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Our File No: SF15/15032  
Our Ref: DOC15/106450

Michael File  
Director, Urban Renewal  
Department of Planning & Environment  
23-33 Bridge St  
SYDNEY NSW 2000

Sent via email to: Emma Hitchens <[Emma.Hitchens@planning.nsw.gov.au](mailto:Emma.Hitchens@planning.nsw.gov.au)>  
Anna Johnston <[Anna.Johnston@planning.nsw.gov.au](mailto:Anna.Johnston@planning.nsw.gov.au)>

Dear Mr File

## **PARRAMATTA NORTH URBAN RENEWAL—REZONING PROPOSAL**

Further to our correspondence dated 6 February 2015 the Heritage Council of NSW (the Heritage Council) considered at its meeting on 4 March 2015 a presentation by UrbanGrowth NSW and their design team on the Parramatta North Urban Renewal (PNUR) rezoning proposal.

A key component of the presentation responded to the Heritage Council's correspondence dated 6 February 2015 and resolution no. 2 that required *'that prior to the approval of the PNUR rezoning application a 3-D model of the PNUR area...be prepared and submitted to the Heritage Council for further consideration.'*

The Heritage Council considered a presentation by UrbanGrowth including the draft 3-D modelling prepared with SketchUp software and revised Indicative Layout Plan (ILP) dated 16 February 2015 (Rev. 13k) and resolved that *a subcommittee of the Heritage Council is established, consisting of Heritage Council member's Jenny Davis, Deborah Dearing and Stephen Davies to consider further matters relating to the Parramatta North Urban Renewal rezoning proposal.*

The subcommittee met with UrbanGrowth on Thursday 12 March to consider further revisions to the ILP, which were undertaken in response to comments raised by the Heritage Council in its March 2015 meeting and submissions made by the community.

On Monday 16 March UrbanGrowth submitted to the subcommittee revised Schedule of Undertakings dated 13 March 2015.

On Thursday 26 March UrbanGrowth submitted to subcommittee a flowchart outlining task to be undertaken by UrbanGrowth and revised ILP dated 26 March 2015 (Rev. 14a) that on balance, addresses the comments raised by the Heritage Council and subcommittee, namely:

- Removal of 16 storey building in E3 to provide views towards the gaol.
- Reduction in height of building envelopes in F2 from 3 storeys to 2 storeys, which contains foreshore heritage buildings.
- Reduction in height of building envelope in F5 from 12 storeys to 6 storeys to take account of Heritage Council comments.
- Revision of the building envelope in F3 to take account of subcommittee comments.



Furthermore, UrbanGrowth has advised the Heritage Council that the Sports Precinct component of the PNUR rezoning proposal containing allotments SA, SB, SC and SD will be deferred and a request to this effect will be included in UrbanGrowth's Response to Submissions to the Department of Planning and Environment.

The Heritage Council recommends that any future proposal for the Sports Precinct should include a detailed heritage-led master plan for the precinct, which takes into consideration significant views to and from Old Government House and Parramatta Park, otherwise known as Old Government House and Domain.

The PNUR rezoning proposal for the Cumberland Precinct has the potential to deliver to the community a sustainable and long term funding program for heritage restoration and management of the state significant heritage places in the Cumberland Precinct for future generations.

On 1 April 2015 the subcommittee recommend to the Heritage Council its support of the revised Schedule of Undertakings dated 13 March 2015 and ILP dated 26 March 2015 (Rev. 14a), subject to Schedule of Undertakings item no. 2 being amended to 'Prepare a Conservation Management Plan for the site and Specific Precinct Conservation Plan for each allotment'.

In addition, the proposed delisting of allotments A1 and A2 from the State Heritage Register as indicated in flowchart outlining task to be undertaken by UrbanGrowth would require a full and proper assessment by the Heritage Council.

The Heritage Council delegates the consistency review of UrbanGrowth's Response to Submissions and other matters that may arise in relation to the PNUR rezoning proposal to the Director, Heritage Division.

The Heritage Council supports an ongoing and collaborative involvement with UrbanGrowth to ensure this state significant heritage-led urban transformation proposal for PNUR is delivered in a timely manner for the people of New South Wales.

If you have any questions regarding the above matter please contact Michael Ellis, Acting Senior Assessment Officer at the Heritage Division, Office of Environment & Heritage on (02) 9873 8572.

