



COMMUNITY ENGAGEMENT OUTCOMES REPORT

85-91 Thomas Street, Parramatta

State Significant Development

Application SSD-81300458

Residential Flat Buildings

Submitted to Department of Planning,
Housing & Infrastructure

On behalf of NSW Housing Corporation P/L

June 2025

Executive Summary

This Engagement Outcomes Report has been prepared by Principle Planning + Urban Design on behalf of NSW Housing Corporation P/L to support a State Significant Development Application (SSDA) for the proposed construction of two 9-storey residential flat buildings comprising a total of 126 residential units including 16 affordable housing units, with basement car parking and associated landscaping works at 85-91 Thomas Street, Parramatta.

Community engagement activities were undertaken as part of the SEARs requirements for the preparation of an Environmental Impact Statement (EIS) to accompany an application to the Department of Planning, Housing and Infrastructure for a State Significant Development. This report details the consultation undertaken with surrounding landowners and occupiers, as required under the 'Consultation' section of the SEARs.

A comprehensive engagement process was undertaken during April-May 2025, which included a letterbox drop to properties in the vicinity of the subject site. Letters and emails were sent to key stakeholders.

A community consultation was held on the subject site to provide an opportunity for our planners to provide detailed information about the scheme and for interested parties to ask questions. There were approximately 20 landowners and occupiers that attended the site meeting.

Engagement activities were undertaken with the following stakeholders:

- The surrounding community including residents
- Parramatta Police Station
- Parramatta City Council
- Western Sydney University (Parramatta Campus)
- Macarthur Girls High School
- Parramatta East Public School

Several responses were received from residents of neighboring properties.

1.0 Project Description

The site is located within the Parramatta Local Government Area (LGA) and is commonly referred to as 85-91 Thomas Street, Parramatta. The site is zoned R4 High Density Residential and RE1 Public Recreation in the Parramatta Local Environmental Plan (PLEP) 2023, where the proposed residential flat buildings are located within the R4 zoned portion of the site where it is permissible with consent. Further site location details are described in Table 1.

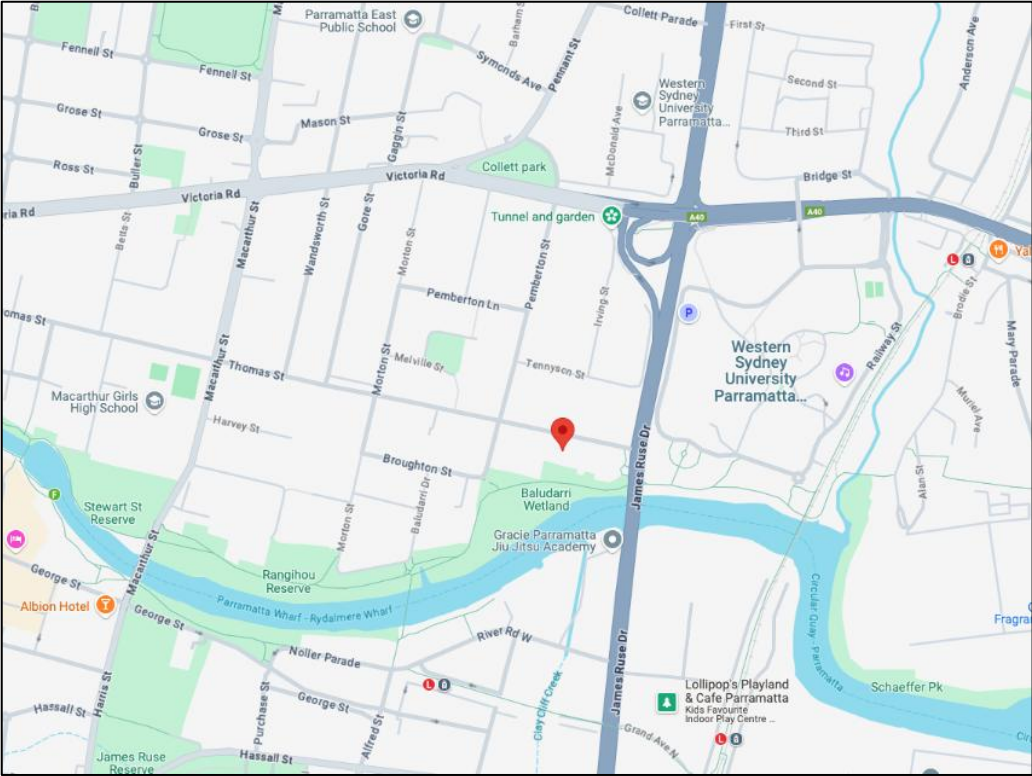


Figure 1. Local context map (Google Maps 2025)

