

Expanding Parramatta

**Creating a City of Neighbourhoods
with 60,000 New Homes**



**BUSINESS
WESTERN
SYDNEY**

URBIS

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Acknowledgement of Country

Urbis and Business Western Sydney acknowledge the Traditional Custodians of the lands we operate on. Parramatta is built on Dharug land. For more than 60,000 years, Parramatta has been home to the Burramattagal and other Dharug peoples.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems.

We pay our respects to First Nations Elders, past and present.

Urbis and Business Western Sydney are committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country.



Sacred River Dreaming,

Hayley Pigram – Dharug Nation Sydney, NSW

Foreword

David Borger
Business Western Sydney



Parramatta is one of Australia's great urban success stories. No other city has managed to combine the relocation of major public institutions with the organic rise of a truly metropolitan centre — right in the heart of Greater Sydney. And yet, the footprint of Parramatta CBD remains surprisingly boutique and compact. As NSW grapples with a once-in-a-generation housing crisis, the question isn't whether Parramatta can grow. It's how boldly we're willing to imagine its next chapter.

The opportunity before us is enormous. New light rail connections now link Parramatta's northern and eastern edges directly to its CBD, but the potential of these corridors remains largely untapped. These are the places where new homes, new streets and new lives can take shape — the foundation for a bigger, bolder Parramatta that welcomes 60,000 new dwellings. The Rosehill Racecourse proposal may not have proceeded, but this report sets out a clear "Plan B" to keep the city's momentum alive.

Change is already underway. On Church Street, the old Auto Alley is evolving. Where once there were vast Holden super lots and car yards, the first high-rise homes and hotels are now under construction. As the showroom era gives way to a new retail and residential mix, this corridor can be reshaped, bringing life to the street and housing above it.

Parramatta's southern gateway tells a story of missed opportunity. It's hot, hard and hostile, offering little of the welcome a great city deserves. We see something different: a green, tree-lined boulevard with cycleways and shaded footpaths. This can be a revitalised southern entrance, worthy of the capital of Western Sydney.

Because expanding Parramatta isn't just about housing numbers. It's about stepping into our role as a global, polycentric city. It's about rethinking old spaces, stitching vibrant new neighbourhoods into the urban fabric and building a 24/7 city that lives up to its full potential — and its promise.

Murray Donaldson
Urbis



The NSW Government is implementing policies to boost housing supply, aimed at delivering more affordable housing in well-located areas, to meet the National Housing Accord target. When striving to rapidly increase the supply of housing, it is important not to forgo the bigger picture, and lose sight of the strategic context of metropolitan Sydney.

Parramatta CBD stands at the heart of Greater Sydney's transformation, emerging as a dynamic hub of economic, cultural, and civic activity. As the city moves toward the goals outlined in *Parramatta 2050*, the City of Parramatta's vision statement, it is critical to expand the urban renewal agenda beyond current city centre boundaries. Establishing urban renewal neighbourhoods surrounding the Parramatta CBD offers a unique opportunity to support the region's rapid growth while creating connected, inclusive and future-ready communities.

The availability of housing — particularly in and around city centres — is a critical enabler of workforce expansion, talent attraction and urban vibrancy. By unlocking underutilised land and investing in thoughtful, well-integrated development, urban renewal neighbourhoods can deliver a balanced mix of housing, employment, public spaces and infrastructure that supports economic resilience and social cohesion.

This expansion will strengthen Parramatta's role as a major metropolitan centre, bridging the gap between the Sydney CBD and the Western Parkland City. Enhanced transport links, sustainable urban design and increased density in well-located areas will encourage investment, ensuring the city stays competitive on a national and global stage.

This report highlights the importance of forward-thinking planning and place-based design in shaping a Parramatta that is not only ready for the future — but leads it.

Executive Summary

Expanding Parramatta: A Strategic Plan B for Sydney's Housing Future

Sydney's housing system is under extraordinary strain. Affordability has reached crisis point. Supply has consistently failed to keep pace with demand, locking younger generations out of the market and forcing many to look beyond Sydney's borders for a place to live.

This crisis is not only economic; it is a fundamental test of our ability to build cities that are inclusive, equitable and sustainable. While the NSW Government's proposal was defeated to renew Rosehill Racecourse — a site with the potential to deliver up to 25,000 new homes — momentum for alternative solutions is building. Other government-led renewal projects have been announced, such as those around Woollahra Station and Parramatta Road. Arguably the greatest opportunity however lies in Parramatta and its surrounding neighbourhoods.

Parramatta at the Crossroads of Growth

Parramatta stands uniquely positioned to lead Sydney's housing and economic response. As Sydney's second CBD, it is at the intersection of job growth, infrastructure investment and population expansion. The city is already home to Fortune 500 companies, at least 10 universities and TAFEs, and some of Australia's fastest-growing commercial precincts.

Yet Parramatta's footprint remains surprisingly compact, with significant untapped potential to grow both its economic base and its housing supply.

Jobs, Housing and Connectivity

Parramatta aims to nearly double its workforce with 150,000 new jobs by 2050. But growth depends on housing supply that lets people live close to work, fostering vibrant communities.

Currently, housing supply lags demand. High office vacancies alongside low rental availability highlight the need for more homes near Parramatta CBD. Delivering diverse, affordable housing near jobs is key to retaining young people, attracting talent and ensuring sustainable growth. Unlocking up to 60,000 new dwellings across the city's neighbourhoods will help correct this imbalance and promote equity.

Parramatta's transport network, including heavy rail, light rail, and bus interchanges, is a major asset. Projects like Sydney Metro West, Parramatta Light Rail and improved pedestrian and cycle routes will boost connectivity and accessibility. These strong links are vital for a city where people can live, work and connect seamlessly, supporting the city's expansion without gridlock or sprawl.

A City of Neighbourhoods

Great cities are built on great neighbourhoods — distinct, vibrant places with strong identities, diverse communities and rich amenities. This report highlights **four key areas** primed to expand Parramatta's heart and drive its next era of growth:

- **Parramatta North:** Anchored by culture, sports, and recreation, this area embraces the river and surrounding parklands. It blends modern industry, retail spaces and new housing, all within walking distance of light rail.
- **Riverside East:** A bold renewal opportunity northeast of the river, Riverside East offers unique green spaces, heritage assets and city-fringe energy. Supported by university campuses and the CBD, this area is poised to attract young people, families and new ideas.
- **Harris Park – Rosehill:** Defined by migrant heritage and colonial landmarks such as Elizabeth Farm, this area offers vibrant street life, mixed housing and strong transport links. It also holds significant potential for housing uplift and urban renewal.
- **Parramatta South:** A tired southern gateway marked by Auto Alley's car dealerships, this area has the potential to transform with increased housing density, hotels and tree-lined streets. A grand boulevard to herald Parramatta's arrival as a confident global city.

Recommendations

Leverage Transformative Infrastructure

Harness the power of Parramatta Light Rail, Sydney Metro West and other key transport investments to create vibrant, connected neighbourhoods. This approach aligns with the City of Parramatta's ambition to become a global city, as set out in the Parramatta 2050 vision.

Identify and Unlock New Housing Opportunities

Expand Parramatta through urban renewal to create 60,000 new homes across four neighbourhoods: Parramatta North, Riverside East, Harris Park – Rosehill and Parramatta South. Prioritise accelerating the finalisation of planning frameworks for key Planning Investigation Areas (PIAs) to boost housing supply in the short to medium term.

