

Department of Planning, Housing
and Infrastructure
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2124

Your Ref	SSD-65614712
Our Ref	NCA/21/2023
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2 September 2024

ATTN: Tuong Vi Doan,

COUNCIL SUBMISSION

**NOTICE OF EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT FOR THE
WESTMEAD IQ3 BTR (1 FARM HOUSE RD, WESTMEAD)**

I refer to the above application and the request to provide advice on the proponent's *Environmental Impact Statement*. Council has reviewed the supplied report and wish object on the following grounds.

Commercial FSR

Council does not support the proposed variation to section 6.15 of the Parramatta LEP. Council does not agree that compliance with this control is unnecessary/unreasonable or that there are sufficient environmental planning grounds and expects that a compliant amount of non-residential FSR is provided within the building. It is considered that this variation cannot be supported for the following reasons:

- The proposed 86.3% variation is a complete disregard for the control. The site-specific control was developed in conjunction with Council and the property owner and has been enforced since 2013 without variation. The development control was envisaged to ensure that commercial floorspace was spread across the precinct and not concentrated on two sites.
- Despite a greater commercial FSR being provided on lot 2 and 3, this variation will result in a substantial loss of employment floorspace for the Westmead Health and Innovation District. A variation would be contrary to the intent of the Westmead Place Strategy and Parramatta 2050 vision for Westmead.
- The argument that an 'over compliant FSR' is provided on lot 2 and 3 does not account for the fact that under the current controls those sites could be reduced to supply only 30% of non-residential FSR under a future application. While it may not be the current intent of the property owner, this intent could change in the future and still provide a fully compliant development. This argument does not provide any guarantee that the controls intent would be retained.
- In light of Council's approved Parramatta 2050 vision which outlines a target of 150,000 additional jobs by 2050, it is imperative that our districts contribute to our city's jobs growth. The loss of commercial floorspace proposed under this variation limits the

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jobs growth potential of the Westmead district, which in Parramatta 2050 is identified as the City's 'Health and Innovation District'.

- In-lieu of commercial floorspace loss, the application has failed to adequately justify the inclusion of BTR housing over other commercial and non-commercial uses.

Council expects that compliance is met with the control or a greater attempt to supplement the commercial FSR with a more appropriate land use that could supplement existing commercial uses.

Unit Mix

The proposed development does not provide a diverse range of unit sizes and is inconsistent with the requirement to provide '...adequate options to prospective tenants in relation to the size and layout of the dwellings' - cl. 75(2)(b)(ii) of the State Environmental Planning Policy (Housing) 2021. In addition, the proposed dwelling mix would not enable tenants residing in the building to relocate to other dwellings in the building that will better accommodate their housing requirements should their requirements change – cl. 75(2)(b)(iii) of the State Environmental Planning Policy (Housing) 2021.

Specifically, the proposed dwelling mix is inconsistent with the dwelling mix requirements under the Parramatta Development Control Plan 2023 (see table below).

Dwelling Type	Number of units proposed	Percentage of units proposed	Dwelling mix requirements in PDCP 2023	Compliance
Studio/1-bedroom	163	67%	10-20%	No
2-bedroom	68	28%	65-75%	No
3-bedroom	13	5%	10-20%	No
4-bedroom +	0	0%	5-10%	No

Council acknowledges that the provisions of the *Parramatta Development Control Plan 2023* do not strictly apply to state significant development. However, adherence to the dwelling mix requirements within the PDCP is critical in ensuring that an adequate supply of housing is provided for all family and household types in the Parramatta Local Government Area.

On 16 July 2024, the Parramatta Local Planning Panel endorsed the 'Harmonisation 'Orange Matters' and Housekeeping Amendment to the *Parramatta Local Planning Panel 2023*'. The amendment was subsequently endorsed at a Council meeting on 12 August 2024. Under the proposed amendment to the LEP, Council is proposing the introduction of a new clause which requires minimum dwelling mix requirements for new residential flat buildings and shop-top housing developments. The draft clause would require at least 15% of dwellings, rounded to the nearest whole number of dwellings, in developments with 10 or more dwellings, to be 3 or more bedrooms. An overview of the proposal's compliance with the draft clause is provided in the following table.

