

3 July 2025

Western Sydney University Parramatta South Campus Temporary Carpark Strategy

State Significant Development Application (SSD646916225)

Introduction

This Temporary Carparking Strategy has been developed, by Western Sydney University, to support the Submissions and Amendment Report for the Indigenous Centre of Excellence State Significant Development Application (SSDA) (SSD-64916225). This strategy describes Western Sydney University's approach to the provision of a temporary replacement carparking situated on the Parramatta South Campus and further information on the Parramatta South Campus Place Strategy.

The Indigenous Centre of Excellence project will be constructed on the existing P1 carpark that will result in the loss of 284 carparking spaces. The revised project, the subject of consideration by the Department of Planning, Housing and Infrastructure (DPHI) includes the provision of a temporary carpark proposal to mitigate the traffic and parking impacts of the Indigenous Centre of Excellence by providing a total of 288 temporary carparking spaces until such time that the Parramatta South Place Strategy has been implemented. This timeframe is currently estimated to be five (5) years, at which time it is anticipated the temporary carpark will be removed and the landscape reinstated.

This Strategy has been prepared to respond to the relevant SSD-64916225 Secretary's Environmental Assessment Requirement (SEARs), as well as to provide supporting additional information to supplement the Submissions and Amendment Report, prepared by Ethos Urban which provides a full impact assessment of the environmental and cumulative impacts associated with the revised car park proposal.

Site Description and Location

The Western Sydney University South Parramatta Campus is located within the City of Parramatta Local Government Area (LGA).

The site is legally described as part Lot 100 and part Lot 101 in DP 816829 in the northern portion of the wider site campus at 171 Victoria Road, Parramatta.

The site location and SSDA project boundary of some 20,035m² is identified in **Figure 1** in blue. The specific area of works are indicated in green.



Figure 1 Western Sydney University Parramatta South Campus locational context

Source: Nearmap/Ethos Urban

The site is located approximately 3km east of the Parramatta CBD and is also located adjacent to the recently completed Parramatta Light Rail Corridor, with direct access to the Yallamundi Light Rail stop.

Project Description

The Applicant seeks development consent for the construction of a new state-of-the-art Indigenous Centre of Excellence as a new tertiary education facility on campus. The Indigenous Centre of Excellence project is funded by the NSW Government's Western Sydney Infrastructure Grants Program in association with Western Sydney University. The new Indigenous Centre of Excellence will be an important asset for both the University and local community alike, providing a space for the commitment to advancing Indigenous education, leadership, and reconciliation.

This State Significant Development Application (SSDA) specifically seeks detailed approval for the following works:

- Site preparation including demolition of the existing car park, tree removal and installation of inground utility infrastructure services.

- Construction of a four-storey Indigenous Centre of Excellence (ICoE) encompassing the following facilities:
 - Outdoor amphitheatre,
 - Cinema and lecture theatre,
 - Artist studios and gallery exhibition space.
 - Teaching workspaces and general study areas,
 - Library and other educational research spaces,
 - Multi-functional recreational sports court, with ancillary amenities, and
 - Astronomy garden.
- Construction of hardstand paving and line marking to accommodate new parking areas, including:
 - 13 spaces on the existing P1 car park site, adjacent to the new dedicated arrival zone to the proposed ICoE,
 - 107 spaces proposed in new western car park to the west of Bridge Street, adjacent to the existing oval, and
 - 181 spaces proposed in new eastern car park on the southern side of Fifth Street, adjacent to the new ICoE.
- Landscaping works to provide outdoor educational and recreational spaces.

Minor amendments in response to submissions received and detailed design considerations are detailed in the separate Submissions and Amendment Report in support of the SSDA, prepared by Ethos Urban and dated 3 July 2025.

