in the surrounding business parks during the week or at lunch breaks.	
Parking is insufficient for field in a busy area.	
Parramatta City Council has absolutely zero concept of priorities. Do not waste money on rubbish like this until you have upgraded/TARMAC Hill road so it stops sounding like a runway outside our homes.	
We use this park area to kick a soccer ball with our dogs. Something we are unable to do at the local dog parks as they are crowded or not large enough for the long kicks (over half a full size soccer field).	
Where does the funding for this come from? Is it a state or Commonwealth grant, rates money or some other source? Such a large amount to spend with very little explanation of where the money came from?	
We need a basketball field in Newington too.	
It's needed. There is so much space to take advantage of	
It can feel a bit unsafe and exposed so infrastructure to encourage more traffic is welcome	
A synthetic field is an excellent choice to provide an all weather option when fields are extremely limited in this developing part of Sydney. A great option for the public to use, increase physical activity and foster community. A great use of funding!	
Another grass park taken out from the community. because what is there now is not useful and a waste of space	
I am hoping this will become a community sports field that can be used without restriction unlike Rydalmere synthetic.	
My children play for the local soccer team. The Newington Gunners. Their fields were sold many years ago to the cricketers. They have been pushed around and have no home ground.	

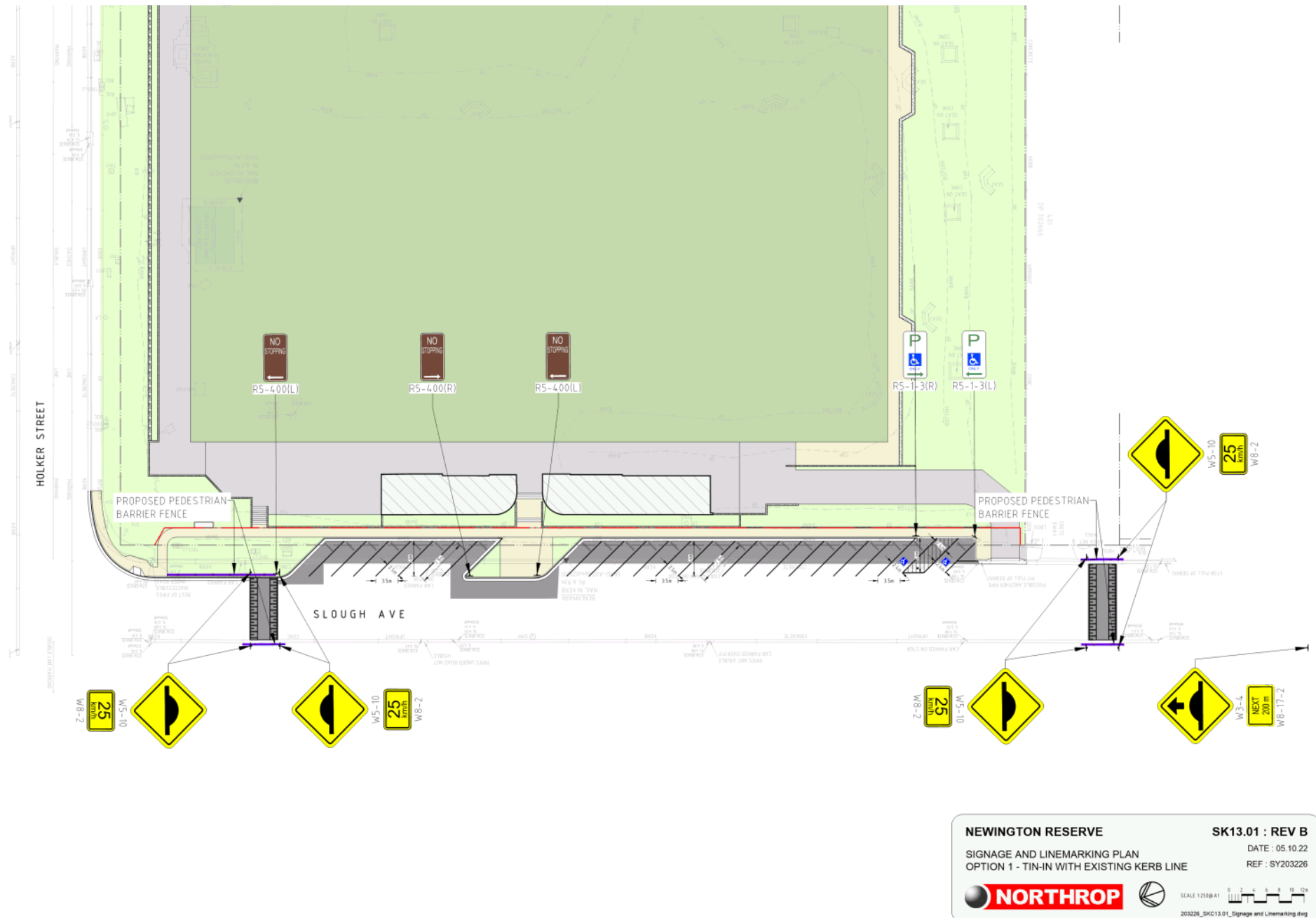
This would be a welcome addition for them and the whole community . Especially when are trying to promote physical activity amongst children post Covid .	
My son plays for Newington Gunners soccer club and does not have home ground and field to practice. This will be good for the community but its taking a long time, waiting patiently for whats to come	
Think that the upgrade is in keeping with community recreational and sporting needs. The proposed synthetic football fields will enable all weather options for local clubs.	
The local soccer club needs groups to make up for those taken away from them.	
Currently hardly anyone uses Newington reserve On the few occasions I have seen tradies use bbq facilities However once the upgrade is finished I can see the whole community using the proposed facilities Wether it be local soccer clubs,families or just people who like exercising outdoors	
There is going to be a need for more parking and Holker St at certain times gets clogged with cars	
There is no local soccer ground for Olympic Park, Newington, Wentworth Point. Ideally there should be 2 soccer pitches, but something is better than nothing.	
Synthetic football field is needed for the area	
Needed to support local sorts teams	
A new sport and recreation facility in this area will support the people of Wentworth Point	
I used to play for the Newington Gunners and Wilson Park was our home/training ground but that is gone now to Cricket NSW. We need more and better football (soccer) facilities for our growing community.	
That said, traffic is already a nightmare on Holker St/Slough Ave at the best of times because of the nearby turn traffic lights onto Silverwater Rd and the fact that a lot of people "rat run" through Wentworth Point as part of their commute and when there are events on at Sydney Olympic Park and with the growing Wentworth Point Community on a peninsula with only one road in and out, so the upgrade of Newington Reserve should only go ahead if planning for traffic and surrounding areas is taken into account and also planned for with proper foresight, planning and infrastructure!	
I live in the neighbouring suburb of Newington and know that the local football club struggles with having local facilities to practice on, so this would be a good facility for them to use once it's up and running. The outdoor equipment facilities, bbq and bench area also seem nice.	
It will be beneficial to have proper playing fields set up, there should be adequate barriers / fencing to ensure there is little risk of balls escaping the field and crossing traffic on the roads.	
I hope that local schools can make use of the fields during sports activities.	
Soccer is a fast growing sport in Australia and there are not enough soccer fields for the community to play and practice	
Synthetic surface might seem like a good solution for utilisation, but the dealbreaker is that it's a giant area of plastic that will further harm the environment and possibly those that use it. If you're going to use the utilisation as an excuse then build an indoor facility instead. At least that way you could put real plants on the roof or solar panels or something.	
The current relaxing open space is available to everyone, however will now be a dedicated sporting facility. Change in character and loss of trees and habitat for local birds.	
I am concerned at the removal of all existing trees. It will mean habitat removal for birds and animals which smaller trees, when planted, can't provide.	



<b>Comments for Q6 paired with Yes/No response to synthetic turf n = 34 (Yes = Green, No = Red)</b>	
Synthetic absorbs more heat. Temperature in Newington are already high.	
Real turf is a biome. Synthetic is not	
Yes, it is a requirement, given all fields are almost unusable for majority of each year due to poor drainage. There are no fields for the local community within safe walking distance. As this area is also away from the wetlands, it's less affected to attract mosquitoes where there is dampness on other local park grounds.	
Natural turf is always better. Synthetic can be quite problematic from an overall aesthetic point of view, people tend to not take care of it very well and may discourage usage	
Good for multiple uses and longevity without the need for labour intensive ground keeping	
Synthetic turf is fine if it is high quality and doesn't burn players who fall on it. Natural turf is good but harder to maintain	
Less upkeep	
Protest. Tarmac Hill road	
The local area needs an all weather soccer field	
Real grass makes for better playing surface.	
The church would be extremely hot during summer it is poisonous to human people and we should support the green environment by having green turf	
Easier to maintain and some people have allergies to grass	
Temperature in summer	
Fantastic. Great for all when space is limited and soccer is a popular sport in a multicultural hub like Newington	
Less construction and more natural. We need real grass.	
Synthetic can be used in any weather	
So it can be utilised even when it rains .	
With all the rain, hopefully this area kids can practice still on the synthetic turf area if the grounds are wet.	
Synthetic turf provides all weather option for local community and sporting clubs	
Provides all weather use. Though I would like to see the REF exhibited as well.	
All natural turf activities are suspended during wet weather but with synthetic turf they can still be used and costs to repair and maintain natural turf will be eroded	
There are burns and abrasions with synthetic turf	
Better in Wet weather. So many grounds are closed, but the synthetic pitch at Rydalmere is open.	
good for all training purposes	
Best for soccer	
Its in an industrial area so if there anywhere it would be beneficial its here. Plus with so many apartments nearby it may get a decent amount of use.	
happy with the reason provided.	
It's a relatively small area and because of the topography and where run off would be with heavy rains (and let's face it we have more of that with La Niña) synthetic turf makes sense.	
I am concerned about the ecological impacts of synthetic turf, considering the breakdown and runoff of micro plastics into the environment.	
There are a number of playing fields in the area that require council to maintain (mowing etc). I am not aware of whether there are any challenges with the soil / drainage of the site or other reason why synthetic turf would be preferred.	

The time and cost to repair damaged synthetic turf could become prohibitive, particularly if it becomes a site of regular vandalism. Without close monitoring it will be hard to catch the culprits or make sufficient deterrent	
Synthetic turf gets warmer during summer and people wouldn't be able to stay long in that area	
Synthetic surface might seem like a good solution for utilisation, but the dealbreaker is that it's a giant area of plastic that will further harm the environment and possibly those that use it. If you're going to use the utilisation as an excuse then build an indoor facility instead. At least that way you could put real plants on the roof or solar panels or something.	
Natural turf is cooler and does not radiate heat, is more natural, converts carbon dioxide to oxygen, and absorbs water. It is also in keeping with the current reserve. Synthetic turf radiates heat, breaks down over time, leaches contaminants which eventually migrate into the environment etc.	
I would support synthetic turf if a number of existing trees remain, otherwise all the current natural environment is being removed.	

<b>Comments for Q8 paired with Yes/No response to exercise equipment n = 17 (Yes = Green, No = Red)</b>	
Lots of fitness facilities for residents in the area.	
Would expect better use with seating or picnic tables in the area rather than equipment....unless they are of top quality and variety	
I think outdoor fitness equipment never gets used, a half-court basketball court is the way to go	
Stop wasting infrastructure funds	
NA	
More space for families to use gyms are easily available and accessible near by	
We need basketball ring too	
These items are used less than intended. When families and other people visit an outdoor area like this, a table or other equipment is used more.	
Bbq	
I am against more and more infrastructure around this area.	
There is no people living there so it won't be used.	
I don't think the outdoor fitness equipment are actually useful.	
Kids play area?	
Outdoor exercise space is often not well used.	
There is a gym nearby	
Another mini soccer field would be ideal.	
Better for families	
More picnic facilities would be great	





## CITY OF PARRAMATTA COUNCIL

**Parramatta Traffic Committee Agenda Item**

**ITEM NO:** 2302 A9

**SUBJECT:** Dunlop Street, First Avenue, Ryde Street – Proposed Shared Paths, Kerb Build Out, and Raised Pedestrian and Cyclist Crossings

**APPLICANT:** City of Parramatta

**REPORT OF:** Senior Transport Planner

**WARD:** Epping

**SED:** Epping

Purpose

This report seeks approval for the installation of shared paths, kerb build out, and raised pedestrian and cyclist crossings along Dunlop Street, First Avenue and Ryde Street, Epping. The purpose of this infrastructure is to improve walking and cycling connectivity, amenity and safety regionally on the Epping to Carlingford Cycling link, and locally to the new Epping South Public School.

**OFFICER'S RECOMMENDATION:**

1. That Council approve the construction of a separated shared path and 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 as shown on the plan attached to the report.
2. That Council approve the construction of 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, Epping as shown on the plan attached to the report.
3. That Council approve the construction of a raised pedestrian and cyclist crossings of Neil Street and Park Street at Dunlop Street, and Dunlop Street at First Avenue, Epping as shown on the plan attached to the report.
4. That Council approve the construction of a kerb buildout on the western side of Ryde Street at Wyralla Avenue, Epping as shown on the plan attached to the report.
5. That recommendations 1 to 4 are subject to the funding being secured.

BackgroundDevelopment of the Epping to Carlingford Cycleway

Between 2018 and 2022, Council received \$3.5M funding from the *Stronger Communities Fund* and *TfNSW Get Active NSW Program* to improve cycling connectivity on the 4.5kms between Carlingford and Epping. Endorsed by Council 11 May 2020, this project included a mix of bicycle paths and shared paths on busy streets, mixed traffic riding in quieter streets, a new lightweight bridge, as well as a number of improved crossing points and "cut-throughs" in parks and cul-de-sacs. These works included PS-2 logos along Dunlop Street and Ryde

Street that were installed in early 2022 and a refuge island in Midson Road at Wyralla Avenue that was completed in September 2021.

#### Development of the Dunlop Street Paths

There is a small portion of the community who are comfortable riding with vehicles no matter how busy the street. However, through international research it has been identified that two-thirds of the community are "interested but concerned" about cycling, and the key factor is safety. During earlier consultation on the broader Epping to Carlingford Cycleway it was identified that Dunlop Street and Ryde Street carried a higher number of vehicles compared to other streets identified for on-road riding, however additional infrastructure on these routes was beyond the budget of the project.

The new Epping South Primary School (currently under construction) has been approved by the Department of Planning, Industry and Environment for 600 Kindergarten to Year 6 students and 38 staff for Stage 1, and up to 1,000 students and 54 staff by Stage 3. If all students were dropped off with a private vehicle there would have significant adverse impacts to the surrounding road network and neighbourhood.

The delivery of a new school also elevates the need for pedestrian and cyclist infrastructure in the verge and out of traffic on these streets to ensure that primary school students and their parents would feel safe and comfortable riding to and from school. Therefore, Council is proposing paths along Dunlop Street, Ryde Street and First Avenue to the front gate of the school to serve both the wider regional cycling link and local infrastructure to support children walking and riding to school. This will support healthy, active access to a new primary school as well as contribute to reduced future traffic generation.

On 22 February 2021, Council adopted interim guidelines for the installation of pedestrian crossings on local roads within the Parramatta LGA with speed limits of 50km/h or less. According to the guidelines, pedestrian crossings can be installed on local roads if the number of pedestrians crossing the road in one hour is 20 or more. The raised pedestrian and/or cyclist crossings are proposed at locations where the pedestrian warrants are currently met, or are projected to once the school has opened and the proposed paths are in use. Pedestrian volume counts in Dunlop Street are provided in Table 1 below, cells highlighted in grey identify proposed priority crossing locations.

	Time	No	Pedestrian Forecast	Cyclist Forecast	Total	Notes
<b>Park Street / Third Avenue</b>						
North	7:45-8:45	N/A	10	10	20	See notes below table
South	7:45-8:45	N/A				
West	7:45-8:45	N/A				
East	7:45-8:45	N/A				
<b>Neil Street / Second Avenue</b>						
North	8:00-9:00	14	10	10	34	8 adults and 3 minors (counting as 2)
South	8:00-9:00	23				17 adults, 1 elderly and 2 minors (counting as 2)
West	8:00-9:00	6				
East	8:00-9:00	3				
<b>Ryde Street / First Avenue</b>						

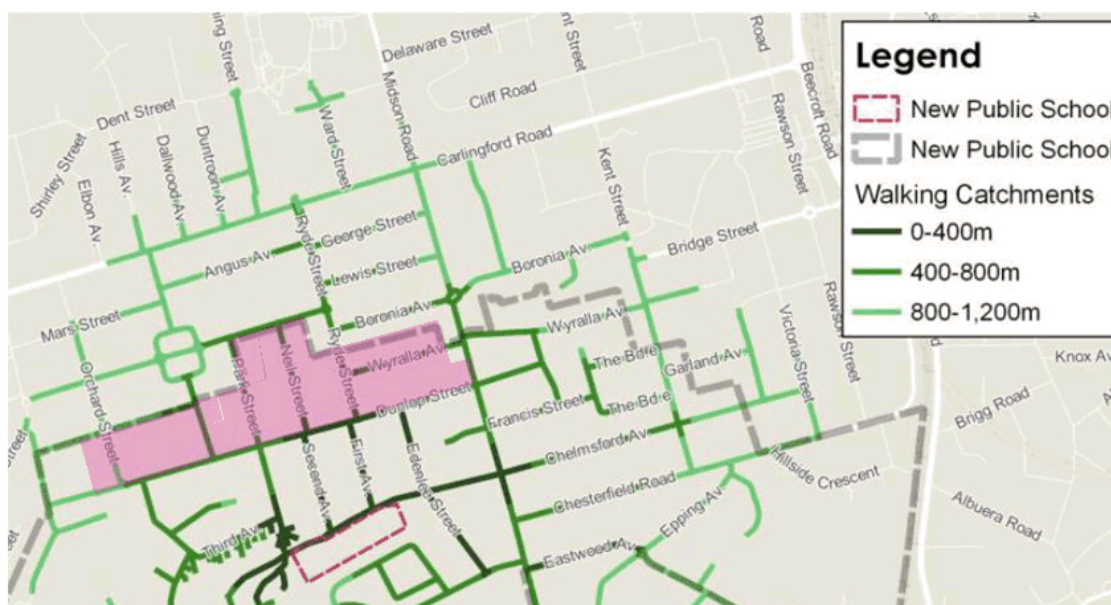


North	7:45-8:45	6				4 adults and 1 minor (counting as 2)
South	7:45-8:45	22				20 adults and 1 minor (counting as 2)
West	7:45-8:45	24	15	10	54	16 adults and 4 minors (counting as 2)
East	7:45-8:45	6				2 adults and 2 minors (counting as 2)

**Table 1: Pedestrian volume counts in Dunlop Street, Epping**

Based on current counts, the northern side of the Third and Second Avenue intersections do not meet the Council's warrants, however with the completion of this infrastructure, the regional walking and cycling link as well as the new school, it is projected that the warrants will be exceeded in these locations. The design and approvals of the project were during COVID lockdown with remote learning, therefore counts from that time could not be used. Historical counts were sourced, with the closest being from December 2020, and these were only available for the Second and First Avenue intersections. The 2020 counts are likely to have captured students walking to Epping West Public School that will shift to Epping South once open, and in the future will also include students north of Dunlop Street that currently walk up to Epping West. It is also worth noting there is no footpath for most of the northern verge of Dunlop Street, contributing to the higher number of people to walking on the south in 2020.

Figure 1 below shows the school location (dashed red), catchment (dashed grey) and walking catchment (shades of green based on proximity). Highlighted in pink is the area within walking and cycling distance of the school that is north of Dunlop Street. This is the location students likely to use the future paths are coming from, with close to 200 dwellings it is anticipated that a minimum of 10 additional students will either walk or ride from the area west of Third Avenue, with a minimum additional 15 crossing Dunlop Street at First Avenue. This location is the most convenient and safest place to cross Dunlop Street, and is on the desire line of the main school entrance. When adding these projected numbers onto the counts from 2020, the warrants are met.



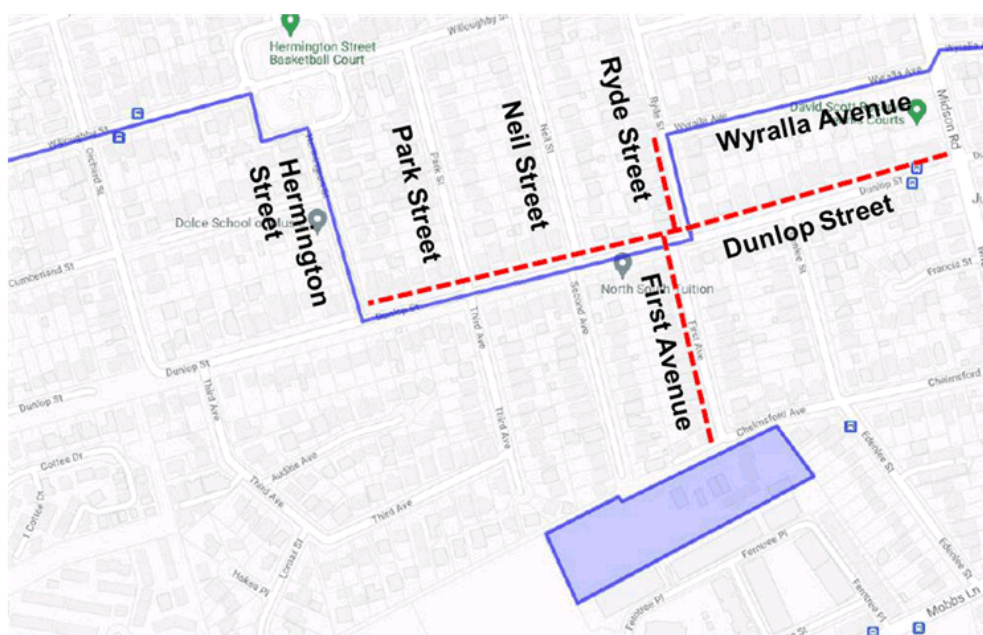
**Figure 1: Walking and cycling catchment (pink) for Dunlop Street Paths within school catchment overlaid onto Epping South Public School Transport and Accessibility Impact Assessment.**



### Consultation on Dunlop Street Paths

On 27 September 2021 Council considered draft plans for the Dunlop Street and George Street Pedestrian and Cyclist Paths (refer Figure 2 below) and resolved:

- That Council approve the attached draft Dunlop Street pedestrian and cyclist paths at Attachment 1 for the purposes of exhibition.*
- That Council approve the attached draft George Street East pedestrian and cyclist paths at Attachment 2, for the purposes of exhibition*
- That the draft plans be placed on exhibition for a minimum period of 28 days.*
- Further, that the outcomes of public exhibition of the plans be reported to Parramatta Traffic Committee, and in turn to Council.*



**Figure 2: Location of proposed Dunlop Street Pedestrian and Cyclist Paths shown in dashed red. Existing Epping to Carlingford on road route (in blue), School (shaded blue).**

In line with Council's resolution, letters were sent to local residents and businesses on 7 October 2021 inviting submissions on the proposal within 28 days. The consultation area is shown in Figure 3. On 12 October 2021, the proposal was also advertised in the local newspaper in accordance with the Roads Act 1993 and on Council's website. "Phone a planner" sessions and remote meetings were also offered.



**Figure 3: Dunlop Street Paths distribution area within Epping Ward**

The outcome of the consultation is provided below.

#### Consultation Summary

A total of 19 individual responses were received from the community, all except two were from within the Epping Ward. Five (5) supported the proposal, two (2) with qualified support, four (4) against and five (5) stating no preference. This feedback is provided in detail in the Council Agenda in Attachment 1 including Council Officer responses. The social media campaign reached just under 20,000 with 521 clicking through to the website. The project attracted 18 likes, 1 love, and 9 comments. At the 8 November 2021 Council meeting Councillors tabled a petition on the project from the public, and resolved:

- a) *That the petition be received and copy of the petition be circulated to all Councillors.*
- b) *Further, that all Petitioners be notified of the outcome of the matter.*

A petition objecting to the proposal has been signed by 33 of the 62 households in Dunlop Street between Midson Road and Hermington Street.

Key themes from all consultation are summarised the table below.

Comment / Theme	Council officer response
There are very few pedestrians and cyclists at the moment, so why build footpaths and bicycle paths / no one will use.	The new public school will generate a significant number of new trips in the peak hours. The pedestrian and cyclist paths are proposed to provide a safe, comfortable alternative so that children can actively ride and walk to school, rather than being driven and contributing to local traffic congestion.
A bike path on Willoughby Street is a better alternative to Dunlop Street.	Throughout 2019 and 2020 Council investigated potential routes and infrastructure types between Epping and Carlingford and the community was consulted on a bike path on Willoughby Street. There was not general support from the community for a facility on Willoughby Street, and on 11 May 2020, Council

	resolved that the preferred alignment for the broader Epping to Carlingford cycling route is Dunlop Street.
The proposal alters the existing streetscape.	Some of the existing verges do not have footpaths, meaning any pedestrian with limited mobility, pram or wheelchair have restricted accessibility. Through providing additional paths it increases the accessibility of the street to all people. This is more critical given the recently approved school. The streetscape will change, but will be comprised of public domain elements that are common across Sydney and Australia more broadly such as: footpaths, shared paths and priority crossings.
The proposal is dangerous for cyclists and mobility scooters because of: Driveways, uneven terrain.	Any vehicle using a driveway should use caution and be moving slowly as they are required to give way to any people on the verge, this includes children on scooters who may be using the current footpath that is closer to the property boundary.
A shared path is dangerous for primary school students to share with adults.	A shared path is a standard arrangement used across Australia. With the cyclists having to change direction on approach to the crossings (and therefore lose speed), it is unlikely that fast moving cyclists will use the path. They are more likely to take the road where they have priority over all side streets and turning vehicles (like other cars) and can move more quickly.
Remove the parking and put the bike path there.	It is not proposed to remove parking from one side of the street as part of this proposal so as to minimise the impact to resident parking availability.
Too much parking is being removed.	Parking is only being removed where necessary for mandatory no stopping adjacent to intersections and crossings.
Speed limits should be reduced around the new school.	Speed limits are under the control of TfNSW and new School Zones with associated speed limits will be implemented with the delivery of the new school.
Tree removal must be avoided.	Tree removal is avoided unless absolutely necessary. 10 local offset planting locations along the route have been identified, subject to resident consultation at the time of planting.
There are existing problems with drainage / stormwater / pipes.	Should the project proceed, it will be engineered to take into account services and drainage.

#### Stakeholder Consultation

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

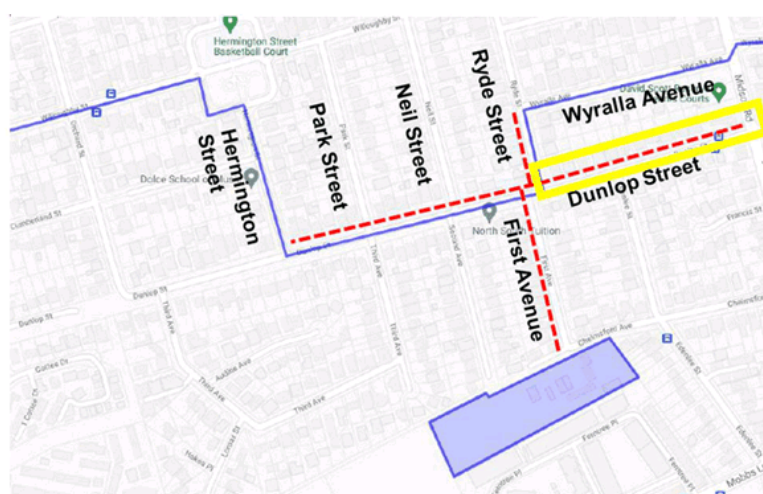
Date	Stakeholder	Stakeholder Comment	Officer Response
Oct 2021	School Infrastructure NSW	SINSW has reviewed the proposal and the pedestrian and cycling facilities are enthusiastically supported. These measures will reduce road safety risks for the student pedestrians/cyclists through provision of shared paths and raised crossings.	Noted.

#### Councillor Consultation

A Ward Councillor briefing was held in January 2022, and in relation to this matter:

Date	Councillor	Councillor Comment	Officer Response
28 Jan 2022	LM Davis, Clr Wearne, Clr Maclean	Councillors will take more time to consider all the community feedback to determine their position on this matter, and will be a part of the decision making process when the project is reported to Council.	Noted
9 March 2022	Standard briefing prior to Council meeting	Report finalised prior to briefing session	Report finalised prior to briefing session

During public exhibition, significant challenges managing large stormwater events were uncovered on Dunlop Street, east of Ryde Street. Widening the existing footpath into a shared path would exacerbate these existing issues with adverse impacts for residents. Due to these issues and in response to the community feedback (15 of the petitioners have frontage in the section of Dunlop Street between Midson Road and Ryde Street), it is recommended that the shared path east of Ryde Street and priority crossing over Ryde Street no longer proceed. Refer to Figure 3.



**Figure 4: Extent of Dunlop Street Pedestrian and Cyclist Paths (as exhibited) –section highlighted in yellow will no longer proceed.**



Subsequent to the consultation period, on 14 March 2022 Council resolved, as reflected in the Officer's recommendation in this report:

- 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.*

#### Previous PTC report

In accordance with the above resolution, a report was tabled to the Parramatta Traffic Committee regarding this proposal. Council at its meeting held on 12 December 2022 considered the recommendations of the Committee and resolved in part:

*That progress and the making of a funding application for item IV 22/1 Dunlop Street Cycleway, Epping, be deferred for a briefing with Epping Ward Councillors.*

A subsequent Ward Councillor briefing was held on 23 January 2023 where the Dunlop Street Cycleway was further discussed in line with the above resolution. During this meeting, it was determined to proceed with referring a report to the Parramatta Traffic Committee and to Council for the approval of the shared paths, kerb extensions and a combined raised pedestrian and cyclists crossing in Dunlop Street, Epping.

#### **FINANCIAL IMPLICATIONS**

The total estimated cost of construction of this project including paths, lighting and crossings is \$1.25 million ex GST for all the works.

It is intended to commence construction when funding for the project becomes available.



Mark Crispin  
**Senior Transport Planner**  
30/01/2023

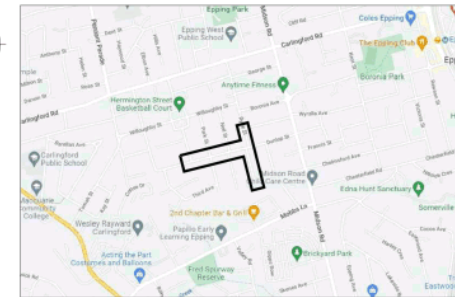
**Attachment 1. Design Plans**

DRAFT DETAILED DESIGN

ABBREVIATIONS TABLE	
DESCRIPTION	ABBREVIATION
Asphalt Concrete	A.C.
Australian Height Datum Derived	A.H.D.
Australian Standard	A.S.
Average Least Dimension	A.L.D.
Bottom of Wall	B.O.W.
California Bearing Ratio	C.B.R.
Centres of plants/truck	cm
Chaining	ch
Crime Prevention Through Environmental Design	CPTED
Dense Grade	DG
Department of Agriculture, Fisheries and Forestry	D.A.F.F.
Department of Environment and Heritage Protection	D.E.H.P.
Department of Transport and Main Roads	D.T.M.R.
Did Before You Dig	D.B.Y.D.
Diameter	dia
Disability Discrimination Act	D.D.A.
Environmental Management Plan	EMP
Environmental Protection Act	E.P.A.
Existing Level	EX
Fibre Reinforced Concrete Pipe	FRC
Finished Surface Level	FSL
Free Height of Wall	F.H.O.F.
Geocentric Datum of Australia	GDA
Guideline - Specifying Trees - A Guide to Assessment of Tree Quality	NATSPEC
Gully Invert Pit	GIP
Invert Level	IL
Kerb and Gutter	K & G
Manhole	M.H.
Manual of Uniform Traffic Control Devices	M.U.T.C.D.
Number	No.
Permanent Survey Mark	PSM
Person with Disability	PWD
Powder-coat	P/C
Reduced Level	RL
Reinforced Concrete Box Culvert	R.C.B.C.
Reinforced Concrete Pipe	R.C.P.
Stainless Steel	S/S
Standard Designing for Parks and Open Space	SDS
Survey Station Mark	STN
Top of Barral	T.O.B.
Top of Culbuit	T.O.C.
Top of Wall	T.O.W.
Traffic and Road Use Management Manual	T.R.U.M.
Tree Protection Zone	TPZ
Water Sensitive Urban Design	WSUD
Workplace Health and Safety	W.H. & S.

Project Number	Sheet Number	Dwg Revision	Issue	Sheet Title
INF03332	001	B		Project Cover Sheet
INF03332	002	B		General Notes
INF03332	200	B		Construction Details - Sheet 1 of 3
INF03332	201	B		Construction Details - Sheet 2 of 3
INF03332	202	B		Construction Details - Sheet 3 of 3
INF03332	300	B		Survey Control and Service Location Plan - Sheet 1 of 6
INF03332	301	B		Survey Control and Service Location Plan - Sheet 2 of 6
INF03332	302	B		Survey Control and Service Location Plan - Sheet 3 of 6
INF03332	303	B		Survey Control and Service Location Plan - Sheet 4 of 6
INF03332	304	B		Survey Control and Service Location Plan - Sheet 5 of 6
INF03332	305	B		Survey Control and Service Location Plan - Sheet 6 of 6
INF03332	400	B		General Arrangement Plan - Sheet 1 of 6
INF03332	401	B		General Arrangement Plan - Sheet 2 of 6
INF03332	402	B		General Arrangement Plan - Sheet 3 of 6
INF03332	403	B		General Arrangement Plan - Sheet 4 of 6
INF03332	404	B		General Arrangement Plan - Sheet 5 of 6
INF03332	405	B		General Arrangement Plan - Sheet 6 of 6
INF03332	500	B		Setout Plan - Sheet 1 of 14
INF03332	501	B		Setout Plan - Sheet 2 of 14
INF03332	502	B		Setout Plan - Sheet 3 of 14
INF03332	503	B		Setout Plan - Sheet 4 of 14
INF03332	504	B		Setout Plan - Sheet 5 of 14
INF03332	505	B		Setout Plan - Sheet 6 of 14
INF03332	506	B		Setout Plan - Sheet 7 of 14
INF03332	507	B		Setout Plan - Sheet 8 of 14
INF03332	508	B		Setout Plan - Sheet 9 of 14
INF03332	509	B		Setout Plan - Sheet 10 of 14
INF03332	510	B		Setout Plan - Sheet 11 of 14
INF03332	511	B		Setout Plan - Sheet 12 of 14
INF03332	512	B		Setout Plan - Sheet 13 of 14
INF03332	513	B		Setout Plan - Sheet 14 of 14
INF03332	600	B		Longitudinal Sections - Sheet 1 of 13
INF03332	601	B		Longitudinal Sections - Sheet 2 of 13
INF03332	602	B		Longitudinal Sections - Sheet 3 of 13
INF03332	603	B		Longitudinal Sections - Sheet 4 of 13
INF03332	604	B		Longitudinal Sections - Sheet 5 of 13
INF03332	605	B		Longitudinal Sections - Sheet 6 of 13
INF03332	606	B		Longitudinal Sections - Sheet 7 of 13
INF03332	607	B		Longitudinal Sections - Sheet 8 of 13
INF03332	608	B		Longitudinal Sections - Sheet 9 of 13
INF03332	609	B		Longitudinal Sections - Sheet 10 of 13
INF03332	610	B		Longitudinal Sections - Sheet 11 of 13
INF03332	611	B		Longitudinal Sections - Sheet 12 of 13
INF03332	612	B		Longitudinal Sections - Sheet 13 of 13

Project Number	Sheet Number	Dwg Revision	Issue	Sheet Title
INF03332	700	B		Cross Sections - Sheet 1 of 21
INF03332	701	B		Cross Sections - Sheet 2 of 21
INF03332	702	B		Cross Sections - Sheet 3 of 21
INF03332	703	B		Cross Sections - Sheet 4 of 21
INF03332	704	B		Cross Sections - Sheet 5 of 21
INF03332	705	B		Cross Sections - Sheet 6 of 21
INF03332	706	B		Cross Sections - Sheet 7 of 21
INF03332	707	B		Cross Sections - Sheet 8 of 21
INF03332	708	B		Cross Sections - Sheet 9 of 21
INF03332	709	B		Cross Sections - Sheet 10 of 21
INF03332	710	B		Cross Sections - Sheet 11 of 21
INF03332	711	B		Cross Sections - Sheet 12 of 21
INF03332	712	B		Cross Sections - Sheet 13 of 21
INF03332	713	B		Cross Sections - Sheet 14 of 21
INF03332	714	B		Cross Sections - Sheet 15 of 21
INF03332	715	B		Cross Sections - Sheet 16 of 21
INF03332	716	B		Cross Sections - Sheet 17 of 21
INF03332	717	B		Cross Sections - Sheet 18 of 21
INF03332	718	B		Cross Sections - Sheet 19 of 21
INF03332	719	B		Cross Sections - Sheet 20 of 21
INF03332	720	B		Cross Sections - Sheet 21 of 21
INF03332	1000	B		Signage and Limeranking Plan - Sheet 1 of 6
INF03332	1001	B		Signage and Limeranking Plan - Sheet 2 of 6
INF03332	1002	B		Signage and Limeranking Plan - Sheet 3 of 6
INF03332	1003	B		Signage and Limeranking Plan - Sheet 4 of 6
INF03332	1004	B		Signage and Limeranking Plan - Sheet 5 of 6
INF03332	1005	B		Signage and Limeranking Plan - Sheet 6 of 6
INF03332	1500	B		Demolition Plan - Sheet 1 of 6
INF03332	1501	B		Demolition Plan - Sheet 2 of 6
INF03332	1502	B		Demolition Plan - Sheet 3 of 6
INF03332	1503	B		Demolition Plan - Sheet 4 of 6
INF03332	1504	B		Demolition Plan - Sheet 5 of 6
INF03332	1505	B		Demolition Plan - Sheet 6 of 6



LOCALITY PLAN  
(Not to scale)

posed area of works

**COMPLETE**[illegible]



**SAFETY IN DESIGN NOTES:**

1. Potential safety hazards identified by the Designer have been assessed for this project in accordance with Safe Design of Structures - Code of Practices by Safe Work Australia, 2012.
2. Any person who undertakes alterations, variations or modifications to these design drawings, without consultation and approval from the original or subsequent designer, will assume the duties of a designer and will be held responsible for the safety in design for this project.
3. All works must comply with W.H. & S. Act, 2011.

**GENERAL NOTES:**

1. If any archaeological or cultural material is exposed on the work site all works shall cease. The D.E.H.P., Aboriginal Land Council and B.M.C.C. are to be notified.
2. All works are to comply with the requirements of the Environmental Protection Act, 1994.
3. Prior to commencement of work a Risk Management Plan to minimise the chance of spreading Fire Ants is to be completed. Refer to Blue Mountains City Council's Risk Management Plan for procedures on movement controls for Red Imported Fire Ants.
4. The positions shown on drawings for public utilities services are based on the D.B.Y.D. information supplied at time of design and are indicative only. Prior to construction the current Service Authority information is to be obtained from D.B.Y.D. (website: www.1100.com.au or Phone 1100). The position and depth of each service is to be verified by the relevant Service Authority on site before the start of any construction.
5. Where these drawings make reference to the Engineer, Consulting Engineer and or Council Engineer it shall mean the Superintendent managing the works.
6. Prior to commencement of work contact Blue Mountains City Council's Technical Services Manager if any PSM's are in the vicinity of the work site.
7. Information on these drawings shall take precedence if there is any discrepancy or conflict between these drawings and Standard Drawings (either Council's or Transport for NSW). Advise Design Services immediately of any and all discrepancies.
8. The Scheme Drawings listed on the Project Cover Sheet are to be read as a whole and not in isolation. Any isolated drawing separated from the control set will be considered voided and is not to be used.
9. All drawings are to be read in conjunction with the project's specification and all relevant Standard Drawings.
10. All drawings are to be read in conjunction with the Abbreviation Table shown.

**EROSION AND SEDIMENT CONTROL NOTES:**

1. During construction all necessary precautions shall be taken to control erosion and downstream sedimentation. Monitor the prevailing weather conditions and predict any downstream construction and gully inlets.
2. All sediment control devices, sediment fences, check dams, straw bales, stone traps and entry/exist sediment traps are to be in accordance with Council's Standards.
3. During construction provide inlet protection at affected inlets. Unless shown otherwise on the drawings, place reinforced turf matting to invert of all earth's drains or as directed otherwise by the Council Engineer.
4. Existing grassed areas to be maintained where possible.
5. On road verge turf all disturbed areas within 48 hours of reaching finish surface levels or as directed by the Council Engineer.
6. Dumped rock shall not be less than the nominated d50. If the nominated size is not available then advise the Council Engineer of the proposed replacement rock size for approval.
7. Stone size value of d50 means 50% of the stone size will be of the size quoted and the rest of the stones shall be larger but not greater than 1.5 times.
8. Dumped rock to be placed on an underlay of bidm A34 by Geofabrics Australia or on underlay approved by Council Engineer.

**EARTHWORK NOTES:**

1. All works to be in accordance with A.S. 3798-2007.
2. All clearing and grubbing to be in accordance with the specification or as directed by the Council Engineer.
3. All unsuitable material is to be stripped prior to placement of structural fill.
4. All unsuitable material is to be removed in accordance with the specification or as directed by the Council Engineer.
5. All contaminated soil to be removed in accordance with the specification or as directed by the Council Engineer.
6. Road embankment fill greater than 0.3 metre below pavement subgrade to be compacted to 95% standard dry density in accordance with A.S. 1289.5.4.1 or as directed by the Council Engineer.
7. Road embankment fill less than 0.3 metre below pavement subgrade to be compacted to 100% standard dry density in accordance with A.S. 1289.5.4.1 or as directed by the Council Engineer.
8. All road embankment fill greater than 0.5 metre in depth shall be supervised by a qualified Geotechnical Engineer in accordance with A.S. 3798-2007.
9. If wet or soft spots in existing subgrade are encountered, in order to determine treatment contact the Council Engineer to seek further advice.
10. Earthwork quantities include existing road pavement excavated where applicable.
11. Earthwork quantities include unsuitable and or contaminated material except where noted otherwise.
12. Earthwork quantities in cut are bank (net) volumes and in fill are compacted volumes.

**ROADWORK NOTES:**

1. Kerb and gutter profiles to be in accordance with Construction Details.
2. For setout for kerb and gutter refer *Kerb Setout Detail* adjacent.
3. Existing driveways affected by works shall be reconstructed in the same material as existing or as directed by the Council Engineer.
4. All Residential driveways have been designed using the B85 vehicle in accordance with A.S. 2890.1.2004.
5. All Commercial driveways have been designed using the B99 vehicle in accordance with A.S. 2890.1.2004.
6. For levels to setout all non-standard driveways, refer the Driveway Cross Sections. Driveway Cross Sections are located on the centreline of the driveway unless noted otherwise.
7. Where special requirements are identified prior to pouring concrete, driveways shall be initially formed with gravel and where possible check for operation with the resident's vehicle.
8. Existing culverts and endwalls to be removed where kerb and gutter is installed unless otherwise specified.
9. All existing driveway culverts and endwalls to be reconstructed in accordance with the Council's Standards.
10. All wastewater drain pipes to be connected to new kerb and gutter.

11. All kerb ramps shall be constructed in accordance with Council's Standards.
12. All footpaths shall be constructed in accordance with Construction Details. Refer drawings for location and width.
13. All existing water supply service crossings are to be located prior to commencement of construction.
14. All existing gas supply service crossings are to be located prior to commencement of construction. Inform Gas Authority of any service conflict and relocate if required.

**LINEMARKING NOTES:**

1. All linemarking, signs and traffic devices shall comply with TNSW guidelines.
2. Thermoplastic linemarking is to be used for stop lines, give way lines and pavement arrows unless directed by the Council Engineer.
3. All signs are to be size "A" unless noted otherwise.
4. Dimensions to linemarking are measured from the nominal kerb and gutter invert and or from the nominal kerb face of island and medians.
5. Install or reinstatement valve and hydrant identification markers in accordance with the Water Authority.
6. Ensure that signage has clear sight distance, otherwise adjust location accordingly.
7. Superseded linemarking and signage to be removed.

**STORMWATER DRAINAGE NOTES:**

1. All reinforced concrete pipes and fibre reinforced concrete pipes are to be class 2 unless noted otherwise on the drawings.
2. All reinforced concrete pipes to comply with A.S. 4058-2007.
3. All fibre reinforced concrete pipes to comply with A.S. 4139-2003.
4. All reinforced concrete box culverts and link slabs to comply with A.S. 1597.1-2010 and A.S. 1597.2.
5. Manholes are to be in accordance with Council's requirements.
6. Gully Inlet Pits are to be in accordance with Council's requirements.
7. Field Inlet Pits are to be in accordance with Standard Drawings Council's requirements.
8. Excavation, bedding and back filling of drainage pipes and culverts to be in accordance with Council's requirements.
9. Subsurface drainage to be in accordance with Standard Drawings Council's requirements.
10. Stormwater pipe measurements are to centre of pits unless noted otherwise on the drawings.
11. Centre of pit for lip in line Gully Inlet Pits are to be located 0.49 metre from the lip of the kerb and gutter.
12. Centre of pit for kerb in line Gully Inlet Pits are to be located 0.285 metre from the lip of the kerb and gutter.

**SERVICE ADJUSTMENT NOTES:**

1. Service Authority infrastructure adjustments are to be performed by contractors approved by the relevant service authority.