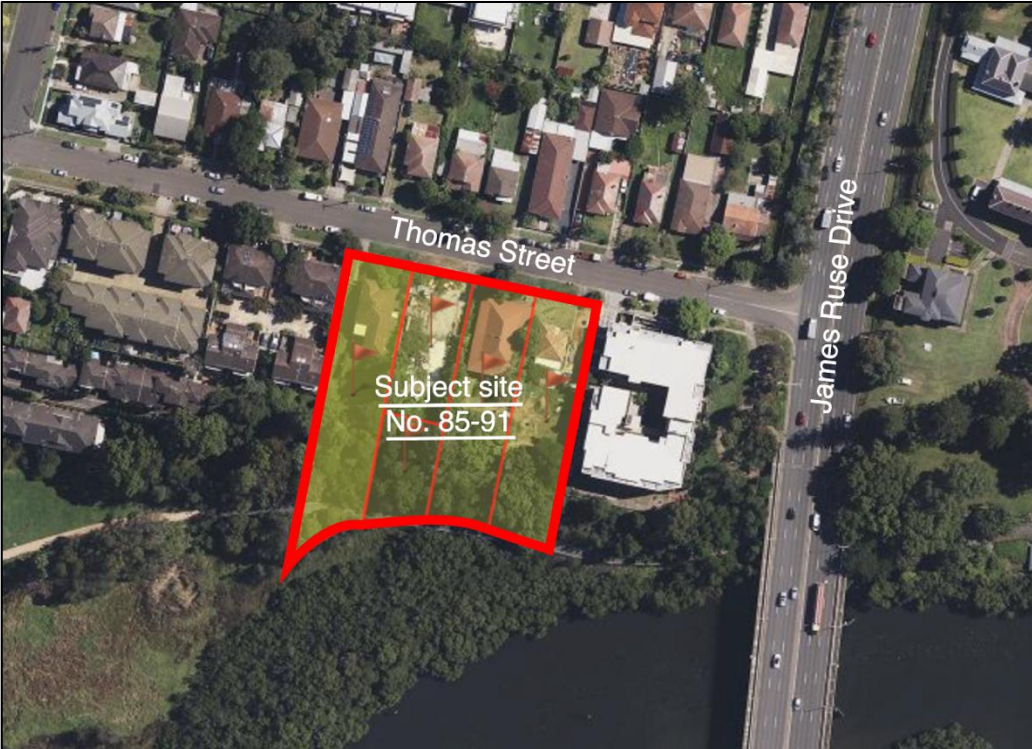


Figure 2. Local context aerial image (Six Maps 2025)

Table 1. Site and Locality Description

Address	85 Thomas Street, Parramatta NSW 2150 87 Thomas Street, Parramatta NSW 2150 89 Thomas Street, Parramatta NSW 2150 91 Thomas Street, Parramatta NSW 2150
Local Government Area	City of Parramatta Council
Legal Description	Lot 13, DP1239 Lot 142, DP537053 Lot 15, DP1239 Lot 16, DP1239
Site Area (total)	5160.7m ² (1,158.8m ² of land on to the southern portion of the site zoned as RE1 Public Recreation has been excluded).
Existing development	The site currently contains two weatherboard single storey dwelling houses and a brick two storey dwelling that have a frontage to Thomas Street. The site includes several scattered trees of varying significance, with the most mature trees located within the rear portion of the site.
Surrounding roads/ access	The site has a frontage to Thomas Street and is located to the west of James Ruse Drive and to the east of Pemberton Street.
Topography	The irregularly shaped site has an approximately 80.46m primary northern frontage to Thomas Street and an average depth of 94m. The site falls from the street frontage towards the waterway by an average of 15m.
Public transport	The site is located 1.9km walking distance from Parramatta Station, 800m walking distance from Tramway Avenue light rail station, and approximately 900m walking distance to the nearest bus stop on Macarthur Street,
Flooding	The site is not identified as being flood prone.
Easements/ covenants	Nil
Site Context	<p>The site is located within a well-established residential area of Parramatta and is approximately 1.5km north-east of Parramatta CBD. The allotments throughout the locality vary in size and orientation, responding to the topography of the land, however, a grid pattern is prevalent.</p> <p>Immediately to the east of the site is a three-storey contemporary designed residential flat building containing 33 units. Further east is James Ruse Drive (Classified Road), the Western Sydney University Parramatta Campus, and the Rydalmere industrial precinct.</p>

