

31 March 2025

At the conclusion of the Cultural, Creative and Nightlife Committee

Transport, Heritage and Planning Committee

Agenda

- 1. Confirmation of Minutes**
- 2. Statement of Ethical Obligations and Disclosures of Interest**
- 3. Post Exhibition - Neighbourhood On-Street Parking Policy**
- 4. Post Exhibition - Central Sydney On-Street Parking Policy**
- 5. Post Exhibition - Car Sharing Policy**
- 6. Fire Safety Reports**

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1. Register to speak by calling Secretariat on 9265 9702 or emailing secretariat@cityofsydney.nsw.gov.au before 10.00am on the day of the meeting.
2. Check the recommendation in the Committee report before speaking, as it may address your concerns so that you just need to indicate your support for the recommendation.
3. Note that there is a three minute time limit for each speaker (with a warning bell at two minutes) and prepare your presentation to cover your major points within that time.
4. Avoid repeating what previous speakers have said and focus on issues and information that the Committee may not already know.
5. If there is a large number of people interested in the same item as you, try to nominate three representatives to speak on your behalf and to indicate how many people they are representing.

Committee meetings can continue until very late, particularly when there is a long agenda and a large number of speakers. This impacts on speakers who have to wait until very late, as well as City staff and Councillors who are required to remain focused and alert until very late. At the start of each Committee meeting, the Committee Chair may reorder agenda items so that those items with speakers can be dealt with first.

Committee reports are available at www.cityofsydney.nsw.gov.au

Item 1.

Confirmation of Minutes

Minutes of the following meetings of the Transport, Heritage and Planning Committee are submitted for confirmation:

Meeting of 10 March 2025

Item 2.

Statement of Ethical Obligations

In accordance with section 233A of the Local Government Act 1993, the Lord Mayor and Councillors are bound by the Oath or Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Sydney and the City of Sydney Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act, to the best of their ability and judgement.

Disclosures of Interest

Pursuant to the provisions of the Local Government Act 1993, the City of Sydney Code of Meeting Practice and the City of Sydney Code of Conduct, Councillors are required to disclose and manage both pecuniary and non-pecuniary interests in any matter on the agenda for this meeting.

In both cases, the nature of the interest must be disclosed.

This includes receipt of reportable political donations over the previous four years.

Item 3.

Post Exhibition - Neighbourhood On-Street Parking Policy

File No: X111976

Summary

This report seeks Council approval of the Neighbourhood On-Street Parking Policy ('Policy').

At its meeting on 25 November 2024, Council resolved to exhibit the draft updated Policy. It was exhibited for public comment from 10 December 2024 to 21 February 2025, an extended period to account for the end of year and school holiday period, with extensions granted on request. Final submissions were received 28 February 2025. The City of Sydney ('the City') received a total of 62 responses: 54 survey responses and 8 written submissions.

The Policy was adopted in 2014 and updated in 2018. The Policy applies in all areas of the City of Sydney except central Sydney, to which a separate policy applies. The Policy establishes time limits for on-street parking, along with the quantity and eligibility for business, visitor, resident and care worker parking permits. The Policy provides a consistent approach to the management of on-street parking and tries to balance the need for longer-stay (including overnight) parking for residents with the need for parking turn over and shorter stay parking for visitors, carers and tradespeople.

Demand for on-street parking generally exceeds supply, and it is unlikely that our communities will be entirely 'satisfied' with the situation. The Policy aims to strike a compromise that most people can support.

The current Policy has been reviewed and updated. The review found that the Policy is generally operating well and is securing appropriate outcomes in a constrained environment. The intent and principles of the Policy remain. The update enabled alignment with Sustainable Sydney 2030– 2050 Continuing the Vision, the Community Strategic Plan, the Access Strategy and Action Plan – Continuing the Vision and the Electrification of Transport in the City Strategy and Action Plan. The update also includes consideration of current trends in kerbside use and management responses including new principles on competing needs for kerb space and fair use of technology, new sections on unrestricted parking, electric vehicle parking for charging and bicycle parking, updating and clarifying exclusions for parking permits, standardising visitor permit entitlements to a maximum of 50 permits annually for all eligible households, clearer material on mobility parking and time limits and controls. Finally, it also updates land use typologies to reflect the Sydney Local Environmental Plan (LEP) 2012.

The Policy is an important tool to enable the City to fulfill its obligations to manage parking demand and change fairly and transparently.

Submissions overall showed support for the City's approach, particularly the provision for on-street bicycle parking. There were comments requesting that the City do more to reduce car parking, that parking restrictions, paid parking and parking charges were increased, that the City implement more pedestrian and cyclist improvements and prioritise resident parking over visitor parking. However, due to the low response rate, the total number of comments for these was not high.

The final Policy was amended to clarify the City's position in several specific areas: updating the text at section 10.4 to reflect forthcoming changes to the Australian Standards standard parking size, and updating the text on community engagement (formally consultation) to include approach to community engagement and approvals in response to the NSW Government Temporary Delegations to Councils. Attachment B tracks changes to the draft Neighbourhood On-Street Parking Policy made since the revised policy was placed on public exhibition.

Recommendation

It is resolved that:

- (A) Council note the submissions and feedback received through the public exhibition period as shown at Attachment A to the subject report;
- (B) Council adopt the Neighbourhood On-Street Parking Policy incorporating amendments following the public exhibition process, as shown at Attachment B to the subject report; and
- (C) authority be delegated to the Chief Executive Officer to make amendments to the Neighbourhood On-Street Parking Policy to correct any minor drafting errors and finalise design, artwork and accessible formats for publication.

Attachments

- Attachment A.** Engagement Report - Neighbourhood On-Street Parking Policy
- Attachment B.** Neighbourhood On-Street Parking Policy (showing changes)

Background

1. The Policy was adopted 12 May 2014. Visitor parking permits and business parking permits were introduced across all parking areas in May 2015. The Policy was reviewed and updated 14 May 2018. The 2018 review made minor changes to time restrictions, cost of permits and increased the amount of visitor permits. It also established a special Visitor's Permit for tradespersons.
2. The 2018 Policy has been reviewed and updated, and a draft exhibited for public comment.
3. The Policy provides a consistent approach to the management of on-street parking in the City of Sydney, excluding central Sydney (to which a separate policy applies). The key management approach includes: time limits for on-street parking; and parking permits for businesses, visitors, residents, carers and tradespeople. The Policy tries to balance the need for longer-stay (including overnight) parking for residents with the need for parking turn over and shorter stay parking for visitors, carers and tradespeople.
4. In 2023/24, 15,414 resident permits were issued, equating to around 76% uptake from most eligible properties. There is modest uptake of Tradespersons' Permits, and the 2018 changes to Visitor Parking permits (booklets of 10, per permit fee) are implemented.
5. There are around 41,329 parking spaces in the City, excluding city centre spaces. There will always be competition and greater demand than supply for on-street parking in a global city.
6. Parking areas are either zoned A (parking areas with more resident permits issued than available parking spaces) or B (parking areas with fewer resident permits issued than available parking spaces) to denote the number of resident and visitor permits available to eligible households in that zone. In terms of the efficacy of residential permits, Area 19 is the only parking area currently "Zone A" under the Policy as the number of permits exceeds the number of spaces. All new permit applicants in this area can access a maximum of one permit. Based on the City's data and known City programs, there is no foreseeable need to rezone any other area from Zone B to Zone A in the immediate future. Where necessary, City staff respond to customer and business feedback to make minor changes to kerbside controls to maximise the community benefit from the kerb.
7. The review of the Policy determined that it generally secures appropriate outcomes, but it could be improved through some changes. The review determined that the intent and principles of the current Policy, which is to balance competition for on-street parking space within the constrained environment of the City's neighbourhoods by establishing a range of parking controls and permits to guide the management of parking arrangements, remain. The review concluded that the Policy remains an important tool to enable the City to fulfill its obligations to manage parking demand and change fairly and transparently.
8. The updated Policy includes:
 - (a) alignment with Sustainable Sydney 2030-2050 Continuing the Vision, the Community Strategic Plan, the Access Strategy and Action Plan - Continuing the Vision and the Electrification of Transport in the City Strategy and Action Plan

- (b) consideration of new trends in mobility such as parking for electric vehicle charging and on-street parking for share bicycles
 - (c) outlining the City's approach to management of the kerb to support footpath widening, tree planting, outdoor dining and cycleways, in addition to parking
 - (d) consideration of issues determined by implementation of the Policy, including:
 - (i) outlining the approach to incorporating technology into operations without disadvantaging people without easy access to technology
 - (ii) management of unrestricted parking
 - (iii) the rationale and approach for dedicated mobility spaces, timed spaces and more general pick up and drop off, in both residential streets and village high streets
 - (iv) specifying that a resident with multiple addresses must reside at the relevant City of Sydney address for a minimum 6 months a year
 - (v) clarification within the exclusions
 - (e) issues such as the standardisation of Visitor Parking Permit entitlements to a maximum 50 permits annually for all eligible households in both Zone A and B which was identified as part of the Council approval of the current Policy in 2018
 - (f) updating of the land use typologies to align with Sydney LEP 2012.
9. The draft updated Policy has now been exhibited. See the Public Consultation section below.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

10. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This policy is aligned with the following strategic directions and objectives:
- (a) Direction 3 - Public places for all - the Policy enables effective and careful management of the kerbside to balance the competing needs of access and public space.
 - (b) Direction 5 - A city for walking, cycling and public transport - the Policy tries to balance and manage the kerbside to facilitate this Direction.
 - (c) Direction 6 - An equitable and inclusive city - the Policy facilitates access to places including for mobility parking.
 - (d) Direction 9 - A transformed and innovative economy - the Policy tries to balance the need for longer-stay (including overnight) parking for residents with the need for parking turn over and shorter stay parking for visitors, carers and tradespeople.

Organisational Impact

11. The updated Policy streamlines and clarifies management processes, formalising feedback from implementation of the Policy. The on-going management and implementation of the current Policy is part of the existing operations of the City.

Risks

12. The review of this Policy has been assessed against the City's risk appetite and been found to pose minimal risk.
13. The updating of this Policy is part of normal business processes to ensure that the City can meet its obligation of providing and balancing kerbside space. The updated Policy better enables the City to manage its responsibilities reducing risk. The updates are minimal to an existing Policy. The only risk identified was not updating the Policy, which carry reputational, people, service delivery, sustainability and compliance risks.
14. The updated Policy is within the City's risk appetite/tolerance posing minimal risk to financial obligations (cautious to open risk appetite), sustainability (open risk appetite), service delivery (open risk appetite), people (minimal risk appetite), reputational (minimal risk appetite) and compliance (minimal risk appetite).

Social / Cultural / Community

15. The Policy responds directly to the City's A City for All Inclusion (Disability) Action Plan.

Economic

16. Careful management of the competing needs of the kerb is needed to maintain equitable access to residential and commercial properties for residents, businesses and visitors.

Financial Implications

17. If adopted, the proposed changes would increase the number of permits people are able to purchase. If all people took up all permits they were eligible for, there would be an increase in revenue collected from fees, however, given current uptake patterns, any increase is likely to be minor.
18. In accordance with section 610F of the Local Government Act 1993, fees will be exhibited along with the City's draft operational plan as part of the annual review of fees and charges.
19. If adopted, the updated Policy will not materially impact on existing City operations. The on-going management and implementation of the Policy is part of the existing operations of the City.

Relevant Legislation

20. Parking permit schemes are governed by the Road Transport (General) Regulation 2021 and NSW Road Rules 2014.
21. Transport for NSW Parking Permit Guidelines 2021 set out matters which need to be considered when permits schemes are developed and implemented. Transport for NSW is currently consulting on proposed changes to the Guidelines. This includes proposed new sections relating to new development. The City will make a submission on the changes, but it appears that the Guideline as currently drafted will support the City's existing Policy framework to continue. The City received notice of the proposed changes to the Guidelines on 7 March 2025. Submissions are due on 17 April 2025.

Critical Dates / Time Frames

22. The current Neighbourhood Parking Policy will remain in effect until the time the revised Policy is adopted.

Public Consultation

23. At its 25 November 2025 meeting, Council resolved to exhibit the draft Policy. It was exhibited for public comment from 10 December 2024 to 21 February 2025, with extensions granted on request. Final submissions were received 28 February 2025.
24. During the consultation period the 'Sydney Your Say' page was visited 544 times, with 89 people downloading the draft Policy.
25. The City received 54 survey responses and 8 written submissions (3 from organisation, 5 from individuals).
26. Attachment A provides a detailed Engagement Report.
27. Submissions overall showed support for the City's approach, particularly to on-street bicycle parking.
28. Many (27) survey respondents were not eligible for parking permits, 17 respondents were eligible and used the permits and 6 were eligible but did not use them. Also, 17 respondents were eligible for residential permits and 12 for visitor permits (self-identified). No respondents indicated they were eligible for business permits or carers and support person permits.
29. There was an equal split with respondents who used their visitor permits, with half using more than half of their permits and half using less than half of their permits.

30. Forty-two open response comments were received, plus 2 submitted from the Central Sydney On-street Parking Policy survey. In addition, 5 written submissions from individuals were received. The feedback highlighted the following key areas: reducing car parking (7), increasing parking restrictions, timed/paid parking (7), implementing pedestrian and cycling improvements (7) and limiting unrestricted parking (5). Other themes raised include motorcycle parking (3), reducing car use (3), changing the parking area boundaries (3), increasing enforcement and fines (3), providing more on-street electric vehicle charging (2) and drop off and pick up (2), increasing parking (2), planting more trees (2), reducing or removing motorcycle parking (2), providing permits for apartments (2), reducing the number of permits a resident can have (2), prioritising residents over businesses and visitors (2), providing non-car households with permits (2), providing less bicycle lanes (one), not supportive of the reduction of visitor permits (one; noting reduction in visitor permits applies to a limited number of households most households have their visitor permit allocation increased), and supportive of 50 visitor permits (one).
31. The biggest single issue respondents mentioned in the open response part of the survey and in the written submissions was support for on-street bicycle parking.
32. The written organisational submissions were generally supportive of the proposed changes. Key details and our response are provided in the Appendix to the Engagement Report. One submission queried the proposed removal from the Policy of references to the duration of specific permits. This drew attention to the fact that the exhibited Draft removed this text from the Residential Parking Permits section, but the proposed change was not marked as a "tracked change" in the November Council version due to a formatting error.
33. Location-specific comments and suggestions have been passed on to the relevant business units.

Amendments to the Policy following exhibition

34. Based on the nature of feedback provided the final Policy required minor amendments. Attachment B identifies the proposed changes to the exhibited drafts, using tracked changes, with amendments as follows:
 - (a) Minor amendment to text in section 2.1 to further clarify:
 - (i) Current text: The City will use the Policy to manage parking demand in locations with reduced parking supply, due to any City programs that repurpose kerbside space for other uses.
 - (ii) New text (in bold): The City will use the Policy to manage parking demand in locations with reduced parking supply, due to any City programs that **use** kerbside space **for uses other than parking**.
 - (b) Minor amendment to 10.4, providing clearer context on the role of Australian Standard in determining off-street (on-site) parking spaces:
 - (i) Current text: Section 10 Resident Parking Permits 10.4 On-site parking. On-site parking is deemed to be available where it can meet Australian Standard 2890.1. In determining whether an on-site parking space exists, the City will have regard to: a) accessibility by a vehicle b) the presence of a garage door or roller door c) the existence of a vehicular kerb ramp d) the presence of a carport or garage structure e) evidence of use of the space for parking f) any approved or registered plans.

- (ii) New text (in bold): In determining whether an on-site parking space exists, the City will have regard to: **a) Australian Standard 2890.1** b) accessibility by a vehicle c) the presence of a garage door or roller door d) the existence of a vehicular kerb ramp e) the presence of a carport or garage structure f) evidence of use of the space for parking g) any approved or registered plans.
 - (iii) Australian Standard is a private external body. The City chooses whether we apply their standards by putting it into our policies and guidance. They are not mandatory. The updating of AS happens external to the City, and outside of policy revision cycles. AS2890.1 2004 is the current AS version. Australian Standards are in the process of updating this, with a new version to be released in May this year (pending delays). The City does not know what the final updated version of AS2890.1 will contain in terms of a parking space design, as relevant for Clause 10.4, however, the exhibited draft increased the size of a parking space from 5.4 x 2.4m to 5.6 x 2.6m (due to using a larger 'design' vehicle than in prior iterations). The City is not supportive of the use of a larger 'design' vehicle in parking space design. If the size proposed in the draft is carried through to the final Standard, it is possible that some existing parking spaces that meet the current Standard would not meet the new Standard. The mention of it in 10.4 could therefore lead to confusion around what constitutes an on-site parking space. The intention is that existing off-street spaces remain considered as spaces; the City does not support additional on-street parking from residents of multi-unit dwellings, nor is it resourced to respond to large numbers of customer requests seeking re-assessment of their off-street spaces. The updated new wording of 10.4 provides more clarity and better reflects existing practice.
- (c) Community engagement and delegated approvals:
- (i) Response to a change of City's operational processes confirmed during the exhibition period.
 - (ii) Current text: 2.9 Consultation. Given the strong community interest in kerbside parking management, the City will ensure that local residents have an opportunity to comment on proposed changes. [new paragraph] The community will be consulted on proposed changes that modify controls, time limits applying to legal parking spaces or the introduction of parking meters. Where changes to signage are required for safety or regulatory compliance, the City will notify the nearby community of the change. [new paragraph] Proposals for significant parking changes will be assessed for technical compliance by the Pedestrian, Cycling and Traffic Calming Committee, and then reported to Council for a decision.

- (iii) New text: 2.9 Community Engagement. Given the strong community interest in kerbside parking management, consistent with its Community Engagement Strategy, the City will ensure that businesses and residents have an opportunity to comment on proposed changes that are likely to have significant impact on parking. [new paragraph] For other changes, such as changes to signage that are required for safety or regulatory compliance, the City will notify nearby businesses and residents of the change prior to implementation. [new paragraph] In 2023 the NSW Government delegated exclusive authority to local governments to make most parking changes on local and regional roads. Delegated City staff will make a final decision after the appropriate community engagement. [new paragraph] The City will refer to the Local Pedestrian, Cycling and Traffic Calming Committee matters where NSW Government delegations require the Committee's consideration. It will also take matters to the Committee if, after community engagement, it is clear there are a significant number of opposing views in the community. After recommendation by the Committee, delegated City staff will then make a final decision.

- 35. We will continue to work collaboratively and consult with specific stakeholders, including with state government agencies such as Transport for NSW, and with key community groups.

KIM WOODBURY

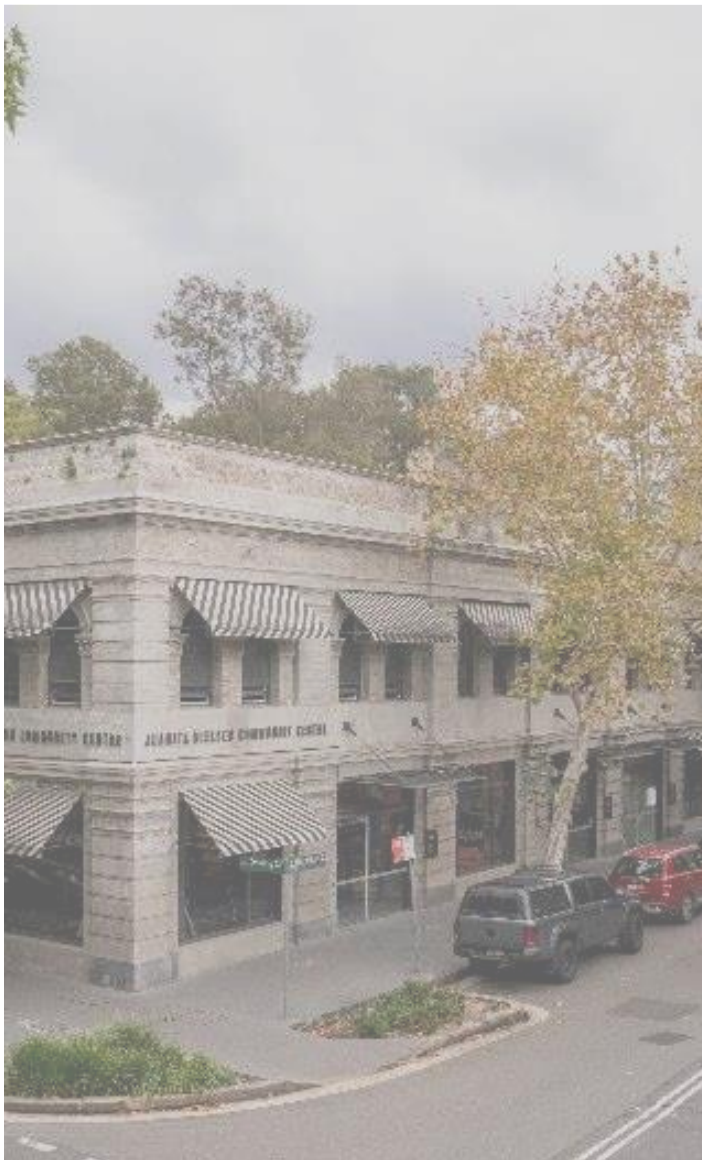
Chief Operating Officer

Annie Matan, Transport Policy Analyst

Attachment A

Engagement Report - Neighbourhood On-Street Parking Policy
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Engagement Report – Neighbourhood On-street Parking Policy



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1. Introduction

This engagement report summarises feedback from community consultation for the proposed updates to the City of Sydney's (the 'City') Neighbourhood On-Street Parking Policy to make it clearer, improve how it's managed, align it with our current plans and strategies and make sure it reflects the needs of our communities.

We are updating this policy to make sure it meets the needs of our growing, vibrant city.

The policy applies across our local government area, except in central Sydney, where a separate policy is in place.

The policy aims to manage parking in a way that works for most people as we plan for more residents, workers, and visitors. It aims to support a green and connected city by managing parking effectively while encouraging sustainable transport options.

In our area, around 37% of households don't own a vehicle and 44% own one vehicle.

Many people need to drive for a range of purposes. Demand for parking will always exceed supply. Expanding access to walking, cycling, public transport, and car sharing helps free up parking spaces for those who need to drive.

The policy was introduced in 2014 and updated in 2018. This 2025 review ensures it remains clear, effective, and aligned with our long-term strategies and plans.

2. Context

A growing city

Our Neighbourhood On-street Parking Policy was adopted in May 2014 and updated in May 2018. A planned review was delayed by Sustainable Sydney 2030–2050 and the Covid-19 pandemic.

This review has found that the policy is generally operating well, securing appropriate outcomes in a constrained environment.

The Policy balances the need for longer-stay parking with the need for turnover through time limits for on-street parking and a permit system for residents, visitors, businesses, carers, and support workers.

Aligning with city strategies

We are aligning the policy with Sustainable Sydney 2030–2050, our Access Strategy and Action Plan, and our Electrification of Transport in the City Strategy and Action Plan.

Updates to the Policy

The proposed updates the Neighbourhood On-Street Parking Policy include:

- new principles on competing needs for kerb space and fair use of technology
- new sections on unrestricted parking, electric vehicle parking for charging, and bicycle parking
- clarifying exclusions
- standardising visitor permits to a maximum of 50 annually for all eligible households
- clearer material on mobility parking, time limits, and controls
- updating land use typologies to reflect Sydney LEP 2012

3. Engagement summary

3.1. We asked the community for feedback on the updates to our car sharing policy

Consultation activities included:

- **Sydney Your Say webpage** The page included an electronic copy of the draft policy document, link to the survey and provided a summary of the policy
- **Online feedback** through survey responses.
- **Stakeholder email:** A Sydney Your Say monthly newsletter email was sent to **5112** subscribers during consultation

3.2. Purpose of the engagement

The purpose of the engagement was to gather feedback from stakeholders and the community about the proposed updates to the policy.

3.3. Summary of engagement outcomes

Below is a break-down of the engagement outcomes during the consultation period:

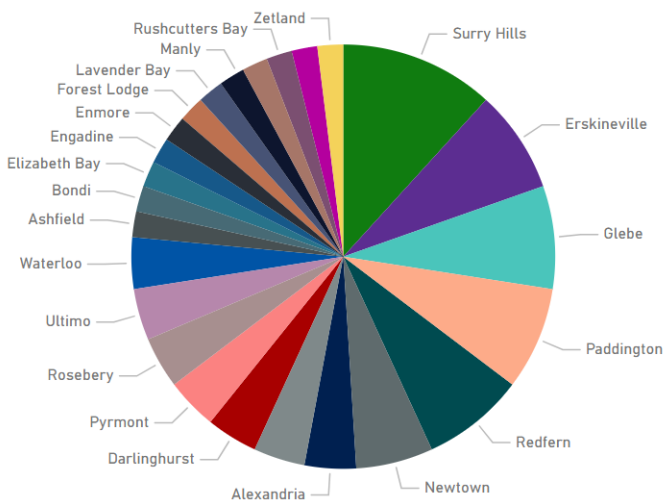
- There were **544** visits to the 'Sydney Your Say' page during the consultation period.
- **89** people downloaded the draft policy document.
- **54** people responded to the online survey.
- **8** email submissions were received.
 - **5** from individuals
 - **4** from organisations including Millers Point Community Hub, Bicycle NSW, Paddington-Darlinghurst Community Group

4. Survey response summary

We asked the community to have their say through an online survey. Respondents did not have to answer each question. For some questions respondents could select multiple responses.

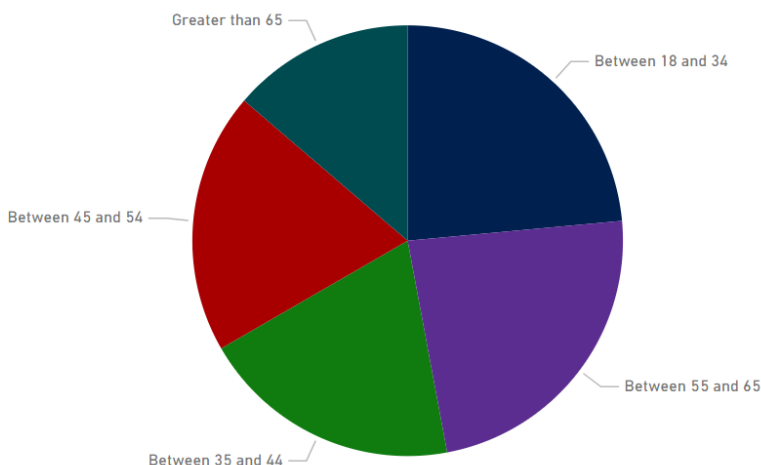
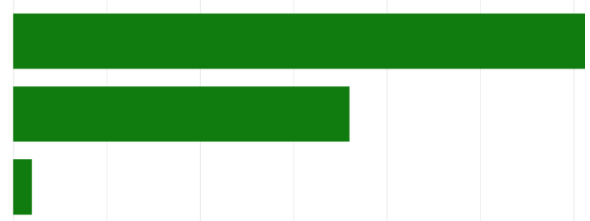
About our respondents

*Note not all respondents provided this information



We had **54 respondents** from **22** different locations

32 respondents identify as male.
18 respondents identify as female.
2 respondents preferred not to say.



12 respondents were between the ages of 18 and 34.
10 respondents were between the ages of 35 and 44.
12 respondents were between the ages of 45 and 54.
10 respondents were between the ages of 55 and 65.
7 respondents were 65 or greater.

Engagement Report – Neighbourhood On-street Parking Policy

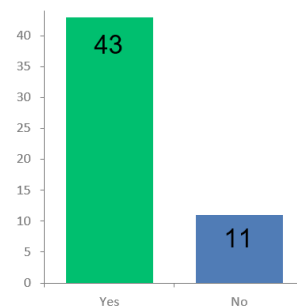


The majority of respondents (42) are local residents, with a smaller group working (22) or owning property (18) in the area. Respondents could select one or more of these options.

Do you own a vehicle?

43 respondents said they do own a vehicle

11 respondents do not own a vehicle



How often do you park on-street in the City of Sydney area?

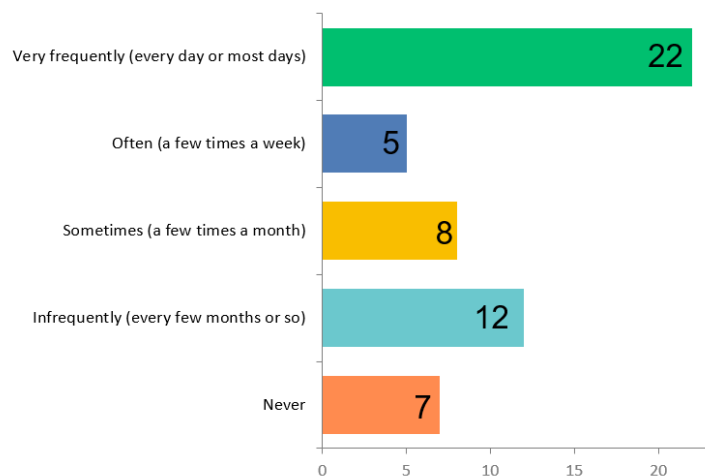
22 respondents park on-street every day or most days in our area.

5 respondents park on-street a few times a week in our area.

8 respondents park on-street a few times a month in our area.

12 respondents park on-street every few months or so in our area.

7 respondents never park on-street in our area.

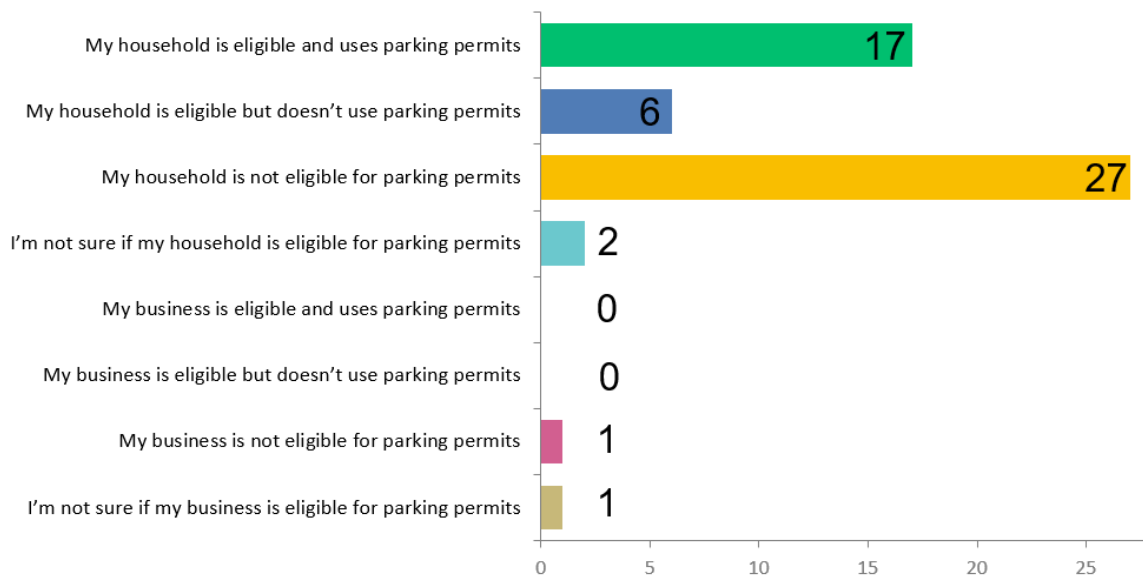


Do you currently use a parking permit in the City of Sydney area?

27 respondents had households that were not eligible for parking permits.

17 respondents' households are eligible and use parking permits.

6 respondents have eligible households for parking permits but do not use them.

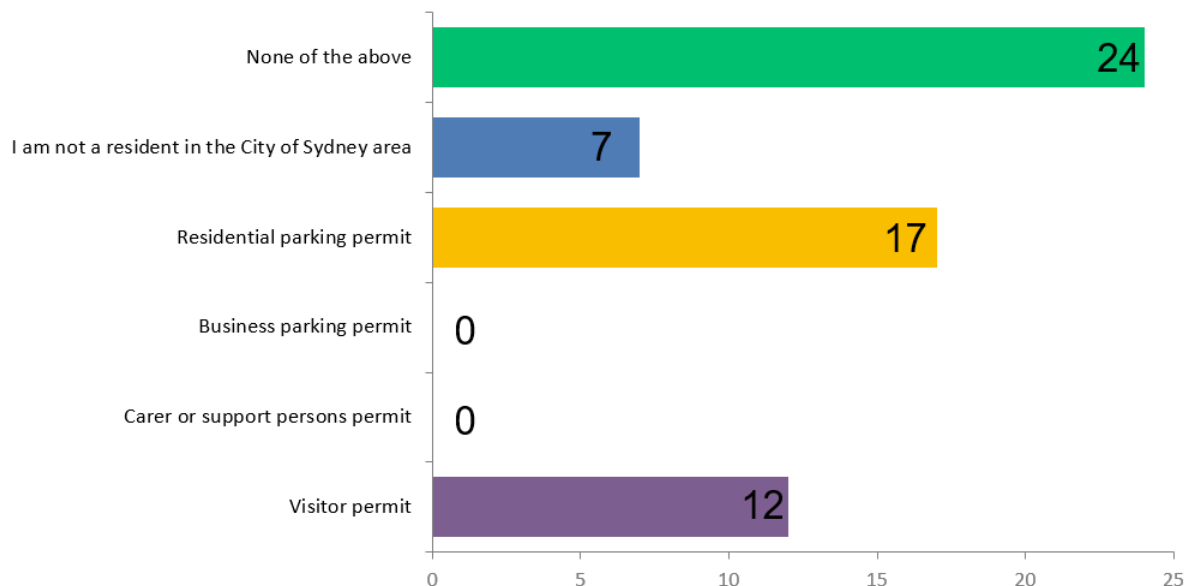


Which permits does your household currently use? (Select all that apply - for residents only)

24 respondents who are residents in our area do not use permits.

17 respondents currently use residential parking permits.

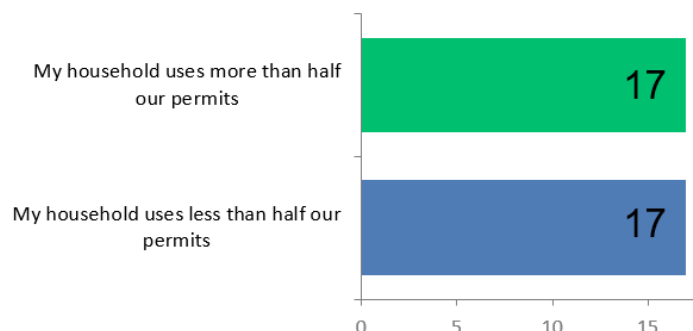
12 respondents use visitor parking permits.



How many visitor parking permits do you use each year? (For residents only)

Half of respondents used more than half of their allocated permits.

The other **half** of respondents used less than half of their allocated permits.

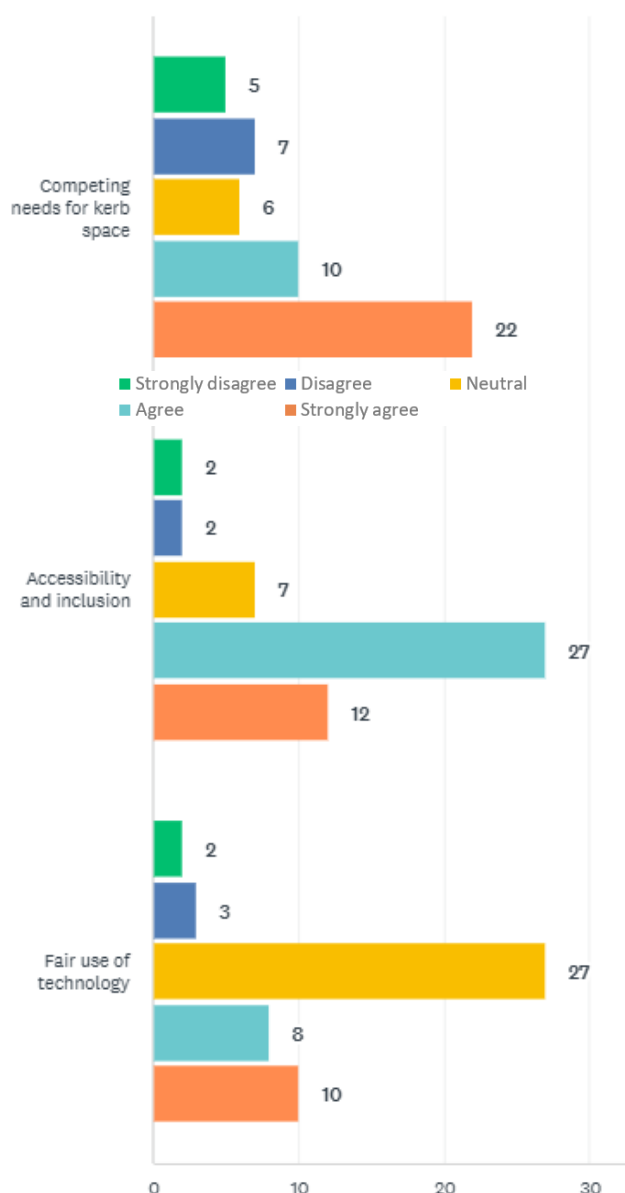


Do you support the addition of these principles?

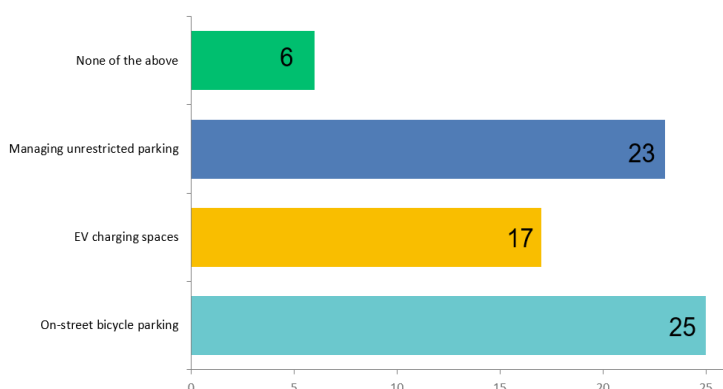
Overall, there was **general support** for the addition of the three new principles added to the policy.

Most respondents prioritised 'competing needs for kerb space' as a principle.

*Note not all respondents provided a response to this question.



Which of these policy changes do you feel are most important?



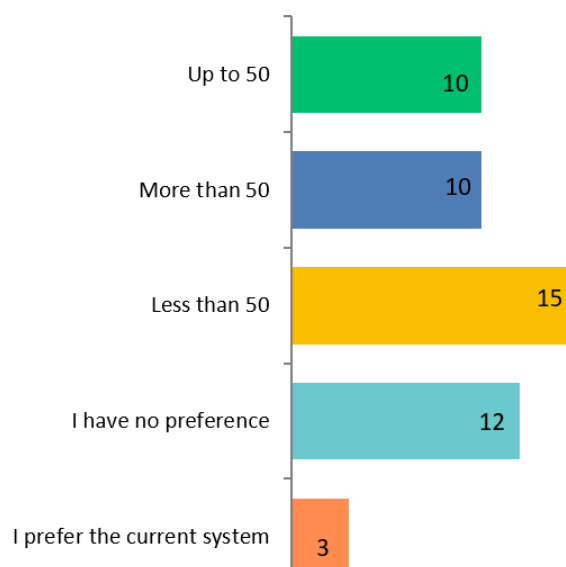
Most respondents see value in at least one of the proposed policy changes.

