



Mr Stephen Barry
Level 3, 201 Elizabeth Street,
SYDNEY NSW 2000

Via email: [REDACTED]

Dear Mr Barry

Gateway determination review – 355 and 375 Church Street, Parramatta

Thank you for your correspondence dated 13 April 2021, seeking the Department of Planning, Industry and Environment's (Department) view on the supplementary advice provided by Transport for NSW (TfNSW). The Department understands that TfNSW has revised their advice on the proposed site-specific car parking rate for takeaway food and drink premises at 355 and 375 Church Street, Parramatta.

It is understood that the revised advice was provided as a result of a meeting held between the proponent (Stockland and McDonalds) and the Planning Delivery Unit of the Department of Planning, Industry and Environment. The Greater Sydney, Place and Infrastructure team carried out the original assessment and endorsement of the Gateway determination as delegate of the Minister for Planning and Public Spaces and we are concerned that the cumulative impacts and potential to set a precedent may not have been fully explored at the meeting.

The Department's position remains unchanged for the request to remove the proposed specific car parking rate for take away food and drink premises and associated sunset clause as part of Gateway condition 1(c). The Department notes that further work is being undertaken by the City of Parramatta Council (Council) in the preparation of a mesoscopic model and Parramatta Integrated Transport Plan, both of which are required to be completed prior to the finalisation of the Parramatta CBD Planning Proposal (CBD proposal). The mesoscopic transport model will identify the anticipated demand and cumulative impact on the transport infrastructure as a result of the development envisaged as part of the CBD proposal.

TfNSW has suggested that the site-specific implications of the proposal will not likely have any significant material consequences surrounding transport network operations. It should be noted that the Parramatta CBD Strategic Transport study supporting the CBD proposal states that the current road network has limited capability to expand; and new surface transport infrastructure like Parramatta Light Rail further impacts on the road space allocation for private vehicles. Without the mesoscopic transport model and the Parramatta Integrated Transport Plan, the cumulative impacts on the network operations in the Parramatta CBD are unknown.

In addition, the Parramatta CBD Strategic Transport study supporting the CBD proposal recommended Council to adopt the maximum car parking rates to levels currently used by the City of Sydney CBD. On 10 April 2017, Council resolved to endorse the maximum car parking rates for commercial and residential uses, to enable site-specific planning proposals

in the CBD to progress. Since 10 April 2017, the Department has maintained this policy position for all site-specific planning proposals in the CBD. In this regard, the Department is of the view that until the CBD proposal is finalised, site-specific planning proposals should be consistent with the agreed maximum car parking rates as adopted.

It is considered that the bespoke car parking rate will create a precedent for other developments in the CBD and is inconsistent with the long-term strategic vision for the Parramatta CBD as the Central River City. Although there are no other sites containing a takeaway food and drink premises with a drive through and seating located within the CBD proposal area, there is nothing preventing other landowners pursuing such a commercial interest.

Should you have any further enquiries, please contact Peter Pham, Acting Manager, Central (GPOP) at the Department of Planning, Industry and Environment on (02) [REDACTED].

Yours sincerely



16/04/2021

Catherine Van Laeren
Executive Director, Central River City and Western Parkland City
Greater Sydney, Place & Infrastructure