	<p>To the north of the site, opposite to Thomas Street, are R4 zoned allotments primarily containing dwelling houses and outbuildings.</p> <p>Immediately to the south of the site is the Parramatta River Cycleway which connects the Parramatta CBD to the Sydney CBD, and the Parramatta River which flows into Sydney Harbour. The Parramatta River Cycleway is partially within the rear portion of the site. A partial rear portion of 85 Thomas Street is zoned RE1 Public Recreation and is mapped for acquisition pursuant to the Parramatta LEP 2023. Further south is an industrial area (E4) with a MU1 mixed use zone with multi storey buildings along the foreshore. To the west of the site are R4 zoned allotments containing traditionally designed multi-dwelling housing (9-13-storey) developments and dwelling houses.</p>
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This report outlines the community engagement strategies used, including feedback provided by the community via email or by post. Information provided to the community, the notice inviting comment and feedback received, is included in Appendix CC in this report.

2.0 Proposed Development

2.1 Project History

In November 2024, a Development Application (DA/344/2023) for demolition, tree removal and construction of 2 residential flat buildings over basement car parking with associated site and landscaping works was lodged with Parramatta City Council and approved by Sydney Central City Planning Panel in March 2025.

The application was integrated Development pursuant to the Fisheries Management Act 1994 and Nominated Integrated Development pursuant to the Water Management Act 2000.

2.2 Project Context

The following proposal forms the basis of this State Significant Development Application (SSDA).

Specifically, the SSDA seeks development consent for:

- Construction of 126 residential units, including 16 affordable housing units, in two buildings up to 9-storeys in height.
- Provision of 11,585m² GFA.
- Provision of:
 - 6 x studio apartments
 - 16 x 1-bedroom apartments

- 69 x 2-bedroom apartments
- 35 x 3-bedroom apartments
- Provision of 188 basement car parking spaces (including 16 accessible car spaces), 149 bicycle parking spaces and 17 motorcycle spaces.
- Provision of 16 affordable housing units comprising of 1259m² (10.9% of total GFA) in the following unit-mix:
 - 4 x affordable 1-bedroom apartments
 - 11 x affordable 2-bedroom apartments
 - 1 x affordable 3-bedroom apartments
- Provision of residential amenities and services on the site, including wellness facilities, gym, theatre, and co-working area at the basement level, and lounge and seating area to the rooftop terraces
- Removal of weeds and trees of low retention value and retention of significant trees. New trees and vegetation will be planted, and landscaping works will be carried out on the site.
- Provision of a centralised courtyard with passive and active recreational uses.
- Lower communal open space that contains outdoor BBQ and dining, flexible lawn space, and children play area with views to the river.
- Infinity-edge swimming pool to the end of the courtyard.

The affordable housing units will be dedicated affordable housing for a minimum of 15 years and will be managed by registered community housing provider (CHP).

3.0 Engagement Objectives and Methods

3.1 Consultation and Engagement Objectives

The purpose of the consultation and engagement activities undertaken was to consult with the local community to:

- Provide an opportunity, early in the planning process, for interested stakeholders and the community to learn more about the preliminary plans and ask questions.
- Undertake engagement with key interest groups.
- Showcase the preliminary plans for the site.
- Provide opportunities for the proposal to be amended, where reasonable, based on community feedback.

3.2 Engagement Guidelines for State Significant Projects

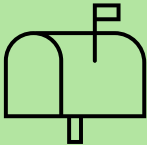

The aim of the engagement process was to gain an accurate understanding of community-specific issues, identify strategies to address areas of impact where possible, and ensure accurate communication between the community, stakeholders, and the project team.