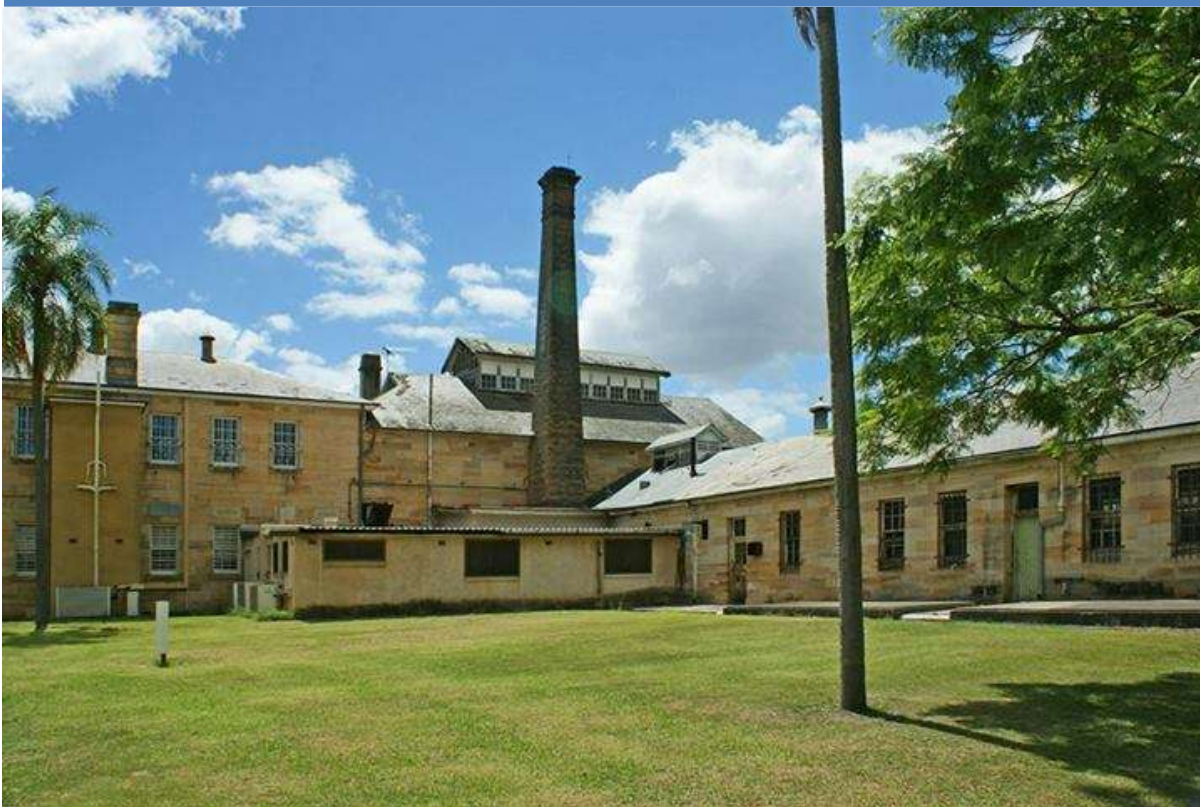
Yours sincerely

**Professor Lawrence Nield**  
Chair of the Heritage Council of New South Wales

1 April 15

# 2014

## Parramatta North Urban Renewal



June M Bullivant OAM

Judith M Dunn OAM

Dorothy F Warwick

Greater Western Sydney Heritage Action  
Group

5/12/2014



**Greater Western Sydney**  
**Heritage Action Group**

*"A place where Heritage is respected and protected"*

5<sup>TH</sup> December 2014

The Hon. P.J. Goward M.P.  
NSW Minister for Planning  
GPO Box 5341  
SYDNEY NSW 2001

Dear Minister,

Re: Parramatta North Urban Renewal Project.

The Greater Western Sydney Heritage Action Group, a network of concerned community groups interested in the conservation of the Australian Heritage and the study of its history, wish to submit their objection to the plan to build high rise buildings on the Female Factory Precinct which is the most Highly Significant Convict site in Australia.

We believe that this site should not be 'renewed' but 'conserved' for the future.



*Photograph is of the 3<sup>rd</sup> Class Sleeping Quarters*

The reasons for our objection are outlined below:-

- The Parramatta Female Factory is a series of buildings designed by Francis Greenway for Governor Macquarie during his time as Governor of New South Wales. The foundation stone was laid on 4th May 1818, and the buildings completed in early 1821, with the sandstone used having been mined from the Fleet Street Quarry. The buildings were designed and built to house female convicts. The site encompasses five acres.