Dwelling type	Number of units proposed	Percentage of units proposed	Draft amendment requirement LEP	Compliance
Studio/1-bedroom	163	67%	Minimum 10%	Yes
2-bedroom	68	28%	Maximum 75%	Yes
3 bedroom or more	13	5%	Minimum 15%	No

Whilst the draft amendment is not yet considered a proposed instrument that had been the subject of public consultation for the purposes of s. 4.15(1)(a)(ii) of the *Environmental Planning & Assessment Act 1979*, Council requests that the proponent give consideration to the proposed requirements, including the objectives of the proposed clause.

Supporting Data

Data shows that the City of Parramatta is experiencing a shift towards higher density living. Adequate provision of three-bedroom dwellings in high density developments is necessary to ensure the availability of diverse housing options to accommodate larger households.



Figure 1 Proportion of bedrooms per dwelling in City of Parramatta between 1991 and 2021 (source: ABS)

Transformations in the built form of City of Parramatta have impacted the availability of different dwelling sizes. Whilst two and three-bedroom dwellings are the dominant dwelling size in City of Parramatta, Figure 1 shows that the proportion of three and four-bedroom dwellings declined between 2011 and 2021. A gap is emerging in the availability of three-bedroom dwellings, falling from 36.5% of total dwellings in 2011 to 26.8% in 2021.

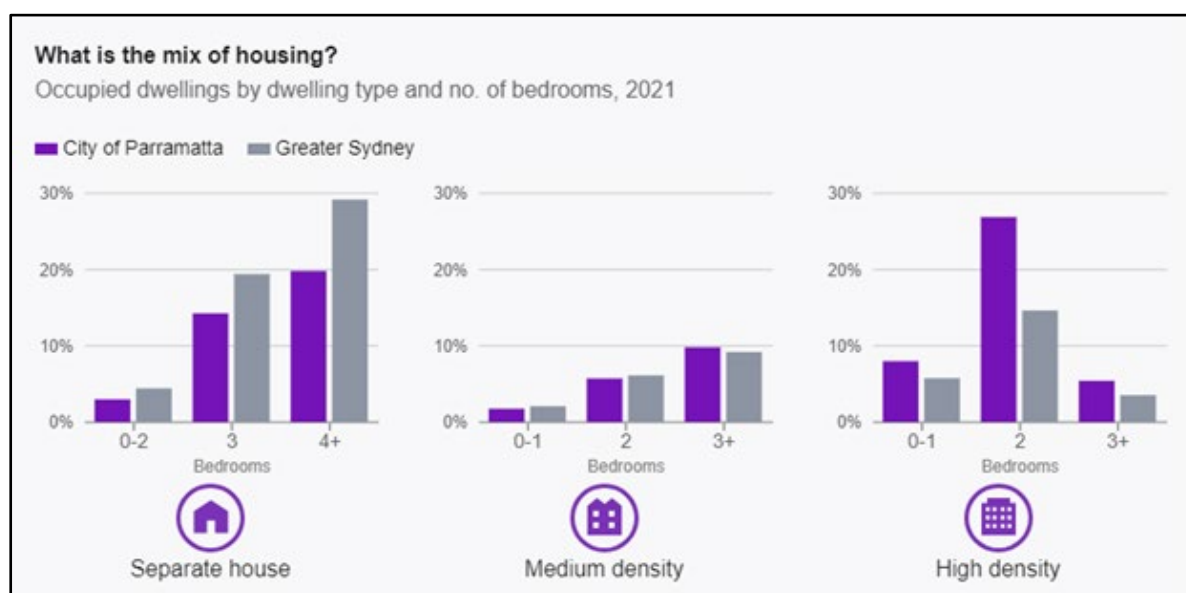


Figure 2 Occupied dwellings by dwelling type and number of bedrooms in 2021 (source: ABS data)

Figure 2 shows that the provision of three-bedroom dwellings in RFB developments is low. Most apartments are two-bedroom dwellings (26.9%), followed by studio/one-bedroom apartments (8%). Only 5.4% of apartments have three bedrooms or more, compared to 34.1% of separate houses and 9.8% of medium density housing.

The proposed dwelling mix should consider the demographic composition of Parramatta and accommodate a range of household sizes, so that the development can effectively meet the needs of the local community.