Transport Planning Context

In response to traffic and transport matters raised during the assessment of the Indigenous Centre of Excellence project, the University has commenced a campus-wide review of transport and parking infrastructure needs. This study has resulted in an identified short-term demand to provide the additional car parking within the Parramatta South Campus to serve existing and future students, staff and visitors of the University, stemming from the removal of the current P1 car park. The proposed temporary parking provision, totaling 288 spaces, now proposed to be included in the ICoE SSDA scope, is currently deemed sufficient to accommodate this need.

The Parramatta South campus supports a variety of transport options for travel to and from campus, including travel by private vehicle with the provision of car parking. The campus services the Western Sydney region that includes areas that are not well serviced by public transport, thus the need for on-site carparking.

This differs from other city-based Universities, where staff, students and visitors have access to and reliance on public transport as a mode of travel.

Whilst the University will actively address transport mode shift in the Parramatta South Place Strategy, parking is currently critical for campus operations and to ensure that staff and students are best served. This is supported by student feedback received as part of the Place Strategy work, that identifies parking on campus as an essential consideration for studying at the University.

The temporary parking proposed is required on the Parramatta South Campus within a convenient location.

Parking needs to be accessible and located to best support the operations of the University. Staff, students and visitors that are already at a disadvantage due to public transport availability in Western Sydney, will be further burdened by increased travel time, operational inefficiencies and safety concerns if the parking was to be provided at an alternative site.

It is acknowledged that staff, students and visitors of the University will utilise the car park, along with alternative and sustainable means of transport, including public transport, shuttle services and active travel infrastructure, provided by the University and TfNSW.

The proposed car parking provision is part of a campus-wide transport strategy to improve accessibility to the University, while preserving the heritage and landscape significance of the site.

Parramatta South Place Strategy

The University is committed to the further enhancement of the Parramatta South Campus through the development of the **Parramatta South Place Strategy**. This Strategy is currently being prepared by Hill Thalys in collaboration with Sasaki, on behalf of Western Sydney University. This strategy will provide a comprehensive, high-level strategic framework for future planning and development of the Parramatta South Campus, aligning with the University's long-term strategic goals.

The Strategy will adopt a principles-based approach to land-use planning, urban design, and transport, ensuring that the University's development objectives are met over the next decade. The key outcomes of this Place Strategy will focus on:

- **Transforming the campus experience** for students and staff, enriching learning, teaching, and research environments.
- **Enhancing campus activation**, ensuring the campus serves as a dynamic hub for academic and social engagement.
- **Strengthening precinct integration**, connecting the campus with surrounding areas to create a cohesive and sustainable urban environment.

Furthermore, the strategy will prioritise engagement with Indigenous communities, ensuring that connecting with Country, Indigenous perspectives, knowledges, and practices are integral to the design and development of the campus.

A critical component of the Parramatta South Place Strategy will be a comprehensive review of all transport options to and from the campus. This review will include both existing and evolving sustainable transport options to ensure that the campus is well-connected and accessible, while minimising reliance on private car use. As the campus grows, future transport solutions will be prioritised to enhance sustainability and reduce the environmental footprint of commuting. Further, previous masterplans completed for the campus have considered various options to consolidate parking on site and will be explored further as the campus continues to evolve.

The Place Strategy will align with the University's future capital works program for the Parramatta South Campus. The strategy will be informed by updated Conservation Management Plans and Landscape Management Plans, ensuring that all proposed developments respect and preserve the heritage values of the site. These updated plans will ensure that heritage impacts are carefully managed and that development supports the ongoing preservation of significant cultural landscapes.

The Western Sydney University Parramatta North Campus is primarily used for student accommodation. It serves as an extension of the University's operations and has been identified for future development. As such, the Place Strategy will focus on the Western Sydney University Parramatta South Campus to provide a comprehensive, forward-looking framework for the development of the campus. It will address transport, parking, and sustainability objectives while ensuring that the heritage significance of the site is maintained, while providing the infrastructure needed to support the University's growth and future aspirations.

The timeframe for the delivery and endorsement of the Parramatta South Place Strategy is Q1 2026.