Promote Innovative Mixed-Use Development

Support development models that integrate jobs, housing, social infrastructure and quality public spaces – creating complete, resilient communities that underpin economic growth and improve quality of life.

Reimagine Auto Alley

Transform Auto Alley into a vibrant, green gateway to the city with a grand, tree-lined boulevard, active transport infrastructure, modern mixed-use development, and enhanced connectivity supported by bus and future rail services.

Boost Housing Density Along Transport Corridors

Focus on increasing housing density along Parramatta's light rail corridors and other key transport routes to grow patronage and maximise accessibility. Complement this with improved bus services, cycleways and pedestrian linkages to ensure sustainable, connected growth.

Collaborative Planning and Engagement

Engage the City of Parramatta, NSW Government, local communities and stakeholders in a collaborative co-design process. This will shape place-based outcomes that balance economic, social, and environmental priorities, ensuring Parramatta's expansion benefits all.

Phased Delivery Approach

Late 2025: Convene workshops with the City of Parramatta, NSW Government and key stakeholders to build consensus on a shared vision for Parramatta's expansion into a city of neighbourhoods.

2026: Undertake detailed technical studies across place, transport, economic, social, infrastructure, and urban design dimensions to identify opportunities and constraints.

Late 2026: Conduct co-design workshops and develop statutory planning frameworks, including Development Control Plans and Infrastructure Contributions Plans, to support urban expansion.

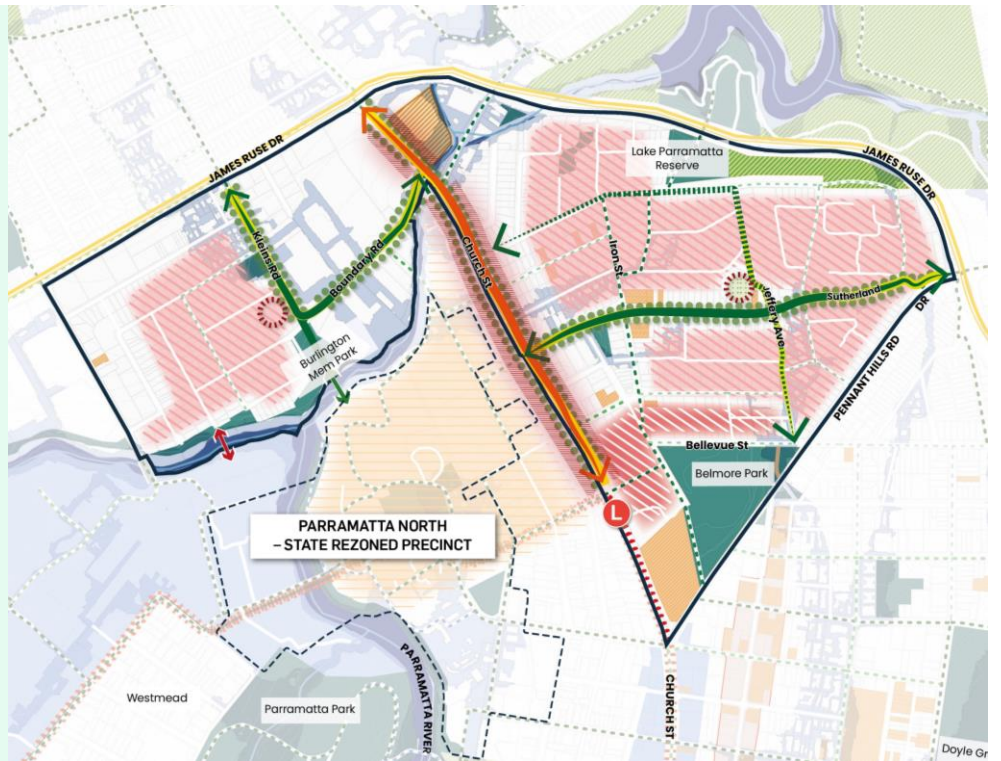
From 2028: Progress development approvals and commence delivery of projects and precinct transformations.

Achieving the NSW Government target of 377,000 new homes in five years demands bold moves. Expanding Parramatta CBD presents a strategic opportunity to ease housing pressures across Sydney.

Parramatta North

10,900 new homes

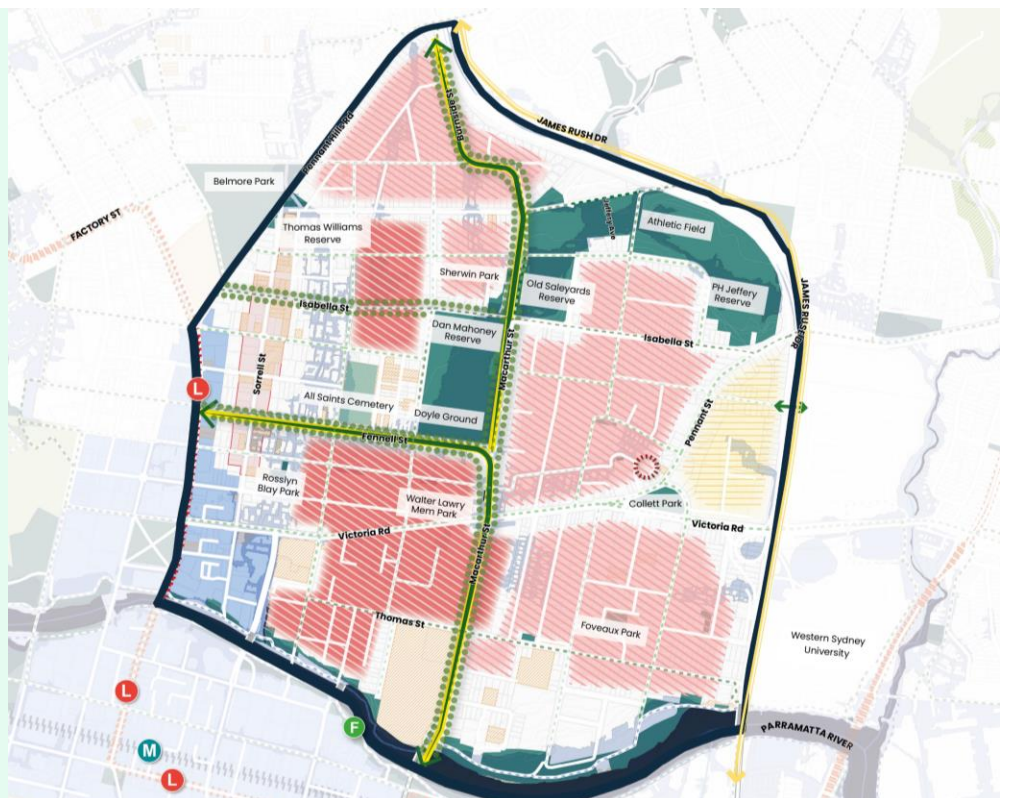
- Northern gateway to city, able to support wider uplift beyond the Parramatta North precinct currently the subject of a State-led rezoning application.
- Mix of housing, retail and employment, close to light rail, Parramatta River, parklands and historic sites.
- Higher density around open spaces.
- Improved east-west active transport links.



