

Sarah Baker
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City of Parramatta Council
PO Box 32
PARRAMATTA NSW 2124

Dear Ms. Baker

Planning Proposal – 163-165 George Street, Parramatta (PP)

Thank you for attending the online meeting on 26 May 2021 to discuss the abovementioned planning proposal. As noted in the meeting, Council seeks clarification from Transport for NSW (TfNSW) regarding the outstanding issues outlined in our most recent correspondence on 24 May 2021. This letter reconfirms the previous TfNSW submission and reiterates TfNSW objection to the planning proposal.

There is an approved Development Application (DA/469/2018) currently applicable to the subject site. The approved DA/469/2018 permits development of a new cathedral with six basement levels containing 568 parking spaces. The Statement of Environmental Effects, submitted in support of the approved DA, indicated that the parking spaces are intended to be ancillary parking serving the development, with a new vehicular access on George Street. As Council is aware, DA/469/2018, was not referred to the then Roads and Maritime Services (Roads and Maritime) (whose functions are now those of TfNSW's) nor were required matters under the clause 101 2(a) of the *State Environmental Planning Policy (Infrastructure) 2007* applied. Should this have been done it would have been identified that the subject site has alternative vehicular access via the local road network (Purchase Street) and the proposed access arrangement from the classified network (George Street) should have been removed. The same issues would have resulted in the then Roads and Maritime not providing concurrence under section 138 of the *Roads Act 1993* as part of the application for this reason.

To date, to resolve issues pertaining to the site's access, there has been ongoing discussions between the representatives of the Applicant (St Ioannis Greek Orthodox Church), Council and TfNSW (and most recently the Department of Planning, Industry and Environment) regarding vehicular access to the site. TfNSW position is that all vehicle access must be via Purchase Street.

Condition 59 the Development Consent for the aforementioned DA requires submission of a driveway crossing application. This application would require concurrence from TfNSW in accordance with section 138 of the *Roads Act 1993*. Such concurrence is not likely to be granted. It is suggested that the Applicant submits a modification DA to reflect revised access arrangements. Up to now, the proponent has not done so.

The subject PP includes the permissibility of an additional use at the subject site for the purpose of a commercial car park. Under normal circumstances, the site access issue would then be considered at the development application stage. However, noting the issues with the approved DA/469/2018, TfNSW believes that once the PP is approved, the proponent can seek development approval for a change of use from the approved ancillary car park to a commercial car park with minimal or no other changes to the already approved DA. It is not clear what statutory provisions apply that would require the Consent Authority to seek comments or approval from TfNSW in this instance.

If a development application for change of use (either modification of existing approved DA or new DA) were approved, it would only serve to exacerbate the matters to be considered pursuant to clause 101 2(a) of the *State Environmental Planning Policy (Infrastructure) 2007* at the driveway on George Street where it impacts the safety, efficiency and ongoing operation of the classified road (light rail transitway).

Thank you again for consulting with us regarding the subject matter. If you require further information or wish to arrange a meeting to further discuss these matters, please do not hesitate to contact me via phone on 0439 489 298 or email mark.ozinga@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



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Mark Ozinga

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