Floor Space Ratio and Height Variations

Council does not consider the proposed 67% variation to the 3.5:1 FSR control to be well founded. The following points are to be considered further:

- The variation states multiple times that *“the delivery of additional housing on the site will also provide a positive social outcome by contributing to the Federal Government’s target with the National Housing Accord to deliver 1 million houses in well-located areas within five years from the starting year in 2024.”* Council is already meeting its housing targets. However, the accord also confirms the need for social housing in well-located areas. The FSR variation would be better justified with provision of affordable rental housing for key workers within Westmead - such as education and health care workers - or purpose-built affordable student accommodation. Inclusion of 10%-15% of affordable rental housing provides for a 20-30% FSR bonus under the Housing SEPP. Noting the proposed FSR variation is higher here (~67%), provision of a higher proportion of affordable housing (i.e. ~33%) could potentially justify the significant breach proposed.
- The increase in FSR does not result in a ‘*slender building envelope*’ as suggested in the Clause 4.6 report.
 - The proposed building envelope results in a façade length of ~70m along Darcy Road,
 - There is the visual perception of an uninterrupted 50m+ wall of development looking north towards the site along Farm House Road,
 - Along the north-west boundary is a 45m façade with no articulation or modulation, up to a height of 15 storeys,
 - The proposal does not provide any above podium setbacks which exacerbates the overall bulk of the proposal.
- The increase in FSR could result in the following poor built form and amenity conditions:
 - An excessive number of apartments per floor (18 units per floor proposed, ADG recommends 12 maximum),
 - Overly long, narrow circulation corridors up to 50m in length,
 - Poor solar access to some apartments (47 apartments or 19.3% receive no solar access),
 - Poor solar access to the open space at ground level.
- Comparisons to other lots within the Westmead precinct that have exceeded the mapped FSR, and heights approved under the major works DA (DA/571/2014) is not considered adequate justification for an increase in both height and FSR given that all lots except one have an equal or lesser maximum FSR approved under detailed DAs. This would suggest an initial mismatch in the approved heights and FSRs of the major works DA, and not an overall uplift in FSR across each site.

The proposed variation to the height of building control is not considered appropriate for the following reasons:

- An increase in height should only be considered when appropriate above podium setbacks and tower façade lengths are complied with to ensure a slender envelope.
- Any proposed height increase should consider the surrounding context. Given the transition of height upward when moving south of Darcy Road, a more appropriate height for the site would be RL 65.7m (including lift overrun), which reinforces this transition of height to the south, and relates to the Lot 4 Residential Building

immediately adjacent to the site along Farmhouse Road which has the same maximum height.

- The application must further consider the shadow impacts additional height may have on proposed open space on the site or public domain surrounding the site. Currently the proposed open space within the site is significantly overshadowed for most of the year, which will impact its amenity and overall use.

Built form

- There is no clear building typology proposed, with the proposed design more aligned to a slab building and the height more appropriate for a podium and tower typology. This results in a disproportionate, almost squashed look to the proposal which exacerbates visual bulk. The PDCP 2023 envisaged an 8-storey slab building on site which is still considered the most appropriate typology given the permissible FSR and height, and the immediate context. If an increase in height were to be permitted, the proposed should be designed as a podium and tower, with consistent and apparent setbacks above the podium to define the two elements and provide slenderness to the design.
- The inspiration behind the proposed design is unclear. The form, typology and its siting do not relate clearly to neighbouring buildings and the unusually shaped floorplate results in crowded apartments and long, narrow corridors. The form is visually bulky and disproportionate, there is poor activation of key streets, limited to no street address and the communal open space provided at ground floor is significantly overshadowed.
- The 'L-shaped' floorplate creates the impression of an uninterrupted wall of development when viewed from Farm House Road and increases the perceived visual scale of the building from the street.
- There is no defined podium despite the shop-top typology proposed, with an overhang of level 1 and above along Darcy Road and some of Farm House Road. There should be a clear street wall and podium with a setback tower form above that delineates use and provides a human scale to the street. Any undercroft beneath towers is not supported.
- The lack of defined podium and tower is further muddled by the change of materials on the façades, of which the 'base' colour is applied between 3-8 storeys in height across the proposal, disproportionate at times to the levels above, and therefore adding to the overall visual bulk of the development and not providing a clear visual datum in the absence of a physically defined podium.
- The overall bulk and scale of the proposal would be improved through clear tower setbacks above an established podium. A minimum 4m above podium setback is recommended as per PDCP 2023. This would improve the experienced human-scale at ground level and the relationship between the building and neighbouring lots, as well as mitigating the overall visual bulk of the development.
- The 70m building length along Darcy Road is considered excessive. A reduced length of 45m with articulation is considered more reasonable for an MU1 zone. There has been some effort to provide a break in the façade towards the western end but as illustrated in the elevations, the façade still presents as one long, uninterrupted form.
- The blank façade along the entire height of the western 'wing' of the Darcy Road façade is not supported. Some modulation or articulation of this area is required to break down the scale.
- The basement extent should be within the building footprint. The current extent should be reconsidered to allow for retention of the existing mature trees to the west of the site. Where possible, basement walls shall be located under building walls to maximise opportunities for planting and deep soil.

