

23 February 2026

Raymond Raad
2a Gregory Place Pty Limited

Dear Raymond

Response to Submissions from the Parramatta and District Historical Society, and Parramatta City Council

Thank you for the opportunity to continue supporting the 2a Gregory Place project. This letter responds to the submissions from the Parramatta and District Historical Society and Parramatta City Council.

Parking – Parramatta City Council

The amended application proposes 272 residential parking spaces and 87 visitor / retail parking spaces. Council Officers note that whilst this number of spaces is more than Council's previous recommendation, it is below the Parramatta DCP 2011 and 2023 rates of sites within 800m of a railway station. For the scale of the development proposed (FSR of 1.59:1 and max height of 29m) and noting the surrounding low density residential developments, the proposed amount is considered appropriate.

Recommendation: Any consent recommend conditions of consent which requires future development application are restricted to a maximum number of carparking spaces to 272 residential parking and 87 visitor parking. In addition, any condition of consent should require further applications provide EV ready car parking spaces, provision of 1 car share space, and provision of minimum number of bicycle storage cages in accordance with Council's Development Control Plan.

Council acknowledges that the proposed amount of parking in the concept application is appropriate. Further refinement to the parking will be completed as part of detailed design. It is our opinion that a parking cap is unnecessary, as this is a concept application.

Swept paths – Parramatta City Council

The swept path plans for a heavy rigid vehicle (HRV) entering and leaving the site should be revised to account for parked vehicles in the street. For HRVs, it is considered acceptable if a truck uses the full width of the driveway provided there are sufficient sight lines between incoming vehicles.

Recommendation: Revised swept path analysis is required to be undertaken for HRVs.

The swept paths will be revised and included in the detailed design application. We note that the application is a concept application; however, we can confirm that there is sufficient capacity in the concept design to comply within the detailed design application.

Intersection of Hassall Street and Gregory Place

Parramatta City Council

The submitted Transport and Accessibility Impact Assessment (SCT Consulting, May 2025) model shows delays of over 100 seconds post development (Loss of Service F) at the intersection of Hassall Street and Gregory Place for vehicles turning right out of Gregory. Further, Council is aware of a pattern of rear end collisions in Hassall Street within this area which could be made worse with an increase in vehicles waiting to turn right in Hassall Street.

Recommendation: A condition be included on any consent that a median island restrict access into Gregory Place to left in left out be constructed as part of any future developments associated with this concept application to mitigate against the traffic generation by the development. Recommended wording is as follows:

“Any future development applications associated with this concept approval, provide a detailed engineering design plan of a median island in Hassall Street sufficient to restrict turning movements at the Gregor Place intersection to left in, left out. The design detail shall be reviewed and approved by City of Parramatta Council. The construction of the approved treatment is to be carried out by the applicant and all costs associated with the supply and construction of the traffic facility and appropriate signage are to be paid for by the applicant at no cost to Council

Reason: *To ensure maintenance of traffic flow and safety on the surrounding road network.”*

Parramatta and District Historical Society

With over 800 residents, the volume of traffic using the only vehicular access (Gregory Place) will be considerably in excess of present volumes – there is a need for traffic lights at the corner of Gregory Place and Hassall Street to prevent possible accidents.

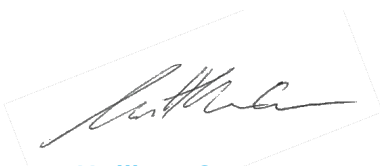
The future modelling indicates a Level of Service F for vehicles turning right from Gregory Place into Hassall Street, the lowest priority movement at a Give-Way controlled T-intersection. Roughly 32 vehicles are expected to make this movement during the AM peak hour, and even fewer vehicles in the PM peak hour. Due to the low demand for this right turn movement, intersection upgrades are not recommended. For the reverse movement, vehicles turning right from Hassall Street into Gregory Place, the average delays increase by less than two seconds during peak periods and performs at Level of Service A. Likewise, intersection upgrades are not recommended.

The Gregory Place | Hassall Street intersection is located 94m away from the Hassall Street | Alfred Street signalised intersection and does not meet the spacing requirements to be signalised. Signalised intersections are required to have a minimum spacing between stop lines of 135 metres in areas with a posted speed of 60km/h, according to Transport for NSW *Traffic Signal Design Part 1: Planning and Approvals* (December 2025). Furthermore, the trip generation does not meet the traffic signal warrants also outlined in Transport for NSW *Traffic Signal Design Part 1: Planning and Approvals* (December 2025).

The existing site is currently zoned for industrial land uses and is vacant. Under operations over the last decade, it generated significantly fewer trips than a typical industrial site due to its limited use. If the site were to be occupied at full capacity or redeveloped for an industrial use to its full maximum potential capacity, the impacts on the road network would be greater than those of the proposed concept application.

In summary, it is our opinion that no intersection upgrades are necessary. We also note that Transport for NSW, on reviewing the amended concept application, have stated that “...the development will not impact on the surrounding classified road network...”.

Yours sincerely



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