On-street bicycle parking is the highest priority for respondents, followed closely by **managing unrestricted parking**. There is also **significant support for EV charging spaces**, though fewer respondents prioritised this.

How many visitor parking permits do you think each eligible household should be able to purchase?

Responses show that most people are open to a simpler system. Some want fewer than 50 permits, but just as many are happy with 50 or more.

Very few respondents prefer the current system, which suggests most respondents support having the same permit allocation for everyone.



Open feedback

Question 9 in the online survey was a free-text question, asking respondents if they had any other comments on the proposed changes. The following table summarises the 42 responses. Two of these include comments submitted via the Central Sydney On-street Parking Policy survey which was open at the same time. Five written submissions from individuals were received through emails and have been included in the summary below.

Note that some responses included comments on multiple categories so the total count of comments is more than 42.

Summary of Open Feedback

Topic	Comments	# of comments	City of Sydney response
Cycling	Support for on-street bike parking. • Replace car parking and 'no stopping' with bike parking for share bike and personal bikes. • More bike parking in key locations (i.e. near public transport, entertainment, shopping). • Include bike lockers / hangers / cages. Support for allocating more kerb space for shared-docked bikes, e-scooters, bike racks, tree planting, and wider footpaths. One comment shared concern about people riding using footpaths and not paying for road use, especially when bike paths are available.	17	Noted. This aligns with section 2.10. On-street bicycle parking – to reduce footpath clutter in the draft Policy. We're committed to making bicycle transport easier and safer so it's an attractive option for more people through our Cycling Strategy and Action Plan. We have installed our first share bike parking in a 'No stopping' area on Ultimo Road and have more planned.
Increase parking restrictions / paid parking / parking charges for non-residents	• Increase permit costs, parking costs (and use) and increase enforcement; reduce time limits, • Charge specific vehicles including motorbikes. • Parking fees for non-residents.	9	Noted. The draft Policy provides for the use of these levers (time restrictions, permits, enforcement, paid parking, for example). Fees and charges are set through our Revenue Policy. These are exhibited and determined by Council yearly.

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22	Pedestrian / cycling improvements	Allocate more kerb space to people walking and cycling, including: • Wider footpaths • More trees • Bike lanes (and reducing people riding using footpaths) • On-road dining One comment requested less bike lanes.	9	Noted. This parking Policy is an important tool to manage how our kerbside is used to be a city for walking. Our Walking Strategy and Action Plan and our Cycling Strategy and Action Plan responds specifically to these issues.
	Reduce car parking	Reduce car parking, including: • Set a goal to reduce parking over time / reduce car parking gradually. • Allocate kerb to people walking, riding and trees. One comment requested less paid parking.	8	Noted. The Policy enables the City to manage kerbside use and is an important tool to facilitate a city for walking, cycling and public transport with less reliance on the use of private vehicles.
	Kerb space allocation	Requests for more parking for private vehicles, including EV charging, should be limited and paid, drop off and pick up (including ride share) with some spaces repurposed for loading zones and disability parking.	8	Noted. This parking Policy is an important tool to manage how our kerbside is used in central Sydney to be a city for walking
	Limit unrestricted parking	All parking should be timed and/or permit parking	5	Noted. The Policy provides the framework to manage unrestricted parking.

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Location specific feedback	Concerns about unrestricted parking on Boronia Street, Redfern, being abused for long-term parking.	5	Noted. Location specific comments have been forwarded to the relevant City team. Issues on Darling Island Road are the responsibility of Place Management NSW.
	Concerns about Darling Island Road not being part of the City permit system.		
	Concerns about parking issues near King Street, contributing to external traffic and inefficiency in public transport.		
	Concerns about street parking on Yaralla street because of uneven ground and large tree branches.		
	Suggestion for special consideration of parking near the stadium district due to parking issues during events.		
Comments on current parking policy approach	Request for the parking permits and restrictions to apply consistently across all streets and suburbs.	3	Parking permits, eligibility and allocations are set by the Policy and apply to each parking area depending on the classified Zone A or Zone B. Restrictions are set in response to guidance in the Policy (Section 3) to reflect local circumstances, with opportunities for community feedback.
	Request to increase eligibility for apartments to receive parking permits.	2	Not supported. The City's policy framework manages the kerbside impact of new development by restricting entry to the permit scheme for multi-unit developments completed after specific dates (Section 8.3).
	One comment not supportive of the change in visitor permits, one comment supportive of the change in visitor permits.	2	Noted.

Summary of input from Submissions from Organisations

Organisation	Topic raised	City of Sydney response
Paddington-Darlinghurst Community Group	Visitor parking permits Supportive	Noted
	Unrestricted parking Supportive of changes in section 3.1	Noted
	On-street bike parking Bike parking be restricted to areas where shared paths operate	Noted. We do not support riding on footpaths other than for those legally allowed to do so. We will consider the points raised in the development of further on-street bicycle parking.
	Time limits and pricing section should include reference to areas adjacent to large sporting and entertainment venues.	We believe that patrons to large sporting events and large entertainment events should catch public transport. These types of large venues are responsible for providing for their parking requirements on-site. It is not our intention through the on-street parking policy to provide parking for these facilities. The existing Policy includes multiple levers (time restrictions, permits, enforcement, paid parking, for example) the City can enact to address any issues arising from motor vehicle use associated with such developments.
	A register of exceptions made to the Policy be publicly available	The Policy does not provide a framework for exceptions.
	Permit validity Clarity around permit validity as deleted section 13.5 and 15.4	The proposed change removes this operational detail from the Policy, with the duration of relevant permits addressed in permit Terms and Conditions, and fees set annually in the Revenue Policy: Fees and Charges. This change would apply to Residential, Business and Carers Parking permits. Other permits are shorter by design – daily Visitor Parking Permits and Weekly Tradesperson's Parking Permits, and

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Organisation	Topic raised	City of Sydney response
		organisational Support Workers Parking Permits which can apply across multiple local government areas. (The proposed removal of the duration for Residential Parking Permits was included in the exhibited draft, but due to a clerical error was not included in the track changes version supplied to Council in November 2024).
Millers Point Community Hub Coop Ltd	Electric vehicle on-street charging - Electric Vehicle Charging Bays should be expanded where usage exceeds 50% - Allow EV charging bays outside of residences. - More EV charging is needed in Millers Point	Noted. The draft Policy provides the framework for the small amount of on-street public charging spaces outlined in the adopted <i>Electrification of Transport in the City Strategy and Action Plan</i> . The City is continuing its trial of pole-based chargers and will consider the points raised in the implementation of the trial.
	On-street bike parking - Supportive. - Suggested some locations for on-street bike parking.	Noted. We will investigate the supplied locations.
	Motorcycle parking - Motorcycle parking should be charged. - Demand in area exceeds supply.	Noted. We have no current plans for changing the existing arrangements for motorcycle parking due to the issues in displaying a valid ticket (however riders must comply with time limits). Submission forwarded to relevant City unit.
	Parking around public transport hubs There should be no free parking within 800m Metro, Train, Light Rail and Ferry services.	Noted. Not supported. Many residential streets are within 800m of public transport stops and stations. The existing Policy framework for time limits, restrictions and pay parking provide the guidance to manage on-street parking in specific locations.
	Unrestricted parking There should be no unrestricted parking in City of Sydney	Noted. The draft Policy includes new material to explain the City's approach to existing unrestricted parking, and notes that over time "there is likely to be less unrestricted parking".

Organisation	Topic raised	City of Sydney response
	Parking specific comments • The City should adopt a policy to assist the NSW Police in providing a reasonable amount of on-street parking within 800m of inner city police stations for officers' private vehicles. • Reserve parking for Community Centre Tenants in Millers Point and "Harry Jensen Authorised Vehicles Only" • More loading zones, including 2 loading bays on Watsons Road Millers Point. • More short stay / 10 min parking • More short stay parking near public toilets	Noted. The City does not support general commuter parking on-street, even for essential workers. The emphasis is on providing appropriate space for operational where required. Specific location comments have been forwarded to the relevant City unit.
	Disability parking permits • Disability parking permits are misused. City needs to look at time restrictions to mobility spaces to combat issue.	Noted. The draft Policy outlines the City's approach to placing time limits on mobility spaces. Changes to restrictions in particular streets to address any potential Mobility Parking Scheme misuse would be considered on a case-by-case basis, considering all of the needs for kerb space access in those streets. The Submission has been forwarded to the appropriate team.
	Pedestrian improvement • The expansion of footpaths, blister planting and pedestrian crossings should be prioritised over the provision of street parking. The city should recognise that pedestrians are the largest group of road users on our streets, their safety, amenity and enjoyment should be prioritised over the convenience of drivers to find parking spaces.	Noted. This is in line with the City's vision to be a 'city for walking, cycling and public transport', outlined at Section 1.1

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Organisation	Topic raised	City of Sydney response
	Major event parking The city should formalise a policy for major events that learns from VAP system used during Vivid and NYE.	Noted. Submission forwarded to relevant operational units.
Bicycle NSW	Supports the intent and future outcomes of the Policy. Although Bicycle NSW would always support more reallocation of public space away from private vehicles to accelerate the roll out of cycling and walking infrastructure, the existing settings are clearly providing a workable framework for managing the kerb.	Noted. The Policy enables the City to manage kerbside use and is an important tool to facilitate a city for walking, cycling and public transport with less reliance on the use of private motor vehicles.
	Section 7. Bicycle parking – to reduce footpath clutter. - Strongly support this section - Aligns with recommendation 14 from the Parliamentary Inquiry into the use of e-scooters, e-bike and related mobility options. - Delete text: 'a small number'	Noted.

Attachment B

Neighbourhood On-Street Parking Policy (showing changes)
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Neighbourhood On-Street Parking Policy

Purpose

The City of Sydney's Neighbourhood On-Street Parking Policy ("The Policy") establishes a range of parking controls and permits to guide the management of on-street parking across our diverse neighbourhoods. Parking is a key component of the access system that supports the City's transport, economic, social and environmental outcomes, which are outlined in Sustainable Sydney 2030-2050 – Continuing the Vision and the Community Strategic Plan.

Private vehicles are an important part of the City of Sydney's ("the City's") transport mix, catering for many journeys that cannot be easily or economically made by other, more space efficient and sustainable modes. Where these trips take place in the constrained environment of the City's neighbourhoods, there is inevitable competition for on-street parking space. In some locations, there will also be demand for spaces for loading, mobility parking, car share and taxis. The City, alongside other roads authorities, recognises its obligation to manage parking demand and change fairly and transparently, to meet agreed outcomes.

Scope

The Policy applies to all on-street parking areas within the authority of the City, except central Sydney (Figure 1 in Section 9 shows the area this policy applies to). Central Sydney is governed by the Central Sydney On-Street Parking Policy.

Definitions

Term	Meaning
Attached Dwelling	means a building containing 3 or more dwellings, where: (a) each dwelling is attached to another dwelling by a common wall, and (b) each of the dwellings is on its own lot of land, and (c) none of the dwellings is located above any part of another dwelling.
Boarding House	means a building or place: (a) that provides residents with a principal place of residence for at least 3 months; and (b) That contains shared facilities, such as communal living room, bathroom, kitchen or laundry; and (c) That contains rooms, some or all of which may have private kitchen and bathroom facilities; and (d) Used to provide affordable housing; and

Term	Meaning
	(e) If not carried out by or on behalf of the Land and Housing Corporation – managed by a registered community housing provider but does not include backpackers' accommodation, co-living, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.
Business Premises	means a building or place at or on which: (a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or (b) a service is provided directly to members of the public on a regular basis, And includes a funeral home, goods repair and reuse premises, and, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, betting agencies and the like, but does not include an entertainment facility, home business, home occupation, home occupation (sex services), medical centre, restricted premises, sex services premises or veterinary hospital.
Carer	As defined by the Carers (Recognition) Act 2010: A carer is an individual who provides on-going personal care, support and assistance to another individual who needs it because that other individual has a disability, or has a medical condition (including a terminal or chronic illness), or has a mental illness, or is frail and aged. An individual is not a carer if they provide care, support and assistance under a contract of service, or through the course of voluntary work for a charitable, welfare or community organisation, or as part of a course of education or training. To avoid doubt, an individual is not a carer merely because they live with an individual that requires care or they are a spouse, de facto partner, parent, child, guardian or other relative.
Co-living Housing	Means a building or place that: (a) Has at least 6 private rooms, some or all of which may have private kitchen and bathroom facilities; and (b) Provides occupants with a principal place of residence for at least 3 months, and (c) Has shared facilities, such as communal living room, bathroom, kitchen or laundry, maintained by a managing agent, who provides management services 24 hours a day, But does not include backpackers' accommodation, a boarding house, a group home, hotel or motel accommodation, seniors housing or a serviced apartment
Commercial Premises	means any of the following: (a) Business premises (b) Office premises

Term	Meaning
	(c) Retail premises
Community Facility	means a building or place: (a) owned or controlled by a public authority or non-profit community organisation; and (b) used for the physical, social, cultural or intellectual development or welfare of the community, but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation
Converted Residential Flat Building	means a residential flat building created by the alteration or reconstruction of a formerly commercial, industrial or otherwise non-residential building
Dual Occupancy	means a dual occupancy (attached) or a dual occupancy (detached)
Dual Occupancy (attached)	means 2 dwellings on one lot of land that are attached to each other, but does not include a secondary dwelling
Dual Occupancy (detached)	means 2 detached dwellings on one lot of land, but does not include a secondary dwelling
Dwelling	means a room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile
Dwelling House	means a building containing only one dwelling
Full Private use	means vehicle not registered to a resident but for which the resident can provide sufficient documentary evidence to support that they are exclusively entitled to use the vehicle
Health Professional	means any person registered under an Act for the purpose of providing health care, including doctors, nurses, chiropractors, occupational therapists, optometrists, osteopaths, pharmacists, physiotherapists, podiatrists and psychologists who assist manage physical or mental health through services that include diagnosis, treatment or rehabilitation
In-home Support	means support provided in the home by a support worker or health professional
Major Refurbishment	means alterations to a residential flat building such that it cannot be occupied for a period of at least six months
Modification	Means includes extension of a dwelling, construction of a secondary dwelling or permanent conversion of a parking space to outdoor uses
Multi Dwelling Housing	means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building

Term	Meaning
Multi-suite Commercial Premise	a commercial building that is strata-subdivided, or which can be divided into five or more separate business, office or retail premises
Parklet	a structure (not including a vehicle) that can be placed in a parking space to create additional public space for use by businesses, residents and passers-by
Place of Public Worship	means a building or place used for the purpose of religious worship by a congregation or religious group, whether or not the building or place is also used for counselling, social events, instruction or religious training
Residential Flat Building	means a building containing 3 or more dwellings, but does not include an Attached Dwelling, Co-living Housing or Multi Dwelling Housing
Secondary Dwelling	means a self-contained dwelling that: (a) is established in conjunction with another dwelling (the principal dwelling), and (b) is on the same lot of land as the principal dwelling, and (c) is located within, or is attached to, or is separate from, the principal dwelling
Semi-Detached Dwelling	means a dwelling that is on its own lot of land and is attached to only one other dwelling
Service Provider	means an organisation or health professional approved by a relevant professional or government body to provide in-home support to residents
Support Worker	means an employee of a service provider who provides in-home support to a resident
Serviced Apartment	means a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and that is regularly serviced or cleaned by the owner or manager of the building or part of the building or the owner's or manager's agents
Shop Top Dwelling	means dwellings located above ground floor retail premises or business premises, where the number of dwellings does not exceed three

Policy Statement

Background

1.1. Meeting the City's objectives

The Sustainable Sydney 2030–2050 strategy consists of two primary documents – Sustainable Sydney 2030–2050 Continuing the Vision ('Sustainable Sydney 2030–2050') and the Community Strategic Plan Delivering Sustainable Sydney 2030–2050 (the 'Community Strategic Plan'). A key Direction is to create a City for walking, cycling and public transport, and the Access Strategy and Action Plan – Continuing the Vision provide more detail on the key approaches to achieving this. The City's plans recognise the other demands for kerbside space on our streets.

The City recognises that there is a strong nexus between parking provision and traffic generation. The City's planning instruments and policies contain parking controls and sustainability incentives for new developments, including measures to limit vehicle congestion associated with the significant population and employment increases arising from NSW Government and city planning and housing strategies.

The Neighbourhood On-Street Parking Policy is intended to balance the City's economic, social and environmental objectives with the fair and consistent management of kerbside parking.

1.2. Regulatory framework

The City of Sydney is the roads authority for all public roads within the area, other than any freeway or Crown road, and any public road for which some other public authority is declared to be the roads authority (under section 7 of the Roads Act 1993). The management of parking controls and enforcement is governed by NSW legislation, regulations and guidelines. This policy applies that regulatory framework.

The administration of parking permits by the City of Sydney is guided by the Permit Parking Guidelines issued by the NSW Government. The Guidelines provide advice on permit types, eligibility criteria and some mandatory features of a permit parking system.

2. PRINCIPLES FOR PARKING MANAGEMENT

The City has four main mechanisms it can employ to manage street parking:

1. the duration of time people can park their vehicles
2. setting the hours of operation and days that time limits apply
3. setting kerbside parking fees at a price that reflects the amount parking spaces available and the demand for them
4. issuing permits to certain people to enable them to avoid time limits and parking prices.

When applying these mechanisms the City will uphold the principles set out below in order to maintain a fair and credible parking system.

2.1. Competing needs for kerbside space

There are increasing demands and community support for allocating kerbside lanes for uses other than parking. These uses include footpath widening and pedestrian crossings, tree planting, outdoor dining and cycleways.

To help limit the impact of these programs, the City will always seek to maximise the amount of kerb that can be used productively, including for parking.

The City will use the Policy to manage parking demand in locations with reduced parking supply, due to any City programs that ~~use~~repurpose kerbside space for ~~other~~ uses other than parking.

2.2. Public access

Use of parking controls that recognise that streets are public spaces, open to all people, and are to be managed in the public interest.

2.3. Liveability

In order to protect and improve the liveability of neighbourhoods for a diverse population and encourage increased use of public transport, walking and cycling, the City will prioritise use of parking space for residents, businesses and their visitors and customers. Maintaining this priority requires that commuter parking on-street in residential neighbourhoods and commercial areas be actively discouraged.

As dedicated motorcycle parking zones increase the number of arrivals and departures from a space due to a higher concentration of vehicles the City will seek to locate these zones in such a way as to minimise noise impacts on residents.

2.4. Fair use of pricing

The City of Sydney may use on-street pay parking to encourage turnover, improve compliance, and increase the efficiency and sustainability of the transport network. Parking permits do not guarantee access to a parking space. All permit fees and charges will be reviewed annually, and exhibited in the draft Corporate Plan, as required by the Local Government Act 1993. Section 3 discusses pricing in more detail.

2.5. Compliance

The City will perform routine ranger patrols to provide a background level of deterrence to maximise compliance with time restrictions. It will use a proportionate response when targeting enforcement at areas with significant non-compliance, and specific places and activities, including school zones, Mobility Parking Schemes, events and construction works.

2.6. Clarity

Parking controls and parking areas will be clearly signposted, and where possible, parking controls will be simple and locally consistent in order to minimise the risk of unintentional breaches. The City will notify the community of any impending changes to reduce the risk of inadvertent non-compliance.

2.7. Non-discrimination

The City of Sydney will manage parking and parking permit schemes in the interests of all residents and businesses, regardless of their form of land title, or tenure as owners or renters.

2.8. Consistency

The City will endeavour to apply the policy consistently across all parking areas. Where necessary, the City may adopt variations from the usually adopted parking restrictions in order to respond to local conditions.

2.9. ~~Consultation~~Community Engagement

Given the strong community interest in kerbside parking management, consistent with its Community Engagement Strategy, the City will ensure that businesses and residents have an opportunity to comment on proposed changes that are likely to have significant impact on parking.

For other changes, such as changes to signage that are required for safety or regulatory compliance, the City will notify nearby businesses and residents of the change prior to implementation.

In 2023 the NSW Government delegated exclusive authority to local governments to make most parking changes on local and regional roads. Delegated City staff will make a final decision after the appropriate community engagement.

The City will refer to the Local Pedestrian, Cycling and Traffic Calming Committee matters where NSW Government delegations require the Committee's consideration. It will also take matters to the Committee if, after community engagement, it is clear there are a significant number of opposing views in the community. After recommendation by the Committee, delegated City staff will then make a final decision.

~~Given the strong community interest in kerbside parking management, the City will ensure that local residents have an opportunity to comment on proposed changes.~~

~~The community will be consulted on proposed changes that modify controls, time limits applying to legal parking spaces or the introduction of parking meters. Where changes to signage are required for safety or regulatory compliance, the City will notify the nearby community of the change.~~

~~Proposals for significant parking changes will be assessed for technical compliance by the Pedestrian, Cycling and Traffic Calming Committee, and then reported to Council for a decision.~~

2.10 Fair use of technology

The City incorporates technology into its operations where this brings value for money and efficiencies, and where it aligns with legislative obligations and best practice administration. The City will design its systems to implement this Policy. It will ensure that people without ready access to technology are not disadvantaged.

3. TIME LIMITS AND PRICING

The City will apply duration of parking, hours and days of operation and parking fees at the scale that best reflects the parking catchments of different land uses. While this scale will usually be smaller than individual suburbs or parking areas, the City will avoid street by street parking changes that move, rather than resolve, parking problems.

3.1. Residential areas

Duration of parking and hours and days of operation

In recognition of the limited off-street private parking in most of the city, on-street parking space in residential streets is prioritised for residents and their visitors.

The City also provides dedicated on-street spaces for authorised car share vehicles to enable households to share vehicles, reduce household expenditure on transport, and use on-street parking spaces more efficiently. The management of car share spaces is governed by the City's Car Sharing Policy.

Parking controls in residential areas aim to balance the long-stay parking needs of permit-holding households with the need of all households to use kerbside space for accommodating visitors including family, general practitioners, carers and tradespeople. Two-hour parking controls are best placed to achieve this balance because they allow reasonable access for short visits without the need for permits and are able to be effectively monitored by rangers.

Unrestricted parking

The City of Sydney area has lengths of kerb where there are no current restrictions. This "unrestricted parking" has not yet been restricted for some other purpose. Individuals who legally park vehicles there (or store boats and trailers) can do so for up to 28 days under NSW legislation. This means that individual benefits can be high, as no permits or fees are required. Consequentially, the community benefit from turnover of spaces is usually very low.

Over time, as the City of Sydney area grows with more homes and jobs, demand for parking and other kerbside uses will increase further. There is likely to be less unrestricted parking, as the City assigns it to other higher value purposes. This could be by introducing limits with or without permit exceptions, car sharing, electric vehicle charging, or non-parking uses such as cycleways or tree planting.

Where it is clear that the absence of restrictions is contributing to issues such as long term boat storage or long-stay vehicle storage for airport passengers, the City will consider introducing targeted restrictions that make streets less desirable for these purposes. This approach will often introduce a short period of restrictions across a week.

Pay parking

Pay or ticket parking is avoided where possible in residential areas, and where it is installed resident permit holders are exempt from parking fees by including "permit holders excepted" on the signage. However, in situations where the occupancy of parking spaces is high, and non-compliance with time limits is high, ticket parking significantly increases the amount of spaces

available for residents by increasing the efficiency and effectiveness of enforcement. This is because a ranger can determine with a single visit if a vehicle has exceeded the time limit.

It is recommended that 2P ticket parking be installed where average parking occupancy is greater than 85% and significant non-compliance persists despite increased enforcement. Prices in residential areas will be set at a level sufficient only to ensure that compliance with time limits can be efficiently monitored.

Section 4 provides more detail about where pay parking may be used.

Recommended controls are contained in Table 1. Where necessary, the City may adopt different parking restrictions to respond to local conditions, such as land use intensity or closeness to major facilities.

Neighbourhood Characteristics	Duration and ticket parking	Operating hours and days
Areas with average 75% parking occupancy during weekdays	2P	8am-8pm Mon-Fri
Areas with average 75% parking occupancy on weekdays and weeknights	2P	8am-10pm Mon-Fri
Areas with average 75% parking occupancy on weekdays, weeknights and weekends	2P	8am-10pm 7 days
Areas with average 85% parking occupancy and significant non-compliance on weekdays, weeknights and weekends	2P ticket	8am-10pm 7 days

Table 1 – Recommended parking controls in residential areas

3.2 Commercial and mixed-use areas

In commercial and retail streets, the City will prioritise parking controls that are consistent with the viability and efficient operation of local business and encourage the use of walking, cycling and public transport. This will include consideration of provision for loading zones, bus zones, drop-off and pick up spaces, mobility parking spaces, short stay (such as 15 minute) parking, taxi zones and bike parking. The City will also provide dedicated on-street spaces for authorised car share vehicles to use on-street parking spaces more efficiently and reduce business costs by enabling businesses access to a variety of shared vehicles.

Parklets can allow a different use of road and kerb space, to encourage economic development in centres. The City will continue to monitor developments in this sector, also considering other frameworks such as those for high pedestrian activity areas, public domain and the City's Outdoor Dining Guidelines. Under current arrangements, all proposals for parklets will need to comply with existing road transport legislation, and road safety audit processes. Fixed structure parklets (such as modified containers) can potentially be placed on roads as "structures", subject to approval by the City under existing processes. There is currently no permit type that can exempt a vehicle from parking restrictions, so any vehicles operating as a parklet of this type would need to be placed in areas where there are no restrictions, or comply with parking restrictions.

Duration of parking and hours and days of operation

Parking controls in and around mixed use or retail facilities will encourage turnover that is consistent with the local business mix and expected duration of stay by customers, typically ticketed 2P. Where cafes and restaurants form a significant local land use, the City will install minimum daytime controls of 2P (from 8am), and evening (after 6pm) controls of 4P. Daytime 1P controls and evening 2P controls may be used in exceptional cases where local businesses rely on rapid turnover of parking.

Pay parking

Given the increasingly strong competition for parking in the City's commercial and mixed-use areas, and the high value of kerb space, it is recommended that pay parking be installed on streets adjoining commercial and mixed use premises (including adjacent streets where appropriate).

Prices will be set at a level consistent with adequate turnover for local business.

In order to accommodate short stays, the City has implemented an appropriate amount of 15 minute free parking in ticketed areas on key retail streets.

Recommended controls are contained in Table 2.

Predominant use	Duration and ticket parking	Operating hours and days
Cafés, restaurants, boutique retail	2P Ticket 4P Ticket	8am-6pm 7 days 6pm-10pm 7 days
Mixed business, grocery, newsagent, other retail	1P Ticket or 2P Ticket 2P Ticket or 4P Ticket	8am-6pm 7 days 6pm-10pm 7 days
Showrooms, warehouses, offices	2P Ticket 4P Ticket	8am-6pm 7 days 6pm-10pm 7 days

Table 2 – Guidelines for parking controls in commercial and mixed-use areas

3.3 Community, recreational and cultural facilities

Duration of parking and hours and days of operation

Parking controls adjacent to community, recreational, social and cultural facilities, including parkland, should allow for turnover that is consistent with their desired use. The City will increase the number of mobility parking spaces and provide dedicated on-street car share spaces adjacent to community, recreational, social and cultural facilities to increase social inclusion.

Regional parks and sporting facilities should have a minimum parking restriction of 2P on weekdays and 4P on weekends and holidays and an appropriate level of mobility parking spaces. This allows for access for those enjoying organised sports, picnics and casual recreation.

Parking controls adjacent to community, sporting and cultural facilities should generally not exempt permit holders during operating hours. This ensures all-day parking does not obstruct short-term access by a broad cross-section of the community. However, the City can consider providing targeted permit exemptions where necessary, such as exemptions for Support Workers so they can access a pool where regular sessions there are part of supporting a client.

Some community or recreational facilities, including parks, have small street frontages. In these circumstances, if period parking controls are used, they should be consistent with surrounding streets to minimise the potential for inadvertent non-compliance.

Time limits near cultural facilities will be reviewed on an as-needs basis to balance the needs of patrons and the local community.

The City will aim to provide some space for pick up and drop off at facilities where possible. The kerbside treatment will depend on the type of activity in the centre, e.g. short stay parking for childcare; no parking for more general facilities.

Pay parking

It is recommended that ticket parking be installed where average parking occupancy is greater than 85% and average compliance is less than 80%. Recommended controls are contained in Table 3.

Type of Facility	Duration and ticket parking	Operating hours and days	Permit Holder Exemption s
Specialised sports	2P or 2P Ticket	Daytime	No
	Locally consistent	Evening	Yes
Hospital frontage	2P or 2P Ticket	Daytime	No
	4P Ticket	Evening	No
Small Parks	Locally consistent	Daytime	Yes
	Locally consistent	Evening	Yes
Regional Park	2P or 2P Ticket	Daytime	No
	4P Ticket	Evening	Yes
Place of public worship	Case by case	Daytime	No
	Locally consistent	Evening	Yes
Cultural Facilities	2P or 2P Ticket	Daytime	Site specific
	4P Ticket	Evening	

Table 3 – Guidelines for parking controls adjacent to community, recreational and cultural facilities

4. MANAGING COMPLIANCE

4.1 Monitoring and enforcement

Deterrence of non-compliant behaviour is a key element of any successful policy framework.

The City will perform routine ranger patrols to deter non-compliance with time restrictions. There will also be a particular focus on school zones, Mobility Parking Schemes, events and construction works and areas that are found to have high levels of non-compliance.

The City may also allocate enforcement resources in response to community feedback and requests.

Information on compliance and enforcement will be made available consistent with the City's obligations under the Government Information (Public Access) Act.

4.2 Responses to non-compliance

Where persistent non-compliance with parking controls undermines reasonable access to parking for residents, visitors and business, the City may increase enforcement, and if the non-compliance persists, consider introducing ticket parking.

The City will consider enforcement in the context of the full suite of interventions available, including changes to time restrictions and pricing, to implement a proportionate, cost effective response.

5 MOBILITY PARKING

5.1 Purpose

The purpose of Mobility Parking is to prioritise on-street parking for persons with a mobility disability, including temporary disability, who are dependent on car travel by a private vehicle to maintain their mobility and independence.

5.2 Mobility parking entitlements

Under the Mobility Parking Scheme administered by the NSW Government, a vehicle transporting a mobility permit scheme card holder is exempt from parking fees and time limits in any period parking space of more than 30 minutes. For parking spaces with time limits of 30 minutes a permit holder can park for 2 hours, and where parking is limited to less than 30 minutes, the vehicle can park for a maximum of 30 minutes.

5.3 On-street mobility parking spaces

Mobility parking spaces are clearly signposted. They are provided for the exclusive use of vehicles displaying a Mobility Parking Scheme permit.

Where possible, the City will locate and install dedicated mobility spaces or pickup and drop off zones so they are physically accessible for people with disabilities, e.g. with a kerb ramp.

Centres and facilities

Areas of kerbside to which a 'No Parking' sign applies can provide useful opportunities for pick up and drop off in busy areas. The Road Rules 2014 permit a driver of a vehicle to stop in a 'No Parking' zone for up to the time indicated on the sign or up to 2 minutes (and for up to 5 minutes for vehicles displaying a Mobility Permit), for the purpose of picking up or dropping off passengers or goods, as long as the driver does not leave the vehicle unattended.

Given that vehicles displaying a mobility permit are exempt from time limits in most spaces of more than 30 minutes, mobility parking spaces are appropriate only in limited locations. In considering requests for a mobility parking space, the City will consider:

- a) likely intensity of use by one or more mobility permit holders;
- b) availability of nearby on-street period parking; and
- c) availability of convenient and reasonable on-site alternatives.

The City's Inclusion (Disability) Action Plan provides the context for increasing the supply of dedicated Mobility Parking Spaces. Where possible the City will install spaces so they are accessible to users, for instance with a kerb ramp or adjacent to a driveway.

The City will consider time restrictions on mobility parking spaces in locations where it is important to maintain turnover, such as near medical centres.

Residential streets

The City of Sydney will consider establishing a mobility parking space outside an individual's home only where the resident holds an individual mobility permit issued to persons with a

permanent disability. The space is lawfully available to any vehicle correctly displaying and using a mobility permit and cannot be dedicated for the exclusive use of any particular vehicle.

6. ELECTRIC VEHICLE PARKING – TO ENABLE CHARGING

6.1 Purpose

The City supports the electrification of transport fleets to meet its Net Zero Emissions by 2035 goal as outlined in the City's Electrification of Transport in the City Strategy and Action Plan.

The City can allocate a limited number of kerbside spaces to accommodate public on-street charging that has minimal impact on the public domain. The City will not allocate parking for electric vehicles (EV) for any purpose other than charging.

6.2 Approach

The City will aim to provide any EV parking for public charging in areas with fewer public off-street charging opportunities, and/or where there are many residences without off-street parking

The City will consult with nearby residents and businesses on proposals for any on-street EV charging.

The City will include relevant fees and charges for installation and any ongoing use by charging operators of spaces in its annual Schedule of Fees and Charges established in accordance with the Local Government Act 1993.

7. BICYCLE PARKING – TO REDUCE FOOTPATH CLUTTER

7.1 Purpose

The City supports increased bicycle riding. Share bike schemes reduce private vehicle use, however they can result in footpath clutter due to share bikes parked on footpaths.

To reduce this clutter, the City may provide on-street space where necessary. The City will aim to provide any bicycle storage/parking in on-street locations that minimise the impact on other road users, including safety, movement or competition for kerbside use. One option is to allow share bikes to be stored in the departure side of intersections, areas typically signposted 'No Stopping' as part of standard intersection design. In many of these locations bicycles can be safely stored due to their smaller dimensions / limited impact on sightlines.

Where required, the City may supplement these storage areas with a small number of dedicated on-street bicycle parking spaces.

8 PARKING PERMITS

8.1 Purpose

Parking permits exempt holders from time limits and parking fees in spaces signposted 'permit holders exempt'.

The need for parking permits arises directly from the imposition of kerbside parking controls. Where vehicles are only permitted to park for a short length of time, such as one hour, permits are needed for a larger proportion of everyday activities, such as visits by friends, tradespeople, carers or customers. Conversely, where vehicles may park for a longer amount of time, many everyday activities can be completed without permits. For this reason, permits and parking restrictions will be coordinated.

8.2 Display and use of permits

A permit must be displayed on the left-hand side of the front windscreen or on the inside of a window on the left-hand side of the vehicle. It must be clearly visible to an authorised officer.

A permit is valid only where kerbside signposting includes the words 'Permit Holders Excepted'. The area identification number must correspond to the number on the permit.

8.3 Exclusion of some new developments and residential areas from permits

The intensification of urban land use within the City of Sydney, particularly Green Square urban renewal area, has significant implications for the road and public transport network. Traffic generation from new multi-unit commercial and residential developments can reduce the efficiency of the road network, affect the reliability of bus and light rail, and reduce the liveability of existing neighbourhoods.

In order to mitigate the congestion impact of major new developments and support the viability of public transport services, the City of Sydney limits both on-site parking supply and access to street parking. Access to street parking is limited by excluding some residential areas and residents of some new developments from participation in the City's permit parking scheme. This prevents parking demand associated with major new residential and commercial developments from spilling into existing neighbourhoods.

The City excludes from parking permit eligibility most types of multi-unit residential and commercial developments. The specific exclusions vary based on the time of development, recognising the changing boundaries and relevant planning controls in the City of Sydney since 1996, or specific conditions imposed prior to the adoption of this Policy. Information about the eligibility of individual existing properties is publicly available on the City's website.

Sections 10 to 15 of the Policy outline the specific eligibility exclusions by permit type.

New residential and commercial development forms are likely to arise as a result of NSW Government changes to planning to encourage more housing. Building types and/or definitions not mentioned in the Policy but that operate or are similar to the building types specifically excluded will be excluded. This will be confirmed as part of the planning approval process for any new development. The City will update this Policy as required to reflect any new development forms during policy reviews.

If a landowner believes that conditions have been incorrectly applied to development consents issued for a dwelling house, attached dwelling, multi-dwelling housing or shop-top dwelling an application can be made to amend those conditions.

8.4 Restricted properties

Premises which are restricted from participating in the permit parking scheme at the date of adoption of this policy will remain restricted.

A small number of properties in Ultimo and Pyrmont are classified as 'Restricted Properties', and are eligible for a maximum of one resident parking permit if they do not have on-site parking. Given the high density of dwellings in this location and the limited on-street parking, the City will maintain the one-permit restriction on these properties by classifying them as Zone A, as per Section 9.3

9 PARKING AREAS AND PARKING ZONES

The policy divides the City into a number of parking areas to ensure that permits are used to park near the household or business to which they were issued. These are shown at Figure 1. In order to accommodate variations in population density and parking pressures, parking areas are zoned as A or B.

9.1 Principles for parking areas

Parking area boundaries will be clear and easy to understand, generally following major built or natural features, such as arterial roads, railways and natural boundaries.

In order to reduce the proportion of residents inconvenienced by their proximity to an arbitrary boundary, the City will reduce the number of parking areas to the minimum necessary to maintain the integrity of the permit system. This will also assist those using visitor parking permits, who may not be familiar with a parking area's complex boundaries.

Detailed permit boundaries for all areas will be published on the City of Sydney's website.

9.2 Parking area boundary modifications

The Chief Executive Officer is authorised to make minor amendments to area boundaries.

9.3 Parking zones - Zone A and Zone B

The policy zones parking areas as either Zone A or Zone B (see Figure 2). Zone A applies to parking areas where the number of resident parking permits issued exceed the number of parking spaces in that parking area. All other areas are Zone B. (Section 8.4 documents the application of Zone A conditions to some restricted properties in Ultimo and Pyrmont.)

The City will monitor permit numbers issued relative to available parking spaces in each parking area. Where the number of resident parking permits exceeds the number of parking spaces, the City will assess the need to rezone an area from B to A.

Recommendations to rezone an area, from A to B or B to A, will be reported to Council, after public exhibition.