**LEGEND****EXISTING SERVICES**

- C— Communication
- C— Communication to be removed
- C— Communication to be abandoned
- C— Drainage Downpipe
- C— Drainage Pipe
- C— Drainage Pipe to be removed
- C— Electricity
- C— Electricity to be removed
- C— Electricity Overhead
- C— Electricity to be abandoned
- C— Fire Service
- C— Fire Service to be removed
- C— Fire Service to be abandoned
- C— Gas Main
- C— Gas Main to be removed
- C— Gas Main to be abandoned
- C— Petroleum Main
- C— Petroleum Main to be removed
- C— Petroleum Main to be abandoned
- C— Recycled Water Main
- C— Recycled Water to be removed
- C— Recycled Water to be abandoned
- C— Sewer Main
- C— Sewer Main to be removed
- C— Sewer Main to be abandoned
- C— Sewer Rising Main
- C— Sewer Rising Main to be removed
- C— Sewer Rising Main to be abandoned
- C— Undefined Service
- C— Undefined Service to be removed
- C— Undefined Service to be abandoned
- C— Water Main
- C— Water Main to be Removed
- C— Water Main to be Abandoned

**EXISTING FEATURES**

- Building Line
- Driveway Crossover
- Existing Property Boundary
- Existing Easement Boundary
- Fence Guard Rail
- Fence Hand Rail
- Fence Line
- Kerb and Gutter
- Kerb Only
- Kerb Only Island
- Park Garden Edge
- Path
- Railway Ballast Edge
- Railway Line
- Road Edge of Bitumen
- Road Edge of Track
- Road Edge Unsealed
- Surface Toe of Bank
- Surface Top of Bank
- Tree Spread of Canopy

**EXISTING SYMBOLS**

- STPFL Communication Pit
- +TP Communication Pilar
- +CPO Communication Manhole
- +CPO Drainage Down Pipe Outlet
- +CPO Drainage GIP
- +CPO Drainage Manhole
- +CPO Electricity Light Pole
- +CPO Electricity Power Pole with Light
- +CPO Electricity Power Pole
- +CPO Electricity Manhole
- +CPO Electricity Pit
- +CPO Electricity Stay Wire
- +CPO Fence Gate
- +CPO Fence Post
- +CPO Gas Pit
- +CPO Geotech Bore Hole
- +CPO Mail Box on Pole
- +CPO Mail Box on Slab
- +CPO Polehole
- +CPO Traffic Signal Pole
- +CPO Traffic Signal Control Box
- +CPO Traffic Signal Pit
- +CPO Traffic Sign
- +CPO Traffic Parking Meter
- +CPO Traffic Delineator Guide Post
- +CPO Tree
- +CPO Existing trees affected by proposed roadworks to be removed. Prior to removal consult with ICC's Superintendent. Unless noted otherwise.
- +CPO Sewer Manhole
- +CPO Survey PSM
- +CPO Survey STN
- +CPO Water Fire Hydrant
- +CPO Water Meter
- +CPO Water Valve
- +CPO Water Zone Valve
- +CPO Water Scour
- +CPO Water Reducer
- +CPO Water Deadend

**PROPOSED SERVICES**

- C— Communication
- C— Drainage Down Pipe
- C— Drainage Pipe/Box Culvert
- C— Electricity
- C— Fire
- C— Gas Main
- C— Petroleum Main
- C— Electricity Light Pole
- C— Recycled Water
- C— Sewer Main
- C— Sewer Rising Main
- C— Water Main

**PROPOSED FEATURES**

- Building Line
- Control Line
- Fence Guard Rail
- Fence Hand Rail
- Fence Line
- Kerb and Gutter
- Kerb Only Face
- Kerb Only Future
- Kerb Only Interim
- Kerb Only Island
- Landscaping
- Road Crown - Change of Grade
- Road Edge of Bitumen
- Road Shoulder
- Road Unsealed Edge
- Path
- Proposed Property Boundary
- Saw Cut Full Depth
- Subsoil Drainage
- Toe of Bank
- Top of Bank

**PROPOSED SYMBOLS**

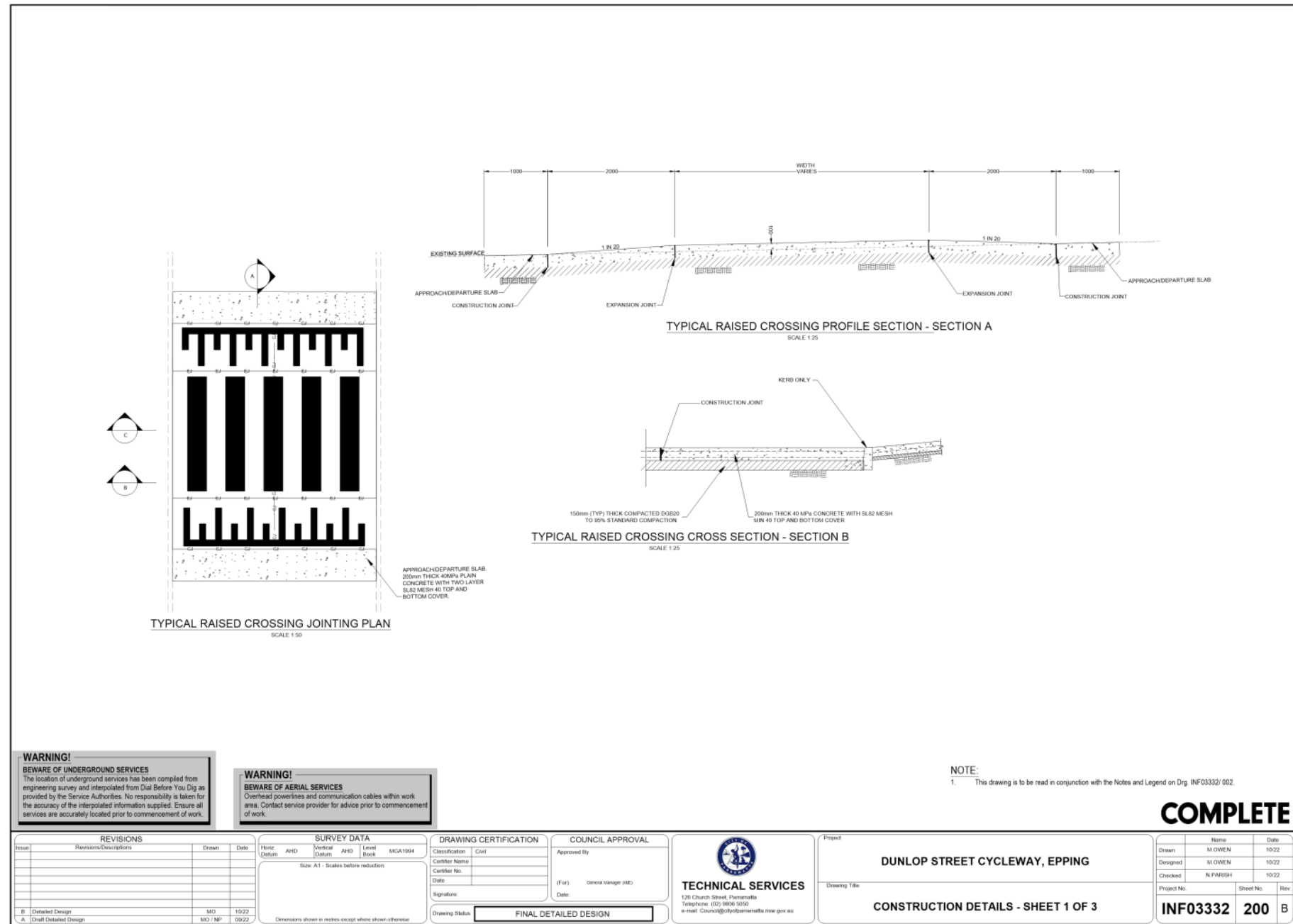
- Fence Gate
- Fence Post
- Sewer Manhole
- Stormwater FIP
- Stormwater GIP
- Stormwater Headwall
- Stormwater Manhole
- Water Fire Hydrant
- Water Valve
- Water Scour
- Water Deadend
- Water Connector
- Water Test/Chlorination Point
- Water Reducer
- Water Meter
- Water Thrust/Anchor Block

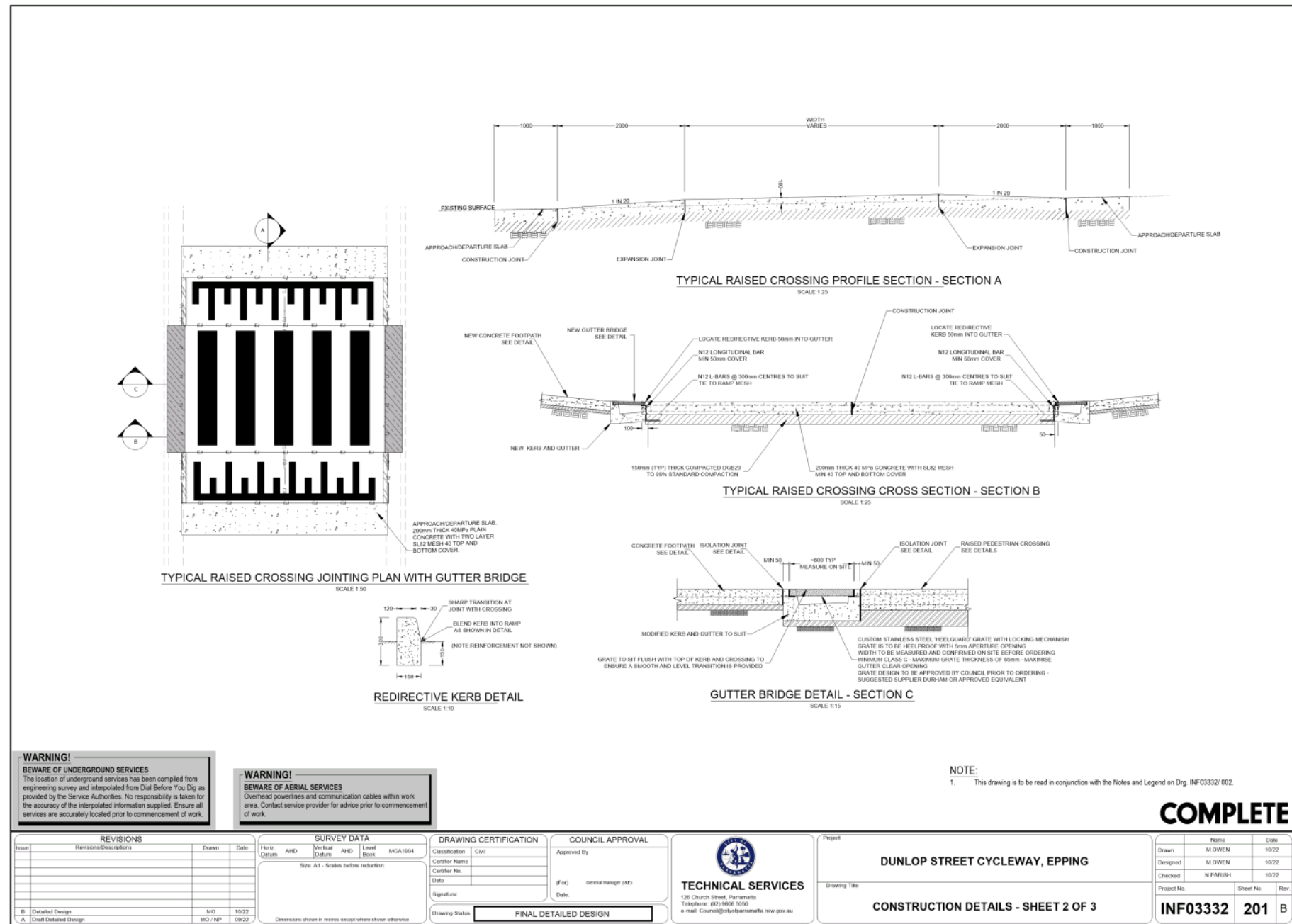
**NOTE:**

This design must be read in conjunction with Design Advice provided to the client from Complete Urban during the design process and supplied with the For Construction documentation. This advice forms part of the design.

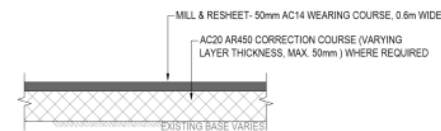
**COMPLETE**

<b>REVISIONS</b> <table border="1"> <thead> <tr> <th>Issue</th> <th>Revisions/Descriptions</th> <th>Drawn</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>Detail Design</td> <td>MO</td> <td>10/22</td> </tr> <tr> <td>A</td> <td>Draft Detail Design</td> <td>MO / NP</td> <td>09/22</td> </tr> </tbody> </table>		Issue	Revisions/Descriptions	Drawn	Date	B	Detail Design	MO	10/22	A	Draft Detail Design	MO / NP	09/22	<b>SURVEY DATA</b> <table border="1"> <thead> <tr> <th>Point</th> <th>AHD</th> <th>Vertical Datum</th> <th>Level Book</th> <th>MGA1984</th> </tr> </thead> <tbody> <tr> <td colspan="5">Size: A1 - Scales before reduction</td> </tr> </tbody> </table>		Point	AHD	Vertical Datum	Level Book	MGA1984	Size: A1 - Scales before reduction					<b>DRAWING CERTIFICATION</b> <table border="1"> <tr> <td>Classification</td> <td>Civil</td> </tr> <tr> <td>Certifier Name</td> <td></td> </tr> <tr> <td>Certifier No.</td> <td></td> </tr> <tr> <td>Date</td> <td></td> </tr> <tr> <td>Signature:</td> <td></td> </tr> <tr> <td>Drawing Status</td> <td>FINAL DETAILED DESIGN</td> </tr> </table>		Classification	Civil	Certifier Name		Certifier No.		Date		Signature:		Drawing Status	FINAL DETAILED DESIGN	<b>COUNCIL APPROVAL</b> <table border="1"> <tr> <td>Approved By</td> <td></td> </tr> <tr> <td>(For)</td> <td>General Manager (AG)</td> </tr> <tr> <td>Date:</td> <td></td> </tr> </table>		Approved By		(For)	General Manager (AG)	Date:		<b>TECHNICAL SERVICES</b> 126 Church Street, Parramatta Telephone: (02) 9608 5050 e-mail: Council@cityofparramatta.nsw.gov.au		<b>GENERAL NOTES</b> <b>DUNLOP STREET CYCLEWAY, EPPING</b> <b>INF03332 002 B</b>	
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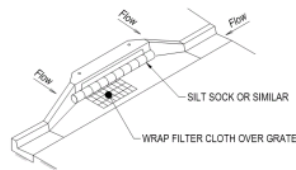


STANDARD DWG NO.	DRAWING DESCRIPTION
DS1	KERBS AND LAYBACKS
DS2	ROOFWATER OUTLET
DS3	FOOTPATH
DS3A	FOOTPATH ARTICULATE JOINT DETAIL AT TREES
DS4	KERB RAMP
DS6	TYPICAL CYCLEWAY / SHARED PATHWAY (CONTINUOUS AND ALTERNATE POURS)
DS8	VEHICULAR CROSSING
DS11	SIGN POST SUPPORT (IN TURFED FOOTPATH AREA)
DS11B	SIGN POST SUPPORT (IN CONCRETE FOOTPATH AREA)
DS21	KERB INLET PIT (ON GRADE)
DS24	GRATED SAG PIT USING PRECAST LINTEL
DS26	JUNCTION PIT
DS42	TURFING DETAIL
AS 4970-2009	TREE PROTECTION TIMBER HOARDING



ROAD PAVEMENT MILL &amp; RESHEET DETAIL

Scale: 1:10



INLET PROTECTION DETAIL

Not to scale

**WARNING!****BEWARE OF UNDERGROUND SERVICES**

The location of underground services has been compiled from engineering survey and interpolated from Dial Before You Dig as provided by the Service Authorities. No responsibility is taken for the accuracy of the interpolated information supplied. Ensure all services are accurately located prior to commencement of work.


**WARNING!****BEWARE OF AERIAL SERVICES**

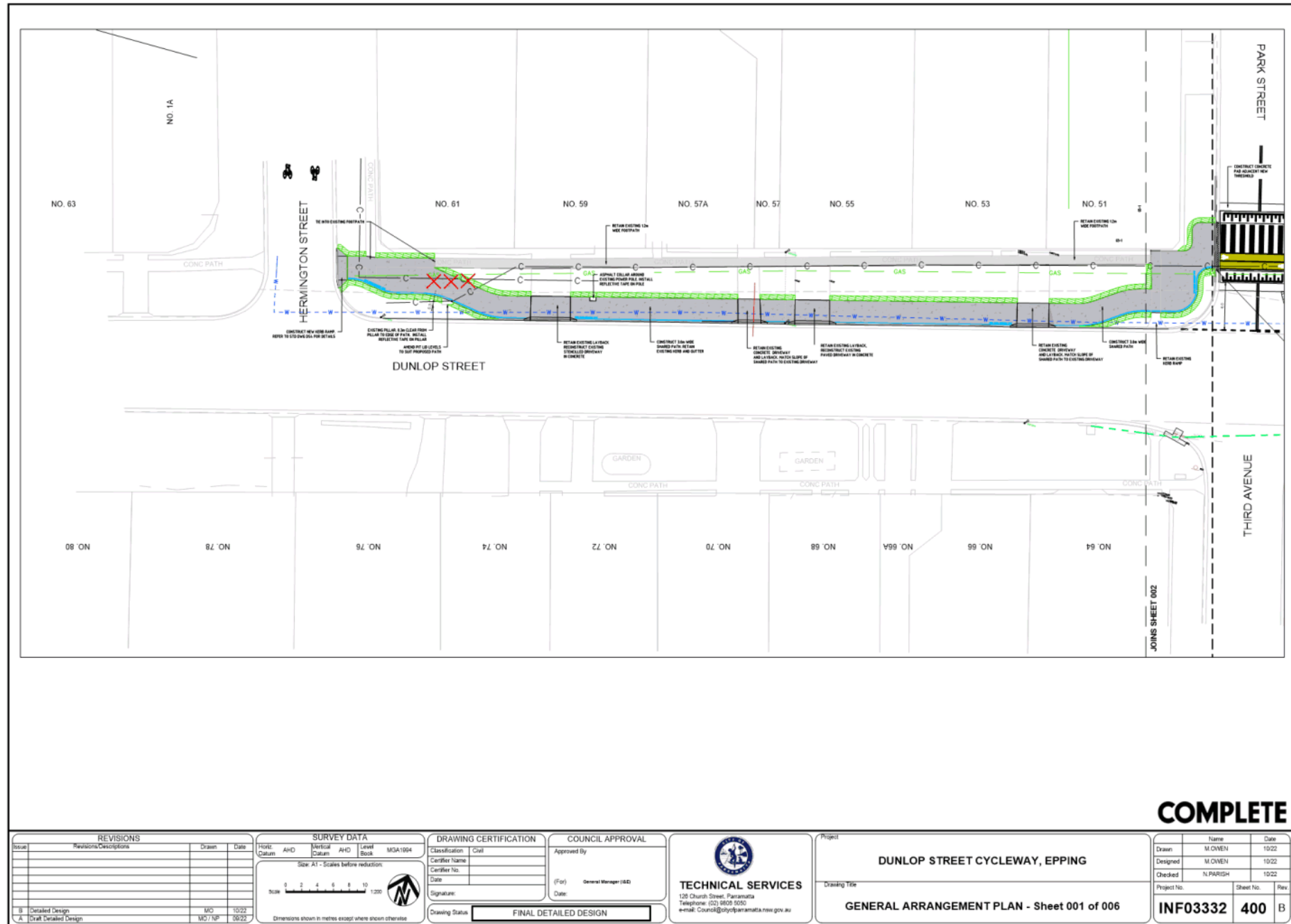
Overhead powerlines and communication cables within work area. Contact service provider for advice prior to commencement of work.

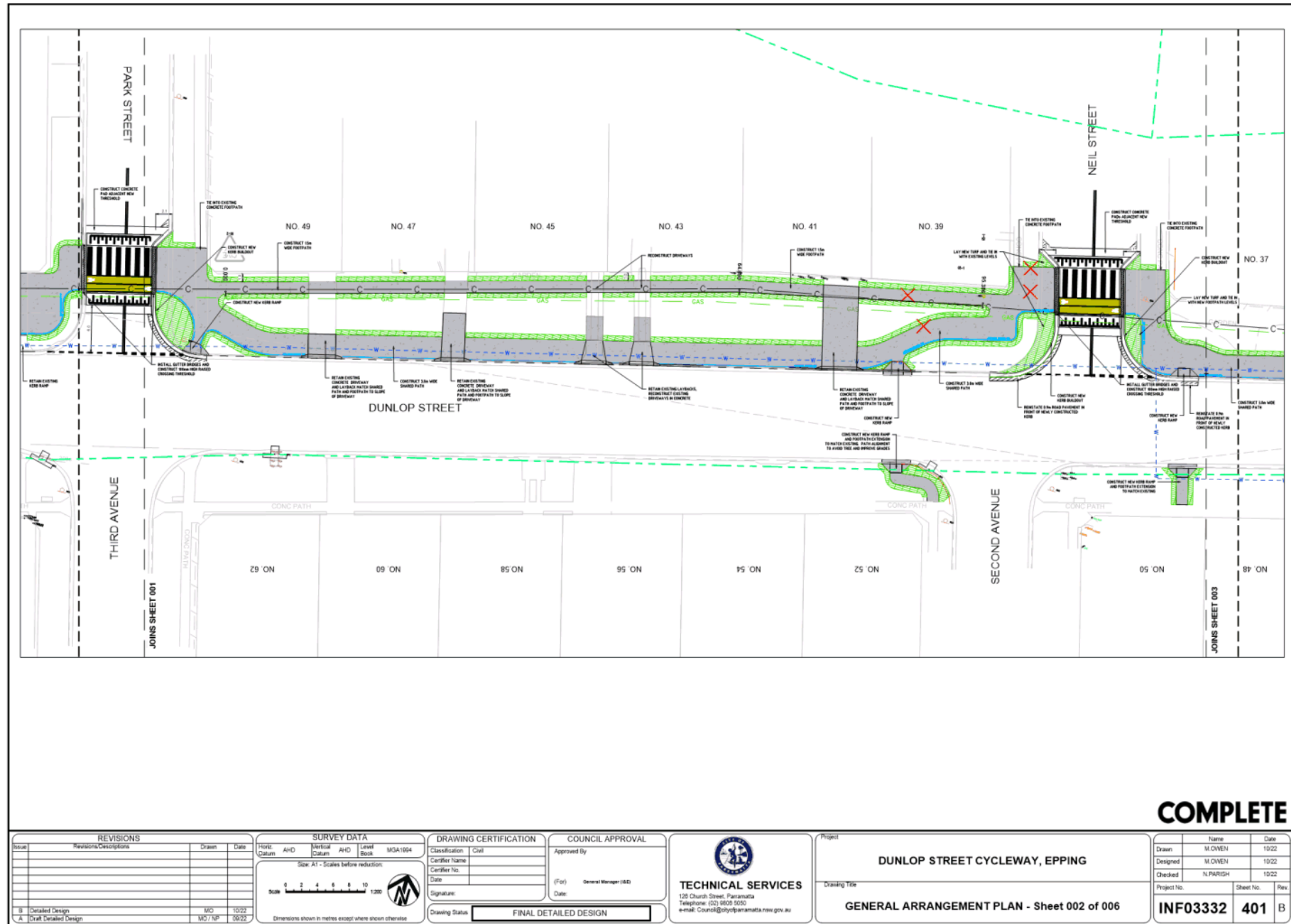
**NOTE:**

1. This drawing is to be read in conjunction with the Notes and Legend on Orig. INF03332 / 002

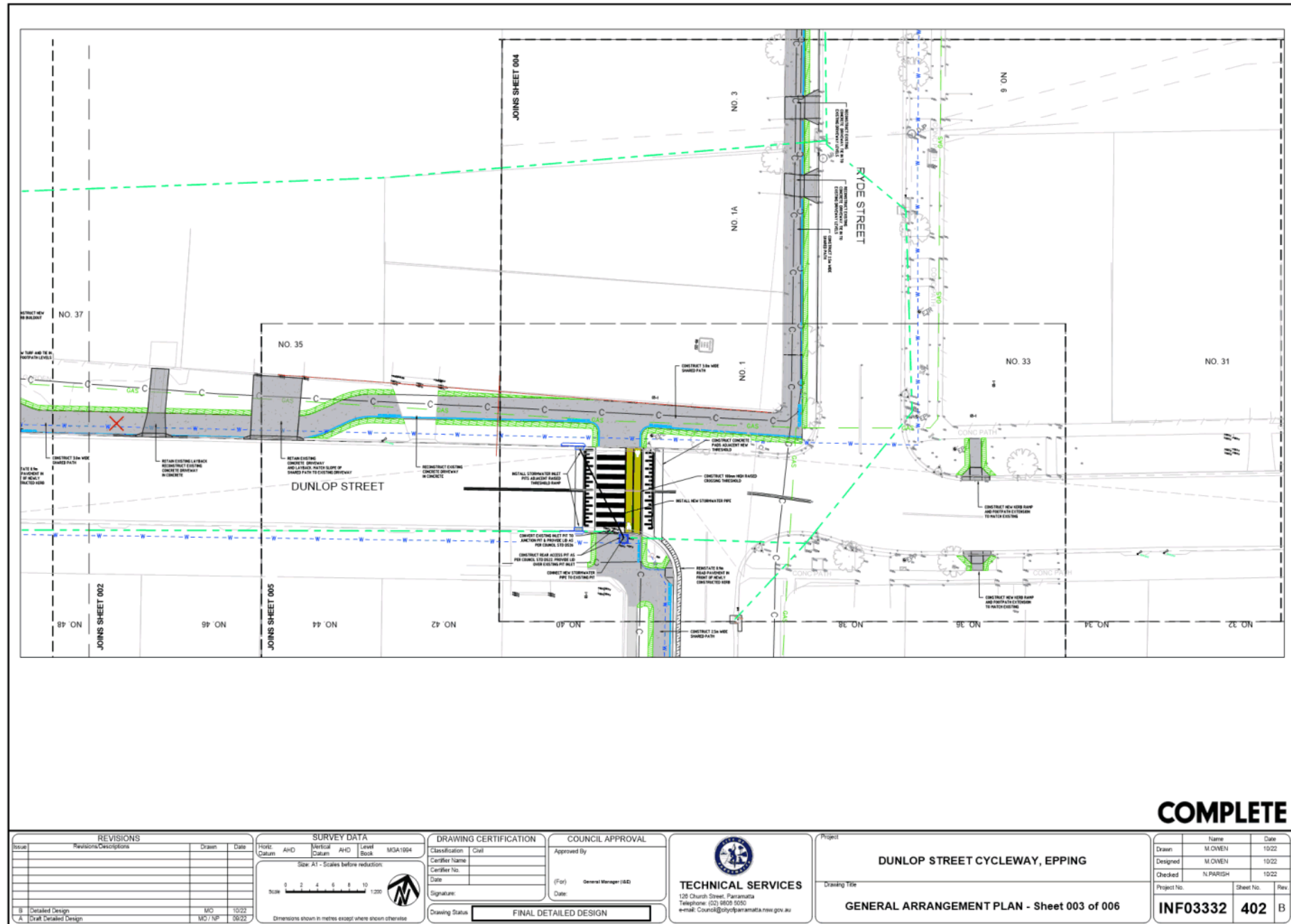
**COMPLETE**

<b>REVISIONS</b> <table border="1"> <thead> <tr> <th>Issue</th> <th>Revisions/Descriptions</th> <th>Drawn</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>Detail Design</td> <td>MO</td> <td>10/22</td> </tr> <tr> <td>A</td> <td>Draft Detailed Design</td> <td>MO / NP</td> <td>09/22</td> </tr> </tbody> </table>		Issue	Revisions/Descriptions	Drawn	Date	B	Detail Design	MO	10/22	A	Draft Detailed Design	MO / NP	09/22	<b>SURVEY DATA</b> <table border="1"> <thead> <tr> <th>Point</th> <th>AHD</th> <th>Vertical Datum</th> <th>AHD</th> <th>Level Book</th> </tr> </thead> <tbody> <tr> <td>1001</td> <td>100.00</td> <td>MSL</td> <td>100.00</td> <td>MOA1594</td> </tr> </tbody> </table> <p>Size: A1 - Scales before reduction</p> <p>Dimensions shown in metres except where shown otherwise</p>		Point	AHD	Vertical Datum	AHD	Level Book	1001	100.00	MSL	100.00	MOA1594	<b>DRAWING CERTIFICATION</b> <table border="1"> <tr> <td>Classification</td> <td>Civil</td> </tr> <tr> <td>Certifier Name</td> <td></td> </tr> <tr> <td>Certifier No.</td> <td></td> </tr> <tr> <td>Date</td> <td></td> </tr> <tr> <td>Signature</td> <td></td> </tr> <tr> <td>Drawing Status</td> <td>FINAL DETAILED DESIGN</td> </tr> </table>		Classification	Civil	Certifier Name		Certifier No.		Date		Signature		Drawing Status	FINAL DETAILED DESIGN	<b>COUNCIL APPROVAL</b> <table border="1"> <tr> <td>Approved By</td> <td></td> </tr> <tr> <td>(For) Council Manager (AC)</td> <td></td> </tr> <tr> <td>Date</td> <td></td> </tr> </table>		Approved By		(For) Council Manager (AC)		Date		 <b>TECHNICAL SERVICES</b> 126 Church Street, Parramatta Telephone: (02) 9606 5050 e-mail: Council@parramatta.nsw.gov.au		<b>Project</b> <b>DUNLOP STREET CYCLEWAY, EPPING</b> <b>Drawing Title</b> <b>CONSTRUCTION DETAILS - SHEET 3 OF 3</b>		<table border="1"> <thead> <tr> <th>Name</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Drawn: M. OWEN</td> <td>10/22</td> </tr> <tr> <td>Designed: M. OWEN</td> <td>10/22</td> </tr> <tr> <td>Checked: N. FARISH</td> <td>10/22</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Project No.</th> <th>Sheet No.</th> <th>Rev</th> </tr> </thead> <tbody> <tr> <td>INF03332</td> <td>202</td> <td>B</td> </tr> </tbody> </table>		Name	Date	Drawn: M. OWEN	10/22	Designed: M. OWEN	10/22	Checked: N. FARISH	10/22	Project No.	Sheet No.	Rev	INF03332	202	B
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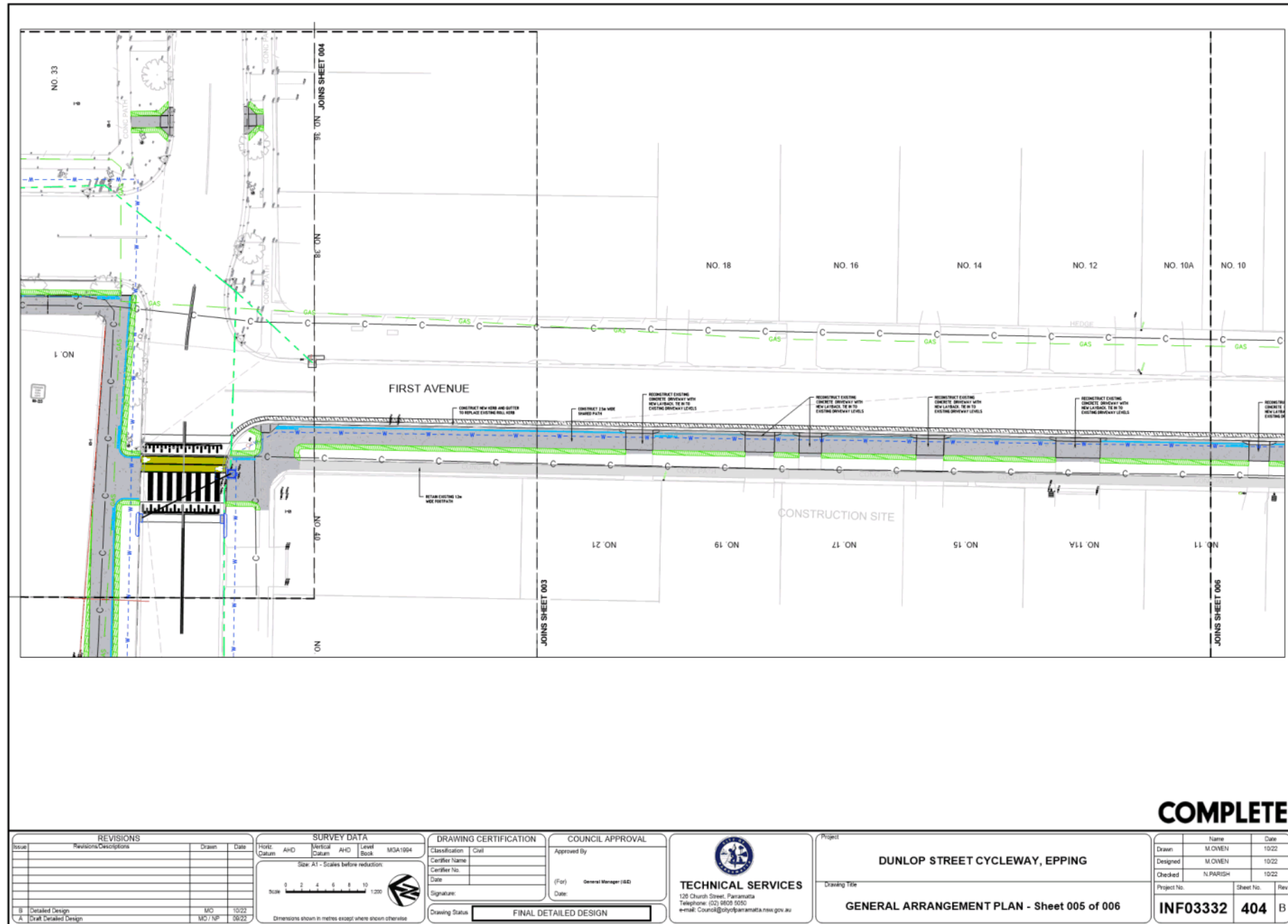


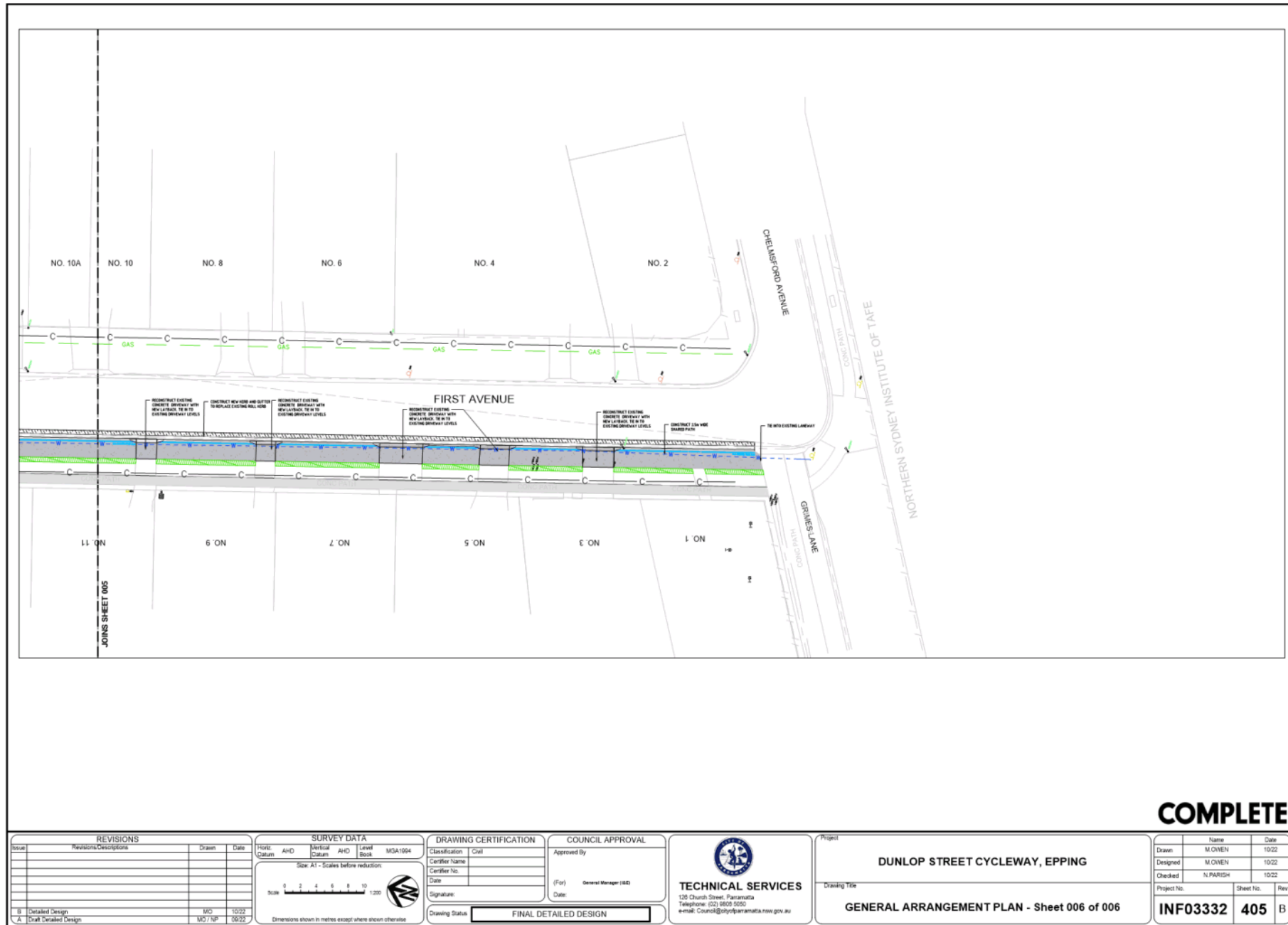


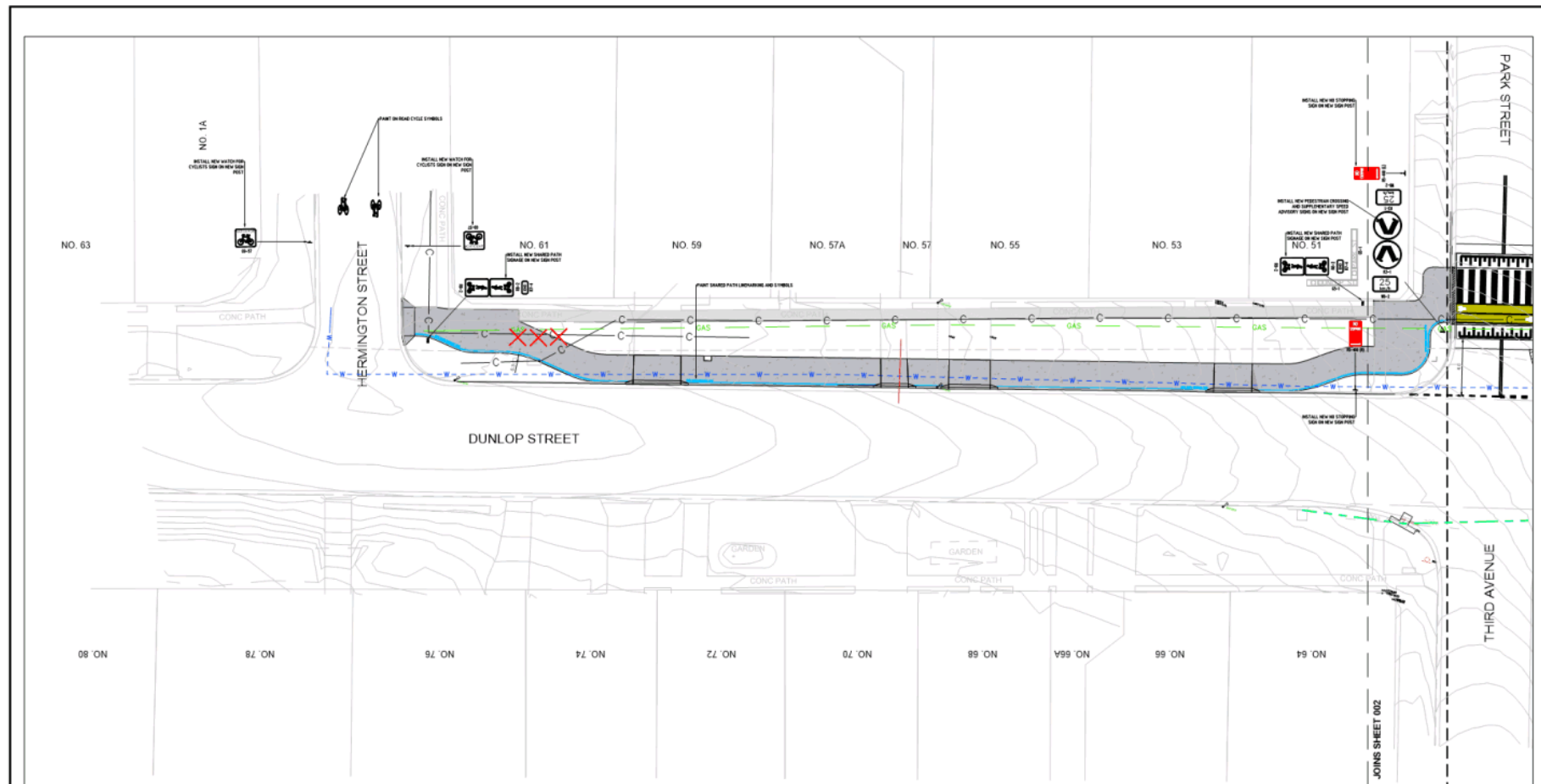










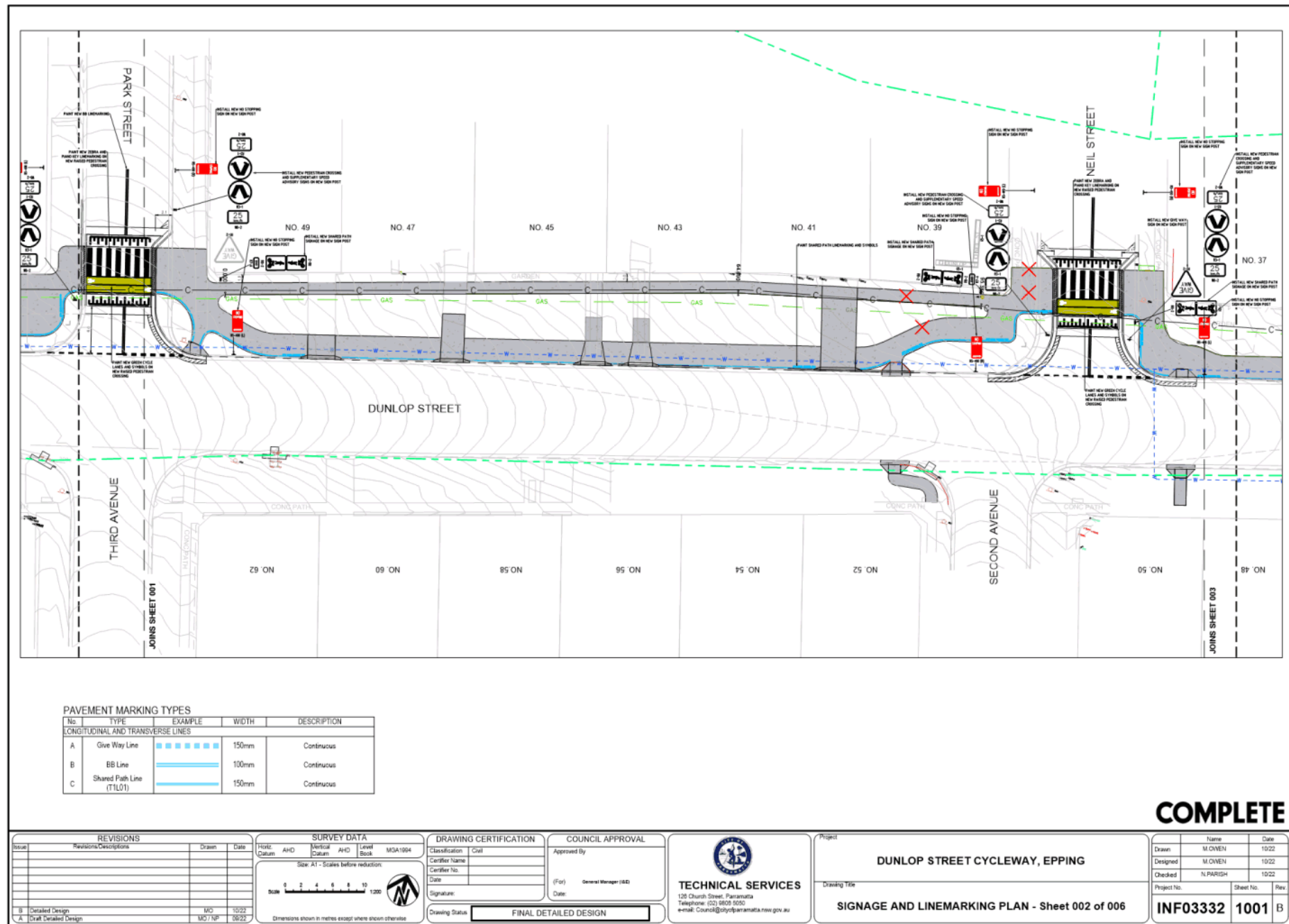


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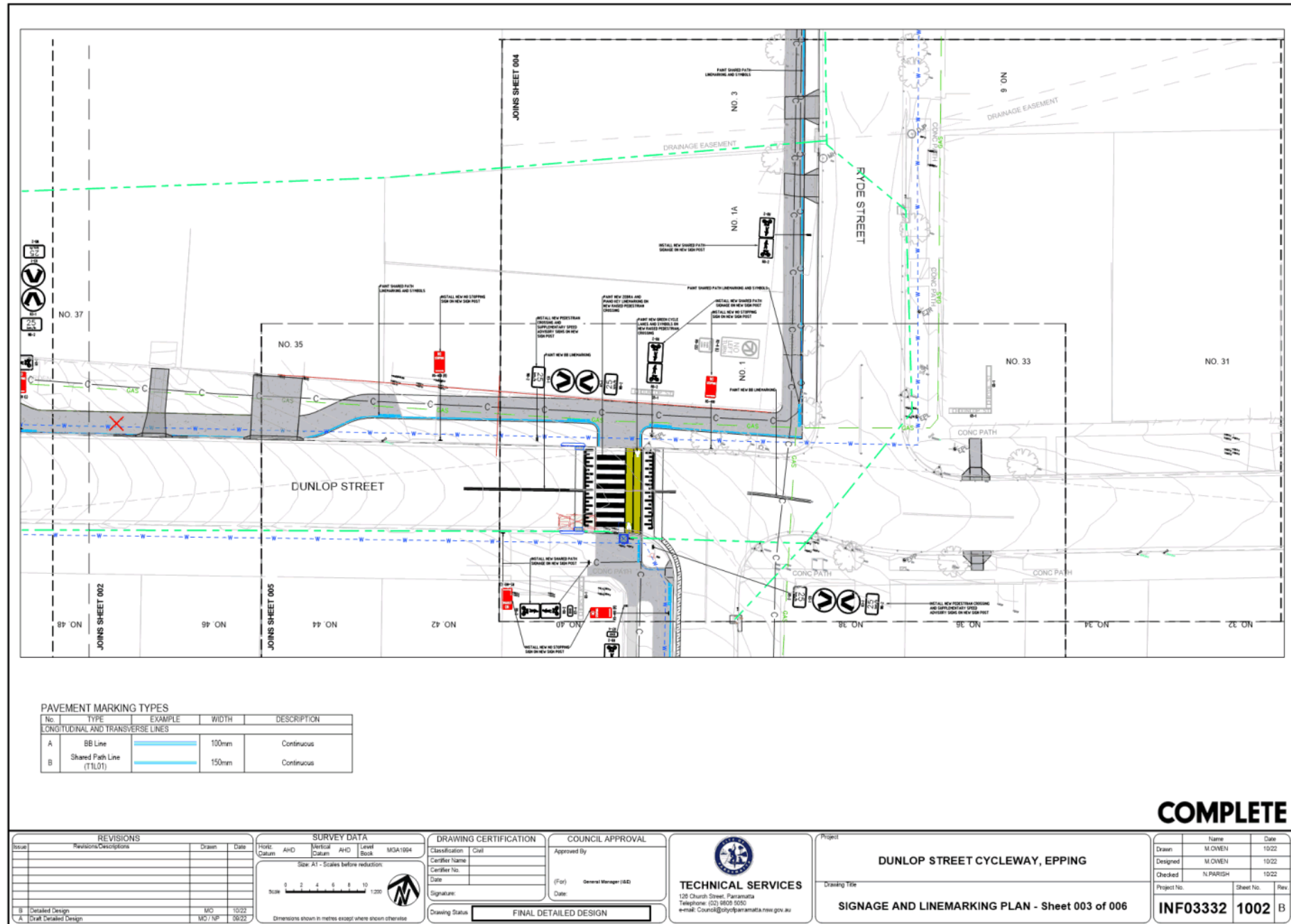
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C	Shared Path Line (T1L01)		150mm	Continuous