Temporary Carparking Proposal

In response to matters received during the exhibition period of the ICoE SSDA, and in consultation with Heritage NSW, it is proposed to incorporate additional temporary car parking. The scope of the amendment is to include two new car parking areas along Fifth Street, comprising a total of 288 spaces. Therefore, revised changes include the creation of two separate replacement car parks involving the following works:

- Western Car Park:
 - Removal of three (3) existing trees;
 - Earthworks, including site regrading comprising approximately 310m³ cut and 190m³ fill;
 - Installation of stormwater drainage infrastructure; and
 - Laydown of hardstand paving, turf cell infrastructure and line marking for 107 cars.
- Eastern Car Park
 - Removal of one (1) existing tree;
 - Earthworks, including site regrading comprising approximately 940m³ cut and 110m³ fill;
 - Installation of a 110kL detention tank and other new stormwater drainage infrastructure; and
 - Laydown of hardstand paving and turf cell infrastructure and line marking for 181 cars.

Options Analysis

During design development, a number of alternative locations were investigated and considered by Western Sydney University for the development of additional car parking spaces within the campus. This analysis aimed to balance the strategic need for more parking with maintaining the heritage and landscape values of the site.

The analysis of alternative options was guided by the following key considerations:

- **Minimising impact on heritage and landscape character** – Ensuring the car parking does not significantly impact the existing environment (particularly with respect to the heritage and parkland features) through a carefully selected material palette.
- **Proximity to the campus core** – New car parking needs to be centrally located for convenience, accessibility, and to minimise travel times for staff and students.
- **Enhancing the Student Experience** – The development should support a vibrant and engaging campus life, fostering a sense of community and ease of access to academic and social activities.

- **Supporting campus events** – The space must be flexible enough to accommodate academic and extra-curricular activities, ensuring the continued success of events on campus.
- **Easy access and connectivity** – Well-connected pathways and transport options should make the site easily reachable.
- **Safety and security** – The new car parking areas must prioritise a secure environment for all users, including provisions for lighting and visibility.
- **Accessibility for all users** – The site should be inclusive, with clear and easy navigation for people of all abilities.
- **Travel time considerations** – Minimising increased travel time is critical to maintaining a positive student and staff experience.
- **Functional campus network** – The car park development should integrate seamlessly with existing campus infrastructure and facilities.

The analysis of options was guided by input from key internal stakeholders, including campus operations, student representatives, heritage consultants and safety/security teams, in order to develop a proposal that would prioritise heritage conservation, operational feasibility and user experience.

The following alternative locations were considered as part of a wider comprehensive options analysis.

Option 1 – Western Sydney University Parramatta North Campus

The Western Sydney University Parramatta North Campus has been used as an extension of the University's operations; however, the campus has been identified for future development. The University is currently in the process of transitioning off the site to enable the site to be repurposed.

While the Parramatta North Campus has the capacity to meet parking requirements and is outside of the heritage curtilage, the assessment of this location was considered to result in a number of significant operational limitations that would deem this option unsuitable and unviable in the short-term for the following reasons:

- **Safety concerns** – The distance from the Parramatta South Campus, coupled with limited lighting, transport, and security measures at night, could create safety concerns for students attending evening classes or staff leaving late.
- **Increased travel time and disruption** – Relocating car parking to the Parramatta North Campus would introduce delays and inconvenience, significantly increasing travel time for staff and students to access core facilities. This would negatively affect timetabling, punctuality, and the overall campus experience, especially for users with accessibility needs or tight scheduling.
- **Operational inefficiencies** – This option would create a logistical disconnect between key academic, research, and administrative precincts, complicating staff and students' movements and undermining the cohesion of programming and events.
- **Planning and Delivery Delays** – The provision of car parking to Parramatta North would require a Development Application to be made to Parramatta City Council, which would add complexity and cause significant delays in providing the necessary car parking to meet the immediate and future demand at the campus in a timely and coordinated manner.