The engagement strategy was developed in accordance with the Department of Planning and Environments' *Undertaking Engagement Guidelines for State Significant Projects* (November 2021), and included the following actions:

- Engaging with relevant NSW Government agencies, Council, neighbouring properties and targeted community members.
- Informing the local community about opportunities to access further information and engage with the project team.
- Explaining how community feedback will be considered and documented.
- Providing clear and relevant information about the proposal to ensure that potential impacts are understood.
- Offering a range of communication channels for the community to provide feedback.

3.3 Consultation and Engagement Snapshot

A range of community engagement tools were required and have been utilised, as outlined below:

Tool/Technique	Description
<p data-bbox="204 898 636 958">Letterbox Drop to neighbouring premises</p> 	<p data-bbox="660 898 1374 1055">A project notice containing key information and an invitation to contact the report author for further details was distributed to approximately 220 households located near the site that will be potentially affected by the proposal (e.g. through increased local traffic).</p> <p data-bbox="660 1088 1310 1149">The notice included contact details of where to seek further information.</p> <p data-bbox="660 1182 1310 1279">Those notified were requested to contact the report author within 21 days for additional information or to provide comments.</p> <p data-bbox="660 1312 1337 1373">A map illustrating the extent of the consultation area is included in Chapter 4.1.</p>
<p data-bbox="220 1379 620 1440">Letters/emails to Schools and Government Bodies</p> 	<p data-bbox="660 1379 1347 1440">Letters and emails were sent to a range of schools and government departments, including:</p> <ul data-bbox="708 1447 1374 1610" style="list-style-type: none"> • Parramatta City Council • Parramatta Police Station • Western Sydney University (Parramatta Campus) • Macarthur Girls High School • Parramatta East Public School

4.0 Consultation Outcomes

Details of each of the consultation strategy outlined above are provided below:

4.1 Letterbox Drop

On April 2025, a total of 220 notices were distributed to properties within proximity to the site. The notice provided an overview of the proposal and included contact details for further information. The distribution area is shown in Figure 3.

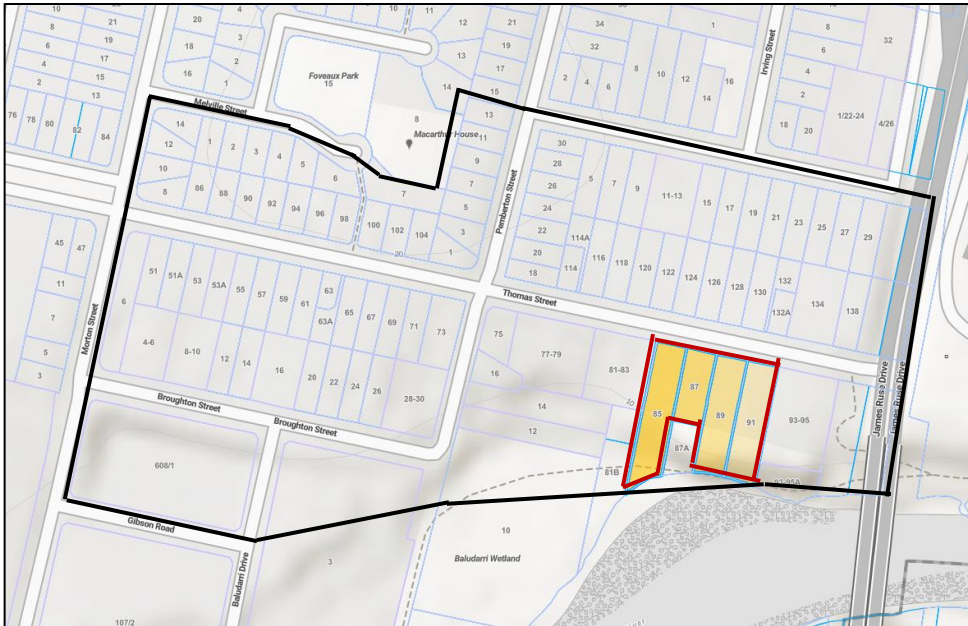


Figure 3. Notification area

The properties notified were those that were most likely to hear, see or otherwise be impacted by the proposed development. For strata buildings, letters were placed in the building manager's mailbox.