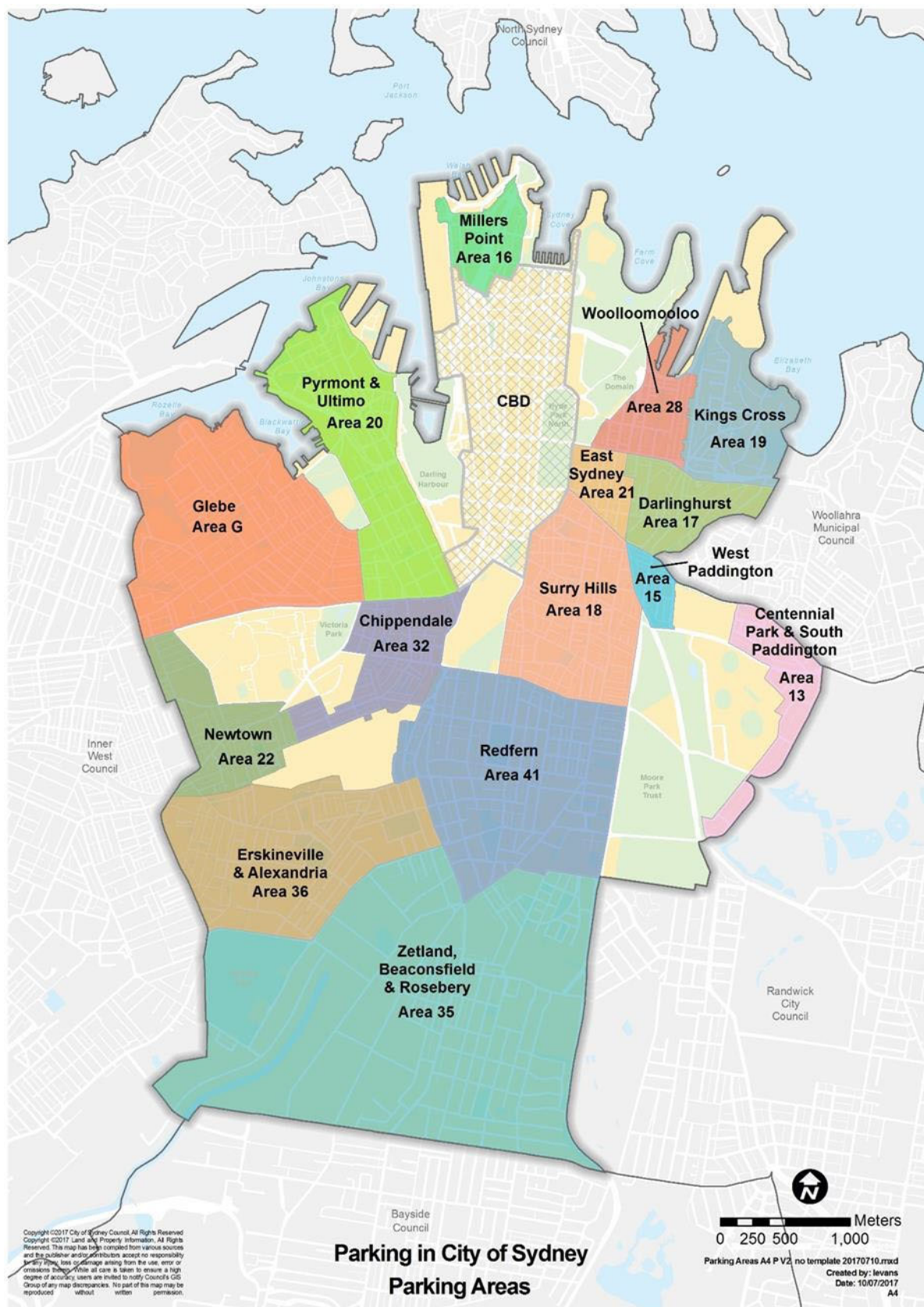


Figure 1. Parking areas

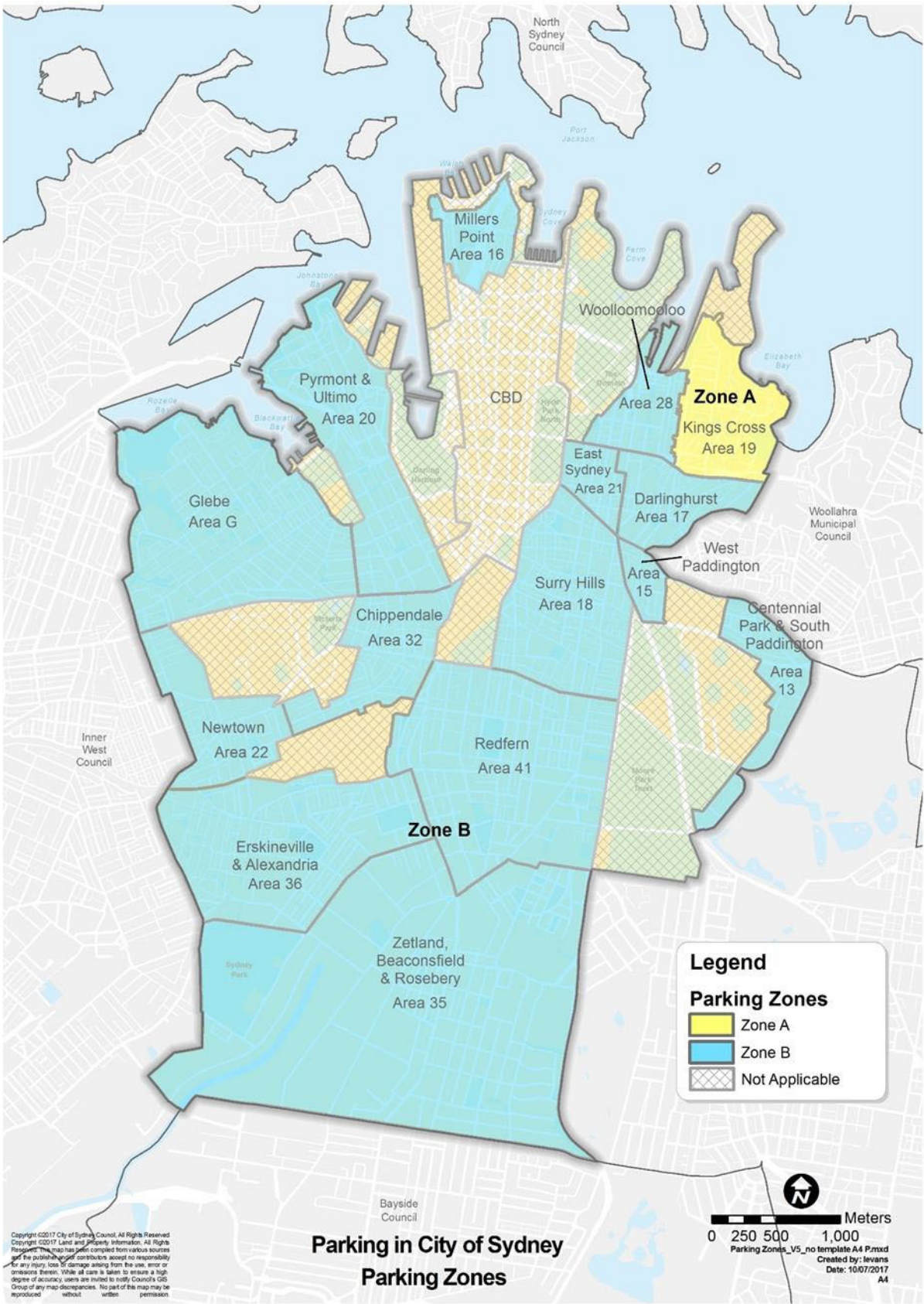


Figure 2. Parking zones

10. RESIDENT PARKING PERMITS

10.1. Purpose

Resident parking permits enable residents who do not have sufficient on-site parking to park on-street and avoid time limits and parking fees.

10.2. Eligibility

Residents in most households in the City of Sydney are eligible for resident parking permits. However, the following households or land use types are not eligible:

- a) A household which occupies a new or Converted Residential Flat Building or Boarding House approved since 8 May 1996 (former South Sydney) or 1 May 2000 (former Sydney City Council) or 12 May 2014 (all remaining areas of the City of Sydney).
- b) A household which occupies a Dwelling approved with the condition that no parking permits are to be issued.
- c) A household occupying a Secondary Dwelling on a lot for which parking permits are already issued.
- d) A household which occupies premises not approved for residential use.
- e) Hotels, backpacker hostels, guesthouses, Co-living Housing and Serviced Apartments.
- f) A household occupying any other non-residential premises.

The resident's vehicle must:

- a) be registered in the resident's name, or have the applicant listed on insurance as a driver if registered in another name. For residents with multiple properties the applicant must show proof that they reside for a minimum of six months a year at the eligible property address. If the applicant has access to a vehicle through an agreement with an employer the applicant must have full private use of the vehicle.
- b) not be a truck, bus, tram, trailer, tractor or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass or be longer than 7.5 metres

10.3 Quantity of permits

Parking permits are issued for vehicles registered to the address of an eligible household provided that the household does not have on-site parking available for that vehicle.

The number of permits a household is eligible for in each Zone is as follows:

Zone A

- a) A household in Zone A without any on-site parking spaces is eligible for up to one parking permit.
- b) Each room of an eligible and approved Boarding House will be treated as a separate Dwelling eligible for one resident parking permit.
- c) No permits will be issued to households with one or more on-site parking spaces.

Zone B

- a) A household in Zone B without any on-site parking spaces is eligible for two parking permits.

- b) Each room of an eligible and approved Boarding House will be treated as a separate Dwelling eligible for one resident parking permit.
- c) A household in Zone B with one on-site parking space is eligible for one parking permit for a second vehicle.
- d) No permits will be issued to households with two or more on-site parking spaces.

10.4. On-site parking

~~On-site parking is deemed to be available where it can meet Australian Standard 2890.1.~~ In determining whether an on-site parking space exists, the City will have regard to:

a) Australian Standard 2890.1

- ~~a)~~b) accessibility by a vehicle
- ~~b)~~c) the presence of a garage door or roller door
- ~~c)~~d) the existence of a vehicular kerb ramp
- ~~d)~~e) the presence of a carport or garage structure
- ~~e)~~f) evidence of use of the space for parking
- ~~f)~~g) any approved or registered plans.

10.5. Temporary resident parking permits

In the circumstances described below, the City may issue a temporary resident parking permit.

Interim resident parking permit

The City may issue an interim resident parking permit if:

- an eligible applicant has moved to the City and their vehicle is registered interstate. The permit will be valid for 3 months. It is compulsory to change the vehicle registration details to a NSW address within 3 months of a move. Once the applicant's vehicle is registered to a City address, applicants will be eligible for a resident parking permit.

If an eligible applicant's vehicle has been damaged or stolen, the City will issue an interim resident parking permit for up to 3 months. Applicants will be required to provide documentary evidence in support of their claim and will be required to sign a statutory declaration in the presence of a Justice of the Peace.

Temporary construction work resident parking permit

If lawful construction work (including work under a development consent, complying development certificate or exempt development) renders the parking space at an eligible applicant's address temporarily inaccessible the City may issue a temporary construction work parking permit. A permit must not be used in order to enable the storage of materials in the on-site car space.

Temporary permits will be issued to a single nominated vehicle registered at the applicant's address, and may not be used by any other vehicle. The maximum duration of such permits is three months. Residents must provide proof of works being undertaken.

11 VISITOR PARKING PERMITS

11.1 Purpose

Visitor parking permits enable residents' visitors, including family members, friends, carers, General Practitioners and tradespersons to park on-street and avoid time limits and parking fees.

11.2 Eligibility

Residents in most households in the City of Sydney are eligible for visitor parking permits. The following households or dwelling types are not eligible:

- a) A household which occupies a residential flat building or boarding house, approved since 8 May 1996 (former South Sydney) 1 May 2000 (former Sydney City Council) or 12 May 2014 (City of Sydney).
- b) A household which occupies a dwelling approved with the condition that no parking permits are to be issued.
- c) A household with an on-site visitor parking space, including shared visitor parking spaces in multi-unit dwellings.
- d) A household occupying a secondary dwelling on a lot for which visitor parking permits are already issued.
- e) A household which occupies premises not approved for residential use.
- f) Hotels, backpacker hostels, guesthouses, tourist accommodation Co-living Housing and serviced apartments.
- g) Any other non-residential premises.

11.3 Quantity of permits

Visitor permits are one day scratch cards.

Each eligible household has an annual allocation of 50 visitor permits.

11.4 Validity

A permit is not valid for use on a caravan, bus, truck, trailer, or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass, except if a visitor permit is being used for removals to or from the address of the permit holder.

Visitor permits are single-use permits and are valid on the indicated date of use. The permit is valid only when the date of use has been clearly and correctly indicated. Visitor permits will be issued with a minimum of 12 months validity.

12 VISITOR PARKING PERMITS - TRADESPERSONS

12.1 Purpose

Tradespersons Parking Permits enable tradespersons to carry out maintenance and improvement work for City residents to park on-street and avoid time limits. This reduces job costs and local traffic movements. They may be used in addition to, or instead of, one-day Visitor Parking Permits.

12.2 Eligibility

Tradespersons Parking Permits may be issued to residents who:

- a) require alterations, additions, minor maintenance and improvement work to be undertaken at their place of residence
- b) provide proof of residency
- c) provide a quote or contract which sets out the address of the place where the work will be carried out, the nature of the works, and the duration of works.

Most households are eligible for Tradespersons Parking Permits.

The following households or dwelling types are not eligible:

- a) A household which occupies a new or Converted Residential Flat Building or Boarding House approved since 8 May 1996 (former South Sydney) or 1 May 2000 (former Sydney City Council) or 12 May 2014 (all remaining areas of the City of Sydney).
- b) A household which occupies a Dwelling approved with the condition that no parking permits are to be issued.
- c) A household occupying a Secondary Dwelling on a lot for which parking permits are already issued.
- d) A household which occupies premises not approved for residential use.
- e) Hotels, backpacker hostels, guesthouses, Co-living Housing and Serviced Apartments.
- f) A household occupying any other non-residential premises.

12.3 Quantity of permits

Eligible households may obtain up to six one-week permits each calendar year.

12.4 Validity

A permit is not valid for use on a caravan, bus, truck, trailer, or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass. Permits are valid for one week. The date of validity and the resident's address will be displayed on the permit.

13 BUSINESS PARKING PERMITS

13.1 Purpose

A business parking permit may be issued to a business located within the City of Sydney LGA that requires a vehicle for the carriage of goods or equipment. The purpose of this permit is to exempt a business vehicle from time limits and parking fees in spaces signposted 'permit holders exempt'.

Given the very high competition for on-street parking and the need to maintain parking turnover for retail customers, visitors and residents, business permits are issued only for vehicles registered in the name of the business as being for business use, and used in its routine daily operation to carry goods and equipment.

13.2 Eligibility

Occupants of new multi-suite commercial premises approved on or after 12 May 2014 are excluded from participation in the permit parking scheme. A business parking permit may be issued to an applicant who:

- a) has a business located within the City of Sydney Local Government Area
- b) requires an eligible vehicle for routine transport of goods or equipment in the day to day operation of a registered business
- c) is an employee or principal of a registered business operating from premises which have development consent for business use and which have not been excluded from participation in the permit parking scheme by a condition of development consent
- d) has no on-site parking dedicated to the business; and
- e) cannot reasonably modify the premises to provide on-site parking.

To be eligible for a business parking permit, the vehicle must:

- a) be registered in the name of the business, or a principal of the business
- b) be registered for business use
- c) be used for the purposes of carrying goods and equipment
- d) not be a truck, bus, tram, caravan trailer or tractor or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass or longer than 7.5 metres.

13.3 Quantity of permits

A business is eligible for one parking permit. Where more than one business occupies a single business premises, no more than one permit will be issued to each registered lot on a first-in first-served basis.

13.4 Conditions of use

Permits are only to be used for the carriage of goods and equipment. They are not to be used on vehicles primarily used for staff travel, attendance at business appointments, or commuting to a place of employment or business.

14 SUPPORT WORKER PARKING PERMITS

14.1 Purpose

A support worker parking permit exempts a support worker's or service provider's vehicle from time limits and parking fees while the support worker or service provider is providing in-home support.

The permit is issued to the service provider rather than the recipient of the in-home support. This facilitates more efficient access for the service provider and avoids placing application requirements on residents.

14.2 Eligibility

A permit may be issued to a service provider who:

- a) provides in-home support services
- b) conducts, or expects to conduct, more than 60 home visits per year to residents in the City of Sydney and partnering Council areas.¹

To be eligible for a permit the vehicle must:

- a) be registered in the name of the service provider. If the vehicle is in a private name, the service provider must supply a letter explaining that the permit will be used for the purpose of providing in-home support only.
- b) be under 4.5 tonnes and less than 7.5 metres, unless such vehicle is necessary for the support service provided.

14.3 Quantity of permits

There is no limit to the number of Support Worker Parking Permits that may be issued to service providers who employ support workers. Individuals that operate as a service provider will be issued with one permit.

14.4 Conditions of use

The permit may only be used by a support worker or service provider for the purposes of providing in-home support.

If the permit is no longer in use by the service provider or is not expected to be used for a period of three (3) months or more, the permit must be returned to Council.

14.5 Validity

Permits will be valid for one year from date of issue.

14.6 Plan of management

Service providers who purchase multiple permits for support workers are required to provide a Plan of Management at the time of application to prevent the misuse of the permits. This

¹ In 2015 the City signed a Memorandum of Understanding with then Marrickville and Leichhardt Councils whereby the three Councils agreed to issue a Support Worker permit that would be accepted in all three council areas. The City undertook to administer the scheme. This expanded scheme now includes all of the Inner West Council area, and Randwick City Council.

requires the support provider to demonstrate potential risks for misuse and control measures if appropriate.

15 CARERS' PARKING PERMITS

15.1 Purpose

A carers' parking permit exempts a vehicle used by a carer visiting a resident from time limits and parking meter fees where while the carer is providing in-home care.

The permit is issued to the resident rather than the carer. This enables residents to receive care visits from multiple carers who are not eligible for the support workers parking permit.

15.2 Eligibility

A carers' parking permit may be issued to a resident who:

- a) has a letter from a service provider or health professional setting out the resident's need for in-home care.

The following households or dwelling types are not eligible:

- a) A household which occupies a residential flat building, approved since 8 May 1996 (former South Sydney), 1 May 2000 (former Sydney City Council) or 12 May 2014 (all remaining areas of the City of Sydney).
- b) A household which occupies a dwelling approved with the condition that no parking permits are to be issued.
- c) A household with an on-site visitor parking space, including shared visitor parking spaces in multi-unit dwellings.
- d) A household which occupies premises not approved for residential use.
- e) Hotels, backpacker hostels, guesthouses, tourist accommodation, Co-Living Housing and serviced apartments.
- f) Any other non-residential premises.

15.3 Conditions of Use

Eligible residents are entitled to one (1) transferable permit per household. The permit may only be used for the purposes of providing in-home care. The permit must be returned to the resident once the visit has ended.

The permits may only be used by Carers providing care who meet the definition of Carers as set out in the Carers (Recognition) Act 2010.

16 PREVENTION OF FRAUD AND MISUSE

16.1 Background

As a result of the high value of parking space, permit schemes are vulnerable to the misuse, theft and forgery of permits. This creates a risk of long-stay parking in residential areas, which occupies parking space otherwise intended for genuine customers, visitors and business users.

16.2 Action

The City will take action against misuse of permits. In the case of demonstrated fraud, improper resale or misuse of permits by a resident, business, visitors or care workers, the City may revoke eligibility for the offending individual, business, address or organisation, for a period of up to two years.

In instances where misuse of permits is reasonably suspected, the City will give permit-holders the opportunity to show cause as to why the permit should not be revoked. Permits will not be arbitrarily or unreasonably revoked.

In cases of suspected falsification, duplication or theft of permits, the City will refer the matter to the NSW Police for investigation.

16.3 Record of on-site parking

To address non-disclosure of on-site parking, the City will maintain a record of on-site parking supply at each residential or business address eligible to participate in the permit parking scheme.

Records will be based on information provided by applicants, development assessment documents, and street-based site inspections. Records will be made available to applicants to ensure the opportunity is provided to correct errors.

16.4 Information on permits

In the case of a resident or business parking permit, the permit will display the vehicle registration in order to prevent theft or improper transfer.

17 TRANSITIONAL ARRANGEMENTS

Transitional arrangements will minimise disruption or hardship by ensuring that existing permits of a type that is not consistent with this policy are honoured until Council determines otherwise.

17.1 Resident permits

In Zone A, a permit holder will be permitted to renew a second resident parking permit that was valid at the date of adoption of this policy on 12 May 2014. The permit may be renewed or transferred to a replacement vehicle only at the same address.

In Zone A, a permit holder with one on-site parking space, will be permitted to renew a first permit that is valid at the date of the adoption of this policy. The permit may be renewed or transferred to a replacement vehicle only at the same address.

Permits will not be renewed in cases where they have been obtained by the non-disclosure or inaccurate declaration of on-site parking spaces.

18 IMPLEMENTATION AND ADMINISTRATION

18.1 Neighbourhood Parking Policy Reviews

Where necessary to address emerging issues, the City will assess the consistency of parking controls with the Policy, and ensure the maximum amount of kerb is available for productive uses. This will include developing an implementation plan for each reviewed area setting out actions and timelines to address issues identified. Any changes will be subject to the engagement framework outlined in this Policy.

18.2 Hardship

Consistent with the Schedule of Fees and Charges, the City may waive the fees and charges applying to permits only in cases where their application would impose unreasonable financial hardship.

18.3 Enforcement

Enforcement of parking controls is the responsibility of City Operations.

Responsibilities

The City Access and Transport team at the City of Sydney will monitor and review this Policy.

The Traffic Operations team at the City of Sydney will manage kerbside restrictions in response to the Policy.

Rangers from the City of Sydney will enforce parking controls.

The Parking Operations team at the City of Sydney will manage the City's pay parking schemes.

The Customer Services team at the City of Sydney will issue permits outlined in the Policy.

Consultation

All relevant operational and policy units at the City of Sydney contributed to this Policy review, including Traffic Operations, Parking Services, Rangers, Customer Service, Legal & Governance and CityLife.

The review reflects representations made to Council in the 2017-18 policy review, and ongoing representations from residents and businesses on many issues since then.

The review is informed by the intensive community consultation the City undertook as part of the development of Sustainable Sydney 2030-2050 – Continuing the Vision.

References

Laws and Standards

- NSW Road Transport (General) Regulation 2021
- NSW Permit Parking Guidelines, Transport for NSW, 2021

Laws and Standards

- Carers (Recognition) Act 2010
- Government Information (Public Access) Act 2009

Policies and Procedures

- Car Sharing Policy
- Central Sydney On-Street Parking Policy
- City Access Strategy and Action Plan – Continuing the Vision

Review period

This policy will be reviewed every 3 years.

Approval Status

The Council approved this policy on [DD MONTH YYYY].

Approval History

Stage	Date	Comment	TRIM Reference
Original Policy	12 May 2014	Approved by Council	2013/311119
Reviewed	14 May 2018	Full review. Update guidelines for kerbside controls. Increase number of visitor permits available. Introduce tradespersons parking permit. Broaden vehicle eligibility criteria for business parking permits.	2018/329434
Commence Review Date	14 August 2021		
Approval Due Date	xxxx		

Ownership and approval

Responsibility	Role
Author	Manager, Transport Policy
Owner	Chief Operations Officer

Responsibility	Role
Endorser	City of Sydney Executive
Approver	City of Sydney Council

Item 4.

Post Exhibition - Central Sydney On-Street Parking Policy

File No: X111978

Summary

This report seeks Council approval of the Central Sydney On-Street Parking Policy ('Policy').

At its meeting on 25 November 2024, Council resolved to exhibit the draft updated Policy. It was exhibited for public comment from 10 December 2024 to 21 February 2025 (an extended period to account for the end of year and school holiday period), with extensions granted on request. The City of Sydney ('the City') received a total of 81 responses: 57 'quick poll' responses, 22 survey responses and 2 written submissions.

The Policy provides a consistent approach to the management of on-street parking in central Sydney), identifying high value uses that should be given priority for access to kerb side space. The Policy aims to balance the complex and competing needs of the kerbside in central Sydney. The Policy was last reviewed in 2018. This review is part of normal Council process. This review found that the Policy is generally operating well and is a useful tool in guiding kerb management in central Sydney but needed updating to reflect current kerbside allocation and practice.

The updated Policy aligns with Sustainable Sydney 2030–2050 Continuing the Vision, the Community Strategic Plan, the Access Strategy and Action Plan – Continuing the Vision and the Central Sydney Planning Strategy 2016-2036, along with updates to operational and implementation processes.

Submissions overall showed support for the City's approach, particularly support for on-street bicycle parking and increasing bicycle parking generally, along with the need to reduce cars in the city centre further. Other comments were single issues with one or 2 comments only, and raised reduce vehicle parking, more motorcycle parking, pedestrian improvements, expanding the area that the Policy applies, improving traffic flow, providing more drop off and pick up and increasing parking.

The final Policy was amended to update the Policy with the community engagement and approval approach in response to the NSW Government's Temporary Delegations to Councils, along with an addition of 'car share' to section 1.2 (reflective of the Sydney Development Control Plan 2012) regarding types of off-street parking in new developments in response to a submission. Attachment B tracks changes to the draft Car Sharing Policy made to the revised policy placed on public exhibition.

Recommendation

It is resolved that:

- (A) Council note the submissions and feedback received through the public exhibition period is included in the Engagement Report as shown at Attachment A to the subject report;
- (B) Council adopt the Central Sydney On-Street Parking Policy incorporating amendments following the public exhibition process, as shown at Attachment B to the subject report; and
- (C) authority be delegated to the Chief Executive Officer to make amendments to the Central Sydney On-Street Parking Policy to correct any minor drafting errors and finalise design, artwork and accessible formats for publication.

Attachments

Attachment A. Engagement Report - Central Sydney On-Street Parking Policy

Attachment B. Central Sydney On-Street Parking Policy (showing changes)

Background

1. The Central Sydney On-Street Car Parking Policy was adopted in late 2015 and was reviewed in 2018. The 2018 review determined that the Policy was 'fit-for-purpose'.
2. The Policy outlines an approach to the management of on-street parking in central Sydney. Refer map in Attachment B which shows the defined area.
3. A review of the 2018 Policy was delayed, primarily due to the Covid-19 pandemic and to the NSW Government advising it was updating its Sydney City Centre Access Strategy. It is our understanding that the NSW Government currently has no intention to release such a strategy.
4. The Policy has been reviewed to:
 - (a) make sure it aligns with Sustainable Sydney 2030–2050 Continuing the Vision, the Community Strategic Plan and the Access Strategy and Action Plan – Continuing the Vision
 - (b) make sure the implementation and operational process are fit for purpose
 - (c) improve management of the Policy
 - (d) reflect current kerbside challenges, opportunities and trends in central Sydney. A key element of these is increasing emphasis on uses of kerb space for cycleways, footpath widening, outdoor dining and tree planting, as well as vehicle storage.
5. The review found that the Policy is a useful tool in guiding kerb management in central Sydney. The intent and purpose of the Policy remain important. The Policy has provided the policy framework for allocating scarce kerb space in central Sydney, notably in response to the construction of light rail and major construction works associated with Sydney Metro and major developments.
6. There are consistent demands for more kerb side access from all user groups, from waste trucks and tourist coaches to people with limited mobility to taxi drivers and motorcycle riders.
7. In light of the above, the Policy was updated with a small number of changes. Key updates include:
 - (a) Updating the prior hierarchical approach, which in practice, was not reflective of current kerbside allocation or flexible enough to enable the collaborative approach currently undertaken to kerbside reallocation. Kerbside changes are made in collaboration between the City, Transport for NSW, government authorities (such as NSW Fire and Rescue), and groups such as the Taxi Council, and often in response to representations from key business stakeholders, such as hotels or business associations, or in response to new development. There is generally consensus on the most important functions in most areas, and solutions often involve crafting complex time of day and week sharing of the kerb between multiple users. These solutions are too location-specific to capture in a rules-based or strict hierarchical policy.

- (b) To clearly outline the challenges and opportunities for central Sydney, such as: growth, new tower precincts, metro and light rail, the need for more space for people walking, bus network consolidation, the need for kerb access for construction, the need for place improvements to support economic recovery from the pandemic, continued expansion of cycleways and the mainstreaming of ridesharing, and bicycle sharing.
 - (c) Adding the importance of the kerbside in central Sydney to access functions such as drop off and pick up, no stopping, short stay parking and on-street bike parking.
 - (d) Linking the provision of loading zones to availability of off-street loading zones and making it clear loading zone provision is to support the needs of businesses.
8. The updated draft Policy was discussed at Council 25 November 2024 and placed on exhibition.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

9. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
- (a) Direction 3 - Public places for all - The Policy manages kerbside to respond to the access of places, not just for vehicle movement and storage.
 - (b) Direction 5 - A city for walking, cycling and public transport - The Policy tries to balance the competing needs of the kerbside for access and place to enhance central Sydney as a city for walking, cycling and public transport whilst maintaining access for required vehicle parking, such as mobility parking, loading and servicing, taxis and point-to-point amongst other users who are necessary to the economic functioning of central Sydney.
 - (c) Direction 6 - An equitable and inclusive city - The Policy provides for mobility parking, drop off and pick up and short stay parking, reflective that this access is of vital importance to some members of our communities.
 - (d) Direction 9 - A transformed and innovative economy - The Policy ensures that businesses have access to parking for loading and deliveries.

Organisational Impact

10. No organisational impacts are identified. The proposed changes reflect existing City operations.

Risks

11. The review of this Policy has been assessed against the City's risk appetite and been found to pose minimal risk.
12. The updating of this Policy is part of normal business processes to ensure that the City can meet its obligation of providing and balancing kerbside space in central Sydney. The updated Policy better enables the City to manage its responsibilities reducing risk. The updates are minimal to an existing Policy. The only risk identified was not updating the Policy, which carry reputational, people, service delivery, sustainability and compliance risks.
13. The updated Policy is within the City's risk appetite/tolerance posing minimal risk to financial obligations (cautious to open risk appetite), sustainability (open risk appetite), service delivery (open risk appetite), people (minimal risk appetite), reputational (minimal risk appetite) and compliance (minimal risk appetite).

Social / Cultural / Community

14. The Policy aligns with the City's A City for All – Inclusion (Disability) Action Plan 2021-2025.

Environmental

15. The Policy better aligns with the City's environmental strategies, including aiming to provide more space for planting.

Economic

16. The Policy supports access for businesses and visitors.

Financial Implications

17. The updated Policy, if approved, will not materially impact on existing operations. The on-going management and implementation of the Policy is part of the existing operations of the City.
18. In accordance with section 610F of the Local Government Act 1993, fees will be exhibited along with the City's draft operational plan as part of the annual review of fees and charges.

Relevant Legislation

19. NSW Roads Act 1993
20. Road Transport (General) Regulation 2013
21. NSW Road Rules 2014
22. The Policy reflects recent changes to the City of Sydney Act 1988 (the abolition of the Central Sydney Traffic and Transport Committee).

Critical Dates / Time Frames

23. This is a review and update to an existing policy. The current Policy is in effect until such time as this revised Policy is approved.

Options

24. There are no options. The Policy requires updating as part of normal Council processes.

Public Consultation

25. At its 25 November 2025 meeting, Council resolved to exhibit the draft Policy. It was exhibited for public comment from 10 December 2024 to 21 February 2025, with extensions granted on request.
26. During the consultation period the 'Sydney Your Say' page was visited 343 times, with 37 people downloading the draft Policy.
27. The City received 57 quick poll responses, 22 survey responses and 2 written submissions from organisations (no written submissions were received from individuals).
28. Attachment A provides a detailed Engagement Report.
29. Submissions overall showed considerable support for the City's approach, particularly to providing on-street bicycle parking.
30. Managing kerb space in central Sydney was important or very important for 96 % of respondents to the quick poll.
31. The survey feedback highlighted the following key areas:
 - (a) the majority of respondents parked off street in central Sydney, or did not park, rather utilising drop off or pick up or driving through
 - (b) comments supporting the proposed new approach to kerb side space allocation were provided by 14 respondents.
32. There were 14 responses to the open question response (including 2 relevant comments submitted to the Neighbourhood On-street Parking Policy survey which was open at the same time):
 - (a) Three responses were generally supportive. One response was generally unsupportive.
 - (b) The biggest single issue respondents mentioned in the open response part of the survey was support for on-street bicycle parking and increasing bicycle parking generally (6 comments).
 - (c) Respondents raised that there was a need to reduce cars in the city centre further such as through congestion pricing (4).

- (d) The other comments were single issues with one or two comments only, and raised: reduce vehicle parking (2), more motorcycle parking (2), pedestrian improvements (one), expanding the area that the Policy applies (one), improving traffic flow (one), providing more drop off and pick up areas (one) and increasing parking (one).
- (e) Nine comments were not related to the Policy. Two comments were related to the Neighbourhood On-Street Parking Policy and have been reflected there.
- (f) Location-specific comments and suggestions have been passed on to the relevant operational teams.

33. Comments that crossed multiple themes were reported in each theme.

Amendments to the Policy following exhibition

34. Based on the nature of feedback provided the final Policy required minor amendments. Attachment B identifies the proposed changes to the exhibited drafts, using tracked changes, with key amendments as follows (changes in bold):

- (a) Addition of car sharing to 1.2. New Developments
 - (i) Current text: 1.2 The City can also require developers to provide bicycle parking and other end-of-trip facilities in a development.
 - (ii) Amended text: 1.2 The City can also require developers to provide bicycle parking, **car sharing** and other end-of-trip facilities in a development.
 - (iii) Requested by submission. Reflects existing Sydney DCP 2012.
- (b) Community engagement and delegated authority
 - (i) Response to a change of City's operational processes confirmed during the exhibition period, and the abolition of the Central Sydney Traffic and Transport Committee.
 - (ii) Deleted text: Proposed changes to parking restrictions in central Sydney will be considered by the members of the Local Pedestrian Cycling and Traffic Calming Committee. Decisions will be taken at an open meeting wherever possible, and any urgent out-of-session decisions reported to the subsequent meeting. Changes will also be reported to the Central Sydney Traffic and Transport Committee where required by the City of Sydney Act, or where desirable to improve coordination with the NSW Government.
[new paragraph] In addition to consultation with statutory committees established under the City of Sydney Act, changes to traffic, parking and loading in central Sydney will be discussed and coordinated with Transport for NSW in order to ensure their consistency with the Sydney City Centre Access Strategy. [new paragraph] Where changes to kerbside space are likely to affect known nearby users, the City will consult affected properties or users in writing. User group representatives may be non-voting members of the City's Traffic Committee.

- (iii) New text: Community Engagement. Given the strong community interest in kerbside parking management, consistent with its Community Engagement Strategy, the City will ensure that businesses and residents have an opportunity to comment on proposed changes that are likely to have significant impact on parking. [new paragraph] For other changes, such as changes to signage that are required for safety or regulatory compliance, the City will notify nearby businesses and residents of the change prior to implementation. [new paragraph] In 2023 the NSW Government delegated exclusive authority to local governments to make most parking changes on local and regional roads. Delegated City staff will make a final decision after the appropriate community engagement. [new paragraph] The City will refer to the Local Pedestrian, Cycling and Traffic Calming Committee matters where NSW Government delegations require the Committee's consideration. It will also take matters to the Committee where, after community engagement, it is clear there are a significant number of opposing views in the community. After recommendation by the Committee, delegated City staff will then make a final decision.
35. To manage the kerb to maximise the benefits across the multiple outcomes, we will continue to work collaboratively and consult with specific stakeholders, including with Transport for NSW, and with key business and community groups.

KIM WOODBURY

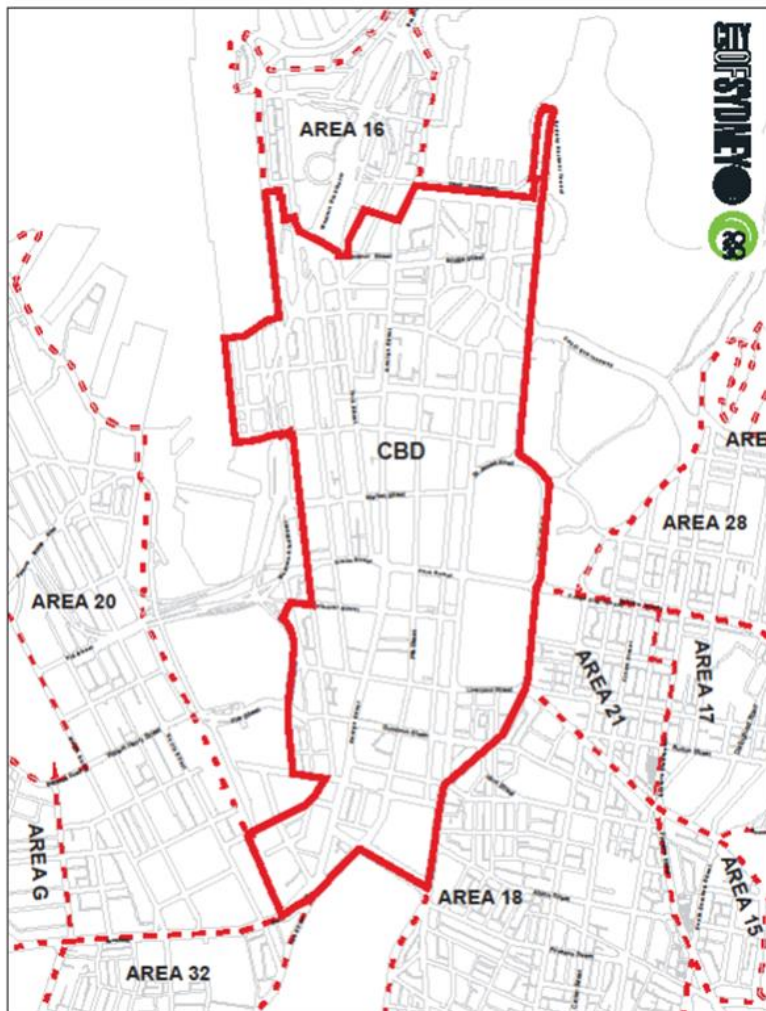
Chief Operating Officer

Annie Matan, Transport Policy Analyst

Attachment A

Engagement Report – Central Sydney On-Street Parking Policy

Engagement Report – Central Sydney On-Street Parking Policy



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1. Introduction

This engagement report summarises feedback from community consultation for the proposed updates to the Central Sydney On-Street Parking Policy. The updated Policy includes changes to make it clearer, improve how it's managed, align it with the City of Sydney's (the 'City') current plans and strategies and make sure it reflects the needs of our communities.

We are updating this policy to make sure it meets the needs of our growing, vibrant city.

The Policy provides a consistent approach to managing on-street parking in central Sydney, balancing the complex and competing needs of access to the kerbside.

The Policy applies only to central Sydney and sets the framework for allocating scarce kerb space to high-value uses. It supports a well-connected and accessible city while aligning with broader strategies, including Sustainable Sydney 2030–2050, the Access Strategy, and the Central Sydney Planning Strategy 2016–2036.

The Policy was last reviewed in 2018. A planned review was delayed due to the NSW Government's unrealised strategy development and the pandemic.

Significant growth and improvements to public transport and the public domain mean demand for kerbside access has changed. We work with Transport for NSW to manage parking hotspots and ensure efficient use of space. This update ensures the Policy remains relevant, effective, and aligned with our city's transport and planning goals.

2. Context

A growing city

The Central Sydney On-Street Parking Policy provides a framework for allocating kerb space to high-value uses, including no parking zones, taxi and point-to-point services, delivery and service vehicles, mobility parking, authorised vehicle zones and short-stay parking.

To strengthen the Policy's effectiveness, we are proposing operational changes, including:

- adopting a 'use of the kerb' approach to improve parking and stopping allocation
- minor text updates to strengthen the link between shared and individual off-street loading docks and the retention of on-street loading in those areas.

This update aligns the policy with our long-term transport and planning strategies while ensuring central Sydney remains accessible, efficient, and well managed.

Aligning with city strategies

The Policy has been reviewed to make sure it aligns with Sustainable Sydney 2030–2050 Continuing the Vision, the Community Strategic Plan and the Access Strategy and Action Plan – Continuing the Vision.

3. Engagement summary

3.1. We asked the community for feedback on the updates to our car sharing policy

Consultation activities included:

- **Sydney Your Say webpage** The page included an electronic copy of the draft policy document, link to the survey and provided a summary of the policy
- **Online feedback** through survey responses.
- **Quick poll** on our consultation webpage.
- **Stakeholder email:** A Sydney Your Say monthly newsletter email was sent to **5112** subscribers during consultation.