Given these design issues it is recommended that the application investigates opportunities for two envelopes on the site, one facing Darcy Road and another fronting Farm House Road,

with clear separation between the two to break down visual bulk, provide appropriate street address and activation and improve solar access to open spaces at ground level.

Ground floor activation

The following design changes to provide a greater ground floor activation should be considered:

- Commercial/retail tenancies should be built to the boundary with clearly defined edges and corners to help create an activated streetscape. Efforts should be made to prioritise the extent of activated facades to Darcy Road and Farm House Road over activation within the site.
- An inset/undercroft on the ground floor with an overhang of levels above is not supported.
- A clear street address and entry to the residential lobby should be provided on at least one street frontage. A secondary entry off the communal open space within the site could be acceptable but the primary address needs to be clearly seen and accessed by a street to improve safety and wayfinding.
- It is recommended that the Booster along Farm House Road be relocated to improve street activation of Retail 01.
- The location of the open space at ground level is questionable. It is a space that will be largely overshadowed by the proposed buildings throughout most of the year and is used as a forecourt to a residential lobby that would be better located along a street frontage.
- The curved path from Darcy Road to Farm House Road within the site may cause safety/CPTED issues as it does not provide clear views and vistas to neighbouring streets.
- Awnings should be continuous and applied along all of Darcy Road and Farm House Road.

Public Domain

The following is to be considered:

- Public footpath is to be in accordance with the PPDG 2017
- Driveways: maximum preferred width 6m.
- Street trees are to be provided at average 8-10m centres on all streets.
- Kerb ramps are to be aligned across the street and are required at all major intersections.

Where trees are planted in full-width pavement an approved pavement support system is to be installed to prevent compaction around the tree root zone.

Universal Accessibility

An Accessibility Statement by Morris Goding has been provided identifying several issues that will be required to be addressed. These additional comments are not limited to or replace those mentioned within the access review.

- The active leaf to the doors providing access into the ground floor retail areas must provide a clear opening no less than 850mm.
- All differences of levels between the public domain and tenancies are to be addressed inside of the tenancies. The distortion of the walkways /public domain will not be tolerated.
- The airlocks at the level 14 amenities are not in compliance with AS1428.1.
- Clear signage will be required to identify the continuous accessible paths of travel from the site boundaries to all the entry lobbies.

- Ensure a clear identifiable continuous accessible path of travel are maintained to and within the common areas including the ground floor through site link and level 14 features.
- Ensure the doors providing access to the outside areas provide low level sills and compliant latch side circulation areas.
- The abutment of surfaces shall have a smooth transition. Design transition shall be 0 mm. Construction tolerances shall be as follows:
 - (a) 0 ±3 mm vertical.
 - (b) 0 ±5 mm, provided the edges have a bevelled or rounded edge to reduce the likelihood of tripping. AS1428.1.7.2.
- Equipment and furniture within the common areas including courtyards and level 14 features will require accessible and inclusive features suitable for a person with a mobility and other impairments.
 Note: AS1428.2 provides guidance on accessible furniture including, reach ranges and varying heights of tables and seats with back and arm rests.

Accessible units

The adaptable units require too much work to achieve the post adaption configuration.