Riverside East

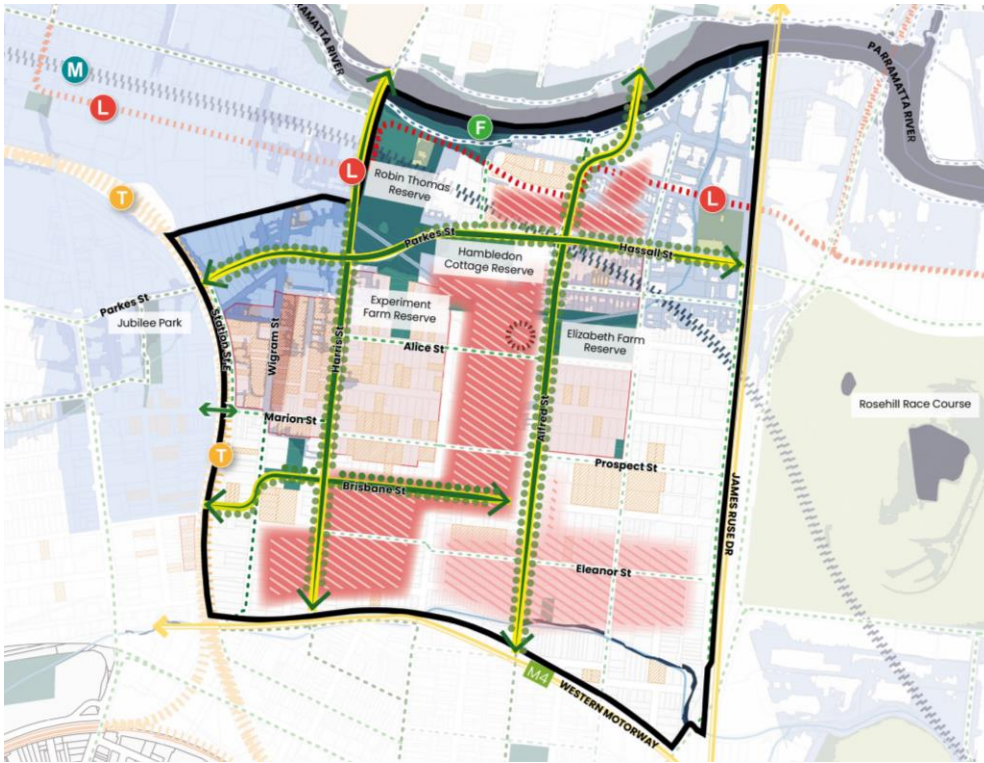
23,000 new homes

- Vibrant area on doorstep of CBD, bordering Parramatta River with open spaces to north, including access to recreation at Lake Parramatta.
- Improved active transport connections to light rail and Church Street.
- Sorrell Street Activation with adaptive reuse of heritage cottages.
- Diverse housing mix, including affordable housing, student and key worker housing



Harris Park – Rosehill

10,800 new homes



- Well-located neighbourhood for housing with train, light rail and ferry links.
- "Little India" vibrancy around Wigram and Marion Streets.
- Strong cultural and heritage identity, including Elizabeth Farm and Experiment Farm.
- Improved links to Auto Alley and Church Street.
- Permeable and regular grid pattern, ideal for cycleways, particularly Alfred Street.

Parramatta South

15,100 new homes



- Reimagination of Auto Alley and beautification of Church Street, confidently announcing the southern gateway to Parramatta.
- Auto Alley as a major activity hub linking to Harris Park Station.
- Uplift density around Mays Hill Reserve, Jones Park and Ollie Webb Reserve.
- Pitt Street renewal with active transport, linking Parramatta Park to Merrylands Station.

Estimating Potential Housing Uplift

This report explores future expansion of Parramatta into a city of neighbourhoods through urban densification beyond the main commercial core. Preliminary land use modelling indicates the potential to unlock capacity for up to 60,000 new dwellings across four neighbourhoods: Parramatta North, Riverside East, Harris Park–Rosehill and Parramatta South.

The high-level strategic land use modelling involved the following key steps:

- Analyse existing built form and place character.
- Analyse the latent capacity for dwellings under the current planning controls.
- Undertake high-level review of built form and environmental constraints (e.g. heritage items, flood-prone land, recently developed sites and Strata Titled properties with more than 10 titles).
- Identify, at a strategic scale, opportunity sites, including well-connected areas with good access to existing open space, as well as areas with Torrens Title or Strata Title ownership with less than 10 titles.
- Allocate uplift on opportunity sites, in the form of changes zoning and increased floor space ratio (FSR), based on urban design considerations.

This analysis took into account, at a high level, density tipping points at which redevelopment would be feasible. Opportunities for lot amalgamation were also considered. It was assumed that Strata Title properties with greater than 10 titles could be redeveloped with an increase in building height and FSR controls.

The maps on pages 24–27 outline the potential future outcomes and uplift opportunities for each precinct. While this analysis identifies significant theoretical capacity for new housing, it is important to note that not all this potential is likely to be realised in practice. Market dynamics, development feasibility, fragmented ownership and site-specific challenges often limit the extent to which zoned capacity translates into actual housing delivery. These factors should be carefully considered when estimating likely housing yield and developing realistic implementation strategies.

Further detailed testing and place-based analysis will be necessary to validate the findings presented here, and to guide future planning decisions.



Why Parramatta?

Over the past 15 years, Parramatta has been in the eye of Sydney's urban transformation. Once regarded as a suburban centre, it has rapidly evolved into a true metropolitan CBD – anchored by new landmarks like Parramatta Square, the PHIVE building and Powerhouse Parramatta, major corporate headquarters and government office buildings. For more than a decade until the early 2020s, Parramatta was also *the* hotspot for apartment development. New residential towers reshaped the skyline and helped meet growing housing demand among Sydney's rapidly increasing population.

But momentum has slowed. Development feasibility has become increasingly difficult. Reports and industry feedback indicate growing concern that Parramatta's apartment market has entered a period of stagnation. Without intervention, there is a real risk of a prolonged downturn in local housing supply, precisely when Sydney cannot afford to lose capacity in one of its most connected and strategically important CBDs.

Turning this around requires coordinated government action, aligning planning, infrastructure investment and housing policy to restore developer confidence so Parramatta continues to deliver housing at scale. A stronger Build-to-Rent pipeline is also part of the solution, creating long-term, stable housing options for renters and a more resilient housing market.

City of Parramatta is meeting the task of planning for housing in areas like Telopea, Wentworth Point, Melrose Park and other Planning Investigation Areas surrounding the Parramatta CBD. Expanding the CBD to the north, south and east would unlock more opportunities for high-quality mixed-use development. This would help cater for housing need, support jobs, boost urban vibrancy and activate the night-time economy and light rail.

Parramatta has already shown how fast it can transform with the right vision and investment. The challenge is ensuring the city's growth does not stall – instead moving into its next phase, delivering the homes and opportunities Sydney needs.



To unlock Parramatta's economic potential, the transport boom must be met by a surge in new housing.