Greater Western Sydney Heritage Action Group  
Member of The NSW Heritage Network  
P.O. Box 320  
Granville, NSW Australia 2142



*"A place where Heritage is respected and protected"*

- The land is owned by the Australian people and the NSW Government was given the task of managing the site for and on behalf of the Australian people. We do not believe that this gives them a mandate to sell the site for profit.
- As this Precinct is the most intact site of all convict buildings in Australia, it should be added to the Australian Convict Sites World Heritage Property list and promoted as an important Tourism destination, an issue that has largely been ignored by various governments. The true potential as a Tourism site for New South Wales has never been explored and should be done before the Urban Growth proposal is even considered.

Cultural heritage tourism can have a tremendous economic impact on local economies. To economic benefits like new businesses, jobs and higher property values, tourism adds less tangible—but equally important—payoffs. A well-managed tourism program improves the quality of life as residents take advantage of the services and attractions tourism adds. It promotes community pride, which grows as people work together to develop a thriving tourist industry.

Tourism is a powerful economic development tool. Tourism creates jobs, provides new business opportunities and strengthens local economies. When cultural heritage tourism development is done right, it also helps to protect our nation's natural and cultural treasures and improve the quality of life for residents and visitors alike.

Linking tourism with heritage and culture can do more for local economies than promoting them separately. That's the core idea in cultural heritage tourism: save your heritage and your culture, share it with visitors, and reap the economic benefits of tourism.

- The site has quality buildings constructed out of sandstone from the Fleet Street Sandstone Quarry, known as Macquarie's Quarry. The Parramatta Gaol outer walls were built from the Moxham Sandstone Quarry at Northmead.
- The buildings built in 1826 have withstood the test of time. Even though successive governments have ignored the potential of this area, it has the capacity to rival Tasmania's convict buildings and sites as a tourist destination as it still has complete convict buildings, not ruins.
- Surrounding these precious items with residential development will add to the ambience of the new housing and make it a more desirable place to live - as long as the Female Factory is kept intact as the most significant site and set aside accordingly for cultural, educational and heritage tourism.



Greater Western Sydney  
Heritage Action Group

*"A place where Heritage is respected and protected"*

- Land that has remained undisturbed for over 200 years has important elements that should not be disturbed, and Aboriginal occupation at the time had meeting places, scarred trees and places that should not be disturbed by any development.
- A thorough and complete Heritage Study or Conservation Management Plan needs to be undertaken to assess the importance and condition of the area and a draft plan of management drawn up for the convict buildings prior to any plans to develop the area are considered. If the NSW Heritage Office is unable to undertake this study, then independent consultants, who have no alignment to Urban Growth or the NSW Government, should be retained to do so.
- A thorough and complete study of Flora and Fauna should be undertaken and should include a plan of management to protect the colony of bats in the surrounding area, again carried out by independent consultants who have no alignment to Urban Growth or the NSW Government.
- A thorough and complete study of Aboriginal artefacts and sites be undertaken by independent consultants who have no alignment to Urban Growth or the NSW Government
- Many people have visited this site over the decades and they are continually fascinated by the history of the site and the grandeur of the buildings. Historical research of the women who were confined to the Factory is being done by the Parramatta Female Factory Friends, a group that was formed to protect the site when one of the buildings was under threat of being converted to a computer room which would have destroyed much of its heritage value.

We therefore respectfully request that you, as Minister for Planning, consider our objections to the Parramatta North Urban Renewal and reconsider the proposal that has been put forward to date.

We repeat a previous offer to conduct a tour for members of government of all levels and members of Urban Growth, so they have a better understanding of the importance of the social history of these buildings.

Once this site is destroyed, it can never be replaced.

Yours sincerely

*Judith M Dunn OAM  
Dorothy F Warwick  
June M Bullivant OAM*

I make this submission as an owner/resident for 10 years of a house in Balfour Street, south Northmead, which is on the northern side of Darling Mills Creek opposite the Parramatta North Urban Renewal (PNUR) precinct (the precinct).

The PNUR proposal is extremely positive for Parramatta. However, as someone not familiar with the reality that will come from the planning report's building height maps and landscape maps (et al), I'd like to make some points about the kind of community that should be built within the PNUR.

Good design fosters positive social outcomes. And the reverse also holds true.

Little is written in the PNUR planning reports about the nature of the community envisaged by the designers and planners. The overall sense is of a satellite "feeder" suburb for Parramatta itself, but this would be wrong. A project like this gives a unique opportunity to the designers to create something of real lasting value to the community.

Parramatta itself lacks a strong sense of community, and it would be terrible if the precinct's new residents were consigned to more of the same. The current and recent past Parramatta councils have been obsessed with "signature" developments as an end in themselves rather than ensuring Parramatta's overall masterplan (or perhaps there isn't one) builds a cohesive community with a sense of place.

The precinct is an opportunity to address some of this. It is hoped the design will promote positive social outcomes, and provide a range of community services, activities and programs that contribute to a special "sense of place".