Option 2 - Adaptive Re-use of Existing Hardstand Areas (including Tennis / Basketball Courts)

The adaptive re-use of existing hardstand areas, particularly the tennis / basketball courts, was considered and tested with the potential to extend the P2 car park across this space, resulting in 80 additional spaces. However, this option would leave a shortfall of approximately 204 car spaces. In addition, implementation would require the removal of key recreation facilities, which are well-utilised and contribute to the student experience and wellbeing. Given the insufficient increase in parking capacity and the significant impact on campus amenity, this option was assessed as operationally and strategically unviable.

Option 3 - Possible Future Site Acquisitions

Future site acquisitions were considered as part of a longer-term University strategy. The University has acquired an adjoining site; however, this land is not available for use by the University (restricted under terms of sale) in the timeframe required to provide parking to offset the current P1 carpark. No other immediate development plans are in place for acquiring new land, and thus, this option does not address the University's current parking needs in the short to medium term.

Option 4 – Construct Additional Parking Western Side of Campus Along James Ruse Drive

The provision of additional parking spaces via a built carparking structure on top of the existing on-grade carparking on the western side of the campus was tested and was considered not viable.

The extent of the built structure to accommodate the number of spaces required is significant, rendering the proposal cost prohibitive. The cost of delivering a multi-storey car park of this magnitude substantially exceeds the budget allocated for the project and would divert resources from the priority works associated with the Indigenous Centre of Excellence (ICOE).

Further, the time required to build the structure would have a significant impact on the ICOE program, as the carpark would need to be in place before construction of ICOE to support access and mitigate traffic impacts; this option fails to meet that requirement.

Additionally, proceeding with any permanent built infrastructure on the existing on-grade carparking would constrain broader campus planning initiatives currently under development through the Parramatta South Place Strategy. In particular, it would preclude opportunities for future consolidation and integrated transport planning currently under review.

Given its prohibitive cost, misalignment with critical program milestones, and long-term strategic planning constraints, this option is not considered viable.

Option 5 – The Proposed Site (preferred option)

The current proposed site, adjacent to the Oval and Vernon buildings within the Parramatta South Campus, is identified as the most viable and sustainable solution. The site is centrally located, providing minimal disruption to student experience, and maintains convenient access to key buildings on the campus. The proximity to the campus core ensures that there will be no significant impact on travel times or accessibility. Importantly, it provides an immediate and operationally viable solution that supports the delivery of the Indigenous Centre of Excellence (ICOE) without compromising campus connectivity.

Although the proposed site is within the curtilage of heritage listed campus features, the proposal has been carefully revised in response to consultation with Heritage NSW to minimise visual and physical impacts. Key refinements include:

- **The use of the Turf-Cell System**, along with other sympathetic surface treatments, ensures that the car park integrates seamlessly with the existing landscape. These measures minimise the visual and physical intrusion on the heritage values of the site, preserving the parkland character of the campus as outlined in the Conservation Management Plan (CMP) 2008.
- **Reduced Car Parking Footprint** - In direct response to Heritage NSW feedback, the number of spaces has been reduced by 10% (from 320 to 288) to retain more open green space and enhance sightlines to key heritage elements such as the Vernon buildings.
- **Reversibility and Temporary Use** - The proposal is designed as a temporary intervention (up to five years), with no permanent structures or deep excavation, allowing for full reinstatement of the landscape following its removal.

This location offers the best balance between operational feasibility, campus connectivity, and minimal disruption to the heritage setting. It addresses immediate transport infrastructure needs while allowing for future flexibility and expansion if required. The proposed development also ensures the long-term sustainability of the campus, providing a solution that meets current and future needs without compromising the heritage or the student experience.

After a thorough evaluation of alternative options, the proposed site adjacent to the Oval and Vernon Buildings represents the most practical and sensitive solution to the University's parking needs. It ensures easy access, minimises travel time and disruption, and integrates with the campus network while respecting the heritage values of the site. Therefore, the current proposed development site is considered to be the most feasible location. The location of the identified options are illustrated in **Figure 2** below.