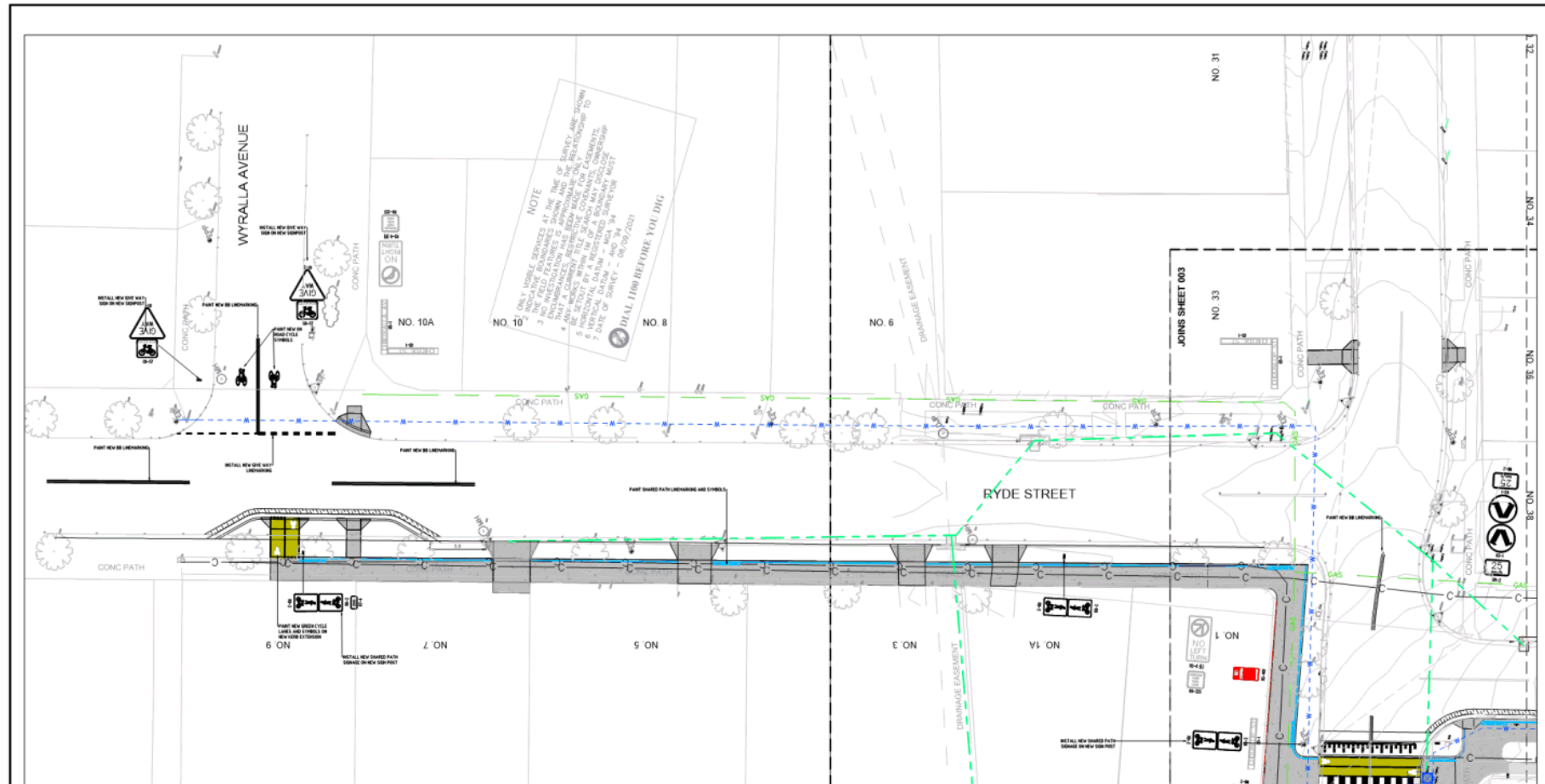
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<b>REVISIONS</b> Issue      Revision/Description      Drawn      Date  A    Detailed Design      MD    10/22 B    Draft Detailed Design      MD / NP    08/22						<b>SURVEY DATA</b> Final Datum    AHJD    Vertical Datum    AHJD    Level Book    MSA/1994 Size: A1 - Scales before reduction. Scale: 0    2    4    6    8    10    1200' Dimensions shown in metres except where shown otherwise.						<b>DRAWING CERTIFICATION</b> Classification    Civil Designer Name    _____ Checker No.    _____ Date    _____ Signature: _____						<b>COUNCIL APPROVAL</b> Approved By    _____ (For)    General Manager (SE) Date    _____  <b>TECHNICAL SERVICES</b> 128 Church Street, Parramatta Telephone: (02) 9605 5050 e-mail: Council@cityofparramatta.nsw.gov.au						<b>Project</b> <b>DUNLOP STREET CYCLEWAY, EPPING</b> Drawing Title    _____ <b>SIGNAGE AND LINEMARKING PLAN - Sheet 001 of 006</b>						Project No.    _____ Sheet No.    _____ Rev    _____ <b>INF03332    1000    B</b>					
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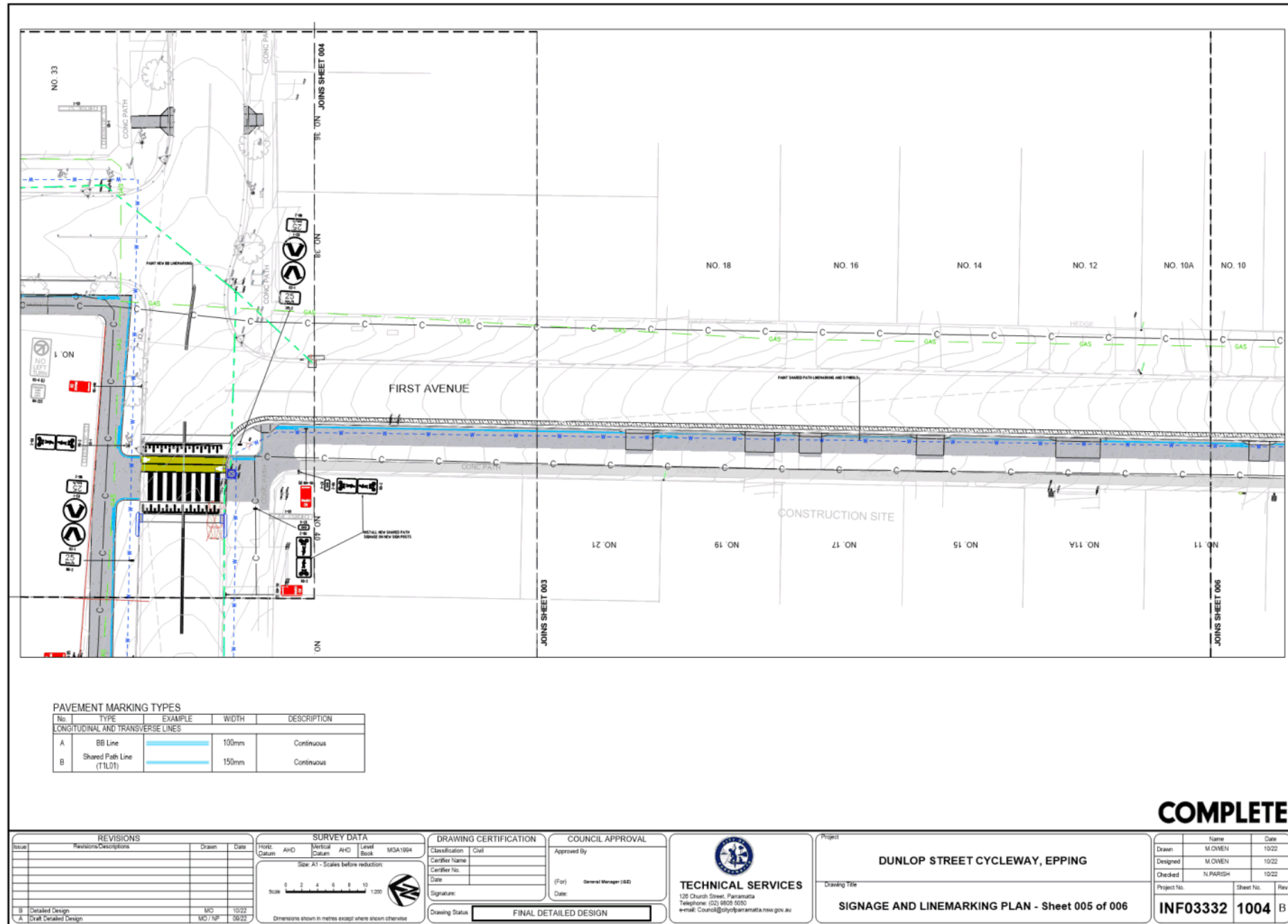


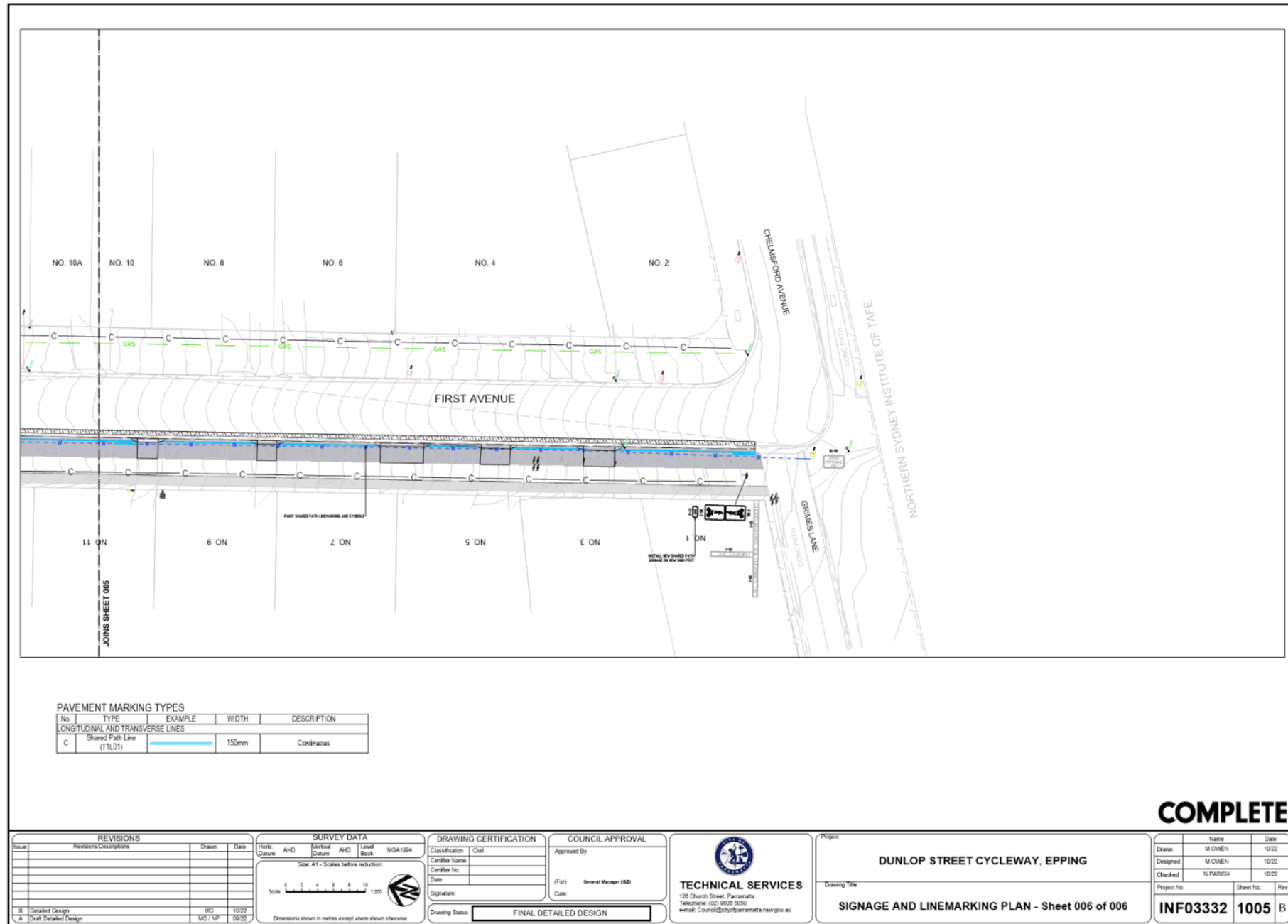




PAVEMENT MARKING TYPES				
No	TYPE	EXAMPLE	WIDTH	DESCRIPTION
LONGITUDINAL AND TRANSVERSE LINES				
A	Give Way Line		150mm	Continuous
B	BB Line		100mm	Continuous
C	Shared Path Line (TTL01)		150mm	Continuous

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## CITY OF PARRAMATTA COUNCIL

**Parramatta Traffic Committee Agenda Item**

**ITEM NO:** 2302 A10  
**SUBJECT:** Asquith Street, Beaconsfield Street and Stubbs Street, Silverwater – Installation of median islands and speed cushions  
**APPLICANT:** City of Parramatta Council  
**REPORT OF:** Traffic and Transport Investigations Engineer  
**WARD:** Rosehill  
**SED:** Auburn

Purpose

This report seeks approval for the construction of new median islands and speed cushions at the intersections of Asquith Street and Stubbs Street, Asquith Street and Melton Street North and Beaconsfield Street and Stubbs Street, Silverwater. The purpose of this proposal is to ensure that vehicles slow down when approaching the intersections and comply with the existing 'Give Way' and 'Stop' restrictions.

**OFFICER'S RECOMMENDATIONS:**

1. That Council install speed cushions and construct median islands in Asquith Street, Silverwater with associated signs and linemarking on both its approaches to Stubbs Street as shown in the plan attached to this report.
2. That Council install speed cushions and construct median islands in Asquith Street, Silverwater with associated signs and linemarking on both its approaches to Melton Street North as shown in the plan attached to this report.
3. That Council install speed cushions with associated signs and linemarking on all approaches to the existing roundabout at the intersection of Beaconsfield Street and Stubbs Street as shown in the plan attached to this report.

Background

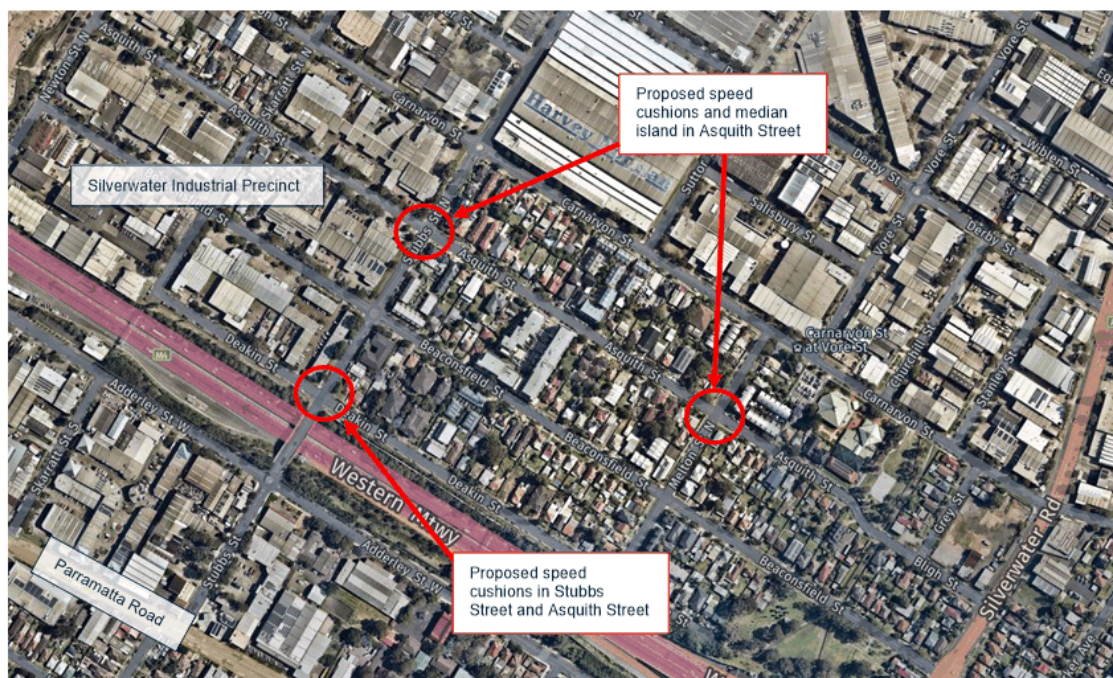
City of Parramatta Council has received an offer of 100% funding from the 2022/23 Australian Government Black Spot Program for the construction of new median islands and speed cushions at the intersections of Asquith Street and Stubbs Street, Asquith Street and Melton Street North and Beaconsfield Street and Stubbs Street, Silverwater.

The location of the proposed works are within a residential area but are in close proximity to the Silverwater Industrial Precinct. The street network in this area is set out in a grid format with several cross intersections. As a result, Council has observed a pattern of cross intersection crash types occurring which are likely the result of a see-through affect where motorists keep looking beyond the intersection and fail to identify the 'Stop' or 'Give Way' restriction.



Asquith Street predominantly provides access to residential properties east of Stubbs Street and industrial properties west of Stubbs Street. The residential side of Asquith Street has an existing 3 tonne Load Limit restriction and intersections along the street are generally controlled by 'Stop' restrictions.

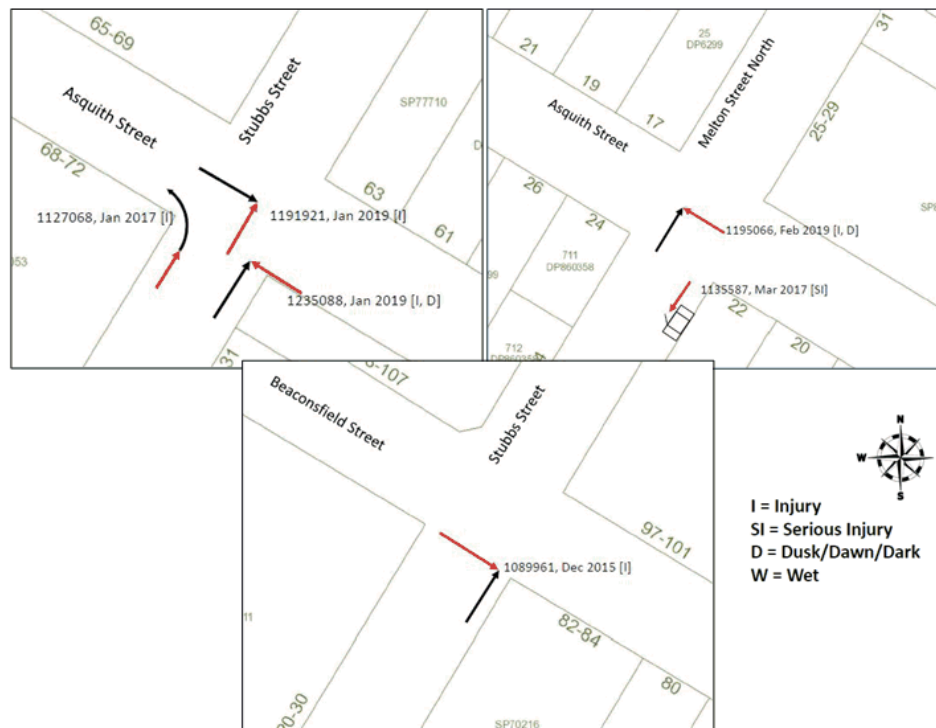
Stubbs Street is one of the primary access points from Parramatta Road to the Silverwater industrial area. The intersection of Stubbs Street and Beaconsfield Street is controlled by a mountable roundabout.



**Figure 1: Aerial view of the location surrounding the proposed treatments**

A review of the crash history during the five (5) year period between July 2015 and June 2020 revealed that there has been three (3) injury crashes at the intersection of Asquith Street and Stubbs Street, one (1) injury crash related to intersection movements at Asquith Street and Melton Street North, and one (1) injury crash at the intersection of Stubbs Street and Beaconsfield Street. Details of the nature of these crashes is provided in Figure 2 below.





**Figure 2: Crash diagrams for the five-year period between July 2015 and June 2020**

### Proposed Treatment

For the intersections of Asquith Street and Stubbs Street and Asquith Street and Melton Street North, Council is proposing to install two speed cushions and a median island on each of the secondary road approaches. The purpose of this treatment is to ensure that vehicles slow down and adhere to the existing 'Stop' restrictions. The additional speed cushion in each parking lane and the median islands is included as part of the proposal to ensure that motorists are not able to bypass the cushions.



**Figure 3: Street View of the intersections of Asquith Street and Stubbs Street on the left and Asquith Street and Melton Street North on the right**

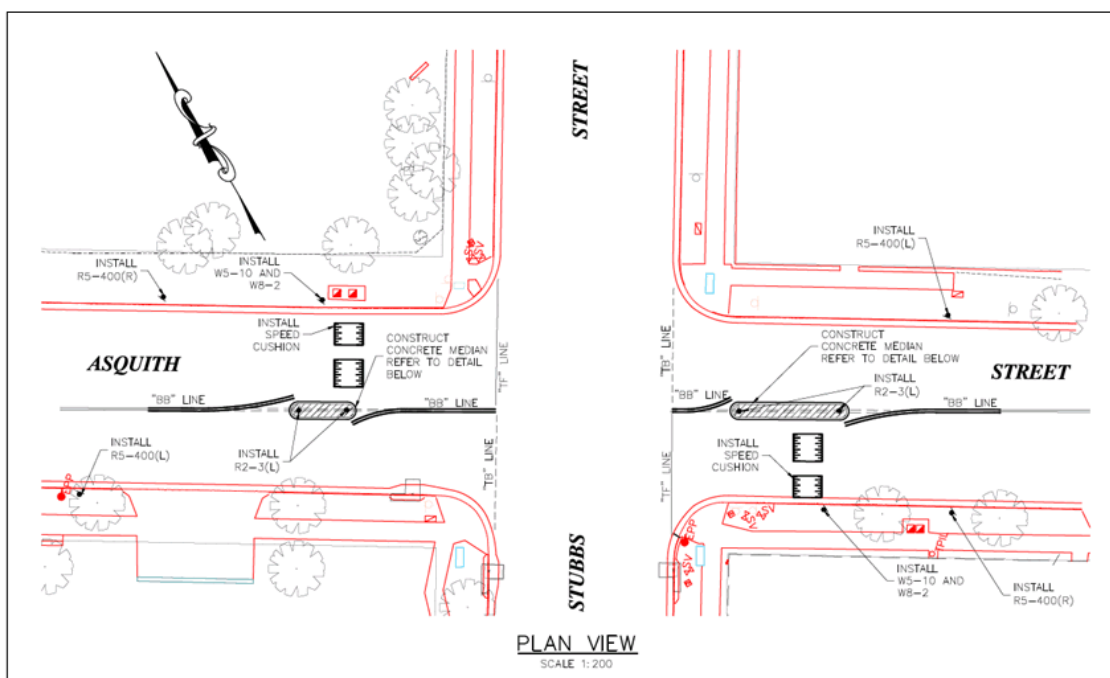


Figure 4: Design plan for the intersection of Asquith Street and Stubbs Street, Silverwater

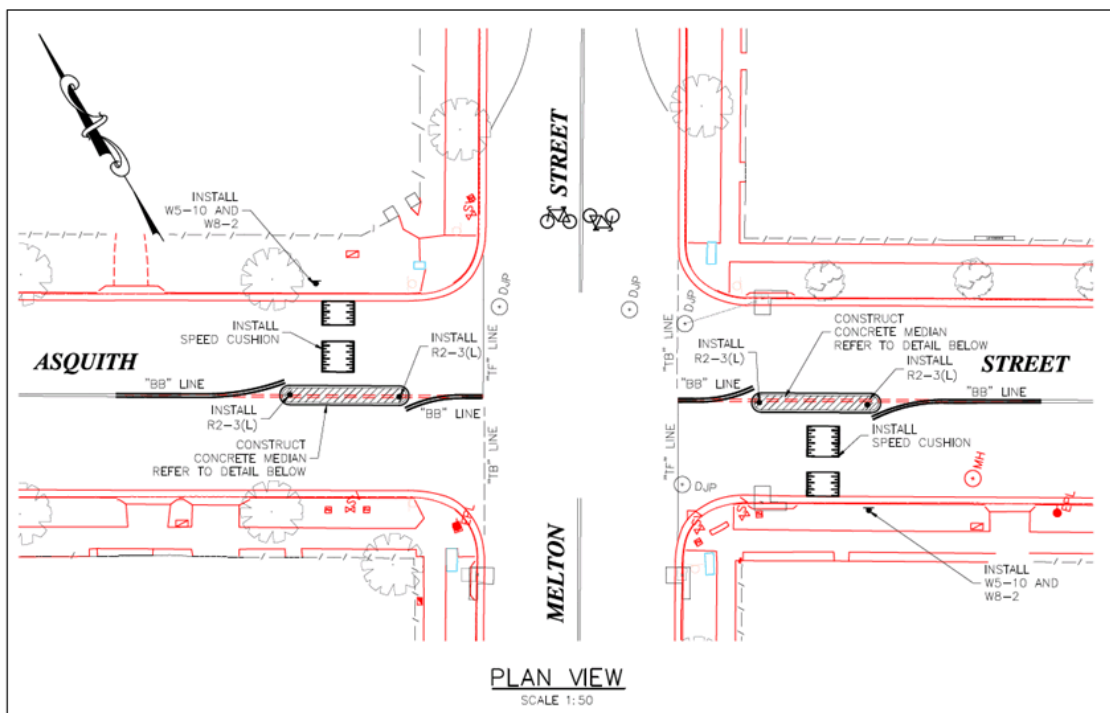


Figure 5: Design plan for the intersection of Asquith Street and Melton Street North, Silverwater

For the intersection of Stubbs Street and Beaconsfield Street, Council is proposing to install speed cushions on each approach of the roundabout. This is to ensure that vehicles slow down when approaching the roundabout and deter motorists from driving over the mountable central island at speed.



Figure 6: Street View of the intersection of Stubbs Street and Beaconsfield Street, Silverwater

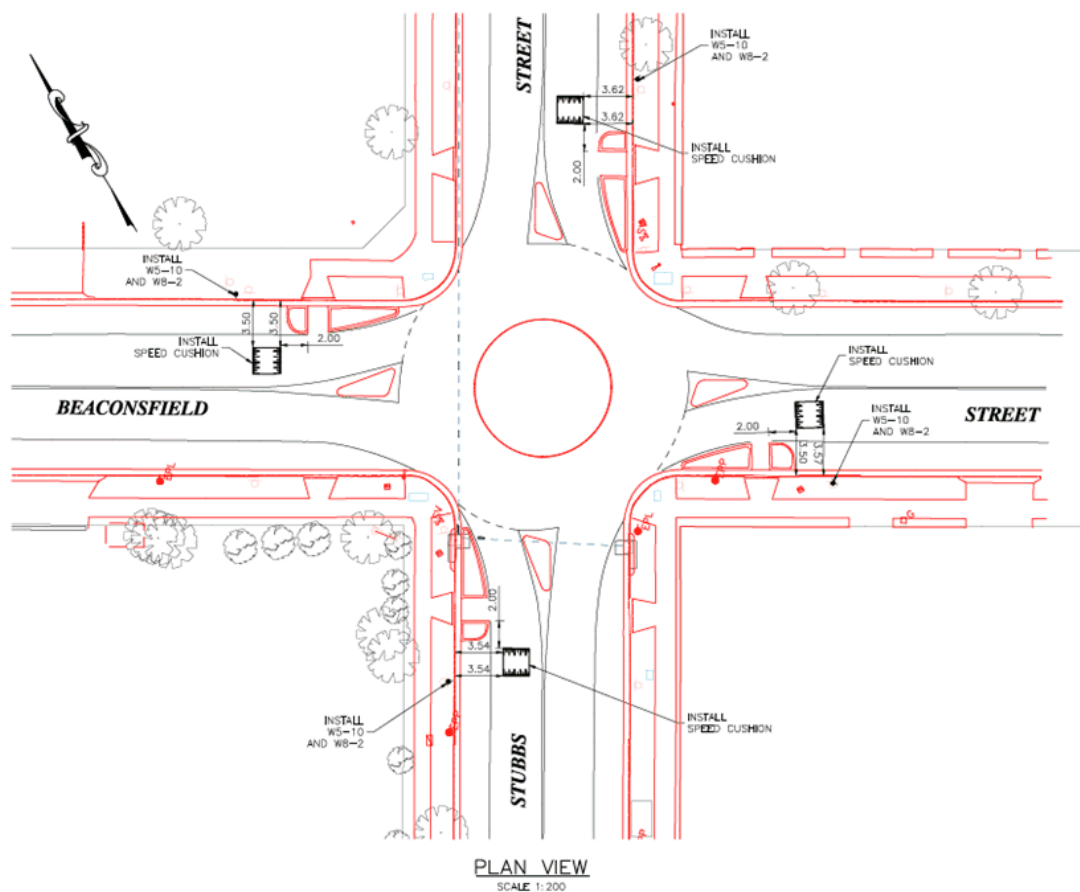


Figure 7: Design plan for the intersection of Stubbs Street and Beaconsfield Street, Silverwater

### Community Consultation

Community consultation was undertaken for the proposed median islands and speed

cushions at the intersections of Asquith Street and Stubbs Street, Asquith Street and Melton Street North, and Beaconsfield Street and Stubbs Street, Silverwater for the period between 22 November 2022 and 20 December 2022 and involved the engagement channels listed below:

- City of Parramatta website (On-Exhibition page)
- Email to Bus Service Providers
- Local Parramatta newspaper
  - Parra News (published 22 November 2022)
- Mailout to owners & occupiers (138 letters, 75m radius from intersection)
- On-site Corflute signs

For the proposed works at the intersection of Asquith and Stubbs, Council received two responses from the community with both responses objecting to the proposal. For the intersection of Asquith Street at Melton Street North, Council received three responses from the community with one in support of the proposal and two opposing the proposal. For the intersection of Stubbs Street and Beaconsfield Street, Council received five (5) responses from the community with one (1) response in support of the proposal and four (4) responses objecting to the proposal.

It is noted that one response from each of the three locations was from a community member who was not from the area, however, was objecting only to the idea of speed cushions as opposed to installing the devices at the proposed locations. The other community members that objected to the proposal generally cited noise generation from the devices as the main reason for their objection.

Asquith Street is a side street with lower traffic volumes. The speed cushions proposed in this street are proposed immediately before the 'Stop' restrictions meaning that as per the Road Rules, vehicles must slow down and come to a complete stop before proceeding to travel through the intersection. This will result in vehicles making the acceleration noise regardless of whether the speed cushions are installed. Therefore, it is considered that the noise generation by the speed cushions in Asquith Street will be less compared to a mid-block location and given the accident history at this intersection, the safety benefits from having the devices outweigh any perceived negative impacts on the surrounding environment.

In regards to the proposed speed cushions at the roundabout at the intersection of Stubbs Street and Beaconsfield Street, it is similarly expected that vehicles slow down and travel through the intersection at a safe speed and therefore, the acceleration noise by traffic will exist regardless of the proposed devices. However, to further minimise noise generation, Council will install speed cushions that have a width of 1.6m at this intersection, which will mean that motorist will be able to straddle over the humps or just clip the edges provided that their path of travel is correctly aligned. This will minimise the noise that they generate whilst still slowing the vehicles down enough to achieve the desired traffic calming objective.

## **FINANCIAL IMPLICATIONS**

The estimated cost for the construction of the median island and speed cushions at the intersections of Asquith Street and Stubbs Street, Asquith Street and Melton Street North, and Beaconsfield Street and Stubbs Street, Silverwater is \$160,000. This project is 100% funded by the 2022/23 Australian Government Black Spot Program.



Behzad Saleh  
Traffic and Transport Investigations Engineer

25/01/2023

**Attachments** – 1. Feedback received from public consultation  
2. Detailed Design Plans



**Attachment 1: Feedback received from Stakeholder consultation and Council Officer's Response**

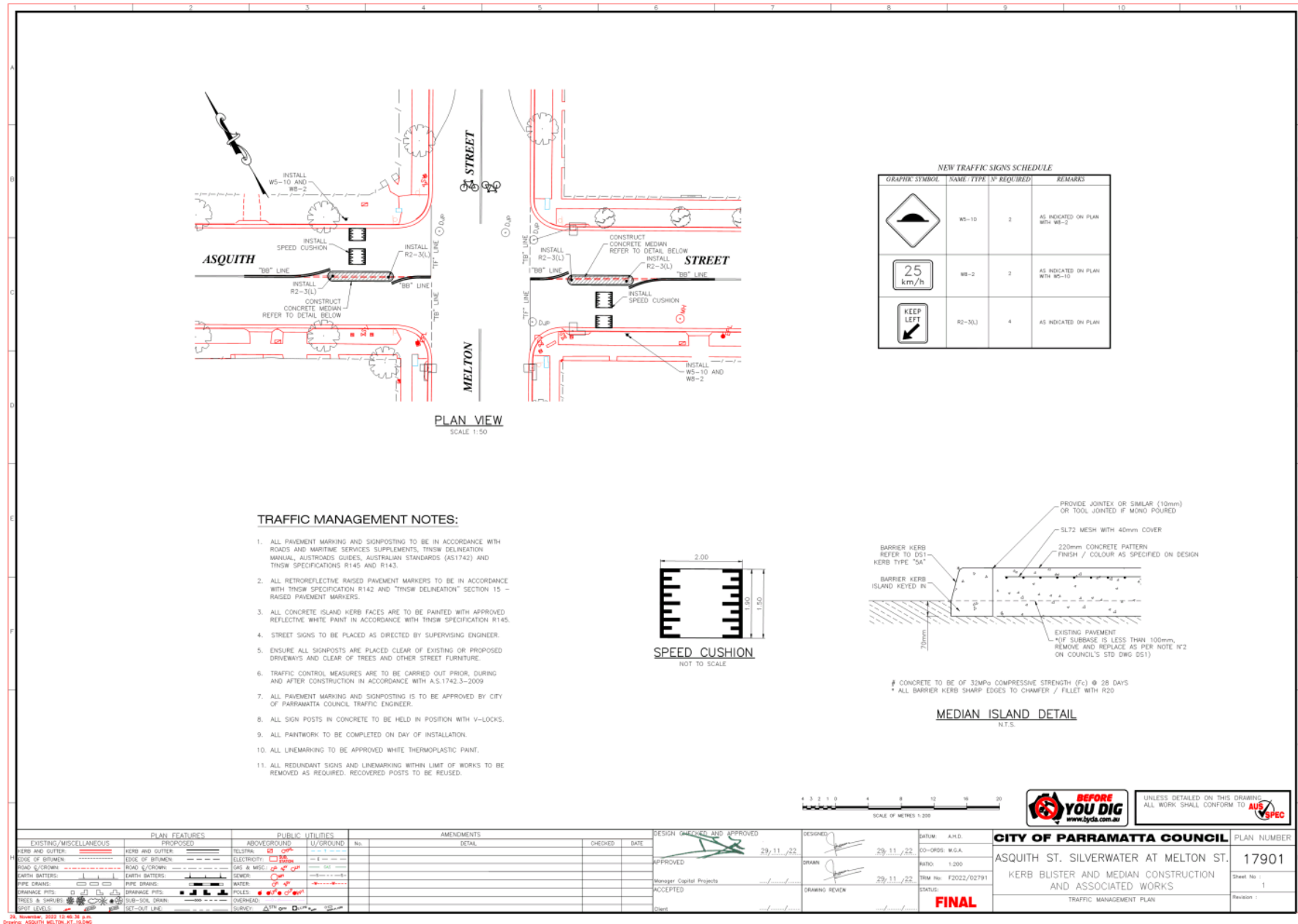
Date	Stakeholder	Stakeholder Comment	Council Officer Response
<b>Asquith Street at Stubbs Street (TS 2022 63)</b>			
17/11/2022	TfNSW Customer Journey Planning Team	No Objections	Noted
29/11/2022	Employee	<p>Objected;</p> <p>The customer, who works in the area, believed that speed cushions would not resolve the issue which they believed to be heavy vehicles parking in the street which obstruct sight lines. The customer believes that a roundabout would be a more appropriate solution.</p>	<p>Council has observed a trend of cross traffic related crashes at cross intersections such as at the intersection of Asquith Street and Stubbs Street. This issue is believed to be the result of a see-through effect where motorists keep looking beyond the intersection and fail to see the Give Way or Stop restrictions. The proposed speed cushions and median islands will increase the prominence of the intersection and force motorists to slow down.</p>
19/12/2022	Community Member	<p>Objected;</p> <p>The customer, who lives outside of the area objected to speed humps in general and believes that they are more hazardous for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The speed humps may cause the headlights of an oncoming vehicle to 'dazzle' a road user.</li> <li>2. Speed cushions offer less traction than the surrounding pavement in wet weather. The customer cited an example of when their vehicle lost traction in braking due to the declining face of existing speed cushions at the intersection of Oakes Road and Murray Farm Road.</li> </ol>	<p>The speed cushions will reduce the speed of approaching motorists and therefore improve safety at this intersection. The benefits of having the speed cushions outweigh the negative impacts associated with glare from headlights.</p> <p>In regards to the reduced grip at the speed cushions, the speed at which traffic will be traveling through will be low and an advisory speed of 25km/h will be signposted. Furthermore, the speed cushions are a few meters away from the intersection allowing drivers to correct any loss of traction. Therefore, it is not considered that the introduction of speed cushions will create a safety concern regarding loss of traction.</p>
<b>Asquith Street at Melton Street North (TS 2022 64)</b>			

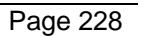


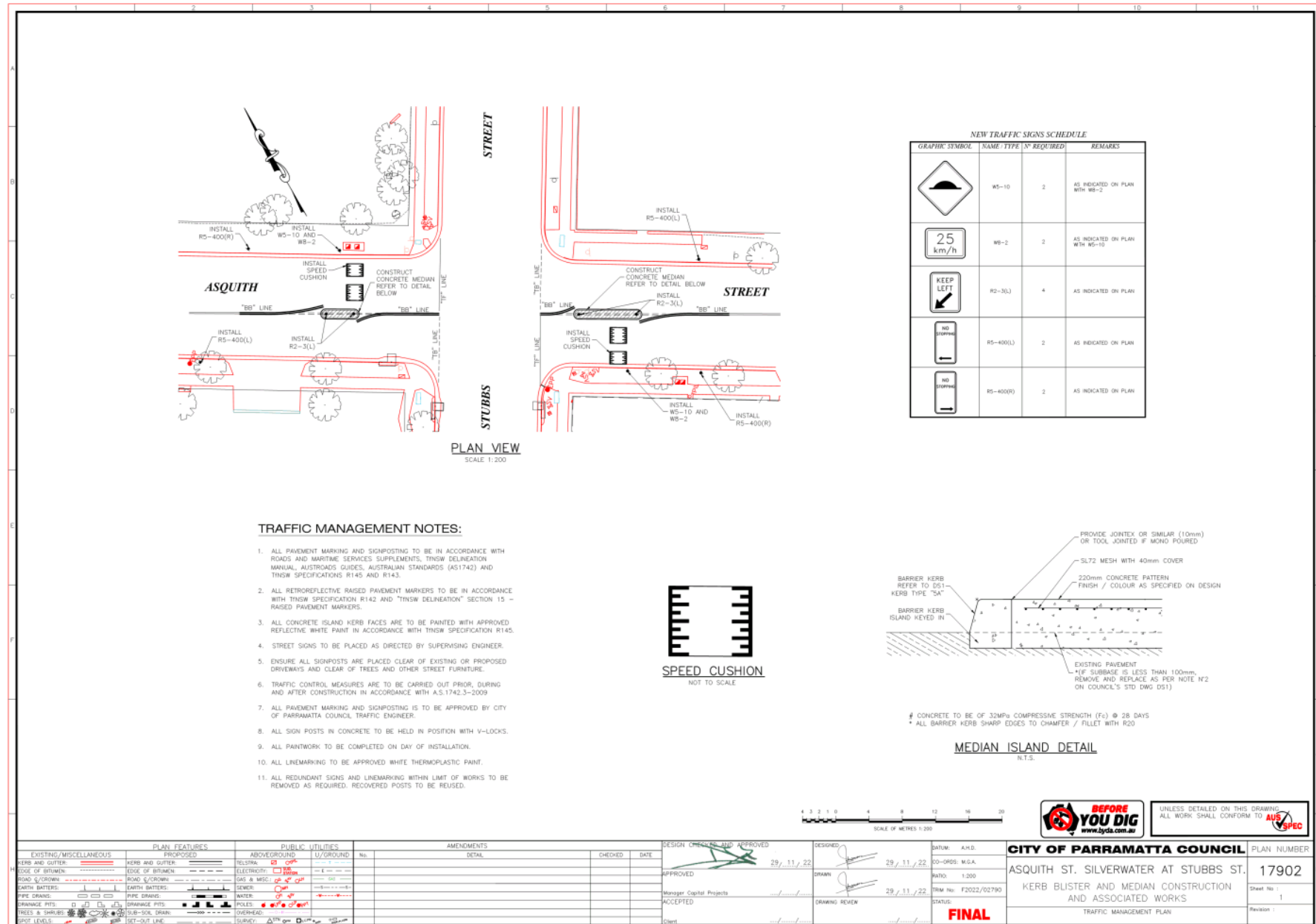
17/11/2022	TfNSW Customer Journey Planning Team	No Objections	Noted
29/11/2022	Resident	Supported;  The resident was supportive of this proposal and stated that they have observed motorists not stopping in Asquith Street at the Stop restriction.	Noted
7/12/2022	Resident	Objected;  The resident objected to the proposal stating that it will affect their wellbeing due to the noise being generated by vehicles driving over the speed cushions. The resident believes that a roundabout would be a more suitable solution.	Installing a roundabout at this intersection would result in significantly higher costs when compared to the proposed speed cushions and median island.  It is noted that although there have been accidents at this intersection, the number are still not high enough for this location to be given priority for a more substantial treatment such as a roundabout and is therefore unlikely to be given funding through the Blackspot program.
19/12/2022	Community Member	Objected;  The customer, who lives outside of the area objected to speed humps in general and believes that they are more hazardous for the following reasons:  3. The speed humps may cause the headlights of an oncoming vehicle to 'dazzle' a road user.  Speed cushions offer less traction than the surrounding pavement in wet weather. The customer cited an example of when their vehicle lost traction in braking due to the declining face of existing speed cushions at the intersection of Oakes Road and Murray Farm Road.	The speed cushions will reduce the speed of approaching motorists and therefore improve safety at this intersection. The benefits of having the speed cushions outweigh the negative impacts associated with glare from headlights.  In regards to the reduced grip at the speed cushions, the speed at which traffic will be traveling through will be low and an advisory speed of 25km/h will be signposted. Furthermore, the speed cushions are a few meters away from the intersection allowing drivers to correct any loss of traction. Therefore, it is not considered that the introduction of speed cushions will create a safety concern regarding loss of traction.

Beaconsfield Street and Stubbs Street (TS 2022 65)			
17/11/2022	TfNSW Customer Journey Planning Team	No Objections	Noted
17/11/2022	Busways	No Objections	Noted
27/11/2022	Resident	Objected; Reasons for objections not provided	Noted
6/12/2022	Business	Objected; The Business owner stated that it is already difficult for articulated vehicles to navigate this intersection and having the speed cushions will make the situation worse.	It is noted that the installation of the speed cushions will not affect turning paths of vehicles as they will be able to drive over the device. However, concerns regarding discomfort caused and issues with driving over the devices at very low speeds by large vehicles is noted.
18/12/2022	Resident	Objected; The resident has objected to the proposal due to noise generation caused by vehicles travelling over the devices, especially in the early morning and late at night when residents are trying to sleep.	The customers concerns are noted, however, it is considered that the safety benefits from installing the devices outweigh the negative impacts.
19/12/2022	Resident	Support; The resident is supportive of the proposal stating that trucks are currently not slowing down for the roundabout and drive through the central median at speed which creates noise pollution.	Noted.
19/12/2022	Community Member	Objected; The customer, who lives outside of the area objected to speed humps in general and believes that they are more hazardous for the following reasons:  4. The speed humps may cause the headlights of an oncoming vehicle to 'dazzle' a road user.  Speed cushions offer less traction than the surrounding pavement in wet weather.	The speed cushions will reduce the speed of approaching motorists and therefore improve safety at this intersection. The benefits of having the speed cushions outweigh the negative impacts associated with glare from headlights.  In regards to the reduced grip at the speed cushions, the speed at which traffic will be traveling through will be low and an advisory speed of 25km/h will be signposted.