In particular, it is hoped the PNUR planners will aim to create a relaxed "village" atmosphere with unique heritage characteristics brought about by the location and heritage buildings.

To this end:

- There should be outside recreation areas and pathways that maximise pedestrian and cycleway access and minimize car use. Diagram A below shows a proposed route for a cycle path through the precinct along the eastern side of the Parramatta River. It should connect with Parramatta Park roads and also with other cycleways outside the precinct along the river to enable riders to go at least as far as Parramatta Wharf near Phillip Street.
- Consideration should be given to creating streets as traffic calming devices in themselves. (one-way, narrow roads with broad verges, especially around the retail area to encourage al fresco style restaurants)
- Retention of the existing oval and the shelter shed is a good idea. Along with careful siting of coffee shops, cafes and restaurants and a children's playground around the edge of the oval, it will help create the feel of a "village green" on which children and families can spend time. It seems this area would be the natural focal point for the precinct and as such should be served by a comprehensive and connected network of pedestrian paths and bikeways from all areas of the precinct.
- Retention of existing major trees (of which there are many).
- Do not place sporting facilities on the oval at the cost of public access.
- Off-street parking through the provision of a **cheap** central multi-level car park near the retail area for visitors to the precinct rather than extensive on-street parking would be another way to minimise traffic in the precinct. Note that the expansion of Westmead Hospital over the past 10 years has seen the

streets of surrounding suburbs choked with the cars of Westmead employees. More thought must be given to dealing with this issue in the precinct than has been given to other nearby areas where the sole solution has been to make parking on one side of the street time-limited.

- Encourage public transport by bringing light rail from Westmead railway station through the precinct (the Bridge St bridge would need to be widened to accommodate). One suggestion is to loop the light rail around the Eastern Circuit in the precinct and take it out along Dunlop Road to O'Connell Street from which it passes the Parramatta Leagues stadium.
- A big, multi-use community centre available for a wide range of community activities would also help foster a village atmosphere. This would be a good role for one of the larger historical buildings on the site upon restoration. It is suggested the kitchen/dining area of the female factory or the building that currently houses the NSW Psychiatric Institute might both be suitable.
- Make the heritage buildings an asset to the community. Use them to create a sense of place for the residents and those of the greater Parramatta area. Find ways to link each heritage building together with the others to create a seamless story of place for the precinct. Be open to commercial use of heritage buildings with appropriate safeguards in place. The planning report is disappointing in the way it does not discuss a plan for how the heritage buildings will be utilised once refurbished, so there is no way of knowing how cohesive is the vision for these buildings.
- Don't ignore the strong Aboriginal connection with this place.
- Include a reasonable-sized supermarket along with sufficient restaurants, cafes and specialty shops congregated together to foster the community's sense of place. Failure to do so will see residents drift to Westfield and Church Street leaving the precinct soulless at night time and weekends.
- Consider an area be set aside for a community garden (next to the community centre would be the logical place).
- Put money aside to clean up Toongabbie Creek, Parramatta River and Darling Mills Creek where they adjoin the precinct. There are numerous dry-stone wall retaining walls alongside the creeks which should be retained. Some stones in the area have pick marks and may belong to the convict era.

In addition to the above, my wife and I strongly wish to see the precinct connected with our suburb via a pedestrian walkway/cycleway over Darling Mills Creek from the public park at the southern end of Kleins Road.

As indicated on Diagram A by the red-shaded square, the residential pocket in which we live is bounded by Cumberland Highway to the north, Darling Mills Creek to the south and large format industrial buildings to the east and west.

It is an area poorly serviced with retail shops, and those that exist on the corner of Kleins Road and Cumberland Highway, have been built with no apparent planning thought given to customer and residential parking. This is especially true of those three-storey residential units with ground floor shops built in the last 5-10 years. There is a small general store but no supermarket.



The proposed pedestrian/cycle bridge would open up the retail area of the precinct to residents of south Northmead without the need to drive a car, as is currently the case when we shop. This is a win for the environment, a win for the future retailers of the precinct, as well as a win for residents of south Northmead.

The cycleway was indicated on early planning maps of the PNUR but is not on the final report. I understand this is because the land on which it falls is subject to a Native Title claim. We strongly urge for the earliest possible decision to build the cycleway, even if this is ahead of resolution of the title claim.

Finally, a word about the building heights. Some of the buildings proposed are seriously tall at 30 stories. While it is difficult to envisage how the area will look once all these buildings are in place, it seems the taller buildings have been placed well back from the oval. The one building's height with which we do have issue is the six-storey building in the retail area (see screenshot below) behind the shelter shed. I would much prefer single storey building in this location. A taller building will swamp the shelter shed visually, and not suit the "village green" retail aesthetic suggested in this submission.