Note: Adaptable housing should be possible at relatively little extra initial cost Later modification to adaptable housing will prove relatively easy to do at minimum inconvenience and minimum cost. AS4299 Principles (b).

To achieve the required adapted design the circulation areas storage has been reduced, showers basins and WC have been relocated and furniture deleted.

Revision of the post adaptation of the adaptable units must address the reduction of storage and relocation of services ensuring any works to achieve an accessible unit can be carried out with minimal costs and inconvenience.

Bedroom circulation areas must achieve a circulation area no less than 2070mm x 1540mm.

Landscaping

The provided Landscaping plan has been reviewed and the following changes are requested to be made:

- Overland and subsurface drainage to be shown and coordinated with the Civil Engineering plans;
- Update the Site Analysis Existing Tree Canopy plan (pg 22 SSDA Design Report) to include the 13 existing trees on the site, as it suggests there is nothing currently on the site which is incorrect and misleading.
- Tree replenishment supply size to increase to a minimum 100 litre container.
- Tree replacement species to be able to reach a minimum mature height of thirteen (13) metres.
- Replace the 6no. trees proposed in a row along the inside of the western boundary planting with a smaller, short-lived tree species such as Acacia binervia and Acacia decurrens for example.
- Replace 3 - 4no. of the Acacia binervia and Acacia decurrens short-lived trees along the southern boundary planting with a larger, native shade canopy tree such as Corymbia eximia, Eucalyptus crebra or Libidibia ferrea for example.
- Replace the 1no. AB Acacia binervia tree located to the north side of the south-eastern entrance off Farm House Road with a larger, long-lived tree such as: Tristaniopsis laurina, Waterhousea floribunda or Alloxyylon flammeum.
- Show the extent of the basement proposed below the ground level.
- The landscape section 01/L701 is incorrect and does not show the basement extending below the landscaped area. The top of the basement slab, +SSL, any

drainage, the extent of the deepsoil and any soil on structure to be shown. It is recommended the section cuts through one of the tree pits to show the actual rootball size and any underground guying system to be used to hold the tree in place.

- The architectural section A on drawing A.DA0200 shows a large wall sticking up from the edge of the basement into the landscaped area. This should be deleted as it will obstruct the growth of the proposed trees and the available soil volume. (Note: this has not been shown in the landscaped section 01/L701).
- A section through the proposed dry swale is advantageous.
- The communal open space on level 2 is limited in its design and function. It is to be designed to be attractive and inviting, have a variety of useable spaces with a range of passive and active functions, including opportunities for various groups sizes and individual recreation, direct solar access and incorporate direct and equal access to the communal open spaces from common circulation areas, entries and lobbies. The design shall demonstrate the design objectives and guidelines as described in Part 3D of the Apartment Design Guide (ADG).
- It is recommended the level 2 COS terrace is modified slightly to include a large planter box (minimum 3m x 3m x 1m high) to enable a small tree to be planted on the terrace to incorporate some natural shade, to add additional plant diversity, seasonal interest and height variation to the proposed planting palette.
- Replace the *Telopea speciosissima* (Waratah) within the MP01 planting mix with a hardy, native species suited to this environment.
- An amended plant schedule indicating the above requirements.

Traffic

The Transport Impact Assessment has identified access issues for a MRV accessing the service bay due to the location of the lift and wall. Accordingly, the architectural plans are to be modified to ensure that a MRV can access the service bay.

Recommended traffic conditions are provided in [attachment 1](#).

Basement and groundwater

The basement is two storeys, and the proposal is for a drained basement. At this depth this is likely to be satisfactory, but a deeper basement would not be supported to be drained. Council does not permit disposal of any groundwater into the public drainage system.

Water Sensitive Design

The proposal incorporates an integrated water management plan. This is generally satisfactory but should be adjusted to better reflect DCP 2023 in the following areas:

- Integration of rainwater treatment and management into the landscape, rather than reliance on proprietary devices to achieve water quality standards
- Capture and use of rainwater on the site
- Use of groundwater on the site including any necessary treatment
- Reduction in net rainwater/stormwater discharges from the site by 10% from that of the site in a natural undeveloped state.

Conclusion

It is noted that this is the recommendation of Council officers and this submission has not been endorsed at a Council meeting.