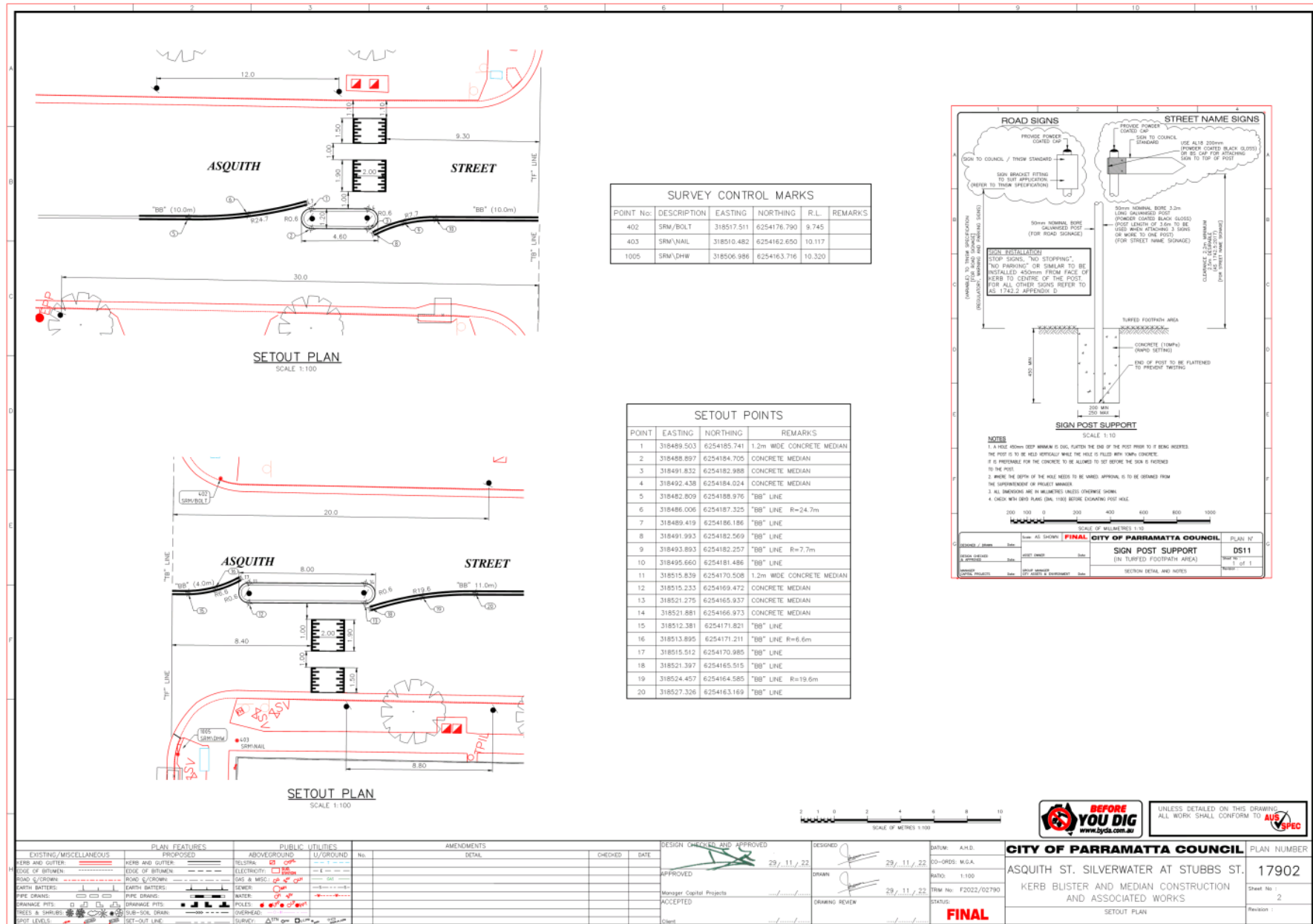
		<p>The customer cited an example of when their vehicle lost traction in braking due to the declining face of existing speed cushions at the intersection of Oakes Road and Murray Farm Road.</p>	<p>Furthermore, the speed cushions are a few meters away from the intersection allowing drivers to correct any loss of traction. Therefore, it is not considered that the introduction of speed cushions will create a safety concern regarding loss of traction.</p>
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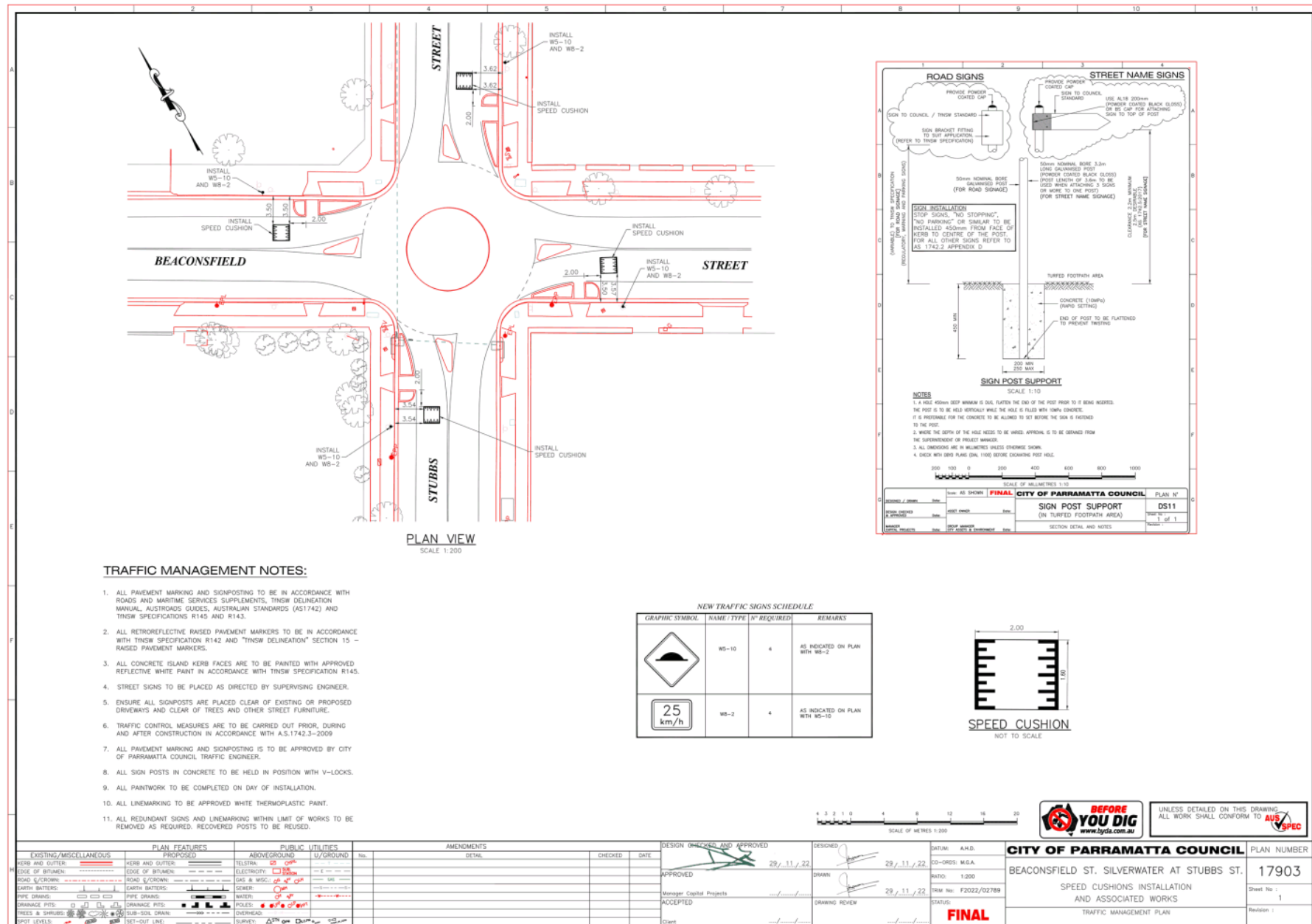








16 November 2022 12:52:49 A.M.  
Drawing: ASQUITH STUBBS JP.DWG



**Attachment 3****Parramatta Traffic Committee meeting held on Wednesday 8 February 2023****Consultation & Timing: Items A1 to A10****ITEM 2302 A1 GOOD STREET AND ALFRED STREET, GRANVILLE – PROPOSED COMBINED RAISED PEDESTRIAN AND CYCLIST CROSSINGS AT M4 CYCLEWAY****Stakeholder Consultation**

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

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

<b>Date</b>	<b>Stakeholder</b>	<b>Stakeholder Comment</b>	<b>Council Officer Response</b>	<b>Responsibility</b>
8 February 2023	PTC	Support recommendation	Mr Richard Searle	Manager Traffic & Transport
8 February 2023	Pam Kendrick, Rep for the Parramatta Bicycle Committee & Bicycle NSW	See comment below	Mr Richard Searle, Behzad Saleh, Mark Crispin  See comment below	Manager Traffic & Transport
<p>Pam Kendrick, representative for the Parramatta Bicycle Committee &amp; Bicycle NSW raised concerns with regards to the offset of the proposed crossing to the M4 shared path and asked whether the crossing could be aligned to the shared path. Furthermore, she asked if the cyclists crossing component and the zebra crossing component could be swapped to have a shorter path of travel for bicycles.</p> <p>Richard Searle of City of Parramatta Council advised that the offset for the crossing was to ensure that cyclists would slow down before crossing the road and to increase their visual exposure time to approaching motorists. Behzad Saleh of City of Parramatta Council added that it is desirable to have the zebra crossing closer to the M4 shared path rather than the bicycle priority crossing to prevent pedestrians from blocking the cyclists path. Mark Crispin of City of Parramatta Council further added that pedestrians should be given priority of cyclists and that they should have the shorter path of travel. Furthermore, he advised that a similar arrangement has been installed in Cambridge Street, Harris Park and from his observations, cyclists were crossing the road within the area designated for them rather than at the zebra crossing part.</p>				

Pam Kendrick noted the above information and also requested that consideration be given to installing a barrier to prevent mountain bikes from travelling over the kerbs and going straight through. Richard Searle advised that this will be considered during the detail design stage with consideration also given to sight lines. It was further noted that should cyclists still go straight through, it would be an illegal manoeuvre, and that if it was done it is expected that cyclists would perform this manoeuvre with caution given that they have to give way to traffic at this location.

### Councillor Consultation

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and Councillor Green	-	-	-

### ITEM 2302 A2 INTERSECTION OF RAYMOND STREET AND HIGH STREET, PARRAMATTA & GRANVILLE – INSTALLATION OF A RAISED PEDESTRIAN CROSSING AND SPEED CUSHIONS

#### Stakeholder Consultation

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

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
8 February 2023	PTC	Support recommendation	Mr Richard Searle	Manager Traffic & Transport
8 February 2023	Pam Kendrick, Rep for the Parramatta Bicycle Committee	Asked if PS-2 Bicycle Logos could be added on Raymond Street east of High Street	Randil Pohorambage advised that there is an existing share path on Raymond Street. Accordingly, it is expected cyclists	Manager Traffic & Transport

	& Bicycle NSW		would use the shared path rather than ride on the road.	
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### Councillor Consultation

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Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and Councillor Green	-	-	-

### ITEM 2302 A3 JOHN IAN WING PARADE AT LOUISE SAUVAGE PATHWAY, SYDNEY OLYMPIC PARK – INSTALLATION OF RAISED COMBINED PEDESTRIAN AND CYCLIST CROSSING

#### Stakeholder Consultation

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

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
8 February 2023	PTC	Support recommendation	Mr Richard Searle	Manager Traffic & Transport
8 February 2023	Pam Kendrick, Rep for the Parramatta Bicycle Committee & Bicycle NSW	Requested that a barrier be installed to prevent cyclists from travelling straight through due to the offset of the proposed crossing to	Behzad Saleh advised that this will not be possible as the Sydney Olympic Park Authority requires access to the pathway for	Manager Traffic & Transport

		Louise Sauvage Pathway.	their service vehicles.	
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**Councillor Consultation**

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and Councillor Green	-	-	-

**ITEM 2302 A4 BULLI ROAD AND BINALONG ROAD, TOONGABBIE – INSTALLATION OF SPEED CUSHIONS****Stakeholder Consultation**

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

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
8 February 2023	PTC	Support recommendation	Mr Richard Searle	Manager Traffic & Transport
8 February 2023	Nazli Tzannes, TfNSW	See comment below	Mr Richard Searle See comment below	Manager Traffic & Transport
<p>Nazli Tzannes noted that the dimensions for the speed cushions and spacing between them were difficult to see on the plans within the report. Accordingly, she requested that clear plans or the CAD Drawing file be provided to TfNSW for further review. She further inquired as to why some speed cushions were narrower than others.</p> <p>Richard Searle advised that the aim of the proposal is to ensure that vehicles slow down for the roundabout. This can be achieved by them mounting the larger sized speed cushions or by controlling the deflection angle of the vehicle on its approach to the roundabout. With regards to the latter, a smaller sized speed cushion can be</p>				



installed next to a larger sized one, where vehicles can straddle through the device without mounting it or by mounting it slightly. However, should the vehicle straddle through the device, they would have a larger deflection angle to the roundabout which would achieve the desired traffic calming effect.

Pam Kendrick advised that Bulli Road is a bicycle route and Binalong Road has marked on-road cycle lanes. Accordingly, the approaches of both roads are to have PS-2 bicycle logos.

### Councillor Consultation

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and Councillor Green	-	-	-

### ITEM 2302 A5 VICTORIA STREET AT BRIDGE STREET, EPPING – INSTALLATION OF RAISED COMBINED PEDESTRIAN AND CYCLIST CROSSING

8 February 2023	Pam Kendrick, Rep for the Parramatta Bicycle Committee & Bicycle NSW	Pam Kendrick advised that the plans showed the direction of travel along the cyclists' priority crossing incorrectly. This is to be addressed prior to detailed designs plans being submitted to Transport for NSW.		Manager Traffic & Transport
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### Councillor Consultation

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and Councillor Green	-	-	-

#### ITEM 2302 A6 ALBION STREET, HARRIS PARK – INSTALLATION OF SPEED HUMPS

##### Stakeholder Consultation

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

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
8 February 2023	PTC	Support recommendation	Mr Richard Searle	Manager Traffic & Transport

##### Councillor Consultation

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and Councillor Green	-	-	-

#### ITEM 2302 A7 BENNELONG PARKWAY AT THE PIAZZA, WENTWORTH POINT – INSTALLATION OF A BLISTER ISLAND AND CHANGES TO LINEMARKING

##### Stakeholder Consultation

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

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
8 February 2023	PTC	Support recommendation	Mr Richard Searle	Manager Traffic & Transport
8 February 2023	Sarah Thompson, Rep for Geoff Lee MP and Sergeant Jack Makhoul, Parramatta PAC	See below	Mr Richard Searle See below	Manager Traffic & Transport
<p>Sarah Thompson, the representative for Geoff Lee MP, raised concerns that the proposed treatment may not be effective in slowing traffic as she believed the issue was regarding the design of the roundabout itself.</p> <p>Richard Searle advised that the proposed rubber blister island is designed to create a deflection angle for southbound motorists. This island will prevent motorists from driving through the roundabout in a straight trajectory, thereby, triggering motorists to slow down on the approach.</p> <p>Sergeant Jack Makhoul asked if speed cushions could be installed on this approach similar to what is being proposed at other locations. Richard Searle advised that Council had previously consulted with the community regarding a proposal to install speed cushions on the eastbound approach of Bennelong Parkway. However, the community raised concerns with this proposal and Council has since revised the proposal to now install the blister island.</p>				

### Councillor Consultation

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and Councillor Green	-	-	-

#### **ITEM 2302 A8 SLOUGH AVENUE, SILVERWATER – PROPOSED SPEED HUMPS AND ANGLE PARKING**

##### **Stakeholder Consultation**

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

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
8 February 2023	PTC	Support recommendation	Mr Richard Searle	Manager Traffic & Transport

##### **Councillor Consultation**

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and Councillor Green	-	-	-

#### **ITEM 2302 A9 DUNLOP STREET, FIRST AVENUE, RYDE STREET – PROPOSED SHARED PATHS, KERB BUILD OUT, AND RAISED PEDESTRIAN AND CYCLIST CROSSINGS**

##### **Stakeholder Consultation**

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

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
8 February 2023	PTC	Support recommendation	Mr Richard Searle	Manager Traffic & Transport
8 February 2023	Nazli Tzannes, TfNSW and Pam Kendrick, Rep for the Parramatta Bicycle Committee & Bicycle NSW	See below	Mr Richard Searle See below	Manager Traffic & Transport
<p>Nazli Tzannes requested that the detail design plans of the proposal be submitted to TfNSW for review and approval prior to the commencement of construction.</p> <p>Pam Kendrick advised that 'Beware Pedestrians' signs were proposed to be installed at various locations and asked if 'Beware Cyclists' signs could also be installed.</p> <p>Richard Searle advised that Council generally does not install either 'Beware Pedestrians' or 'Beware Cyclists' signs as other signs such as 'School Zone' signs serve that purpose. He advised that Council staff will review this matter.</p>				

#### Councillor Consultation

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and	-	-	-

	Councillor Green			
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### ITEM 2302 A10 ASQUITH STREET, BEACONSFIELD STREET AND STUBBS STREET, SILVERWATER – INSTALLATION OF MEDIAN ISLANDS AND SPEED CUSHIONS

#### Stakeholder Consultation

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

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
8 February 2023	PTC	Support recommendation	Mr Richard Searle	Manager Traffic & Transport
8 February 2023	Pam Kendrick, Rep for the Parramatta Bicycle Committee & Bicycle NSW	Requested PS-2 cyclists pavement markings be installed in Stubbs Street on the approaches to the roundabout at the intersection with Beaconsfield Street and on the approaches to Asquith Street.		Manager Traffic & Transport

#### Councillor Consultation

The Parramatta Traffic Committee agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
8 February 2023	Councillor Noack and	-	-	-



	Councillor Green			
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**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.2
<b>SUBJECT</b>	Minutes of the Traffic Engineering Advisory Group meeting held on 8 February 2023
<b>REFERENCE</b>	F2022/00105 - D08824746
<b>REPORT OF</b>	Traffic and Transport Manager

**CSP THEME: ACCESSIBLE**

**WORKSHOP/BRIEFING DATE:** Nil

**PURPOSE:**

That Council consider the minutes and approve the recommendations of the Traffic Engineering Advisory Group meeting held on 8 February 2023.

**RECOMMENDATION**

- (a) **That** Council note the minutes of the Traffic Engineering Advisory Group meeting held on **8 February 2023**, as provided at **Attachment 1**.
- (b) **Further, that** Council approve the recommendations of the Traffic Engineering Advisory Group meeting held **8 February 2023** as provided at **Attachment 1** and in this report, noting the following financial implications of each item.

**I. ITEM 2302 B1 HILL ROAD, WENTWORTH POINT – UPDATE ON THE PROPOSED IMPROVEMENTS ON HILL ROAD**

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

**II. ITEM 2302 B2 PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING**

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

**BACKGROUND**

- 1. The Traffic Engineering Advisory Group (TEAG) is similar to the Parramatta Traffic Committee, except that it only involves matters that do not invoke the Transport for NSW (TfNSW) Delegation to Councils. The TEAG does not have the formal voting process that Parramatta Traffic Committee has. It is primarily a technical review committee that advises Council on traffic related matters. TEAG also considers items where TfNSW maintains its control, such as speed limits, clearways and traffic signals, or items for which TfNSW does not have control such as planning of future projects.
- 2. The most recent meeting of the TEAG was held on 8 February 2023. Councillors in attendance were Paul Noack (Chairperson) and Henry Green.

The minutes of that meeting and the reports to that meeting are in **Attachments 1 and 2** of this report.

### ISSUES/OPTIONS/CONSEQUENCES

3. The recommendations from the TEAG meeting are provided below.

#### **ITEM NO:**

#### **ITEM 2302 B1 HILL ROAD, WENTWORTH POINT – UPDATE ON THE PROPOSED IMPROVEMENTS ON HILL ROAD**

##### **Recommendation from Traffic Engineering Advisory Group:**

That Council note the updates regarding the proposed improvements on Hill Road, Wentworth Point.

*Unanimous support*

#### **ITEM 2302 B2 PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING**

##### **Recommendation from Traffic Engineering Advisory Group:**

1. That the information regarding progress on 2022/23 funded projects be received and noted.
2. That the Projects Lists for proposed traffic works be received and noted.
3. That Council note that no traffic projects have been completed since the last TEAG meeting.

*Unanimous support*

### CONSULTATION & TIMING

4. Details of the consultation undertaken with Agencies and Councillors for each item considered at the meeting are included in **Attachment 3. No community consultation was required**

### LEGAL IMPLICATIONS FOR COUNCIL

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

### FINANCIAL IMPLICATIONS FOR COUNCIL

6. The financial comments for each item are provided below

ITEM	
2302 B1	This report only provides an update on the proposed traffic improvements and other proposed works on Hill Road and

	Bennelong Parkway, Wentworth Point and Sydney Olympic Park. Therefore, this matter has no financial impact upon Council's budget.
2302 B2	There are no financial implications to Council as a result of this report

7. There are no financial impacts on the budget arising from approval of this report as summarised in the table below.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26
<b>Revenue</b>				
Internal Revenue				
External Revenue				
<b>Total Revenue</b>	<b>Nil</b>	<b>Nil</b>	<b>Nil</b>	<b>Nil</b>
<b>Funding Source</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Operating Result</b>				
External Costs				
Internal Costs				
Depreciation				
Other				
<b>Total Operating Result</b>	<b>Nil</b>	<b>Nil</b>	<b>Nil</b>	<b>Nil</b>
<b>Funding Source</b>	<b>Nil</b>	<b>Nil</b>	<b>Nil</b>	<b>Nil</b>
<b>CAPEX</b>				
CAPEX				
External				
Internal				
Other				
<b>Total CAPEX</b>	<b>Nil</b>	<b>Nil</b>	<b>Nil</b>	<b>Nil</b>

Richard Searle  
**Traffic and Transport Manager**


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



John Angilley  
**Chief Financial and Information Officer**

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

Bryan Hynes  
**Acting Chief Executive Officer**

#### **ATTACHMENTS:**

- 1  TEAG 2302 Approved Minutes for the Traffic Engineering Advisory Group meeting held on 8 February 2023 3 Pages

- 2**  TEAG 2302 Reports of the Traffic Engineering Advisory Group meeting held 8 February 2023
- 3**  TEAG 2302 Attachment 3 Consultation and Timing for Traffic Engineering Advisory Group meeting held on 8 February 2023

16  
Pages  
2  
Pages

## REFERENCE MATERIAL

**TRAFFIC ENGINEERING ADVISORY GROUP MEETING****WEDNESDAY 8 FEBRUARY 2023****MINUTES**

**MINUTES OF THE TRAFFIC ENGINEERING ADVISORY GROUP MEETING HELD WEDNESDAY 8 FEBRUARY 2023 AT 1.30PM. MEETING HELD IN PERSON AT COUNCIL'S ADMINISTRATION BUILDING, 126 CHURCH STREET, PARRAMATTA OR OPTIONAL ATTENDANCE VIA MICROSOFT TEAMS**

The Traffic Engineering Advisory Group Chairperson Councillor Noack declared the meeting open at 2:12pm.

<b>PRESENT:</b>	
<b>NAME:</b>	<b>REPRESENTATIVE OF</b>
Paul Noack	Councillor and Chairperson
Henry Green	Councillor
Sarah Thompson	Representative for Geoff Lee MP
Nazli Tzannes	Transport for NSW (TfNSW)
Sergeant Jack Makhoul	Parramatta Police Area Command (PAC)
Michael Perrone	CDC Buses
Pam Kendrick	Representative for the Parramatta Bicycle Committee and Bicycle NSW
Richard Searle	Traffic and Transport Manager, CoPC
Saniya Sharmeen	Traffic and Transport Team Leader, CoPC
Randil Pohorambage	Traffic and Transport Engineer, CoPC
Zulfiqar Ali	Traffic and Transport Engineer, CoPC
Behzad Saleh	Traffic and Transport Investigations Engineer, CoPC – Minutes Secretary

<b>APOLOGIES:</b>	
<b>NAME:</b>	<b>REPRESENTATIVE OF</b>
Senior Constable Richard Kraay	The Hills Police Area Command (PAC) – No items in PAC
Senior Constable Raymond Yeung	Auburn Police Area Command (PAC)
Sergeant Leonie Abberfield	Ryde Police Area Command (PAC)
Chris Worthington	Rep. for Julia Finn MP State Member for Granville (no items in Electorate)



**DECLARATIONS OF CONFLICT OF INTEREST:**

There were no declarations of conflict of interest.

**CONFIRMATION OF THE MINUTES OF MEETING HELD ON 9 NOVEMBER 2022:**

That the report of the Traffic Engineering Advisory Group meeting held on 9 November 2022 be taken as read and confirmed as a true record of the meeting.

**BUSINESS ARISING:**

Nil.

**SECTION B ITEMS:**

**ITEM 2302 B1 HILL ROAD, WENTWORTH POINT – UPDATE ON THE PROPOSED IMPROVEMENTS ON HILL ROAD**

**Ward:** Rosehill

**State Electorate:** Auburn

**Recommendation to Traffic Engineering Advisory Group:**

That Council note the updates regarding the proposed improvements on Hill Road, Wentworth Point.

**Comments:**

Councillor Noack noted that the construction of the proposed roundabout at the intersection of Hill Road and Burroway Road was to be completed by the developer prior to the occupation certificate of the next stage in their development. However, he raised concerns that this could be some time away.

Furthermore, he stated that the proposal for the construction of a pedestrian refuge island in Hill Road at Half Street was a positive outcome for the community, however, he questioned whether such a facility would be adequate for the volume of pedestrians and whether a pedestrian crossing would be a better outcome.

This matter is currently being investigated Council staff.

**Recommendation from Traffic Engineering Advisory Group:**

That Council note the updates regarding the proposed improvements on Hill Road, Wentworth Point.

Unanimous support

**ITEM 2302 B2 PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING**

**WARD:** ALL

**State Electorate:** All

**Recommendation to Traffic Engineering Advisory Group:**

1. That the information regarding progress on 2022/23 funded projects be received and noted.
2. That the Projects Lists for proposed traffic works be received and noted.

3. That Council note that no traffic projects have been completed since the last TEAG meeting.

**Recommendation from Traffic Engineering Advisory Group:**

1. That the information regarding progress on 2022/23 funded projects be received and noted.
2. That the Projects Lists for proposed traffic works be received and noted.
3. That Council note that no traffic projects have been completed since the last TEAG meeting.

Unanimous support

**BUSINESS ITEMS:**

The Chairperson closed the meeting at 2:19pm.



## CITY OF PARRAMATTA COUNCIL

**Traffic Engineering Advisory Group Agenda Item**

**ITEM NO:** 2302 B1  
**SUBJECT:** Hill Road, Wentworth Point – Update on the proposed improvements on Hill Road  
**APPLICANT:** City of Parramatta Council  
**REPORT OF:** Traffic and Transport Investigations Engineer  
**WARD:** Rosehill  
**SED:** Auburn

Purpose

The purpose of this report is to provide an update to Council regarding the proposed improvements on Hill Road, Wentworth Point.

**OFFICER'S RECOMMENDATION:**

That Council note the updates regarding the proposed improvements on Hill Road, Wentworth Point.

Background

Council, at its meeting held on 14 March 2022 considered a report regarding Hill Road and resolved:

1. *That a monthly update be provided to Ward Councillors regarding the status of the Federal Funding application under its Stimulus Program.*
2. *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.*
3. *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.*
4. *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.*

In addition, an email from Councillor Noack was received on 5 April 2022 requesting the following items also be included within each TEAG agenda:

1. *As per Council resolution a report on the work being done on the traffic lights at the corner of Bennelong Parkway and Hill Road*
2. *As per Council resolution a report on work being done on the roundabout and pedestrian crossing at Hill Road and Burroway Road*

3. *Update on lighting on Hill Road. This is the change to LED lightning*
4. *Update on drainage for Hill Road*
5. *Haslams Creek Bridge Update on Bennelong Road*
6. *Crossing from Wentworth Common across Bennelong Road*

#### Proposed Traffic Signals at Bennelong Parkway Intersection

Council at its meeting on 5 December 2022 approved the tender for the appointment of the contractor for the installation of the Traffic Control Signals at the intersection of Hill Road and Bennelong Parkway, Wentworth Point.

In order to keep the community informed about the project, a dedicated webpage has been created which provides updates on the project. 'What's Happening Here' corflute signs have been installed around the site which have a QR Code link to this page. The page can be accessed through the below link:

<https://www.cityofparramatta.nsw.gov.au/vision/precinct-planning/installation-of-traffic-and-pedestrian-signals-at-wentworth-point>

In addition, Council has sent a letter to the members of the community who responded to a recent survey to provide an update on the status of the project

The next steps for the project are for the contractor to provide the Construction Program which is to be approved by TfNSW. The below summarises the future steps required for the installation of the traffic signals:

1. Construction and scheduling of sub-contractors – the preferred contractor will provide an appropriately resourced construction methodology. This and the duration of the construction forms part of the assessment of the tender submissions and are duly considered and weighted. Construction schedules may be impacted by the need to do work on weekends or outside peak periods.
2. Construction of the traffic signals and associated civil works to commence on-site in February 2023. It is to be noted that although Council has been proactive in the upfront design and management of the affected utilities, further approvals by various utility authorities at various stages of work may still be required which could take several months to check and approve based on recent experiences. Accordingly, delays and contingencies need to be factored in.
3. Completion of works scheduled for June 2023 including TfNSW approvals and asset handover of the traffic signals

#### Federal Election Commitments

As part of a Federal Election promise, the Federal Government has committed \$8.5 million for the upgrade of Hill Road, Wentworth Point. It is envisaged that these funds will be utilised to implement various components of the Hill Road Masterplan which include but are not limited to the following:

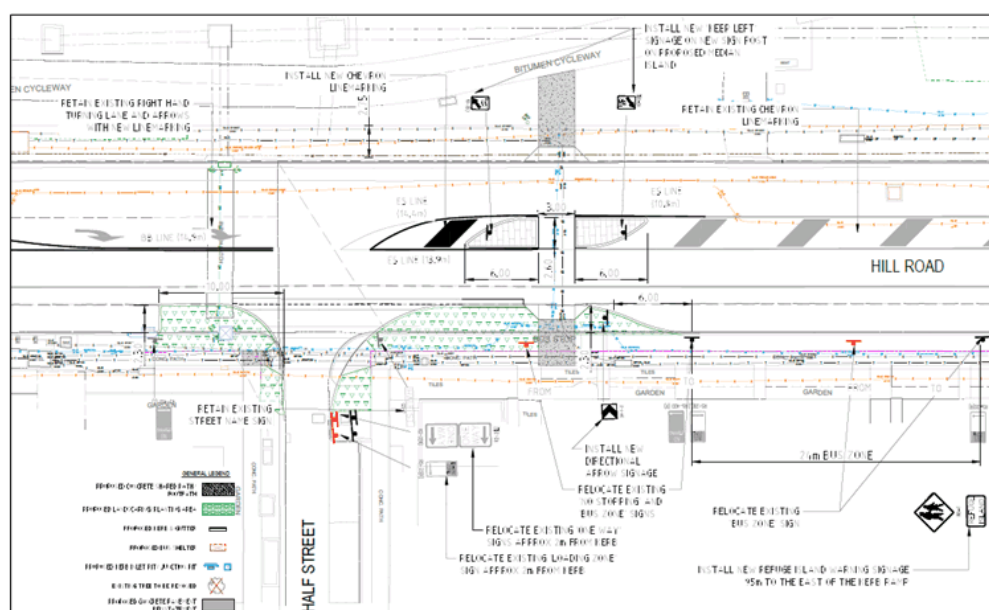
1. Lighting upgrades in Hill Road
2. Stormwater Drainage Works
3. Embellishment of pathways and pedestrian facilities

It is to be noted that Council has not yet been provided with this funding and Council officers are currently following up on the progress and the next steps in obtaining the funds.

### Pedestrian Refuge Island in Hill Road at Half Street

Council has previously approved the concept design of a pedestrian refuge island in Hill Road, Wentworth Point immediately north of Half Street as shown in Figure 1 below (ref. PTC 2202 A4). To progress the design further, Council is investigating lighting, drainage and construction materials. A preliminary cost estimate is being prepared.

It is noted that the proposed works are not currently funded, however, Council will consider potential source of funds which may include the Federal Election commitments for the upgrade of Hill Road, or Westinvest, or through the Development Contributions Plan (outside of the Parramatta City Centre) for the 2023/24 financial year.



**Figure 1: A concept plan of a proposed pedestrian refuge island in Hill Road, Wentworth Point immediately north of Half Street**

### Proposed roundabout and pedestrian crossing at Burroway Road intersection

Council staff and the developer, Sekisui House, held a meeting late last year regarding the scope of works for the roundabout treatment (including pavement and drainage requirements). Council is now awaiting revised plans to be submitted for review and approval.

Council staff have reached out to the developer to ascertain a timeframe for when the roundabout will be constructed, however, they have declined to provide this information at this stage. It is noted that the roundabout must be constructed prior to the occupation of the next stage of their development.

Proposed pedestrian and cyclist bridge at Haslams Creek on Bennelong Parkway and  
Pedestrian refuge island in Bennelong Parkway at Wentworth Commons

The detailed design for the pedestrian and cyclist bridge over Haslams Creek has been appointed to BECA which includes the design of connecting cycleway and requires SOPA

(Sydney Olympic Park Authority) approval and a refuge island south of existing road bridge at Wentworth Commons. Works include extensive investigations into existing utilities and ecological review which BECA are currently negotiating with relevant parties. Once detailed design is adequate for community feedback, which is anticipated for first half of 2023, it will be reported to council for public exhibition. Subject to the results of consultation and the Council report, Council would seek external grant funding for construction in the 2023/24 financial year.

#### Drainage upgrades for Hill Road

The Technical Civil Works Design Brief of the Stormwater Masterplan for Hill Road has now been completed. Council staff are currently investigating funding opportunities in order to engage a consultant to undertake the study for the drainage masterplan. Potential sources of funds include the Federal Election commitments for the upgrade of Hill Road.

#### Lighting upgrades for Hill Road

Council is currently working with Ausgrid, SOPA and electrical contractor to find a solution to handover of the street lighting assets in Hill Road which were never formally handed over to Ausgrid by Auburn Council at that time. It is noted that the light poles and lamps do not currently meet Ausgrid's requirements and therefore need to be upgraded before Ausgrid can accept them as their assets.

Currently, there are no Council funds allocated in completing the required upgrade works, however, it is noted that Council plans to utilise parts of the \$8.5 million Federal Election commitments for the upgrade of Hill Road as a source of funds to upgrade lighting once the funds are made available.

### **FINANCIAL IMPLICATIONS**

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



Behzad Saleh  
Traffic and Transport Investigations Engineer  
27/01/2023





## CITY OF PARRAMATTA COUNCIL

**Traffic Engineering Advisory Group Agenda Item**

<b>ITEM NO:</b>	2302 B2
<b>SUBJECT:</b>	Projects Recently Completed, Projects Currently Funded and Projects Lists for Consideration of Future Funding
<b>APPLICANT:</b>	City of Parramatta Council
<b>REPORT OF:</b>	Traffic and Transport Investigations Engineer
<b>WARD:</b>	All
<b>SED:</b>	All

Purpose

This report provides information on traffic and pedestrian projects recently completed or currently funded and projects lists that City of Parramatta Council maintains for budget planning purposes.

**OFFICER'S RECOMMENDATION:**

1. That the information regarding progress on 2022/23 funded projects be received and noted.
2. That the Projects Lists for proposed traffic works be received and noted.
3. That Council note that no traffic projects have been completed since the last TEAG meeting.

Projects to be undertaken in 2022/23

Information regarding the progress on currently funded projects is provided at the start of the attachment to this report.

Future Projects

Traffic projects that are to be considered for future funding are categorised into one of four lists as detailed below:

- *Development Contributions Plan List - outside the Parramatta City Centre*

Council adopted this list on 12 July 2021 as part of the City of Parramatta (Outside Parramatta CBD) Contributions Plan 2021 (refer to Tables 37 and 38 of the Plan via the link <https://cityofparramatta.co/3HaPxLw>). This list is prioritised in to three categories; high (5 years), medium (5-10 years) and low (10-20 years). This work is proposed to be funded from Development Contributions, unless grant funding, a Voluntary Planning Agreement, or other source of funding is obtained.

The Development Contributions Plan is reviewed and set approximately every 5 years. Therefore, the lists shown in Tables 37 and 38 of the City of Parramatta (Outside Parramatta

CBD) Contributions Plan 2021 would also be set and fixed every 5 years (approximately) at the same time the Development Contributions Plan is approved by Council.

These projects have a range of purposes such as improving pedestrian safety and amenity; improving sight distance (or reducing speed where sight distance is limited); upgrading an existing facility; reducing congestion; guard rail or barriers; and reducing illegal or unsafe driving. The list includes projects that would be on the Black Spot list except they have a low Benefit Cost Ratio and would not attract grant funds.

- *Traffic Projects List – within the Parramatta City Centre*

This list includes projects that are located within the Parramatta City Centre. These projects will generally be funded from the Parramatta City Centre Developer Contributions Plan (known as Civic Improvement Plan, CIP), unless otherwise noted.

- *Black Spot Projects List*

This list is for the projects where funding is being or is proposed to be sought, from the State or Federal Government under their Black Spot and Safer Roads Programs.

The Black Spot locations generally have a high number of collisions, and the proposed work is forecast to have a significant reduction on accidents. Projects under Black Spot Program are ranked on Benefit Cost Ratio (BCR); whereas projects under Safer Roads Programs are ranked on Safety Performance Indicator (SPI). The individual funding programs also have different criteria regarding the number of accidents with injuries that have occurred. At present, a minimum of 2 injury accidents over a 5-year period is generally required for a project to be eligible for funding.

- *List of Traffic Projects Supported by Community Petition*

This list includes locations where Council has received requests from at least 50% of households within the street for traffic calming to be installed in the street or part of the street. This support can be in the form of a petition or letters. Meeting this requirement demonstrates that the local community wants this treatment in the street. These streets often do not have a specific hazard, crash history, or concentration of vulnerable road users such as pedestrians. Often, in streets not on the list, many residents do not support traffic calming and have concerns regarding the installation of traffic calming, particularly in regard to perceptions of noise, loss of parking, and prioritisation of funds.

Development Contribution Funds are not suitable for these projects as these projects are not related to supporting growth in the area. These projects are generally unfunded.

## **FINANCIAL IMPLICATIONS:**

Council's Traffic and Transport Services maintains four (4) projects lists with the funding options as detailed below:

- Development Contributions Plan list - outside the Parramatta City Centre:

These projects have been grouped into 3 categories of priority (high, medium, and long term). It is proposed to deliver the high priority projects from 2021/22 to 2025/26 using Development Contributions fund for part, or all projects.

Applications are also lodged for State and Federal Government funding for projects that would meet the requirements of funding applications at the time of lodgment. Applications are generally lodged between August and October each year for consideration under these programs.

- Traffic Projects List – within the Parramatta City Centre:

These projects will generally be funded from the Parramatta City Centre Section 7.11 Contribution Plan (known as Civic Improvement Plan, CIP), unless otherwise noted.

- Black Spot Projects List:

These projects will generally be funded from the State or Federal Government under their Blackspot and Safer Roads Programs. Applications are lodged between August and October each year for consideration under these programs.

- List of Traffic Projects Supported by Community Petition:

These projects could be funded from General Revenue. Councillors may wish to use part of the ward initiatives budget to deliver these projects.

Approved External Funding for the 2022/23 Projects is detailed below:

- Council has received a 100% funding offer totaling \$454,000 under the FY22/23 Australian Government Black Spot Program for four (4) traffic projects. Refer to 'Blackspot Projects List' section of the attachment for details.
- Council has received a 100% funding offer under the State Government's FY22/23 Get NSW Active program for the construction of the following traffic facility projects:
  - Avenue of Oceania at Louise Sauvage Pathway, Newington - \$240,000 for the construction of a combined pedestrian and cyclists crossing
  - M4 Cycleway at Good Street and Alfred Street, Granville - \$600,000 for the construction of two combined pedestrian and cyclist crossings
  - Orchard Road at Plympton Road, Carlingford - \$250,000 for the construction of a raised pedestrian crossing
  - Alamein Avenue, Carlingford - \$240,000 for the construction of a raised pedestrian crossing
  - Victoria Street at Bridge Street, Epping - \$250,000 for the construction of a combined raised pedestrian and cyclists crossing
  - John Ian Wing Parade, Sydney Olympic Park - \$240,000 for the construction of a combined raised pedestrian and cyclists crossing

#### *Internal Funding*

- Council's Draft Delivery Program and Operational Plan generally allocates funding of \$1.5 million per year for the Active Transport Program over four financial years (2020/21 – 2023/24) for the delivery of traffic projects using Development Contributions Funds. Due to the recent grant funding offers received from Get NSW Active and the capacity to deliver projects in short time frames, the amount from Active Transport Funding is to be reduced in 2022/23 with the only likely project being the pedestrian refuge island in Park Parade near the Parramatta Aquatic Centre.
- Council at its meeting on 5 December 2022 approved the tender for the appointment of the preferred proponent for the installation of the Traffic Control Signals and associated works at the intersection of Hill Road and Bennelong Parkway, Wentworth Point.

Construction works are on track to commence in February 2023 with the completion of the works to be in June 2023. This project has funding available as part of Council's Delivery Program and Operational Plan which includes \$3.85 million allocated specifically for the upgrade of the Hill Road and Bennelong Parkway intersection in the 2022/23 financial year and \$1.5 million from the 2022/23 Active Transport Program.



Behzad Saleh  
**Traffic and Transport Investigations Engineer**  
27/01/2023

**Attachments - Project Lists**

**Projects for completion in 2022/23**

Location	Treatment Type	Estimated Cost	Comments
<b>Ward: Epping; SED: Epping</b>			
Alamein Avenue west of Bardia Road, Carlingford	Construction of a new raised pedestrian crossing	\$240,000	This project is approved by Council on 14 March 2022. This project has received 100% from the State Government's Get NSW Active program.
Carlingford Road at Hepburn Avenue, Carlingford	Design and cost estimate for new traffic signals.	\$70,000	Traffic Control Signal (TCS) plan has been submitted to TfNSW for review and approval. This is a 2019/20 project and 100% funded by Council. Funding application has been lodged to TfNSW under Federal Government's Stimulus Program.
Orchard Road north of North Rocks Road and Plympton Road, Beecroft	Construction of a new raised pedestrian crossing	\$250,000	This project is approved by Council on 14 March 2022. This project has received 100% from the State Government's Get NSW Active program.
Victoria Street, Epping	Construction of a combined raised pedestrian and cyclist crossing	\$250,000	This project is approved by Council on 14 March 2022. This project has received 100% from the State Government's Get NSW Active program.
<b>Ward: North Rocks; SED: Seven Hills</b>			
Intersection of Caroline Chisholm Drive and Hillcrest Avenue, Winston Hills	Install speed cushions at all approaches to the roundabout	\$16,000	This project is 100% funded by the 2022/23 Australian Government Black Spot Program
<b>Ward: Parramatta; SED: Parramatta</b>			
Barrack Lane, Parramatta	Shared Zone for entire length	\$1,250,000	Funded for construction in 2022/23
<b>Ward: Parramatta; SED: Seven Hills</b>			
Fitzwilliam Road at Binalong Road and Reynolds Street, Old Toongabbie (Toongabbie Public School)	Install missing kerb ramps on the west leg and upgrade existing kerb ramps to current standards and install of channelised right turn treatment for motorists exiting Reynolds Street	\$1,000,000	Construction was delayed due to the traffic signal plan approval which was provided by TfNSW on the 9 June 2022. Construction works started on the 20 June 2022. The work is anticipated to be completed in December 2022.  This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Intersection of Bulli Road and Binalong Road, Toongabbie	Install speed cushions at all approaches to the roundabout	\$16,000	This project is 100% funded by the 2022/23 Australian Government Black Spot Program

Location	Treatment Type	Estimated Cost	Comments
<b>Ward: Rosehill; SED: Granville</b>			
Parramatta Road at Marsh Street, Clyde	Construction of pedestrian/cyclist legs on existing signals at Parramatta Road-Marsh Street along with connecting shared paths along Parramatta Road between M4 Cycleway/Duck River/Parkline	\$1,039,222	Construction has commenced and the expected date of completion is 22 October 2022.  This project is 100% funded by NSW Government's Active Transport Program for its construction in 2020/21.
<b>Ward: Rosehill; SED: Parramatta</b>			
Asquith Street, Stubbs Street and Beaconsfield Street, Silverwater	<ul style="list-style-type: none"> <li>• Install speed cushions, median islands and kerb blister islands in Asquith Street at Stubbs Street and at Melton Street N and</li> <li>• Install speed cushions at all approaches to the roundabout at the intersection of Stubbs Street and Beaconsfield Street</li> </ul>	\$160,000	This project is 100% funded by the 2022/23 Australian Government Black Spot Program
Park Parade south side of railway line at pedestrian underpass to Parramatta Park, Westmead	(Design Only) Installation of a pedestrian refuge with kerb extension and pedestrian fencing	\$37,500	Civil design is nearing completion.  The design is 100% funded by Council through its 2021/22 Active Transport Program (from Parramatta CBD Development Contributions Plan 2007). There is currently no funding available for construction of this project. However, a funding application has been lodged to TfNSW under Federal Government's Stimulus Program and State Government's Active Transport Program.
Intersection of High Street at Raymond Street, Parramatta	Install a raised pedestrian crossing in High St (north leg) and speed cushions at other 3 legs.	\$262,000	This project is 100% funded by the 2022/23 Australian Government Black Spot Program.
<b>Ward: Rosehill; SED: Auburn</b>			
Avenue of Oceania at Louise Sauvage Pathway, Newington	Construction of combined raised pedestrian and cyclist crossing	Design: \$18,000 2021/22 project Construction \$240,000 2021/22	Civil design has been completed.  Construction is 100% funded under the FY22/23 Get NSW Active program.
Hill Road at Bennelong Parkway, Wentworth Point	Construction of new Traffic Signals	tba as part of the tender approval process	TfNSW have now approved the TCS design, and the detailed design has been approved through the PTC process (Ref PTC 2209 A4).  Construction of the facility is scheduled to commence in February 2023 with the anticipated completion date being June 2023.