Diagram A



The yellow line indicates suggested route of a cycleway along the Parramatta River.

The red circle here indicates the suggested position for a two-way bike cycleway/pedestrian walkway crossing of Darling Mills Creek to link the housing in southern Northmead (red shading) to the PNUR.



18 December 2014

Our ref: DHB/14-253

The Secretary  
NSW Department of Planning and Environment  
GPO Box 39,  
SYDNEY NSW 2001

**re: Submission to North Parramatta Urban Renewal**

We write on behalf of the owners of the following land in the suburb of Parramatta:

- 14 Grose Street
- 11 Grose Street
- 19 Fennell Street
- 23 Fennell Street
- 25 Fennell Street
- 44 O'Connell Street
- 3 Trott Street

in response to the notification of the UrbanGrowth NSW proposal to change the planning controls under Parramatta Local Environmental Plan 2011 and Parramatta City Centre Local Environmental Plan 2007 in relation to government land north of Parramatta. This is referred to in this submission as the North Parramatta Urban Renewal (NPUR).

These properties are located in Parramatta however the NPUR renames this place as East North Parramatta.

This submission objects to the focus of the study on government owned land. Whilst purporting to be the North Parramatta Urban Renewal, it focuses only on government land.

**Other Land Should be Included**

This results in several incongruities with significant development potential granted to government sites with privately owned land ignored (except for The Northcott Society and the Parramatta Leagues Club). The starkest indication of this is 17-29 O'Connell Street being the block Northcott Lane, Fennell O'Connell and Grose Streets. This block remains as low density residential with an FSR of 0.5:1 and a height limit of 9 metres while the favoured government land to the north increasing in height to 53 metres and 96 metres and an FSR equivalent to approximately 3.9:1.

Generally the land on the western side of O'Connell Street is identified for redevelopment to heights ranging from 16 metres to 96 metres. However land on the eastern side remains limited to 9 metres. There is no justification for this.

It is submitted that a study and planning process purporting to be the North Parramatta Urban Renewal should not be restricted only to government land to the exclusion of privately owned land. The investigations should be broadened to include, at least, the land to the east of O'Connell Street generally bounded by Albert Street in the north, Villiers Street in the east, Victoria Road in the south and O'Connell Street.

This area which contains the properties to which this application relates has characteristics similar to the NPUR area and indeed many that make it suitable for urban renewal. In this regard it is noted that land to the east of Villiers Street (the Church Street corridor) and south of Victoria Road forms part of the City Centre LEP and is covered by the City Centre planning process. The land to the east of O'Connell Street generally bounded by Albert Street in the north, Villiers Street in the east, Victoria Road in the south and O'Connell Street is isolated from any planning process and should be included as part of the urban renewal process.

This area should be included in the investigations for urban renewal of North Parramatta because it displays characteristics totally suitable for urban renewal. These include:

- It has the potential to be transformed it into a vibrant area that respects and preserves heritage, whilst providing housing and employment opportunities for Parramatta and Greater Sydney;
- The land is under-utilised and suitable for comprehensive urban renewal that can both provide for new uses and support established uses in the area;
- The renewal of this area would support both State and local planning objectives, offers new long-term opportunities for home and jobs and will revitalise an area that is perfectly connected with Parramatta CBD;
- A new vision for this land can be developed for this inner city suburb of Parramatta, where heritage elements are can be re-set in the heart of a new contemporary environment;
- The area is generally free of constraints such as river foreshore riparian zone and flooding;
- a large number of existing buildings are of little to limited value while a number of existing buildings are of significance;
- The area has a gentle topography and is well connected to surrounding streets;
- The existing inter-connective grid street system provides excellent opportunity for redevelopment and connections to the existing city centre;
- The land is closer to public transport and established facilities and services in the CBD that the land to which the NPUR applies;
- The area immediately adjoins the CBD, is underdeveloped having regard to its location in the urban environment, is serviced and accessible to public transport and community facilities and services such as open space and schools.

If the criteria applied to the government land to determine its suitability for renewal for residential and employment uses were applied to the land to the east of O'Connell Street generally bounded by Albert Street in the north, Villiers Street in the east, Victoria Road in the south and O'Connell Street, the inevitable conclusion would be that this land is suitable

for urban renewal at least to the same densities or higher because of its existing inter-connective street system, lack of physical constraints, the lack of items on the State Heritage Register, the proximity to Church Street, Victoria Road and the CBD and the provision of services.