Council appreciates the opportunity to comment on the above application, are supportive of the continued investment in the City of Parramatta and look forward to continued collaboration.

Should you wish to discuss the above matters, please contact Paul Sartor on the details listed above.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alex McDougall', written in a cursive style.

Alex McDougall
TEAM LEADER, CITY SIGNIFICANT DEVELOPMENT

Before the Issue of a Construction Certificate:

The PCA shall ascertain that any new element in the carpark not illustrated on the approved plans such as columns, garage doors, fire safety measures and the like do not compromise appropriate manoeuvring and that compliance is maintained with AS 2890.1, AS2890.2 and AS 2890.6. Details are to be illustrated on plans submitted with the construction certificate application.

Reason: To ensure appropriate vehicular manoeuvring is provided

294 bicycle spaces/racks, are to be provided on-site and used accordingly for residential and residential visitor uses. The bicycle storage/racks are to comply with AS2890.3-2015. Details are to be illustrated on plans submitted with the construction certificate.

Reason: To comply with Council's parking requirements.

Three (3) motorcycle spaces are to be provided on-site and used accordingly. The dimensions of the motorcycle spaces are to comply with Clause 2.4.7 and Figure 2.7 of AS 2890.1-2004. Details are to be illustrated on plans submitted with the construction certificate.

Reason: To comply with Council's parking requirements

Parking spaces are to be provided in accordance with the approved plans and with AS 2890.1 and AS 2890.6. A total of 107 parking spaces are to be provided and be allocated as follows:

- a) 87 parking spaces for the residential units including one (1) space as accessible parking;
- b) 10 visitor parking spaces;
- c) 10 retail spaces including two (2) accessible spaces.

An EV Ready Connection must be provided to at least one car parking space per dwelling. Details are to be illustrated on plans submitted with the construction certificate.

Reason: To comply with Council's parking requirements and Australian Standards.

Convex mirrors are to be installed within the internal circulation roadways and at the driveway exit to the car park as shown on the plans within the Traffic Impact Assessment by ptc. dated 5 August 2024. The height and location of the mirrors are to be adjusted to allow drivers a full view of the driveway in order to see if another vehicle is coming through. Details are to be illustrated on plans submitted with the construction certificate.

Reason: To ensure safety of drivers.

The applicant is to submit revised civil design plans of Farm House Road to Council's Traffic and Transport Manager for review and approval. The revised plans are to demonstrate that the largest vehicle using the laneway is able to drive in and wait without obstructing the footpath or carriageway of Farm House Road should there be another vehicle exiting at the same time. The construction of the approved treatment is to be paid for by the applicant at no cost to Council.

Reason: To ensure safe access to and from the site.

Convex mirrors are to be installed within the internal circulation roadways and at the driveway exit to the car park as shown on the plans within the Traffic Impact Assessment by ptc. dated 5 August 2024. The height and location of the mirrors are to be adjusted to allow drivers a full view of the driveway in order to see if another vehicle is coming through. Details are to be illustrated on plans submitted with the construction certificate.

Reason: To ensure safety of drivers.

One (1) car parking space is to be allocated for car share parking. The car share parking space shall be publicly accessible at all times, adequately lit, sign posted and have a shared EV connection within minimum Level 2 40A fast charger and power supply to a car parking space connected to an EV distribution board. Written evidence shall be provided with the

development application demonstrating that offers of a car space to car share providers have been made together with the outcome of the offers or a letter of commitment to the service. The PCA shall ascertain that agreement with a commercial operator is subscribed prior to issue of the construction certificate. If an agreement is not reached with a service provider, the space is to be used as a visitor parking space. Details are to be illustrated on plans submitted with the construction certificate.

Reason: To comply with Council's Development Control Plan.

Prior to the issue of the relevant construction certificate, the applicant shall submit a Loading Dock Management Plan to the PCA. The Plan must address the following matters:

- Delivery requirements and service schedules;
- Operational aspects on how to use facilities; and
- Management duties and responsibilities.

Reason: To ensure appropriate management of service vehicle arrivals and to reduce kerbside stopping reliance.