Figure 2 Site Aerial (Options)

A comparative summary of the key criteria and outcomes for the five options is provided in **Table 1**. This table outlines how each option performed against key considerations, including heritage impact, capacity, accessibility, safety at night, implementation timeline and long-term feasibility.

Table 1 Comparison between identified options

	Option 1	Option 2	Option 3	Option 4	Option 5
Heritage impact	Low	Medium	TBD	Medium	Managed
Capacity	High	Low	Unknown	High	High
Accessibility	Low	High	Unknown	High	High
Safety at night	Low	High	Unknown	High	High
Implementation timeline	Medium	Medium	Long-Term	Long-Term	Immediate
Overall feasibility	Low-Medium	Medium	Low	Low	High

Consultation with Heritage NSW

Following a series of discussions with Heritage NSW, the Applicant has revised the proposal to ensure a more sensitive and respectful approach to the cultural landscape of Rydalmere Hospital Precinct (former).

The revised proposal is more sensitive to the heritage significance of the site and better aligns with the landscape character described in the endorsed CMP. It also supports effective campus operations and amenity for students and staff. The key design changes focus on minimising the visual impact of the car park while maintaining the heritage value of the site.

These changes are outlined below:

1. Turf-Cell System in lieu of Bitumen Hardstand

The original proposal included bitumen hardstand as the primary surface for the carpark. To reduce the visual impact of the proposed car park, the University has decided to replace the bitumen surface with a Turf-Cell System. This solution maintains the dominant grassed surface, in turn better integrating with the existing landscape character of the site, as identified in the endorsed Conservation Management Plan (CMP) 2008.

Aesthetically, the new Turf-Cell System allows the grass to grow and fill in completely, creating a lush lawn with an invisible reinforcement structure.

This solution is considered to soften any visual impacts associated with parking areas while seamlessly integrating with the existing parkland character of the site.

The system's ability to support grass in areas subject to heavy traffic ensures the continued visual cohesion with the surrounding parkland landscape. This system has been successfully implemented at several universities across Western Sydney, where it has been praised for its effectiveness in preserving landscape aesthetics while providing functional parking spaces.

2. Design Sympathetic to the Cultural Landscape of the Site

The use of Turf-Cell as the primary surface of the carpark enables the design of the carpark to better align with the endorsed 2008 CMP by providing a 'dominant surface that is either grass or paving'. The Turf-Cell carpark design is reflective of the landscape finishes that exist on the Southern side of the existing Vernon Building, being grass and pavement with concrete edging, as shown in **Figure 3** below.



Figure 3 Photos of the Landscape South of the Existing Vernon Building

An example of where the Turf-Cell system has been utilised is the Macquarie University carpark, where the use of grass and pavement with concrete edging has been successfully implemented, as shown in **Figure 4** below.



Figure 4 Photos of the Turf-Cell Carpark at Macquarie University.

3. Carpark will be Temporary and Fully Reversible

The proposed Turf-Cell car park will be temporary and is anticipated to be in place for up to 5 years. A more permanent consolidated arrangement for car parking on campus will be informed by the Parramatta South Campus Place Strategy.

The arrangement is an interim solution to ensure that traffic impacts are minimised and a longer-term solution is found, which will prioritise heritage and conservation values in the long-term. The University will undertake a formal review in Year 5 to assess the condition, usage, and heritage impacts of the proposed car park, to inform the development of a permanent, conservation-led solution.

Owing to the temporary nature of the proposal, the car parking is fully reversible and does not result in permanent alteration to the landscape, aligning with best-practice heritage management principles. This temporary solution is consistent with the precinct's heritage value as a site reflecting evolving approaches to institutional care in NSW, demonstrating a responsive and respectful approach to change over time.