4.2 Letters/Emails to Schools and Government Bodies

Notifications were sent via email to schools, namely:

- Parramatta East Public School
- Macarthur Girls High School

- Western Sydney University (Parramatta Campus)

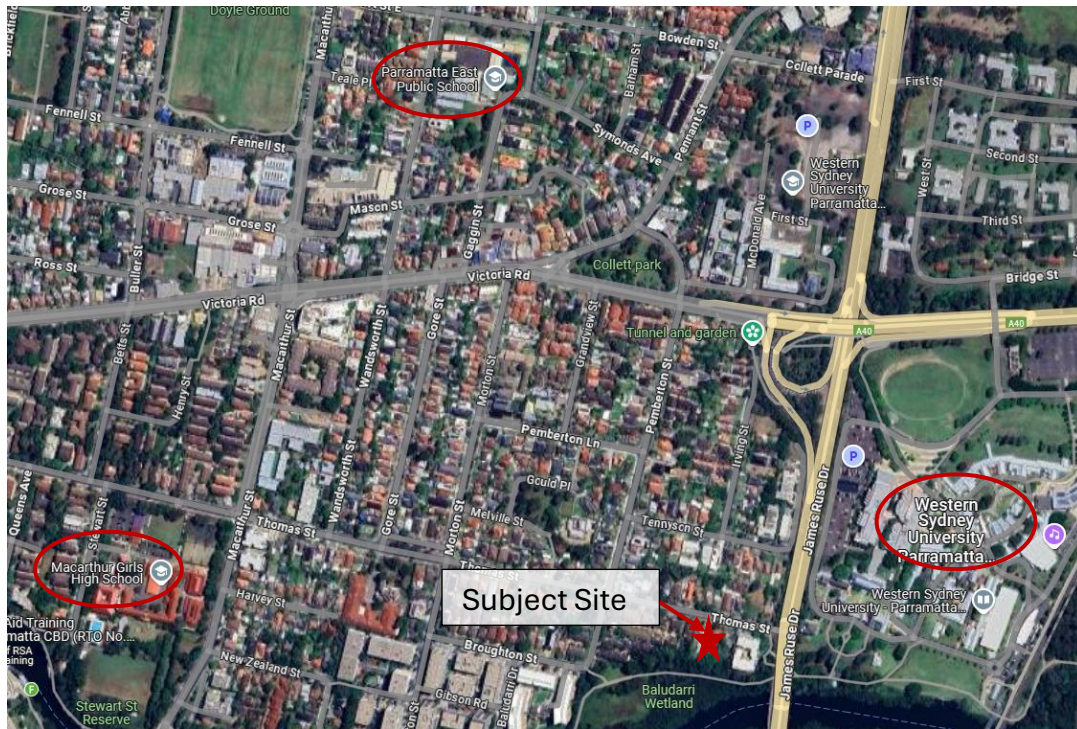


Figure 4. Notifications to schools

5.0 Feedback and other matters raised

5.1 Summary of Direct Feedback

The community consultation was held on-site on 5 May 2025, from 4.15pm to 5.15pm. Approximately 20 local residents, residing in close proximity to the site attended. In addition to the on-site consultation, one email submission was received from a resident of Pemberton Street.

An overview of the key feedback and concerns raised during the consultation period regarding the proposed development is provided below:

- **Traffic Congestion**
Residents mentioned that Victoria Road and James Ruse Drive are major arterial roads in Sydney, often experiencing high traffic volumes, especially during peak hours. Residents have concerns that the proposed development will exacerbate congestion and lead to longer travel times and increased stress.
- **Parking Availability**
Insufficient parking and visitor parking spaces in the basement were a concern. It was mentioned that on-street parking along Thomas St is predominantly used by individuals who work or study nearby.
- **Pedestrian Safety**
Certain area along Thomas Street have limited visibility for drivers, increasing the risk of accidents to pedestrians, particularly children and elderly.
- **Lack of Traffic Management Infrastructure**
The absence of traffic signals, dedicated turn lanes, and improved visibility measure contributes to unsafe conditions for pedestrians.
- **Building Scale**
Residents mentioned a desire to maintain the existing building height and its importance in preserving the neighbourhood's character. Excessive building heights were considered disruptive to the visual harmony of the area, overshadowing adjacent properties and altering the community's aesthetic appeal.
- **Density and Character of Tenants**
Residents raised concern that increased development density can lead to a higher concentration of residents including those of questionable character. They were concerned that potential crime and strain on local amenities and services. A mismatch between the development's nature and the existing community can lead to social friction and a loss of neighbourhood identity.
- **Overshadowing**
The resident from 93 Thomas St raised concerns about overshadowing and its impact on quality of life.
- **Privacy**
Concerns were raised pertaining to increased building heights and density which can lead to overlooking and compromise the privacy of adjacent properties.
- **Waste Management**
Issues in relation to rubbish collection were raised. Inadequate facilities can lead to unsightly waste accumulation and potential health hazards. Noise and inadequate rubbish collection space were mentioned.
- **Construction Impact**

Concerns relating to construction activities were mentioned, including noise generation, dust, and traffic disruptions.

- **Infrastructure**
The adequacy of existing infrastructure, including power and energy was raised. Residents mentioned that overburdened infrastructure can lead to service disruptions and increased maintenance costs.
- **Planning Process**
Resident questioned the legitimacy of the planning pathway in terms of transparency and community involvement.
- **Consultation Adequacy**
One resident raised concerns regarding consultation adequacy and whether all concerns and needs of the residents are considered in the planning process.
- **Property Valuations**
One resident noted that developments negatively impacting the neighborhood’s character or livability can lead to decreased property values, as potential buyers may be discouraged by increased congestion, reduced privacy, and other adverse effects.
- **Profit Motivation**
There is a perception that the development may be driven more by profit than by concern for the community’s well-being.

5.2 Statutory bodies and other community groups

Letters and emails were sent to a range of schools and government departments, including:

- Parramatta City Council
- Parramatta Police Station
- Western Sydney University (Parramatta Campus)
- Macarthur Girls High School
- Parramatta East Public School

No comment was received from statutory bodies or community groups notified of the proposal.

6.0 Key Issues and Project Response

This *Community Engagement Outcomes Report* provides a detailed overview of the engagement strategies undertaken prior to the lodgment of the application for the proposed residential development including infill affordable housing, at 85 – 91 Thomas Street, Parramatta.

Key Issues	Project Response	Relevant Report
Traffic Congestion	A Traffic Impact Assessment has been undertaken by a traffic consultant who has made an assessment on the impact of traffic on the road network. An assessment on car parking has also been carried out.	Traffic Impact Assessment
Parking availability	The proposed development offers basement parking of 188 car spaces for both buildings which is more than the	Traffic Impact Assessment

	<p>required 149 car spaces by the <i>NSW Guide to Transport Impact Assessment</i>.</p> <p>In addition to parking, bicycle parking and motorcycle parking is provided. The proposal will also reduce the number of driveways to the street which will in turn free up a few on-street car spaces to Thomas St.</p>	
Pedestrian Safety	The proposed driveway is constructed with adequate sight lines. The proposed driveway and car park is designed to comply with Australian Standards and relevant National Construction Code requirements to ensure safety.	Traffic Impact Assessment
Lack of Traffic Infrastructure	The concern was raised with the traffic engineer this issue was addressed by the Traffic Impact Assessment which produced findings that the proposed development will not present any adverse traffic implications. The report concludes that the surrounding road infrastructure does not require any upgrades.	Traffic Impact Assessment
Building scale	<p>The development has been sensitively designed with respect to the local area. The scale of development allows the provision of affordable housing and addresses the critical housing supply shortage across Sydney.</p> <p>Setbacks provided are in accordance with ADG.</p>	Design Verification Statement & ADG Assessment
Density and Character of Tenants	The proposed development is designed to include a variety of luxurious somewhat high-end internal amenities such as wellness facilities, cinema and gym. It is not intended that the dwellings will be occupied by tenants of questionable character, although this is not in the control of the project team or proponent.	Design Report
Overshadowing	Solar and shadow impact analysis has been carried out to demonstrate solar impact to the adjoining properties. Due to the north-south orientation of the site, adjoining properties will only be affected for 3 hours usually during the morning or afternoon, and the rest of the day will receive unimpeded solar access.	Architectural plans (shadow impact analysis) and ADG assessment
Privacy	<p>Design considerations will include strategic placement of windows and balconies to preserve the privacy of neighboring residents. During the design development phase and post-community consultation, the size of windows to the side elevations have been reduced.</p> <p>The proposal complies with Part 3F Visual Privacy section of the ADG and provides residential flat buildings that comply with separation distances.</p>	Design Report & ADG assessment
Waste Management	It has been suggested to the architect to keep the bin collection area screened and away from public view to prevent unsightliness.	Architectural Plans