Location	Treatment Type	Estimated Cost	Comments
Newington Retail Precinct	Install a 40 km/h High Pedestrian Activity Area restrictions with traffic calming	\$100,000	Installation of speed cushions is <b>COMPLETE</b> It is to be noted that TfNSW will install signs and pavement markings for the installation of 40km/ph HPAA restriction. This project is funded by Federal Government's Black Spot Program.

### Parramatta City Centre Traffic Projects List

Location	Treatment Type	Estimated Cost	Comments
Argyle Street at Church Street, Parramatta	Upgrade Kerb Ramps at existing Traffic Control Signals (TCS) to current standards	\$750,000	
Argyle Street at Marsden Street, Parramatta	Upgrade Kerb Ramps at existing Traffic Control Signals (TCS) to current standards	\$750,000	
Barrack Lane, Parramatta	Shared Zone for entire length	\$1,250,000	Funded for construction in 2022/23
Charles Street at Union Street, Parramatta	Install a pedestrian refuge island	\$250,000	
City Ring Road	All other proposals that are part of the City Ring Road and not listed in this list.	TBA	Implementation of various projects along the route are currently being investigated.
George Street at Freemason Arms Lane and Phillip Street at Andrew Nash Lane, Parramatta	Install continuous footpath	\$1,000,000	Application has been lodged for NSW Government funding under its Active Transport Program
Macquarie Street at Marsden Street, Parramatta	TCS upgrades - Upgrade Kerb Ramps at existing traffic signals to current standards	N/A	To be reviewed following Parramatta Light Rail works.
O'Connell Street at Hunter Street, Parramatta	Upgrade Kerb Ramps at the existing Traffic Control Signals (TCS)	\$950,000	

Location	Treatment Type	Estimated Cost	Comments
Parkes Street at Wigram Street and at Harris Street, Parramatta	Installation of dedicated eastbound left turn lane at Harris Street; eastbound right turn bay at Wigram Street; and a dual right turn from Harris Street (southbound) into Parkes Street	\$200,000 2019/20 & 2020/21	Design to determine concept plan and land reservation details has been completed.
Union Street at Charles Street, Parramatta	Install a Pedestrian Refuge Island	\$250,000	
Park Parade, Parramatta at Pedestrian tunnel near Domain creek)	Install a Pedestrian refuge with kerb extension and pedestrian fence (drainage works are needed at the tunnel as part of this project)	\$500,000	<p>The design is 100% funded by Council through its 2021/22 Active Transport Program (from Parramatta CBD Development Contributions Plan 2007). There is currently no funding available for construction of this project. However, funding application has been lodged to TfNSW under Federal Government's Stimulus Program and State Government's Active Transport Program for construction in 2022/23.</p> <p>A report proposing the installation of a pedestrian refuge with kerb extension and pedestrian fencing was considered in the 25 May 2022 PTC meeting and adopted by Council on 27 June 2022.</p>

**Black Spot Projects List**

BCR	Location	Treatment Type	Estimated Cost	Injury Accidents (over 5-year Period) that can be treated by the treatment	Funding Status	Comments
20.3	Intersection of Caroline Chisholm Drive and Hillcrest Avenue, Winston Hills	Install speed cushions at all approaches to the roundabout	\$16,000	4	Funded	Funded under 2022/23 Australian Government Black Spot Program
8.03	Intersection of Bulli Road and Binalong Road, Toongabbie	Install speed cushions at all approaches to the roundabout	\$16,000	2	Funded	Funded under 2022/23 Australian Government Black Spot Program
6.18	Derby St at Wetherill Street North, Silverwater	Install speed cushions in Derby Street at both approaches to Wetherill St North	\$16,000	1	Not yet funded	Applied for funding under Federal and State Governments' Black Spot Programs in 2022/23
5.87	Asquith Street, Stubbs Street and Beaconsfield Street, Silverwater	<ul style="list-style-type: none"> <li>• Install speed cushions, median islands and kerb blister islands in Asquith Street at Stubbs Street and at Melton Street N and</li> <li>• Install speed cushions at all approaches to the roundabout at the intersection of Stubbs Street and Beaconsfield Street</li> </ul>	\$160,000	5	Funded	Funded under 2022/23 Australian Government Black Spot Program
5.52	Redbank Road at Balmoral Road, Northmead	Install 4 speed cushions (concrete) at north and southbound approaches to the intersection	\$68,000	8	Not yet funded	Applied for funding under Federal Stimulus Program in 2022/23
3.37	Intersection of High Street at Raymond Street, Parramatta	<u>Option 1</u> : Install a raised pedestrian crossing in High St (north leg) and speed cushions at other 3 legs.	\$262,000	4	Funded (Option 1)	Option 1 Funded under 2022/23 Australian Government Black Spot Program

BCR	Location	Treatment Type	Estimated Cost	Injury Accidents (over 5-year Period) that can be treated by the treatment	Funding Status	Comments
2.38		Option 2: Install a raised pedestrian crossing at the northern leg, speed cushion at the southern leg and raised thresholds at the eastern and western legs of the intersection.	\$375,000			
2.31	Carnarvon St at Melton St North, Silverwater	Install a chicane	\$215,000	3	Not yet funded	Applied for funding under Federal and State Governments' Black Spot Programs in 2022/23
1.82	Intersection of Ballandella Road and Burrabogee Road, Toongabbie	Install a roundabout	\$469,000	2	Not yet funded	Applied for funding under Federal Stimulus Program in 2022/23
1.58	Intersection of Melton Street North and Beaconsfield Road, Silverwater	Install a roundabout	\$539,760	2	Not yet funded	Applied for funding under Federal Stimulus Program in 2022/23
1.32	Intersection of Bulli Road at Bungaree Road, Toongabbie	Install a roundabout	\$645,000	2	Not yet funded	Applied for funding under Federal Stimulus Program in 2022/23
0.96	Loyalty Road and North Rocks Road, North Rocks	Install a roundabout	\$790,840	3	Not yet funded	Applied for funding under Federal Stimulus Program in 2022/23
0.63	Gladstone Street at Brickfield Street and at Buller Street, North Parramatta	Install two roundabouts	\$900,000	3	Not yet funded	Applied for funding under Federal Stimulus Program in 2022/23
Supported by Road Safety Audit	Intersection of Wentworth Street and Martha Street, Clyde	Install street lighting under the M4 bridge and raised thresholds in Marta St on both approaches to Wentworth Street	Design: \$20,000 Construction: \$544,000	N/A	Not yet funded	Applied for funding under Federal Stimulus Program for design in 2021/22 and construction in 2022/23.

BCR	Location	Treatment Type	Estimated Cost	Injury Accidents (over 5-year Period) that can be treated by the treatment	Funding Status	Comments
--	Bold Street south of Cowper Street, Granville Ward: Rosehill SED: Granville	Install a raised threshold	\$180,000	4	Not yet funded	<p>Liaising with TfNSW to determine the appropriate treatment options for this location.</p> <p>Reviewed the crash history and noted that the appropriate treatments cannot be installed at the intersection due to following reasons:</p> <ul style="list-style-type: none"> <li>• Close proximity to two traffic signals (at Parramatta Road and at Railway Parade)</li> <li>• Required to maintain 3 travel lanes (including a bus lane) in the northbound and 2 travel lanes in the southbound directions.</li> <li>• Required to maintain right turn access between Bold Street and Cowper Street (west leg)</li> </ul>

**Traffic Projects supported by Community Petition**

Location	SED	Proposed Treatment	Year Included on List	Estimated Cost
<b>Ward: Epping;</b>				
Lexington Avenue at Raimonde Road, Eastwood	Epping	Concrete median islands	2014	\$20,000
George Street, Epping	Epping	Chicanes (2)	2020	\$90,000
<b>Ward: Parramatta</b>				
Ballandella Road between Fitzwilliam Road and Barangaroo Road, Toongabbie	Seven Hills	Raised Thresholds or Chicanes (2)	2015	\$150,000
Frances Street, Northmead	Seven Hills	Speed humps (3) or chicanes (2)	2021	\$90,000
Harris Street, Constitution Hill	Seven Hills	Speed Humps (3)	2015	\$20,000
<b>Ward: North Rocks</b>				
Barnetts Road, Winston Hills	Seven Hills	Chicanes	2011	\$900,000
<b>Ward: Rosehill</b>				
Alice Street between Alfred and Arthur Streets	Parramatta	Speed Humps (2)	2020	\$17,500
Deakin Street, Silverwater (between Stubbs Street and the cul-de-sac)	Auburn	Speed Humps	2018	\$20,000



**Attachment 3****Traffic Engineering Advisory Group meeting held on Wednesday 8 February 2023****Consultation & Timing: Items B1 to B2****ITEM 2302 B1 HILL ROAD, WENTWORTH POINT – UPDATE ON THE PROPOSED IMPROVEMENTS ON HILL ROAD****Stakeholder Consultation**

A record of all submissions and responses is provided in the attachments to the Traffic Engineering Advisory Group report and Council report on the matter.

The Traffic Engineering Advisory Group agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

<b>Date</b>	<b>Stakeholder</b>	<b>Stakeholder Comment</b>	<b>Council Officer Response</b>	<b>Responsibility</b>
8 February 2023	TEAG	Support recommendation	Mr Richard Searle	Manager Traffic & Transport

**Councillor Consultation**

The Traffic Engineering Advisory Group agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

<b>Date</b>	<b>Councillor</b>	<b>Councillor Comment</b>	<b>Council Officer Response</b>	<b>Responsibility</b>
8 February 2023	Councillor Noack	See below	Mr Richard Searle	Manager Traffic & Transport
<p>Councillor Noack noted that the construction of the proposed roundabout at the intersection of Hill Road and Burroway Road was to be completed by the developer prior to the occupation certificate of the next stage in their development. However, he raised concerns that this could be some time away.</p> <p>Furthermore, he stated that the proposal for the construction of a pedestrian refuge island in Hill Road at Half Street was a positive outcome for the community, however, he questioned whether such a facility would be adequate for the volume of pedestrians and whether a pedestrian crossing would be a better outcome.</p> <p>This matter is currently being investigated Council staff.</p>				

**ITEM 2302 B2 PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING****Stakeholder Consultation**

A record of all submissions and responses is provided in the attachments to the Traffic Engineering Advisory Group report and Council report on the matter.

The Traffic Engineering Advisory Group agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The comments below were received.

<b>Date</b>	<b>Stakeholder</b>	<b>Stakeholder Comment</b>	<b>Council Officer Response</b>	<b>Responsibility</b>
8 February 2023	TEAG	Support recommendation	Mr Richard Searle	Manager Traffic & Transport

**Councillor Consultation**

The Traffic Engineering Advisory Group agenda was emailed to the PTC/TEAG mailing list on 1 February 2023 and the meeting was held on 8 February 2023. The below Councillor comments were received.

<b>Date</b>	<b>Councillor</b>	<b>Councillor Comment</b>	<b>Council Officer Response</b>	<b>Responsibility</b>
8 February 2023	Councillor Noack and Green	-	-	-

## REPORTS TO COUNCIL - FOR COUNCIL DECISION

<b>ITEM NUMBER</b>	13.3
<b>SUBJECT</b>	Parramatta City Centre Local Infrastructure Contributions Plan - Amendment No 1 - Phillip Street Block
<b>REFERENCE</b>	F2023/00371 - D08858884
<b>REPORT OF</b>	Project Officer

**CSP THEME:** INNOVATIVE

**WORKSHOP/BRIEFING DATE:** NIL

### PURPOSE:

To seek Council endorsement to amend the Parramatta City Centre Local Infrastructure Contributions Plan to make land parcels within the 'Phillip Street Block' subject to the higher contribution percentage rates applying to development within the City Centre for the purposes of public exhibition.

### RECOMMENDATION

- (a) **That** Council approves the amendment to the Draft Parramatta City Centre Local Infrastructure Contributions Plan (Amendment No 1) at **Attachment 1** for the purposes of public exhibition.
- (b) **That** Council notes the Contributions Plan will be publicly exhibited for 28 days on Council's website as required by Section 213 of the Environmental Planning and Assessment Regulation 2021, and that affected landowners within the Phillip Street block will be additionally notified by mail of the exhibition.
- (c) **Further, that** the results of the public exhibition be reported back to Council for its consideration.

### BACKGROUND

- The Parramatta City Centre Local Infrastructure Contributions Plan (the "Contributions Plan") is a key funding mechanism to enable delivery of local infrastructure within the Parramatta City Centre. The Contributions Plan allows Council to apply a condition of consent to development within the City Centre that requires monetary contributions that will be committed towards funding the items specified in the Works Schedule.
- Currently, the Contributions Plan applies different percentage rates to parts of the City Centre, as set out in the Table and **Figure A** below. These percentage rates reflect Council's original intention to apply higher rates to those areas that received some form of increase in development yield under the Parramatta CBD Planning Proposal ("CBD Planning Proposal").

	Maximum percentage rate* for development exceeding \$250,000
If the land is in "Area A"	3% of the development cost for all development
If the land is not in "Area A"	5% of the development cost for residential accommodation

**5% of the development cost for mixed-use development**  
(being development including residential accommodation  
and other land uses)

**4% of the development cost for other development**  
(excluding residential accommodation).

\* Rates enabled through Section 209 of the *Environmental Planning and Assessment Regulation 2021* (the Regulation).



**Figure A – Parramatta City Centre Local Infrastructure Contributions Plan 2022 Land Application Map** (*Figure 2 of the Contributions Plan*). Land within the Phillip Street block, which will be the subject of this amendment, is shown edged in red.

- Land within the Phillip Street block (outlined in red in **Figure A** above) as well as land north of the Parramatta River was:

- a. originally part of the post-exhibition CBD Planning Proposal endorsed by Council on 15 June 2021 and sent to the Department of Planning and Environment (“the Department”) to finalise; and
- b. part of the supporting post-exhibition Contributions Plan endorsed by Council on 25 October 2021 and sent to the Department for Ministerial approval to amend the Regulation to enable application of the higher percentage rates to the area subject to the CBD Planning Proposal.

#### Finalisation of the CBD Planning Proposal and implications for the Contributions Plan

4. Following an assessment process by officers from the Department, several key policy changes were made to the version of the CBD Planning Proposal endorsed by Council on 15 June 2021, including removing land from the proposal within the Phillip Street block and north of the Parramatta River for further review.
5. The Department finalised the CBD Planning Proposal on 6 May 2022 through notification of the *Parramatta Local Environmental Plan 2011 (Amendment No 56)* on the NSW Legislation website. The plan formally took effect on 14 October 2022 at the same time as the commencement of the new Contributions Plan and amended Regulation.
6. In early May 2022, close to when Amendment 56 was notified, Council received a letter from the Minister of Planning requesting a review of the previously Council-approved, but not commenced, Parramatta City Centre Local Infrastructure Contributions Plan. At that stage, the Contributions Plan had not yet commenced as it was awaiting final approvals from the Minister of Planning to amend the Regulation.
7. In response to the letter from the Minister for Planning, the Contributions Plan was amended and land generally north of the Parramatta River and within the Phillip Street block was identified as being in “Area A”, as shown at **Figure A** above, and retain the 3% levy. The amended Contributions Plan was approved by Council on 14 June 2022 and re-submitted to the Department to progress their approvals and amendment to the Regulation.
8. On 25 July 2022 Council considered a report to establish Council’s response to the key policy changes made by the Department to the CBD Planning Proposal, with Council resolving to request re-consideration of several matters, including the planning controls for the Phillip Street block.
9. In response, the Department published *State Environmental Planning Policy (Parramatta CBD) (No 2) 2022 (SEPP 2)* on 16 December 2022 and land within the Phillip Street block was removed from “Area A” on the Special Provisions Area Map and, consequently, became subject to the application of the controls consistent with the remainder of the City Centre. The changes made via SEPP 2 that introduce increases to height and floor space ratio controls to land within the Phillip Street block will come into effect on 30 June 2023. The changes to the controls are as follows, and include the 15% incentives for design excellence awarded under Clause 7.13(2):

Area as identified on Additional Local Provisions Map ( <i>subject properties in italics</i> )	Current Controls	Controls applying from 30 June 2023
Area 2 (60 Phillip St)	Height of Buildings: 92m (approx. 29 storeys)  FSR: 6.9:1	Height of Buildings: part 0, part 105m (approx. 34 storeys) FSR: 10.745:1
Area 4 (66 to 94-96 Phillip St)	Height of Buildings: 92m (approx. 29 storeys)  FSR: 6.9:1	Height of Buildings: part 0m, part 7m, part 105m (approx. 34 storeys) FSR: 9.745:1

Statutory Maps showing the arrangement of these controls are already available on the Planning Portal for Parramatta Local Environmental Plan 2011.

#### Rationale for the proposed amendments to the Contributions Plan

10. To ensure consistency with the remainder of the City Centre that has already obtained increases in height and floor space ratio controls under PLEP Amendment 56, the Contribution Plan needs to be amended to enable Council to apply the increased contributions rates to the Phillip Street block.
11. Additionally, the Regulation needs to be amended as it identifies the land to which the 5% or 4% rates can be imposed at Section 209. The Regulation specifically refers to the Plan “*adopted by the City of Parramatta Council on 14 June 2022*” for the purposes of applying the percentage rates under this Section. Consequently, if the Regulation is not also amended then Council cannot charge the higher rates to future development within the Phillip Street block despite removing it from “Area A” in this draft Plan.

#### **ISSUES/OPTIONS/CONSEQUENCES**

12. This amendment to the Contributions Plan is necessary because of the changes to the City Centre controls brought about by SEPP 2. The extent of the change proposed by this amendment is to update *Figure 2* of the draft Contributions Plan to remove the “Area A” designation from the Phillip Street block. This proposed change is shown in its entirety in the updated **Figure B** below; and the comparison focusing on the Phillip Street block is shown in detail at **Figure C**, below.

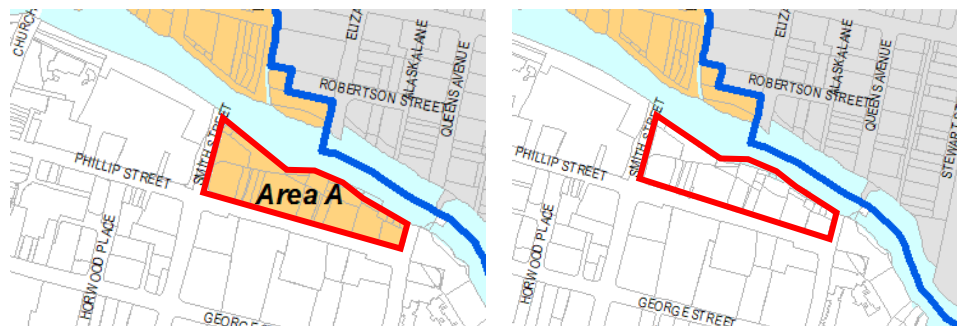




**Figure B – Parramatta City Centre Local Infrastructure Contributions Plan 2022 Amendment No 1 – Land Application Map (proposed *Figure 2* of the Contributions Plan).** Note that the Phillip Street block (edged in red) has been removed from “Area

A”.

**Figure C – Focused area showing the extent of the change to the Phillip Street block (edged in red) with the existing Plan on the left and the proposed change on the right.**



13. No other changes are proposed as part of this amendment to the Contributions Plan (at **Attachment 1**). The remaining areas of the City Centre that are subject to “Area A” remain as-is; and no changes are proposed to the Works Schedule or other aspects of the Contributions Plan’s operation.
14. Importantly, successful completion of this amendment and the amendment to the Regulation is time-sensitive. With the increased heights and floor space ratio controls coming into effect for the Phillip Street block on 30 June 2023, Council must be ready to apply the increased section 7.12 rates to that area, otherwise it foregoes additional income to fund local infrastructure that is attributable to increases to planning controls in that area beyond those currently under LEP 2011 if an application was lodged and approved before the plan amendment comes into force.
15. If the Contributions Plan at **Attachment 1** is adopted and Regulation amended before the commencement of the controls at the Phillip Street block on 30 June 2023, future development in that block will be subject to the higher percentage rates consistent with the remainder of the City Centre. With the increased floor space ratios for commercial floor space as part of a mixed-use development, the additional commercial floor space could theoretically result in \$5.36M in contributions under the 5% mixed-use percentage rate, compared to an estimated \$3.22M under the existing 3% rate – an increase of \$1.14M.
16. These income estimates are based on an increase in commercial floor space of approximately 26,820sqm under the proposed Clause 7.25B of SEPP 2; and a development cost of \$4,000/sqm. It also assumes the full development yield under the SEPP is taken up. The timing for receipt of the income is, however, entirely contingent on the sites being redeveloped and is unknown.
17. Additionally, the amendment to the Contribution Plan will ensure consistency in the application of the contributions plan across those areas of the City Centre that have been given increases to height and floor space ratio controls either as part of Amendment 56 or the two SEPPs that followed, i.e.:
  - a. SEPP (Parramatta CBD) No 1, published on 30 September 2022, reinstated controls to allow unlimited commercial floor space for land zoned B3 Commercial Core – consistent with Council’s original endorsed position.
  - b. SEPP (Parramatta CBD) No 2, published 16 December 2022, reinstated some nominated floor space for some B4 Mixed Use land, including land within the Phillip Street block.

## CONSULTATION & TIMING

### Stakeholder Consultation

18. The draft Contributions Plan at **Attachment 1** is proposed to be publicly exhibited for a period of 28 days. As required by Section 213 of the Regulation, details of the exhibition including the draft Contribution Plan will be made available on Council’s website through the Participate Parramatta portal. Copies of the draft Plan will be made available at the Customer Service Centre and central library branch at Phive.

19. Additionally, land owners within the Phillip Street block (as identified in **Figure B** of this report) will be notified by mail advising of the public exhibition. As this proposed amendment does not alter other operational aspects of the Contributions Plan, nor does it seek to change the Works Schedule, wider consultation is not recommended given the nature and time-sensitivity of this amendment to have it in place by 30 June 2023.

### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
NIL	NIL	NIL	NIL	NIL

21. A further report will be brought to Council following the exhibition of the draft Plan.

### **LEGAL IMPLICATIONS FOR COUNCIL**

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

### **FINANCIAL IMPLICATIONS FOR COUNCIL**

23. If Council resolves to approve this report in accordance with the recommendation, there are no unbudgeted financial implications for Council's budget. Costs associated with the public exhibition of the contributions plan will be funded from existing Strategic Land Use Planning budget allocations.
24. It should be noted that if the Contributions Plan comes into effect along with the changes to the Regulation, an estimated increase in contributions income of \$1.14M is theoretically possible as discussed in paragraph 15 to this Report.
25. The table below summarises the financial impacts on the budget arising from approval of this report.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26
<b>Revenue</b>				
Internal Revenue				
External Revenue				
<b>Total Revenue</b>	NIL	NIL	NIL	NIL
<b>Funding Source</b>	NIL	NIL	NIL	NIL
<b>Operating Result</b>				
External Costs				
Internal Costs				
Depreciation				
Other				
<b>Total Operating Result</b>	NIL	NIL	NIL	NIL

<b>Funding Source</b>				
<b>CAPEX</b>				
CAPEX				
External				
Internal				
Other				
<b>Total CAPEX</b>	NIL	NIL	NIL	NIL

David Hewetson

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**Land Use Planning Team Leader**

Robert Cologna

**Group Manager, Strategic Land Use Planning**

Jennifer Concato

**Executive Director City Planning and Design**

John Angilley

**Chief Financial and Information Officer**

Bryan Hynes

**Acting Chief Executive Officer**

#### **ATTACHMENTS:**

1  Attachment 1 - Draft City Centre Section 7.12 Plan Amendment

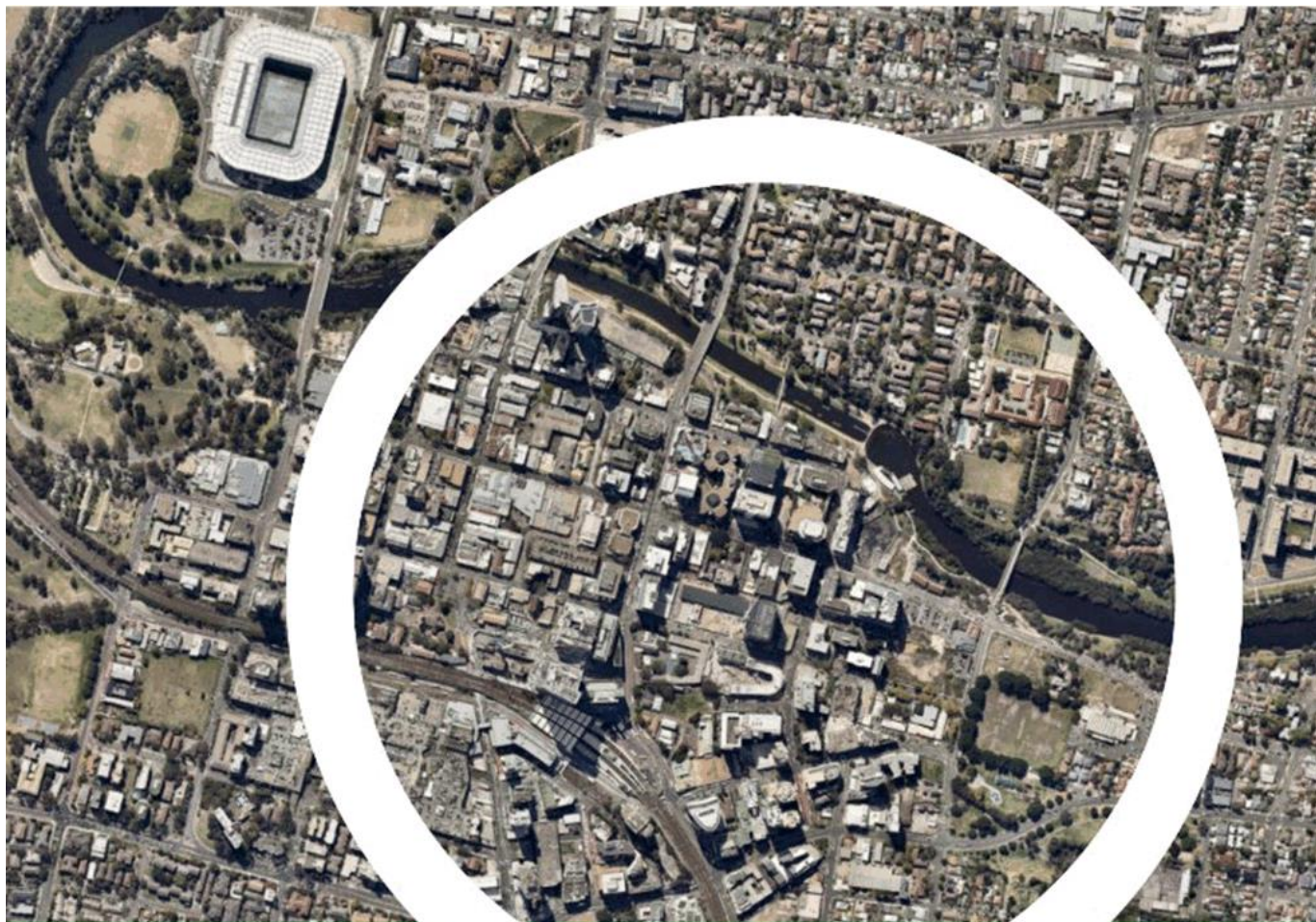
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 No 1

Pages

#### **REFERENCE MATERIAL**





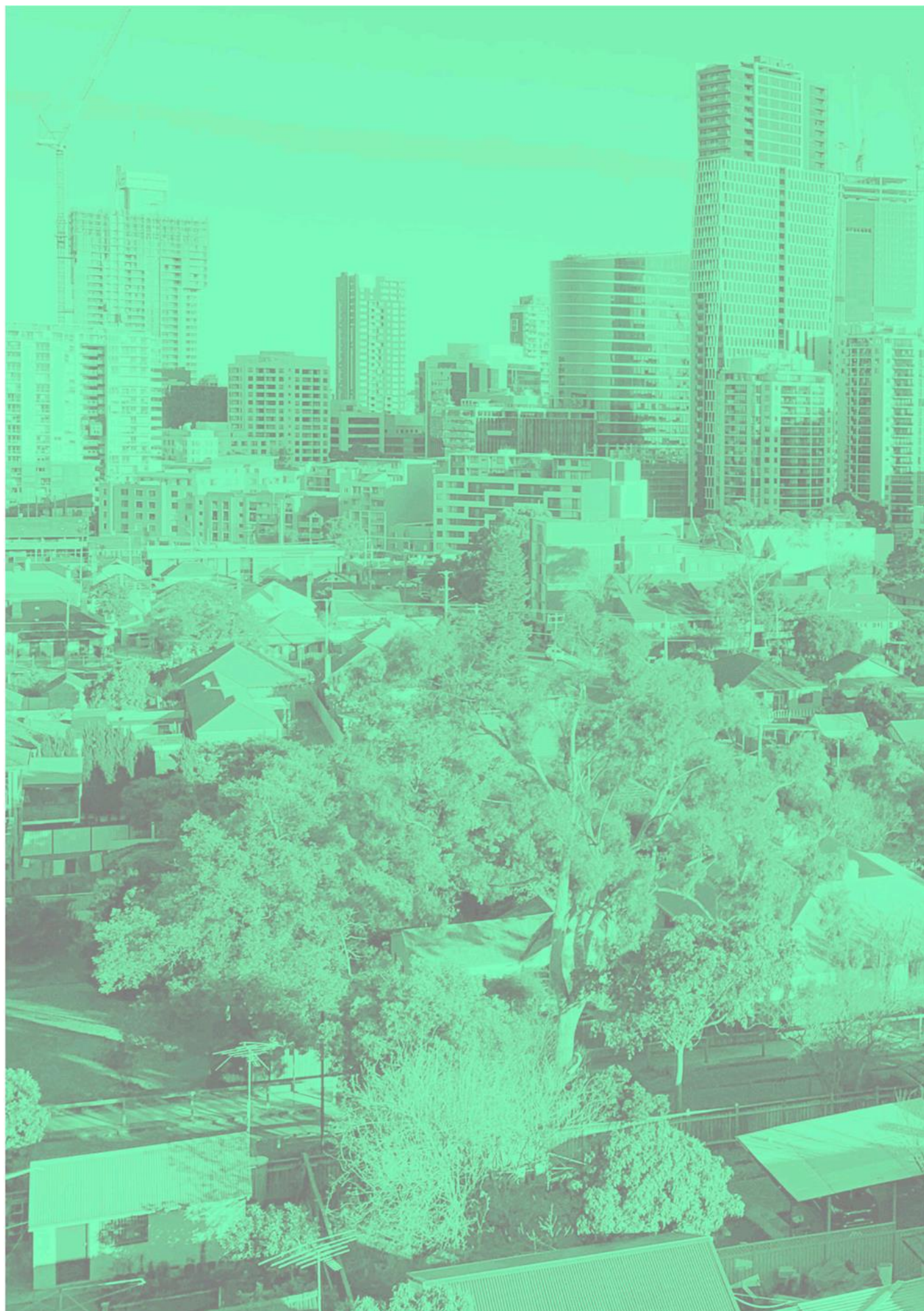
# Parramatta City Centre Local Infrastructure Contributions Plan 2022

Amendment No 1

June 2023









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Version	Document Control
1	Draft Reported to Council 15 March 2023

## Executive summary

This plan authorises the City of Parramatta Council ('Council') to collect contributions of money, land, or both from development to provide for local infrastructure needed by the relevant development. The plan describes where a contribution is required, what development it applies to, how to calculate the contribution and how to pay the contribution. The key steps applicants need to follow in using this plan are summarised below and at Figure 1.

### Demand for local infrastructure

This plan forms part of Council's consolidated Parramatta City Centre Planning Framework to facilitate and strengthen Parramatta City Centre's position as one of the three metropolitan and strategic centres in Greater Sydney. This plan is a key part of Council's strategy to facilitate the funding for infrastructure that will service the demand created by an estimated additional 43,300 jobs and 11,900 dwellings within the Parramatta City Centre over the next 40 years.

### Where this plan applies

This plan applies to land within the Parramatta City Centre as shown in **Figure 2**.

### Development this plan applies to

This plan applies to development that needs consent, including complying development with a development cost of \$250,000 or more. Certain development specified in [Section 1.4](#) is excluded from the need to pay a contribution under this plan. This includes development listed in this plan's works schedule, undertaken by or on behalf of Council, such as the new City Centre aquatic centre and works at Parramatta Square.

### Calculating the contribution

Consent authorities, including Council and accredited certifiers, are responsible for determining the contribution payable for a development in accordance with this plan.

The contribution is calculated as follows:

Development	Percentage Rate for land in "Area A" on Figure 2	Percentage Rate for all other land
Residential Accommodation where the total development cost is over \$250,000	3%	5%
Mixed-Use development (development including residential accommodation and other land uses) where the total development cost is over \$250,000	3%	5%
Other development (excluding residential accommodation) where the total development cost is over \$250,000	3%	4%
Any development where the development cost is \$250,000 or less	Nil	Nil

If the development cost (calculated in accordance with Section 2.1) is over \$200,000, applicants must provide a completed Cost Summary Report with their development application or complying development certificate. This can be downloaded from the development contributions section of the City's website. The consent authority will use this to determine the development cost and associated contribution required, if any.

The \$200,000 threshold at which the form needs to be completed is slightly less than the \$250,000 threshold at which a contribution is required. This is so the consent authority can verify if the development cost is more or less than \$250,000.

### Requiring the contribution

If a contribution is payable, the consent authority will include a condition in the consent or, in the case of complying development, the complying development certificate specifying the contribution payable.

Council will index the contribution payable for inflation at the time payment using quarterly updates to the Consumer Price Index (All Groups Index) for Sydney.

### Paying the contribution

In the case of a development application, the condition of consent requiring the contribution will require the contribution to be paid prior to the issue of an occupation certificate. Payments cannot be deferred beyond this.

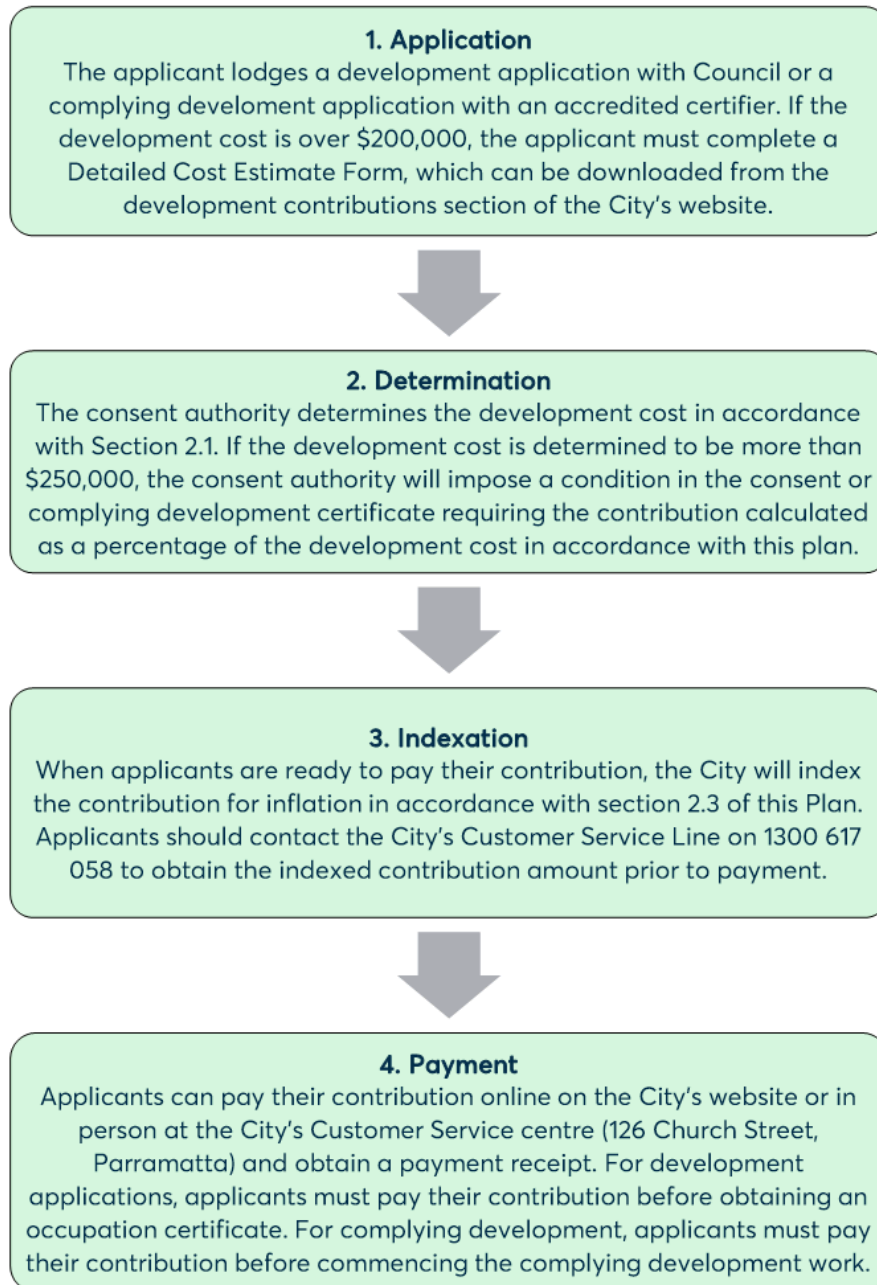
Applicants can pay the contribution online or in person at Council's Customer Service centre (126 Church Street, Parramatta) by bank cheque, card, or cash.

For online payments, applicants should contact Council's Customer Service Line on 1300 617 058 to obtain a six-digit application key.

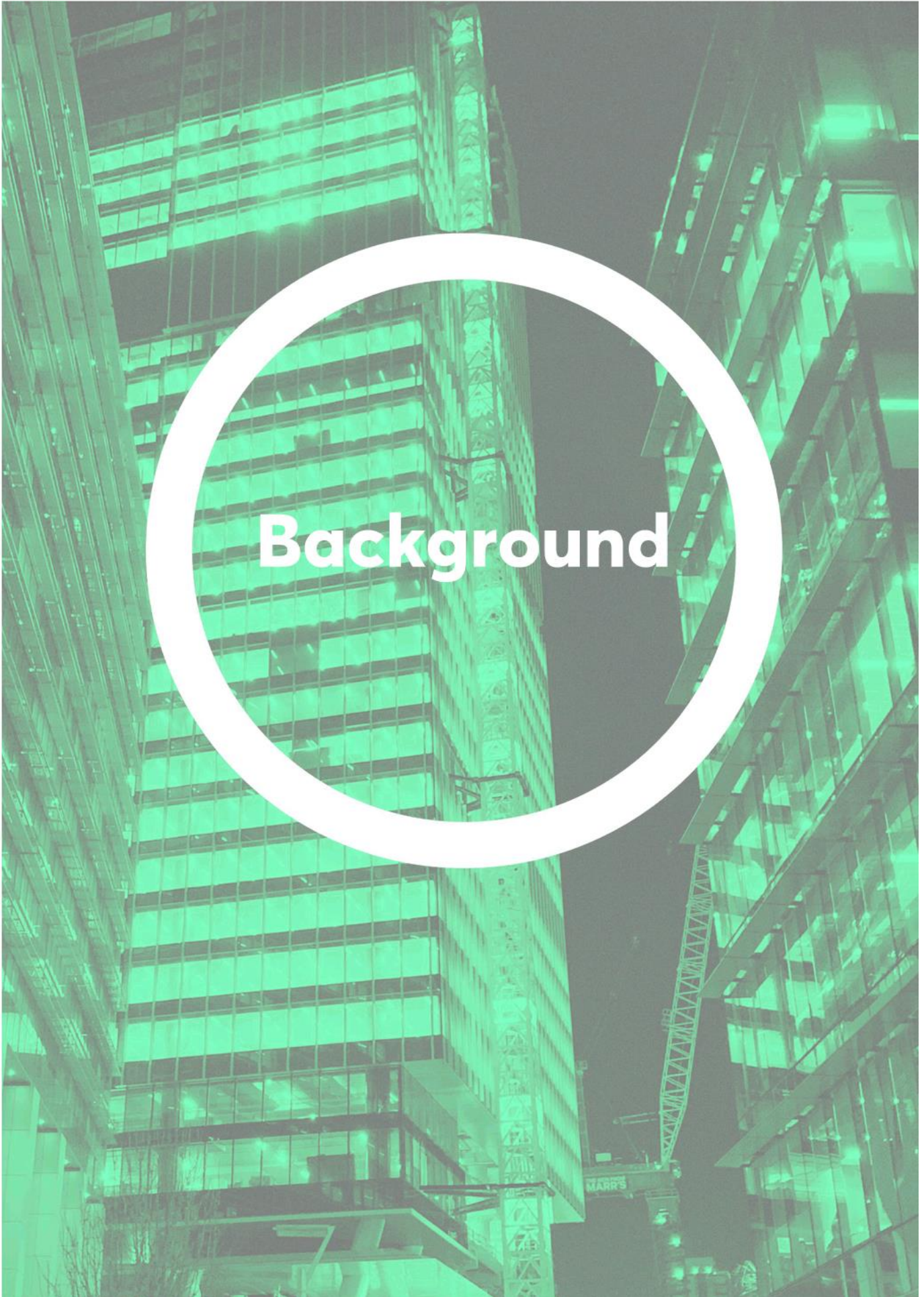
Payment can then be made using Council's online services portal on the City's website.

### Complying development

Accredited certifiers are responsible for ensuring that a condition is imposed on a complying development certificate in accordance with this Plan. They must notify Council of their determination within two (2) days of making the determination, in accordance with section 141(4) of the *Environmental Planning and Assessment Regulation 2021*. Applicants must pay their contribution before commencing the complying development works.

**Figure 1: Key steps in determining and paying the contribution under this Plan**





## 1. Background

**This section describes the plan's purpose, where it applies and the development it applies to. It also outlines how Council will use the contributions.**

### 1.1 Purpose of this plan

This plan is called the Parramatta City Centre Local Infrastructure Contributions Plan 2022 (Amendment No 1). It commenced on **30 June 2023**. This plan enables Council to collect contributions from development towards infrastructure needed by the people that will live and work in the development.

Parramatta City Centre is currently undergoing a significant transformation. Strategically located within Sydney's Central City and near the geographic centre of metropolitan Sydney, Parramatta City Centre performs key economic, social, and cultural roles, particularly for Western Sydney, which is home to nearly half of Sydney's population. The importance of the Parramatta City Centre will increase as Western Sydney's population grows, and transport improvements connect people faster to the Parramatta City Centre.

The significance of the Parramatta City Centre has been recognised in the State Government's strategic planning framework. The importance of Parramatta City Centre economic function in providing necessary housing, employment, recreation, and cultural opportunities continues to be strengthened by its recognition as the heart of 'Central City' in the Greater Sydney Region Plan.

Since 2013 Council has been engaged in a process to deliver a new planning framework to facilitate and strengthen the Parramatta City Centre's growth. This plan is a key element of the Parramatta City Centre planning framework.

The framework will facilitate the delivery of an estimated additional 43,300 jobs and 11,900 dwellings within the Parramatta City Centre over the next 40 years. In doing so the framework also delivers on key economic, social, and cultural objectives for Western Sydney which is home to over half of Sydney's population.

The incoming resident and worker population of Parramatta City Centre will require a level of infrastructure that corresponds both to the scale of growth, and to the strategic importance of Parramatta City Centre as a metropolitan hub within the centre of the Greater Sydney Region. This plan is a major component of Council's strategy to fund the local infrastructure required to support growth in the Parramatta City Centre.

### 1.2 Where this plan applies

This plan applies to land in the Parramatta City Centre as shown in outlined in blue. Applicants undertaking development outside of this area to which this plan applies should refer to the development contributions section of Council's website to determine the applicable development contributions plan.



### 1.3 Development this plan applies to

This plan applies to development applications and complying development certificates that is located on land to which this plan applies as shown in **Figure 2**, has a development cost of more than \$250,000, and is not excluded as described below.

#### Development that is excluded

The following development is excluded from the need to pay a development contribution under this plan:

- Development undertaken by or on behalf of Council, including (but not limited to) works listed in the works schedule in Appendix D of this plan
- Development with a development cost of less than \$250,000. Depending on the development cost, applicants must prepare and submit a Cost Summary Report or Quantity Surveyors Report in accordance with section 2.1
- Development excluded from Section 7.12 contributions by a Ministerial direction under Section 7.17 of the *Environmental Planning and Assessment Act 1979*
- Affordable housing and social housing where this is delivered by or on behalf of a social housing provider or public authority.

### 1.4 Administration

#### Relationship to previous plans

This Plan amends the Parramatta City Centre Local Infrastructure Plan 2022 (the Predecessor Plan) that came into effect on 14 October 2022 on the date this plan commenced, being **30 June 2023**.

This Plan does not affect any conditions of consent referring to the Predecessor Plan or any earlier Plans.

#### Transitional arrangements

This plan applies to any application lodged after the plan's commencement date, being **30 June 2023**.

#### Use of contributions

The City of Parramatta will allocate contributions received under this Plan to infrastructure projects listed in the works schedule in **Appendix C**. Priorities for allocating contributions and delivering the works is as per the works schedule.