3.2. Purpose of the engagement

The purpose of the engagement was to:

- Gather feedback from stakeholders and the community about the proposed minor updates to the policy to make it easier to understand and align it with our strategies and plans.

3.3. Summary of engagement outcomes

Below is a break-down of the engagement outcomes during the consultation period:

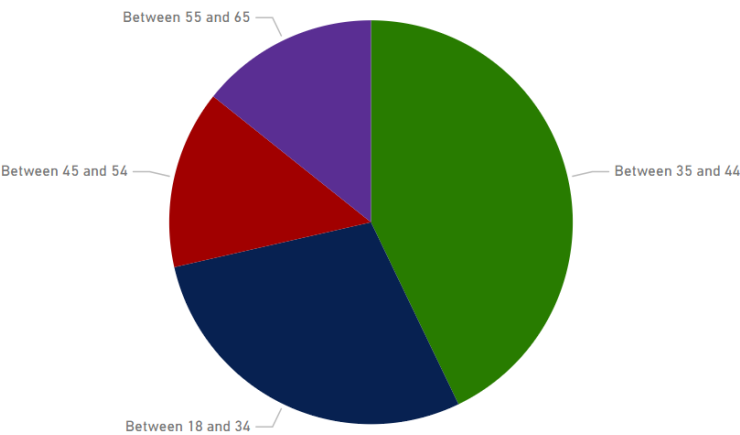
- There were **343** visits to the 'Sydney Your Say' page during the consultation period.
- **37** people downloaded the draft policy document.
- **22** people responded to the online survey.
- **2** email submissions were received, from GoGet and Ario.

4. Survey response summary

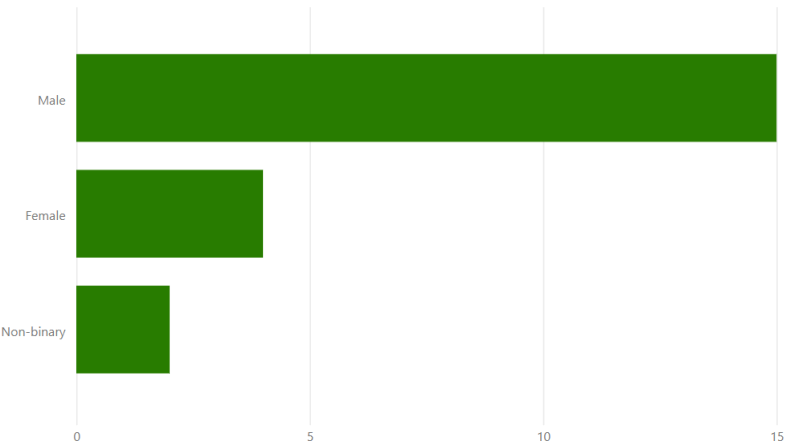
We asked the community to have their say through an online survey and a quick poll. Not all respondents answered all questions. Some questions allowed multiple responses.

About our respondents

- 6 respondents were between the ages of 35 and 44
- 4 respondents were between the ages of 18 and 34
- 3 respondents were between the ages of 45 and 55
- 2 respondents were between the ages of 55 and 65

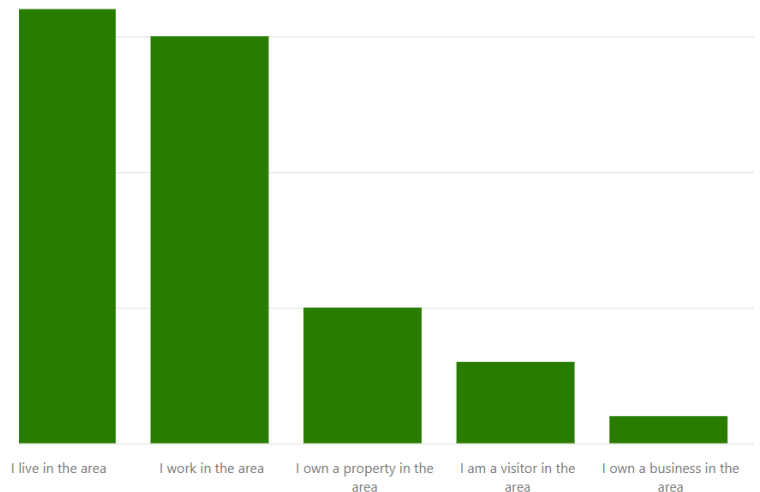


- 15 respondents identify as male
- 4 respondents identify as female
- 2 respondents identify as non-binary



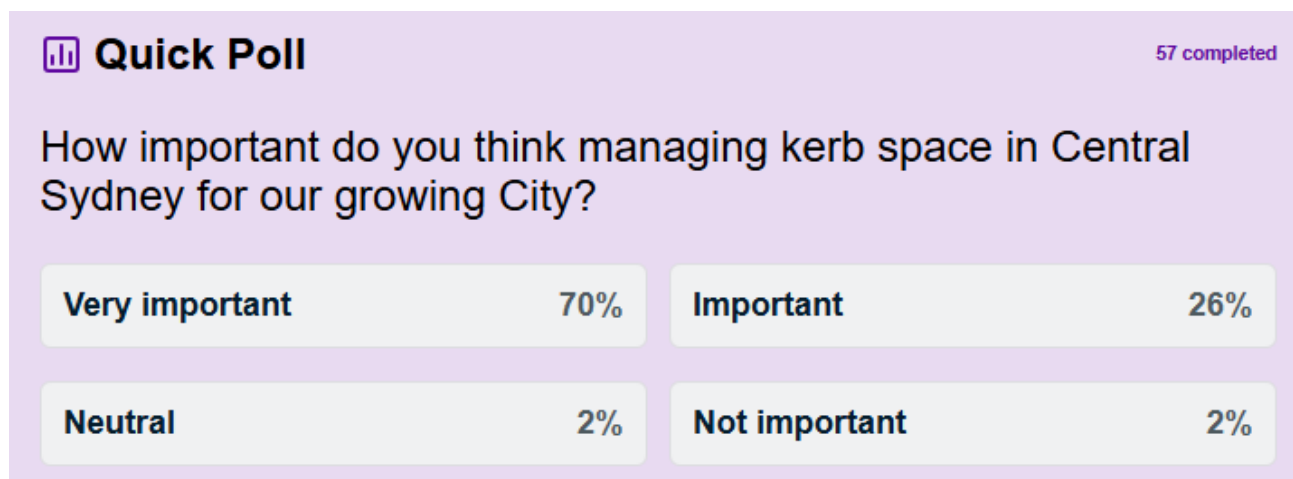
Engagement Report – Central Sydney On-Street Parking Policy

- 16 respondents live in the area
- 15 respondents work in the area
- 5 respondents own a property in the area
- 3 respondents are visitors in the area
- 1 respondent owns a business in the area



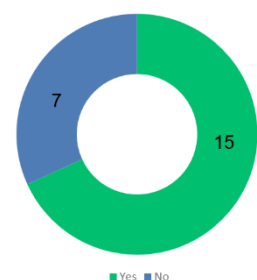
Quick poll summary

96 per cent of respondents to the quick poll thought that managing kerb space in central Sydney was important or very important.



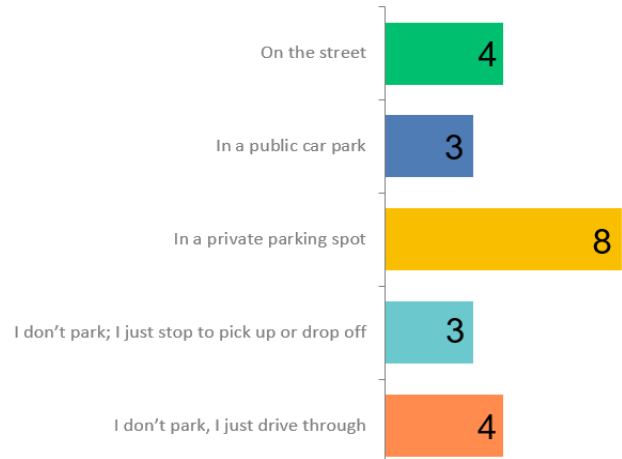
Question 1: Do you drive to Central Sydney

- 15 respondents drive to Central Sydney
- 7 respondents do not drive to central Sydney



Question 2: Where do you park in Central Sydney?

- 8 respondents park in a private parking spot
- 4 respondents park on street
- 3 respondents park in a public car park
- 7 respondents do not park, just pick up or drop off, or drive through



Question 3: Comments on the proposed update to reflect how the City currently decides who can use limited kerb space (Section 2.1).

14 respondents provided comments supporting the new approach with the following feedback:

- 4 comments suggested the new policy should allow space for bikes (both private and public) and outdoor dining.
- 3 comments wanted more no-parking zones in busy areas with clearer signs to make it easy for drivers and pedestrians to spot them.
- 2 comments agreed with the policy with suggestions for car sharing services to be considered for pickup issues.
- 2 comments requested the policy to consider keeping bikes off the footpath.
- 1 comment liked the idea but expressed concerns about driver behaviour and whether the new rules would be properly enforced.

Question 4: Do you support a 5% cap for car sharing spaces in each parking area?

While a car sharing cap is not explored in the draft policy, we used this opportunity to gather sentiment and understand views of central Sydney stakeholders.

- 4 respondents were in favour of the 5% cap.
- 4 respondents felt that the 5% cap was too high.
- 9 respondents thought that the 5% cap was too low.
- 3 respondents did not have a preference either way.

Open feedback

Question 5 in the survey was a free-text question, asking respondents if they had any other feedback on the proposed changes. The following table summarises the 14 comments raised by respondents. Two comments were submitted to the Neighbourhood On-street Parking Policy survey which was open for feedback at the same time.

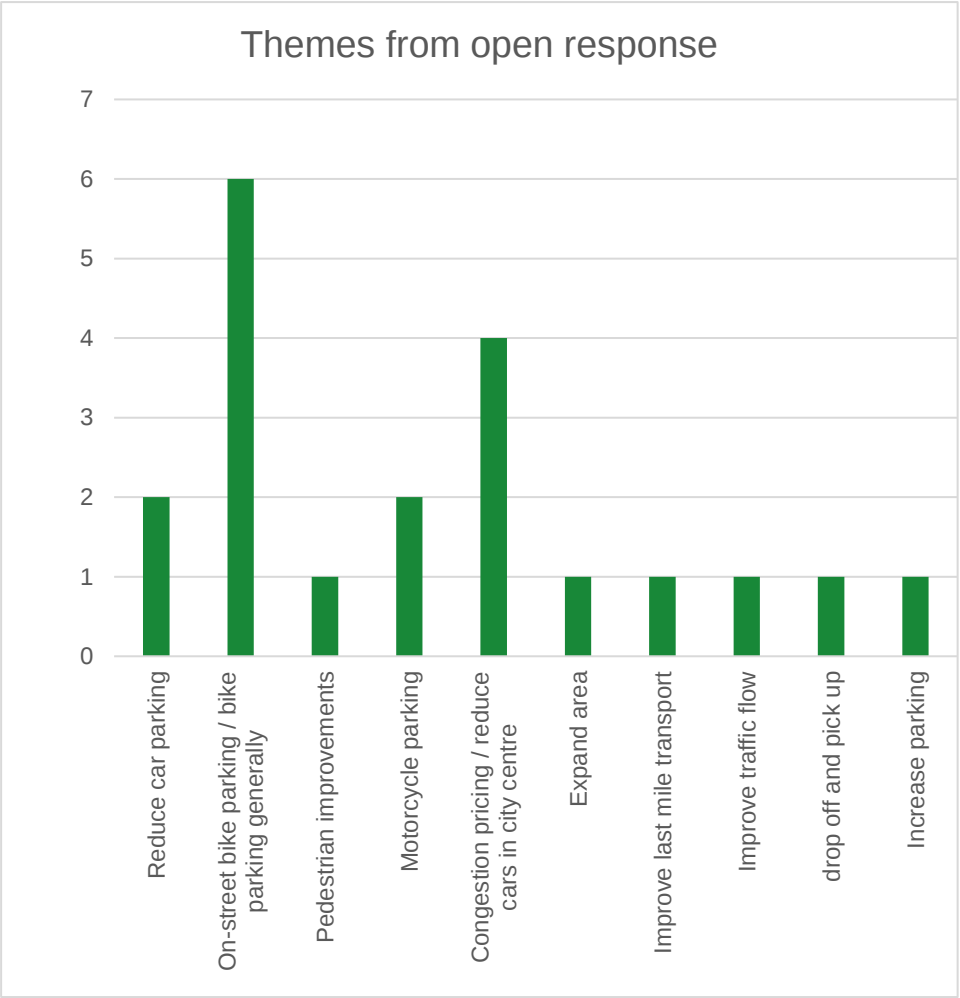
The biggest single issue respondents mentioned was support for on-street bicycle parking and increasing bicycle parking generally (6 comments).

Respondents raised that there was a need to reduce cars in the city centre further such as through congestion pricing (4). This is noted. The Policy enables the City to manage the kerbside in central Sydney to be a city for walking, cycling and public transport.

The other comments were single issues with one or two comments only, and raised: reduce vehicle parking (2), more motorcycle parking (2), support for pedestrian improvements (1), expanding the area that the Policy applies (1), improving traffic flow (1), providing more drop off and pick up (1) and increasing parking (1).

9 comments were not related to the Policy. 2 comments were related to the Neighbourhood On-street Parking Policy and have been reflected there.

Location specific comments or suggestions have been passed onto the relevant operational teams.



Open feedback – Summary

Topic	Description	# of comments	City of Sydney Response
Bicycle parking	Support for on-street bicycle parking and increasing general bicycle parking.	6	Noted. This aligns with section 2.10. On-street bicycle parking – to reduce footpath clutter in the draft Policy. We're committed to making bicycle transport easier and safer so it's an attractive option for more people. <i>Priority 1.5</i> in our <i>Cycling strategy and action plan</i> aims to <i>Continue to provide bike parking in the public domain where needed and on request, including on-street bike parking corrals in suitable high demand locations, and for public schools in our area.</i>
Congestion pricing	Suggestion for reducing cars in the city centre through measures such as congestion pricing.	4	Noted. Congestion charging is out of scope of the Policy. The NSW Government would be responsible for any congestion pricing scheme.
Reducing vehicle parking	Support for reducing vehicle parking in the city, with an emphasis on managing the kerbside for walking, cycling, and public transport.	2	Noted. The Policy enables the City to manage kerbside use and is an important tool to facilitate a city for walking, cycling and public transport with less reliance on the use of private vehicles.
Motorcycle parking	Request for more motorcycle parking spaces.	2	Noted. The Policy does not allocate priority for private vehicle parking including motorcycles.

Engagement Report – Central Sydney On-Street Parking Policy

Pedestrian improvements	Support for pedestrian improvements, such as widening footpaths and enhancing accessibility.	1	Noted. This parking Policy is an important tool to manage how our kerbside is used in central Sydney to be a city for walking. Our Walking Strategy and Action Plan responds specifically to these issues.
Expanding policy area	Suggestion to expand the area that the policy applies to.	1	The Policy helps us manage parking in our central area, to make sure important uses get priority access to kerbside space. Other areas of our city are covered by the Neighbourhood On-street Parking Policy. That Policy outlines the framework for managing kerb space associated with different land uses, including commercial development.
Improving traffic flow	Call to improve traffic flow, particularly on key city streets.	1	Noted. The proposed Policy reflects the City's adopted access and other strategies.
Drop-off and pick-up zones	Request for more drop-off and pick-up zones in certain areas.	1	Noted. The Draft Policy acknowledges the benefits of pick up and drop off. Location specific comments and suggestions have been forwarded to the relevant City team.
Increasing parking	Suggestion to increase parking spaces in certain locations.	1	Noted. Location specific comments and suggestions have been forwarded to the relevant City team.

Summary of Submissions from Organisations

Organisation	Topic raised	City of Sydney response
Ario	Commends City on commitment to greener, more connected Sydney.	Noted.

Engagement Report – Central Sydney On-Street Parking Policy

Organisation	Topic raised	City of Sydney response
	On-street parking for share micromobility services - Allocating designated on-street parking areas for shared e-bikes and e-scooters with geofencing. - Current policy of allowing scooters to be parked on footpath but not ridden creates confusion. Riding areas should be aligned with parking areas.	Under NSW regulation, electric scooters are currently illegal to ride on public roads and streets unless part of an authorised trial. The draft Policy responds to the issue of footpath clutter in <i>Section 2.10. On-street bicycle parking – to reduce footpath clutter.</i>
	No-parking zones for micromobility in key areas.	Noted. The draft Policy at Section 2.10 creates an on-street parking option. The City already uses “No Stopping” and “No Parking” restrictions to improve safety around key areas. Any provisions for device storage on footpaths etc. is not covered by the Policy.
GoGet	On-street car share spaces in central Sydney. - Additional text suggested: 2. Allocation of kerb for parking or stopping [...] <i>dedicated carshare spaces in locations where carshare operators demonstrate high demand from nearby residents and businesses.</i> - Delete <i>car sharing services</i> from 2.7	The City is not currently considering proposals for on-street car share spaces in the area in which the Policy applies. Noted.
	Introduce shared on-street mobility hubs for carshare, rideshare/taxi, bikeshare and other. - New section suggested - Add small vehicle car share on-street parking next to bike share on-street parking spaces. - Additional text suggested to 2.2 Taxis [...] <i>Council can create shared transport hubs where carshare, rideshare, share bikes and taxis at under-occupied taxi ranks.</i> - Additional text suggested to 2.10 On-street bicycle parking [...] <i>Council can create shared mobility hubs</i>	Noted. The City’s priority is to create a city for walking, cycling and public transport. Kerb space not required for movement such as public transport operations is allocated to essential functions such as loading and servicing. Private vehicle use including car share is best catered for in off-street parking in Central Sydney. The City has been working with the NSW Government to identify additional new taxi ranks/spaces to support the taxi function.

Engagement Report – Central Sydney On-Street Parking Policy

Organisation	Topic raised	City of Sydney response
	<i>tied with on street shared bicycle parking where council deems appropriate.</i> Include mention of car share in new developments. Additional text suggested: 1.2 New developments [...] The City can also require developers to provide bicycle parking and other end-of-trip facilities in a development. Change to: 1.2 New developments [...] The City can also require developers to provide bicycle parking, <i>car share parking</i> and other end-of-trip facilities in a development.	Agreed. Change made to the Policy section 1.2.

Attachment B

Central Sydney On-Street Parking Policy (showing changes)

Central Sydney On-Street Parking Policy

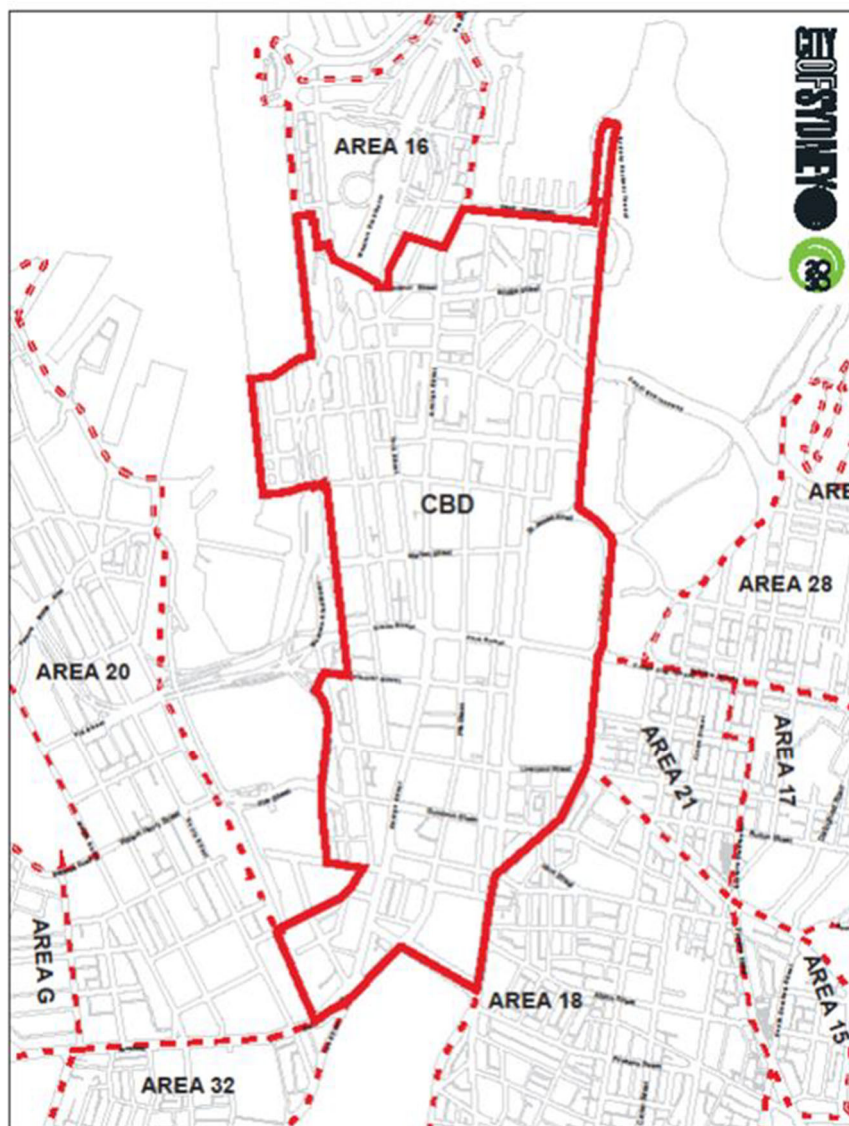
Purpose

The City of Sydney's (the 'City's') Central Sydney On-Street Parking Policy ("the Policy") is the framework for allocating kerbside parking and loading in central Sydney, to assist meeting the outcomes in Sustainable Sydney 2030-2050 Continuing the Vision.

Scope

The Policy applies to on-street parking and loading in central Sydney, defined by the solid red line in Figure 1.

Figure 1 Central Sydney On-Street Parking Policy area



Definitions

Term	Meaning
Authorised Vehicle Zones	A length of kerb to which a No Parking restriction applies, but which exempts a specific authorised vehicle.
Period Parking	Any parking space that is allocated for use without restriction by vehicle type, and which is subject to time limits.

Policy Statement

1 PRIORITISING KERBSIDE SPACE

1.1 Background

The City's Sustainable Sydney 2030–2050 Continuing the Vision and Community Strategic Plan outline the imperative to create a city for walking, cycling and public transport. This approach maximises the environmental, economic and social outcomes in the constrained space of central Sydney, where much growth is still to occur.

There is competition for the use of street and kerb space in central Sydney. The narrow streets and short east-west blocks limit the useable kerb space that can be safely allocated to support commercial and access functions. Much of the space is allocated to the movement of vehicles including general traffic lanes, turn lanes, bus lanes and bus stops, light rail and cycle ways.

The Central Sydney Planning Strategy 2016-2036 describes the additional commercial, retail and residential floor space to be constructed in and near central Sydney. This will result in increasing demands on available kerb space. Demolition and construction may require dedicated kerb space in the form of Work Zones.

The management of kerb space will ensure the street network can accommodate critical business and local needs, while maintaining access via the efficient operation of the public and private transport networks. The City's overall approach to this challenge is outlined in its Access Strategy and Action Plan – Continuing the Vision:

<https://www.cityofsydney.nsw.gov.au/strategies-action-plans/access-strategy-and-action-plan-continuing-the-vision>

1.2 New developments

In accordance with the requirements of the Sydney Development Control Plan 2012, the City generally requires that new developments incorporate off-street loading docks, subject to technical or heritage considerations. Where new loading and parking is constructed on-site, the City will require, as a condition of development consent, that all parking and servicing take place on-site.

The City can also require developers to provide bicycle parking, [car sharing](#) and other end-of-trip facilities in a development.

This City's Access Strategy and Action Plan recognises the importance of efficient and timely freight and deliveries in central Sydney. It aims to increase off-street loading capacity to enable a progressive reduction of on-street loading in nearby streets, using the kerb space for other purposes while ensuring businesses retain access for their freight and servicing needs.

1.3 Approach

The City considers a number of factors (described as levels) when determining allocation of kerb space in central Sydney.

- **Network level:** when the kerb lane is required for priority modes of movement or road safety. Examples of kerb allocation for space-efficient movement include kerbside bus lanes and bus stops, or cycleways.
Under current arrangements, Transport for NSW also requires significant areas of kerb to store out-of-service buses, to support operation of routes that currently start and finish in central Sydney. Over time, as major public transport such as new Metro rail comes online and bus services change to reflect this, the City expects that less kerb will be required for these functions.
Examples of road safety treatments include "No Stopping" zones around intersections, and pedestrian crossings.
- **Place level:** when not required for movement or road safety, the kerb lane can be allocated to uses required to improve the quality of our places.
Examples of kerbside allocation that support place quality include street space reallocation for footpath widening, tree planting or outdoor dining.
Consistent with Sustainable Sydney 2030–2050 Continuing the Vision, the City will work to allocate more street and kerb space to these place functions. Key reasons include growth in workers and visitors in central Sydney, the need for better places for economic competitiveness and the need for more planting to address the heat impacts of the Climate Emergency.
- **Parking/stopping level:** When not required for movement, road safety or for place improvements, the kerb lane can be allocated to parking/stopping arrangements.

This Policy directly relates to this last level, outlining the rationale for various parking and stopping treatments that support access to central Sydney.

2. ALLOCATION OF KERB FOR PARKING OR STOPPING

When a section of kerb is to be used for parking to enable access, or stopping to enable pick up and drop off, the City will prioritise high value uses. There is no absolute hierarchy, but the uses that will have priority over other types of parking are:

- pick up and drop off, using No Parking zones, recognising that some sections of the community require access close to their final destination
- point-to-point-transport including taxis, that support some visitor and business trips, and the late night economy
- loading and servicing for businesses, using Loading Zones, recognising that some buildings do not have onsite loading facilities
- dedicated Mobility Parking spaces for people with disability
- supporting the operation of emergency services, with Authorised Vehicles zones
- supporting the needs of other essential services
- a small supply of spaces for coach pickup and drop-off
- supporting the functioning of hotels, where high kerb turnover makes sense, with short stay parking.

The City will ensure an adequate supply of each type of parking space is provided across central Sydney. The City will also respond to locations with specific needs for particular parking treatments parking treatments, such as hotels requiring a nearby taxi zone.

The City will always aim to maximise the use value of all kerbs, and will allocate any residual kerb to lower value uses, such as general period paid parking.

2.1. **No Parking**

Areas of kerbside ('zone') to which a 'No Parking' sign applies can provide useful opportunities for pick up and drop off in vibrant city centres. The Road Rules 2014 permit a driver of a vehicle to stop in a 'No Parking' zone for the purpose of picking up or dropping off passengers or goods, as long as the driver does not leave the vehicle unattended. Unless a different period is signposted, drivers can stop for up to 2 minutes (and for up to 5 minutes for vehicles displaying a Mobility Permit).

'No Parking' zones can serve a range of different needs in central Sydney. For taxis and point to point (rideshare) vehicles, they allow for legal pick up and drop off of passengers in a wider range of locations.

The City will aim to spread opportunities for pick up and drop off across the city centre. To respond to the needs of people with a disability, there will be specific attention to locating spaces where they will be most physically accessible (near a kerb ramp or driveway) where possible.

The City can signpost some kerb lengths 'No Parking – Trucks Excepted', or 'No Parking – Coaches Excepted' (both with or without a time limit), to support access for waste collection vehicles or coaches.

The City can signpost a 'No Parking' space with an exception for a specific type of vehicle, for example 'NSW Fire and Rescue Vehicles Excepted'. These are a type of 'Authorised Vehicle' spaces, that can also be used for general pickup and drop off when available.

2.2 Taxis

Taxi ranks ('Taxi Zones') should generally be no more than 150 – 200m from key locations in central Sydney. This will encourage their use, reduce congestion and reduce road safety impacts of vacant taxis circling for passengers. Wayfinding and online tools can help customers locate taxi ranks.

To provide additional options for pick up and drop off (but not ranking), the City can provide taxi exemptions for pick up and set down in full-time 'No Stopping' zones. The City will only consider this where road safety and traffic impacts are acceptable, provision of 'Taxi Zones' or other pick up and drop off options in the surrounding area is not adequate, and there will be no significant impact on public transport operations.

2.3 Delivery and service vehicles

On a weekday, the majority of parking spaces in central Sydney are loading zones. Loading zones can be used by drivers in vehicles designed for the conveyance of goods, for up to 30 minutes. In assessing the need for loading zones, the City will prioritise the needs of older buildings that have limited or nil on-site loading facilities.

Loading zones will be introduced after hours or on weekends in cases where weekday loading is inadequate, where it is desirable to encourage out-of-hours/weekend loading, or to meet the needs of businesses.

The City will consider converting loading zones to other uses in areas where there is significant new off-street parking supply for loading and delivery. This could include a publicly available shared off-street loading facility, where that facility can be accessed by a range of vehicle types.

In order to maximise compliance and ensure access for legitimate loading vehicles, loading zones in central Sydney will require the display of a loading zone ticket. (In some areas, tickets may become electronic as technology and regulations for parking enforcement evolve over time.)

Provisions for waste collection will generally be in the form of sections of kerb with lengths adequate for trucks signposted 'No Parking' with a short exemption for the waste vehicles. The periods these spaces operate will generally favour the established pattern, which sees most waste streams collected in the evening and early morning. The City will aim to provide a distribution of these spaces across central Sydney, focussing on streets and blocks with many buildings with no off-street loading access.

2.4 Mobility parking

The City's Inclusion (Disability) Action Plan outlines the importance of access for ensuring an inclusive city. The City's provision of dedicated mobility spaces will reflect the broader opportunities for drivers displaying a Transport for NSW Mobility Permit, to access the kerb for parking, and pick up and drop off, under NSW legislation. For instance, permit holders can avoid time restrictions and fees in longer stay general ticket parking spaces (until the time that the

signposted usage changes). Permit holders can access 'Loading Zones' or a 'No Parking' zone for 5 minutes for pick up and drop off.

The City will enable a limited supply of dedicated mobility spaces in central Sydney. To ensure these serve multiple customers across the day, these will generally be timed parking spaces (usually 2-4 hours, depending on the needs of users). In timed mobility spaces, the permit holder can only stay as long as the time limit shown.

Where possible, the City will locate and install dedicated mobility spaces or pickup and drop off zones so they are physically accessible for people with disabilities, e.g. with a kerb ramp.

2.5 Authorised Vehicle Zones – Essential Services

'Authorised Vehicle Zones' will be provided wherever necessary and feasible for the purposes of parking essential services vehicles. Essential services include postal collection, law enforcement or the parking of dedicated NSW Government emergency services or incident response vehicles.

As discussed at Section 2.1, where appropriate, these spaces can be signposted 'No Parking, [xxxxx] Excepted', so other users can pick up or drop off only, when the space is not occupied.

2.6 Authorised Vehicle Zones – Coaches

'Authorised Vehicle Zones' will be provided to facilitate bus, coach and mini-bus drop off and pick up near to major destinations or visitor accommodation. Where kerb space cannot be allocated close to major destinations, the City will seek to identify alternative locations on safe walking routes with clear wayfinding.

These zones will be provided on a time of day or week basis where possible, so the kerbside can be allocated for other uses outside these times.

The City will not accommodate long-stay coach lay-over on-street in central Sydney.

2.7 Authorised Vehicle Zones – Passenger Vehicles

'Authorised Vehicle Zones' requested for the untimed parking of ordinary passenger vehicles will generally not be allocated in central Sydney. This includes parking for passenger vehicles used by government departments, public authorities, consulates or car sharing services, but does not prevent allocation of space to wedding or funeral vehicles.

Exceptions will be considered only in cases where paid off-street parking is unavailable, and the allocation of dedicated space is demonstrably in the public interest. In all cases, the onus will be on the applicant to demonstrate that off-street parking is unavailable.

Where appropriate, these spaces can be signposted 'No Parking, [xxxxx] Excepted', so other users can use the space to pick up or drop off, when the space is not occupied.

'Authorised Vehicle Zones' will be subject to regular review in light of changing needs and changes to surrounding land use.

2.8 Short stay parking

Short stay parking allows a driver to leave their vehicle to undertake a function, such as dropping off goods or checking into a hotel then returning to the vehicle to park it off-street. The City will locate a limited supply of short stay parking only where they are needed to support land uses such as hotels. The time limit will range from five (5) to 15 minutes.

2.9 General period parking

General time limited pay parking will be the default restriction for kerbside parking space whenever or wherever the space is not required for higher priority uses. Fees will be set and exhibited annually as part of the City's draft operational plan.

Pay parking will be the predominant kerbside use on evenings and weekends, and may also be considered for the inter-peak period of 10am-3pm, unless required for higher priority uses. Fees will be outlined in the City's annual Statement of revenue policy - fees and charges.

In order to encourage the use of public and sustainable transport, untimed or all-day parking for commuters will not be allocated on-street.

Short-stay motorcycle parking is accommodated by general period parking space. Like other private vehicles, the extent of untimed motorcycle-only parking for weekday commuting will be limited in order to encourage use of public or sustainable transport, and the use of off-street parking. Long stay commuter parking will only be allocated for motorcycles where it is not required for any higher priority use.

Given that motorcycles cannot securely display tickets, the City does not require tickets to be purchased or displayed for motorcycle parking. In the event that suitable payment options are introduced, parking rates may be introduced and will reflect the reduced spatial footprint of motorcycles.

2.10. On-street bicycle parking – to reduce footpath clutter

The City supports increased bicycle riding. Share bike schemes reduce private vehicle use, however they can result in footpath clutter.

The City will aim to provide bicycle storage/parking in kerb locations that minimise the impact on other road users, including safety, movement or competition for kerb. One option is to allow share bikes to be stored in the departure side of intersections, areas typically signposted 'No Stopping' as part of standard intersection design. In many of these locations bicycles can be safely stored due to their smaller dimensions.

The City may supplement these storage areas with a small number of dedicated on-street bicycle parking spaces.

3 RESIDENT PERMIT PARKING SCHEME

3.1 Background

The Resident Parking Scheme in central Sydney provides for on-street parking for residential buildings approved prior to 2000. Residential premises approved after 1 May 2000 are not eligible for parking permits.

No Business or Visitor Permits are available in central Sydney.

3.2 Boundaries

The boundary of the parking precinct is shown in Figure 1.

3.3 Closure of the scheme to new applicants

Given the very high demand for the use of diminishing kerbside parking space in central Sydney, it is increasingly impractical for central Sydney streets to be used for the long-duration free parking of resident vehicles, particularly during business hours.

The Resident Parking Scheme in central Sydney is closed to new applicants.

3.4 Transitional Arrangements

In recognition of the reasonable expectations of existing permit holders, existing first permits will be honoured until the permit holder moves address, or allows the permit to lapse. Resident permits are not transferrable.

4. Administration

Responsibilities

Implementation, review and enforcement of on-street parking controls is the responsibility of the City Operations division.

Resident parking permits are administered by the City ~~Engagement~~ People, Performance and Technology Division. The ~~Executive~~ Director People, Performance and Technology ~~City Engagement~~ will establish administrative procedures necessary for the consistent implementation of the policy.

The ~~Executive Director People, Performance and Technology~~ Director City Engagement is delegated to waive or vary the requirements of this policy only in cases where application of the policy would result in prolonged or unreasonable hardship.

Consultation

During the review of this policy, City staff engaged with:

- City of Sydney business units : Traffic Operations, Parking Services, Customer Service, Rangers, Social Policy and Legal & Governance. Transport for NSW.

Given the strong community interest in kerbside parking management, consistent with its Community Engagement Strategy, the City will ensure that businesses and residents have an opportunity to comment on proposed changes that are likely to have significant impact on parking.

For other changes, such as changes to signage that are required for safety or regulatory compliance, the City will notify nearby businesses and residents of the change prior to implementation.

In 2023 the NSW Government delegated exclusive authority to local governments to make most parking changes on local and regional roads. Delegated City staff will make a final decision after the appropriate community engagement.

The City will refer to the Local Pedestrian, Cycling and Traffic Calming Committee matters where NSW Government delegations require the Committee's consideration. It will also take matters to the Committee where, after community engagement, it is clear there are a significant number of opposing views in the community. After recommendation by the Committee, delegated City staff will then make a final decision.

~~Proposed changes to parking restrictions in central Sydney will be considered by the members of the Local Pedestrian Cycling and Traffic Calming Committee. Decisions will be taken at an open meeting wherever possible, and any urgent out-of-session decisions reported to the subsequent meeting. Changes will also be reported to the Central Sydney Traffic and Transport Committee where required by the City of Sydney Act, or where desirable to improve coordination with the NSW Government.~~

~~In addition to consultation with statutory committees established under the City of Sydney Act, changes to traffic, parking and loading in central Sydney will be discussed and coordinated with~~

~~Transport for NSW in order to ensure their consistency with the Sydney City Centre Access Strategy.~~

~~Where changes to kerbside space are likely to affect known nearby users, the City will consult affected properties or users in writing. User group representatives may be non-voting members of the City's Traffic Committee.~~

References

Laws and Standards
NSW Roads Act 1993 and NSW Road Rules 2014
Policies and Procedures
Central Sydney Planning Strategy
City Access Strategy and Action Plan – Continuing the Vision

Review period

The Chief Operations Officer will review this policy 3 years from the date of its adoption by Council.

TRIM Reference Number

Document number: XXX

Approval Status

The Council approved this policy on [DD MONTH YYYY].

Approval History

Stage	Date	Comment	TRIM Reference
Original Policy	22 April 1996	Approved by Council	2009/111134
Review	23 November 2015	Reviewed and updated. Approved by Council	2015/623069
Fit for Purpose Review	22 November 2017	Fit for Purpose. No change. Endorsed by the Executive	2018/035212
Commence Review Date	22 February 2019		
Approval Due Date	xxxx		

Ownership and approval

Responsibility	Role
Author	Transport Policy Manager
Owner	Executive Manager City Access and Transport
Endorser	City of Sydney Executive
Approver	City of Sydney Council

Item 5.

Post Exhibition - Car Sharing Policy

File No: X111618

Summary

This report seeks Council approval of the Car Sharing Policy ('Policy'). At its meeting on 25 November 2024, Council resolved to exhibit the draft updated Policy. It was exhibited for public comment from 10 December 2024 to 21 February 2025, with extra time to account for end of year and school holiday periods, and with minor extensions granted on request. Final submissions were received on 28 February 2025. The City of Sydney ('the City') received a total of 80 responses: 55 'quick poll' responses, 22 survey responses and 3 written submissions (2 individual and one organisational). The City also engaged directly with approved car share operators in the review of the updated Policy prior to exhibition.

The Policy was adopted in 2011 and last updated in 2016. The Policy has been reviewed to enable alignment with City strategies including Sustainable Sydney 2030–2050 Continuing the Vision, the Community Strategic Plan, the Access Strategy and Action Plan – Continuing the Vision and the Electrification of Transport in the City Strategy and Action Plan, alignment with changes in NSW Government policy and regulation, consideration of emerging trends in mobility, such as electric vehicle charging, and responses to reduce transport related carbon emissions, trends occurring in the car sharing industry, the use of the car sharing system in the City of Sydney, and implementation impacts and options to improve outcomes and/or operational efficiency.

There are around 880 car share spaces across the City of Sydney Local Government Area, accounting for roughly 2% of the around 41,000 on-street parking spaces.