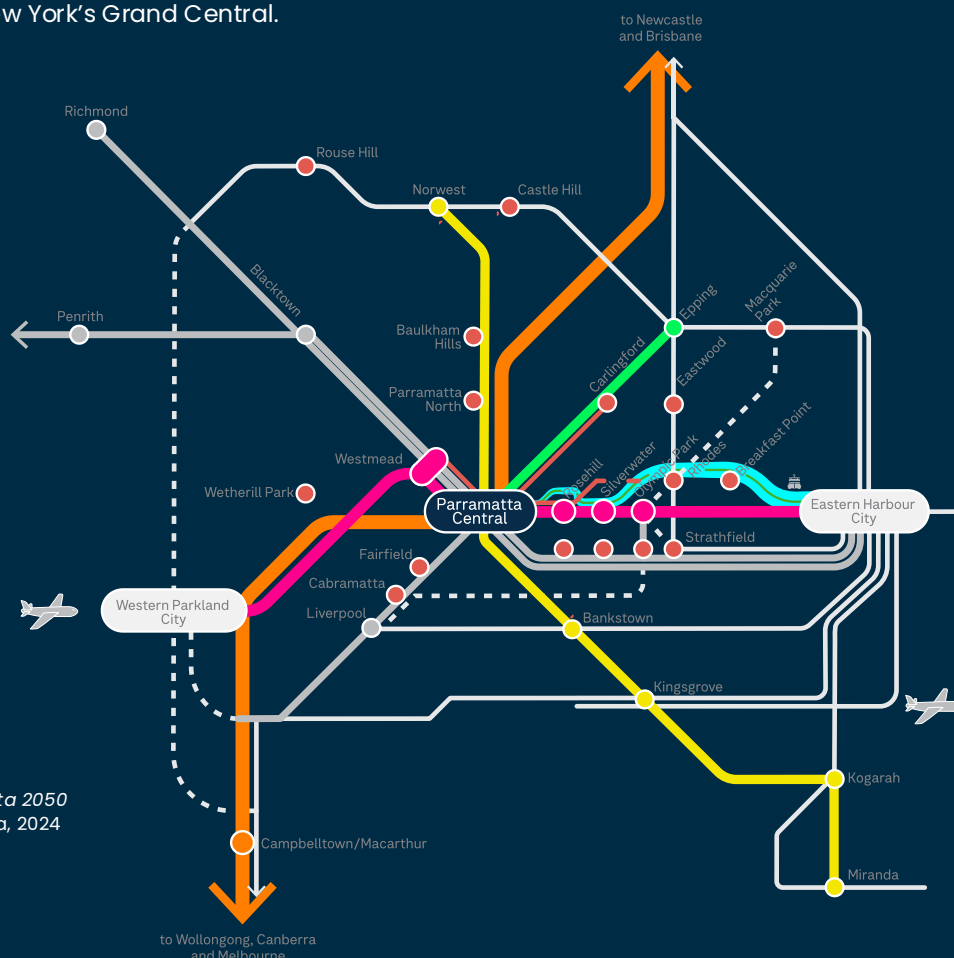
The vision for Parramatta's future, as outlined in City of Parramatta's *Parramatta 2050* statement, positions it as Sydney's Central City – an inclusive, connected and globally competitive metropolis. It imagines Parramatta as a vibrant hub of employment, culture and innovation, supported by high-quality public spaces, diverse housing options and seamless transport connections.

Parramatta 2050 sets a bold vision for the city's economic future. Realising it will require urban development at a scale that supports major infrastructure investments – including Parramatta Light Rail, Sydney Metro West, and pedestrian and cycling linkages through the Western River neighbourhood Connection Project. Media reports in September 2025, purporting to reveal the NSW Government's medium-term transport plans, have suggested potential future rail extensions to Liverpool and Kogarah. City of Parramatta backs a full East–West Metro spine, connecting the CBD to Bradfield and Western Sydney International Airport. High-speed rail would further elevate Parramatta as Sydney's key interchange, akin to London's St Pancras or New York's Grand Central.

Infrastructure alone is not enough. Sydney has already seen how transformational projects such as Sydney Metro Northwest were not initially matched by the level of land-use change required to unlock their full potential. This has led the NSW Government to announce further Transport Oriented Developments along the line. The lesson is that without proactive planning and housing delivery alongside transport investment, the benefits of accessibility are diluted.

Parramatta cannot afford to repeat these missed opportunities. It must be the place where infrastructure and urban outcomes align – where new rail lines are met with bold housing growth, expanded CBD boundaries, and renewed neighbourhoods that deliver jobs, homes and vibrant city life.

To unlock the value of billions in investment, Parramatta must lead the way on integrated infrastructure and land use.



Source: *Parramatta 2050*
City of Parramatta, 2024

Jobs and new housing go hand in hand. Both are essential for a vibrant, successful Parramatta.

City of Parramatta has set a bold employment target, aiming to create a further 150,000 new jobs across the entire LGA by 2050, nearly doubling current levels. This ambition reflects Parramatta's emerging role as Sydney's Central City and a key driver of metropolitan-wide productivity. To date, the City of Parramatta has taken deliberate steps to protect employment floorspace in the CBD core, ensuring capacity is available for commercial growth and economic activity.

However, employment growth does not occur in isolation, as global cities have demonstrated. The availability of housing – particularly in and around city centres – is a critical enabler of workforce expansion, talent attraction and urban vibrancy. More homes close to jobs mean shorter commutes, greater diversity of skills and stronger local economies. Residential development also supports the activation of public spaces, sustains retail and hospitality sectors, and contributes to the cultural and social fabric that makes cities desirable places to live and work.

Parramatta's trajectory over the past 15 years has seen strong growth in both employment and housing, but the pace and balance have not always aligned. For example, between 2011 and 2021, Australian Bureau of Statistics census data shows that employment grew in central Parramatta by 32.2% while the population only grew by 7.5%. In contrast, Melbourne's city centre offers a valuable case study in how deliberate policy intervention can reshape outcomes.

Lessons from Melbourne:

A Balanced Approach to Growth

In the early 1990s, Melbourne's CBD was primarily a commercial district with limited residential presence. Recognising the need to revitalise the city and diversify its economic base, the Victorian Government introduced a series of planning reforms that actively encouraged residential development in the centre of the city. These included flexible zoning, streamlined approvals and incentives for mixed-use development.

The results were transformative. Between 2011 and 2021, employment in Melbourne's CBD grew from about 186,000 to over 243,000 jobs – an increase of more than 30%. The residential population also surged, with an additional 30,000 people calling the CBD home by 2021. This influx has supported a thriving 24-hour economy, brought artistic and cultural energy, enhanced public safety, and created a dynamic urban environment attracting global investment and talent.

Melbourne and Parramatta experienced similar rates of employment growth between 2011 and 2021, yet Melbourne dramatically expanded its population compared to Parramatta.

Melbourne CBD	2011	2016	2021	Change 2016–2021	Change 2011–2021
Population	10,694	15,936	40,989	157.2%	283.3%
Employment	186,129	221,136	243,827	10.3%	31.0%

Parramatta (Suburb)	2011	2016	2021	Change 2016–2021	Change 2011–2021
Population	89,022	87,476	95,684	9.4%	7.5%
Employment	65,152	78,936	86,115	9.1%	32.2%

Source: ABS Census Data

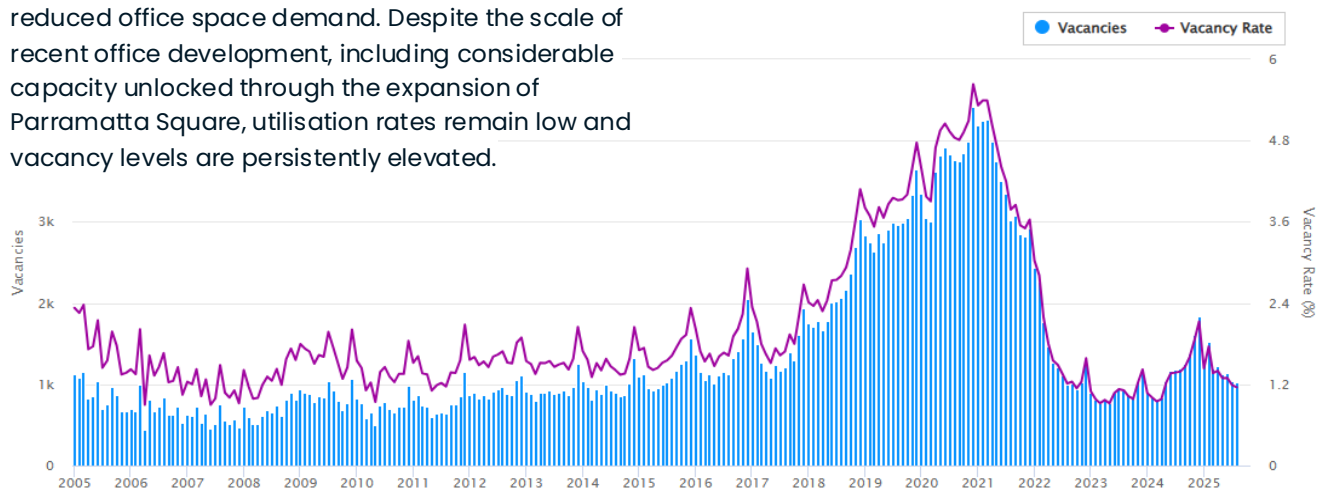
High office vacancies, paired with low residential rental supply, suggest strong demand for new housing in Parramatta.