#### Pooling of funds

This Plan authorises monetary contributions paid for different purposes in accordance with development consent conditions authorised by this plan and any other contributions plan approved by the Council to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this Plan is the timing of infrastructure provision as set out in the works schedule of this plan in **Appendix C**.

Any monies that were paid and required to be paid under the 2007 Predecessor Plan may be pooled with contributions under this Plan and applied to the works schedule in this Plan.

### Review of this plan

Council will review this Plan at least every five years to ensure it addresses community needs, responds to changes in development conditions and reflects Council priorities and relevant legislation.

**Figure 2: Land to which this plan applies and the application of s7.12 percentage rate levies under this plan (refer Section 2.1)**







## 2. How to use this plan

This section describes how to calculate and pay the contribution. This includes how to index the contribution and when it needs to be paid. It also outlines Council's policy where developers offer 'works in kind' instead of a monetary contribution.

### 2.1 Calculating the contribution

The consent authority, either Council or an accredited certifier, will calculate the contribution as follows:

Development	Percentage Rate for land in "Area A" on Figure 2	Percentage Rate for all other land
Residential Accommodation where the total development cost is over \$250,000	3%	5%
Mixed-Use development (development including residential accommodation and other land uses) where the total development cost is over \$250,000 <small>Error! Bookmark not defined.</small>	3%	5%
Other development (excluding residential accommodation) where the total development cost is over \$250,000	3%	4%
Any development where the development cost is \$250,000 or less	Nil	Nil

### Calculating the cost of development

Section 7.12 contributions are calculated as a percentage of the cost of development. Section 208 of the EP&A Regulation 2021 sets out how the proposed cost of carrying out development is determined. An extract of this section, as it existed at the time this Plan was made, is shown below for reference purposes.

#### **208 Determination of proposed cost of development—the Act, s 7.12(5)(a)**

- (1) *The proposed cost of carrying out development must be determined by the consent authority by adding up all the costs and expenses that have been or will be incurred by the applicant in carrying out the development.*
- (2) *The costs of carrying out development include the costs of, and costs incidental to, the following—*
  - (a) *if the development involves the erection of a building or the carrying out of engineering or construction work—*
    - (i) *erecting the building or carrying out the work, and*
    - (ii) *demolition, excavation and site preparation, decontamination or remediation,*
  - (b) *if the development involves a change of use of land—doing anything necessary to enable the use of the land to be changed,*
  - (c) *if the development involves the subdivision of land—preparing, executing and registering—*
    - (i) *the plan of subdivision, and*
    - (ii) *the related covenants, easements or other rights.*

- (3) In determining the proposed cost, a consent authority may consider an estimate of the proposed cost that is prepared by a person, or a person of a class, approved by the consent authority to provide the estimate.
- (4) The following costs and expenses must not be included in an estimate or determination of the proposed cost—
- (a) the cost of the land on which the development will be carried out,
  - (b) the costs of repairs to a building or works on the land that will be kept in connection with the development,
  - (c) the costs associated with marketing or financing the development, including interest on loans,
  - (d) the costs associated with legal work carried out, or to be carried out, in connection with the development,
  - (e) project management costs associated with the development,
  - (f) the cost of building insurance for the development,
  - (g) the costs of fittings and furnishings, including refitting or refurbishing, associated with the development, except if the development involves an enlargement, expansion or intensification of a current use of land,
  - (h) the costs of commercial stock inventory,
  - (i) the taxes, levies or charges, excluding GST, paid or payable in connection with the development by or under a law,
  - (j) the costs of enabling access by people with disability to the development,
  - (k) the costs of energy and water efficiency measures associated with the development,
  - (l) the costs of development that is provided as affordable housing,
  - (m) the costs of development that is the adaptive reuse of a heritage item.
- (5) The proposed cost may be adjusted before payment of a development levy, as specified in a contributions plan, to reflect quarterly or annual variations to readily accessible index figures adopted by the plan between the day on which the proposed cost was determined by the consent authority and the day by which the development levy must be paid.

**Example—**

A contributions plan may adopt the Consumer Price Index.

- (6) To avoid doubt, this section does not affect the determination of the fee payable for a development application.

Note: Section 208 of the Environmental Planning and Assessment Regulation 2021 replaces Clause 25J of the Environmental Planning and Assessment Regulation 2000.

### Cost summary reports

Applicants must provide a completed Cost Summary Report with their development application or complying development certificate. This is to enable the consent authority to determine the development cost for the purpose of calculating the contribution required, if any.

The Cost Summary Report must address matters set out in section 208 of the EP&A Regulation, as outlined in the previous subsection. Applicants can download a Cost Summary Report from the development contributions section of the City's website.

Where the initial estimated development cost is greater than \$200,000 and less than \$3 million, the Cost Summary Report must be completed by a suitably qualified person, such as an architect or project manager. Where the development cost is more than \$3 million, it must

be completed by a person registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate an equivalent qualification.

## 2.2 Imposing the contribution

If a contribution is required for a development, the requirement for the development to contribute a contribution towards the cost of infrastructure included in this Plan will be imposed as a condition of development consent or the complying development certificate.

In the case of a development application, the condition will require payment to Council prior to the issue of any occupation certificate.

In the case of complying development, payment will be required as a condition of issuing a complying development certificate.

If the development consent has been granted to the carrying out of development subject to a condition authorised by this plan, then this plan requires a certifying authority (the Council or an accredited certifier) to issue a complying development certificate to which this plan applies subject to a condition requiring the applicant to pay to the Council a contribution in accordance with this plan.

If a Ministerial direction under section 7.17 of the Act is in force, this Plan authorises the certifying authority to issue a complying development certificate subject to a condition which is in accordance with that direction.

## 2.3 Paying the contribution

### When to pay

Applicants must pay their contribution required in a development consent or complying development certificate prior to the issue of an occupation certificate or, in the case of complying development, prior to the commencement of complying development works.

### Indexation

At the time of payment, the City will index the contribution in accordance with quarterly updates to the Consumer Price Index (All Groups Index) for Sydney using the formula below. If the current CPI is less than the previous CPI, the current CPI shall be taken as not less than the previous CPI.

<i>Indexed development contribution</i>	$C_{\text{payment}}$	=	$\frac{C_{\text{consent}} \times CPI_{\text{payment}}}{CPI_{\text{consent}}}$
<i>Where:</i>	$C_{\text{consent}}$	=	the original development contribution required by the development consent
	$CPI_{\text{payment}}$	=	is the Sydney All Groups Consumer Price Index as published by the Australian Bureau of Statistics at the time of payment
	$CPI_{\text{consent}}$	=	is the Sydney All Groups Consumer Price Index as published by the Australian Bureau of Statistics at the time of consent.



### How to pay

In the case of a development application, the condition of consent requiring the contribution will require the contribution to be paid prior to the issue of an occupation certificate.

Applicants can pay their contribution online or in person at Council's Customer Service centre (126 Church Street, Parramatta) by bank cheque, card, or cash.

For online payments applicants should contact Council's Customer Service Line on 1300 617 058 to obtain a six-digit application key.

Payment can then be made online at the City of Parramatta's website by following these steps:

- Visit Council's online services portal at <https://onlineservices.parracity.nsw.gov.au/>
- Navigate to the 'New Payments' under the Payments section on the landing page.
- Select 'Application Payment' as the payment type and click 'next'
- Enter the payment details in the required fields and click 'next' (note Payment Reference is not the alpha numeric application reference number)
- Confirm the payment details and click 'next'
- Enter the required contact details and click 'proceed to payment'
- Enter card details and click 'pay' to finalise payment.

### Deferred and periodic payments

Deferral of payment or periodic payments beyond the issue of occupation certificate is not permitted.

Councils' local infrastructure contributions plans typically require payment of local infrastructure contributions to be made prior to the issue of a construction certificate. Some plans allow for deferred payment in certain circumstances, for example, payment of 50 per cent of the required contribution prior to the issue of occupation certificate.

This plan requires payment prior to the issue of the occupation certificate rather than construction certificate. This is effectively equivalent to deferral of 100 per cent of the required contribution from the construction certificate stage to occupation certificate stage. For this reason, additional deferred and periodic payment provisions beyond the occupation certificate stage are not permitted.

## 2.4 Accredited certifier obligations

Issuing a Complying Development Certificate under the *Environmental Planning and Assessment Regulation 2021*

Under section 156 of this Regulation, a complying development certificate must be issued with conditions included that require payment of a Section 7.12 levy and that the levy must be paid before any work authorised by the certificate commences.

Under section 158 of this Regulation, as a precondition to works authorised by the complying development certificate commencing, the certifier must ensure that the applicant provides a copy of the payment receipt issued by Council confirming that contributions have been paid in full. Copies of such receipts must be included with copies of the certified plan provided to the Council in accordance with section 141(4) of this Regulation. Failure to follow this procedure may render such a certificate invalid.

Before issuing an Occupation Certificate or Subdivision Certificate under the *Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021*

Under section 67 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021, a principal certifier for building work or subdivision work to be carried out on a site is required to be satisfied — before the principal certifier issues an occupation certificate or subdivision certificate for the work — that any preconditions required by a development consent or complying development certificate to be met for the work before the issue of the occupation certificate or subdivision certificate have been met.

The certifier must ensure that the applicant provides a copy of the payment receipt issued by Council confirming that contributions have been fully paid. Copies of such receipts must be included with copies of the certified plan provided to the Council in accordance with section 39(2) of this Regulation. Failure to follow this procedure may render such a certificate invalid.

Where a development has a proposed cost exceeding \$10 million, the additional matters in section 37(3) also apply.

The only exceptions to the requirement are where Council has agreed to a works-in-kind, material public benefit or dedication of land as alternative to payment of contribution by way of a Planning Agreement. This is discussed in the following subsection.

## 2.5 Alternatives to monetary contributions

Council may at its discretion accept the dedication of land and/or provision of a material public benefit or works-in-kind in part or full satisfaction of a monetary contribution under this plan.

Generally, only land or works directly associated with the infrastructure included in this plan may be considered as a material public benefit or works-in-kind in satisfaction of the monetary contributions. If Council agrees to an alternative to a monetary contribution, it will accept it under the terms of a planning agreement.





# Appendix A: Anticipated development

## Appendix A: Anticipated development

This appendix describes development anticipated in the Parramatta City Centre. This is a key indicator of development-generated infrastructure demand and cost. This, in turn, informs the infrastructure that will be funded using contributions received under this Plan, as set out in Appendix B and Appendix C.

Parramatta is Sydney's Central City. Located in the heart of the Sydney metropolitan area, the Parramatta CBD performs key economic, social, and cultural roles, particularly for Western Sydney, which is home to nearly half of Sydney's population. The metropolitan importance of the Parramatta City Centre will increase as Western Sydney's population grows and regional transport infrastructure connects people faster to Parramatta.

A new planning framework has been established by Council to facilitate and strengthen the Parramatta City Centre as a metropolitan centre. The new framework is guided by the vision for growth established in the Parramatta City Centre Planning Strategy 2015 and gives effect to the priorities and actions of the Central City District Plan to manage growth in the context of economic, social, and environmental matters and grow a stronger and more competitive Greater Parramatta.

The new framework is expected to drive significant development-generated population growth. Existing and forecast growth is shown in **Table 1** and **Figure 3** below and is based on estimated development yields anticipated from implementing the increases in development capacity contained within the Parramatta City Centre Planning Framework and the associated amendments to Parramatta Local Environmental Plan. The worker population is expected to increase from 49,513 workers in 2011 to 92,769 workers in 2056, an increase of 43,256 workers or 87 per cent. The number of dwellings is expected to increase from 4,769 dwellings in 2011 to 16,672 dwellings in 2056, an increase of 11,903 dwellings or 249 per cent.

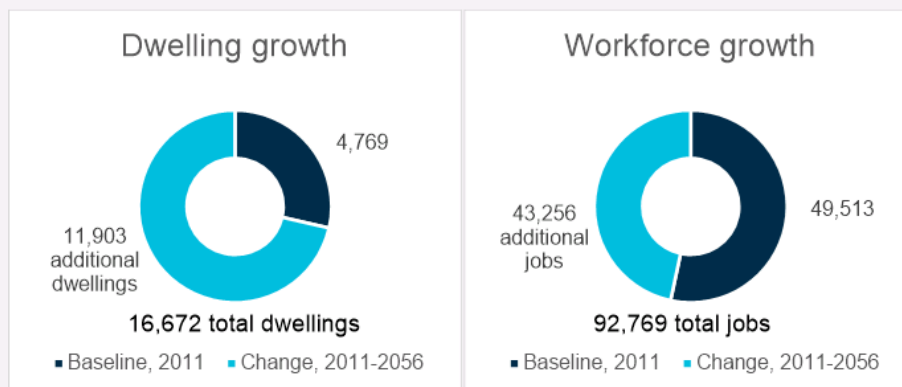
This anticipated growth is significant and will generate significant infrastructure demand. The strategies Council will use to address this demand are outlined in **Appendix B**.



Table 1: Anticipated development-generated population growth, 2016-2056<sup>1</sup>

	Baseline, 2011	Forecast, 2056	Change, 2011-2056	Change, 2011-2056
<b>Dwellings</b>	4,769	16,672	11,903	249%
<b>Workers</b>	49,513	92,769	43,256	87%

Figure 3: Anticipated development-generated population growth, 2016-2056



<sup>1</sup> Parramatta CBD Planning Proposal, as endorsed by Council for finalisation on 15 June 2021 (updated May 2022 to account for changes to the final version)



# Appendix B: Infrastructure strategies



## Appendix B: Infrastructure strategies

This appendix outlines the development-generated infrastructure demand, and the infrastructure Council will provide using contributions under this Plan to address that demand.

As outlined in Appendix A, Parramatta City Centre will be the primary focus for economic activity within Sydney's Central City, greater metropolitan Sydney, and NSW; and substantial growth in employment, services and housing in the City Centre is expected.

This new population will use local infrastructure and contribute to demand for its use. This local infrastructure includes:

- community facilities, such as libraries
- open space and recreation facilities
- public domain works
- traffic and transport works.

New residents, workers and visitors to the City Centre will have inadequate levels of service if Council does not provide new or improved public amenities and infrastructure to address development-generated infrastructure demand. The levels of service for the existing residential population and workforce will also decline without adequate public investment.

Development-generated infrastructure demand for the infrastructure categories above and the infrastructure Council will provide using contributions received under this Plan to address that demand are outlined in the following subsections. Local infrastructure to be provided acknowledges and will cater to the diversity of cultures comprising the Parramatta City Centre presently and into the future, including our local Dharug community.

A consolidated list of infrastructure works is provided in the works schedule in **Appendix C** while an infrastructure map showing the locations of the individual works items is shown in **Appendix D**.

The total estimated cost of the works included in the works schedule is \$1,980 million (\$1.980 billion). A breakdown of the cost by infrastructure category is shown in **Table 2** below. Council will allocate contributions received under this Plan towards these costs.

The demand and cost reasonably attributed (apportioned) to additional development is approximately \$1.20 billion (present value). This Plan is forecast to generate approximately \$582 million (present value) in development contributions income over the expected 40-year life of this Plan.

The difference or 'gap' between this Plan's works schedule total and income forecast under this Plan will be funded from other sources including existing planning agreement contributions, existing unspent contributions collected under the existing plan, grants, and committed Council funds. Council may also pool contributions received under this Plan to fully fund works items using contributions.

**Table 2: Estimated cost of works in the works schedule, by infrastructure category**

Category	Estimated cost
Community and cultural facilities	\$736m
Open space and recreation	\$495m
Public domain works	\$573m
Traffic and transport	\$176m
<b>Total</b>	<b>\$1,980m</b>

### B.1 Community facilities strategy

Community facilities are vital to the fabric of urban life and how people feel connected to each other. They provide spaces for the City's diverse communities of residents and workers to enjoy entertainment, creative and recreational pursuits, education and training, and rest and respite, in an increasingly dense inner-city environment. Council's recognition of the critical importance of community facilities for supporting city life is embedded in its Community Infrastructure Strategy (2020)<sup>2</sup>.

The development of Parramatta City Centre for commercial and residential uses will need to be supported by new community facilities to contribute to a socially sustainable future. Flexible, multipurpose community spaces act as gateways to connect people with each other, to services that can provide support and activities for the community.

Council's current community space network within the Plan area comprises of community spaces of different types and scales, including the following:

- Community meeting rooms – which are typically a single room that people can hire.
- Community centres – which are places where people from within a local neighbourhood can come together for social events, educational classes, recreational activities or for drop-in support.
- Community halls – multipurpose buildings managed by Council for the community. They provide space and facilities for a range of local activities and community services.
- Community hubs – a larger facility offering a range of spaces suitable for various activities, programs, services, and events which address the social, physical, and emotional wellbeing needs of the local community. It can be a school, a neighbourhood centre or another public space that offers collocated or integrated services such as education, health care and social services. Each hub is as unique as the community it serves.

Council's Community Infrastructure Strategy has identified a need for the following community facilities to meet the demands of growth in the City Centre:

- Civic Centre at 5 Parramatta Square
- Refurbished town hall

<sup>2</sup> City of Parramatta Community Infrastructure Strategy, 2020

- Flexible community space
- Youth space
- Low-cost leasable office space
- Homelessness support projects<sup>3</sup>.

Culture is fundamental to realising Council's vision for the City Centre and is what makes a city attractive and worth living in, visiting, and exploring. Arts and culture bring people together and provide the city's population with opportunities to share experiences. Culture is also a key determinant of a city's identity and reputation. Council's Cultural Plan<sup>4</sup> identifies that for a city to be driven by culture, it requires appropriate spaces and venues where culture can be created, produced, presented, and consumed.

Western Sydney University's Cultural Infrastructure Research Report<sup>5</sup> provides the necessary research and information to assist Council in determining its strategic priorities regarding the development of cultural infrastructure in the LGA. A key finding from the report is that Council must invest or facilitate investment in a range of cultural facilities to maximise the mixed ecology of cultural production, presentation and consumption found in culturally dynamic cities across the world.

To help address recommendations and findings from Council's Community Infrastructure Strategy and Cultural Plan, Council has developed a program of cultural facility projects that will be partly funded by this plan. These are shown in the works schedule in **Appendix C**. It includes 33 works items with a combined total estimated cost of approximately \$736 million. Council will allocate contributions received under this Plan to works items in the works schedule.

Community facilities items include, but are not limited to:

- New Civic Centre at Parramatta Square (\$130.1 million)
- Parramatta Town Hall refurbishment (\$10 million)
- 2 x flexible community spaces in the City Centre (\$46.9 million)
- Knock down and rebuild of the existing Riverside Theatres (\$200 million)
- New Parramatta Art Centre with exhibition and gallery space (\$43 million)
- A live music venue with capacity for 5,000 people (\$80 million).

## B.2 Open space and recreation strategy

Open space and recreation facilities are essential to the healthy functioning of the community and its urban environment. They provide a range of benefits including exercise, recreation, relaxation, escape, exploration, contemplation, interaction, connection, celebration, biodiversity, cooling, ventilation, tourism, identity, and community well-being.

Given the constrained urban environment and the high cost of land in the City Centre, it is not feasible to achieve the ideal provision rate or replicate current rates of provision of land for open space uses. Instead, Council's (2020) Community Infrastructure Strategy (CIS) outlines a more reasonable strategy including:

<sup>3</sup> City of Parramatta Homelessness Policy, 2011

<sup>4</sup> Culture and Our City: a Cultural Plan for Parramatta's CBD 2017-22, 2017

<sup>5</sup> Planning Cultural Infrastructure for the City of Parramatta: A Research Report, Institute for Culture and Society, Western Sydney University, 2020

- Upgrading various existing open spaces to increase their capacity to assist with providing for the new population's demand
- Increase the carrying capacity of existing playing fields through upgrades to playing surfaces and/or supporting infrastructure and increased maintenance
- Upgrade existing playgrounds to increase the number of local and district play spaces available and provide a variety of play experiences
- Repurpose parks to accommodate both formal and informal sports
- Develop better connections between open spaces and sports grounds
- Repurpose alternative (non-traditional) spaces for both formal and informal sport and recreation.

The Parramatta City River Strategy<sup>6</sup> harmonises the CIS aim to repurpose alternative avenues of open space. The Parramatta River is the main topographical feature of Parramatta City Centre that helps define the character of the City Centre and provides opportunities for recreation and landscape amenity. This Plan includes works schedule items that aim to showcase the river as the key public recreational space for the City Centre, and to enhance the aesthetic quality and amenity of the river landscape as well as increase the recreational opportunities and access links along the river corridor.

The Parramatta Ways Walking Strategy and the Green Places Guide<sup>7</sup> published by the Government Architect NSW aim to create a healthier, more liveable, and sustainable urban environment by improving community access to recreation and exercise, supporting walking, and cycling connections, and improving the resilience of urban areas. This Plan also provides funding for street upgrade projects which will improve walkability and contribute to a network that is safe, comfortable, and interesting for pedestrians.

Council's priorities for open space and recreation in the City Centre are shown in the open space and recreation works schedule in **Appendix C**. It includes 35 works items with a total combined estimated cost of approximately \$495 million.

Open space and recreation items include, but are not limited to:

- River Square (\$65.2 million)
- Redesign of Charles Street Weir to improve active transport movement, hydraulic flows, and fish passage (\$12.5 million)
- Charles Street Square and ferry terminus upgrade (\$11.5 million)
- Various foreshore upgrade works
- Prince Alfred Square major upgrade (\$8.3 million)
- Parramatta Ways CBD connections (various projects)
- New aquatic and leisure centre (\$77 million)
- River swimming enclosure (\$9.7 million)
- Existing sports field improvements in and near the City Centre (various projects)
- Existing Park upgrades (various projects)
- New local and district play spaces (\$4 million)
- New and upgraded outdoor recreation courts, exercise equipment and other active recreation facilities in and near the City Centre (\$20.7 million)
- Four (4) new multipurpose court indoor recreation facilities (\$16 million).

<sup>6</sup> Parramatta City River Strategy Design and Activation Plan, 2015

<sup>7</sup> Greener Places, Government Architect NSW, 2020



### B.3 Public domain strategy

This Plan provides funding for projects that will facilitate enriching and expanding the public domain and design parameters for streets and key public spaces. The public domain projects are for the provision of new paving, tree planting, lighting, urban furniture, signage, multi-function poles and city ecology. The provision of these facilities and upgrades will bring the public domain of major City Centre streets up to world class city standard. This program of works will be complemented by projects from Council's Smart Cities program<sup>8</sup>.

Parramatta Square is set to become a world-class landmark and destination in the heart of the Parramatta City Centre. The precinct is linked by 6,000sqm of public domain that will serve as an important place to meet, trade, shop, dine, learn, celebrate, and connect. The Parramatta Square public domain will connect the world-class buildings within Parramatta Square and form an important public space for workers and the wider community. Council will facilitate the development of Parramatta Square public domain in accordance with Parramatta Square Urban Design Guidelines<sup>9</sup> using funds collected by this plan.

Parramatta City Centre has an extensive lanes network which benefits the city by enhancing connectivity, servicing, and loading especially through large city blocks. This traditional function of lanes needs to be retained and enhanced when lots are amalgamated and/or blocks redeveloped as Parramatta grows.

This plan will provide funding for projects to develop and improve the City Centre lane network in accordance with the following principles from Parramatta City Centre Lanes Policy<sup>10</sup>:

- Retaining and extending the existing utilitarian functions of the network including servicing and accessing will support the city and business vitality long term
- A safe lanes network 24/7 will promote pedestrian use throughout the day
- Promoting pedestrian activity will improve safety and liveliness of lanes
- Designing lanes as destinations will increase street level retail and support city visitation
- Incorporating standard Public Domain Guidelines will promote consistent appearance and design and a good image for the city
- Lanes that are designed to express their special history, location and role in the network will improve Parramatta's character and identity
- Lane upgrades should combine improvements in activation as well as improvements in appearance, design, and construction to ensure the lanes are safe and well used to maximise the city's potential and expenditure
- Incorporating lanes as venues for cultural events, art and interpretation programs will help to animate the city and improve street level activity

A significant proportion of the Parramatta City Centre is within the floodplain of the Parramatta River and its tributaries. Flooding within the Parramatta City Centre is typical of flash flood catchments with floodwaters arriving quickly without significant warning, cutting access to areas and buildings, before receding quickly. The key stormwater and flood risk management issue for Council is balancing growth in the City Centre with managing risks to

<sup>8</sup> Parramatta Smart Cities Masterplan, 2015

<sup>9</sup> Parramatta Square Reference Design & Performance Specification, 2015

<sup>10</sup> Parramatta City Centre Lanes Policy, 2011

life and property from flooding. This Plan provides funding for key floodplain risk management activities that are identified in Council's Local Strategic Planning Statement.

Public domain works projects to be part funded by this Plan are shown in the works schedule in **Appendix C**. It includes 46 works items with a combined total estimated cost of \$573 million. Works items include, but are not limited to:

- Parramatta Square public domain (\$50 million)
- Civic Link public domain (\$40 million)
- Major City Centre streets public domain upgrades including George Street, Macquarie Street, Phillip Street and Church Street, among others (various projects)
- Two new public toilet facilities (\$1 million)
- Drainage improvements across the City Centre to reduce localised flooding and improve stormwater quality and quantity into Parramatta River (\$40 million)
- Large-scale flood mitigation program of works to address flooding from Parramatta River (\$79 million)
- Smart cities projects including CCTV, rationalisation of utilities and multi-function poles for non-major streets (\$24.8 million).

## B.4 Traffic and transport strategy

Anticipated development in Parramatta City Centre will generate significant travel demand to and from Parramatta City Centre, placing greater demand on transport infrastructure and services.

Anticipated development will result in a significant increase in transport trips starting or ending in Parramatta City Centre from just over 51,000 trips in the AM peak alone in 2016 to almost 111,000 trips in the AM peak in 2036. Since private vehicle use is currently the preferred mode of travel for commuters in Parramatta City Centre <sup>11</sup>, this results in a more congested road network. There is a need to influence and change commuter's mode preferences. A transformation in the City Centre will require a considerable shift in transport planning and delivery to encourage walking, cycling and public transport trips to and from the City Centre.

The Parramatta CBD Strategic Transport Study<sup>12</sup> identifies several strategies to improve walking and cycling:

- Promote cycling as a means of accessing the City Centre
- Improve the walking experience to help achieve a mind shift towards walking in the City Centre
- Promote active transport trips within a 10-kilometre radius of the City Centre

This is supported by the Parramatta Ways Walking Strategy<sup>13</sup> which seeks to improve walkability across Parramatta and provides a strategic plan to improve active transport, urban greening, recreation, and local centre amenity.

Additionally, the Parramatta Bike Plan<sup>14</sup> aims to support access to jobs, shopping, education, and recreation through a healthy and low-cost alternative transport mode. It aims to enhance

<sup>11</sup> Draft Parramatta Integrated Transport Plan, 2021

<sup>12</sup> Parramatta CBD Strategic Transport Study, 2016

<sup>13</sup> Parramatta Ways Walking Strategy, 2017

<sup>14</sup> Parramatta Bike Plan, 2017




the liveability for the residents, workers, and visitors of Parramatta, with a target to increase the proportion of people cycling to work from five to ten percent.

Parramatta Integrated Transport Plan provides the following key actions accommodate the transport needs generated by future growth:

- Completing the river foreshore paths on the northern and southern banks
- A north-south physically separated bike path aligned with Marsden Street, Marist Place and Villiers Street
- An east-west physically separated bike path along George Street
- Civic Link: a shared pedestrian cyclist spine from the river to Parramatta interchange
- Upgrading key intersections to improve access to Parramatta City Centre, including Pitt Street/Marsden Street intersection along Great Western Highway, and the Woodville Road, Parramatta Road and Church Street intersection at Granville
- Increase capacity on mass movement corridors such as James Ruse Drive, Victoria Road, Great Western Highway

Council has developed a list of projects that will deliver the on the outcomes of the studies above as well as those from the Draft Integrated Transport Plan. Traffic and transport works to be part funded by this Plan are shown in the works schedule in **Appendix C**. It includes 21 works items with a combined total estimated cost of \$176 million. Projects are broadly grouped as follows:

- Pedestrian improvements (\$10.1 million)
- Median islands (\$1.2 million)
- Intersection upgrades (\$13 million)
- City Centre road widenings (\$53 million)
- Bridge improvements (\$39 million)
- City Centre bike plan projects (\$52.9 million)
- Last mile delivery facility (\$3 million)
- Smart parking (\$4 million).



# Appendix C: Works schedule

## Appendix C: Works schedule

This appendix contains a works schedule listing the works items Council will provide using contributions under this plan, the estimated cost of each item, and when Council will provide them.

Works items are listed in the following tables by infrastructure category:

- Table C1: Community facilities works schedule
- Table C2: Open space and recreation works schedule
- Table C3: Public domain works schedule
- Table C4: Traffic and transport works schedule.

Table C1: Community facilities works

Item / description	Location	Estimated cost	Timing <sup>15</sup>
<b>Civic Centre at 5 Parramatta Square</b>			
1. Civic Centre includes facilities such as new CBD library, meeting rooms, council chamber and an experience centre.	5 Parramatta Square	\$130,100,000	Short
<b>Parramatta Town Hall (PS7)</b>			
2. A refurbished Parramatta Town Hall where residents, workers and visitors will be able to access its larger and smaller community spaces and proposed commercial activation offerings.	7 Parramatta Square / Town Hall.	\$10,000,000	Short
<b>Flexible community space</b>			
3. 6,800 sqm of flexible community space in two facilities in the CBD: one in the north and one in the south.	Split in a facility in the north of the CBD and south of the CBD.	\$46,920,000	Short-long
<b>Youth space</b>			
4. 2,000 sqm of youth space in two facilities in the CBD: one in the north and one in the south.	Split in a facility in the north of the CBD and south of the CBD.	\$13,800,000	Short-long
<b>Low-cost leasable office space</b>			
5. 3,000 sqm of low-cost leasable office space, to allow non-Council community services providers and social enterprises to locate in Parramatta CBD. This would be split between two facilities in the CBD: one in the north and one in the south.	Split in a facility in the north of the CBD and south of the CBD.	\$7,035,000	Short-long
<b>Homelessness support projects</b>			
6. Infrastructure for food provision to disadvantaged members of the community.	Prince Alfred Square	\$500,000	Short
7. Upgraded amenities for homeless – laundry, showers, etc.	Within existing non-profit facilities in CBD	\$100,000	Short
<b>Performing arts facilities</b>			
8. Anchor Facility: Knock down and rebuild of the existing Riverside Theatres to deliver modernised facility that includes rehearsal, presentation, and production spaces.	Existing site on river foreshore.	\$200,000,000	Short

<sup>15</sup> Short = years 1-5 (2021-2025); Medium = years 6-10 (2026-2030); Long = years 11+ (2031-2056).

Item / description	Location	Estimated cost	Timing <sup>15</sup>
9. Riverside Performing Arts Rehearsal and Training Studio (1,000 sqm).	Close to public transport is essential; ideally in City Centre	\$1,720,520	Short
10. Performing Arts Rehearsal and Training Space with capacity to accommodate First Nations Dance and ballet (1,000 sqm).	Close to public transport is essential; ideally in City Centre	\$1,750,520	Medium
<b>Art production and presentation facilities</b>			
11. Anchor Facility: Artist professional production facility with 30 art studios and ancillary supporting facilities (2,485 sqm).	In or near the Civic Link and Parramatta station	\$8,635,375	Short
12. Anchor Facility: Parramatta Art Centre with exhibition and gallery space (4,000 sqm).	Civic Link (fringe commercial core)	\$43,000,000	Medium
13. Anchor Facility: Multimedia Digital and Performance Arts and Access Facility including performance space and production spaces, digital gallery, and supporting ancillary spaces (2,700 sqm).	CBD	\$9,826,000	Short
14. 10 x 500sqm arts education and training provider spaces for music, film, and dance.	Close to public transport is essential; in both CBD and across North Parramatta	\$18,025,000	Medium - Long
15. Artist Run Initiative (ARI) - not for profit artist run gallery (1,500 sqm).	City Centre or fringes; Rydalmere "creative industries precinct"	\$2,557,500	Long
16. Two (1,000 sqm) x art gallery and exhibition spaces.	Close to public transport is essential; ideally in City Centre	\$13,800,000	Medium
17. Rydalmere Parramatta Artist Studios Facility (1,200 sqm).	Rydalmere	\$4,116,000	Short-medium
<b>Aboriginal cultural projects</b>			
18. Indigenous Healing Site and Space to provide for reflection and ceremonies/events (1,350 sqm)	Close to the North Parramatta River	\$3,000,000	Short
19. Aboriginal and Torres Strait Islander Science and Knowledge Centre (800 sqm) to accommodate research on medicinal food, language, and research library and digital resources.	CBD / Westmead / North Parramatta	\$5,520,000	Short



Item / description	Location	Estimated cost	Timing <sup>15</sup>
20. Aboriginal and Torres Strait Islander – 'A Keeping Place' included in 5 Parramatta Square (160 sqm). The space is to store and view objects, and also includes a meeting room.	CBD	\$1,104,000	Short
<b>Creative clusters and industry start up space</b>			
21. Creative Industries Cluster to provide communal space for tenants consisting of creative organisations and multi-artform practitioners (3,600 sqm).	Creative Industries Cluster: Civic Link and/or North Parramatta.	\$9,630,000	Medium
22. North Parramatta Heritage 'Tech-start up' Precinct to provide spaces for innovations and start-ups, and food and drink spaces (2,000 sqm)	North Parramatta Heritage Precinct	\$5,350,000	Short
<b>Music performing and creative spaces to support the local music scene and to accommodate new &amp; established artists.</b>			
23. 3 x live music venues with a capacity of under 250 people (approx. 300sqm each)	Parramatta CBD or North Parramatta	\$12,000,000	Short-Medium
24. One live music venue of 500-person capacity (approx. 600sqm)	Parramatta CBD or North Parramatta	\$8,000,000	Medium
25. One live music venue of 1,200-person capacity (approx. 1,620 sqm)	Parramatta CBD or North Parramatta	\$19,200,000	Medium
26. One live music venue of 2,500-person capacity (approx. 3,375 sqm)	Parramatta LGA or North Parramatta	\$40,000,000	Long
27. One live music venue of 5,000-person capacity (approx. 6,750sqm)	Parramatta LGA or North Parramatta	\$80,000,000	Long
28. Music recording studio offering recording, mixing, song writing rooms, podcasting, and interviewing rooms (2,500 sqm).	Parramatta City Centre	\$8,575,000	Medium
29. Anchor presentation facility for music and events in iconic heritage building, including two multi-purpose presentation spaces and short-term rehearsal facilities with a focus on musicians. Estimate capacity at 800. (approx. 1,080 sqm)	Parramatta City Centre	\$15,530,000	Medium
<b>Informal / adaptable spaces for temporary cultural uses and events</b>			
30. Rooftop Eat Street Carpark 'Pop Up' event venue to host events for 2,000 people.	Eat Street carpark, CBD	\$700,000	Short-Medium
31. Creativity-enabling spaces in the public domain to allow 'mini-events' such as chalk art, temporary public art, planter boxes, and dancing (2,000 sqm total).	Various Locations and sizes across City of Parramatta LGA	\$2,800,000	Short-Medium
32. Use of Parramatta Gaol for event, exhibition, and festivals.	North Parramatta Heritage Precinct	\$3,200,000	Medium-Long



Item / description	Location	Estimated cost	Timing <sup>15</sup>
<b>City Art, Identity, and the Outdoor Museum</b>			
33. The development of contemporary public art and heritage interpretation (17 works - small, medium, and large) enabling their inclusion and integration in the public domain across the city centre as per the Civic Improvement Plan Amendment No.4. Revitalising Parramatta City Centre Plan. Sizes are as follows: (a) Large are approx. 20sqm (which takes into account foundations and landscape surrounds) x 2 = 40sqm; (b) Medium are approx. 10sqm x 5 = 50sqm; (c) Small are approx. 5sqm x 10 = 50sqm.	Civic Link; River Foreshore; Parks and Cultural Landscapes; City Gateways; Laneways; Church Street; Bridges.	\$9,500,000	Medium
		<b>\$735,994,915</b>	

Table C2: Open space and recreation works

Item / description	Location	Estimated cost	Timing <sup>16</sup>
<b>River Square and surrounds</b>			
1. The River Square which is a riverside public space linking directly to Parramatta Square and station through the Horwood Civic Link. It includes Australia's first Water Square, a multi-functional space that can accommodate up to 10,000 people, a floating stage, various event functions, children's play, and riverside swimming.	South Bank between Lennox Bridge and Barry Wilde Bridge	\$65,208,000	Short
2. Riverside Terrace at the Sorrell Street foreshore (located opposite the River Square), which is a public space with an upper level and lower-level plaza along the northern and southern edge of the terraces.	North Bank between Lennox Bridge and Barry Wilde Bridge	\$12,435,500	Short
<b>Parramatta Quay upgrades supporting works</b>			
3. Redesign of Charles Street Weir, including the weir itself and the river crossing to improve active transport movement, hydraulic flows, and fish passage.	Charles Street Weir	\$12,644,500	Short - Medium
4. Charles Street Square and ferry terminus upgrade involving new ramps and stairs, a wide riverfront walk, flood-resilient and sustainable design elements, and more trees.	Surrounding Ferry terminus	\$11,551,799	Short
<b>Parramatta River Foreshore Parcel upgrades</b>			
5. Foreshore East upgrades comprising redesign of the land on the south side of the river from the ferry terminus to Gas Works Bridge to improve accessibility, activate the public space and connection to retail uses, and provide pedestrian plazas.	East of Ferry Terminus to Gas Works Bridge, South side of the river	\$8,987,000	Short-Medium
6. Northern Terrace parcel foreshore upgrade which involves the delivery of accessible and usable public space with a low-level plaza located along the river edge.	Queens Ave Steps to Elizabeth St	\$8,778,000	Short
7. Playground parcel foreshore upgrade.	North bank, east of Barry Wilde Bridge	\$4,389,000	Long
8. Riverside Theatre foreshore upgrade to support the Riverside Theatre and provide a terrace along the river corridor to support a range of outdoor cultural events.	North Bank between Bernie Banton and Lennox Bridges	\$17,974,000	Short

<sup>16</sup> Short = years 1-5 (2021-2025); Medium = years 6-10 (2026-2030); Long = years 11+ (2031-2056).

Item / description	Location	Estimated cost	Timing <sup>16</sup>
9. Southern foreshore parcel upgrade which involves a passive recreational space for the public along the river corridor.	Wilde Ave to Charles St Weir	\$13,167,000	Medium
10. Riverside Southern foreshore upgrade which involves a retained riverside wall and a two-tier deck to support adjacent retail frontages.	South Bank between Bernie Banton and Lennox Bridges	\$16,900,000	Short
11. Justice Precinct parcel foreshore upgrade which includes an active building edge and a network of footpaths that connect the Justice Precinct to the river's edge, Parramatta Park and Riverside Tower.	Foreshore between Marsden St and O'Connell St	\$14,943,500	Short-Medium
12. Kings School parcel foreshore upgrade which includes a multi-purpose ground and public recreation space with terraces, a wetland and network of footpaths to connect to the stadium, Parramatta Park, and the river.	Foreshore between new school and river	\$15,361,500	Long
13. Omitted as work is complete			
<b>Prince Alfred Square major upgrade</b>			
14. Improving facilities for events, protecting heritage assets including significant trees, and improving overall amenity and passive recreational use	Prince Alfred Square	\$8,250,000	Short
<b>Brickfields Creek naturalisation</b>			
15. Naturalising and restoring Brickfields Creek where it intersects with the Parramatta River.	North bank, east of Barry Wilde Bridge	\$2,194,500	Short

Item / description	Location	Estimated cost	Timing <sup>16</sup>
<b>Parramatta Ways links in the CBD - local delivery of Sydney's "Green Grid" and "Greener Places" policies</b>			
16. Southern CBD Green Rail Link upgrade from the M4 to Parramatta Station to improve accessibility across the city and deliver the green grid.	M4 to Parramatta Station. Two options: (a) Along High Street near the M4 through Jubilee Park through to Wentworth Street near Parramatta Station; and (b) Along the western side of the railway corridor from Tottenham Lane/Station Street West near the M4 through to Valentine Avenue near Parramatta Station.	\$7,500,000	Medium
17. Parramatta CBD Ring Road Pedestrian Access and Amenity Upgrades which includes works to the pedestrian network to prioritise the time, safety and amenity of pedestrians and promote walking.	Ollie Webb Reserve to CBD to Elizabeth Farm	\$8,686,167	Medium
18. Clay Cliff Creek Link - CBD Open Space and Heritage Loop	Ollie Webb Reserve to CBD to Elizabeth Farm	\$5,950,000	Medium
<b>Parramatta Ways CBD connections</b>			
19. Street upgrade at Albert Street – to improve walkability and contribute to a network that is safe, comfortable, and interesting for pedestrians.	Parramatta North	\$2,900,000	Medium
20. Street upgrade at Fennel Street	Parramatta North	\$2,450,000	Medium
21. Street upgrade at Grose Street	Parramatta North	\$2,350,000	Medium
22. Street upgrade at Thomas Street	Parramatta North	\$2,400,000	Medium

Item / description	Location	Estimated cost	Timing <sup>16</sup>
23. Street upgrade at Wigram Street	Harris Park	\$2,400,000	Medium
24. Street upgrade at Pitt Street	Parramatta South	\$1,700,000	Medium
25. Street upgrade at Marsden Street, south of Parkes Street	Parramatta South	\$860,000	Medium
<b>Aquatic and leisure centre</b>			
26. New modern aquatics and leisure centre	Parramatta Park (Mays Hill Precinct)	\$77,000,000	Short
<b>River swimming enclosure</b>			
27. City river swim experience to provide amenity and connection to nature for the increasing numbers of CBD residents, workers, and visitors	City River Corridor	\$9,700,000	Short - Medium
<b>Robin Thomas &amp; James Ruse Reserves Upgrade</b>			
28. Implementation of masterplan to provide new and upgraded sporting and recreation facilities to increase capacity for active and passive recreation as well as enhancing overall amenity and Green Grid connectivity	Robin Thomas and James Ruse Reserves	\$11,975,000	Short
<b>Sports fields improvements</b>			
29. Upgrading Council-owned facilities in or near the CBD. Upgrades include works such as increasing the square metres of playing surface, irrigation and drainage works to increase usage, flood lighting, turf improvements, parking, amenities, storage, and access.	Dan Mahoney Reserve; Belmore Park; Barton Park / PH Jeffrey Reserve; Ollie Webb Reserve; Jones Park; Doyle Ground	\$17,387,500	Short-long
30. Non-Council owned i.e. co-located facilities with schools. Upgrade works include improved irrigation/drainage, flood lighting, and turf quality.	Macarthur Girls High School; Parramatta High School	\$4,700,000	Short-long

Item / description	Location	Estimated cost	Timing <sup>16</sup>
<b>Parks</b>			
31. Upgrade the quality of parks in or near the CBD to cater for increased demand and bring up to a world-class city standard	Belmore Park; Erby Place Plaza; Experiment Farm Reserve; Jubilee Park; Mays Hill Reserve; Noller Park; Ollie Webb Reserve; PNUT (OS1-OS4); Queens Wharf Reserve; Railway St Reserve; Ranghou Reserve; Rosella Park; Rosslyn Blay Park; Sherwin Park; Thomas Williams Reserve; Underline (M4); Wallawa Reserve.	\$75,775,000	Short-long
32. Provision of pocket parks or new open spaces on development sites to increase open space within the CBD.	Across sites in the CBD.	\$6,000,000	Short-long
<b>Play spaces</b>			
33. Playspaces: The provision of district and local playspaces in or near the CBD. This includes: - 2 x new 1,500 sqm district playspaces - 10 x new indoor or outdoor (ideally outdoor) 500 sqm local playspaces.	In or near the CBD	\$4,000,000	Short-long
<b>Active recreation facilities (outdoor preference)</b>			
34. Provision of new and upgraded outdoor recreation courts, exercise equipment, and other active recreation facilities. This includes the following facilities: <u>New</u> - 3x indoor or outdoor (ideally, outdoor) 700sqm multipurpose courts - 2 x indoor or outdoor (ideally, outdoor) 100sqm fitness equipment - 3 x Indoor or outdoor (ideally, outdoor) cricket nets (200sqm for 2 lanes). <u>Upgraded</u> - Mays Hill Tennis Courts - PH Jeffrey Tennis Courts	In or near the CBD	\$20,737,500	Short-long



Item / description	Location	Estimated cost	Timing <sup>16</sup>
<b>Indoor recreation facilities</b>			
35. 4 x new multipurpose court indoor recreation facilities (2,000sqm for two courts and ancillary facilities).	Within CBD	\$16,000,000	Short-long
<b>Active city pocket park</b>			
36. Embellishment of the vacant lot at 2 Fitzwilliam St, Parramatta (currently owned by TfNSW) for a new active recreational space, and an activated and green space to meet and wait. The space would also provide opportunity for youth programming.	2 Fitzwilliam St, Parramatta	\$2,000,000	Short
		<b>\$495,255,466</b>	

Table C3 – Public domain works

Item / description	Location	Estimate cost	Timing <sup>17</sup>
<b>Parramatta Square public domain</b>			
1. Parramatta Square public domain – to connect the world-class buildings within Parramatta Square and form an important public space for workers and the wider community.	Parramatta Square	\$50,000,000	Short
<b>Civic Link</b>			
2. Civic Link public domain – to provide a continuous green spine that runs between the River Square and Parramatta Square, prioritising pedestrian, and cyclist movements.	Two blocks from Macquarie St to Phillip St	\$40,000,000	Medium
<b>Major upgrades to bring public domain of major CBD streets up to world class city standard</b>			
3. George Street public domain works – including paving, tree cells and multi-function poles	George St between O'Connell & Harris St	\$23,310,720	Medium
4. Macquarie Street public domain works – including paving, tree cells and multi-function poles	Macquarie St between Pitt & Church St	\$9,815,040	Medium
5. Phillip Street public domain works – including paving, tree cells and multi-function poles	Phillip St between Marsden & Charles St	\$13,904,640	Medium
6. Church Street public domain works – including paving, tree cells and multi-function poles	Church Street, south of Station St	\$17,994,240	Short
7. Victoria Road public domain works – including paving, tree cells and multi-function poles	Victoria Rd between O'Connell & Sorrel St	\$9,664,000	Short
8. Argyle Street public domain works – including paving, tree cells and multi-function poles	Argyle St between Marsden and Church St	\$3,865,600	Medium
9. Smith and Station Streets public domain works – including paving, tree cells and multi-function poles	Smith/Station St between Hassall St & Parramatta River	\$13,916,160	Medium

<sup>17</sup> Short = years 1-5 (2021-2025); Medium = years 6-10 (2026-2030); Long = years 11+ (2031-2056).