The objectives of the Policy are to increase use of car sharing, and to ensure that the City's car sharing program is well-governed and transparent. The review found that the Policy is generally operating well, with use of the system stable, the number of operators and competition increasing and with car share operators generally meeting the minimum usage requirements in their spaces. The objectives of the Policy are fit-for-purpose and continue to provide a solid basis for the management of the car sharing system in our area, including enabling on-street parking spaces more efficiently, reducing vehicle traffic and emissions and increasing social inclusion. The review determined a few areas for updating, included in the draft Policy, notably to improve management of the system and to set an emission reduction target in line with the City's Net Zero by 2035 target.

Submissions overall showed support for the City's approach, particularly support for the zero emission target, with some participants requesting the target be sooner than 2035. Others provided comment that there are too many car share bays, and that more on-street electric vehicle charging is needed.

Amendments to the Policy following exhibition were minor: to clarify the City's position and approach with the term 'electric' in section 2 changed to be 'zero emissions' and updates to 3.2 Consultation in response to the NSW Government's Temporary Delegations to Councils to specify the City's approach to engagement and approvals. Attachment B identifies the proposed changes to the exhibited drafts with tracked changes.

Recommendation

It is resolved that Council:

- (A) note the submissions and feedback received through the public exhibition period as shown at Attachment A to the subject report;
- (B) adopt the Car Sharing Policy incorporating amendments following the public exhibition process, as shown at Attachment B to the subject report; and
- (C) authority be delegated to the Chief Executive Officer to make amendments to the Car Sharing Policy to correct any minor drafting errors and finalise design, artwork and accessible formats for publication.

Attachments

Attachment A. Engagement Report - Car Sharing Policy

Attachment B. Car Sharing Policy (showing changes)

Background

1. In 2007, the City began providing dedicated parking bays to car share operators as a trial. Council adopted a Car Sharing Policy in 2011. This was reviewed in 2016. This Policy has been reviewed and updated and a draft exhibited for public comment.
2. The review found that the Policy is generally operating well in terms of use and management, with use of the system stable, the number of operators and competition increasing and with car share operators generally meeting the minimum usage requirements in their spaces.
3. The objectives of the Policy are fit-for-purpose and continue to provide a solid basis for the management of the car sharing system in our area, including enabling on-street parking spaces more efficiently, reducing vehicle traffic and emissions and increasing social inclusion.
4. The use of car share over the last 3 years (in number of bookings) is stable, with some variation throughout the year (bookings tend to be higher in summer and spring months). Use declined significantly during the Covid-19 pandemic, but recovered as activity increased. There are currently four approved car share operators.
5. GoGet continues to have a strong market share, with around 70% of spaces.
6. Car Next Door exited the system in late 2024 and nearly all their spaces are now reallocated to the other 4 existing operators.
7. Car share companies apply to the City for dedicated on-street parking spaces by, when invited, nominating a location, which typically responds to increased nearby membership or usage. The number of car share bays in the city has increased from around 600 on-street spaces in 2016 to around 880 in 2025. This is around 2% of our (non-city centre) on-street spaces.
8. The proportion of on-street spaces allocated to car sharing spaces currently ranges from as low as 0.8% in Area 13 (Centennial Park and South Paddington) to 4.3% in Area 19 (Kings Cross).
9. The Policy treats 'high coverage areas' (more than 3.5% of spaces) differently, with a higher threshold for an operator to gain an additional space in that area, and a combined cap of only four new spaces implemented in any month. Only 2 areas are currently classified as high coverage, however another three are just below (at 3.4%). The net effect is likely to be to encourage operators to apply for spaces in areas with fewer spaces, which is a positive outcome for spreading the coverage across our area.
10. Car share operators are required to provide monthly reports on numbers and types of members (residents and business) per postcode as well as usage of vehicles itemised by location. This enables the City to determine whether the use of spaces is justified. Overall, car share operators are meeting minimum usage criteria outlined in the Policy.
11. The City charges car share operators a one-off fee to partially cover the costs of applying to be an operator (2024/25 \$1,880) and a one-off fee to partially cover the cost of new spaces (administration, installation of signage and line marking; 2024/25 fee \$2,710). Each car share vehicle must also have an Authorised Car Share Vehicle Permit (2024/25 \$188 per annum). Note that fees are exhibited and set annually as part of the Operational Plan.

12. Car sharing reduces the number of cars people own and use, resulting in benefits for members and non-members. However, the continued allocation of on-street parking spaces to car sharing on an individual basis can sometimes be contentious.
13. Car sharing reduces vehicle related emissions through reducing the number of vehicles people need to own, along with giving people access to newer (and lower emission) vehicles than they may be able to access otherwise.
14. The Policy has been updated to strengthen the City's governance of spaces, competition and environmental performance, along with aligning the Policy with City strategies including Sustainable Sydney 2030–2050 Continuing the Vision, the Community Strategic Plan, the Access Strategy and Action Plan – Continuing the Vision and the Electrification of Transport in the City Strategy and Action Plan, and with changes in NSW Government policy and regulation. Notably the updated Policy:
 - (a) sets an emission reduction target in line with the City's Net Zero by 2035 target;
 - (b) enables a car share vehicle to be parked in nearby 'permit excepted' space if the dedicated space is illegally occupied;
 - (c) introduces mandatory auditing of operator reports every 3 years;
 - (d) caps the maximum parking space allocation of 5% of all parking spaces per parking area;
 - (e) provides clarification for new operators to enter the system;
 - (f) caps for the maximum monthly installation of new spaces; clarifies how applications for new car share spaces will be prioritised; and
 - (g) clarifies the City's approach for free floating car share scheme proposals.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

15. Sustainable Sydney 2030-2050 Continuing the Vision renews the community's vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This [choose an item] is aligned with the following strategic directions and objectives:
 - (a) Direction 1 - Responsible governance and stewardship - The updated Car Sharing Policy proposes changes to strengthen and clarify the City's management of the car sharing system within our area.
 - (b) Direction 2 - A leading environmental performer - Car sharing reduces transport related carbon emissions. The updated Policy further enhances the emission reduction contribution of car share by specifying that car share vehicles need to be zero emissions by 2035.
 - (c) Direction 5 - A city for walking, cycling and public transport - Car sharing reduces transport related carbon emissions. The draft Policy further enhances the emission reduction contribution of car share by specifying that car share vehicles need to be zero emissions by 2035.

- (d) Direction 6 - An equitable and inclusive city - Car sharing reduces the burden of car ownership on households, including the on-going costs associated with car ownership.

Organisational Impact

- 16. The updated Policy will not materially impact on the current on-going organisational impacts of managing and implementing the Policy as this is an existing Policy.

Risks

- 17. The review of this Policy has been assessed against the City's risk appetite and been found to pose minimal risk.
- 18. The updating of this Policy is part of normal business processes to ensure that the City can meet its obligation of providing and balancing kerbside space. The updated Policy better enables the City to manage its responsibilities reducing risk. The updates are minimal to an existing Policy. The only risk identified was not updating the Policy, which carry reputational, people, service delivery, sustainability and compliance risks.
- 19. The updated Policy is within the City's risk appetite/tolerance posing minimal risk to financial obligations (cautious to open risk appetite), sustainability (open risk appetite), service delivery (open risk appetite), people (minimal risk appetite), reputational (minimal risk appetite) and compliance (minimal risk appetite).

Social / Cultural / Community

- 20. The availability of car sharing provides casual access to safe and modern vehicles by households and individuals who may not be able to afford the upfront and on-going costs of an equivalent vehicle.
- 21. Car sharing enables access to vehicles on an 'as needed' basis.

Environmental

- 22. Car sharing enables the more efficient use of on-street parking spaces, as a vehicle is shared by people.
- 23. Car sharing has been shown to reduce second car ownership.
- 24. As car sharing members pay the marginal cost of their driving, they tend to drive less often and for shorter distances than private vehicle owners.
- 25. On-road emissions from car share vehicles are lower than the private fleet, because they have a much lower average age, and are subject to professional fleet maintenance.
- 26. The updated Policy specifies that car share vehicles need to be zero emissions by 2035.

Economic

- 27. Car sharing reduces the financial burden of car ownership (or second car ownership) on members.
- 28. This Policy affects those in the business of car share in our area.

Financial Implications

29. The City collects more than \$160,000 in fees from annual permits for the dedicated spaces. The proposed changes to the Policy will not materially impact on existing operations or fees collected from annual permits.
30. In accordance with section 610F of the Local Government Act 1993, fees will be exhibited along with the City's draft operational plan as part of the annual review of fees and charges.
31. The on-going management and implementation of the current Policy is part of the existing operations of the City.

Relevant Legislation

32. Technical Direction, Traffic and Transport, TTD 2018/001 - 26 October 2018: Guidelines for on-street fixed space car share parking.
33. Transport for NSW Parking Permit Guidelines 2021 set out matters which need to be considered when permits schemes are developed and implemented.
34. In accordance with section 610F of the Local Government Act 1993, fees will be exhibited along with the City's draft operational plan as part of the annual review of fees and charges.

Critical Dates / Time Frames

35. The City's current Car Sharing Policy will remain in effect until such time as Council adopts a revised policy.

Public Consultation

36. The City consulted each eligible car sharing operator on the Car Sharing Policy, including on the opportunities and challenges of zero emissions fleet transition.
37. At its 25 November 2025 meeting, Council resolved to exhibit the draft Policy. It was exhibited for public comment from 10 December 2024 to 21 February 2025, with extensions granted on request. Final submissions were received 28 February 2025.
38. During the consultation period the 'Sydney Your Say' page was visited 368 times, with 21 people downloading the draft Policy.
39. The City received 55 quick poll responses, 22 survey responses and 3 written submissions (1 from an organisation and 2 from individuals).
40. Attachment A provides a detailed Engagement Report.
41. 91 per cent of respondents to the quick poll were very familiar or somewhat familiar with the concept of car sharing and its benefits.

42. 13 people provided open responses. Feedback from the open response and 3 written individual submissions showed that there was support for the zero emission target (5 comments) with some participants requesting the target be sooner. Other comments included: that there are too many car share bays (3), more on-street electric vehicle charging is needed (2), support for dedicated car share parking spaces (one), cargo bike parking (one), more car sharing spaces (one), a transition that includes hybrid vehicles (one) and more parking meters (one). Note comments that crossed multiple themes are reported in that theme.
43. One written organisational submission was received by GoGet. This is summarised in Appendix to the Engagement Report. The submission provided some suggested edits to the Policy, predominantly focused on providing flexibility to respond to market changes within the Policy. A key intent of the Policy is to provide transparency and certainty to car share operators and to the community. This requires the Policy to be clear about requirements of car share operators along with providing implementation caps to manage change on city streets.
44. Location specific comments have been passed onto the relevant City units.

Amendments to the Policy following exhibition.

45. Based on the nature of feedback provided the final Policy required minor amendments to clarify the City's position. Attachment B identifies the proposed changes to the exhibited drafts with tracked changes, with key amendments as follows:
- (a) The use of the term 'electric' in section 2 has been changed to be 'zero emissions'. This is to not preclude the type of fuel a car share operator should choose to adopt as long as it meets its zero emission target. The City's Electrification of City Transport Strategy and Action Plan will remain the framework for the City's specific support for electric vehicles.
 - (i) Change in bold: 2. Obligations of car share operators i. Vehicle Environmental Impact -- [...] The aim is for car sharing vehicles to be **zero emission** by 2030, as part of the path to Net Zero Emissions by 2035. All car sharing fleets will need to be zero emissions by 2035.
 - (ii) This is in response to direct engagement with a car share operator.
 - (b) Update to 3.2 Consultation in response to NSW Government's Temporary Delegations to Councils. The update specifies the City's approach to engagement and includes approvals.
 - (i) Deleted text: 3.2 Consultation. The City will consult with residents and businesses in the immediate vicinity of a proposed on- street space. Proposals to allocate on-street car share spaces will be considered by the Local Pedestrian Cycling and Traffic Calming Committee.

- (ii) Updated text: 3.2 Community Engagement. Given the strong community interest in kerbside parking management, consistent with its Community Engagement Strategy, the City will ensure that businesses and residents in the immediate vicinity of a proposed on-street space have an opportunity to comment on car share proposals. [new paragraph] In 2023 the NSW Government delegated exclusive authority to local governments to make most parking changes on local and regional roads. Delegated City staff will make a final decision after the appropriate community engagement. [new paragraph] The City will refer to the Local Pedestrian, Cycling and Traffic Calming Committee matters where NSW Government delegations require the Committee's consideration. It will also take matters to the Committee where, after community engagement, it is clear there are a significant number of opposing views in the community. After recommendation by the Committee, delegated City staff will then make a final decision.

46. We will continue to work collaboratively and consult with specific stakeholders, including with car share operators.

KIM WOODBURY

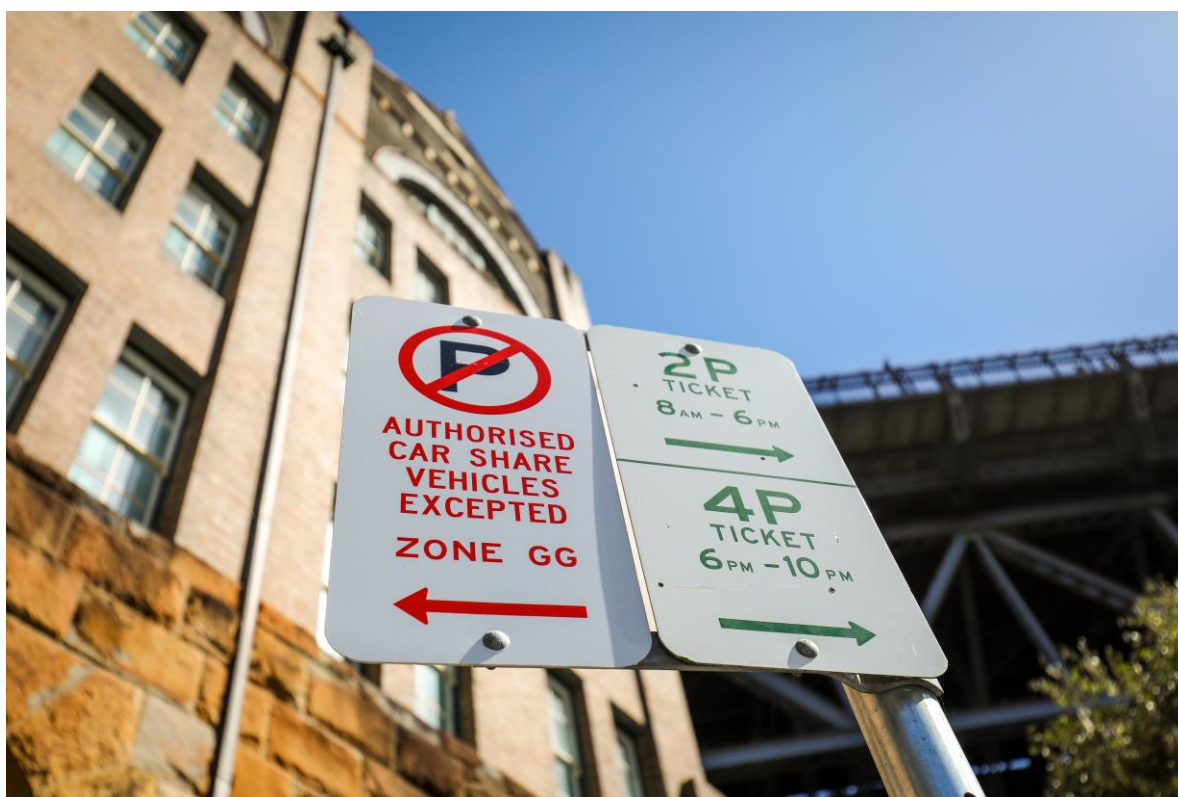
Chief Operating Officer

Annie Matan, Transport Policy Analyst

Attachment A

Engagement Report – Car Sharing Policy

Engagement Report – Car Sharing Policy



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Cover image: Katherine Griffiths / City of Sydney

1. Introduction

This engagement report summarises feedback from community consultation for the proposed updates to the City of Sydney's (the City's) Car Sharing Policy to make it clearer, improve how it's managed, align it with our current plans and strategies and make sure it reflects the needs of our communities.

Proposed key changes to the policy include:

- Introducing a fleet emission reduction requirement (zero emissions) in line with our net zero by 2035 target, with regular reviews.
- Allowing car share vehicles to temporarily use a nearby 'permit exempt' bay if their designated car share bay is illegally occupied.
- Introducing mandatory audits of reporting from car share operators every 3 years to ensure accountability and effective management.
- Manage changes in neighbourhoods by capping car share spaces to 5% of all parking spaces within each parking area.
- To align it with our current strategies and plans.

2. Context

Our city is growing fast, which means more jobs, more residents, and more visitors.

- an estimated 2 million people move through our area every day.
- the city plan expects more than 50,000 new dwellings and over 200,000 jobs by 2036. new planning reforms in NSW could lead to even more dwellings.
- more visitors come for education, health, tourism, retail, and family or social reasons

Limited on-street parking and growing demand mean that parking availability affects how people travel. our streets cannot handle the increasing number of cars.

Car sharing offers a flexible option that works well with walking, cycling, and public transport. it can help reduce the need for owning more than one car, easing parking pressures, traffic, and pollution.

The Car Sharing Policy was first adopted in 2011 and updated in 2016. The policy has helped to:

- create over 880 car share spaces (about 2% of our more than 41,000 on-street parking spaces)
- support four operators who meet usage requirements and encourage healthy competition
- meet key objectives such as increasing use, ensuring a well-run and open system, using parking spaces better, reducing traffic and emissions, and offering a cost-effective alternative to car ownership.

Alignment with broader strategies

The policy supports several city and government plans:

- it fits with the Sustainable Sydney 2030–2050 Continuing the Vision, Community Strategic Plan, Access Strategy and action plan, and Electrification of Transport in the City Strategy and Action Plan. a major goal is to have car share vehicles reach net zero emissions by 2035.
- updates are being made to align with changes in NSW government rules and policies.

Proposed improvements

Proposed updates to the Policy include:

- ensuring permits allow car share members to park the car share vehicle in "permit excepted" spaces if their dedicated space is illegally occupied.
- mandatory audits of operator reports every three years.
- a cap that limits car share spaces to 5% of all parking spaces in any area.
- clear guidelines for new operators and a transparent process for applying for extra spaces, including rules for "free floating" car share schemes.

3. Engagement summary

3.1. We asked the community for feedback on the updates to our car sharing policy

Consultation activities included:

- **Sydney Your Say webpage** The page included an electronic copy of the draft policy document, link to the survey and provided a summary of the policy
 - **Online feedback** through survey responses.
 - Quick poll
 - **Stakeholder email:** A Sydney Your Say monthly newsletter email was sent to **5112** subscribers during consultation
-

3.2. Purpose of the engagement

The purpose of the engagement was to:

- Gather feedback from stakeholders and the community about the proposed updates to the policy to make it clearer, improve how it's managed, align it with our current plans and strategies and make sure it reflects the needs of our communities
-

3.3. Summary of engagement outcomes

Below is a break-down of the engagement outcomes during the consultation period:

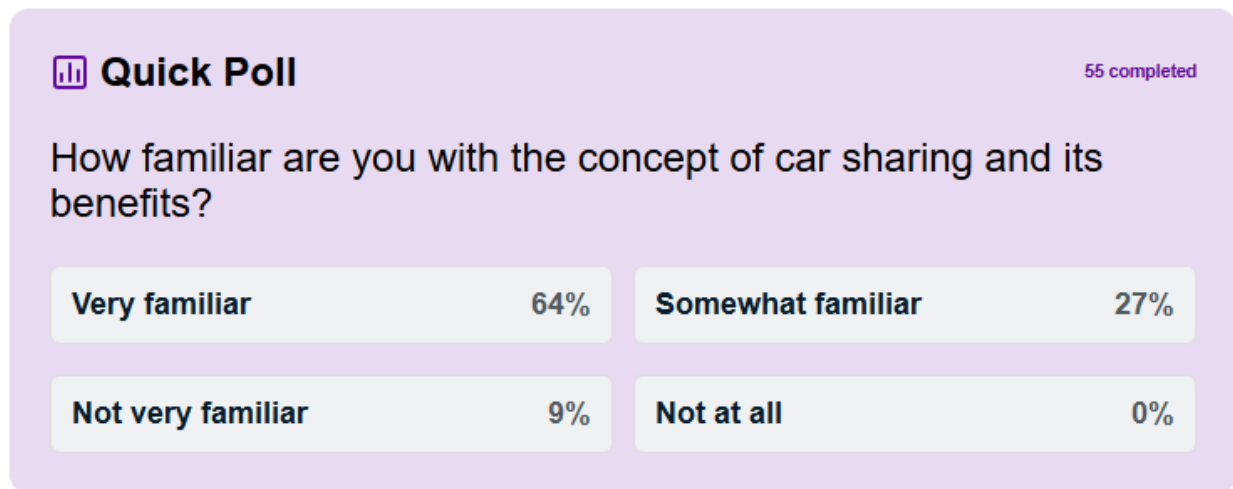
- There were **368** visits to the 'Sydney Your Say' page during the consultation period.
- **21** people downloaded the draft policy document.
- **55** people responded to an online quick poll
- **22** people responded to the online survey.
- **3** email submissions were received.
 - **2** from individuals
 - **1** from an organisation (GoGet)

4. Ideas and issues

We asked the community to have their say through a quick poll and an online survey a. Feedback is summarised below.

Quick poll summary

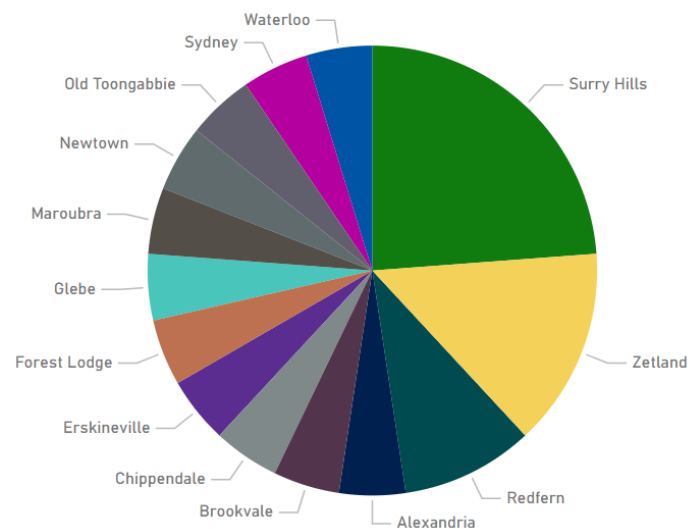
91 per cent of respondents (55) to the quick poll were very familiar or somewhat familiar with the concept of car sharing and its benefits.



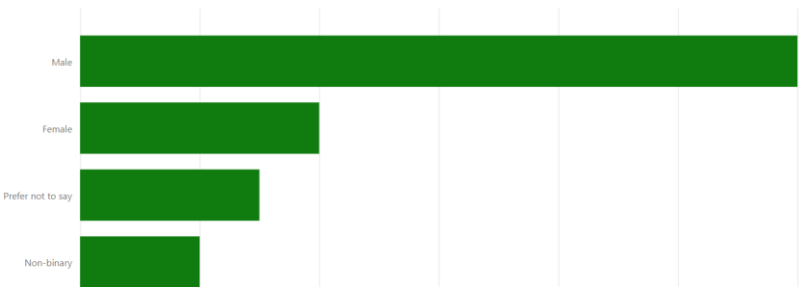
Survey response summary

22 people completed an online survey. Respondents did not need to complete every question and could select multiple responses for some questions. Totals may not add to 22 for all questions.

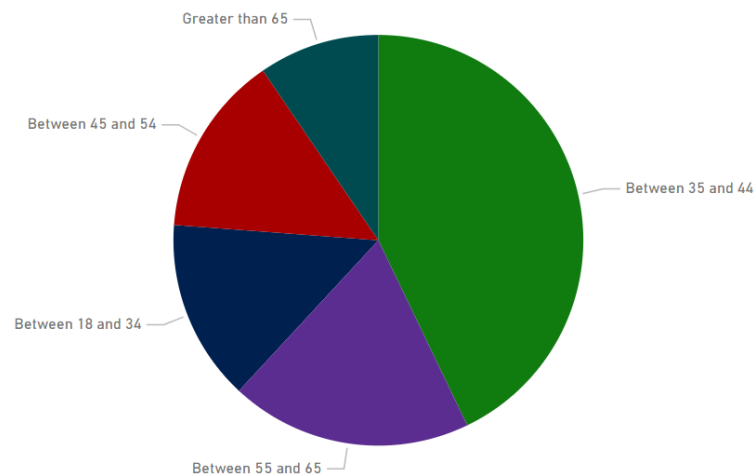
About our survey respondents



We had **22 respondents** from **14** different locations

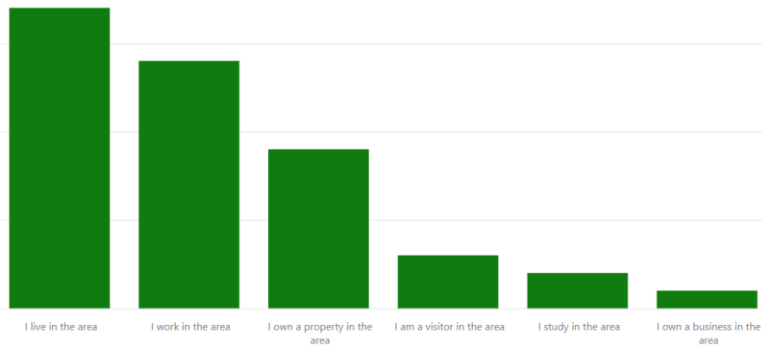


12 respondents identify as male.
4 respondents identify as female.
3 respondents prefer not to say.
3 respondents identify as non-binary.



9 respondents were between the ages of 35 and 44.
4 respondents were between the ages of 55 and 65.
3 respondents were between the ages of 18 and 34.
3 respondents were between the ages of 45 and 54.
2 respondents were 65 or more.

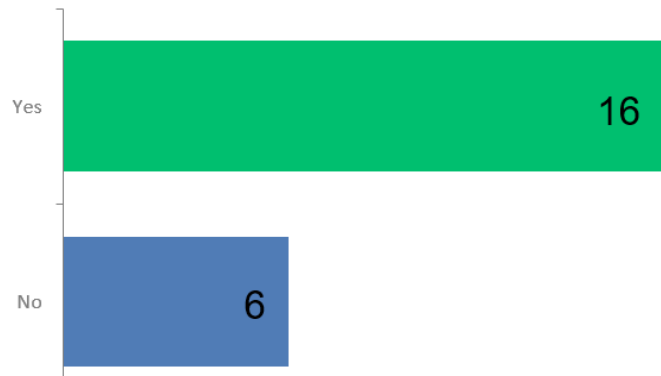
Engagement Report – Car Sharing Policy



The majority of respondents (17) were local residents, with a smaller group working (14) or visiting (9) in the area. Respondents could select one or more of these options.

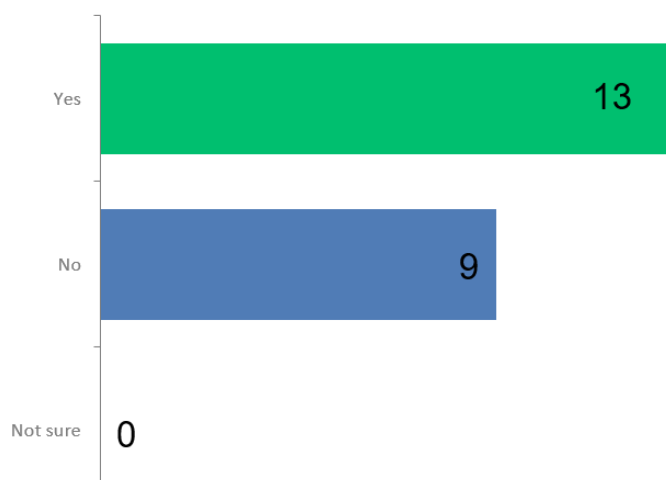
Are you currently a member of one or more car share companies that operate in the City of Sydney area?

16 of the 22 respondents were currently members of one or more car share companies that operate in our area.



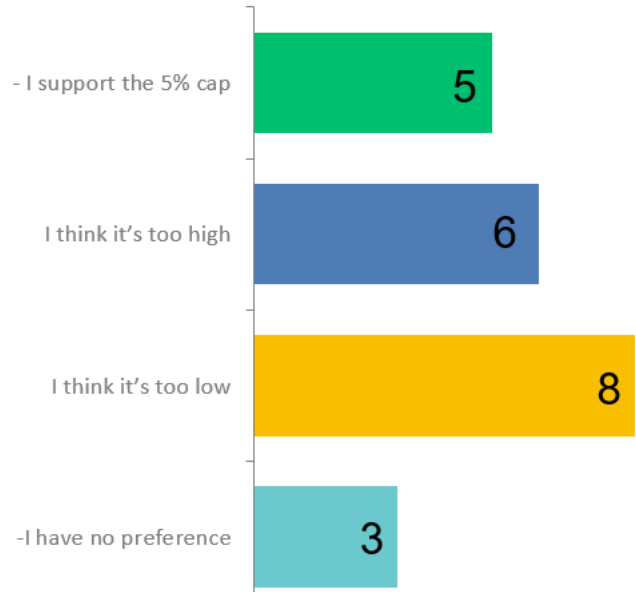
Are there car share parking bays in your street (home or business in the City of Sydney area)?

Most respondents had car share parking bays in their street.



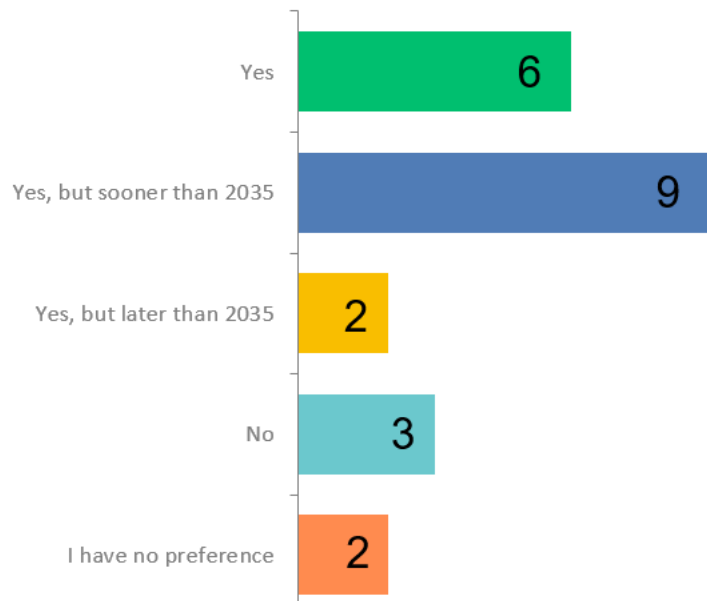
Do you support the 5% cap for car sharing spaces in each parking area?

More respondents supported 5% cap or lower than thought the cap should be higher



Our draft policy specifies that all car share vehicles will need to be zero emissions by 2035. We'll review this requirement in the policy reviews that we'll carry out in the leadup to 2035. Do you agree with this new requirement?

Most respondents support the new requirement in the policy which specifies that all car share vehicles will need to be zero emissions. **9** respondents think it should be sooner than 2035.

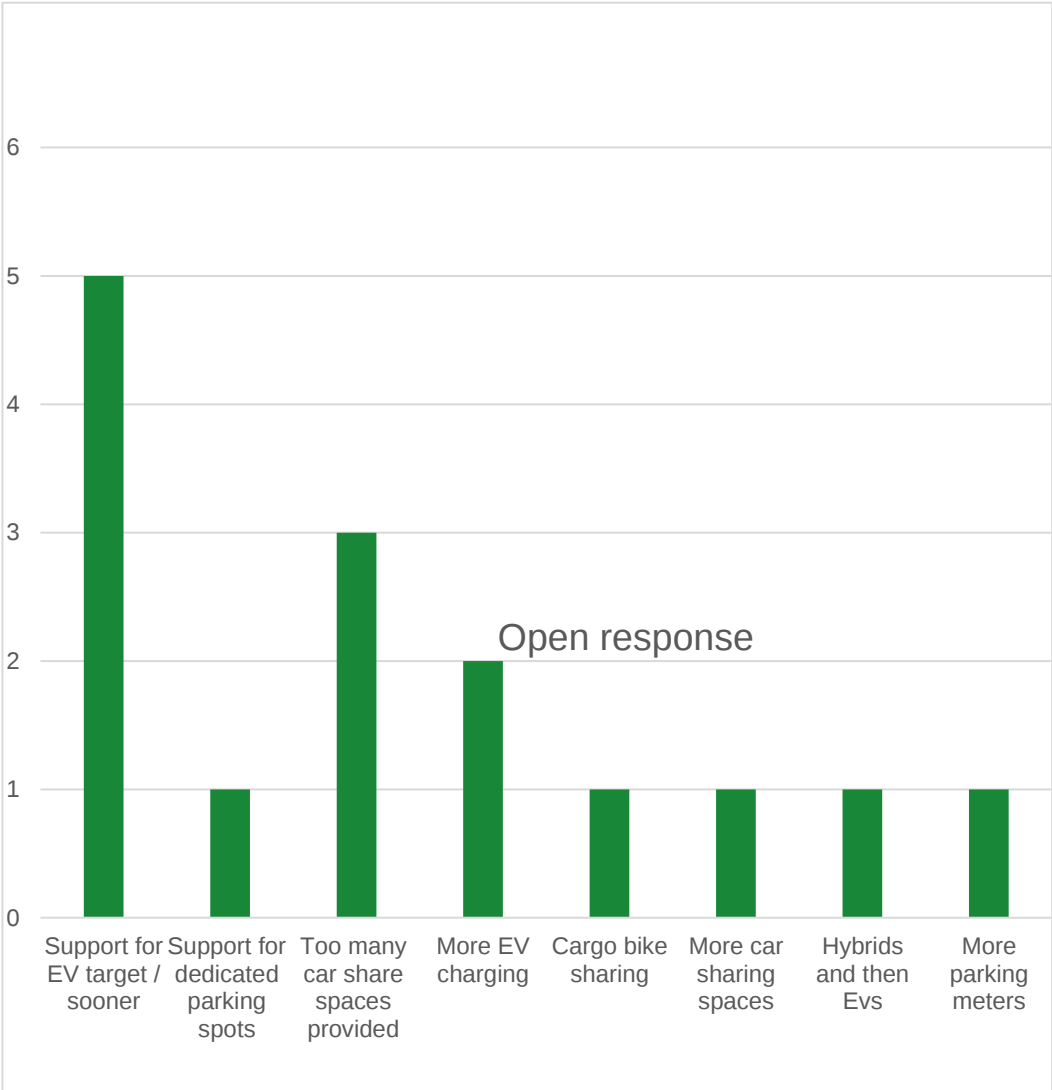


Summary of open feedback

Question 5 asked respondents for any additional feedback on the proposed changes. It was open response.

The table below summarises the 13 comments received. Two people shared their feedback via an email submission, which is included in the open response summary due to the low number of submissions.

The graph to the right groups the responses into themes noting that some comments covered multiple themes. If this occurred, the comments are referenced in both themes.



Engagement Report – Car Sharing Policy

Topic	Comments	# of	City of Sydney response
Support for zero emission target to be sooner	Support for prioritising zero emission vehicle use in car share programs and expediting the transition by 2035.	5	Noted. The 2035 target aligns with the City's Net Zero Emissions target. The draft Policy embeds flexibility by specifying that the target will be reviewed at each Policy review before 2035. Consideration of market conditions and other factors would be key elements of every review.
Edits to policy	Suggestions to modify the policy, including exploring allocation of car share spots based on density and allowing hybrids before fully transitioning to zero emission vehicles.	3	Edits to the Policy have been considered individually. The draft Policy aims to create certainty for the community and the industry with how it allocates parking spaces to car share. There are interim milestones or targets for the transition to zero emissions vehicles.
General support	Positive feedback on car share services and their benefits in reducing car ownership.	3	Noted.
Too many car share spaces provided	Concerns that some areas, such as Surry Hills, have excessive car share spaces, reducing private parking availability.	3	Noted. The draft Policy includes elements that reflect the relative coverage of car sharing in areas, while allowing competition between operators.
More EV charging	Request for increased EV charging infrastructure, including specific locations like East Chippendale.	2	Noted. Out of Scope of the Car Sharing Policy. Location specific comments have been referred to the relevant City unit.

Engagement Report – Car Sharing Policy

More car sharing spaces	Support for increasing dedicated car share parking spots to make car share services more accessible.	1	Noted. The Policy outlines how the City will facilitate more car share in our area.
Support for dedicated parking spots	Support for dedicated car share parking spots to encourage membership and ease of access.	1	Noted. The draft Policy only allows for dedicated car share spaces. The City does not currently support with permits free floating car share in its local government area, or within individual parking areas.
Cargo bike sharing	Interest in expanding cargo bike sharing as a sustainable transport alternative.	1	Noted. The City does not run car share or bike share services.
More parking meters	Concern that more parking meters are needed in certain areas, like Riley Street.	1	Noted, out of scope of the Car Sharing Policy. Location specific comments are forwarded to the relevant City team.
Comment on existing policy	Concerns about the effectiveness of the current Policy in reducing emissions including usage rates of car share vehicles and that they are private companies. Increasing public transport availability would be more effective.	1	Noted. The City's priority is to create a city for walking, cycling and public transport. Car sharing complements this by providing residents and businesses with access to a car for some of their trips.

Organisation feedback

One written submission from an organisation was received. We have summarised the issues and comments raised and our response below.

Organisation	Issues and/or comments	City of Sydney response
GoGet	Appreciates the City's long-standing support of car share.	Noted.
	City leverage its influence and experience to help enable car share growth in other NSW LGAs.	Noted. We continue to work with other Councils and share our experience with car share policy.
	Appreciate the City's support for carshare at a State level, particularly its efforts to exempt carshare vehicles from the parking levy. This could extend to toll relief benefits to car share users, similar to those offered to private car owners, or even allowing carshare usage to be novated like private vehicle ownership.	Noted. The NSW Government is implementing its Toll Reform program.
	Zero emissions target should remain flexible and responsive to market conditions. Additional text suggested: i. Vehicle Environmental Impact [...] All car sharing fleets will need to be zero emissions by 2035, <i>assuming market conditions exist that enable the transition.</i>	Noted. The draft Policy embeds flexibility by specifying that the target will be reviewed at each Policy review before 2035. Consideration of market conditions and other factors would be key elements of every review.
	Clearer requirements for car share vehicles to park in areas without parking permits. - City of Melbourne example - Additional text suggested: iii. Permit [...]. It will also allow the car to be parked in nearby 'permit excepted' spaces if the dedicated space is illegally occupied. <i>If the carshare space is located in an area without parking permits (i.e. Green Square), the operator must notify council of the vehicle registration</i>	Noted. Not supported. Parking areas vary across the city. The change in the draft Policy creates the context for an operational approach to limit the impacts of the issue. The

Engagement Report – Car Sharing Policy

Organisation	Issues and/or comments	City of Sydney response
	<i>in the dedicated space, and park legally in timed parking nearby. The carshare vehicle will be exempt from receiving a parking infringement for 48 hours.</i>	suggested detailed change has been forwarded to the relevant operational units.
	Audit of car share operator reports Additional text suggested: v. Audit of Reports [...] A car share operator must submit to an independent audit of their monthly reporting and usage data every three years, <i>if requested by the City.</i>	Noted. Not supported. The draft Policy proposes regular auditing to increase transparency in the system, noting the importance of operator-provided data to decisions made under the Policy.
	Enable the City to increase the monthly cap on installation of car share spaces to align with demand or shifts in market. - Additional text suggested: The City will set caps on the maximum monthly installation. These will respond to the resourcing required to consult and install, a reasonable rate of change in areas, and the need to enable more competition between operators. <i>The City, at its sole discretion, can increase the caps on parking areas or on the maximum monthly installation in response to growing demand or market changes (e.g. the introduction of new public transport or bike lanes in an area where increased mode shift is desired). These changes will be communicated to operators and published on the City of Sydney's carshare website.</i> - Additional text suggested: 3.3 Low coverage areas and 3.4 High coverage areas. <i>The City of Sydney, at its sole discretion, can increase this cap in response to demand or market changes (e.g. the introduction of new public transport or bike lanes in an area where increased mode shift is desired). These changes will be communicated to operators and published on the City of Sydney's carshare website.</i>	Noted. The draft Policy proposes to formalise a previously informal 5% cap, to create certainty for the community and the industry. Any change to the cap in future should be part of a formal Policy review, including community engagement.