4. Reduction in Total Number of Parking Spaces and Improved Spatial Integration

In direct response to feedback from Heritage NSW, the University has revised the proposed car park layout to reduce the total number of spaces from 320 to 288, representing a 10% reduction. This change followed an on-site inspection and consultation regarding the visual and spatial impact of the car park on the surrounding landscape.

This adjustment has been made to better respond to the balanced need for additional car parking spaces at the site, while also reflecting a more considered approach with respect to the heritage values of the campus. Therefore, the reduction of overall number of spaces ultimately results in the retention of additional open green space, allows for a more harmonious integration with the existing environment, and enhances the visual connection between the key heritage elements, including sightlines to the Vernon buildings.

5. Enhanced Response to the Site's Heritage Significance

The revised design using the Turf Cell System approach is considered to result in a more respectful approach to the site's cultural landscape (particularly adhering to the values of the institutional parkland character described in the CMP). By replacing traditional bitumen surfaces with a reinforced turf system, the proposal ensures that the landscape retains its dominant character of grass and soft surfaces. This approach aligns with the vision outlined in the CMP, where the parkland is characterised by expansive grassy areas and minimal hard surfaces.

By replacing the traditional bitumen surface with a more visually sensitive Turf-Cell System, the car park will have the ability to preserve the integrity of the landscape by maintaining a natural surface with a system that is capable of supporting long-term root growth and biodiversity. This system is designed to enable the existing grass to thrive without compromising the overall natural aesthetic, thereby reducing the visual impact of the car park and ensuring its functionality to adapt to the campus' modern transport needs while remaining sensitive to its heritage values.

The revised design using the Turf Cell System approach is considered to result in a more respectful approach to the site's cultural landscape (particularly adhering to the values of the institutional parkland character described in the CMP). By replacing traditional bitumen surfaces with a reinforced turf system, the proposal ensures that the landscape retains its dominant character of grass and soft surfaces. This approach

6. Significant Reduction in the number of light poles

The original proposal included a total of thirty-seven (37) light poles across the eastern and western carparks. The updated proposal includes a significant reduction to the number of light poles to reduce the visual impact of the development. The light poles have been re-designed to a height of 12 meters, and the total number of light poles across both car parks will be eighteen (18) representing a 51.4% reduction in the number of light poles.

An updated Heritage Impact Statement has been prepared.

In response to the preferred option of siting temporary car parking adjacent to the Oval and Vernon buildings within the Parramatta South Campus, an updated Heritage Impact Statement (July 2025) has been prepared by Curio and is provided as part of the SSDA Response and Amendment Report. This assessment has been prepared with reference to TKD Architects' Heritage Impact Statement (8 October 2024). The following heritage impacts are noted:

• Visual and physical impacts:

- *The car parks are designed to minimise visual intrusion. They are located away from significant heritage structures and oriented along the periphery of the campus, consistent with the Conservation Management Plan (CMP, 2008) principles for new infrastructure.*
- *No historic buildings or landscape features are to be removed or altered. Existing mature trees near the eastern car park will be retained.*
- *The western car park is located beside the heritage-era cricket oval, but the oval itself and its setting are unaffected. The new parking area will partly occupy a portion of the site, substantially disturbed and formerly used for the purposes of a car park (c.2009), and the open spatial character will be retained.*

- *The eastern car park is near the Vernon Building, a significant Federation-period ward building. While this building once faced formal airing yards to the north, that landscape context has been lost over time. The new car park sits on a site with low landscape integrity and will not impact the surviving cultural fabric.*
- *The car parks will incorporate Turf-Cell areas to retain the appearance of open lawn, with plantings, lighting, and signage designed to be visually unobtrusive. This approach supports vehicle use while respecting the heritage values, landscape character, and spatial qualities of the Parramatta South campus.*

- **Reversibility:**

- *Importantly, the proposed car parks are temporary. Their construction does not involve significant excavation or permanent infrastructure. Upon removal, the open lawns can be readily reinstated, preserving the long-term interpretive and spatial qualities of the precinct.*