Over the past two decades, Parramatta has experienced substantial commercial growth. This has been underpinned by a deliberate planning strategy to safeguard office development, positioning Parramatta as Sydney's second major business district. However, recent data and post-pandemic shifts suggest that this strategy may now require recalibration.

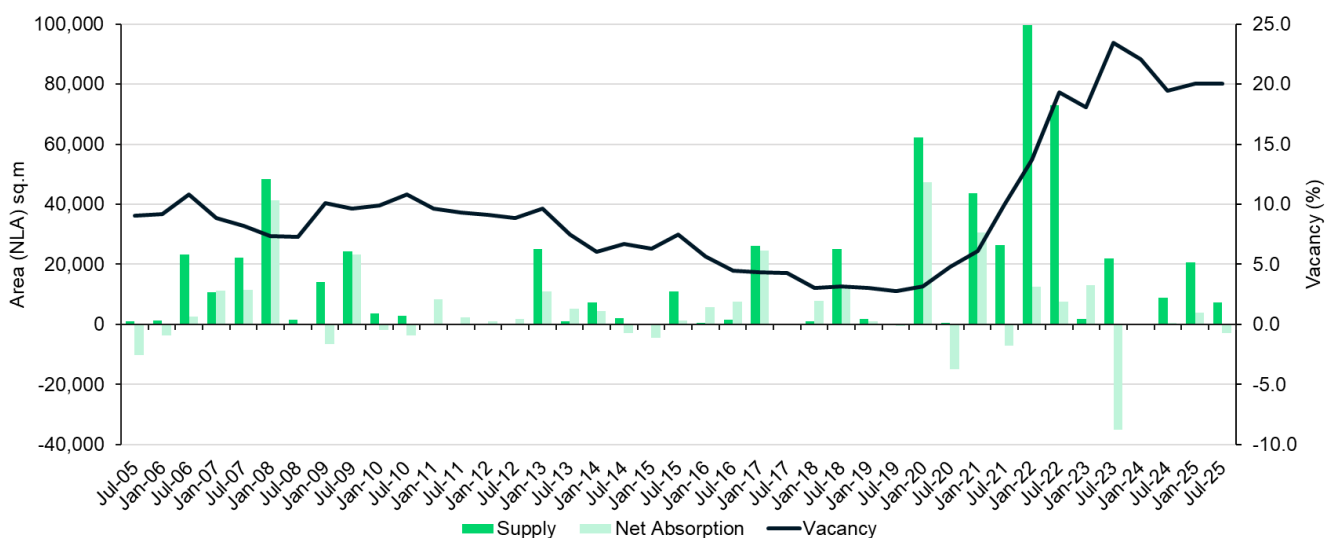
The diagram below illustrates the evolution of commercial supply, net absorption and vacancy rates in Parramatta over the past 20 years. While supply and net absorption have fluctuated over time, a sharp rise in office vacancy is evident from 2019 onwards. This trend reflects broader structural changes in workplace behaviour, following COVID-19, including sustained remote work practices and reduced office space demand. Despite the scale of recent office development, including considerable capacity unlocked through the expansion of Parramatta Square, utilisation rates remain low and vacancy levels are persistently elevated.

In contrast, residential rental vacancy rates across Parramatta remain low, indicating strong and sustained demand for new housing opportunities to live in and around the CBD. This divergence highlights a critical imbalance: while commercial space sits underutilised, the need for housing continues to grow. The current planning framework, which restricts residential development in the CBD, may no longer reflect the realities of urban demand or evolving role of the city centre.

To remain competitive and responsive, Parramatta must reimagine the future in and around its CBD. Parramatta's future should be one of integration, where housing and employment coexist to support a thriving, vibrant city centre.



Residential vacancy rates in Parramatta (Source: SQM Research, August 2025)



Great cities aren't born, they're built. They grow around strong cores, ringed by community and culture.

The world's great cities blend innovation, inclusivity and sustainability, creating vibrant urban neighbourhoods where diverse communities come together. They grow, not just through towering commercial centres, but dynamic and densified residential neighbourhoods – with local shops, green spaces and efficient transport. Public life spills into evenings filled with culture, dining and social connection.

Parramatta is at a pivotal moment to build this kind of city. The following examples highlight how established and up-and-coming cities are fostering unique, thriving communities by embracing their distinct character. This means prioritising place outcomes and activating areas beyond their commercial cores.

- **Docklands, Melbourne** is a sleek waterfront neighbourhood with entertainment venues and vibrant public spaces. Its mix of residential, commercial and recreational areas exemplifies modern urban living.
- **Fortitude Valley, Brisbane** blends nightlife, dining and live music with artistic and multicultural energy. Its walkable streets and evolving urban fabric mark it as one of Australia's most dynamic inner-city neighbourhoods.
- **Astoria, New York** is a culturally diverse neighbourhood with ethnic eateries and a creative spirit. Historic charm and green spaces make it welcoming for both residents and visitors.
- **Omotesandō, Tokyo** is a refined district of high-end boutiques, modern architecture, blending tradition and design. Despite the bustle, it maintains an orderly feel that reflects Japan's meticulous urban culture.



Docklands, Melbourne



Fortitude Valley, Brisbane



Astoria, New York



Omotesandō, Tokyo

Visualising What's Next

1

Vibrant CBD with jobs, universities, excellent public transport connections and 'green ribbon' of open spaces.

2

Connect CBD, neighbourhoods, parks and riverfront with grand boulevards, pedestrian routes and cycleways.

3

Promote urban expansion with up to 60,000 new homes, enhanced heritage integration and public domain.