Engagement Report – Car Sharing Policy

Organisation	Issues and/or comments	City of Sydney response
	Delegations Additional text suggested: 3.2 Consultation [...] Proposals to allocate on-street car share spaces <i>may</i> be considered by the Local Pedestrian Cycling and Traffic Calming Committee.	Noted. The Policy will be amended to include text referencing the City's implementation of NSW Government <i>Temporary Delegations to Councils</i>.
	Expression of interest (5.4) clause provides uncertainty to operators and undermines stability of the network. Delete 5.4 and replaces with suggested text: <i>5.4 Voluntary vacation of spaces. Where an operator voluntarily vacates an existing space, the City may seek expressions of interest from other eligible operators to occupy this space.</i>	Noted. Not supported. The City introduced the option for a future Expression of Interest in the 2016 Policy review. The existing process is sophisticated to balance any factors leading to an EoI with the reasonable needs of operators. The current process for operators voluntarily vacating spaces is working well, and the draft Policy change Section at 5.4 formalises this.
	Information provided about off-street spaces needs to stay commercially confidential. Additional text suggested: 6.1 Disclosure of data [...] The City will then publish them on an annual basis, <i>with off-street, non-city owned spaces to be excluded from this report.</i>	Noted. All material provided by operators as part of their detailed monthly reports is already considered commercial in confidence for 12 months after submitted to the City.
	On-street car share spaces in central Sydney. - Even a small on-street fleet would help resilience and recovery from COVID. - Suggested text change: Scope. Change to <i>The Central Sydney On-Street Parking Policy will determine if on-street carshare is to be considered in the area defined by this policy.</i>	The <i>Central Sydney On-street Parking Policy</i> was reviewed at the same time as the <i>Car Sharing Policy</i> and there is no proposed priority for on-street car sharing in the policy area. Reflecting this in the Car Sharing Policy ensures clarity and alignment between the two policies. .
	Requests annual reports on estimated on-street parking spaces by area.	Noted. The City will ensure operators have reasonable sufficient information to support their identification of potential spaces.

Attachment B

Car Sharing Policy (showing changes)

Car Sharing Policy

Purpose

Parking is a key component of the system that supports the access, economic, social and environmental outcomes outlined in Sustainable Sydney 2030 – 2050 Continuing the Vision, the Community Strategic Plan and the Access Strategy and Action Plan – Continuing the Vision.

As cities grow, the demands for street space intensify. The kerbside is a valuable commodity, with private parking competing with many other beneficial uses for space – including safety measures such as clear zones and pedestrian crossings; cycleways; footpath widening; outdoor dining; and plantings to reduce heat on our streets. Car sharing is one solution to maintaining access while allowing more efficient use of the kerb.

The objectives of the Car Sharing Policy ('this Policy') are to increase use of car sharing, and to ensure that the City's car sharing program is well-governed and transparent. Specific objectives include:

- using on-street parking spaces more efficiently: by replacing the parking demand created by underused private vehicles
- reducing vehicle traffic and greenhouse emissions: by reducing vehicle kilometres travelled, and shifting travel to more fuel-efficient vehicles
- supporting the local economy: by reducing the need of businesses and individuals to own a private vehicle and car space
- increasing social inclusion: by enabling access to a variety of vehicles to households who could not otherwise afford them
- increasing health: as people walk and cycle more.

Scope

This policy applies to car share spaces located on City of Sydney (the 'City') streets or property. The City is not currently considering proposals for on-street car share spaces in the area defined in the Central Sydney On-Street Parking Policy.

Definitions

Term	Meaning
Car Sharing	Scheme where a resident or business can access a shared vehicle.
Car Share Operator	A commercial entity that is an eligible operator under this Policy.
Low coverage area	Parking precincts where on-street car share spaces account for less than 3.5% of available kerbside parking.
High coverage area	Parking precincts where on-street car share spaces account for 3.5% or more of available kerbside parking.
Area/parking area	A parking area defined in the Neighbourhood Parking Policy.

Term	Meaning
Free floating	Car share schemes where vehicles do not have to return to a dedicated space.

Policy Statement

1. Eligibility of a car share operator

The City will allocate car share spaces only to car share operators who meet the following criteria described below:

- Have, or be developing, a network of cars in locations that are accessible to all members.
- Allow any licensed driver over age 18 to join, subject to reasonable creditworthiness and driving history checks.
- Supply an internet and phone-based booking system available to members 24 hours per day, allowing immediate booking of vehicles.
- Offer booking durations of one hour or less.
- Ensure that no vehicle is booked for longer than four days unless a replacement vehicle is provided for the space.
- Prohibit the routine long-duration reservation or exclusive use, including overnight use, of a car sharing space by any one user, either individual or business.
- Confirm in writing their acceptance of the obligations set out in this policy.

2. Obligations of car share operators

Operators must meet the obligations set out below:

- Vehicle Environmental Impact – An operator must not use any passenger vehicle in a dedicated on-street space which emits more than 175g/km of CO₂. In the case of other vehicle types, such as vans or utilities, an operator must demonstrate to the satisfaction of the City that the vehicle is a high environmental performer for its class. While the City recognises that car sharing contributes to emissions reduction by lowering private car use, the City is aiming to reduce emissions as quickly as possible. The aim is for car sharing vehicles to be electric-zero emission by 2030, as part of the path to Net Zero Emissions by 2035. All car sharing fleets will need to be zero emissions by 2035.
- Availability of vehicles – Cars must be installed within one week of the City notifying an operator of the availability of a space for which they have applied. Once installed, a car may not be withdrawn from service for more than 72 hours for maintenance, repair or any other reason unless the City is notified, and a replacement vehicle provided after four days. Operators must acquaint themselves with upcoming road closures due to special events or other purposes and make arrangements to remove or relocate vehicles during that time.
- Permit – Car share operators must ensure that a current City issued Authorised Car Share Vehicle Permit or temporary Letter of Authorisation is obtained and displayed on each vehicle at all times. This permit identifies an authorised car share vehicle and authorises the car to park in its dedicated parking space. It will also allow the car to be parked in nearby 'permit excepted' spaces if the dedicated space is illegally occupied.

- iv. Monthly reports – Car share operators must provide an accurate and detailed monthly usage and membership report, in a template specified or approved by the City, for vehicles in every allocated car share space. The report must include, at a minimum, the number of members by postcode and suburb, quantity of car share vehicles in car share spaces (on- and off-street), total number and duration of bookings per vehicle, total trip distance per vehicle and the total number of hours the vehicle is available each month.
- v. Audit of Reports – A car share operator must submit to an independent audit of their monthly reporting and usage data every three years.
- vi. Financial Soundness - A car share operator must, upon request, demonstrate to the satisfaction of the City that the operator is financially sound, and capable of meeting obligations to the City and members.

3. Dedicated Car Share Spaces

3.1 Installation

The City will provide dedicated and exclusive on-street spaces for authorised car share vehicles. The quantity and location of on-street spaces will be commensurate with demand, while allowing scope for new operators to enter the system. Each space will be reserved for an individual car share vehicle.

The City will set a maximum allocation of car share spaces for each parking area. The maximum allocation will be 5% of parking spaces for each area (at time of application).

The City will set caps on the maximum monthly installation. These will respond to the resourcing required to consult and install, a reasonable rate of change in areas, and the need to enable more competition between operators.

3.2 ~~Community Engagement~~ *Consultation*

Given the strong community interest in kerbside parking management, consistent with its Community Engagement Strategy, the City will ensure that businesses and residents in the immediate vicinity of a proposed on-street space have an opportunity to comment on car share proposals.

In 2023 the NSW Government delegated exclusive authority to local governments to make most parking changes on local and regional roads. Delegated City staff will make a final decision after the appropriate community engagement.

The City will refer to the Local Pedestrian, Cycling and Traffic Calming Committee matters where NSW Government delegations require the Committee's consideration. It will also take matters to the Committee where, after community engagement, it is clear there are a significant number of opposing views in the community. After recommendation by the Committee, delegated City staff will then make a final decision. ~~The City will consult with residents and businesses in the immediate vicinity of a proposed on-street space.~~

~~Proposals to allocate on-street car share spaces will be considered by the Local Pedestrian-Cycling and Traffic Calming Committee.~~

3.3 Low coverage areas – new space requirements, and monthly cap

The City may allocate spaces requested by an existing operator only where it can demonstrate that the three nearest spaces held by the operator are each used at least 18 times per month or at least four hours per day, on average over the period of the preceding three months.

In order to facilitate access for new operators, the City will waive this requirement in the case of operators with fewer than three vehicles in areas with less than 900 general parking spaces, or fewer than six vehicles in those precincts with more than 900 general parking spaces.

The monthly installation cap for low coverage areas will be four spaces in any area, and eight spaces total.

3.4 High coverage areas – new space requirements, and monthly cap

The City may allocate spaces requested by an existing operator only where the operator can demonstrate that each of the four nearest spaces held by the operator are used at least 25 times per month or at least five hours per day, on average over the period of the preceding 3 months.

In order to facilitate access for new operators, the City will waive this requirement in the case of operators with fewer than three vehicles in areas with less than 900 general parking spaces, or fewer than six vehicles in those areas with more than 900 general parking spaces.

The monthly installation cap for high coverage areas will be two spaces in any parking area, and four spaces total.

3.5 Priority for new space applications

The City advises operators when it is willing to consider applications for new spaces, and the total amount of spaces it is willing to consider. In this environment, demand for new space proposals from operators is likely to exceed the City's monthly installation caps set out at Sections 3.3 and 3.4.

The City will therefore prioritise applications in low coverage and high coverage areas, in line with the objectives set out in this Policy. The City will apply a Car Sharing Application Prioritisation Procedure when the number of complying applications exceeds the cap. This will include the preferential allocation approach outlined at Section 5.2.

3.6 City car parks

The City may provide car share spaces in City-owned car parks. In the case of the Kings Cross and Goulburn Street car parks, a maximum of ten spaces will be allocated, subject to the applicant meeting the criteria and minimum use applicable for spaces in high coverage areas.

3.7 Management of spaces

The City reserves the right to reject any application to establish a car share space.

The City will also refuse speculative and large scale placement of car share vehicles in the absence of reasonably foreseeable resident and business demand.

3.8 *Free floating car sharing*

The City does not currently support with permits free floating car share in its local government area, or within individual parking areas. This would require a permit that exempted a vehicle from all restrictions in “permit holders excepted” spaces, and risk concentrating large numbers of free floating car share vehicles in popular areas, such as around train stations and village high streets. This is likely to increase rather than decrease parking pressure in these locations.

The City would only consider such a scheme if it strengthened the overall car sharing system, without reducing the value of existing dedicated car sharing spaces, did not significantly impact on non-members of car sharing, and did not result in more vehicle driving for short trips within parking areas.

4. Fees

Most car sharing fees payable by car share operators are set to partially recover the costs of administering the policy and the cost of installing car sharing bays. Fees shall be set annually in the Schedule of Fees and Charges.

A separate fee may be specified for the use of parking spaces in the Kings Cross and Goulburn Street car parks. Where levies or state taxes apply to a parking space, such as the Parking Space Levy, these will be payable in full by the car share operator.

5. Competition

5.1 *Any car share operator is eligible*

The City of Sydney car sharing program is open to both existing and new operators who meet the requirements of this policy, outlined at Section 1.

5.2 *Preferential allocation*

In areas where more than 75% of potential on-street spaces in a precinct are held by a single operator, the City will issue remaining spaces preferentially to another eligible operator in order to facilitate competition and user choice.

5.3 *Allocation of bays in the event of change of control*

Allocated car share spaces may not be transferred between operators, without the City's consent.

In the case of change of control or ownership by one operator of another operator, the City may, acting reasonably, revoke or reallocate any or all of the operators' spaces.

5.4 *Expression of Interest for use of car sharing bays*

The City may, at its discretion, elect to undertake an Expression of Interest for the use of any or all car sharing spaces by one or more operators.

Should an Expression of Interest be called it will be subject to a 12 month notice period. It would only apply to spaces that were at least 10 years old and the spaces will be offered for a period of 10 years. The Expression of Interest will be open to any operator, including incumbents.

Where an operator voluntarily vacates an existing space, the City may seek expressions of interest from other eligible operators to occupy this space.

6. Management

6.1 *Disclosure of data*

Detailed monthly reports will be treated as commercially confidential for 12 months from the date on which the reports are due to Council. The City will then publish them on an annual basis.

6.2 *Minimum usage*

Where, if averaged over a period of three consecutive months, the usage of a car share space is less than 10 trips per month and usage is less than 40 hours per month, the City may ask an operator to show cause as to why the space should not be withdrawn or reallocated. The City may only withdraw or reallocate spaces that have been in place for more than twelve months.

6.3 Non-compliance with Policy

In the case of non-compliance with obligations outlined in Section 2 of this Policy, the City may, acting reasonably, suspend or revoke any or all spaces assigned to an operator, or suspend an operator's eligibility to apply for additional spaces.

Authority to take action for non-compliance rests with the Chief Executive Officer (CEO). Operators will be given an opportunity to make representations prior to any action for non-compliance with this policy. In case of the revocation of spaces, the CEO is authorised to reallocate spaces to an alternative operator.

Responsibilities

City officers must follow this Policy when approving new car share operators and managing the car share system.

The City Access and Transport Unit at the City of Sydney is responsible for maintaining this Policy, the approval of new car share operators and operator data and reporting requirements.

The Traffic Operations team at the City of Sydney is responsible for the installation of new car share spaces (including approval and consultation processes), managing and maintaining these spaces, including temporary removals for construction activities and the like.

The City Rangers team at the City of Sydney is responsible for enforcement.

The Customer Service team at the City of Sydney is responsible for permits.

Consultation

In reviewing this Policy, City staff have consulted all responsible areas at the City of Sydney and all eligible car share operators at the time of review.

References

Laws and Standards

- Technical Direction, Traffic and Transport, TTD 2018/001 – 26 October 2018: Guidelines for on-street fixed space car share parking

Policies and Procedures

- Car Sharing Application Prioritisation Procedure

Review period

This Policy is to be reviewed in three years.

Approval Status

Council approved this policy xxxx.

Approval History

Stage	Date	Comment	TRIM Reference
Original Policy	04 April 2011	Approved by Council	2018/506818
Reviewed	21 November 2016	Added an 'expression of interest' process for use of any or all spaces by one or more operator, introduced a 'change of control' provision, established 'cost recovery' as basis for annual fee, adopted minimum usage and membership thresholds and standardised reporting.	2016/653220
Commence Review Date	21 February 2019		
Approval Due Date	xxxx		

Ownership and approval

Responsibility	Role
Author	Manager, Transport Policy
Owner	Chief Operations Officer
Endorser	City of Sydney Executive
Approver	City of Sydney Council

Item 6.

Fire Safety Reports

File No: S105001.002

Summary

The City of Sydney (the City) regularly receives building reports from Fire and Rescue NSW in relation to inspections carried out by Fire and Rescue NSW Authorised Officers. These inspection reports are to be reported to Council and Council is required to determine whether to exercise its power to issue fire safety orders under Division 9.3 and Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act).

In response to Fire and Rescue NSW reports staff undertake inspections to ensure fire safety measures are in full operation and that building exits are clear and unimpeded. Fire and Rescue NSW inspections revealed fire safety concerns that require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

Fire and Rescue NSW has powers under the Act to carry out inspections of buildings and it is required to forward its findings to the City.

Fire and Rescue NSW reports received by the City are required to be tabled before Council. Attached are details of the reports received by the City from Fire and Rescue NSW. The attachments deal with 5 properties and include the Fire and Rescue NSW report and the findings (preliminary or final) by the City's Officer, along with other documentation relevant to that property.

Recommendation

It is resolved that Council:

- (A) note the contents of the Fire Safety Reports Summary Sheet, as shown at Attachment A to the subject report;
- (B) note the inspection reports by Fire and Rescue NSW, as shown at Attachments B to F of the subject report;
- (C) note the contents of Attachment B and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 31 Market Street, Sydney at this time;
- (D) note the contents of Attachment C and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 1-73 Broadway, Ultimo at this time;
- (E) note the contents of Attachment D and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 9-13 Hay Street, Haymarket at this time;
- (F) note the contents of Attachment E and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 2-4 Cunningham Street, Haymarket at this time; and
- (G) note the contents of Attachment F and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 102 Miller Street, Pyrmont at this time.

Attachments

- | | |
|----------------------|--|
| Attachment A. | Fire Safety Reports Summary Sheet |
| Attachment B. | Inspection Report - 31 Market Street, Sydney |
| Attachment C. | Inspection Report - 1-73 Broadway, Ultimo |
| Attachment D. | Inspection Report - 9-13 Hay Street, Haymarket |
| Attachment E. | Inspection Report - 2-4 Cunningham Street, Haymarket |
| Attachment F. | Inspection Report - 102 Miller Street, Haymarket |

Background

1. The City receives inspection reports and recommendations from Fire and Rescue NSW in relation to inspections carried out on buildings located within the City's local government area.
2. Under the Environmental Planning and Assessment Act 1979, (the Act), Fire and Rescue NSW has the power to carry out inspections of buildings to determine if the building has adequate provision for fire safety and/or is compliant with legislation.
3. On average, the City receives approximately 50 such reports each year. They can arise from any Fire and Rescue NSW inspection of a property, including reactive inspections where a third party has reported a concern relating to fire safety in a building..
4. When Fire and Rescue NSW carries out such an inspection, a report and any recommendations must be provided to the City.
5. Under the Act, Council is then required to table the report and make a determination as to whether it will exercise its power to issue a Fire Safety Order 1 or 2 in Schedule 5, Part 2 of the Act. Fire Safety Order 1 requires a person to do or stop doing certain specified things to improve fire safety. Fire Safety Order 2 requires a person to cease conducting an activity on premises where that activity constitutes, or is likely to constitute, a life-threatening hazard or a threat to public health or public safety.
6. Attached are the details of 5 reports received from Fire and Rescue NSW, including recommendations for further action, relating to three properties. The properties have also been reviewed by City staff

Risks

7. This approach is within the City's risk appetite, which states:
 - We are committed to conducting our activities in full compliance with applicable laws, regulations and relevant industry standards.

Relevant Legislation

8. Environmental Planning and Assessment Act 1979.

GRAHAM JAHN, AM

Chief Planner / Executive Director City Planning, Development and Transport

Andrew Thomas, Executive Manager Planning and Development

Attachment A

Fire Safety Reports Summary Sheet
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Fire Safety Reports Summary Sheet
Cl.17, Schedule 5 of the Environmental Planning and Assessment Act 1979, reports to Council, S105001.002

Total number of properties tabled: 5

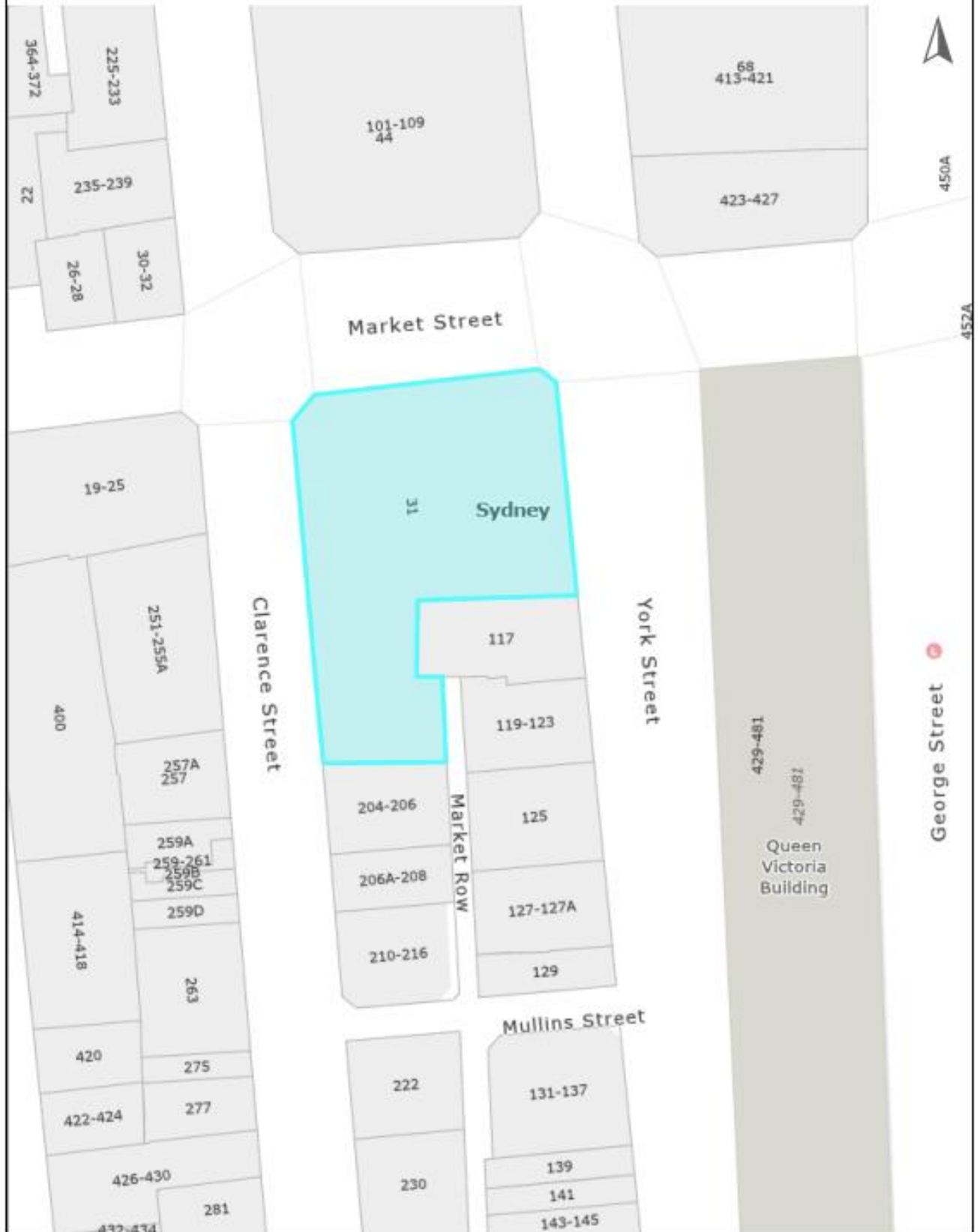
Report – April 2025

Summary table

Att. (A-F)	Premises Specifics	Actions/ Recommendation
A	Not applicable – Summary Sheet	Summary of clause 17, Schedule 5 matters tabled at Council meeting.
B	31 Market Street, Sydney	Premises inspected; matters raised have been rectified, no further action required.
C	1-73 Broadway, Ultimo	Premises inspected; owners have been issued with corrective action correspondence; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.
D	9-13 Hay Street, Haymarket	Premises inspected; owners have been issued with corrective action correspondence; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.
E	2-4 Cunningham Street, Haymarket	Premises inspected; owners have previously been issued with a Fire Safety Order; owners have also been issued with corrective action correspondence; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.
F	102 Miller Street, Pyrmont	Premises inspected; owners have been issued with corrective action correspondence; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.

Attachment B

**Inspection Report
31 Market Street, Sydney**



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Notes

18/02/2025

**City Investigation Officer Inspection and Recommendation Report
Clause 17(2), Part 8 of Schedule 5, of the Environmental Planning and
Assessment Act 1979 (the Act)**

File: 3286808

Officer: Andrew Manning

Date: 18 February 2025

Premises: 31 Market Street, Sydney NSW 2000

Executive Summary

The City received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises on 23 January 2025 with respect to matters of fire safety.

The premises consists of a thirty-seven (37) storey commercial building.

The lower ground floor comprises of a carpark with the ground and first floor being dedicated to commercial retail, and all other storeys consisting of commercial office tenancies.

The City inspected the premises on 29 November 2024, accompanied by FRNSW. This inspection revealed that only minor works were required to ensure adequate fire safety. During the inspection, FRNSW and the City issued verbal instructions to rectify the required minor fire safety works.

The City reinspected the premises on 2 December 2024, confirming all work had been completed, effectively addressing FRNSW's concerns.

Although there remains minor fire safety work to attend to, the overall fire safety systems are considered adequate. No additional fire safety concerns were identified, specifically no combustible external cladding was found.

Chronology

Date	Event
28 November 2024	FRNSW contacted the City and requested Fire Safety Officers attend a site inspection of a pop-up tenancy located within 31 Market Street, Sydney.
29 November 2024	An inspection was undertaken by a City officer with FRNSW. Minor issues were noted. Verbal directions were given, with items rectified at the time where possible, or within 48 hours where rectification works were required. Faults were noted on the Fire Indicator Panel (FIP), with FRNSW requiring evidence of rectification be provided to them.
2 December 2024	Verification of required works being completed was provided to FRNSW and the City.
2 December 2024	City officers reinspected to verify works had been completed.
26 December 2024	Pop up tenancy ceased trade.
23 January 2025	FRNSW letter dated 23 January 2025 was received identifying the fire safety maintenance issues observed in the 29 November 2024 inspection.

FIRE AND RESCUE NSW REPORT

Fire and Rescue NSW conducted an inspection of the subject premises after receiving an enquiry on 11 November 2024 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

This is a Christmas experience for children. I attended 10 Nov with my family. I noticed that every ceiling smoke detector appeared to be covered with something (possibly cellophane). This concerned me because it seemed unsafe, and exacerbated by small, crowded rooms full of children, many doors blocking easy egress, cables and electrical lights running everywhere

The report from FRNSW detailed a number of issues, in particular:

Ref.	Issue	City response
Essential Fire Safety Measures		
1.	<i>The Fire Detection Control and Indicating Equipment (FDCIE) displayed faults and disablements. These were rectified to the satisfaction of FRNSW on 16 December 2024.</i>	FRNSW acknowledges faults have been rectified, addressing this issue.
2.	<i>Smoke Detectors were covered throughout 'Wundr Store' tenancy. The manager was advised to remove dust caps and confirmed that this had been completed on 3 December 2024.</i>	The City's reinspection on 2 December 2024 revealed that the issue had been rectified, addressing this issue.
3.	<i>Emergency Lighting was not provided throughout the 'Wundr Store' tenancy.</i>	Given the temporary nature of the tenancy, City officers advised torches were to be present within each space created by the partition walls, and staff were to be trained in their use during their daily pre-start meeting, addressing the issue temporarily. The tenancy ceased to operate 26 December 2024, resolving the issue permanently.
4.	<i>Exit Signage within the 'Wundr Store' tenancy was not illuminated as required.</i>	Given the temporary nature of tenancy, City officers advised that staff were to be trained in directing patrons to an exit in the event of an emergency during their daily pre-start meeting, addressing the issue temporarily. The tenancy ceased to operate 26 December 2024, addressing the issue permanently.
5.	<i>Sprinkler Heads were obstructed within the 'Wundr Store' tenancy, contrary to the building code requirements. Manager was advised to remove the obstruction and confirmed that this had been completed via an email sent on 3 December 2024.</i>	The City's reinspection on 2 December 2024 confirmed the obstructions had been removed, addressing this issue.

Ref.	Issue	City response
6.	<i>Access to the fire hose reel adjacent to the main entry/exit to the 'Wundr Store' tenancy was obstructed.</i>	Given the temporary nature of tenancy City officers advised that staff were to be trained in location and use of the fire hose reel and PFE's during their daily pre-start meeting. Additional PFE's had been provided throughout the tenancy. This addressed the issue temporarily. The tenancy ceased to operate 26 December 2024, addressing the issue permanently.
7.	<i>A number of exit doors did not have compliant door latch hardware.</i>	Given the temporary nature of the tenancy, City officers advised that staff were to be trained in assisting any patrons in need of assistance with the operation of a latch during their daily pre-start meeting, addressing the issue temporarily. The tenancy ceased to operate 26 December 2024, resolving the issue permanently.
8.	<i>Annual Fire Safety Statement (AFSS) could not be located.</i>	The City's reinspection on 2 December 2024 confirmed that the AFSS was prominently displayed, addressing this issue.

FRNSW is therefore of the opinion that there are inadequate provisions for fire safety within the building.

FRNSW recommends that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

COUNCIL INVESTIGATION OFFICER RECOMMENDATIONS

Issue Order	Issue emergency Order	Issue a compliance letter of instruction	Cited Matters rectified	Continue to undertake compliance action in response to issued The City correspondence	Continue with compliance actions under the current Order	Other (to specify)

The reinspection of the building by a City Investigation Officer on 2 December 2024, in company with the manager, revealed that the above recommendations of FRNSW have been complied with.

It is recommended that the City not exercise its powers to give a fire safety order at this time, and that the Commissioner of FRNSW be advised of the City's actions and determination.



File Ref. No: FRN16/3598 - BFS24/7398 - 8000039219
 TRIM Ref. No: D2025/006554
 Contact: Conor Hackett

23 January 2025

General Manager
 City of Sydney
 GPO Box 1591
 SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
 'WUNDR STORE'
 31 MARKET STREET, SYDNEY ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 11 November 2024 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

This is a christmas experience for children. I attended 10 Nov with my family. I noticed that every ceiling smoke detector appeared to be covered with something (possibly celophane). This concerned me because it seemed unsafe, and exacerbated by: small, crowded rooms full of children, many doors blocking easy egress, cables and electrical lights running everywhere

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 29 November 2024. Officers from the City of Sydney Council's Health & Building Team were also present during the inspection.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

Fire and Rescue NSW	ABN 12 593 473 110	www.fire.nsw.gov.au
Community Safety Directorate	1 Amarina Ave	T (02) 9742 7434
Fire Safety Compliance Unit	Greenacre NSW 2190	F (02) 9742 7483
www.fire.nsw.gov.au		Page 1 of 4

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

This report is limited to observations and sections of the building accessed at the time of the inspection and includes potential deviations from the National Construction Code 2022 Building Code of Australia – Volume One (NCC) and applicable Australian Standards.

Please be advised that whilst the report is not an exhaustive list of non-compliances, the items as listed may contradict any development consent approval, performance solutions or Fire Safety Orders. It is noted that that the subject tenancy was a temporary store, open for the Christmas period only.

The following items were identified during the inspection:

Essential Fire Safety Measures

1. Clause 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (the DCFS Regulation) requires that an Essential Fire Safety Measure must be maintained to a standard no less than when it was first installed.

At the time of the inspection, it was noted that the Fire Detection Control and Indicating Equipment (FDCIE) displayed 2 (two) faults and 156 (one hundred & fifty-six) disablements.

At the time of the inspection, management advised that the disablements related to fit-out works currently in progress to multiple office tenancies within the premises.

An email was received from Fire Contractors on 16 December 2024 confirming the faults had been removed.

Accordingly, no enforcement action was taken by FRNSW

2. Smoke Detectors - Dust caps were found on all smoke detectors throughout the 'Wundr Store' tenancy, contrary to the requirements of AS1670.1-2018. The manager was advised to remove dust caps and confirmed that this had been completed via an email sent on 3 December 2024.
3. Emergency Lighting - Due to the partitions within the 'Wundr Store' tenancy, emergency lighting was not provided throughout the tenancy in accordance with the requirements of Clause E4D2 of the NCC.

4. Exit Signage – The majority of exit signage within the 'Wundr Store' tenancy was not illuminated contrary to the requirements of Clause E4D8 of the NCC and Section 6 of AS2293.1-2005.
5. Sprinkler Head – Fabric had been attached to the ceiling, obstructing a sprinkler head within the 'Wundr Store' tenancy, contrary to the requirements of AS 2118.1-1999. The Manager was advised to remove the obstruction and confirmed that this had been completed via an email sent on 3 December 2024.
6. Fire Hose Reels - Access to the fire hose reel adjacent to the main entry/exit to the 'Wundr Store' tenancy was obstructed, contrary to the requirements of Clause 10.1 of AS2441-2005.
7. FRNSW note that on 8 January 2020 Council issued a Fire Safety Order (Ref No: FIRE/2019/149) to the owners of the premises with respect to, inter alia, the upgrade of the fire hydrant system and fire sprinkler system. Both systems appear to have been upgraded however, it is not known if the terms of the order have been completed to Council's satisfaction.

Notwithstanding the above, FRNSW provide the following comments for Council's consideration.

- i. The head of water present at boost inlets is greater than 50kPa and no isolating valve has been provided immediately downstream of the boost inlet connections, contrary to the requirements of Clause 7.4 of AS2419.1-2005.
- ii. The isolating valve at the sprinkler booster assembly was not secured open by a padlocked chain or riveted strap, in accordance with the requirements of Clause 8.2 of AS 2118.1-1999.

Access & Egress

8. Operation of latch – A number of exit doors in the path of travel to a required exit, incorporated a round tulip style handle in lieu of a lever handle, contrary to the requirements of Clause D3D26 of the NCC.

General

9. Annual Fire Safety Statement (AFSS) – Clause 89(4)(b) of the DCFS Regulation states that the AFSS must be prominently displayed in the building. At the time of the inspection the AFSS could not be located.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 9 of this report and conduct an inspection.

OFFICIAL

- b. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Conor Hackett of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN16/3598 - BFS24/7398 - 8000039219 regarding any correspondence concerning this matter.

Yours faithfully



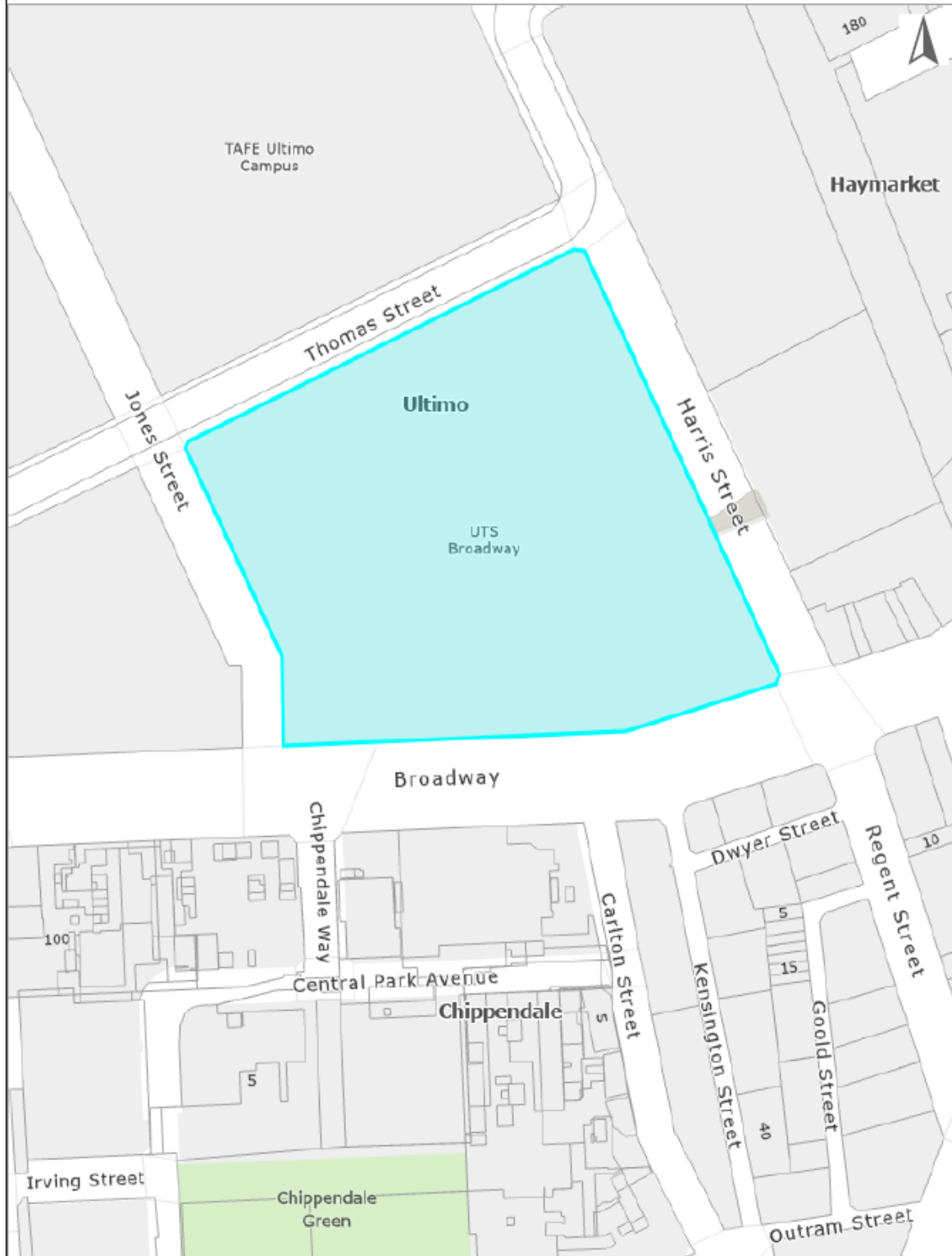
Conor Hackett
Senior Building Surveyor
Fire Safety Compliance Unit

Attachment C

**Inspection Report
1-73 Broadway, Ultimo**

Buildings 1 and 2 at 1 - 73 Broadway, Ultimo

CITY OF SYDNEY



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Notes

24/02/2025

City Investigation Officer Inspection and Recommendation Report
Clause 17(2), Part 8 of Schedule 5, of the Environmental Planning and Assessment
Act 1979 (the Act)

File: 3275577

Officer: Muhammad Hassan

Date: 26 February 2025

Premises: 1 – 73 Broadway, Ultimo “Buildings 1 and 2, University of Technology Sydney”

Executive Summary

The City received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises on 6 January 2025 with respect to matters of fire safety.

The premises is known as “Buildings 1 and 2 at the University of Technology Sydney” and both buildings are used primarily for educational and administrative purposes.

Building 1 also known as UTS Tower is located south of the City’s central business district, near Central Station and opposite Central Park on Broadway. The building contains thirty-two (32) levels with twenty-seven (27) levels occupied. The extra floors comprise building services and storage. The building is constructed of concrete and masonry and contains mainly administrative offices of the university. The Great Hall on levels 5 and 6 caters for graduation ceremonies and there is a car park and loading dock on level 2.

Building 2 also known as UTS Central is located next to the UTS Tower and opposite Central Park on Broadway. UTS Central is a seventeen (17) storey, glass-encased building accommodating the UTS Library, faculty of Law, study spaces, and a publicly accessible food court.