The exclusion of this area with benefits of rezoning conveyed only to the government land represents inadequate planning for a study purporting to be comprehensive and focused on a sense of place.

### **Traffic Issues and Cumulative Impacts**

The development of government land limited parking and travel demand management. The development will also generate significant additional traffic on local streets including Grose and Fennell Streets east of O'Connell. The traffic analysis undertaken for the NPUR raises a number of concerns:

- No account is taken of cumulative impacts of the very reasonable renewal of other parts of North Parramatta (such as privately owned land) with the focus of the study being on the government land only;
- The ability to renew private land may be restricted by the development of the government land;
- There will be overflow parking in the accessible streets to the east of O'Connell Street that should be managed;
- All reasonable parking requirements from the redevelopment of government land should be met on the site;
- The government land is further removed from a train station than the land to which this application relates.

The traffic studies should be revised to include allowances for reasonable renewal of the land to which this application relates and the cumulative impacts considered.

Indeed all supporting studies should be revised to allow for reasonable renewal potential of adjoining lands to the east.

Please do not hesitate to contact the undersigned if any further details or clarification is required.

Yours faithfully,

**BBC Consulting Planners,**



**Dan Brindle**  
**Director**

I make this submission as a historian who has researched and written about the Parramatta Female Factory and its inmates. My concern is the national significance of this highly iconic and wonderfully preserved site in the stories of the convict system in Australia, and the history of Australian women.

The significance of the Factory as a heritage site and tourist attraction for Parramatta and New South Wales is well covered in the assessments of Aboriginal Heritage, the European Archaeology, the Built Heritage, and the Social Significance already before [the NSW Department of Planning and Infrastructure](#). But the wider significance of the site has not yet been addressed. Historians who have researched the history of convictism and convict women within the context of Australia's national story have a vital contribution to make to the preparation and execution of the management strategy that will oversee the development of this site.

[The Australian Historical Association](#) is the appropriate body to put forward the names of representative historians to fill this role. I would urge that historians be directly involved in shaping the management strategy, and that the AHA be asked to nominate them.

Professor Emeritus Marian Quartly  
Monash University.

Mr Michael File  
Director, Urban Renewal  
Department of Planning & Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** Ms Emma Hitchens

### **Exhibition to Parramatta North State Significant Site**

Thank you for your letter dated 19 November 2014 regarding the above. Please accept our letter as a joint Transport for NSW (TfNSW) and Roads and Maritime Services response with respect to the above.

TfNSW recognises and supports the policy direction outlined within the Metropolitan Strategy “A Plan for Growing Sydney” to accommodate an additional 664,000 new dwellings by 2031 through *Direction 2.1: Accelerate Housing Supply across Sydney*, and subsequent actions including:

- Action 2.1.1: Accelerate housing supply and local housing choices;
- Action 2.1.2: Accelerate new housing in designated infill areas (established urban areas) through the Priority Precincts and UrbanGrowth NSW (UGNSW) programs;
- Action 2.1.3: Deliver more housing by developing surplus or under-used Government land.

TfNSW also recognises that *Direction 1.2: Grow Greater Parramatta* identifies Parramatta as Sydney’s second CBD and recognises the CBD’s role in supporting the growth of Western Sydney through actions including:

- Action 1.2.1: Grow Parramatta as Sydney’s second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia;
- Action 1.2.2: Grow the specialised health and education precincts at Westmead and Rydalmere;
- Action 1.2.3: Renew Parramatta North to create a vibrant mixed use precinct.

TfNSW is therefore supportive of the subject development, which links and enhances the urban connection from the CBD to Westmead and recognises the development’s role in assisting to achieve these NSW Government policy objectives.

As Parramatta’s role as Sydney’s second CBD continues to grow, TfNSW also recognises that the nature of the travel demand to and from the CBD will change, including how users will get to and from it.

Through ongoing planning as well as new projects outlined within our strategic planning documents, TfNSW will improve and enhance the transport network in and around Parramatta to reflect its CBD role.

TfNSW notes the rezoning proposal envisages mixed use development located adjacent to key transport corridors into the CBD (existing, planned and proposed in this case) and this principle is also supported by TfNSW.

TfNSW also recognises and is supportive of the approach to travel demand management outlined within the *Traffic and Transport Review* accompanying the rezoning. Of particular note is the consideration given to establishment of new active transport connections to and from the CBD, improvements to support a mix of travel choices commensurate with the needs of the community.

Notwithstanding this, the total attributable impact from the development on the road network will be significant given the scale of the development and residual travel demand that is subsequently reliant on private vehicles despite a focus on public transport and demand management.