Improve pedestrian connections across Toongabbie Creek

Church Street beautification with off-road cycleway as the northern gateway to the city

Strengthen the east-west connections by providing cycleways, quietstreet and/or increased tree canopy

Enhance Church Street with off-street cycleway as the southern gateway to the city

Retain heritage building, precinct and places

Auto Alley as a major activity hub linking to Harris Park Train Station

Provide height and/or FSR incentives to promote site amalgamation, place outcomes and urban renewal

Increased densities around open space and recreational areas

Create a "Green Ribbon" linking the open space network with active transport routes

Provide activity hubs with cafes and retail to service precinct

PARRAMATTA NORTH

PARRAMATTA SOUTH

RIVERSIDE EAST

HARRIS PARK/ROSEHILL

Belmore Park

Shorwin Park

Old Saltyards Reserve

Athletic Field

PH Jeffery Reserve

Kissing Point Rd

Victoria Rd

James Ruse Dr

James Ruse Park

Robinson Reserve

Hamilton College Reserve

Elizabeth Farm Reserve

Prospect St

Raymond St

Parramatta Rd

Western Hwy

Great Western Hwy

Mays Hill Reserve

Jones Park

Old Webb Reserve

Boundary St

Compass St

Connel St

Church St

Fennell St

Victoria Rd

James Ruse Dr

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Great Western Hwy

Mays Hill Reserve

Jones Park

Old Webb Reserve

Boundary St

Compass St

Connel St

Church St

Fennell St

Victoria Rd

James Ruse Dr

James Ruse Park

Robinson Reserve

Hamilton College Reserve

Elizabeth Farm Reserve

Prospect St

Raymond St

Parramatta Rd

Western Hwy

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Prospect St

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Parramatta Rd

Western Hwy

Great Western Hwy

Mays Hill Reserve

Jones Park

Old Webb Reserve

Boundary St

Compass St

Auto Alley *Reborn*

Parramatta's southern gateway is ready for renewal. Auto Alley is reimagined as a grand, tree-lined boulevard with cycleways and wider pedestrian paths, creating a dramatic sense of arrival into the CBD. Modern showrooms integrate with high-rise residential and commercial buildings, overlooking an enhanced streetscape brimming with cafés and retail. New bus links and a future rail station support connectivity.



Heritage *Integrated*

Parramatta's neighbourhoods blend heritage charm with modern living. Victorian-era cottages sit comfortably alongside contemporary mid-rise apartments of six to eight storeys, reflecting a sensitive approach to increased density. Tree-lined streets provide shade and relief from the heat, while new cycleways help reduce car dependence and enhance local connectivity.



Light Rail *Activated*

Tramway Avenue, Parramatta, is one of several locations along the light rail that offers strong potential for housing uplift — helping to increase patronage along this emerging transport corridor. Medium to high-density development supports a growing population of workers and students seeking convenient connections to Parramatta CBD, Carlingford and Westmead.



Parklands *Enhanced*

One of Parramatta's most popular parklands, Doyle Ground is home to local sports teams and public recreation. The south-east corner offers untapped opportunity for medium-density housing, replacing industrial buildings with new homes, a café, upgraded playground access and a safe pedestrian crossing. Timber-accented apartments face the park, bringing a strong connection to the open space.



A City of Neighbourhoods

Great cities are made of great neighbourhoods. These are vibrant, connected places where people live, work and come together, shaping urban character and soul.

Now is Parramatta's moment to move to the next phase, drawing on global inspiration, but telling a story all its own.

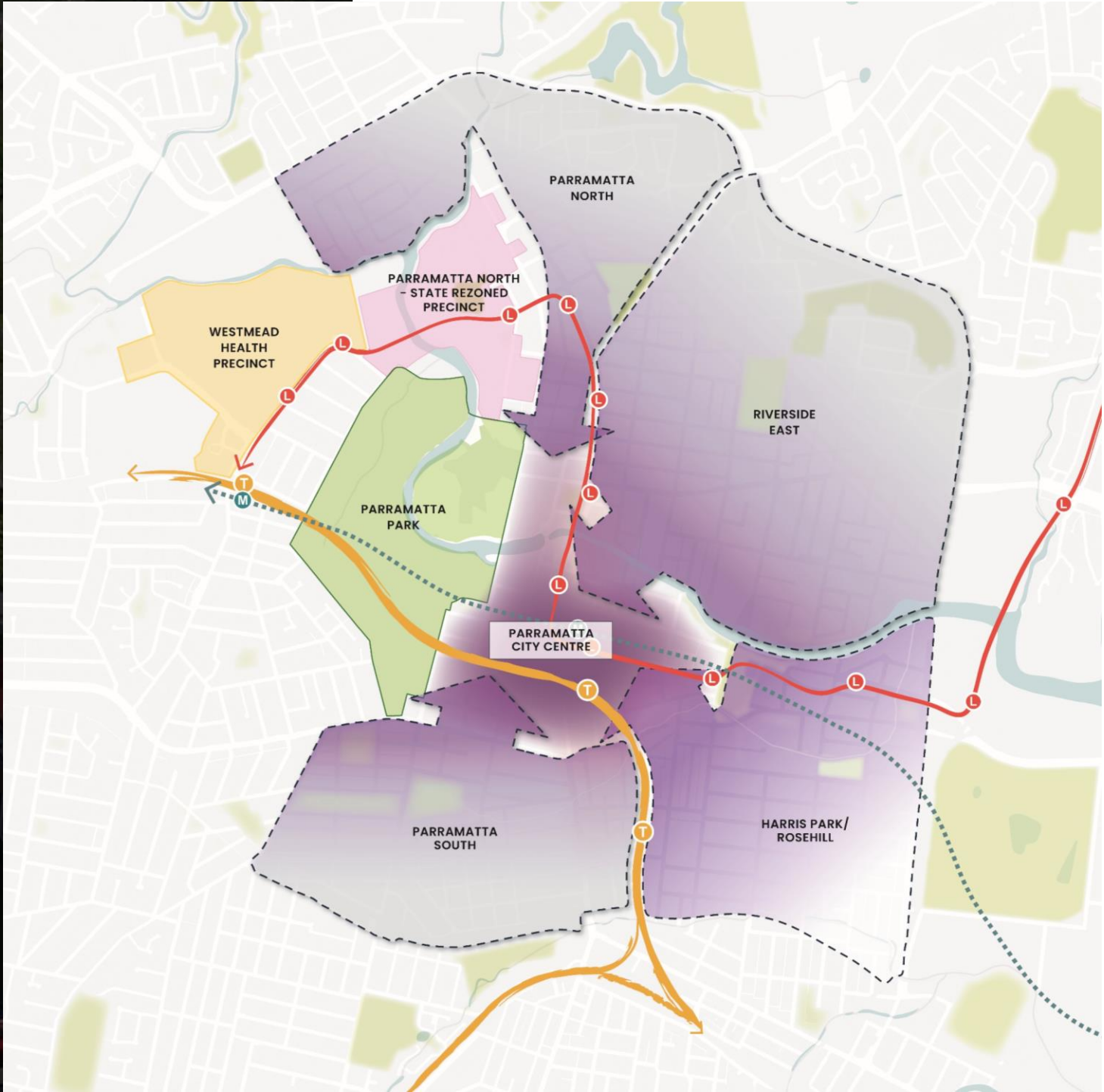
These four precincts will expand the city's heart and unlock a new era of growth:

Parramatta North

Riverside East

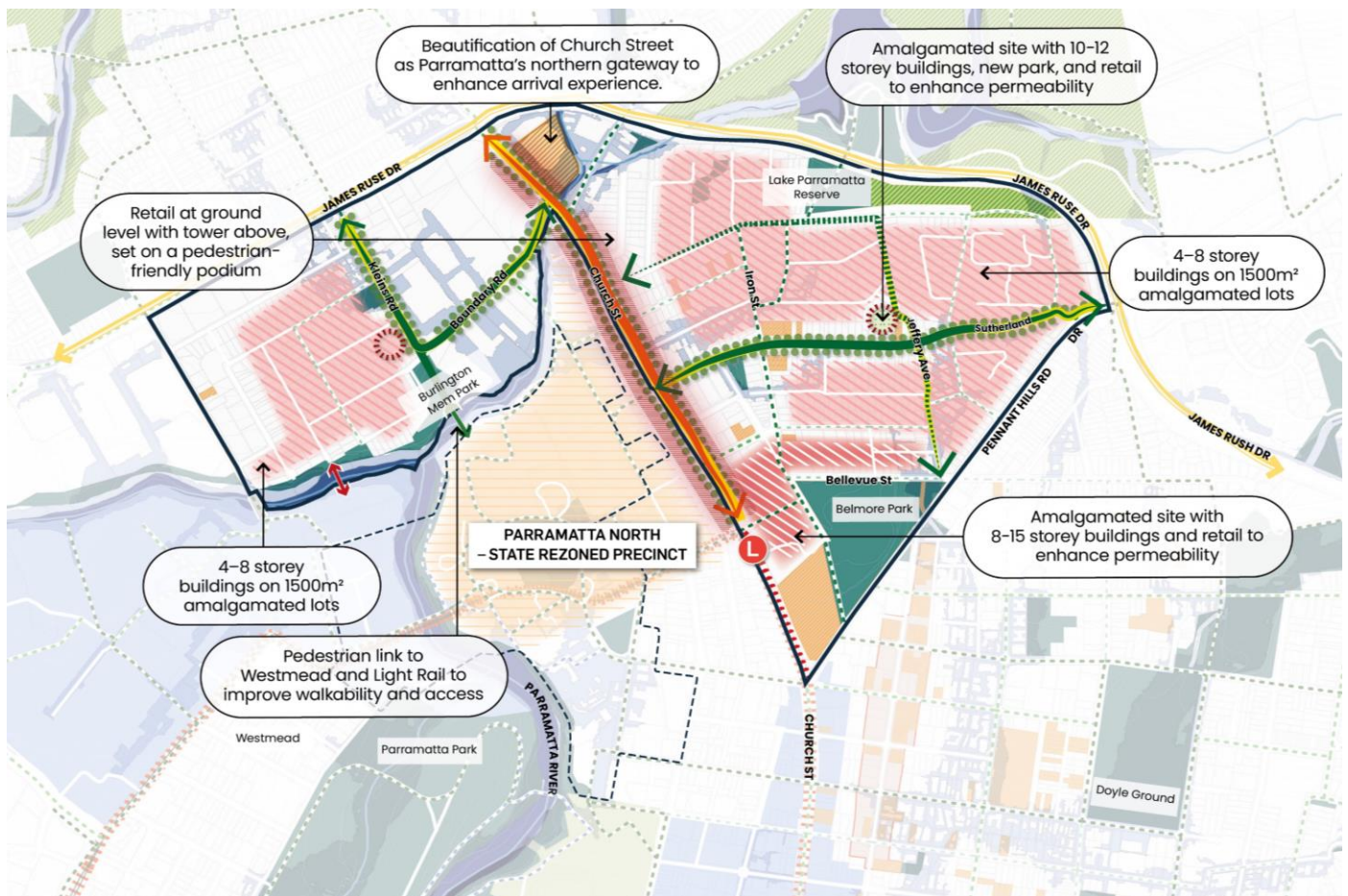
Harris Park – Rosehill

Parramatta South



Parramatta North

A well-connected neighbourhood anchored by culture, sports and recreation embracing the Parramatta River and parklands setting. Modern industry and retail spaces mixed with new housing within an easy walk of Parramatta Light Rail.



Parramatta North is centred along both sides of Church Street, serving as the northern gateway to the city. Church Street has the potential for beautification with an off-road cycleway and improved streetscape. The neighbourhood will feature an eclectic mix of employment and larger format retail spaces at its northern end.

Higher densities can be supported through urban renewal along its western and eastern ends. Improved east-west links towards Church Street and across Toongabbie Creek, would link to Westmead and the Parramatta North precinct that is currently the subject of State-led rezoning.

There are opportunities to enhance connections between Belmore Park and Lake Parramatta Reserve by promoting higher-density developments that create additional open spaces and improve pedestrian access.

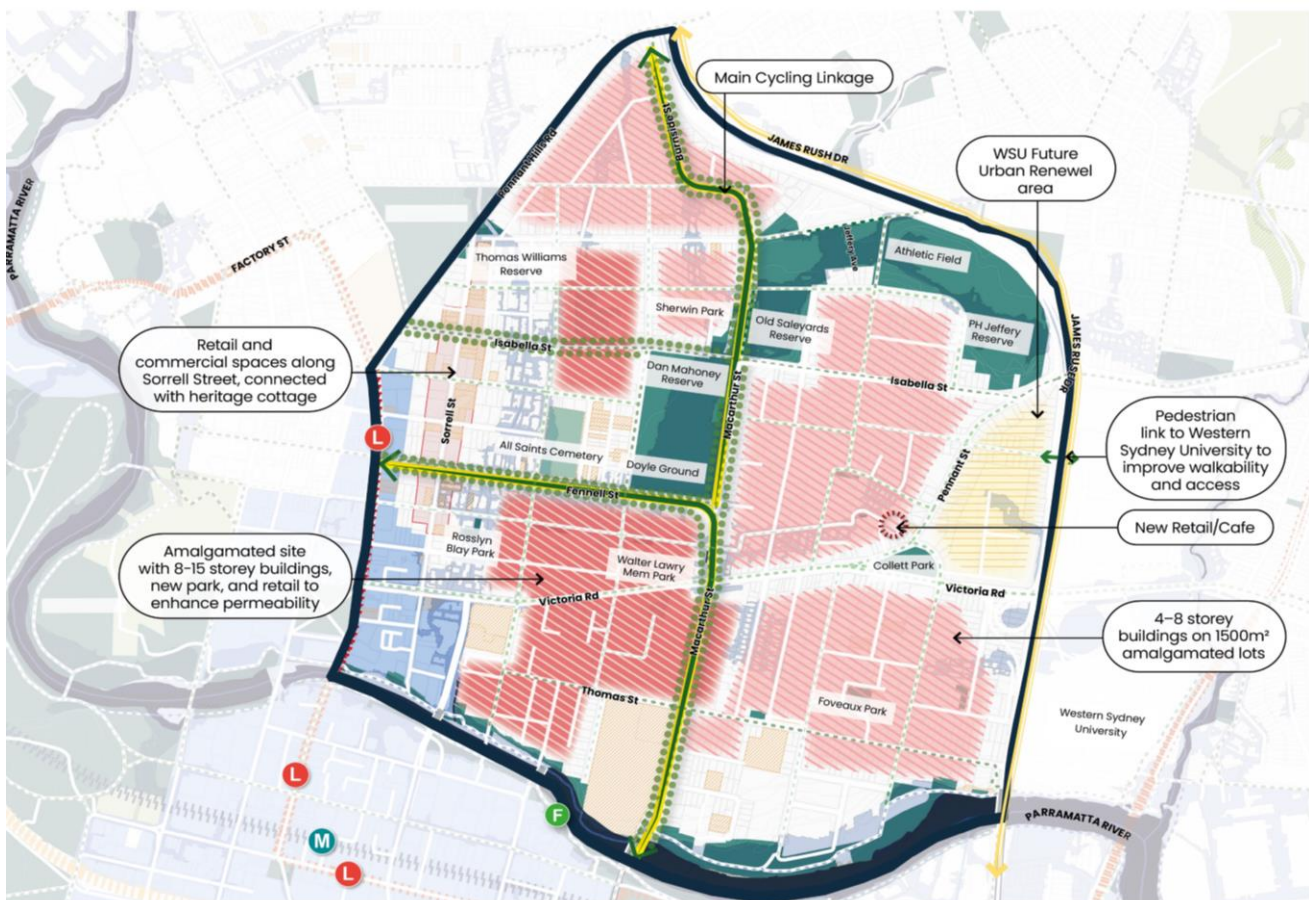
KEY OPPORTUNITY LEGEND

	Precinct Boundary		Heritage Site
	Proposed Activity Hub		Open Space & Recreation Zones
	Transport Infrastructure		Renewal of Torrens Titles
	Light Rail		Renewal Apartment Buildings
	Train Station		
	Metro Station		
	Freeway/Highway		
	Movement & Connectivity		
	Church Street - Key Urban Spine		
	Proposed and Primary Linkages		
	Existing Bridge		
	Active Interface		
	Natural & Environmental Features		

	Dwellings
Current	1,356
Capacity Current)	3,100
Capacity (Potential Future)	13,100

Riverside East

A bold renewal of a vibrant neighbourhood north-east of the river, where green space, heritage and city-fringe energy come together. Anchored by university campuses and the CBD, this precinct has the bones to attract young people, families and new ideas.