Item / description	Location	Estimate cost	Timing <sup>17</sup>
10. Charles Street public domain works – including paving, tree cells and multi-function poles	Charles St between Phillip and Macquarie St	\$5,411,840	Medium
11. Wentworth Street and Valentine Avenue public domain works – including paving, tree cells and multi-function poles	Wentworth St and Valentine Ave	\$10,243,840	Short
12. Hassall Street and Station Street East public domain works – including paving and tree cells	Hassall St between Harris & Station Street East, and Station Street East between Hassall & Parkes St	\$10,967,440	Medium
13. Hunter Street public domain works – including paving and tree cells	Hunter St between Pitt St & St John's Church	\$7,795,040	Long
14. Argyle Street public domain works – including paving and tree cells	Argyle St between Pitt & Marsden St	\$6,344,800	Short
15. Aird Street public domain works – including paving and tree cells	Aird Street between O'Connell St & Marsden St	\$2,719,200	Long
16. Campbell Street public domain works – including paving and tree cells	Campbell Street between O'Connell & Church St	\$8,701,440	Long
17. Anderson Street public domain works – including paving and tree cells	Anderson St between Parkes and Marion St	\$4,532,000	Long
18. Marion Street public domain works – including paving and tree cells	Marion Street between Church St & rail line	\$5,438,400	Long
19. Lane 13 (future street) public domain works – including paving, tree cells and lights. This is to reconfigure the existing laneway that currently goes from Phillip Street to Erby Place car park, to extend it to George Street. This would create a continuous north-south lane from Phillip Street to George Street.	Phillip St to George St through Erby Place	\$3,240,720	Medium

Item / description	Location	Estimate cost	Timing <sup>17</sup>
20. Union Street public domain works – including paving and tree cells	Union St between Charles St & Argus Ln	\$2,356,640	Medium
<b>Develop and Improve CBD Laneway Network (including paving, tree cells and multi-function poles)</b>			
21. Omitted, as this project was originally combined with Item 22 and is superseded by that item.			
22. Freemason Arms public domain works – including paving, tree cells and lights	Freemason Arms	\$2,167,200	Long
23. Palmer Lane public domain works – including paving, tree cells and lights	Palmer Street	\$1,269,360	Long
24. Andrew Nash Lane public domain works – including paving, tree cells and lights	George St between Horwood Pl and Smith St	\$804,960	Long
25. Lane 14 (future service lane) public domain works – including paving, tree cells and lights	Connection between Civic Link and rear of Mayfair Plaza	\$1,190,160	Medium
26. Lane 49 (existing arcade to be redeveloped into pedestrian lane) public domain works – including paving, tree cells and lights	Mayfair Plaza	\$793,440	Medium
27. New Service Lane connecting Lane 14 to Phillip Street public domain works – including paving, tree cells and lights)	In Erby Place block of Civic Link	\$793,440	Medium
28. Lane 16 public domain works – including paving, tree cells and lights	Smith Street to Civic Link & Metro West	\$661,200	Medium
29. George Khattar Lane public domain works – including paving, tree cells and lights	Service Lane connecting Phillip Street to the River Foreshore, adjacent 66 Phillip Street	\$925,680	Medium
30. Phillip Lane public domain works – including paving, tree cells and lights	Phillip Lane	\$793,440	Medium
31. United Lane public domain works – including paving, tree cells, and lights)	United Lane off Macquarie Street	\$774,000	Medium

Item / description	Location	Estimate cost	Timing <sup>17</sup>
32. Barrack Lane public domain works – including paving, tree cells and lights	Between Macquarie Street and George Street	\$2,476,800	Medium
33. Argus Lane public domain works – including paving, tree cells and lights	East end of Union Street between Macquarie Street and George Street.	\$2,244,600	Medium
34. Oyster Lane public domain works – including paving, signage, and lights	Pedestrian lane off Church St, linking to 12 Phillip St	\$247,000	High
35. Unnamed Lane public domain works – including paving, signage, and lights	Pedestrian lane off Phillip St, adjacent to 78 Phillip St	\$213,750	High
36. Unnamed Lane public domain works – including paving, signage, and lights	Council proposed pedestrian lane at Phoenician Restaurant, Church St to MAAS	\$323,000	High
37. Wentworth Car Park Lanes public domain works – including paving, tree cells and lights	Lanes around and through Wentworth Car Park	\$4,892,880	Short
38. Lane N2 Public Domain works – existing property to be redeveloped into pedestrian lane, including paving, tree cells and lights	Church Street to MAAS (El Phoenician site)	\$1,057,920	Medium
<b>Public toilet provision</b>			
39. Design and construction of 2 new public toilet facilities to ensure access to these amenities is available across the CBD.	Prince Alfred Square and additional site within the CBD.	\$1,000,000	Short-Medium
<b>Parramatta Light Rail public domain integration</b>			
40. Public domain works to deliver a quality urban design and streetscape outcome along the Parramatta Light Rail interface with Church Street, if required	Church Street between Victoria Road and Pennant Hills Road	\$13,950,000	Short

Item / description	Location	Estimate cost	Timing <sup>17</sup>
41. Public domain works to deliver a quality urban design and streetscape outcome along the Parramatta Light Rail interface with Macquarie Street, if required	Macquarie Street between Church Street and Harris Street	\$5,250,000	Short
<b>Major program of works responding to CBD flooding issues</b>			
42. Drainage improvements across the CBD to reduce localised flooding and improve stormwater quality and quantity into the Parramatta River.	Throughout CBD	\$40,000,000	Short
43. Large-scale flood mitigation program of works to address flooding from the Parramatta River.	Throughout CBD	\$79,011,000	Medium
<b>Smart cities</b>			
44. CCTV and associated works	Throughout CBD	\$2,200,000	Short
45. Rationalisation of utilities e.g. undergrounding power in Auto Alley and North Parramatta	Throughout CBD	\$20,000,000	Short-Medium
46. Multi-function poles for non-major streets	Throughout CBD	\$2,640,000	Short
<b>Land and floorspace acquisition contingency</b>			
47. Additional aggregate cost component for land and floor space acquisition for local infrastructure broadly across the CBD. This item allows for 1 ha of land and 1 ha of floor space acquisition at market rates where land/floor space acquisition is required on a site and the landowner/developer cannot transfer an equivalent amount of floor space yield allocated for the community infrastructure elsewhere on the development site.	Throughout CBD	\$138,000,000	Short-Medium-Long
		<b>\$573,901,590</b>	



Table C4: Traffic and transport works

Description	Location(s)	Estimated cost	Timing <sup>18</sup>
<b>Pedestrian improvement</b>			
1. Pedestrian and street lighting under Parkes Street rail overbridge	Parkes Street at Railway Bridge	\$100,000	Short
2. Pedestrian safety improvements at a minimum of 10 locations throughout the CBD e.g. George Street, mid-block refuge	Minimum 10 locations throughout CBD	\$10,000,000	Short - Long
<b>CBD Bike Plan projects</b>			
3. North-south CBD cycle route consisting of a physically separated 2-way on-road cycleway along Marsden Street, Marist Place, Villers Street, Harold Street, and Church Street	Marsden Street, Marist Place, Villers Street, Harold Street, and Church Street	\$17,755,100	Short
4. East-West CBD cycle route consisting of a physically separated 2-way on-road cycleway along George Street and Arthur Street	George Street and Arthur Street	\$10,256,700	Short
5. Queens Wharf Reserve cycling link from Alfred Street Rosehill to George St Parramatta, connecting to the western end of the 2-8 River Road West path (Item 6)	Queens Wharf Reserve from Alfred Street to George Street	\$2,094,750	Short
6. Shared cycling and walking link under James Ruse Drive to 10-12 River Road West	James Ruse Drive to 10-12 River Road West	\$1,200,000	Short
7. Shared paths on the western side of Pitt Street between Argyle Street and Macquarie Street and the northern side of Macquarie Street between Pitt Street and O'Connell Street	West side of Pitt St between Argyle Street and Macquarie Street; and north side of Macquarie Street between Pitt Street and O'Connell Street.	\$472,500	Short
8. Fully lit, 2-way compliant pedestrian and cyclist cycleway from Queens Road to George Street through Parramatta Park providing an east-west connection.	Queens Road to George Street cycleway (through Parramatta Park)	\$20,000,000	Short
9. Cycling links along the western side of Church Street (south of Parkes) from Boundary Street to Parramatta Road	Church Street (south of Parkes) from Boundary Street to Parramatta Road	\$400,000	Short

<sup>18</sup> Short = years 1-5 (2021-2025); Medium = years 6-10 (2026-2030); Long = years 11+ (2031-2056).

Description	Location(s)	Estimated cost	Timing <sup>18</sup>
10. Cycling links along the eastern side of Church Street (south of Parkes) from Parkes Street to Junction Street	Church Street (south of Parkes) from Parkes Street to Junction Street	\$700,000	Medium
11. Cycling links on the north side of Parkes Street between Church Street and Station Street East	Northern side of Parkes Street between Church Street and Station Street East	\$50,000	Short
<b>Median islands</b>			
12. Median island in Marsden Street between Macquarie Street and George Street to ensure driveways are left in/left out – includes kerb realignment and new tree planting on the west side of the street	Marsden Street between Macquarie Street and George Street	\$1,000,000	Long
13. Median island in Parkes Street between Wigram Street and Harris Street to ensure driveways are all left in/left out	Parkes Street between Wigram Street and Harris Street	\$200,000	Long
<b>Intersection upgrades</b>			
14. Intersection upgrades across the Parramatta CBD to accommodate for increased pressure on the road network resulting from growth	10 locations throughout CBD	\$8,000,000	Short - Medium
15. Intersection upgrade and road widening at Harris Street and Parkes Street	Intersection of Harris Street and Parkes Street	\$5,000,000	Medium
<b>CBD road widenings</b>			
16. Road widening for the eastbound right turn bay for traffic turning from Parkes Street into Wigram Street	Intersection of Parkes Street and Wigram Street	\$3,000,000	Medium
17. Other road widenings associated with growth throughout North Parramatta and CBD	Throughout North Parramatta and CBD	\$50,000,000	Medium-Long
<b>Bridge improvements</b>			
18. Duplicate Gasworks Bridge (Macarthur Street) – including a pedestrian and bike path on the western side	Gasworks Bridge	\$30,000,000	Medium
19. Marsden Street Bridge upgrade, including walking and cycling	Marsden Street Bridge	\$9,000,000	Short-Medium
20. Omitted as item already fully funded			

Description	Location(s)	Estimated cost	Timing <sup>18</sup>
<b>Last mile delivery facility</b>			
21. 'Last mile' delivery facility – to allow local deliveries and relieve pressure on CBD road network	To be confirmed. Potential location includes the ground floor of the metro site.	\$3,000,000	Medium
<b>Smart parking</b>			
22. Smart wayfinding, ticketless parking, on street smart metering, and parking data capture	Throughout CBD	\$4,000,000	Medium
		<b>\$176,229,050</b>	

An aerial photograph of a city center, showing a mix of modern high-rise buildings and older, lower structures. A large white circle is superimposed over the center of the image, containing the text 'Appendix D: Works maps' in a bold, white, sans-serif font. The background image is tinted with a light green color.

# Appendix D: Works maps

## Appendix D: Works maps

This appendix contains works map showing the locations of works items listed in the works schedule in Appendix C.

Works maps are shown in the following figures on the following pages:

- Figure D1: Summary works map
- Figure D2: Community facilities works
- Figure D3: Open space and recreation works
- Figure D4: Public domain works
- Figure D5: Traffic and transport works.

The numbering for each works item on each map corresponds to the numbering used in the works schedule tables in Appendix C.



Figure D1 – Summary works map

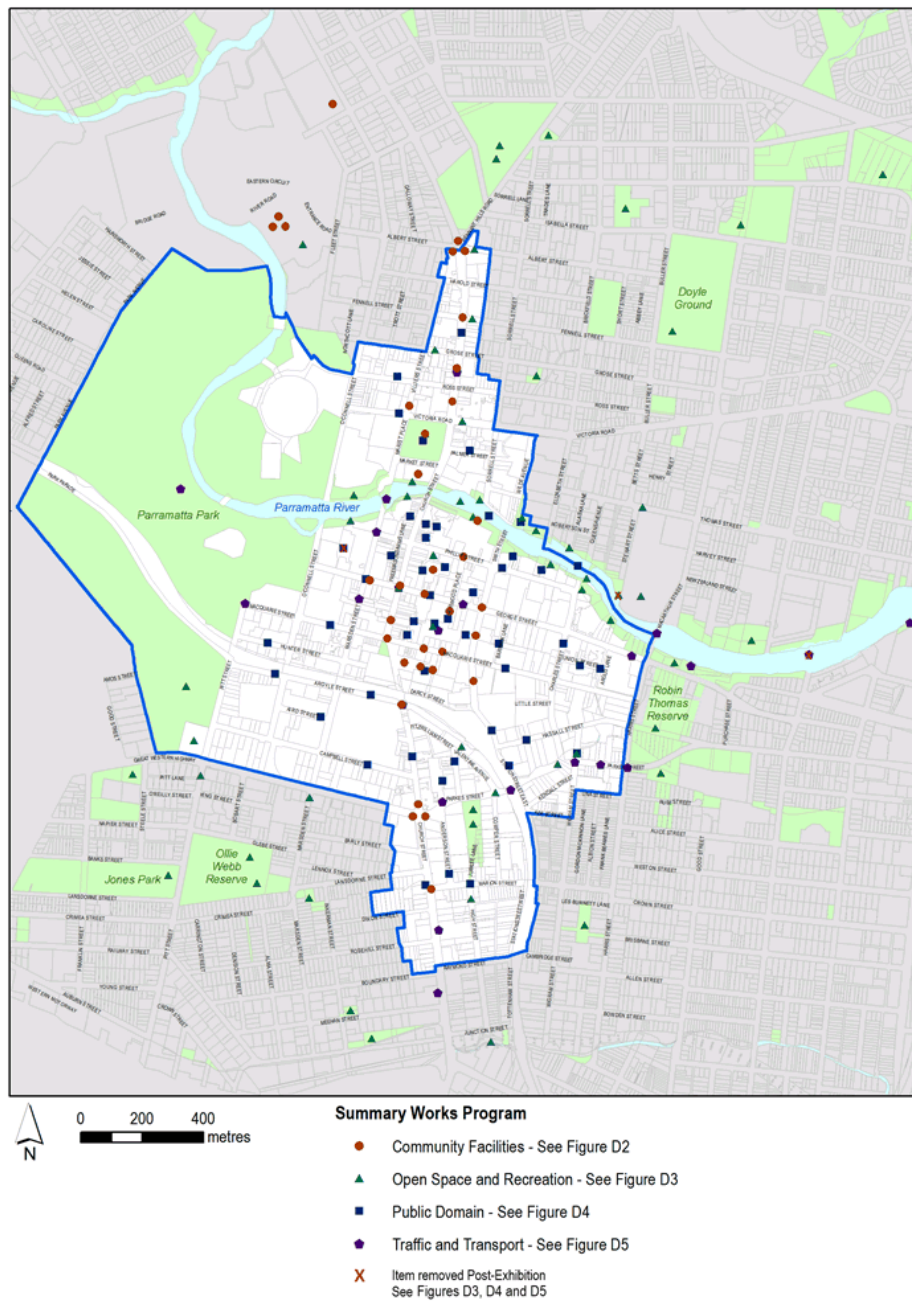




Figure D2 – Community facilities works

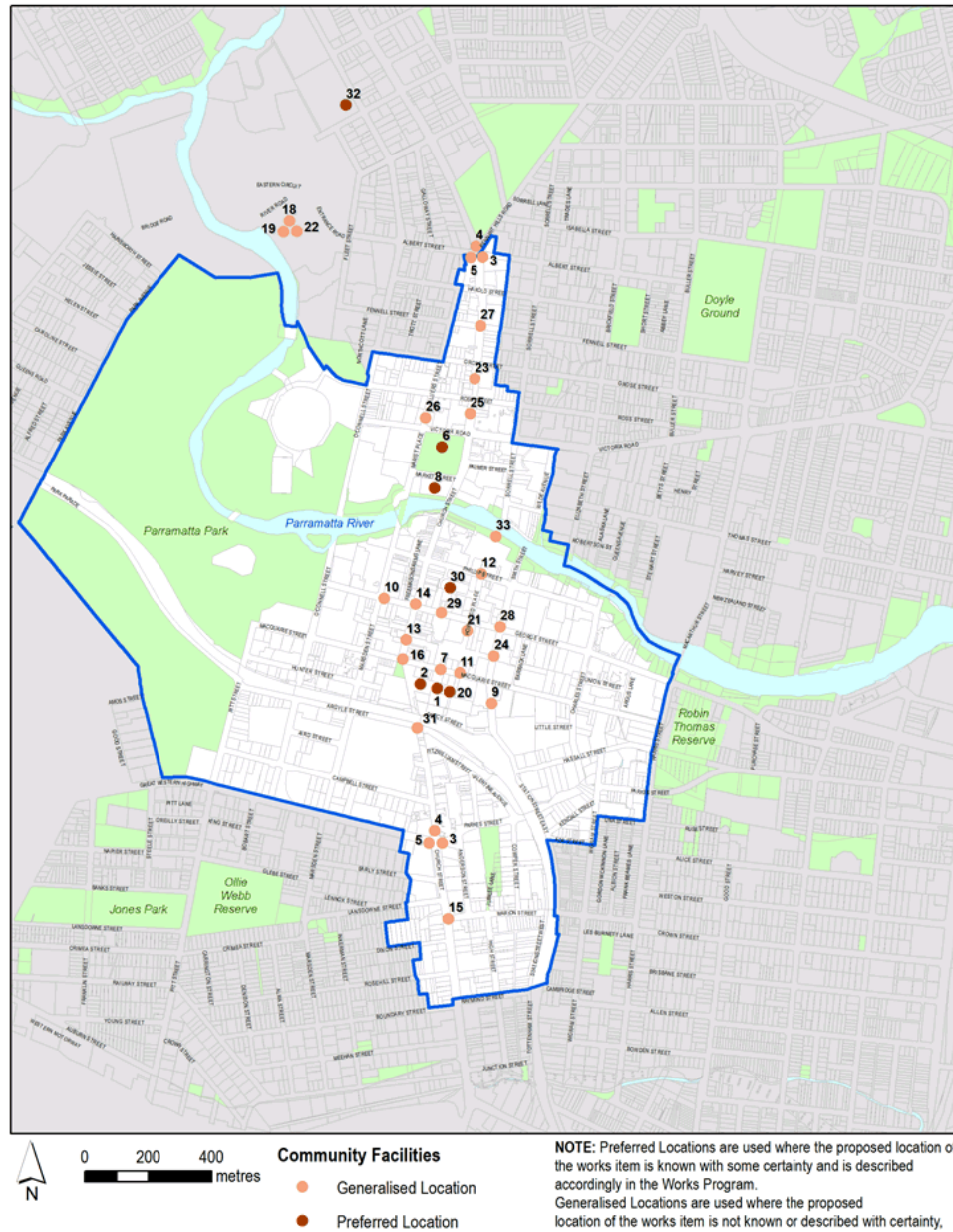


Figure D3 – Open space and recreation works

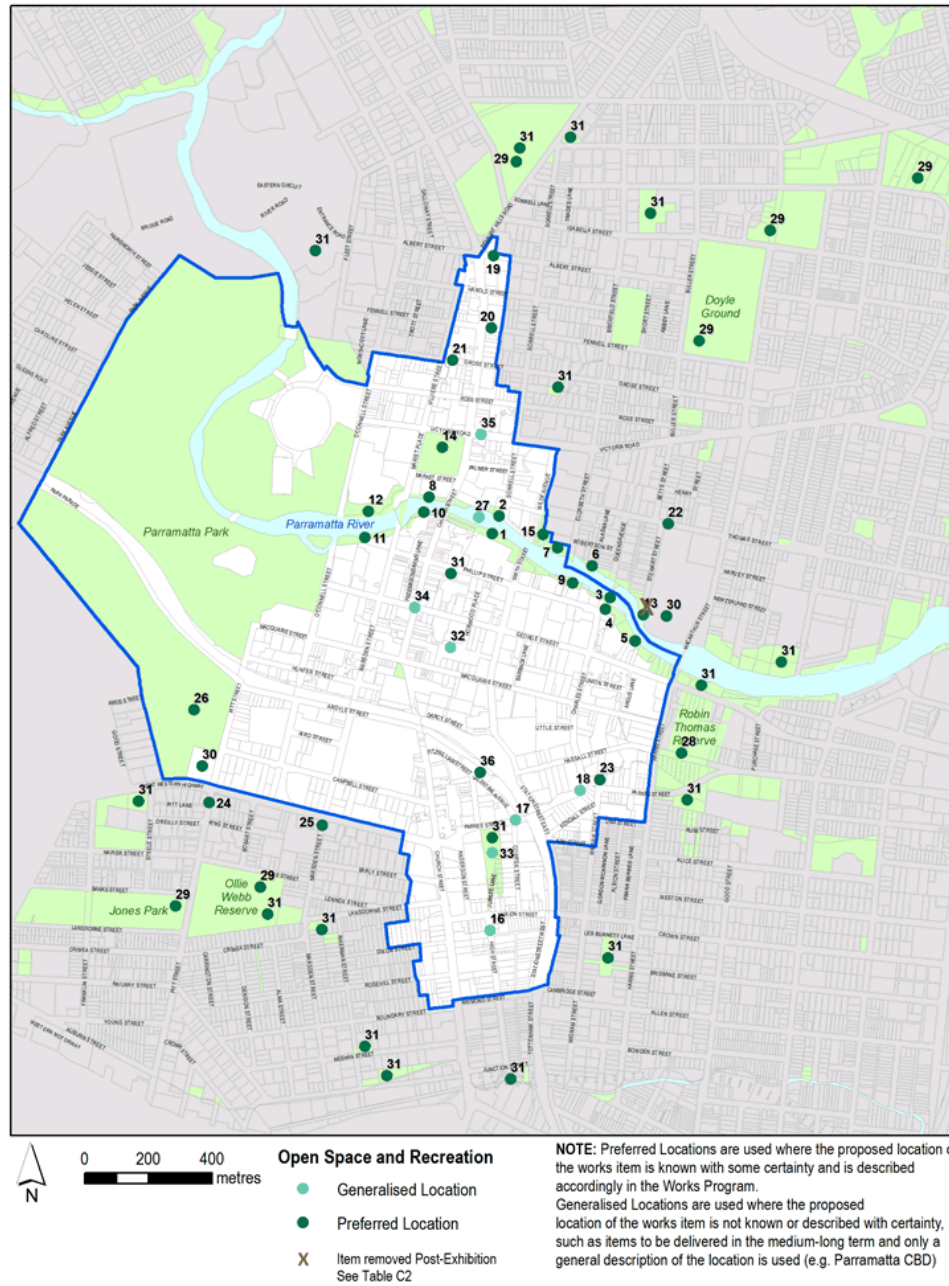
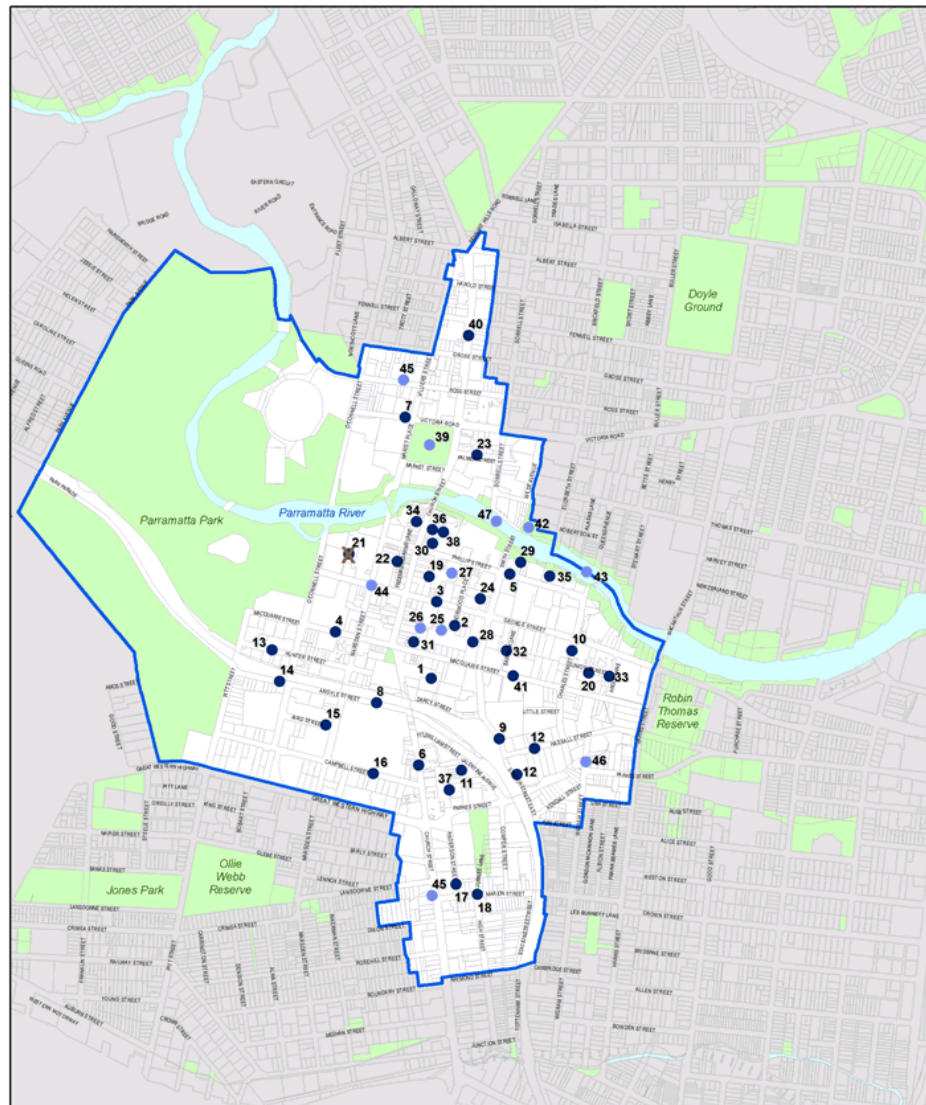


Figure D4 – Public domain works



0 200 400 metres

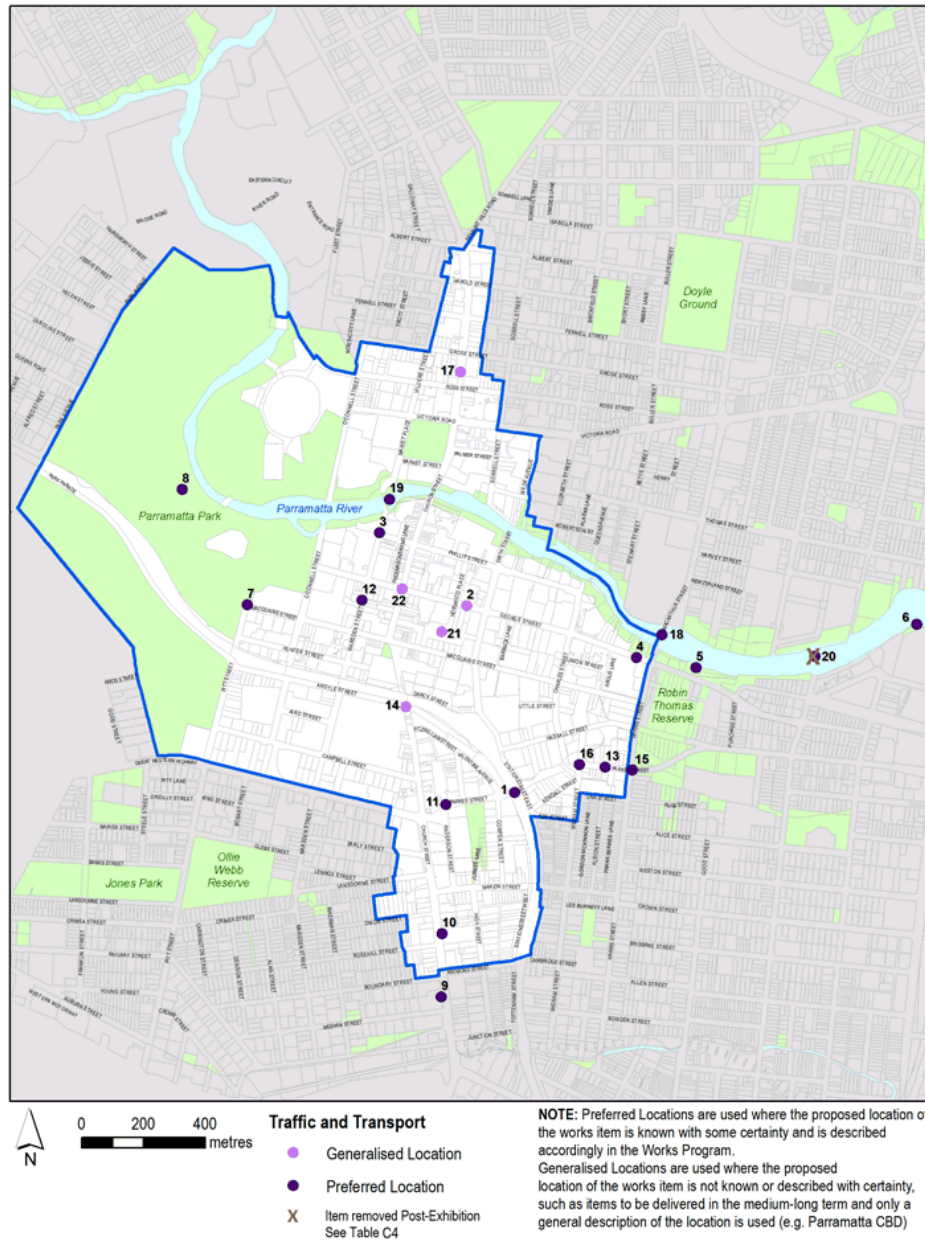
#### Public Domain

- Generalised Location
- Preferred Location
- X Item removed Post-Exhibition  
See Table C3

**NOTE:** Preferred Locations are used where the proposed location of the works item is known with some certainty and is described accordingly in the Works Program. Generalised Locations are used where the proposed location of the works item is not known or described with certainty, such as items to be delivered in the medium-long term and only a general description of the location is used (e.g. Parramatta CBD)



Figure D5 – Traffic and transport works





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**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.4
<b>SUBJECT</b>	Boundary Adjustment between Harris Park & Parramatta
<b>REFERENCE</b>	F2022/00105 - D08854441
<b>REPORT OF</b>	Senior Project Officer Place Services

**CSP THEME:           THRIVING**

**WORKSHOP/BRIEFING DATE:** Rosehill Ward Councillor Briefing 6 February 2023.

**PURPOSE:**

To seek Council's endorsement to refuse a request from the developers of 'Parkes 88' at 14-20 Parkes Street, Harris Park (ALAND Development) for Council to commence the boundary adjustment process to realign the suburb boundary between Parramatta and Harris Park to include properties north of Parkes Street, Harris Park.

**RECOMMENDATION**

- (a) **That** Council refuse the request from the developers of 'Parkes 88' at 14-20 Parkes Street, Harris Park (ALAND Development) for Council to commence the boundary adjustment process to realign the suburb boundary between Parramatta and Harris Park to include properties north of Parkes Street, Harris Park.
- (b) **Further, that** ALAND Development be notified of Council's decision.

**BACKGROUND**

- 1. In late **September 2020**, ALAND Development on behalf of the 'Parkes 88' development at 14-20 Parkes Street, Harris Park, submitted to Council's CBD Planning Team a boundary request change between the suburbs of Harris Park and Parramatta.
  - a. At the time, Council's CBD Planning team were exhibiting the Parramatta CBD Planning Proposal. The land at the 'Parkes 88' development site was shown by Council as being within the Parramatta CBD Planning Proposal Land Application Map which comprises land parcels within both the Parramatta and Harris Park suburbs (refer to Parramatta CBD Planning Proposal Land Application Map - **Attachment 1**).
  - b. ALAND Development, on behalf of the 'Parkes 88' development, sought Council's support to include 14-20 Parkes Street, Harris Park, in an amended Parramatta suburb boundary as the site was identified within the Parramatta CBD Planning Proposal.
  - c. At the time, Council's CBD Planning Team advised that *"The CBD Planning Proposal does not intend to, and cannot make changes to, suburb boundaries or names. The CBD Planning Proposal is only seeking to amend planning controls under Parramatta Local Environmental Plan*



2011 *in accordance with the Environmental Planning and Assessment Act 1979.*"

- d. As a boundary adjustment to realign the suburb boundary between Parramatta and Harris Park to include properties north of Parkes Street, Harris Park was not supported by officers, the developers of 'Parkes 88' were advised that the boundary adjustment request was not supported and would not be progressed.
2. The following information is noted regarding the boundary change request submitted on behalf of the developers of 'Parkes 88'.
    - a. The Geographical Names Board of NSW (GNB) stipulates at **6.8.4. Boundary Definition -**  
  
*"Address locality boundaries shall be of a reasonable size for practical purposes, such as including a shopping precinct or community school. Within urban areas an ideal size is around 500ha, with a preferred minimum area of 100ha."*
    - b. The locality size of Harris Park (65 hectares) is already significantly less than the minimum locality size (100 hectares) provided by GNB, whilst the Parramatta locality covers 548 hectares (refer to Site Map - **Attachment 2**). Altering the northern boundary of Harris Park would further reduce the footprint of the Harris Park locality by approximately 1000 square meters.
    - c. A further reduction of the locality of Harris Park is contrary to GNB guidelines and, in Council's experience, unlikely to be supported by GNB. The GNB is the ultimate decision-maker.
    - d. To date, the Survey and Property Systems Team have not received issues with geo-locating or wayfinding of property addresses with postal deliveries or utilities due to addresses located in Harris Park.
    - e. Changing locality/suburbs may cause confusion, as this would impact several property owners and businesses which would need to change their address from Harris Park to Parramatta.
    - f. There is no identified benefit to Council or service delivery to the community in a boundary adjustment to realign the suburb boundary between Parramatta and Harris Park to include properties north of Parkes Street, Harris Park.
  3. On **14 October 2022** the Parramatta CBD Planning Proposal came into effect as Amendment 56 to the *Parramatta Local Environmental Plan 2011*.
  4. On **3 November 2022**, a second request from the developers of 'Parkes 88' for a boundary change between Harris Park and Parramatta to include properties north of Parkes Street, Harris Park, was submitted to Council.
    - a. This new proposal is essentially the same as the September 2020 proposal, except that the developers of 'Parkes 88' have completed some elements of community consultation.

- b. The partial community consultation completed by the developers of 'Parkes 88' does not change the process for a boundary amendment request if Council determined to progress this request with the Geographical Names Board of NSW (GNB).
- c. The NSW GNB provides guidance for NSW Council's considering a boundary change request under the provisions of the Geographical Names Act 1966, section **7.1.3 Consulting on a Proposal** -

*"Address Localities*

*Under the provisions of the Geographical Names Act 1966, the GNB is responsible for address locality name and boundary determination.*

*Principles outlined in Chapter 6 - Section 6.8 - Principles of Address Locality Naming shall be followed when creating new or amending existing address locality names/boundaries.*

*It is recommended that Local Government consult with the immediate community who directly utilise the addresses assigned to sites affected by a boundary change. This includes, but is not limited to, residents, ratepayers and businesses.*

*The level and form of consultation by the GNB can vary depending on the proposal, as follows:*

- *Where a proposal will affect more than 20 parcels or owners/occupiers and/or includes a name change or creation of a new address locality, the proposal must be advertised by the GNB."*

- d. The boundary amendment proposal will impact at least 373 existing residents as well as businesses and residents currently located in Parramatta and Harris Park.

## **ISSUES/OPTIONS/CONSEQUENCES**

- 5. With the guidance of GNB's **6.8.4. Boundary Definition** -
  - b. *Address locality boundaries shall be of a reasonable size for practical purposes, such as including a shopping precinct or community school. Within urban areas an ideal size is around 500ha, with a preferred minimum area of 100ha.*
- 6. The locality size of Harris Park (65 hectares) is already significantly less than the minimum locality size (100 hectares) provided by GNB, whilst the Parramatta locality covers 548 hectares (refer to Site Map - **Attachment 2**). Altering the northern boundary of Harris Park would further reduce the footprint of the Harris Park locality by approximately 1000 square meters.
- 7. A further reduction of the locality of Harris Park is contrary to GNB guidelines and, in Council's experience, unlikely to be supported by GNB. The GNB is the ultimate decision-maker.

8. To date, the Survey and Property Systems Team have not received issues with geo-locating or wayfinding of property addresses with postal deliveries or utilities due to addresses located in Harris Park.
9. Changing locality/suburbs may cause confusion, as this would impact several property owners and businesses which would need to change their address from Harris Park to Parramatta.
10. There is no identified benefit to Council or service delivery to the community in a boundary adjustment to realign the suburb boundary between Parramatta and Harris Park to include properties north of Parkes Street, Harris Park.
11. If Council was to consider a boundary adjustment, the adjustment should **expand** the size of the Harris Park locality to be more in-line with GNB guidelines. In such a scenario, this would involve the entirety of the northern boundary to **Hassall Street** being considered part of the Harris Park locality, and the locality boundary would be consistent with the centreline of the road. Noting the comments in paragraphs 8-10 of this report, and that there is no identified community sentiment or preference to expand the suburb locality of Harris Park into the suburb locality of Parramatta, this is not an officer recommendation.

## CONSULTATION & TIMING

### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
September & October 2020	Project Officer, Strategic Land Use Planning	CBD Planning Proposal does not intend to make changes to suburb boundaries or names.	Noted and will be captured in Council Report.	Place Manager, Place Services
October 2020 – March 2021	Supervisor Survey and Property Systems	There are no issues with property addresses and geo-location of places.	Noted and will be captured in Council Report.	Place Manager, Place Services
November 2022	Project Officer, Strategic Land Use Planning	CBD Planning Proposal does not intend to make changes to suburb boundaries or names.	Noted and will be captured in Council Report.	Senior Project Officer, Place Services

November 2022	Supervisor Survey and Property Systems	There are no issues with property addresses and geo-location of places.	Noted and will be captured in Council Report.	Senior Project Officer, Place Services
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### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
06/02/2023	Rosehill Ward Councillors	Support staff recommendation	Prepare report to Council	Senior Project Officer, Place Services

### **LEGAL IMPLICATIONS FOR COUNCIL**

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

### **FINANCIAL IMPLICATIONS FOR COUNCIL**

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

	FY 22/23	FY 23/24	FY 24/25	FY 25/26
<b>Revenue</b>				
Internal Revenue				
External Revenue				
<b>Total Revenue</b>	NIL			
<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			

Kim Marsh  
**Senior Project Officer Place Services**

Beth Andean  
**Place Manager**



Ian Woodward  
**Group Manager Legal Services**

Bruce Mills  
**Acting Executive Director Property & Place**

John Angilley  
**Chief Financial and Information Officer**

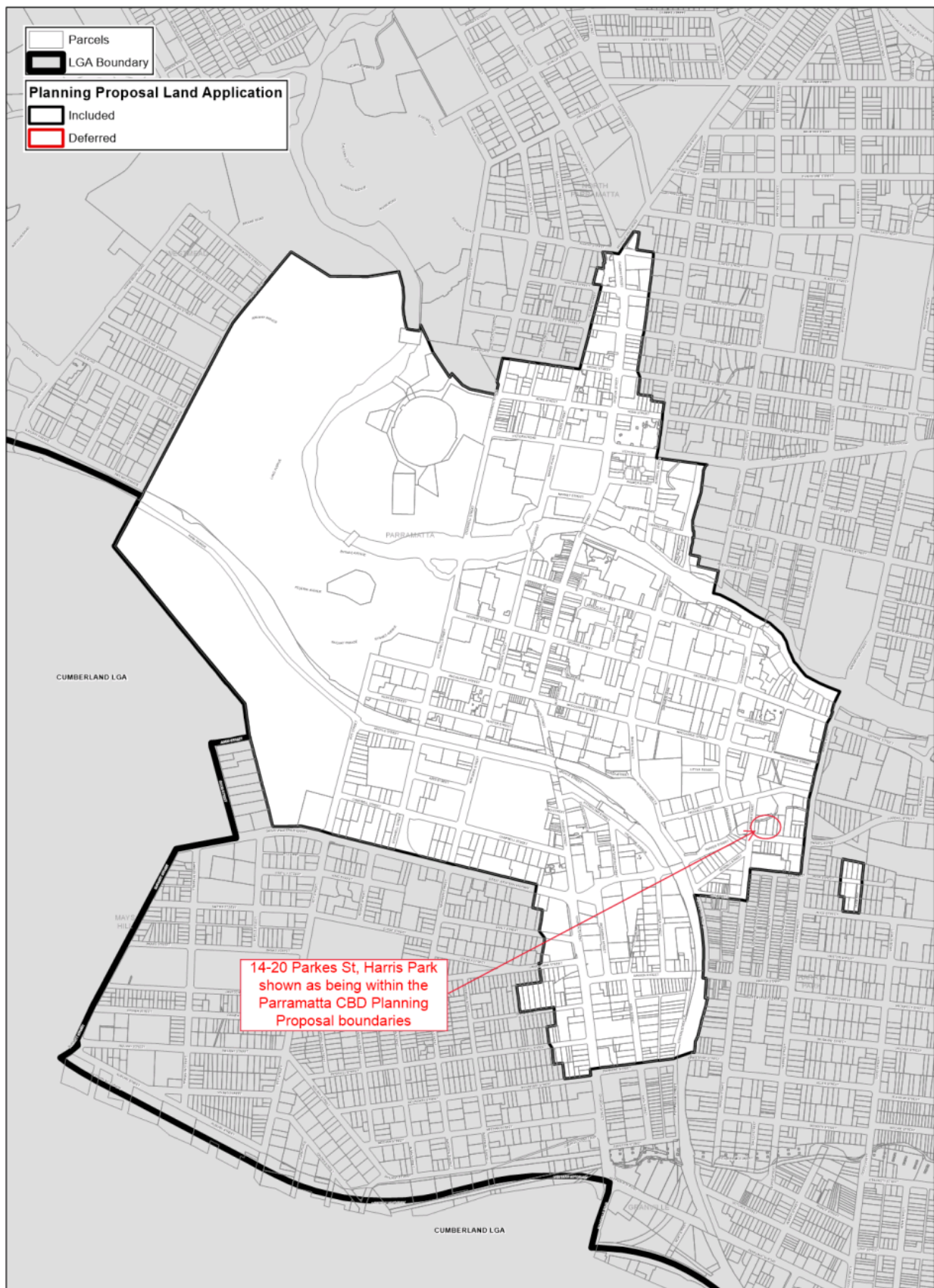
Bryan Hynes  
**Acting Chief Executive Officer**

**ATTACHMENTS:**

- |   |  |      |
|---|--|------|
| 1   | Attachment 1 - Parramatta CBD Planning Proposal - Land | 1    |
|  | Application Map (LAP)                                  | Page |
| 2   | Attachment 2 - Proposed Boundary Amendment Plan        | 1    |
|  |  | Page |

**REFERENCE MATERIAL**

## Parramatta CBD Planning Proposal — Land Application Map (LAP)



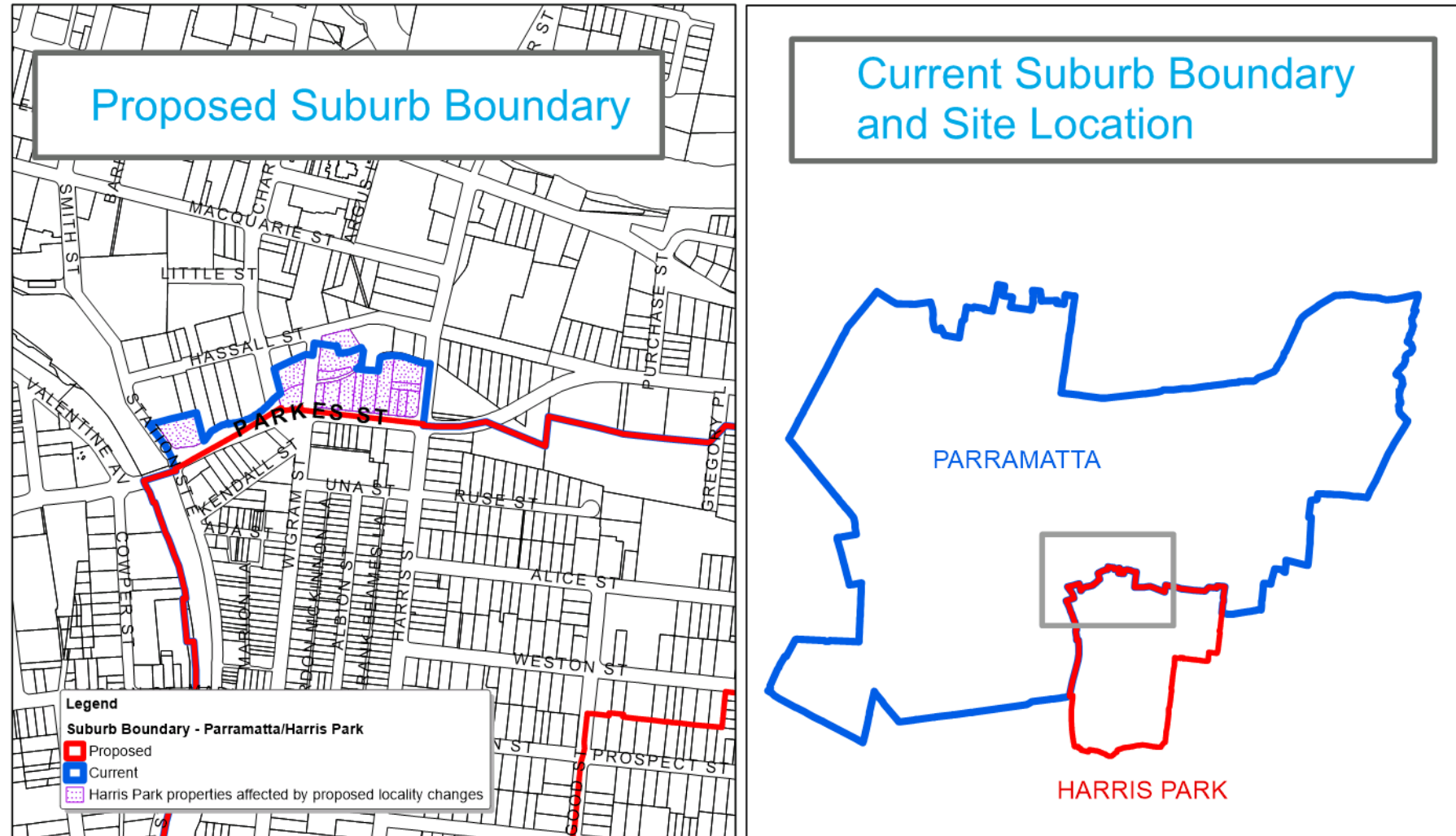
Data Version: 11/12/2019



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Printed  
30/01/2023

## Locality Change between Parramatta & Harris Park

**DISCLAIMER:** Flood levels and flood extent lines are based on current information held by Council. Council does not accept responsibility for the accuracy of this information. Any pipe sizes and location of pits and pipe lines should be confirmed by site investigation. The flood levels provided are only an approximate guide and have been derived using the current computer simulated model. The information provided on this document is presented in good faith. It is the responsibility of each individual using this information to undertake their own checks and confirm this information prior to its use. City of Parramatta Council, its agents and employees are not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in respect of any representation, statement, or advice referred to above.