TfNSW notes that the traffic assessment accompanying the rezoning proposal recognises that an impact on the transport network will occur from the development and identifies a range of possible mitigation measures proposed in the proximity of the development.

Notwithstanding this, preliminary estimates suggest the total cost of regional road upgrades that could be attributable to the development is in the order of \$70 million to \$200 million (depending on scale and complexity of works). This amount is inclusive of the cost of upgrades proposed by UGNSW, which is in the order of \$45 million.

TfNSW proposes to continue to work with Department of Planning and Environment, UGNSW and Parramatta City Council to refine the measures proposed by UGNSW to ensure that a suite of mitigation measures ultimately proposed would be consistent with the outcomes of studies currently being undertaken for a potential light rail and overall accessibility to and within the Parramatta CBD.

The Transport Management and Accessibility Plan (TMAP) process outlined at **TAB A** will clarify and refine the actual extent of impacts on the transport network and define the mitigation measures required that are reflective of, and align with the broader transport objectives for Parramatta and its role as Sydney's second CBD. The TMAP would provide the following information to UGNSW and TfNSW:

- the feasibility of establishing the infrastructure works that would be fully explored through the assessment.
- the strategic fit of these works in the context of broader potential transit oriented improvements to the network.
- the development's impact on the elements of the regional road network in close proximity to the development area.
- Prior to the lodgement of any development application for the project:
  - UGNSW prepares a TMAP that identifies the extent, scale, feasibility and timing of the mitigation measures proposed as part of the application.
  - UGNSW, Parramatta City Council and TfNSW agree on the full extent of infrastructure works identified in the TMAP to mitigate the development impact on the local and regional transport network.
  - GNSW develop a funding strategy that is lodged with the Department of Planning and Environment as a part of a Planning Agreement, and is agreed with TfNSW, that outlines the cost and responsibility for delivery of all transport and infrastructure works related to the development.



- UGNSW develop a funding strategy that is endorsed by Cabinet and following the approval of the proposed rezoning, outlining the cost and responsibility for delivery of all transport and infrastructure works related to the development.
- The proposal recognises the potential to impact on the following additional components of the regional transport network including, but not limited to:
  - Windsor Road/Cumberland Highway, and Pennant Hills Road/James Ruse Drive;
  - Victoria Road, including the interchange with James Ruse Drive;
  - Great Western Highway, including the intersections with Pitt Street and O'Connell Street;
  - Bus circulation and access routes into the CBD, including Argyle Street and Church Street.

Once the TMAP process is finalised and all parties agree on the infrastructure measures needed to support the future development, and consistent with the advice above, TfNSW requests that the funding strategy developed by Urban Growth, agreed with TfNSW and endorsed by Cabinet to clearly outline the quantum and responsibility for meeting the costs of all infrastructure and services required to support this development. This Planning Agreement should be in place prior to the first Development Application being lodged.

If you require any clarification of any issue raised, please don't hesitate to contact Mark Ozinga on 8202 2198.

Yours sincerely



Anissa Lewy

**Deputy Director General  
Planning & Programs**

CD14/21508

## TAB A

### Transport Management and Accessibility Plan

TfNSW requests that the applicant prepare a Transport Management and Accessibility Plan (TMAP) in accordance with the Draft Interim Guidelines on Transport Management and Accessibility Plans.

This TMAP should enhance and validate the *Traffic and Transport Review* done to date to confirm the extent, scale, feasibility and timing of the mitigation measures proposed, as well as confirm the extent of further impacts from the development on regional transport infrastructure, including, but not limited to, the following:

- Windsor Road/Cumberland Highway interchange;
- Pennant Hills Road/James Ruse Drive interchange;
- Victoria Road, including the interchange with James Ruse Drive;
- Great Western Highway, including the intersections with Pitt Street and O'Connell Street;
- Bus circulation and access routes into the CBD, including Argyle Street and Church Street.

TfNSW has developed an appropriate mesoscopic modelling tool that considers the proposed development in the context of development in Greater Parramatta into the future and accordingly, additional or alternative mitigation measures that complement the works proposed as part of the application need to be examined.

TfNSW requests that the TMAP utilise this tool to further consider the extent that the proposed mitigation measures integrate and complement potential improvements to the network in Parramatta as well as identify a proportional impact to these that can be attributed to the development.

TfNSW will work with the applicant to confirm the extent of mitigation measures to be further tested in the model.

The TMAP should also include rationalization of the bus servicing strategy to the Parramatta North Urban Renewal development, including further discussions with TfNSW regarding the feasibility of proposed extensions to the shuttle service as well as a potential connection through the development to Westmead on Bridge Road.