- **Compliance with CMP Policies:**

- *The proposal aligns with CMP Policy 3.13, which encourages new development to be sited at the outer edges of the campus.*
- *It also respects Policy 5.2, ensuring no obstruction or degradation of known heritage features, including ha-ha walls and significant sight lines.*
- *The works will not disrupt significant views defined in the CMP (e.g., from Victoria Road or along The Avenue), In particular policy 5.11.*

Impact on Conservation Area 2 – Western Car Park

The western car park occupies a portion of the open lawn adjacent to the historic cricket oval but does not intrude upon the oval itself or its viewing mounds and occupies an area which was recently used for the purposes of a car park (c.2009). No significant landscape features, trees, or heritage fabric will be removed. The open spatial character of the area will be retained, and the heritage significance of the oval and its recreational use will remain intact. The car park surface, lighting, and signage have been designed to be visually recessive and reversible. Upon removal, the site can be fully reinstated as open green space, ensuring no long-term heritage impact.

Impact on Conservation Area 1 – Eastern Car Park

The eastern car park is located north of the Vernon Building (Wards 13–16) in an area that formerly comprised airing yards and terracing. While within the curtilage of this institutional landscape, the site has undergone extensive disturbance through past works. No extant heritage structures or plantings will be affected. The former Ha-Ha wall located nearby has been previously infilled and is not visible at ground level. Archaeological monitoring will be undertaken to manage any potential subsurface remains. The works are limited to surface-level asphalt and line marking and will not obscure the spatial relationship between the building and its former landscape setting

The temporary car parks are located on open, previously disturbed land at the periphery of the heritage-listed campus. They have been sited and designed to avoid direct or indirect impacts on significant buildings, archaeological features, view corridors, or heritage landscapes. As temporary interventions, the works are fully reversible and consistent with the conservation policies outlined in the site's Conservation Management Plan (CMP).

Responses to Heritage NSW comments

Provided as follows within **Table 2** is a response to the comments made by Heritage NSW in relation to the original scope and extent of the temporary car park proposal.

Table 2 Response to Heritage NSW

Heritage NSW Comment	Proponent's Response
The Cricket Ground is one of three identified landscape types, and the Heritage Precinct is graded High significance. The parkland to the north of the Vernon buildings is within the Conservation Area 1. The introduction of large areas of hard stand for car parking within this significant landscape will materially affect the significance for which it is listed. The impact to the landscape character is also described in the Endorsed 2008 CMP <i>as that of an institutional parkland where the dominant surface is either grasses or paving.</i> Describe how the proposal conserves the cultural landscape of <i>Rydalmere Hospital Precinct (former)</i> recognised in the Statement of Significance as a 'complex of parkland landscape character...' that '...demonstrates the evolution of different attitudes towards institutional care in NSW'.	Following a series of discussions with Heritage NSW, the Applicant has revised the proposal to ensure a more sensitive and respectful approach to the cultural landscape of Rydalmere Hospital Precinct (former). The revised proposal is more sensitive to the heritage significance of the site and better aligns with the landscape character described in the endorsed CMP. It also supports effective campus operations and amenity for students and staff. The key design changes focus on minimizing the visual impact of the car park while maintaining the heritage value of the site. These changes are outlined below: Turf-Cell System in lieu of Bitumen Hardstand The original proposal included bitumen hardstand as the primary surface for the carpark. To reduce the visual impact of the proposed car park, the University has decided to replace the bitumen surface with a Turf-Cell System. This solution maintains the dominant grassed surface, in turn better integrating with the existing landscape character of the site, as identified in the endorsed Conservation Management Plan (CMP) 2008. Aesthetically, the new Turf-Cell System allows the grass to grow and fill in completely, creating a lush lawn with an invisible reinforcement structure. This solution is considered to soften any visual impacts associated with parking areas while seamlessly integrating with the existing parkland character of the site The system's ability to support grass in areas subject to heavy traffic ensures the continued visual cohesion with the surrounding parkland landscape. This system has been successfully implemented at several universities across Western Sydney, where it has been praised for its effectiveness in preserving landscape aesthetics while providing functional parking spaces.