1:7,260



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**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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<b>ITEM NUMBER</b>	13.5
<b>SUBJECT</b>	2023 ALGA National General Assembly - Motions
<b>REFERENCE</b>	F2022/00105 - D08872104
<b>REPORT OF</b>	Executive Officer

**CSP THEME: FAIR**

**WORKSHOP/BRIEFING DATE:** Nil

**PURPOSE:**

The purpose of this report is to provide Council with proposed Motions for submission to the Australian Local Government Association for potential inclusion in the Business Papers of the 2023 National General Assembly.

**RECOMMENDATION**

- (a) **That** Council submits the following motion to the Australian Local Government Association for their consideration for inclusion in the 2023 National General Assembly Business Paper:
- 1 Accessibility and inclusivity of Australian Government department consultation
- (b) **Further, that** any Councillors interested in attending the Australian Local Government Association's 2023 National General Assembly from 13 - 16 June 2023 contact Councillor Support.

**BACKGROUND**

1. The Australian Local Government Association's (ALGA) 2023 National General Assembly (NGA) is scheduled to be held from 13 – 16 June 2023 at the National Convention Centre, Canberra.
2. The NGA traditionally attracts more than 870 representatives from councils across the states and territories. The theme for the 2023 NGA is '*Our Communities, Our Future*'. This theme acknowledges the critical importance of our communities, how they are the focus of local government attention, and how they are at the centre of all our work.

**ISSUES/OPTIONS/CONSEQUENCES**

3. The ALGA is calling for Motions from Member Councils for the 2023 NGA to guide ALGA's Board, in particular, where they identify opportunities for reforming and creating new Federal Government programs and policies that will support councils to build strong communities into the future.
4. ALGA has set the following eligibility criteria for motions proposed for inclusion in the NGA Business Papers, and subsequent debate on the floor, being:

- a. Be relevant to the work of local government nationally.
  - b. Not be focused on a specific jurisdiction, location or region – unless the project or issue has national implications.
  - c. Be consistent with the themes of the NGA.
  - d. Complement or build on the policy objectives of ALGA and your state or territory local government association.
  - e. Be submitted by a council which is a financial member of their state or territory local government association.
  - f. Propose a clear action and outcome ie call on the Australian Government to act on something.
  - g. Not be advanced on behalf of external third parties that may seek to use the NGA to apply pressure to Board members, or to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.
  - h. Address issues that will directly improve the capacity of local government to deliver services and infrastructure for the benefit of all Australian communities.
  - i. Not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.
  - j. Be supported by sufficient evidence to support the outcome being sought and demonstrate the relevance and significance of the matter to local government nationally.
5. To assist in the preparation of Council motions, ALGA released the '*Our Communities, Our Future*' Discussion Paper (**Attachment 1**).
6. A copy of this Discussion Paper was circulated to all Councillors, calling for Councillors to forward to staff any proposed motions for the 2023 NGA or to submit this by way of Notice of Motion.
7. The following motion was received and is proposed for Council's consideration and submission to ALGA, further detailed in **Attachment 2**.
  - a. Accessibility and inclusivity of Australian Government department consultation.
8. In line with ALGA rules, the latest date motions will be accepted for consideration for the Conference Business Paper is 11.59pm, Friday 24 March 2023.
9. Under the *Councillors' Expenses and Facilities Policy* Councillors have the opportunity to participate in professional development activities included conferences and seminars, with a total maximum expenditure of \$5,000 per

Councillor. Any Councillors interest in attending the 2023 NGA are encouraged to contact Councillor Support.

## CONSULTATION & TIMING

### Stakeholder Consultation

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

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
3/1/2023	Cr Linda Scott, ALGA President	Official notification to Councils of release of 2023 ALGA Discussion Paper and Call for Motions	Directly circulated to all Councillors by email with call for Councillors to submit motions	Lord Mayor and Councillor Support
13/2/2023	Australian Local Government Association Secretariat	E-mail notification direct to Councillors from ALGA of opening of Conference Registrations and location	Incorporated into Councillor Weekly Newsletter and Councillor Portal Professional Development Listing	Lord Mayor and Councillor Support

### Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
5/1/2023	All Councillors	Call out to all Councillors for motions for 2023 NGA to be submitted to Council staff by 10 February or tabled by Councillors as Notice of Motion	Action responses received	Lord Mayor and Councillor Support
27/1/2023	Deputy Lord Mayor Cr Sameer Pandey	Proposed motion regarding Accessibility and inclusivity of consultation	Motion prepared as discussed, shared with Councillor and included in Report	Lord Mayor and Councillor Support

		processes for inclusion		
Ongoing (January onward)	All Councillors	2023 NGA included in Conferences and Professional Development opportunities listing on Councillor Portal and Councillor Weekly Newsletter	Action responses and any registration requests as received.	Lord Mayor and Councillor Support

## LEGAL IMPLICATIONS FOR COUNCIL

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

## FINANCIAL IMPLICATIONS FOR COUNCIL

13. If Council resolves to approve this report in accordance with the proposed resolution, there are no unbudgeted financial implications for Council's budget.
14. Costs associated with the registration and participation of Councillors at Conferences are provided for within the adopted Council Support 2022/23 operating budget, in line with the provisions of the *Councillors' Expenses and Facilities Policy*.
15. The table below summarises the financial impacts on the budget arising from approval of this report.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26
<b>Revenue</b>				
Internal Revenue				
External Revenue				
<b>Total Revenue</b>	Nil	Nil	Nil	Nil
<b>Funding Source</b>				
<b>Operating Result</b>				
External Costs				
Internal Costs				
Depreciation				
Other				
<b>Total Operating Result</b>	Nil	Nil	Nil	Nil
<b>Funding Source</b>				
<b>CAPEX</b>				
CAPEX				
External				
Internal				

Other				
<b>Total CAPEX</b>	Nil	Nil	Nil	Nil



Bronwyn Pullen  
**Executive Officer**

Justin Mulder  
**Chief of Staff**

John Angilley  
**Chief Financial and Information Officer**

Bryan Hynes  
**Acting Chief Executive Officer**

### **ATTACHMENTS:**

- |   |  |         |
|---|--|---------|
| 1  | 2023 NGA Our Communities Our Future Discussion Paper                                   | 20      |
| 2  | Motion: Accessibility and inclusivity of Australian Government department consultation | 2 Pages |

### **REFERENCE MATERIAL**





AUSTRALIAN  
LOCAL GOVERNMENT  
ASSOCIATION

# 2023 NGA



OUR COMMUNITIES  
OUR FUTURE ▶▶▶

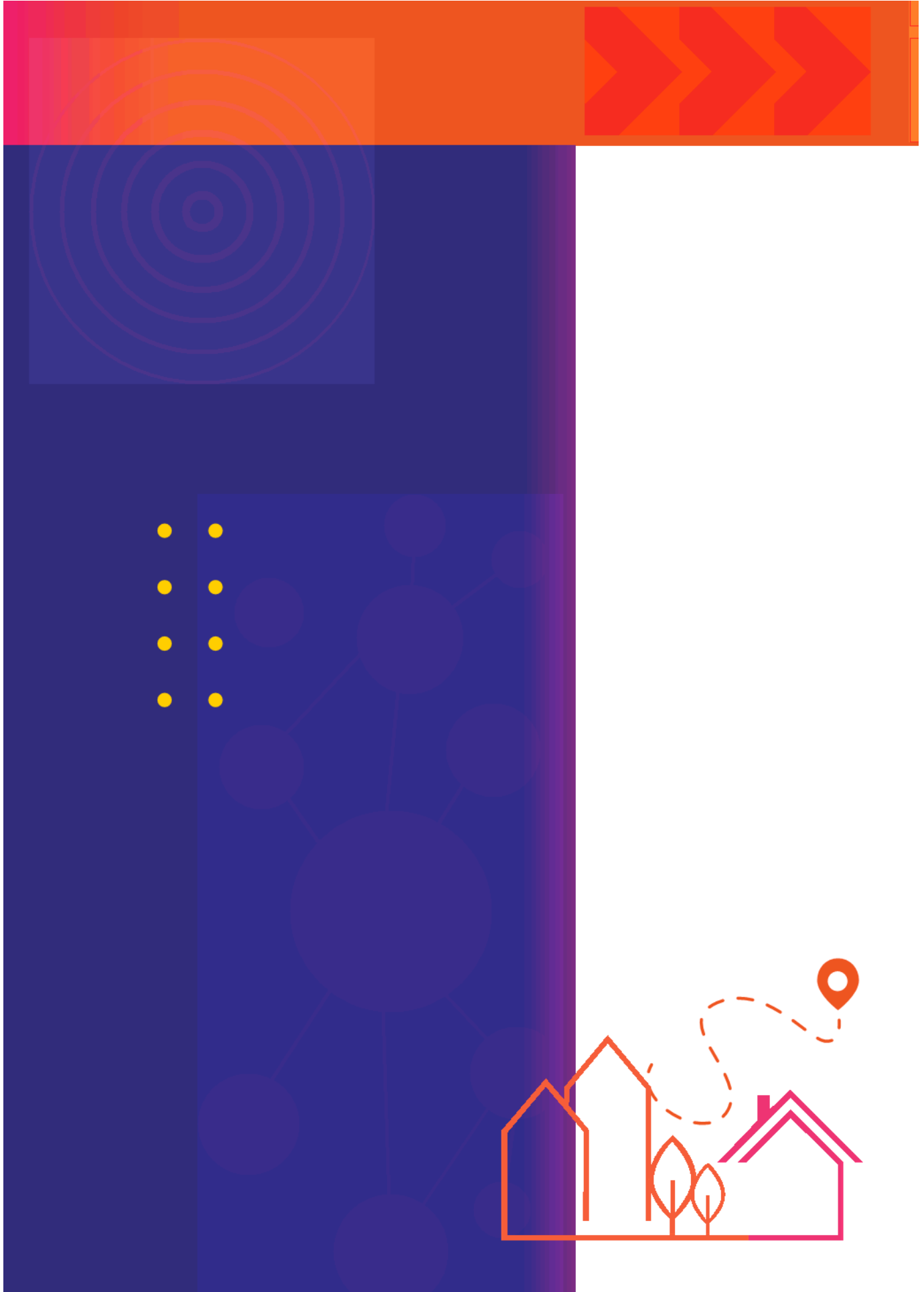
## DISCUSSION PAPER

### Call for Motions

## 13 – 16 JUNE 2023

NATIONAL CONVENTION CENTRE  
CANBERRA







The Australian Local Government Association (ALGA) is pleased to convene the 29<sup>th</sup> National General Assembly of Local Government (NGA), to be held in Canberra 13 – 16 June 2023.

This discussion paper contains essential information for Australian councils considering submitting motions for debate at the 2023 NGA.

It is recommended that all councils and delegates intending to attend this event familiarise themselves with the guidelines for motions contained in this paper.

## Key Dates

24 March 2023	13 June 2023	14 – 15 June 2023	16 June 2023
Acceptance of Motions	Regional Cooperation & Development Forum	National General Assembly	Australian Council of Local Government

**To submit your motion,  
visit: [alga.com.au](https://alga.com.au)**

## Background to ALGA and the NGA

ALGA was established in 1947, and its structure is a federation of member state and territory local government associations.

Its mission is to champion and strengthen Australian councils by representing the agreed position of ALGA members, the seven local government associations from around Australia, who represent 537 Australian councils.

In 1994, the ALGA Board, in consultation with its member associations, established the NGA as a unique forum to engage with councils directly at the national level.

The purpose of the NGA was to build the profile of local government on the national stage and demonstrate to the Australian Government the strength and value of working with local government nationally.

As part of the NGA, debate on motions was introduced as a vehicle for councils from across the nation to canvas ideas, and solutions to the challenges facing Australia's councils and communities.

Outcomes of debate on motions (NGA Resolutions) could then be used by participating councils to inform their own policies and priorities, as well as their own advocacy to the Federal Government and Federal MPs.

At the same time, they assist ALGA, and its member state and territory associations to gain valuable insight into council priorities, emerging national issues, and gauge the level of need and support for emerging policy and program initiatives and advocacy.

## Changes for 2023

The ALGA Board has undertaken a comprehensive review of the motions process.

As a result, ALGA has allocated additional time for debate on motions at the 2023 NGA and amended the criteria with a view to improving the quality and relevance of motions included in the Business Papers.

The updated criteria for motions is listed on page 6.

ALGA's policies and priorities will continue to be informed by motions and determined by the ALGA Board and based on the positions of its member associations.

ALGA's Board thanks all councils for attending the NGA, and those that will take the time to submit motions for debate at this event.





## Submitting Motions

### The theme of the 2023 NGA: Our Communities, Our Future.

This theme conveys the critical importance of our communities, how they are the focus of our attention, and how they are at the centre of all our work.

Our communities are the reason that local governments exist, and it is the health and wellbeing of our communities that will shape Australia's future.

This discussion paper is a call for councils to submit motions for debate at the 2023 NGA, to be held in Canberra 13 – 16 June 2023.

A notice of motion to this year's NGA should either:

- Focus on practical and deliverable programs and policies that the Australian Government can support and work directly with the local government sector to build our communities; or
- New program ideas that would help the local government sector to deliver national objectives.

Motions should be concise, practical and able to be implemented.

They must also meet the guidelines for motions outlined in this paper.

You are encouraged to read all the sections of the paper but are not expected to respond to every issue or question. Your council's motion/s should address one or more of the issues identified in the discussion paper.

Motions must be lodged electronically using the online form available at [www.alga.com.au](http://www.alga.com.au) and be received no later than 11:59pm on Friday 24 March 2023.

All notices of motions will be reviewed by the NGA Subcommittee to ensure that they meet the criteria included in this paper.

The Subcommittee reserves the right to select, edit or amend notices of motions to facilitate the efficient and effective management of debate on motions at the NGA.

All NGA resolutions will be published on [www.nationalgeneralassembly.com.au](http://www.nationalgeneralassembly.com.au).

As the convenor of the NGA, the ALGA Board will communicate resolutions to the relevant Australian Government Minister and publish Ministerial responses as they are received on this website.

If your council does submit a motion, there is an expectation that a council representative will be present at the NGA to move and speak to that motion if required.

We look forward to hearing from you and seeing you at the 2023 NGA.



## Criteria for motions

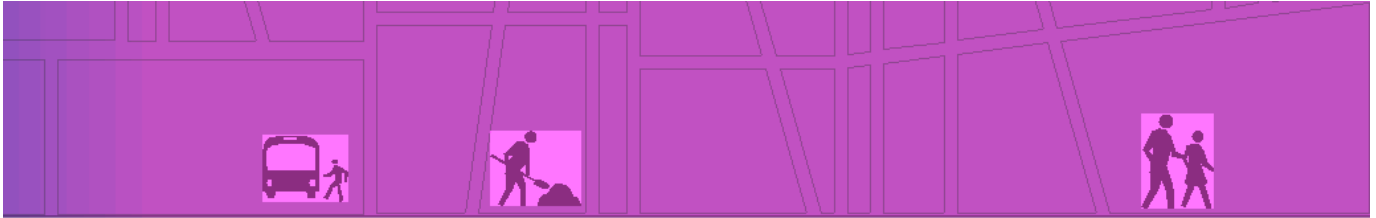
To be eligible for inclusion in the NGA Business Papers, and subsequent debate on the floor of the NGA, motions must meet the following criteria:

1. Be relevant to the work of local government nationally.
2. Not be focused on a specific jurisdiction, location or region – unless the project or issue has national implications.
3. Be consistent with the themes of the NGA.
4. Complement or build on the policy objectives of ALGA and your state or territory local government association.
5. Be submitted by a council which is a financial member of their state or territory local government association.
6. Propose a clear action and outcome ie call on the Australian Government to act on something.
7. Not be advanced on behalf of external third parties that may seek to use the NGA to apply pressure to Board members, or to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.
8. Address issues that will directly improve the capacity of local government to deliver services and infrastructure for the benefit of all Australian communities.
9. Not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.
10. Be supported by sufficient evidence to support the outcome being sought and demonstrate the relevance and significance of the matter to local government nationally.

Motions must commence with the following wording:

*This National General Assembly calls on the Australian Government to ...*





## Other things to consider

Please note that it is important to complete the background section on the form. Submitters of motions should not assume that NGA delegates will have background knowledge of the proposal.

The background section helps all delegates, including those with no previous knowledge of the issue, in their consideration of the motion.

Motions should not be prescriptive in directing how the matter should be pursued.

Try to keep motions practical, focussed, relatively simple and capable of being implemented to ensure that relevant Australian Government Ministers provide considered, thoughtful and timely responses.

Multi-point motions that require cross portfolio coordination have not historically received meaningful responses from the Government.

All motions submitted will be reviewed by the NGA Subcommittee, in consultation with state and territory local government associations, to determine their eligibility for inclusion in the NGA Business Papers.

When reviewing motions, the Subcommittee will consider the motions criteria, clarity of the motion and the importance and relevance of the issue to local government.

If there are any questions about the substance or intent of a motion, ALGA will raise these with the nominated contact officer. With the agreement of the submitting council, these motions may be edited before inclusion in the NGA Business Papers.

To ensure an efficient and effective debate where there are numerous motions on a similar issue, the Subcommittee will group motions together under an overarching strategic motion.

The strategic motions will have either been drafted by ALGA or will be based on a motion submitted by a council which best summarises the subject matter.

Debate will occur in accordance with the rules for debate on motions published in the Business Papers and will focus on the strategic motions.

Associated sub-motions will be debated by exception only or in accordance with the debating rules.

Any motion deemed to be primarily concerned with local or state issues will be referred to the relevant state or territory local government association and will not be included in the NGA Business Papers.

Motions should be lodged electronically using the online form available on the NGA website at: [www.alga.com.au](http://www.alga.com.au).

All motions require, among other things, a contact officer, a clear national objective, a summary of the key arguments in support of the motion, and endorsement of your council.

> **Motions should be received no later than 11:59pm on Friday 24 March 2023.**

## Setting the scene

*‘Through a devastating pandemic, through a succession of dangerous and damaging natural disasters, through global uncertainty and painful price rises – The Australian people have demonstrated the best of our national character. Resolute and resilient in hard times. Practical and pragmatic about the challenges we confront. Optimistic and confident in a better future. And ready to work together to build it.’*

*The Hon Jim Chalmer MP, Federal Treasurer Budget Speech 2022–23*

The opening statement of the Federal Treasurer’s first Budget Speech describes the backdrop against which the 2023 NGA will be held.

The 2022 NGA was held just weeks after the change in the Federal Government on 21 May 2022. On 25 October 2022, the new Government handed down its first Budget which updated the economic outlook, realigned priorities and outlined how the Government was to meet its election promises.

The Budget update foreshadows deteriorating economic conditions, citing global challenges, slowing growth, high inflation and higher interest rates, and acknowledges the mounting cost of living pressures on individuals, families and communities.

Key updates include:

- The economy is expected to grow solidly this financial year, by 3 ¼ percent – before slowing to 1 ½ percent growth for 2023/24, a full percentage point lower than what was forecast in March;
- That slowing growth will have an effect on employment, but jobs will continue to be created, and unemployment is expected to stay low by historical standards – at 4 ½ percent in 2023/24 and 2024/25;
- Inflation is expected to peak at 7 ¾ percent late in 2022, before moderating over time to 3 ½ percent through 2023/24, and returning to the Reserve Bank’s target range in 2024/25; and that
- When that inflation moderates, real wages are expected to start growing again in 2024.



The Government is also committed to repairing the Budget in a ‘measured and responsible’ manner consistent with the objective of maintaining full employment and the delivery of essential services. It foreshadows that this will be achieved through spending restraint, with new spending focused on high-quality and targeted investments and building on the capability of the Australian people, expanding the productive capacity of the economy, and supporting action on climate change.

The Budget also included a focus on measuring and improving community wellbeing.

By the time of the 2023 NGA, the Government will have delivered its second Budget, which will provide further updates to the economic outlook and also refine its economic strategy going forward.

The 2023 NGA provides you – the elected representatives of Australia’s local councils and communities – with the opportunity to engage with the Federal Government and key Ministers.

Further, it is your opportunity to advocate for new or extended programs and policy initiatives that could strengthen local governments’ capacity to deliver services and infrastructure to communities across the nation.

This year’s call for motions focusses on eight priority areas:

- Productivity;
- Local Government Infrastructure;
- Community Wellbeing;
- Local Government Workforce;
- Data, Digital Technology and Cyber Security;
- Climate Change and Renewable Energy;
- Natural Disasters; and
- Housing.



# 1. Productivity

In February 2022, the then Federal Treasurer asked the Productivity Commission to undertake an inquiry into Australia's productivity performance and provide recommendations on productivity enhancing reform.

This inquiry was the second of a regular series, undertaken at five-yearly intervals, and recognises that productivity growth is vital for Australia's future. Drawing on the Intergenerational Report the Treasurer notes that '... future growth in income and living standards will be driven from productivity growth as the participation effects of young migration are offset by an ageing population.'

ALGA engaged SGS Economics and Planning to undertake research to support its submissions to this inquiry.

SGS Principal and Partner Dr Marcus Spiller presented on some of the findings of this research at the 2022 NGA. In his presentation he identified that local governments generate local economic activity through employment, payment of wages and expenditure on goods and services in the local economy. In addition, SGS identified nine ways local government supports the productive capacity of the broader economy.

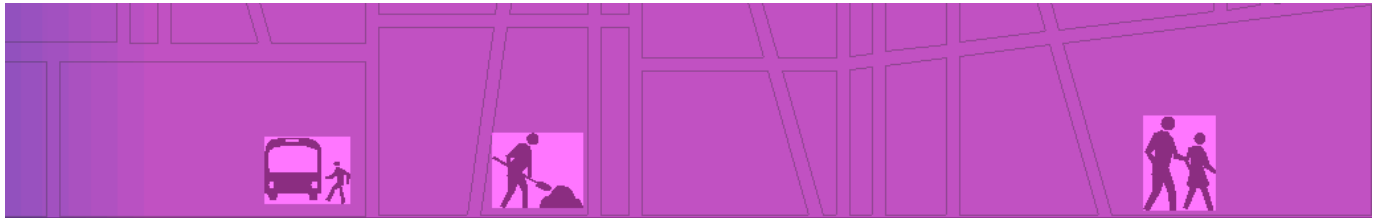
**Figure 1 – Nine ways local governments contribute to the productive capacity of the broader economy:**



Sources: Adapted from SGS Research for ALGA's Submission to Productivity Commission (2022)

*Are there programs and initiatives that the Commonwealth Government could implement to improve local government's capacity to support productivity growth?*

*Are there programs that could support one, or all of the identified ways local government contributes to productivity in the broader economy?*



## 2. Local Government Infrastructure

The 2021 National State of the Assets Report (NSoA) shone a spotlight on local government infrastructure assets. While the technical report shows that local government assets such as roads, bridges, buildings, parks and recreation, stormwater, water and wastewater and airports and aerodromes are generally in good to very good condition, around 10 percent are not fit for purpose, and around 20 – 25 percent are only fair and over time will need attention.

Over the past 12 months this situation has further deteriorated as a result of natural disasters, and particularly flooding across the eastern seaboard.

The technical report shows that in 2019/20 non-financial infrastructure assets were valued at \$342 billion and were depreciating at \$7.7 billion per year. Replacement costs of these infrastructure assets were in the order of \$533 billion.

While 86 percent of councils have adopted long term financial plans, one third of councils do not have asset management plans for their major assets, or if they do, they are out-of-date. Of the councils that do have asset management plans only 66 percent included financial projections in their financial plan.

Asset management and long-term financial planning are essential tools for councils to manage community assets now and into the future.

*Are there programs or initiatives that the Commonwealth Government could adopt to improve the long-term sustainability of council's infrastructure?*

*Are there programs or initiatives that the Commonwealth Government could provide to improve the sector's capacity to manage local government infrastructure and to integrate these plans into long-term financial plans?*





### 3. Community Wellbeing

While the NSoA focuses attention on physical assets, local governments also provide a wide range of important community services that improve local wellbeing. These services are provided at the discretion of councils based on local characteristics, needs, priorities and resources of the local community.

Australian Bureau of Statistics (ABS) data shows that local government annual expenditure in 2020/21 was \$43 billion. It is important to note that nationally local government is 83 percent self-sufficient. That is, the vast majority of local government services and infrastructure are funded at the local level either through rates, fees and charges, sale of goods and services, and interest, and only 17 percent comes from grants and subsidies from other levels of government. Unfortunately, many of these grants and subsidies are tied, and often require matching funding which restricts the ability to address local priorities in the way the council and community might like.

Local government community services are broadly defined and may include but not limited to:

- environmental health including food safety;
- childcare, early childhood education;
- aged care, senior citizens;
- services to the disabled;
- programs to address disadvantage, to reduce poverty and homelessness;
- sporting and recreational programs;
- arts and cultural activities, program and festivals;
- tourism and economic development activities; and
- library services.

Councils also play a key role making places that are attractive and liveable for current and future workers, and closing the gap between Indigenous and non-Indigenous Australians.

ALGA's research shows that almost one in four councils are heavily reliant on federal Financial Assistance Grants, which make up at least 20 percent of their annual operating revenue. Financial sustainability of local governments remains an ongoing issue which threatens local service provision and community wellbeing.

*Noting the funding arrangements for the provision of local government community services in your area and across the country, are there programs and initiatives that the Commonwealth Government could implement to improve the delivery of these services?*

*Are there changes to existing programs, including to administrative arrangements, that would significantly improve local government human service planning and provision of services and infrastructure across Australia?*

*Are there new programs the Australian Government could develop that would support councils to close the gap between Indigenous and non-Indigenous Australians?*

*What are the actions the Australian Government could take to support councils to improve their ongoing financial sustainability, and their capacity to deliver the services their communities need?*





## 4. Local Government Workforce

Local government is a major employer in Australia providing employment, career advancement and training opportunities for more than 190,800 Australians, across an estimated 400 occupations. In many communities, the council is one of the largest employers.

There are 537 local councils in Australia. Importantly, they are geographically dispersed and provide essential public administration to every corner of the nation.

According to the 2022 National Local Government Workforce Skills and Capability Survey, more than 90 percent of local governments are experiencing skills shortages, resulting in around two thirds of councils having their projects impacted or delayed.

Skills shortages occur for a variety of reasons including an inability to compete against the private sector, worker accommodation, support services for families, ageing of the workforce and geographic isolation. The attrition rate (or rate of turnover) of local government staff is estimated to be between 15 – 20 percent per annum.

The most cited skills shortages include engineers, urban planners, building surveyors, environmental officers and human resources professionals.

ALGA's submission to the Productivity Commission's Productivity Inquiry called on all levels of government to work together to improve training pathways and address skills and labour shortages for the benefit of councils, communities, and businesses right across Australia.

While local government must face its immediate workforce challenges, it must also anticipate the changing nature of work, and future skills needed to meet the changing needs of our communities.

*Are there programs or initiatives that the Commonwealth Government could implement that would enhance local government's capacity to attract and retain appropriately skilled staff now and into the future?*

*Are there programs or changes to existing programs that would increase local government's ability to employ apprentices and trainees?*

*Are there other initiatives that the Commonwealth Government could provide to improve the sector's ability to plan and develop skills fit for the future?*

## 5. Data, Digital Technology and Cyber Security

Provision of information technology to all Australians is vital for innovation, economic growth and social equity. However, it is potentially even more important to regional Australia where the tyranny of distance increases the inequity of services available – including education, health, economic and social.

Innovative technology is becoming more broadly available and has the ability to boost productivity and economic growth.

Councils around Australia continue to embrace new technologies to improve their service delivery standards and broaden consultation and engagement with their local communities. However, many councils lack basic technological infrastructure and have a shortage of necessary skills and resources.

In October 2022, cyber-attacks on major Australian corporate organisations including Optus and Medibank Private highlighted the critical importance of cyber security. It is a timely reminder as digital information, services and products become an increasing feature of modern business operation including in local government.

Like all risks, local government must manage the risk of cyber-attack and address cyber security. At a national level, there is a poor understanding of local government's vulnerability to cyber-attacks and a lack or inadequacy of risk management strategies and business continuity planning within the sector. While this is primarily a responsibility of the sector itself, governments at all levels must work together to ensure that the public have confidence in government information management systems and its security.

*Drawing upon your own council experience, and your knowledge of other councils within your state, or territory, are there programs and initiatives that the Commonwealth Government could implement to help local government develop its digital technology services and infrastructure and/or to improve cyber security within the sector?*



## 6. Climate Change and Renewable Energy

Local governments are playing an important leadership role in addressing climate change, supporting a wide range of programs to lower the carbon footprint of their own business operations and in their local communities.

As a sector, local government is leading the debate for lowering carbon emissions, sourcing renewable energy, responding creatively to reduce greenhouse gas emissions from landfills, and facilitating the construction of green buildings and water sensitive design of cities and towns.

Councils also have a role to play supporting communities in transition, moving away from fossil fuels to new industries.

Pragmatically, local government has been at the forefront of addressing the impacts of climate change and adapting to reduce its environmental footprint. These impacts include an increased number of days with high temperatures, less rainfall and more droughts in southern Australia, less snow, more intense rainfall and fire weather, stronger cyclones, and sea level rise. These changes will increase stress on Australia's infrastructure and physical assets and natural ecosystems that are already threatened, and significantly affect agriculture, forestry, fisheries, transport, health, tourism, finance and disaster risk management.

At the 2022 NGA, there were five Strategic Motions and 15 associated motions debated concerning this issue. Councils are encouraged to review these motions on ALGA's website prior to developing new motions for debate at the 2023 NGA.

*Noting the Government's commitment to reducing emissions, are there programs and initiatives that the Commonwealth Government could develop to assist councils in their work to address climate change and reduce emissions?*



## 7. Natural Disasters

Over the past five years, Australian communities have experienced unprecedented natural disasters. At the time of writing, almost every community in Australia, particularly those on the East Coast, had been adversely affected by wet weather conditions associated with the La Nina weather pattern.

Councils in Western Australia are still recovering from a cyclone in 2021, and the Black Summer bushfires in 2019/20 burned approximately 250,000 square kilometres across the country.

The impacts of heavy rainfall, record breaking floods and associated social disruption and damage to infrastructure have exposed weaknesses as well as the strength of current emergency management systems.

There have been numerous NGA motions in the past regarding natural disasters. This year, councils are encouraged to draw on their practical experience of the improvements that could be made to managing emergencies.

Please note, however, that many aspects of emergency management are state or territory responsibilities, and your motions should focus on how the Commonwealth Government could assist.

*What new programs could the Australian Government develop to partner with local government to improve the current natural disaster management systems to further assist in recovery and build resilience?*



## 8. Housing

A lack of affordable housing remains one of the biggest issues for Australian councils and communities.

There is less social and affordable housing stock available than there was a decade ago, and more low-income Australians are experiencing housing stress.

The shortage and rising costs of rental properties and affordable home ownership are having significant social and economic impacts in cities and towns across Australia, including rural and regional communities.

This is due to a range of factors including changes to recent migration patterns, cheap finance and labour and material shortages in the construction sector.

While the provision of affordable housing is not a local government responsibility, councils often facilitate affordable housing within their communities, operating within state/territory planning, financial and other legislation requirements.

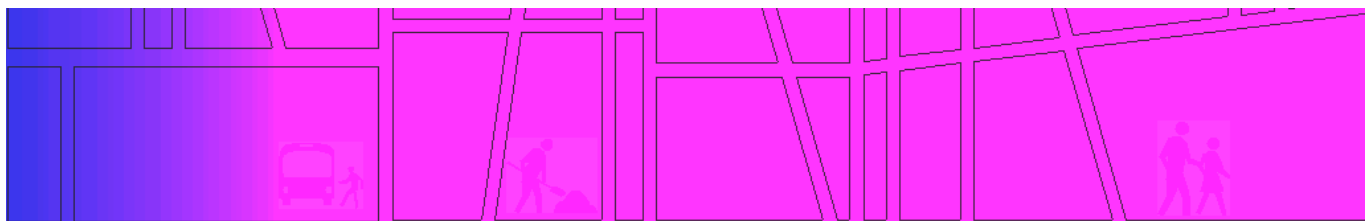
Some councils are going further, addressing thin markets and developing land and housing themselves, delivering local solutions to meet the needs of their communities.

Local government also plays an important role addressing some of the causes of homelessness, including social inclusion programs that can assist mental health and family violence issues, as well as providing support for people currently experiencing homelessness.

*What new programs and policies could the Australian Government develop to partner with local government to support the provision of more affordable housing?*

*How can the Australian Government work with councils to address the causes and impacts of homelessness?*





## Conclusion

Thank you for taking the time to read this discussion paper and your support for the 2023 National General Assembly of Local Government.

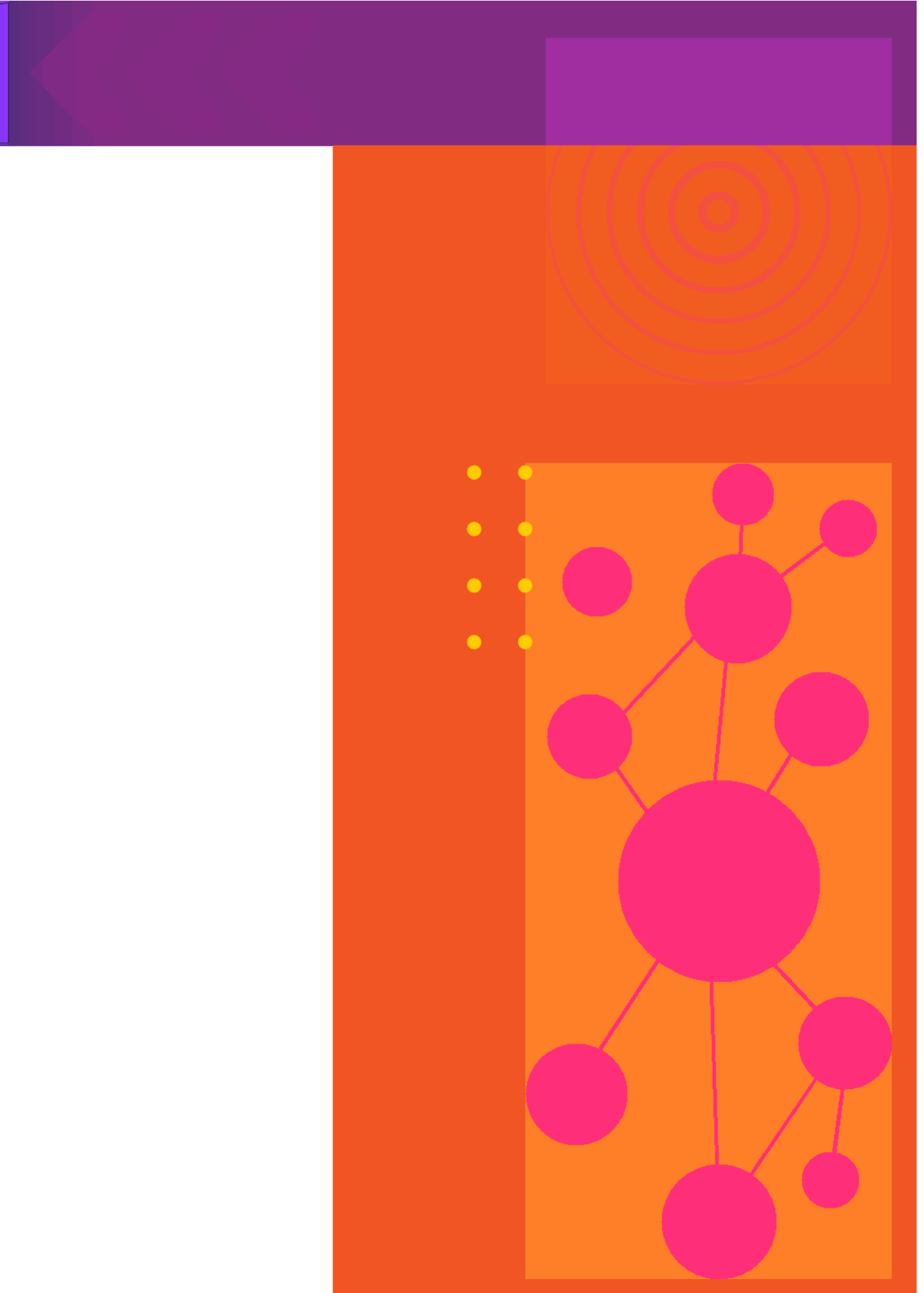
### A FINAL REMINDER:

- » Motions should be lodged electronically at [www.alga.com.au](http://www.alga.com.au) and received no later than 11.59pm on Friday 24 March 2023.
- » Motions must meet the criteria published in this paper.
- » Motions should commence with the following wording: 'This National General Assembly calls on the Australian Government to...'
- » Motions should not be prescriptive in directing how the matter should be pursued
- » Motions should be practical, focussed and relatively simple.
- » It is important to complete the background section on the form.
- » Motions must not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.
- » When your council submits a motion there is an expectation that a council representative will be present at the 2023 National General Assembly to move and speak to that motion if required.

We look forward to hearing from you and seeing you at the 2023 National General Assembly in Canberra.









AUSTRALIAN  
**LOCAL GOVERNMENT**  
ASSOCIATION

8 Geils Court | 02 6122 9400  
Deakin, ACT, 2600 | [alga@alga.asn.au](mailto:alga@alga.asn.au)

[www.alga.com.au](http://www.alga.com.au)

**Australian Local Government Association – 2023 National General Assembly****Motion Details****Title:**

Accessibility and inclusivity of Australian Government department consultation

**Motion:**

This National General Assembly calls on the Australian Government to investigate and implement technological options for Australian Government Departments to receive feedback and submissions to proposals, plans and programs in alternate formats including audio recording or transcription recording.

This National General Assembly calls on the Australian Government to investigate these alternate options to improve the accessibility and inclusiveness of engagement and consultation conducted by Australian Government Departments, for the benefit of culturally and linguistically diverse community members, and people living with disability, who may experience limitations and difficulties with writing or making submissions.

**National Objective:**

*(Why is this a national issue and why should this be debated at the NGA? Max 200 words)*

Community engagement, also known as 'public participation', is about involving people in decision-making and it should be at the very core of democratic processes across all levels of government.

The Australian Government must embed, through its departments and practices, the commitment to engage with our communities on the issues that matter in a transparent, open, and accountable way.

The outdated requirement that exists across many Australian Government departments for submissions to be in writing only can disadvantage a number of groups of people such as people with vision impairment, with an intellectual disability, or with language barriers. Offering different channels for providing feedback should be considered, including options for providing verbal submissions.

The Australian Government should take all reasonable actions possible to dismantle the barriers preventing individuals from participating fully in our communities, placing an important focus on creating more inclusive communities and opportunities.

**Summary of Key Arguments:**

*(Background information and supporting arguments – Max 500 words)*

Effective government engagement and consultation is key to working openly and meaningfully with the communities that we serve. The Australian Government and its agencies must ensure they are utilising tools and channels that facilitate genuine participation with all members of the community to lead to the development and delivery of better policy, programs and services.

The prevailing reliance of Australian Government departments for submissions to be in writing only can disadvantage a number of groups of people such as those living with disability or with language barriers.

**Australian Local Government Association – 2023 National General Assembly**

This is called in to focus by the data of the 2021 Census (<https://www.abs.gov.au>).

According to the 2021 Census, there were 1.46 million people (5.8% of the Australian Population) who reported a core activity need for assistance. That is, they needed assistance with at least one of the core activities of self-care, communication, and mobility.

Additionally, in 2021, 5.8 million people (22.8%) reported using a language other than English at home. This was an increase from 4.9 million people (21.6%) in 2016.

For those respondents who used another language at home, the Census asked how well they spoke English. A response of 'not well', or 'not at all' indicate a low proficiency in spoken English. In 2021, 3.4% of the population spoke English not well or not at all.

This data demonstrates that there are members of our communities at risk of being unable to effectively participate in the engagement and consultation process through the prevailing practices. The Australian Government must champion improving access for all members of the community to effectively understand and engage with its diverse range of programs and services, helping us all to understand and meet the needs of our diverse communities.

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## **NOTICES OF MOTION**

**13 MARCH 2023**

14.1	Notice of Motion: Relocation of Rhodes Fire Station.....	368
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**NOTICE OF MOTION**

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**ITEM NUMBER** 14.1  
**SUBJECT** Notice of Motion: Relocation of Rhodes Fire Station  
**REFERENCE** F2022/00105 - D08857024  
**FROM** Councillor Patricia Prociv

**MOTION**

- (a) **That** Council advocate for a local solution to the proposed closure of Rhodes Fire Station.
- (b) **Further that**, Council write to the NSW Premier The Honorable Dominic Perrottet MP, NSW Leader of the Opposition Mr. Chris Minns MP, the Minister for Emergency Services, The Honorable Stephanie Cooke MP, The Shadow Minister for Emergency Services Mr. Jihad Dib MP, seeking assurances that any closure of Rhodes Fire Station will not put the residents living in Wentworth Point, who are currently served by the retained firefighters based at Rhodes station, at risk.

**BACKGROUND**

1. Recent Media articles have suggested that the Rhodes Fire Station is to be moved from its present location, 438 Concord Rd, Rhodes to Ryde.

**EXECUTIVE DIRECTOR, CITY ASSETS AND OPERATIONS RESPONSE**

2. No Council functions have any bearing on the location of NSWFB Fire Stations. Council has no input into strategic decisions made by NSWFB as to the location of their Fire Stations. It would be expected that NSWFB will conduct a risk assessment as to service delivery as part of this process.

Patricia Prociv  
**Councillor**

John Warburton  
**Executive Director, City Assets & Operations**

John Angilley  
**Chief Financial and Information Officer**

Bryan Hynes  
**Acting Chief Executive Officer**

**ATTACHMENTS:**

There are no attachments for this report.

## **QUESTIONS WITH NOTICE**

**13 MARCH 2023**

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## QUESTIONS WITH NOTICE

<b>ITEM NUMBER</b>	15.1
<b>SUBJECT</b>	Questions Taken on Notice - 13 February 2023 Council Meeting
<b>REFERENCE</b>	F2022/00105 - D08890746
<b>REPORT OF</b>	Governance Manager

### QUESTIONS TAKEN ON NOTICE FROM THE COUNCIL MEETING OF 13 February 2023

Item	Subject	Councillor	Question
	Matter of Urgency: Sporting Facilities Amenity Audit - Female Friendly	Garrard	Last year the NSW Government committed \$25 million to female friendly sport facility and lighting upgrade. What did Council apply for in those grants?
16.1	Parramatta Square Public Domain Contract Value Amendment	Garrard	This is in relation to the Square. Could Councillors get a timeframe of when we can access parking downstairs?
16.1	Parramatta Square Public Domain Contract Value Amendment	Garrard	Will Councillors receive swipe cards to access the car park?

### BACKGROUND

- Paragraph 9.23 of Council's Code of Meeting Practice states:

*"Where a councillor or council employee to whom a question is put is unable to respond to the question at the meeting at which it is put, they may take it on notice and report the response to the next meeting of the Council."*

### STAFF RESPONSE

#### Matter of Urgency: Sporting Facilities Amenity Audit - Female Friendly

During discussion of the urgent matter on the Sporting Facilities Amenity Audit - Female Friendly, Councillor Garrard asked the following question:

*Last year the NSW Government committed \$25 million to female friendly sport facility and lighting upgrade. What did Council apply for in those grants?*

*Executive Director City Assets & Operations*

A staff response will be provided in the supplementary agenda.

#### Item 16.1 - Parramatta Square Public Domain Contract Value Amendment

During discussion on Item 16.1 - Parramatta Square Public Domain Contract Value Amendment, Councillor Garrard asked the following question:

*This is in relation to the Square. Could Councillors get a timeframe of when we can access parking downstairs?*

*Acting Executive Director Property & Place*

A staff response will be provided in the supplementary agenda.

Item 16.1 - Parramatta Square Public Domain Contract Value Amendment

During discussion on Item 16.1 - Parramatta Square Public Domain Contract Value Amendment, Councillor Garrard asked the following question:

*Will Councillors receive swipe cards to access the car park?*

*Acting Executive Director Property & Place*

A staff response will be provided in the supplementary agenda.

Bryan Hynes  
**Acting Chief Executive Officer**

**ATTACHMENTS:**