TfNSW welcomes the proposal to establish an active transport link from the site to Parramatta along the waterway and sees this as an essential component of the TMAP and achieving the travel demand management outcomes sought through the development.

Accordingly, TfNSW requests that the TMAP provide further consideration of bicycle facilities are part of the development. TfNSW suggests that a provision based on Council's DCP provision (3,095 spaces across the development) is insufficient to meet the travel demand outcomes sought for the precinct. Therefore, TfNSW looks forward to an outcome that reflects a higher provision of spaces than 1 bicycle space per 2 dwellings.

TfNSW supports the proposal within the *Traffic and Transport Review* that an innovative approach to car parking be applied. TfNSW therefore requests that the TMAP define car parking rates to be applicable to the development that reflect a constrained approach to car parking supply cognisant of the precincts location and role as supportive of the Parramatta CBD.

Dear Emma

Thank you for the opportunity to comment on the Parramatta North Urban Renewal New Planning Framework Summary report dated November 2014.

Venues NSW would like to make the following comments and suggestions for consideration:

- An increase to the height limits for the proposed buildings along O'Connell Street in the Sport and Recreation Precinct due to the relative heights of the adjacent buildings. The buildings labelled SB are currently proposed to have height limits of 8 and 6 storeys respectively while buildings to the north have significantly higher limits.
- While acknowledging the intent for priority to be given to pedestrians, cyclists, public transport and service vehicles; vehicle access and onsite parking at Pirtek Stadium (Parramatta Stadium) is an issue. The impact for Stadium parking capacity is unclear and we would like further clarification particularly on the maximum parking ratios and requirement for basement parking only in curtilage zones.
- The site located to the north of the Stadium may have additional development potential.

Please let me know if you require any further detail or clarification on the above.

Regards

Sally



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**HUNTER STADIUM | NEWCASTLE ENTERTAINMENT CENTRE | PIRTEK STADIUM | WIN  
SPORTS & ENTERTAINMENT CENTRES**

## Louise Mansfield

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**From:** Greg White <yt333@optusnet.com.au>  
**Sent:** Monday, 13 April 2015 11:50 AM  
**To:** information-Planning  
**Subject:** North Parramatta Urban Renewal Plan. Attention Anna Johnston.

Dear Anna,

I write to express my great concern over the details that I have read regarding the plans for the North Parramatta Heritage precinct.

I have read that it is planned to build 4,100 individual residences in this area.

I have been a volunteer concierge at the Childrens' Hospital at Westmead which adjoins this precinct for the past year and a quarter.

In that time, as I show parents and their children about the hospital, the vast majority of parents and carers tell me that they are running late for an appointment because they have had trouble with traffic or finding a parking spot.

I am horrified to think of how these problems will be worsened by the addition of 4,100 homes next door.

In addition to this concern, I have had a guided tour amongst the wonderful sandstone buildings that make up the Cumberland Hospital Precinct. I am mortified when I picture the addition of high rise residential towers placed amongst these buildings. We owe it to Australia's heritage to prevent this from ever happening.

Please accept my email as a protest of the highest order and pass my concerns on where appropriate.

Sincerely,

Greg White,

Resident, North Parramatta.

## Anna Johnston

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**From:** Mark Wolff <[woweeds@hotmail.com](mailto:woweeds@hotmail.com)>  
**Sent:** Monday, 15 December 2014 5:15 PM  
**To:** information-Planning  
**Subject:** Parramatta North Urban Renewal

Thank you to the planning committee for your display of the Parramatta North Urban Renewal Project. As you are probably well aware of Parramatta City will spread outwards in all directions in the coming years, which will take in North Parramatta. This City is set to outgrow Sydney within 50years, thus will be the major urban hub of N.S.W. Some hopefully useful ideas for North Parramatta's redevelopment. The northern end of O'connell St needs to be extended to either cross the Parramatta River at Northmead or come in near the junction of North Rocks & Windsor Rds. Widen Church St where possible and turn that road into a one way thoroughfare heading south which will end at Victoria Rd. O'connell St also needs to be widened and can be turned into a one way thoroughfare going north. By allowing these two roads to be turned into one way thoroughfares will allow a smoother flow of traffic. The other area that needs to be looked at is making all buildings power and water efficient. The amount of water and sewage that will be needed for each high rise that is constructed will need to be addressed. Water for these buildings will need to be recycled and stored to meet the demands of the population. As mentioned! Parramatta City will become a very large City in 50 to 100years from now. By putting in an infrastructure now will help make this City a great place to live. Yours sincerely; Mark Wolff E mail address; [woweeds@hotmail.com](mailto:woweeds@hotmail.com)