The City’s inspection on 10 February 2025, in the presence of the building’s managers and fire safety consultants, revealed only minor works were required to ensure adequate fire safety.

A compliance letter of instruction was issued on 27 February 2025 requiring the owners to rectify the minor fire safety work by 29 March 2025.

Although there remains minor fire safety work to attend to, the overall fire safety systems were considered adequate. No additional fire safety concerns were identified, specifically no combustible external cladding was found.

Chronology

Date	Event
6 January 2025	FRNSW correspondence received regarding premises at 1 – 73 Broadway, Ultimo, specifically Buildings 1 and 2.
10 February 2025	An inspection of the subject premises was undertaken with the building services and operations manager and several fire safety consultants. The inspection revealed that the building contained the following maintenance issues: 1. The fire indicator panel for building 2 contained a fault. 2. The existing sprinkler block plan was not located in the vicinity of the sprinkler control valves, contrary to the requirements of Clauses 8.3 and 8.5 of AS 2118.1-2017. 3. The fire hydrant block plans (including fire hydrant schematics associated with the block plans) for each building appeared to contain incorrect information. 4. The fire brigade booster connection serving building 1 lacked signage required by the Australian Standard 2419.1 5. Signage indicating the maximum allowable inlet pressure was not located at the sprinkler booster assembly serving building 2, contrary to the requirements of Clause 4.14.1 of AS 2118.1-2017. 6. The entry doors to the sprinkler and fire hydrant pump rooms serving both buildings were not provided with adequate signage to identify that these services were located within the rooms.
27 February 2025	The City issued a compliance letter of instruction detailing fire safety deficiencies to be rectified by 29 March 2025.
27 February 2025	The building was referred to the City's hydrant team that will investigate the building, and if needed, may consider a Notice of Intention to issue an Order to upgrade the hydrant system.

FIRE AND RESCUE NSW REPORT

Fire and Rescue NSW conducted an inspection of the subject premises after receiving an enquiry about the adequacy of the provision for fire safety in connection with the premises.

The report from FRNSW detailed several issues, in particular noting the following:

Ref	Issue	City response
1.	Compartmentation and Separation	
1.A	The automatic closing fire doors separating buildings 1 and 2 on level 6 did not self-close and latch when tested as required.	The City's inspection on 10 February 2025 confirmed this issue had been rectified and doors self-close as required, addressing this issue.
2.	Services and Equipment	
2.A	Emergency Warning and Intercommunication System (EWIS)	
A.	The EWIS panel indicated an audio fault.	The City's inspection on 10 February 2025 confirmed this issue had already been rectified and there were no faults on the EWIS panel, addressing this issue.

Ref	Issue	City response
2.B	Exit Signs	
A.	The pictorial on the exit sign fitting was not fitted and displayed as required.	The City's inspection on 10 February 2025 confirmed this issue had already been rectified. The exist signage was not obstructed and was properly secured, addressing this issue.
2.C.	Fire Hose Reels	
A.	A number of fire hose reels located in building 1 were not located in accordance with current building code requirements.	The subject fire hose reels were installed under Ordinance 70, 1973 which had less stringent height requirements than Section 11 of AS 2441-2005. The building contains portable fire extinguishers which can be used by occupants of the building to extinguish a fire as an alternative to hose reels. The current Building Code of Australia does not require hose reels in class 2, 3 and 5 buildings and in classrooms and associated corridors in primary and secondary schools. Based on the above, it is considered unreasonable to require the owners of the building to rectify the height of the current hose reels. The existing hose reels are considered to still be useable by occupants to extinguish a fire in the building, addressing this issue.
2.D	Fire Hydrant System – Building 1	
A.	The fire hydrant booster assembly does not comply with the requirements of AS 2419.1-2021, In this regard:	
i	Insufficient clearance around the fire hydrant booster inlets is provided to enable easy connection to the inlets.	The fire hydrant booster was installed under Ordinance 70, 1973 and there were no hydrant booster clearance requirements under this code. Although it will be a little more difficult to connect to the inlets, FRNSW can still connect their hoses to the inlets, addressing this issue.
ii	Insufficient clearance around the isolation valve at the fire hydrant booster is provided to enable operation.	The fire hydrant booster was installed under Ordinance 70, 1973 and there were no isolation valve clearance requirements under this code. Although it will be a little more difficult to operate the isolation valve, FRNSW can still operate the isolation valve, addressing this issue.
iii.	An isolation valve is not provided downstream of the fire hydrant booster inlets.	The City's inspection on 10 February 2025 identified an isolation valve was provided downstream of the fire hydrant booster inlets, addressing this issue.

Ref	Issue	City response
iv.	The non-return valve at the booster in building 1 appears to be installed such that it is orientated in the incorrect direction.	The City's inspection on 10 February 2025 found that the non-return valve was orientated in the correct direction, addressing this issue.
V.	Feed fire hydrants were not provided at the booster assembly.	The fire hydrant booster was installed under Ordinance 70 and there were no requirements to install feed fire hydrants under this code providing that a street hydrant was located within 20m of a fire brigade pump appliance that could be parked within 15m of the inlet boosters. A street hydrant was in such a location, which is considered to address this issue.
B.	Signage indicating the boost pressure for the hydrant system serving building 1 was not provided at the fire hydrant booster assembly. Concerns are raised in this regard, as:	
i.	FRNSW appliances are unable to pump to this pressure.	During the City's inspection on 10 February 2025 the owner's Fire Safety Consultant advised the City that the pressure indicated on the fire hydrant block plan is incorrect and is required to be adjusted. The compliance letter of instruction requires owners to address this issue by 29 March 2025, addressing this issue.
ii	The stated boost pressure would be inadequate to provide the required pressures to the most hydraulically disadvantaged fire hydrant landing valves in accordance with AS 2419.1-2021.	The owners fire safety consultants advised that the pressure indicated on the fire hydrant block plan is incorrect and is required to be adjusted. This issue has been addressed under the compliance letter of instruction requiring issue to be rectified by 29 March 2025.
	Accordingly, it is considered that the fire hydrant system as designed and installed fails to meet the operational needs of FRNSW.	Although the fire hydrant system complies with the standard of performance with which it was designed and constructed, FRNSW's operational requirements have changed and as such the system may need to be upgraded. The building was referred on 27 February 2025 to the City's hydrant team that will investigate the building, and if needed, may Order the upgrade of the hydrant system.
C.	Signage indicating the test pressure was not located at the fire hydrant booster as required by the current standard.	The fire hydrant booster was installed under Ordinance 70 and there were no requirements to install test pressure signage under this Code. Although not required, the owners have advised the City that

Ref	Issue	City response
		they are happy to install such signage. The lack of signage and the boost pressure concerns have been addressed under the written letter of instruction which requires signage to be installed by 29 March 2025.
D.	The block plan indicates that the pumps located on level 31 have less pressure than that required.	The owners fire safety consultants advised that the pump pressure appears to be incorrect and will investigate this matter further. The compliance letter of instruction requires the owners to correct the block plan by 29 March 2025, addressing this issue.
E.	It is unclear what purpose the fire hydrant pump located on level 16 of building 1 serves.	During the City's inspection on 10 February 2025, the owner's fire safety consultants advised that they would investigate this matter further and will inform Council on the purpose of the pump when their investigation is complete. The compliance letter of instruction requires hydrant details to be corrected by 29 March 2025.
2.D.	Fire Hydrant System - Building 2	
F.	The boost pressures indicated for the low-rise pressure zone in building 2 would result in an inadequate amount of residual pressure being available at the most hydraulically disadvantaged attack hydrant, contrary to current building code requirements.	The fire hydrant system in building 2 was installed under AS 2419.1-2005 and the minimum boost pressure under table 2.2 and 2.3 is 700KPA. The boost pressure noted on the booster is 800KPA which is greater than the minimum. The minimum boost pressure under Clause 2.2.6 of AS 2419.1-2021 is also 700KPA. This is considered to address this issue.
G.	Concerns are raised that either the Building 2 schematic is incorrect, or the signage and associated pressure gauge should not be installed.	The City's inspection on 10 February 2025 noted the hydrant schematic needed to be amended. The compliance letter of instruction requires the schematic to be amended by 29 March 2025, addressing this issue.
2.E.	Smoke Detection System	
A.	The Fire Brigade Panel (FBP) indicated 3 faults.	The City's inspection on 10 February 2025 found the faults had already been rectified, addressing this issue.
2.F.	Smoke Control System	
A.	The Fire Fan Control Panel (FFCP) indicated 2 faults relating to "AHU-CB02-01-01".	The City's inspection on 10 February 2025 found the faults had already been rectified, addressing this issue.

Ref	Issue	City response
2.G.	Sprinkler System – Building 1	
A.	Isolation valves for the sprinkler system are not monitored, contrary to the requirements of Clause 3.5.3 of AS 2118.1-2017.	The sprinkler system in the building was installed under Australian Standard CA 16 – 1962 and isolation valves were not required to be monitored under this standard. The isolation valves are in secure rooms and are unlikely to be tampered with, addressing this issue.
B.	The sprinkler pump room is not provided with direct access to a road, open space or fire-isolated passageway, contrary to the requirements of Clause D4 of AS 2941-2013.	The sprinkler system was installed in the building prior to the introduction of Ordinance 70 and the BCA. It most likely would have been installed under the Height of Buildings Act and there is no requirement under this Act to install a sprinkler pump room in a location with direct access to a road, open space or fire isolated passageway. Furthermore, it would be very costly, difficult and unreasonable to move the sprinkler pump location. Taking the above into consideration and considering the building is already provided with suitable passive and active fire safety measures, the City has determined that no work is required to address this issue.
C.	Block plans and emergency instructions were not provided in the vicinity of the sprinkler control valves, contrary to the requirements of Clauses 8.3 and 8.5 of AS 2118.1-2017.	The City's inspection on 10 February 2025 identified that a block plan and emergency instructions were present in the sprinkler control valve room, though were not located beside the control valves. The building services/operations manager advised that he would move the plan and emergency instructions to a suitable location near the control valves. The compliance letter of instruction requires the plan and emergency instructions by 29 March 2025, addressing this issue.
2.G.	Sprinkler System – Building 2	
D.	The pilot operated pressure reducing valve located in the supply pipework upstream of the stop valves for installations 1 and 2 incorporated quarter turn isolating valves in the sensing pipework. FRNSW do not recommend the use of pilot operated pressure reducing valves that are able to be isolated in this way.	The City's inspection on 10 February 2025 identified the quarter turn isolating valves had been removed, addressing this issue.

Ref	Issue	City response
E.	Signage indicating the maximum allowable inlet pressure was not located at the sprinkler booster assembly.	The existing sprinkler system in building 2 was designed and installed to AS 2118.1-1999. Clause 4.4.3 of this standard requires the maximum allowable pressure to be displayed at the booster. During the City's inspection on 10 February 2025, it was observed that signs indicating the test and boost pressure were displayed but not the maximum allowable inlet pressure. The compliance letter of instruction requires signage to be corrected by 29 March 2025, addressing this issue.
3.	Maintenance	
3.A.	A maintenance logbook was not available on site for the electric hydrant pumpset for building 2.	The City's inspection on 10 February 2025 identified that a maintenance logbook was provided for the electric hydrant pumpset, addressing this issue.

FRNSW believes that there are inadequate provisions for fire safety within the building.

FRNSW recommends that Council:

1. Review items 1 to 3 of this report and conduct an inspection.
2. Address any other deficiencies identified on "the premises".
3. Ensure that the existing fire hydrant system for building 1 is upgraded to meet the requirements of AS 2419.1-2021 for an equivalent new building or a hybrid system that suits the operational requirements of FRNSW.
4. Ensure that an audit of the installed fire hydrant system is undertaken with a view to ensuring all installed block plans and signage accurately depict the installed system.
5. Advise them in writing of its determination in relation to this matter in accordance with the provisions of clause 17(4) of Schedule 5 of the Environmental Planning and Assessment Act 1979.

COUNCIL INVESTIGATION OFFICER RECOMMENDATIONS

Issue Order (NOI)	Issue emergency Order	Issue a compliance letter of instruction	Cited Matters rectified	Continue to undertake compliance action in response to issued Council correspondence	Continue with compliance actions under the current Council Order	Other (to specify)

As a result of the above site inspection undertaken by Council's investigation officers it is recommended that the owners of the building continue to comply with the compliance letter of instruction as issued by Council officers to rectify the identified fire safety deficiencies noted by FRNSW.

It is recommended that the City not exercise its powers to give a fire safety order at this time.

The City's dedicated hydrant team has commenced separate investigations to determine if the existing fire hydrant system in Building 1 meets the operational requirements of FRNSW. Should the system be found defective, a Fire Safety Order may be issued to address this matter.

It is recommended that the Commissioner of FRNSW be advised of the City's actions and determination.

OFFICIAL



File Ref. No: FRN20/1689 - BFS24/6847 - 8000038797
TRIM Ref. No: D24/148669
Contact: Ryan Maestri

24 December 2024

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
UNIVERSITY OF TECHNOLOGY SYDNEY – BUILDINGS 1 AND 2
15 BROADWAY, ULTIMO (“the premises”)**

Fire and Rescue NSW (FRNSW) received correspondence on 22 October 2024 concerning the adequacy of the provision for fire safety in connection with ‘the premises’.

The correspondence stated that:

- *EWIS system not operating at time of activation of the fire panel and also major faults on the system and system operations not correct.*
- *Large amount of defective fire doors, specially the doors on level 6 between building 1 and 2 when activated the do not close and catching on the tiles and unable to close on alarm. Meaning no fire separation between the 2 buildings if a fire broke out.*
- *Large amount of emergency lighting is out.*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected ‘the premises’ on 13 November 2024.

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

www.fire.nsw.gov.au

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On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

The following items were identified during the inspection:

1. Compartmentation and Separation
 - 1A. The automatic closing fire doors separating buildings 1 and 2 on level 6 did not self-close and latch when tested, contrary to the requirements of Clause C4D6 of the National Construction Code 2022 Volume 1 (NCC) and AS 1905.1-2015.
2. Services and Equipment
 - 2A. Emergency Warning and Intercommunication System (EWIS)
 - A. The EWIS panel indicated an audio fault relating to the Occupant Warning System on levels 1 and 29 of building 1.
 - 2B. Exit Signs
 - A. The pictorial on the exit sign fitting located on level 6 in the vicinity of the medical centre was obscured and not properly secured, contrary to the intent of AS 2293.1-2018.
 - 2C. Fire Hose Reels
 - A. A number of fire hose reels located in building 1 were located less than 1,400 mm from the floor level to the centre of the barrel, contrary to the requirements of Section 11 of AS 2441-2005.
 - 2D. Fire Hydrant System

Building 1

The fire hydrant system serving building 1 appears to have originally been installed in accordance with the requirements of Ordinance 70. Some features of the system indicate, however, that the system may have been partially upgraded at some point. Given this, it is difficult to determine the exact performance characteristics of the system.

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Notwithstanding this, the following deviations from AS2419.1-2021 have been identified, which are of concern to FRNSW:

- A. The fire hydrant booster assembly does not comply with the requirements of AS 2419.1-2021. In this regard:
 - i. Insufficient clearance around the fire hydrant booster inlets is provided to enable easy connection to the inlets.
 - ii. Insufficient clearance around the isolation valve at the fire hydrant booster is provided to enable operation.
 - iii. An isolation valve is not provided downstream of the fire hydrant booster inlets.
 - iv. The non-return valve appears to be installed such that it is orientated in the incorrect direction.
 - v. Feed fire hydrants were not provided at the booster assembly.
- B. Signage indicating the boost pressure for the hydrant system was not provided at the fire hydrant booster assembly, contrary to the requirements of Clause 11.3.4.2 of AS 2419.1-2021. A boost pressure of 1,500 kPa was noted on the block plan provided at the booster. Concerns are raised in this regard, as:
 - i. FRNSW appliances are unable to pump to this pressure.
 - ii. The stated boost pressure would be inadequate to provide the required pressures to the most hydraulically disadvantaged fire hydrant landing valves in accordance with AS 2419.1-2021.

Accordingly, it is considered that the fire hydrant system as designed and installed fails to meet the operational needs of FRNSW.

- C. Signage indicating the test pressure was not located at the fire hydrant booster, contrary to the requirements of Clause 11.3.4.1 of AS 2419.1-2021. Further, it is noted on the block plan that the hydrant system has not been tested to the stated boost pressure of 1,500 kPa. Concerns are raised that the system may not be able to withstand the firefighting pressures required under AS 2419.1-2021.
- D. The block plan indicates that the pumps located on level 31 have a duty of 150 kPa. This is inadequate to provide the required pressures in accordance with AS 2419.1-2021, to the fire hydrants in the upper levels.

- E. It is unclear what purpose the fire hydrant pump located on level 16 serves. A review of the fire hydrant schematic appears to indicate that the pump is not connected in series with the fire hydrant boost inlets and may only serve to circulate water around the ring main supplying hydrants on levels 8 and above.

In light of this, FRNSW brings to your attention a position statement published by FRNSW on 8 January 2019. The statement is shown below:

Fire hydrant system in existing premises

When the consent authority (e.g. Council) is assessing the adequacy of an existing fire hydrant system installed in accordance with the provisions of Ordinance 70 and Ministerial Specification 10 (or earlier), FRNSW recommend that the system be upgraded to meet the requirements of the current Australian Standard AS 2419.1 to facilitate the operational needs of FRNSW.

It may be appropriate for a partial upgrade of the existing fire hydrant system be undertaken. A partial upgrade may be proposed to address deficiencies in the design and/or performance of the existing fire hydrant system, when assessed against the requirements of Australian Standard AS 2419.1, so that the upgraded fire hydrant system will meet the operational needs of FRNSW.

Where a hybrid fire hydrant system is proposed, which incorporates the design and performance requirements from two different standards, the proponent should consult with FRNSW on the requirements for the fire hydrant system.

Building 2

- F. The boost pressures indicated for the low-rise pressure zone would result in an inadequate amount of residual pressure being available at the most hydraulically disadvantaged attack hydrant, contrary to the requirements of Clause 2.2.6 (f) of AS 2419.1-2021.
- G. The fire hydrant schematic indicates that the low-rise booster is connected in parallel with the primary and secondary pumps, however, signage located at the fire hydrant booster assembly indicates that these boost inlets are connected in series. Concerns are raised that either the schematic is incorrect or the signage and associated pressure gauge should not be installed.
- 2E. Smoke Detection System
- A. The Fire Brigade Panel (FBP) indicated a total of 3 faults relating to the smoke detection system for building 1.
- 2F. Smoke Control System

- A. The Fire Fan Control Panel (FFCP) indicated 2 faults relating to "AHU-CB02-01-01".

2G. Sprinkler System

Building 1

- A. Isolation valves for the sprinkler system are not monitored, contrary to the requirements of Clause 3.5.3 of AS 2118.1-2017.
- B. The sprinkler pump room is not provided with direct access to a road, open space or fire-isolated passageway, contrary to the requirements of Clause D4 of AS 2941-2013.
- C. Block plans and emergency instructions were not provided in the vicinity of the sprinkler control valves, contrary to the requirements of Clauses 8.3 and 8.5 of AS 2118.1-2017.

Building 2

- D. The pilot operated pressure reducing valve located in the supply pipework upstream of the stop valves for installations 1 and 2 incorporated quarter turn isolating valves in the sensing pipework. Closure of one or both of these valves will result in no flow of water to the installations. These valves were not monitored, contrary to the requirements of Clause 3.5.4 of AS 2118.1-2017. They are also considered to increase the risk of inadvertent isolation of water to the system.

FRNSW do not recommend the use of pilot operated pressure reducing valves that are able to be isolated in this way.

- E. Signage indicating the maximum allowable inlet pressure was not located at the sprinkler booster assembly, contrary to the requirements of Clause 4.14.1 of AS 2118.1-2017.

3. Maintenance

- 3A. A maintenance logbook was not available on site for the electric hydrant pumpset for building 2, contrary to the requirements of Clause 1.16.6 of AS 1851-2012.

FRNSW believes that there are inadequate provisions for fire safety within the building.

WORKS UNDERTAKEN

In consultation with the building management, works were undertaken in relation to items 2A and 2E above. In this regard, Council is not presently required to act on items 2A and 2E of this report.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 3 of this report and conduct an inspection.
- b. Address any other deficiencies identified on "the premises".
- c. Ensure that the existing fire hydrant system for building 1 is upgraded to meet the requirements of AS 2419.1-2021 for an equivalent new building or a hybrid system that suits the operational requirements of FRNSW.
- d. Ensure that an audit of the installed fire hydrant system is undertaken with a view to ensuring all installed block plans and signage accurately depict the installed system.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Ryan Maestri of FRNSW's Fire Safety Compliance Unit at or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN20/1689 - BFS24/6847 - 8000038797 regarding any correspondence concerning this matter.

Yours faithfully

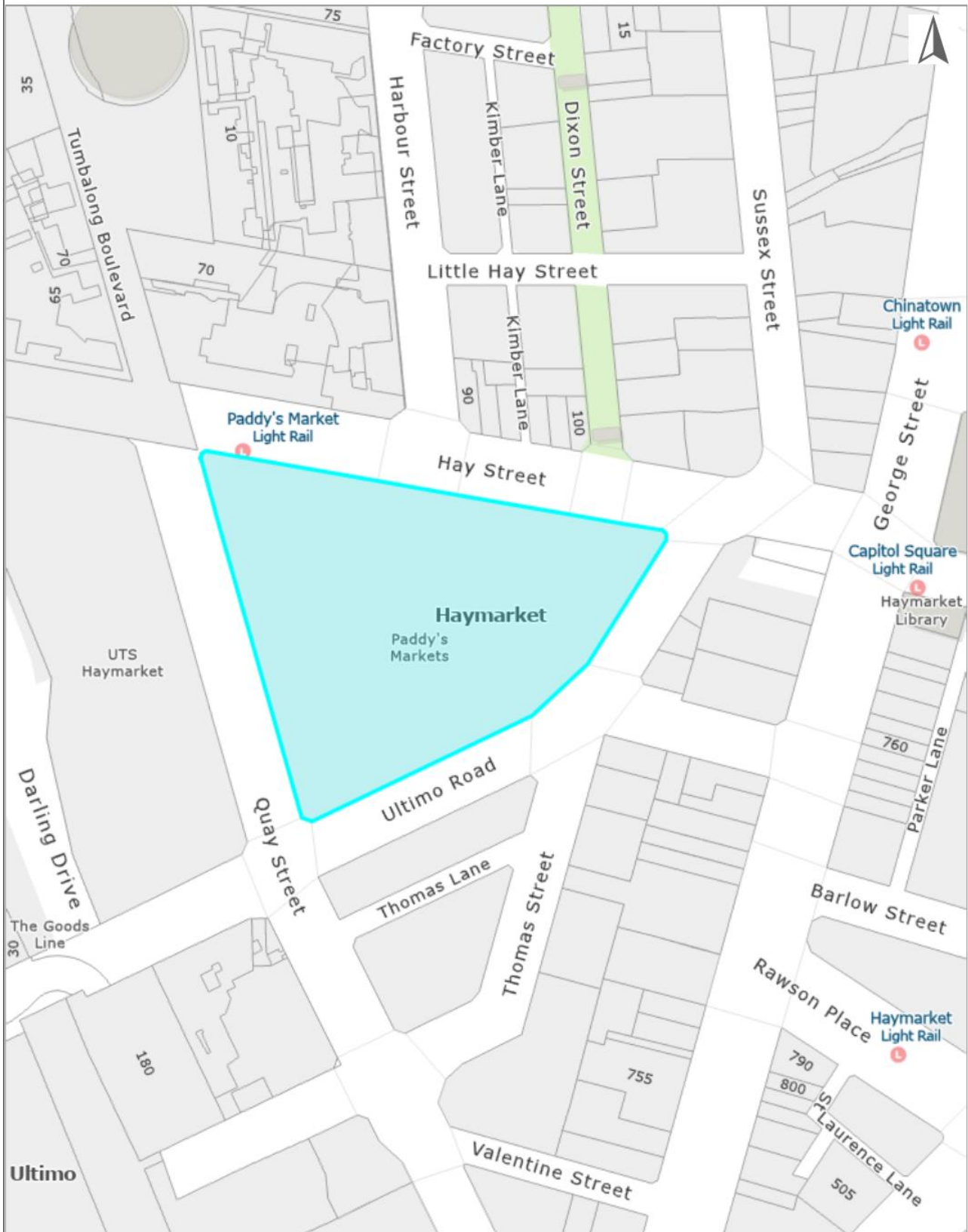


Ryan Maestri
Senior Building Surveyor
Fire Safety Compliance Unit

Attachment D

**Inspection Report
9-13 Hay Street, Haymarket NSW 2000**

9 - 13 Hay Street, Haymarket



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Notes

12/02/2025

City Investigation Officer Inspection and Recommendation Report
Clause 17(2), Part 8 of Schedule 5, of the Environmental Planning and Assessment
Act 1979 (the Act)

File: 3286608

Officer: Arfan Chaudhary

Date: 13 February 2025

Premises: 9-13 Hay Street, Haymarket NSW 2000

Executive Summary

The City received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises on 22 January 2025 with respect to matters of fire safety.

A FRNSW inspection resulted from a complaint received from a member of public concerning inadequate fire safety with 'the premises'.

The premises consists of a forty-six (46) storey building used for markets (Paddy's Markets) at ground level, with a multi-level shopping centre above (Market City Shopping Centre), two levels of car parking, and residential apartments above known as 'The Peak' above.

The ground floor markets (buildings 1 and 2) are included on the Section 170 register of the NSW Heritage Act 1977, being an item of environmental heritage which is vested in or owned by an NSW government authority or agency.

The City's inspection on 11 February 2025, in the presence of the building's representatives, revealed only minor works were required to ensure adequate fire safety.

A compliance letter of instruction was issued on 19 February 2025, directing building owners to submit a schedule detailing how they will complete the minor fire safety works. The instructions also mandated that the required fire safety work be finished by 31 August 2025.

Although there remains minor fire safety work to attend to, the overall fire safety systems were considered adequate. No additional fire safety concerns were identified, specifically no combustible external cladding was found.

Chronology

Date	Event
22 January 2025	FRNSW correspondence received regarding premises 9-13 Hay Street / 2 Quay Street, Haymarket Sydney.
11 February 2025	An inspection of the subject premises was undertaken by a City officer with the building manager, fire engineer and fire practitioner. No further deficiencies other than those raised by FRNSW were noted. Issues specifically raised by FRNSW and responses to those issues, are summarised in the following table.
19 February 2025	A compliance letter of instruction was issued.
21 February 2025	An advisory letter was sent to the owners requesting further investigation into the hydrant system.

FIRE AND RESCUE NSW REPORT

Fire and Rescue NSW conducted an inspection of the subject premises after receiving correspondence concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence, received by FRNSW, stated that:

was called to an alarm operating. A sprinkler head was taken off and it appeared that the ASE was switched off. no notification was sent to frnsw.

Issues

The report from FRNSW detailed a number of issues, including:

Ref.	Issue	City response
Essential Fire Safety Measures		
1	Fire Detection Control and Indicating Equipment (FDCIE) displayed faults and isolations.	During the inspection on 11 February 2025, the Fire Engineer advised majority of the faults and isolations are due to current construction works occurring within the building. A compliance letter of instruction was issued requiring a progress of works schedule to be submitted by 30 April 2025. This schedule is required to detail how all faults and isolations will be rectified. Additionally, the letter mandates that all faults and isolations must be fully addressed by 31 August 2025, addressing this issue.
ii.	Emergency Warning and Intercommunication System (EWIS) displayed a system fault.	A compliance letter of instruction was issued, requiring a progress of works schedule to be submitted by 30 April 2025. This schedule is required to detail how the faults on the EWIS panel will be rectified. Additionally, the letter mandates that all faults must be rectified by 31 August 2025, addressing this issue.
iii.	At the time of the inspection, management advised that many of the isolations related to fit-out works currently in progress within the retail areas of Paddy's Market and Market City.	Noted.

Ref.	Issue	City response
	On 13 December 2024 an email was received from Building Management justifying faults and isolations as well as confirming some had been addressed.	
2 Fire Hydrant System		
i.	Ordinance 70 and AS2419.1-1994 permitted the use of an internal booster connection for portable relay pumps. The use of portable relay pumps no longer suits the operational needs of FRNSW.	The inspection on 11 February 2025 confirmed the existing hydrant system may require upgrading to meet FRNSW operational requirements.
ii.	The schematic diagram associated with the fire hydrant system indicates that the most hydraulically disadvantaged hydrant achieves a minimum flow rate contrary to current standards.	
iii.	A block plan, meeting all the applicable requirements, has not been provided at the booster assembly,	This matter is already being investigated as part of the City's hydrant team. An advisory letter was sent to the building owners recommending they audit the existing hydrant system ahead of the City's investigation.
iv.	The fire hydrant system does not appear to be appropriately monitored.	
v.	Feed fire hydrants have not been installed onsite adjacent to the booster inlet connections.	
vi.	The internal hydrants throughout the premises are located in the public corridors and not within the required fire-isolated stairways.	
vii.	Boost pressure and test pressure signage was not provided at the booster assembly.	
viii.	An isolating valve has not been provided immediately downstream of the boost inlet connection.	
3. Automatic Fire Sprinkler System		
i.	A plan of risk (block plan) was not provided adjacent to the sprinkler booster or the installation control assemblies.	The inspection on 11 February 2025 confirmed the block plan remains outstanding. A compliance letter of instruction requiring a progress of works schedule to be submitted by 30 April 2025. This schedule is required to detail how the block plan will be rectified. Additionally, the letter mandates that it must be installed by 31 August 2025, addressing this issue.
ii.	Feed fire hydrants have not been installed onsite adjacent to the booster inlet connections.	Under the current standard of performance, the existing hydrant system is not required to comply with the requirements of Clause 4.14.2 of AS 2118.1-2017.
iii.	The lighting in the basement sprinkler pump/tank room was poor with some light fittings not operational. Therefore, adequate lighting has not been provided in the vicinity of the pumpset.	The City's inspection on 11 February 2025 confirmed the lighting had been repaired, addressing this issue.

Ref.	Issue	City response
iv.	The diesel pump in the basement sprinkler pump/tank room demonstrated signs of corrosion and water leakage at the shaft opening.	The City's inspection on 11 February 2025 confirmed corrosion and water leakage had been repaired, addressing this issue.
v.	FRNSW observed pilot regulated pressure reduction valves in the sprinkler pump room that incorporate quarter turn isolation valves on either side of the pilot valve.	A compliance letter of instruction was issued requiring a progress of works schedule to be submitted by 30 April 2025. This schedule is required to detail how the pressure reduction valves will be rectified. Additionally, the letter mandates they must be rectified by 31 August 2025, addressing this issue.
4.	<u>Access and Egress</u> Fire Exit – The central fire exit door, adjacent to the lift lobby within Paddy's Market, led to an enclosed room with no exit available. Paddy's Market staff advised that the exit was no longer available due to the construction works taking place. Management were advised of the issue and agreed to address accordingly.	The City's inspection on 11 February 2025 confirmed the signage had been rectified, addressing this issue.
5.	<u>General</u> At the time of the inspection the AFSS Annual Fire Safety Statement (AFSS) could not be located.	The City's inspection on 11 February 2025 confirmed the AFSS was prominently displayed, addressing this issue.

FRNSW is therefore of the opinion that there are inadequate provisions for fire safety within the building.

FRNSW recommends that Council:

- a. Review items 1 to 5 of this report and conduct an inspection.
- b. Conduct a Fire Safety Audit on the building to ensure all deficiencies within the building, including but not limited to the items highlighted in this report are adequately addressed.
- c. Require the owners to upgrade the fire hydrant system to address item no. 2 of this report.
- d. Address any other deficiencies identified on "the premises".

COUNCIL INVESTIGATION OFFICER RECOMMENDATIONS

Issue Order	Issue emergency Order	Issue a compliance letter of instruction	Cited Matters rectified	Continue to undertake compliance action in response to issued City correspondence	Continue with compliance actions under the current Order	Other (to specify)
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As a result of the above site inspection undertaken by the City's investigation officer it is recommended that the owners of the building continue to comply with the compliance letter of instruction issued by the City officer to rectify the identified fire safety deficiencies noted by FRNSW.

Follow-up compliance inspections are currently being undertaken and will continue to be undertaken by a Council officer to ensure already identified fire safety matters are suitably addressed and that compliance with the terms of Council's correspondence and the recommendations of FRNSW occur.

It is recommended that the City not exercise its powers to give a fire safety order at this time and that the Commissioner of FRNSW be advised of the City's actions and determination.

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File Ref. No: BFS24/7230 – FRN18/90 - 8000039083
TRIM Ref. No: D2025/005509
Contact: Conor Hackett

22 January 2025

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
PADDYS MARKET/PEAK APARTMENTS
9-13 HAY STREET/2 QUAY ST, HAYMARKET SYDNEY ("the
premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 3 November 2024 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

was called to an alarm operating. A sprinkler head was taken off and it appeared that the ASE was switched off. no notification was sent to frnsw.

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 4 December 2024.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

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Page 1 of 7

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- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

This report is limited to observations and sections of the building accessed at the time of the inspection and includes potential deviations from the National Construction Code 2022 Building Code of Australia – Volume One (NCC) and applicable Australian Standards.

Please be advised that whilst the report is not an exhaustive list of non-compliances, the items as listed may contradict development consent approval. Council will also be aware that the premises is subject to multiple fire engineered performance solutions as noted in the fire safety schedule.

In this regard, it is at council's discretion as the appropriate regulatory authority to consider the most appropriate action and determine whether an investigation is required.

The following items were identified during the inspection:

Essential Fire Safety Measures

1. Clause 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (the DCFS Regulation) requires that an Essential Fire Safety Measure must be maintained to a standard no less than when it was first installed.

At the time of the inspection, the following was noted:

- i. Fire Detection Control and Indicating Equipment (FDCIE) – The FDCIE displayed the following:
 - 10 (ten) isolations.
 - 140 (one hundred & forty) faults.
 - 'Podium Detection Indication' showed 8 (eight) zones isolated.
 - There were multiple faults showing to the damper/smoke zone control panel.
 - Multiple faults/isolations were noted to supply fans and air handling units at the Fire Fan Control Panel.
 - The tamper switch indications displayed issues with 2 (two) tamper valves (Level B1 & High Level).
 - The sub panel in the sprinkler valve room displayed 2 (two) isolations & 69 (sixty-nine) faults.
- ii. Emergency Warning and Intercommunication System (EWIS) - The three EWIS Panels each displayed a system fault.

- iii. At the time of the inspection, management advised that many of the isolations related to fit-out works currently in progress within the retail areas of Paddy's Market and Market City. Management agreed to consult with Fire Contractors to investigate the issues outside of the scope of the fit-out works.

On 13 December 2024 an email was received from Building Management confirming the following:

- That *'Isolations and faults are in the construction area, with detection and sprinklers operational within the remaining areas of Paddys. Isolations are being monitored, with zones deisolated at the completion of works daily. A register of isolations is located at FCR'*.
- That the faults displaying at the EWIS panel relate *'only to Paddy's x1 and Retail Level 2 due to works'*.
- That issues noted with the damper/smoke zone control panel had been resolved.
- That the tamper switch issues had been resolved.
- That the isolations to air handling units at the fire fan control panel had been resolved.
- That the issues noted at the Sub Panel in the sprinkler valve room were part of the list within main fire control room and related to the fit-out works.
- The fire contractors have confirmed on multiple visits that Alarm Signalling Equipment is operating as normal.

Accordingly, no enforcement action was taken by FRNSW. It should also be noted that Management advised FRNSW that the owners were currently preparing a scope of works for the upgrade of the FDCIE with works due to commence in March 2025.

2. Fire Hydrant System: The fire hydrant system appears to be installed in accordance with Ordinance 70 and Ministerial Specification No.10. Notwithstanding this, the following deviations from AS2419.1-2021 and other items have been identified, which are of concern to FRNSW:
- i. Ordinance 70 and AS2419.1-1994 permitted the use of an internal booster connection for portable relay pumps to be installed in buildings above 75 metres or as required by the regulatory authority, to provide a pressurised water source for firefighting operations on the upper levels of the building. In this regard, the use of portable relay pumps no longer suits the operational needs of FRNSW.
 - ii. The schematic diagram associated with the fire hydrant system indicates that the most hydraulically disadvantaged hydrant achieves a minimum flow rate of 4.5L/s at approximately 270kPa, contrary to the requirements

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of Clause 2.2.6 of AS2419.1-2021 which requires a minimum residual flow and pressure of 10L/s and 700kPa at the most disadvantaged hydrant.

- iii. A block plan, meeting all the applicable requirements, has not been provided at the booster assembly, contrary to the requirements of Clause 11.5 of AS2419.1-2021.
- iv. The fire hydrant system does not appear to be appropriately monitored in accordance with the requirements of Clause 8.9 of AS2419.1-2021.
- v. Feed fire hydrants have not been installed onsite adjacent to the booster inlet connections, contrary to the requirements of Clauses 2.2.10 and 2.2.14 and Section 7 of AS 2419.1-2021.
- vi. The internal hydrants throughout the premises are located in the public corridors and not within the required fire-isolated stairways, contrary to the requirements of Clause 3.6.2 of AS 2419.1-2021.
- vii. Boost pressure and test pressure signage was not provided at the booster assembly, contrary to the requirements of Clause 11.3.4 of AS2419.1-2021.
- viii. An isolating valve has not been provided immediately downstream of the boost inlet connection, contrary to the requirements of Clause 7.5.1(g) of AS2419.1-2021.

The following is the formal position of FRNSW regarding Ordinance 70 Hydrant Systems:

When a consent authority (e.g. Council) is assessing the adequacy of an existing fire hydrant system installed in accordance with the provisions of Ordinance 70 and Ministerial Specification 10 (or earlier), FRNSW recommend that the system be upgraded to meet the requirements of AS 2419.1:2021 to facilitate the needs of FRNSW appropriate to firefighting operations.

Additionally, any existing fire hydrant system that incorporates an internal booster connection for portable relay pumps (e.g. under Ordinance 70, AS 2419.1-1994) should be upgraded to remove the portable relay pump connection.

FRNSW acknowledge that all aspects of AS 2419.1:2021 may not be able to be complied with due to the characteristics and constraints of the existing fire hydrant system and/or building or premises. A bespoke upgrade solution may be required.

- 3. Automatic Fire Sprinkler System – It is unclear to which standard the existing sprinkler system has been installed, however, the following deviations from AS2118.1-2017 and other items have been identified, which are of concern to FRNSW:

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- i. A plan of risk (block plan) was not provided adjacent to the sprinkler booster or the installation control assemblies, contrary to the requirements of Clause 8.3 of AS 2118.1–2017.
- ii. Feed fire hydrants have not been installed onsite adjacent to the booster inlet connections, contrary to the requirements of Clause 4.14.2 of AS 2118.1-2017.
- iii. The lighting in the basement sprinkler pump/tank room was poor with some light fittings not operational. Therefore, adequate lighting has not been provided in the vicinity of the pumpset, contrary to the requirements of Clause 11.4 of AS2941-2013.
- iv. The diesel pump in the basement sprinkler pump/tank room demonstrated signs of corrosion and water leakage at the shaft opening.
- v. FRNSW observed pilot regulated pressure reduction valves in the sprinkler pump room that incorporate quarter turn isolation valves on either side of the pilot valve.