Before the Commencement of Building Works:

Prior to the commencement of any works on site, the applicant shall submit a Construction and Pedestrian Traffic Management Plan (CPTMP) to the satisfaction of Council's Traffic and Transport Manager and the Transport for NSW. The CPTMP shall be prepared by a suitably qualified and experienced traffic consultant. The following matters must be specifically addressed in the CPTMP:

- a) Impact of construction vehicle movements on school children walking to and from school as well as measures to be taken to ensure their safety.
- b) Dedicated construction site entrances and exits, controlled by a certified traffic controller, to safely manage pedestrians and construction related vehicles in the frontage roadways,
- c) Turning areas within the site for construction and spoil removal vehicles, allowing a forward entry and egress for all construction vehicles on the site,
- d) The location of proposed Work Zones in the egress frontage roadways,
- e) Location of any proposed crane standing areas,
- f) A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries,
- g) Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected,
- h) The provisions of an on-site parking area for employees, trade person and construction vehicles as far as possible,
- i) A detailed description and route map of the proposed route for vehicles involved in spoil removal, material delivery and machine floatage and a copy of this route is to be made available to all contractors,
- j) A detailed description of locations that will be used for layover for trucks waiting to access the construction site,
- k) Proposed construction hours,
- l) Estimated number and type of construction vehicle movements including morning and afternoon peak and off peak movements,
- m) Construction program that references peak construction activities and proposed construction 'Staging',
- n) Any potential impact to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works,
- o) Cumulative construction impacts of the project in Westmead. Should any impacts be identified, the duration of the impacts,
- p) Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified,
- q) The plan may be required to include restrictions on the number of trucks that can access

- the site in peak hours and a requirement for the developer to provide video footage of the frontage of the site on a weekly basis so that Council can enforce this requirement,
- r) Evidence of Roads and Maritime Services concurrence where construction access is provided directly or within 20 m of an Arterial Road if applicable, and,
 - s) A schedule of site inductions on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations,

The CPTMP is to include the provision of a sign on the hoarding that provides a phone number and email address for members of the local community to make enquires or complaints regarding traffic control for the site. The construction company for the site is to provide a representative for meetings that may occur once a month and may include representatives of the local community and Council staff to discuss traffic control at the site. Written concurrence from Council's Traffic and Transport Services in relation to installation of a proposed 'Work Zone' restriction in the egress frontage roadways of the development site. Application fees and kerbside charges for 6 months (minimum) are to be paid in advance in accordance with the Council's Fees and Charges. The 'Work Zone' restriction is to be installed by Council once the applicant notifies Council in writing of the commencement date (subject to approval through Parramatta Traffic Committee processes). Unused fees for kerbside charges are to be refunded once a written request to remove the restriction is received by Council.

All traffic control devices installed in the road reserve shall be in accordance with the NSW Transport Roads and Maritime Services publication 'Traffic Control Worksite Manual' and be designed by a person licensed to do so (minimum RMS 'red card' qualification). The main stages of the development requiring specific construction management measures are to be identified and specific traffic control measures identified for each.

Approval shall be obtained from City of Parramatta Council for any temporary road closure or crane use from public property.

Reason: To ensure the appropriate measures have been considered during all phases of the construction process in a manner that maintains the environmental amenity and ensures the ongoing safety and protection of people.

While Building Work is being Carried Out:

Occupation of any part of the footpath or road at or above (carrying out work, storage of building materials and the like) during construction of the development shall require a Road Occupancy Permit from Council. The applicant is to be required to submit an application for a Road Occupancy Permit through Council's Traffic and Transport Services, prior to carrying out the construction/restoration works.

Reason: To ensure proper management of Council assets.

Oversize vehicles using local roads require approval from the National Heavy Vehicle Regulator (NHVR). The applicant is to be required to submit an application for an Oversize Vehicle Access Permit through NHVR's portal (www.nhvr.gov.au/about-us/nhvr-portal), prior to driving through local roads within the City of Parramatta LGA.

Reason: To ensure maintenance of Council's assets.

Occupation and Ongoing Use:

If a roller shutter door is to be provided at the driveway entry and exit from Farm House Road, it is to be operated via remote control. If an intercom is installed, it is to be provided at the centre of the driveway (not attached on the wall) to the carpark in accordance with Clause 3.3 (b) of AS 2890.1 - 2004.

Reason: To comply with Australian Standards.