	The concern of bad odour and unsightliness has been considered in the design phase. A designated waste storage area has been allocated which is at a certain distance away from the street frontage to ensure waste bins are not in view of the street.	
Construction Impact	It is intended that noise and dust control measures are implemented during the construction phase. Construction activities will also be restricted to during daytime hours.	Acoustic Assessment (Construction Noise and Vibration Assessment)
Infrastructure	Power and energy systems will be upgraded as needed, and renewable energy sources integrated to enhance sustainability and reliability. Suitable stormwater measures will be adopted, and relevant utility approvals will be obtained following any consent. The findings of the Traffic Impact Assessment reveal that transport infrastructure upgrades are not required.	Traffic Impact Assessment Stormwater Management Plan
Planning Process	Stakeholders were engaged through consultation and concerns received were addressed promptly.	State significant declaration order, planning systems SEPP.
Consultation Adequacy	Multiple channels for feedback were provided throughout the process.	Will continue to keep community informed as required by project
Property Valuations	Over the last decade, dwelling prices in Parramatta have only been increasing despite new developments that have constructed over this period. Unit prices have remained relatively consistent. It is not expected that the proposed development will reduce the value of dwellings in the area.	-
Profit Motivation	The motivation of the proponent is to respond to housing demand and provide affordable housing.	-

7.0 Conclusion

This community engagement was undertaken to ensure that impacted residents and the local community had a range of opportunities to hear about the proposed development, view project plans, and provide feedback about the proposal.

The majority of participants in the engagement across all channels were nearby residents of the site in the Parramatta LGA and is representative of the local community.

Community Concerns

Several concerns about the proposal were raised by residents, including:

- The height and scale of the proposal in a low-density residential area
- Impact of the proposal on local character
- Impact of the proposal to adjacent buildings
- Capacity for parking and the pressure on local traffic
- Capacity of supporting infrastructure including energy, power and road.

Response to feedback

The project team has responded to feedback from the community by raising issues of concern to the relevant professionals during the design and planning stage of the project.

In particular, the project team implemented the following considerations:

- A dedicated waste storage area has been provided at a certain distance away from the street to mitigate streetscape impacts
- Windows to the side elevations of the residential flat buildings were reduced in size to minimise any impacts on the privacy of adjoining properties.
- The buildings have been designed to comply with the Apartment Design Guide building separation distances to ensure adequate visual privacy is provided.
- The driveway has been carefully designed to ensure adequate sightlines have been provided.
- A Traffic Impact Assessment has been carried out by Genesis Traffic to determine whether traffic management infrastructure is required. The report concludes the traffic upgrades are not necessary.
- Car parking in the sum of 188 car spaces (including 16 accessible car spaces) that exceeds the requirements of the *NSW Guide to Transport Impact Assessment* has been provided to mitigate impacts to the on-street parking supply on Thomas Street and surrounding road network.
- Solar Impact Analysis was carried out by the architect. The north-south orientation of the site ensures that adjoining properties will have unimpeded solar access for 3 hours of the day between 9am to 3pm on 21 June.
- The design of the residential flat buildings is of exceptional quality and include state of the art amenities including wellness facilities and infinity-edge swimming pool to capture the interests of good quality residents.
- Construction noise will be regulated and schedule during daytime hours.

Feedback from stakeholders has been considered by the project team as demonstrated above and will continue to inform the design and development of the State Significant Development Application for submission in July 2025.

Ongoing engagement opportunities have been made available to keep the community informed about the proposal and to ensure any relevant matters or concerns can be recorded and addressed.