FRNSW position statement, [Pilot operated pressure reduction valve \(PO-PRV\) installation](#) recommends that the quarter-turn isolation valve be removed, monitored or the PO-PRV be replaced.

The following is the formal position of FRNSW regarding existing automatic fire sprinkler system installed in an occupied building:

When a consent authority (e.g. Council) is assessing the adequacy of an existing automatic fire sprinkler system installed in an occupied building or premises, or lack thereof, FRNSW recommend it be assessed against the current National Construction Code (NCC) requirements for the given use and occupancy hazard classification.

Any sprinkler system that incorporates an internal booster connection for portable relay pumps, whether for operation or for redundancy (e.g. relay pump failure), should be upgraded to remove the portable relay pump connection.

The following should also be considered when determining whether a fire sprinkler system should be upgraded or retrospectively installed in an existing building or premises:

- *The suitability of the sprinkler system's standard of performance (e.g. any sprinkler system designed to a standard prior to AS 2118, such as CA16, should be upgraded).*
- *Whether a building undergoing change in use has a sprinkler system design commensurate to the actual occupancy hazard classification.*

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- *The degree of modified internal fit out which dictates any level of non-compliant sprinkler coverage areas, and associated fire risks, that warrant a redesign or extension of the system.*
- *Whether the given building requires an automatic fire sprinkler system be installed under the current NCC.*

FRNSW acknowledge that all aspects of the relevant fire sprinkler system may not be able to be complied with due to the characteristics and constraints of the existing sprinkler system, retrospective installation and/or building or premises. A bespoke solution may be required.

Access & Egress

4. Fire Exit – The central fire exit door, adjacent to the lift lobby within Paddy's Market, led to an enclosed room with no exit available. Paddy's Market staff advised that the exit was no longer available due to the construction works taking place. Management were advised of the issue and agreed to address accordingly.

General

5. Annual Fire Safety Statement (AFSS) – Clause 89(4)(b) of the DCFS Regulation states that the AFSS must be prominently displayed in the building. At the time of the inspection the AFSS could not be located.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 5 of this report and conduct an inspection.
- b. Conduct a Fire Safety Audit on the building to ensure all deficiencies within the building, including but not limited to the items highlighted in this report are adequately addressed.
- c. Require the owners to upgrade the fire hydrant system to address item no. 2 of this report.
- d. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

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Please do not hesitate to contact Conor Hackett of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference BFS24/7230 – FRN18/90 - 8000039083 regarding any correspondence concerning this matter.

Yours faithfully



Conor Hackett
Senior Building Surveyor
Fire Safety Compliance Unit

▶

Attachment E

Inspection Report 2-4 Cunningham Street, Haymarket

2 - 4 Cunningham Street, Haymarket

CITY OF SYDNEY 



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Notes

10/02/2025

**City Investigation Officer Inspection and Recommendation Report
Clause 17(2), Part 8 of Schedule 5, of the Environmental Planning and Assessment
Act 1979 (the Act)**

File: CSM 3275623

Officer: Muhammad Hassan

Date: 11 February 2025

Premises: 2-4 Cunningham Street, Haymarket

Executive Summary

The City received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises on 6 January 2025 with respect to matters of fire safety.

The premises is known as “Aspect” and is used predominantly as a residential apartment building. The building contains forty-one 41 storeys and includes commercial tenancies on the ground and first floor level, a gymnasium on the second-floor level and a basement car park.

The City’s inspection on 31 January 2025 in the presence of the Operations Manager revealed that the premises was deficient in egress, construction and fire safety provisions in the following areas:

- I. Suitable fire resisting construction to prevent the spread of fire.
- II. A lack of adequate facilities for firefighting.
- III. Defective egress provisions.

The inspection also revealed that several fire safety measures in the building were not being maintained. This included the poor maintenance of smoke detection and alarm system, exit signs and the fire hydrant and sprinkler system signage.

A Fire Safety Order (Order) was issued by the City on the premises on 27 April 2022, addressing most of the fire safety deficiencies identified by FRNSW. The timeframe for the works to be completed under this order was by 5 January 2025. As the works have not yet been completed the City is preparing for further enforcement action.

During the City’s inspection, no combustible cladding was identified.

Chronology

Date	Event
6 January 2025	The City received correspondence from FRNSW regarding premises 2-4 Cunningham Street, Haymarket.
31 January 2025	An inspection of the subject premises was undertaken by the City with the Operations Manager. The inspection revealed that the building contained the following fire safety deficiencies: 1. The fire indicator panel contained several faults. 2. The combined sprinkler/hydrant block plan lacked information required by the relevant Australian Standards and was not water and fade resistant. 3. The fire hydrant booster and the sprinkler booster lacked signage required by the relevant Australian Standards. 4. The path of travel to an exit door within a restaurant on the first-floor level was being obstructed by a table. 5. Fire doors to restaurants on the first-floor level were being choked open. The chokes were removed during the inspection. 6. A fire door to a restaurant on the first-floor level was damaged and was required to be replaced. 7. There was a lack of exit signs in the fire isolated corridors providing egress for the restaurants on the first-floor level. 8. Several exit signs located within the college on the first-floor level were not illuminated. 9. The hydrant outlet within the fire isolated stair serving the Level 2 college tenancy was not provided with sufficient clearance in front of the hydrant when the egress door is opened. 10. A sprinkler head in the located near the entry of the first-floor restaurant was covered with cobwebs. The cobwebs were removed by the restaurant operator during the inspection.
4 February 2025	Compliance instructions were issued to the owners requiring the rectification of the identified maintenance issues by 16 February 2025.
13 February 2025	Building owners wrote to the City on 13 February 2025 requesting an extension of time to complete the requested rectification works.
24 February 2025	The City extended the compliance timeframe for access and egress related works to 3 March 2025, and for all other works to 26 March 2025.
27 February 2025	The City conducted a follow up inspection on 27 February 2025 to determine if works listed in the compliance instructions were underway. The inspection found the rectification works relating to access and egress had been completed ahead of their due date. All other works, required by 26 March 2025, remains outstanding.

FIRE AND RESCUE NSW REPORT

FRNSW conducted an inspection of the subject premises after receiving an enquiry about the adequacy of the provision for fire safety in connection with the premises. The report from FRNSW detailed several issues, noting the following:

Ref	Issue	City response
1	Essential Fire Safety Measures	
1A.	Combined Sprinkler and Hydrant System	
1A.A.i	The combined booster was not provided with an adequate block plan.	The City's inspection on 31 January 2025 confirmed the block plan had not yet been provided. This issue is required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025., addressing this issue.
1A.Aii	The schematic of the combined hydrant and sprinkler system at the booster was not water and fade resistant	The City's inspection on 31 January 2025 identified the schematic signage was not water and fade resistant. This issue is required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025, addressing this issue.
1A.Aiii	The block plan and schematic diagram of the combined hydrant and sprinkler system did not include identification of all sprinkler control valves.	The City's inspection on 31 January 2025 identified signage requires additional information. This issue is required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025, addressing this issue.
1A.B.	System tested signage was not provided at the booster assembly, and the text for the working pressure was observed to be less than 25mm high.	The City's inspection on 31 January 2025 identified signage requires amending. This issue is required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025, addressing this issue.
1A.C.	FRNSW are of the opinion that the boost pressure signage should state, BOOST PRESSURE 950kPa and the relay pump be modified to ensure correct operational	The current BOOST PRESSURE is 1150KPA and FRNSW have not indicated why this boost pressure is

Ref	Issue	City response
	pressures. Additional signage should be installed along with a 150mm pressure gauge to advise firefighters of the required pressure at the RELAY PUMP discharge. The manual start controls for the relay pump are also located within the Fire Control Room (FCR). It is recommended for additional relay pump manual start controls be installed at the fire brigade booster.	insufficient and why the relay pump should be modified. The current fire hydrant system was installed to AS 2419.1-1994. If the current boost pressure is acceptable under AS 2419.1-1994, then it is unreasonable to upgrade the relay pump. Relay pump manual start controls at the fire brigade booster are not required under the Building Code of Australia or Under Australian Standard 2419.1 and its unreasonable to install them while they are already present in the FCR. This will be further investigated under the Fire Safety Order issued on the owners on 27 April 2022, addressing this issue.
1A.D.	FRNSW observed pilot regulated pressure reduction valves within the pumproom that incorporate quarter turn isolation valves either side of the pilot valve. i. FRNSW recommend the quarter turn isolation valves be either removed or monitored, to avoid water being isolated to the combined sprinkler and hydrant system.	The current fire hydrant system was installed to AS 2419.1-1994 and this standard did not require isolating valves to be monitored, and it would be unreasonable to require monitoring now. Considering the above, no action is required to address this issue.
1A.E.	FRNSW identified the main stop valve to the relay pumpset marked 'STOP VALVE NORMALLY OPEN'. The electrical junction for the monitored valve was open with exposed wiring which appeared to be disconnected and not capable of being continuously monitored. FRNSW note the monitored isolation valve is one of the fourteen isolations on the main FIP – 'Zone 212 Level 1 Pump Room Monitored Valve'	The City's inspection on 31 January 2025 identified this issue remains outstanding. This is required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025, addressing this issue.
1A.F.	A non-return valve located on the pipework within the combined pumproom is orientated upside down and will fail to close by gravity under no flow conditions.	The City's inspection on 31 January 2025 identified this issue remains outstanding. This is required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025, addressing this issue.
1A.G.	The hydrant outlet within the fire isolated stair serving the Level 2 college tenancy was not provided with sufficient clearance in front	The City's inspection on 31 January 2025 identified this issue remains outstanding. This is required to be rectified under the Fire Safety Order

Ref	Issue	City response
	of the hydrant when the egress door is opened. FRNSW recommend the hydrant be oriented to face the descending stairway.	issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025, addressing this issue.
1A.H.	FRNSW identified a sprinkler head located at the top of the stairway to the Level 1 restaurant was covered by grease and dust.	The City's inspection on 31 January 2025 identified this issue remains outstanding. This is required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025, addressing this issue.
1B.	Smoke Detection and Alarm System (SDAS)	
1B.Ai	The Fire Detection Control and Indicating Equipment (FDCIE) displayed two (2) faults and fourteen (14) isolations.	The City's inspection on 31 January 2025 identified this issue remains outstanding. This is required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025, addressing this issue.
1B.B	FRNSW are unable to determine if smoke detection is provided throughout the premises as required.	The City's inspection on 31 January 2025 identified this issue remains outstanding. This is required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The owners are required to complete these works by 26 March 2025, addressing this issue.
1C.	Fire Control Room (FCR)	
1C.A	The FCR did not contain the following items in accordance with S19C10 of the NCC: i. a telephone directly connected to an external telephone exchange, ii. colour-coded, durable, tactical fire plans.	The City's inspection on 31 January 2025 found the FCR contained a telephone directly connected to an external telephone exchange and a colour-coded, durable tactical fire plans, addressing this issue.
1D.	Access and Egress	
1D.A	i. The door handle of the doorway opening from the restaurant kitchen into the fire isolated stair on Level 1 was covered with grease which may hinder the operation of door latch. ii. The artificial and emergency lighting at the bottom of the fire isolated stair serving the Level 1 restaurant and pump room was not operational.	Access and egress issues on Level 1 were required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The City's follow up inspection on 27 February 2025, confirmed these matters had been rectified, addressing this issue.

Ref	Issue	City response
	iii. Numerous exit signs within the Level 1 restaurant and Level 2 college were not lit.	
1D.B.	Exits located at the back of house and kitchen area of the Level 1 restaurant were blocked by stored items.	During the City's inspection on 31 January 2025, all storage items were cleared at Council's request, addressing this issue.
1D.C.	The two fire doors from the Level 1 kitchen leading to the fire isolated stairwell were held open.	Egress on Level 1 was required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The follow up inspection on 27 February 2025 confirmed fire doors were no longer held open, addressing this issue.
1D.D.	FRNSW identified stored items located within the fire isolated stair serving the Level 1 restaurant and pump room.	The City's inspection on 31 January 2025 found no storage items, addressing this issue.
1D.E	FRNSW identified the following issues with directional exit signage within the premises: i. Multiple exit doors discharge into an enclosed passageway at the bottom of the fire isolated stair on Level 1. Directional signage was not installed in the passageway to guide occupants to the direction of the required exit. ii. The exit signs leading out of the lobby at the ground main entrance contradict each other and do not guide occupants to the exit door	Exit signage was required to be rectified under the Fire Safety Order issued on the owners on 27 April 2022 and the compliance instruction sent to the owners on 4 February 2025. The follow up inspection undertaken by the City on 27 February 2025, confirmed the signage had been amended as instructed, addressing this issue.
1D.F	Multiple doorways within the fire isolated exit serving Level 1 are not provided with door latch that opens a single downward action.	The City's inspection on 31 January 2025 noted all doorways within the fire isolated exit serving level 1 were provided with a door latch opens a single downward action, in accordance with the requirements of Clause D3D26 of the NCC, addressing this issue.
1D.G	Fire door from the restaurant kitchen on Level 1 leading into the fire isolated stair was damaged, which impacts the fire resistance level required for the door.	This City's inspection on 31 January 2025 noted the door was damaged. The compliance instruction sent to the owners on 4 February 2025 directed this to be repaired by 3 March 2025. The City's follow up inspection on 27 February 2025, confirmed the fire door had been already repaired as instructed, addressing this issue.

Ref	Issue	City response
1D.H.	The alarm mechanism for the refrigerated chamber within the Level 1 restaurant kitchen was not operable.	This is not a required fire safety measure within the building and not a construction, egress or fire safety provision listed in the NCC. The Fire Safety Order issued on the owners on 27 April 2022 requires access and egress to be audited and to comply with the NCC, addressing this issue.
1E.	Fire Hose Reels (FHR)	
1E.A.	The FHR adjacent to the fire stairs on Level 3 was blocked by stored items.	The City's inspection on 31 January 2025 found no storage items were present, addressing this issue.
1.E.B	The FHR in the Level 1 restaurant kitchen was detached from the hose guide.	The FHR was attached to the hose guide during the City's inspection on 31 January 2025, addressing this issue.

FRNSW believes that there are inadequate provisions for fire safety within the building.

FRNSW have made a number of recommendations within their report. In general, FRNSW have requested that Council:

1. Review item 1 of this report and conduct an inspection.
2. Address any other deficiencies identified on "the premises".
3. Advise them in writing of its determination in relation to this matter in accordance with the provisions of clause 17(4) of Schedule 5 of the Environmental Planning and Assessment Act 1979

COUNCIL INVESTIGATION OFFICER RECOMMENDATIONS

Issue Order (NOI)	Issue emergency Order	Issue a compliance letter of instruction	Cited Matters rectified	Continue to undertake compliance action in response to issued Council correspondence	Continue with compliance actions under the current Council Order	Other (to specify)

As a result of a site inspection undertaken by Council's investigation officers it is recommended that Council continues with compliance action under the current Council order and issued Council correspondence to address the fire safety deficiencies identified by FRNSW and Council's building officer.

It is recommended that the Commissioner of FRNSW be advised of Council's actions and determination.

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File Ref. No: FRN15/2510 - BFS24/7223 - 8000039076
TRIM Ref. No: D24/150638
Contact: Fire Engineer Joyce Kan

6 January 2025

General Manager
Council of the City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear General Manager

**Re: INSPECTION REPORT
ASPECT
2-4 CUNNINGHAM STREET HAYMARKET ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 1 November 2024 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

- *FIP and ASE has no power connected to it. The EWIS goes off but isn't connected to FIP. FRNSW only sent to call due to EWIS going off. Spoke to building Management about fixing as soon as possible*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 12 November 2024.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

www.fire.nsw.gov.au

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- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

At the time of inspection FRNSW observed the Fire Indicator Panel (FIP) and Alarm Signalling Equipment (ASE) to have power fully restored. Building management advised FRNSW that they had a power surge issue several days earlier and all issues relating to power to the FIP and ASE had been rectified by their servicing contractor.

The following items were identified during the inspection:

1. Essential Fire Safety Measures

1A. Combined Sprinkler and Hydrant System

A. FRNSW identified the following non compliances with plans and specifications at the booster:

- i. The combined booster was not provided with an adequate block plan, contrary to the requirements of Clause 2.3 of Australian Standard (AS) 2419.1-1994.
- ii. The schematic of the combined hydrant and sprinkler system at the booster was not water and fade resistant
- iii. The block plan and schematic diagram of the combined hydrant and sprinkler system did not include identification of all sprinkler control valves, contrary to the requirements of Clause 8.3 of AS 2118.1-1999.

FRNSW identified a hand drawn note on the schematic drawing at the booster. It indicates that the low and mid-rise boosters and the pipework that supply them have been made redundant. A review of Councils records may be required to ascertain if the combined system has been amended from its original configuration and what, if any, approvals have been granted to amend the system. In that regard, it is at councils' discretion as the appropriate regulatory authority to determine whether or not a survey of the combined system is necessary.

B. System tested to signage was not provided at the booster assembly, and the text for the working pressure was observed to be less than 25mm high, contrary to the requirements of Clause 5.6.7 of AS 2419.1-1994.

C. FRNSW identified a manual start fire brigade relay pump installed at the premises. Where a RELAY pump is installed, the relay pump

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adds to FRNSW pressure to achieve the required pressures in high-stage pressure zone.

FRNSW position statement '[FRNSW pump performance for high rise buildings](#)' states, the fire hydrant system is to be designed for a 'Boost Pressure' of 950 kPa being input into the fire brigade booster connection from a standard FRNSW pumper, for buildings having an effective height greater than 50 m and requiring a fire brigade relay pump. FRNSW are of the opinion that the boost pressure signage should state, BOOST PRESSURE 950kPa and the relay pump be modified to ensure correct operational pressures.

Additional signage should be installed along with a 150mm pressure gauge similar to *Figure 1*, to advise firefighters of the required pressure at the RELAY PUMP discharge.

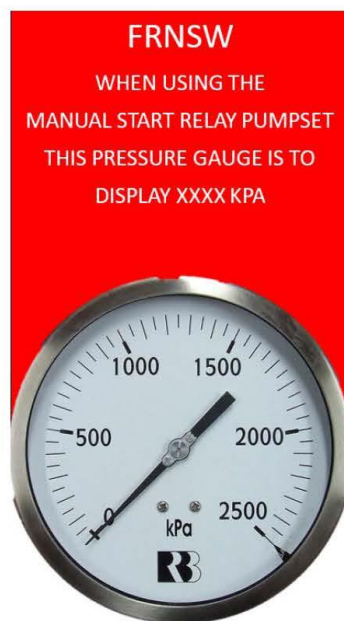


Figure 1

The manual start controls for the relay pump are also located within the Fire Control Room (FCR). Due to the remote location of the FCR in relation to the combined hydrant booster, and for operational capability it is recommended for additional relay pump manual start controls be installed at the fire brigade booster.

- D. FRNSW observed pilot regulated pressure reduction valves within the pumproom that incorporate quarter turn isolation valves either side of the pilot valve. FRNSW have responded to a high-rise building fire where the isolation valves were turned to the off

position which prevented water flowing through the installation. The closed isolation valve stops water flowing to or from the pilot valve therefore, preventing water flow to the lower pressure zone.

- i. FRNSW recommend the quarter turn isolation valves be either removed or monitored, to avoid water being isolated to the combined sprinkler and hydrant system.
 - E. FRNSW identified the main stop valve to the relay pumpset marked 'STOP VALVE NORMALLY OPEN'. The electrical junction for the monitored valve was open with exposed wiring which appeared to be disconnected and not capable of being continuously monitored, contrary to the requirements of Clause 4.4.5 of AS 2419.1–1994.
 - i. FRNSW note the monitored isolation valve is one of the fourteen isolations on the main FIP – 'Zone 212 Level 1 Pump Room Monitored Valve'
 - F. A non-return valve located on the pipework within the combined pumproom is orientated upside down and will fail to close by gravity under no flow conditions, contrary to the requirements Clause 3.3.6 of AS 4794–2001.
 - G. The hydrant outlet within the fire isolated stair serving the Level 2 college tenancy was not provided with sufficient clearance in front of the hydrant when the egress door is opened, contrary to the requirements of Clause 5.3.2 of AS 2419.1–1994. When firefighting hose is connected, and charged with water, egress is not possible from the tenancy.
 - i. FRNSW recommend the hydrant be oriented to face the descending stairway.
 - H. FRNSW identified a sprinkler head located at the top of the stairway to the Level 1 restaurant was covered by grease and dust, contrary to Section 81 of Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR21).
- 1B. Smoke Detection and Alarm System (SDAS)
- A. FRNSW are of the opinion that maintenance is not being carried out in accordance with Section 81 of EPAR21. FRNSW observed the following which may affect the operation of the SDAS:
 - i. The Fire Detection Control and Indicating Equipment (FDCIE) displayed two (2) faults and fourteen (14) isolations. The isolations were displayed to be at the sprinkler flow switch at various levels of the building which could delay occupant warning and emergency response within the building.

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- B. FRNSW are unable to determine if smoke detection is provided throughout the premises in accordance with Specification 20 of the National Construction Code 2022 (NCC 2022). In this regard FRNSW observed alterations to the SDAS and limited detection capabilities within the college tenancy on Level 2.
- 1C. Fire Control Room (FCR)
- A. The FCR did not contain the following items in accordance with S19C10 of the NCC:
 - i. a telephone directly connected to an external telephone exchange,
 - ii. colour-coded, durable, tactical fire plans.
- 1D. Access and Egress
- A. FRNSW are of the opinion that maintenance is not being carried out in accordance with Section 81 of EPAR21. FRNSW observed the following:
 - i. The door handle of the doorway opening from the restaurant kitchen into the fire isolated stair on Level 1 was covered with grease which may hinder the operation of door latch.
 - ii. The artificial and emergency lighting at the bottom of the fire isolated stair serving the Level 1 restaurant and pump room was not operational.
 - iii. Numerous exit signs within the Level 1 restaurant and Level 2 college were not lit.
 - B. Exits located at the back of house and kitchen area of the Level 1 restaurant were blocked by stored items, contrary to the requirements of Section 109 of EPAR21.
 - C. The two fire doors from the Level 1 kitchen leading to the fire isolated stairwell were held open, contrary to the requirements of Clause C4D9 of the NCC.

Items identified in B and C were attended to whilst FRNSW were on site.
 - D. FRNSW identified stored items located within the fire isolated stair serving the Level 1 restaurant and pump room, contrary to the requirements of Section 109 of EPAR21.
 - E. FRNSW identified the following issues with directional exit signage within the premises, contrary to the requirements of Clause E4D6 of the NCC:

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- i. Multiple exit doors discharge into an enclosed passageway at the bottom of the fire isolated stair on Level 1. Directional signage was not installed in the passageway to guide occupants to the direction of the required exit.
 - ii. The exit signs leading out of the lobby at the ground main entrance contradict each other and do not guide occupants to the exit door
 - F. Multiple doorways within the fire isolated exit serving Level 1 are not provided with door latch that opens a single downward action, contrary to the requirements of Clause D3D26 of the NCC.
 - G. Fire door from the restaurant kitchen on Level 1 leading into the fire isolated stair was damaged, which impacts the fire resistance level required for the door, contrary to the requirements of Clause C4D9(1) of the NCC.
 - H. The alarm mechanism for the refrigerated chamber within the Level 1 restaurant kitchen was not operable, contrary to the requirements of G1D3(d) of the NCC.
- 1E. Fire Hose Reels (FHR)
- A. The FHR adjacent to the fire stairs on Level 3 was blocked by stored items, contrary to the requirements of Clause 10.1 of AS 2441-2005.
 - B. The FHR in the Level 1 restaurant kitchen was detached from the hose guide, contrary to the requirements of Clause 2.2.7.2 of AS 1221-1997.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review item 1 of this report and conduct an inspection.
- b. Address any other deficiencies identified on “the premises”.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

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Please do not hesitate to contact Joyce Kan of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN15/2510 - BFS24/7223 - 8000039076 regarding any correspondence concerning this matter.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Paul Scott', with a stylized flourish at the end.

Paul Scott
Team Leader
Fire Safety Compliance Unit

Attachment F

**Inspection Report
102 Miller Street, Pyrmont**

102 Miller Street Pyrmont

CITY OF SYDNEY



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Notes

5/02/2025

City Investigation Officer Inspection and Recommendation Report
Clause 17(2), Part 8 of Schedule 5, of the Environmental Planning and Assessment
Act 1979 (the Act)

File: CSM 3289706

Officer: Andrew Porter

Date: 12 February 2025

Premises: 102 Miller Street, Pyrmont 'Palladium'

Executive Summary:

The City received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises on 3 February 2025 with respect to matters of fire safety.

The premises comprises a (10) storey building used for residential accommodation and retail. The building is configured around a central courtyard, connected through underground carparking.

The ground floor comprises a mix of retail and residential uses and the second and subsequent floors above are used for residential accommodation.

The City's inspection on 10 February 2025, in the presence of the building's manager, revealed only minor works were required to ensure adequate fire safety.

A compliance letter of instruction was issued on 12 February 2025 requiring the owners to rectify the minor fire safety work by 12 June 2025.

Although there remains minor fire safety work to attend to, the overall fire safety systems were considered adequate. No additional fire safety concerns were identified, specifically no combustible external cladding was found.

Chronology

Date	Event
3 February 2025	FRNSW correspondence received regarding premises known as the 'Palladium' at 102 Miller Street, Pyrmont.
10 February 2025	An inspection of the subject premises was undertaken by a City Officer in presence of the building manager that revealed several issues requiring routine maintenance.
12 February 2025	A compliance letter of instruction was issued requiring the building owners to address the fire safety issues identified by 12 June 2025.

FIRE AND RESCUE NSW REPORT

Fire and Rescue NSW conducted an inspection of the subject premises after receiving correspondence concerning the adequacy of the provision of fire safety in connection with 'the premises'.

The report from FRNSW detailed several issues as set out in the below table.

Ref.	Issue	City response
Essential Fire Safety Measures		
1	Fire Detection and Alarm System	
i.	The fire brigade panel (FBP) indicated four disablements to zones within the FDAS. The FDCIE also indicated that the warning system was disabled. A follow-up inspection was carried out on 27 November 2024 by FRNSW, confirming that the FDCIE appeared to be operating as normal.	FRNSW conducted additional inspections which revealed the disablements had been cleared. The City's inspection on 10 February 2025 revealed no disablements on the system, addressing this issue.
ii.	The FBP is located to the rear of the premises, at the entry to the car park, and is not clearly identifiable with a Visual Alarm Device.	The City's inspection on 10 February 2025 identified no strobe light installed on the exterior of the building which is required to indicate the position of the Fire Brigade Panel. The compliance letter of instruction requires the owners to rectify this by 12 June 2025, addressing this issue.
iii.	The zone block plan installed at the FBP appears to relate to the original FDAS and does not appear to accurately reflect the upgraded system.	The City's inspection on 10 February 2025 noted the block plan has since been updated to incorporate components of the upgraded fire detection and alarm system, though still omits required details. The compliance letter of instruction requires the owners to rectify this by 12 June 2025, addressing this issue.
iv.	With regard to the upgrade to the FDAS, it is unclear if the works were undertaken as part of the Fire Safety Order or a separate development approval.	Maintenance of systems including end of life replacement would not necessarily require approval of Council should the system be upgraded in compliance with the existing standard of performance

Ref.	Issue	City response
		listed on the buildings fire safety schedule. The City's investigation confirmed the system is complaint, addressing this issue.
2	Fire Hydrant System	
i.	The block plan provided at the booster assembly does not provide all of the relevant information prescribed by Clause 7.11.	The City's inspection on 10 February 2025 found the fire hydrant system was installed to the requirements of AS2419.1-1994. The block plan did not contain the required information of Clause 2.3 of AS2419.1-1994. The compliance letter of instruction requires the owners to update the block plan by 12 June 2025, addressing this issue.
ii.	The block plan indicates the booster assembly may be connected 'in series' with the fixed on-site fire pump.	The City's inspection on 10 February 2025 identified the fire hydrant system booster assembly is connected in series with the fixed onsite fire pump and lacks required features. These include a 150mm liquid filled pressure gauge indicating the pressure at the pump discharge pipe manifold and an engraved warning sign advising of such as required by Clause 5.7 of AS2419.1-1994. The compliance letter of instruction requires the owners to install the required gauge and signage by 12 June 2025, addressing this issue.
iii.	Boost pressure and test pressure signage was not provided at the booster assembly.	The City's inspection on 10 February 2025 identified that working and test pressure signage required by Clause 5.6.7 of AS2419.1-1994 was not installed. The compliance letter of instruction directed the owners to provide signage

Ref.	Issue	City response
		by 12 June 2025, addressing this issue.
iv.	A block plan, A3 minimum size, has not been provided at the pump room.	The City's inspection on 10 February 2025 confirmed no hydrant system block plan was installed within the hydrant pump room. Clause 2.3 of AS2419.1-1994 only required the block plan to be located at the booster assembly. Block plans at other positions were only if required by the regulatory authority. The compliance letter of instruction directed owners to provide the block plan by 12 June 2025, addressing this issue.
v.	The boost inlets slope more than 35° below the horizontal with a clearance to the front less than 1000mm.	The City's inspection on 10 February 2025 observed the fire hydrant system boost inlets positioned not in accordance with the requirements of figure 5.2 of AS2419.1-1994. The compliance letter of instruction instructed the building owners to reposition inlets by 12 June 2025, addressing this issue.
vi.	The maintenance logbook for the hydrant pump indicates that the replacement of the batteries is overdue.	The City's inspection on 10 February 2025 found the fire hydrant pump batteries were over 2 years old and require replacing. The compliance letter of instruction required the owners replace batteries, addressing this issue.
3	Automatic Fire Sprinkler System	
i.	Feed fire hydrants have not been installed onsite adjacent to the booster inlet connections.	The automatic fire sprinkler system was installed to the requirements of AS2118.1-1995. This standard does not require suction connections to boost the sprinkler system, and the standard relied on FRNSW appliance to connect directly to the street hydrants in the vicinity of the building. It is therefore

Ref.	Issue	City response
		considered no action is required to address this issue.
ii.	The diesel pump in the basement sprinkler pump/tank room demonstrated signs of corrosion and water leakage at the shaft opening.	The City's inspection on 10 February 2025 found the sprinkler pump shaft demonstrated some apparent corrosion, the building manager indicated that it is surface rust only and doesn't affect the pump operation. The compliance letter of instruction requires written confirmation that the sprinkler pump is fully operational. This confirmation is required by 12 June 2025, addressing this issue.
iii.	The maintenance logbook for the sprinkler pump indicates that the replacement of the batteries is overdue.	The City's inspection on 10 February 2025 noted the sprinkler pump batteries have expired and must be replaced. The compliance letter of instruction requires battery replacement by 12 June 2025, addressing this issue.
4	Sprinkler coverage	
	The building contains a Class 2 part and has a rise in stories of more than 4, however, all parts of the building are not sprinkler protected.	Sprinkler protection was not required throughout this building at the time it was constructed, and the building is equipped with sufficient passive and active fire safety systems. Considering this, no action is required to address this issue.
Access & Egress		
5	Operation of latch	
	A number of exit doors within the premises incorporate a round tulip style handle in lieu of a lever handle.	The City's inspection on 10 February 2025 identified non-complaint door latches on final fire exit doors within the building. The compliance letter of instruction requires door hardware to be replaced by 12 June 2025, addressing this issue.
6	Handrails	

Ref.	Issue	City response
	Handrails in the fire-isolated stairs were not continuous between stair flight landings and had obstructions that will tend to break a hand-hold.	The City's inspection dated 10 February 2025 observed the handrails within the fire isolated stairs and determined them to be compliant, addressing this issue. The intent of the NCC clause with respect to handrails needing to be continuous between stair flight landings is intended where a landing is required due to the maximum allowed number of risers (stairs) within a continuous flight, not as in this case where there is a landing due to a change in direction to a new flight of stairs.
General		
7	Annual Fire Safety Statement (AFSS) did not appear to be up to date.	The City's inspection on 10 February 2025 observed the annual fire safety statement on display was outdated. The outdated statement was replaced with the current statement, addressing this issue.

FRNSW is therefore of the opinion that there are inadequate provisions for fire safety within the building.

FRNSW have made number of recommendations within their report. In general, FRNSW have requested the City;

1. inspect the subject premises and take action to have the identified fire safety issues appropriately addressed
2. inspect the subject premises and address any other deficiencies identified on 'the premises'
3. advise them in writing of its determination in relation to this matter in accordance with the provisions of clause 17(4) of Schedule 5 of the Environmental Planning and Assessment Act 1979

COUNCIL INVESTIGATION OFFICER RECOMMENDATIONS

Issue Order	Issue emergency Order	Issue a compliance letter of instruction	Cited Matters rectified	Continue to undertake compliance action in response to issued City correspondence	Continue with compliance actions under the current Order	Other (to specify)
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As a result of site inspection undertaken by the City's investigation officers it was determined to issue the owners of the building a compliance letter of instruction to rectify the identified fire safety deficiencies noted by The City and FRNSW.

The above correspondence has requested that building management

- undertake remedial works and have required signage to fire systems caused to be compliant and
- carry out remedial works to existing fire systems to cause compliance with required standards of performance.

Follow-up compliance inspections are currently being undertaken and will continue to be undertaken by the City investigation officer to ensure already identified fire safety matters are suitably addressed and that compliance with the terms of the City's correspondence and the recommendations of FRNSW occur.

It is recommended that the City not exercise its powers to give a fire safety order at this time, and that the Commissioner of FRNSW be advised of the City's actions and determination.

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File Ref. No: FRN24/2820 - BFS24/5980 - 8000038065
TRIM Ref. No: D2025/008531
Contact: Conor Hackett

3 February 2025

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
THE PALLADIUM
102 MILLER STREET PYRMONT ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 15 September 2024 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

FIP was not operating correctly. Information was shown on an internal screen, not the outward facing screen. FIP was in Commissioning mode and did not send signal via ASE when activated.

On site building management reported regular faults and legal dispute with installer. System was a retro fit install after council fire order. There is no EWIS only OWS. Activation of system does not contact FRNSW via connected ASE. Signage is inconsistent with current zones as shown on FIP

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 6 November 2024.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

Fire and Rescue NSW

ABN 12 583 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

www.fire.nsw.gov.au

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The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

This report is limited to observations and sections of the building accessed at the time of the inspection and includes potential deviations from the National Construction Code 2022 Building Code of Australia – Volume One (NCC) and applicable Australian Standards.

Please be advised that whilst the report is not an exhaustive list of non-compliances, the items as listed may contradict development consent approval. Council will also be aware that the premises is subject to a Fire Safety Order, issued by Council on 30 September 2008, as noted in the fire safety schedule. It is not known if the terms of the Order have been completed to Councils satisfaction.

In this regard, it is at council's discretion as the appropriate regulatory authority to consider the most appropriate action and determine whether an investigation is required.

The following items were identified during the inspection:

Essential Fire Safety Measures

1. Fire detection and alarm system (FDAS) – Building management confirmed that the FDAS has recently been upgraded to a wireless system which is still in the process of being calibrated to ensure optimal operation and to minimise false alarms. In that regard, the following nonconformities with AS 1670.1-2018 and other items are noted:

- i. The fire brigade panel (FBP) indicated four disablements to zones within the FDAS. The FDCIE also indicated that the warning system was disabled.

At the time of the inspection, management agreed to consult with fire contractors to investigate the issues.

On 8 November 2024 an email was received from fire contractors confirming that the disablements had been cleared from the system.

A follow-up inspection was carried out on 27 November 2024 by FRNSW, confirming that the FDCIE appeared to be operating as normal.

- ii. The FBP is located to the rear of the premises, at the entry to the car park, and is not clearly identifiable with a Visual Alarm Device contrary to the requirements of Clause 3.8 of AS 1670.1-2018.
 - iii. The zone block plan installed at the FBP appears to relate to the original FDAS and does not appear to accurately reflect the upgraded system, contrary to the requirements of Clause 1.7.3 and Clause 3.10 of AS 1670.1-2018.
 - iv. With regard to the upgrade to the FDAS, it is unclear if the works were undertaken as part of the Fire Safety Order or a separate development approval. It is at Council discretion, being the appropriate regulatory authority, to ensure that appropriate approvals have been obtained by the owners and that the works have been carried out in accordance with applicable standards.
2. Fire Hydrant System - The fire safety schedule fails to nominate which edition of AS2419.1 to which the hydrant system is installed. Notwithstanding, the following deviations from AS2419.1-2005 and other items have been identified, which are of concern to FRNSW:
- i. The block plan provided at the booster assembly does not provide all of the relevant information prescribed by Clause 7.11.
 - ii. The block plan indicates the booster assembly may be connected 'in series' with the fixed on-site fire pump in accordance with the requirements of Clause 7.6 of AS 2419.1-2005. In this regard, a 150mm diameter liquid filled pressure gauge indicating the pressure at the pump discharge pipe/manifold and an engraved warning sign is not provided at the booster assembly, contrary to the requirements of Clause 7.6(c).
 - iii. Boost pressure and test pressure signage was not provided at the booster assembly, contrary to the requirements of Clause 7.10.1.
 - iv. A block plan, A3 minimum size, has not been provided at the pump room, contrary to the requirements of Clause 7.11.
 - v. The boost inlets slope more than 35° below the horizontal with a clearance to the front less than 1000mm, contrary to the requirements of Clause 3.5.1.
 - vi. The maintenance logbook for the hydrant pump indicates that the replacement of the batteries is overdue, contrary to the requirements of Section 3 of AS 1851-2012.
3. Automatic Fire Sprinkler System – It is unclear to which standard the existing sprinkler system has been installed, however, the following deviations from AS2118.1-2017 and other items have been identified, which are of concern to FRNSW:

- i. Feed fire hydrants have not been installed onsite adjacent to the booster inlet connections, contrary to the requirements of Clause 4.14.2 of AS 2118.1-2017.
 - ii. The diesel pump in the basement sprinkler pump/tank room demonstrated signs of corrosion and water leakage at the shaft opening.
 - iii. The maintenance logbook for the sprinkler pump indicates that the replacement of the batteries is overdue, contrary to the requirements of Section 3 of AS 1851-2012.
4. Sprinkler Coverage - The building contains a Class 2 part and has a rise in stories of more than 4, however, all parts of the building are not sprinkler protected, contrary to the requirements of Clause E1D6 and Specification 17 or 18 of the NCC.

Access & Egress

5. Operation of latch – A number of exit doors within the premises incorporate a round tulip style handle in lieu of a lever handle, contrary to the requirements of Clause D3D26 of the NCC.
6. Handrails - Handrails in the fire-isolated stairs were not continuous between stair flight landings and had obstructions that will tend to break a hand-hold, contrary to the requirements of Clause D3D22 of the NCC.

General

7. Annual Fire Safety Statement (AFSS) – Section 88 Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (the DCFS Regulation), requires the AFSS be updated annually. At the time of the inspection, the AFSS that was displayed did not appear to be up to date.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 7 of this report and conduct an inspection.
- b. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

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Please do not hesitate to contact Conor Hackett of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN24/2820 - BFS24/5980 - 8000038065 regarding any correspondence concerning this matter.

Yours faithfully

A handwritten signature in black ink, appearing to read 'C. Hackett', with a long horizontal line extending to the right.

Conor Hackett
Senior Building Surveyor
Fire Safety Compliance Unit