2. Design Sympathetic to the Cultural Landscape of the Site

The use of Turf-Cell as the primary surface of the carpark enables the design of the carpark to better align with the endorsed 2008 CMP by providing a 'dominant surface that is either grass or paving'. The Turf-Cell carpark design is reflective of the landscape finishes that exists on the Southern side of the existing Vernon Building, being grass and pavement with concrete edging. An example of where the Turf-Cell system has been utilised is the Macquarie University carpark, where the use of grass and pavement with concrete edging has been successfully implemented.

3. Carpark will be Temporary and is Reversible

The proposed Turf-Cell car park will be temporary and anticipated to be in place for up to 5 years. A more permanent consolidated arrangement for car parking on campus will be informed by the Parramatta South Campus Place Strategy.

The arrangement is an interim solution to ensure that traffic impacts are minimised and a longer-term solution is found which will prioritise heritage and conservation values in the long-term. The University will undertake a formal review in Year 5 to assess the condition, usage, and heritage impacts of the proposed car park, to inform the development of a permanent, conservation-led solution.

Owing to the temporary nature of the proposal, the car parking is fully reversible and does not result in permanent alteration to the landscape, aligning with best-practice heritage management principles. This temporary solution is consistent with the precinct's heritage value as a site reflecting evolving approaches to institutional care in NSW, demonstrating a responsive and respectful approach to change over time.

4. Reduction in Total Number of Parking Spaces

The initial proposal of the proposed car parking sought a total of 320 car parking spaces. Following an on-site inspection and discussions held with Heritage NSW regarding the concern of the scale of the car park's impact on the landscape, the University has revised the proposal to reduce the total number of car parking spaces from 320 to 288. This adjustment has been made to better respond to the balanced need for additional car parking spaces at the site but also reflects a more considered approach in respect to the heritage values of the campus.

Therefore, the reduction of overall number of spaces ultimately results in the retention of additional open green space, allows for a more harmonious integration with the existing environment, and enhances the visual connection between the key heritage elements including sightlines to the Vernon buildings.

5. Enhanced Response to the Site's Heritage Significance

The revised design using the Turf Cell System approach is considered to result in a more respectful approach to the site's cultural landscape (particularly adhering to the values of the institutional parkland character described in the CMP). By replacing traditional bitumen surfaces with a reinforced turf system, the proposal ensures that the landscape retains its dominant character of grass and soft surfaces. This approach aligns with the vision outlined in the CMP, where the parkland is characterised by expansive grassy areas and minimal hard surfaces.

By replacing the traditional bitumen surface with a more visually sensitive Turf-Cell System, the car park will have the ability to preserve the integrity of the landscape by maintaining a natural surface with a system that is capable of supporting long-term root growth and biodiversity. This system is designed to enable the existing grass to thrive without compromising the overall natural aesthetic, thereby reducing the visual impact of the car park and ensuring its functionality to adapt to the campus' modern transport needs while remaining sensitive to its heritage values.

An updated Heritage Impact Statement will be prepared as part of an amended planning application to reflect the updated design changes outlined above.

Documents to support your proposal:

1. **A SOHI** in accordance with the NSW Heritage '*Guidelines for preparing a statement of heritage impact*' and must consider the impacts to the heritage values of the place including visual impact and the contribution of the existing parkland.

An updated Heritage Impact Statement has been prepared as part of the planning application to account for the updated design changes.

Overall, the proposed car parking is a carefully considered response to the immediate and future demand for car parking within the Western Sydney University Parramatta South Campus, while balancing a respectful and responsive approach to maintaining the heritage significance and landscape character of the wider Campus, as outlined in the Conservation Management Plan (2008).