Riverside East spans both sides of Victoria Road, from the Parramatta River to James Ruse Drive. The area offers ample open space to the north, including Doyle Ground and access to Lake Parramatta, with significant opportunity for housing uplift with buildings of both 4-8 storeys and 8-15 storeys.

Enhancing active transport along Fennell and Macarthur Streets could connect to Church Street, Parramatta Light Rail and the river. Active transport connections across James Ruse Drive would link to future redevelopment opportunities in Rydalmere (including the old Macquarie Boys school).

Towards the western end, activating Sorrell Street with commercial and retail uses could support adaptive reuse of heritage cottages.

Collett Village Shops upgraded to support the renewal of the WSU site, would foster a vibrant sense of place.

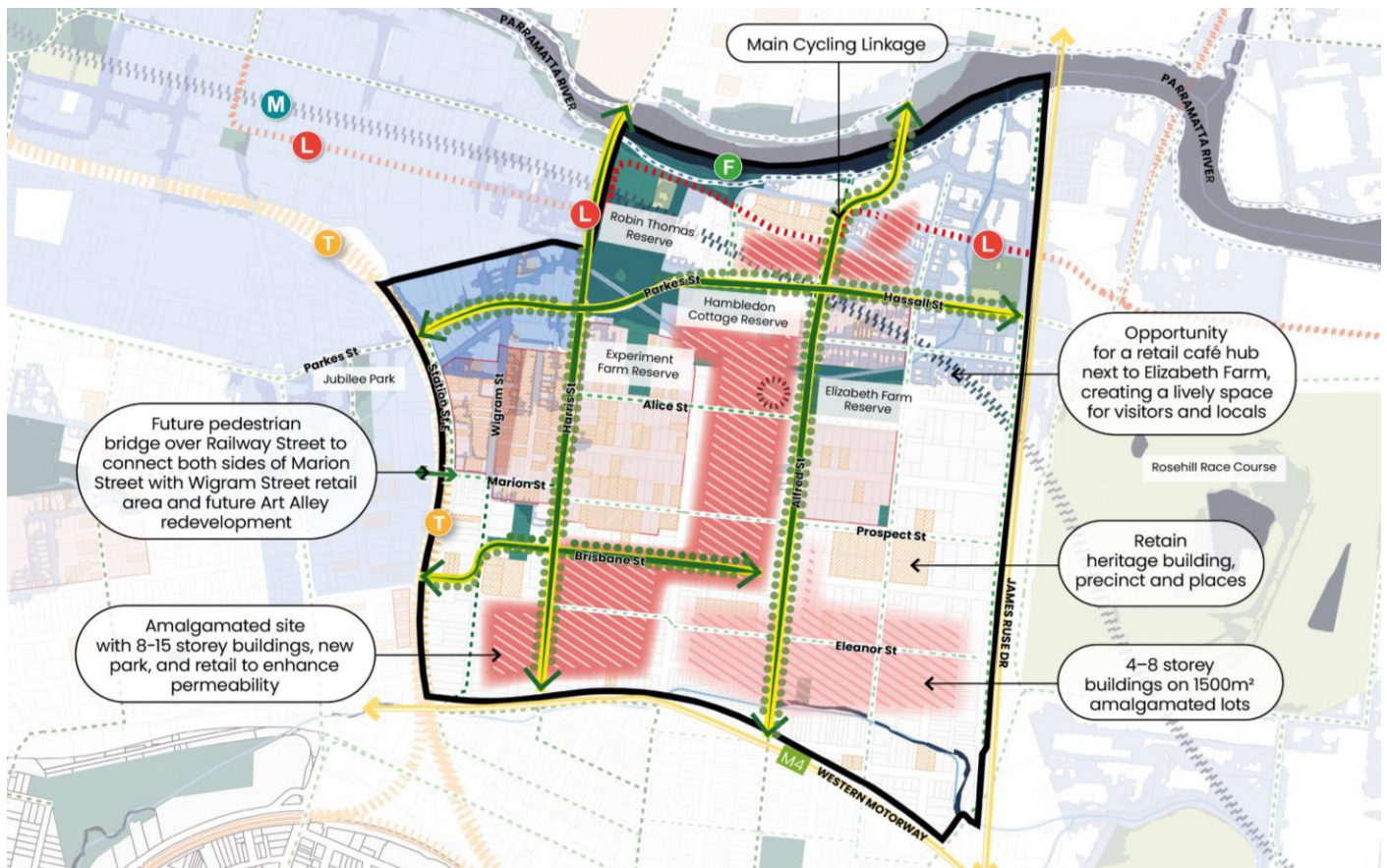
KEY OPPORTUNITY LEGEND

	Precinct Boundary		Heritage Site
	Proposed Activity Hub		Open Space & Recreation Zones
Transport Infrastructure			
	Light Rail		Renewal of Torrens Titles
	Train Station		Renewal Apartment Buildings
	Metro Station		
	Freeway/Highway		
Movement & Connectivity			
	Church Street – Key Urban Spine		
	Proposed and Primary Linkages		
	Existing Bridge		
	Active Interface		

	Dwellings
Current	6,362
Capacity Current)	8,600
Capacity (Potential Future)	32,000

Harris Park – Rosehill

A cultural neighbourhood celebrating Sydney's immigrant heritage and colonial history, blending diverse housing, vibrant street life and landmark heritage sites – with strong transport connections and potential for greater housing density and renewal.



The Harris Park–Rosehill neighbourhood is well-connected to light rail, train and ferry, and defined by its rich cultural identity. It blends heritage landmarks like Elizabeth Farm and Experiment Farm with the colour and vibrancy of “Little India” around Wigram and Marion Streets near Harris Park station.

A pedestrian crossing at Marion Street could activate both sides of the station, connecting to future redevelopment areas by Auto Alley.

The regular grid pattern offers a permeable network ideal for cycleways and Quietways (30km speed limit streets).

Alfred Street could be an active transport spine linking cycleways along the Parramatta River and the M4 Western Motorway.

Amalgamation of sites ranging between 1,500 m² and 2,000 m² would allow for a more efficient use of land, better design flexibility, and higher quality developments.

KEY OPPORTUNITY LEGEND

	Precinct Boundary		Heritage Site
	Proposed Activity Hub		Open Space & Recreation Zones
	Transport Infrastructure		Renewal of Torrens Titles
	Light Rail		Renewal Apartment Buildings
	Train Station		
	Metro Station		
	Freeway/Highway		
	Movement & Connectivity		
	Church Street – Key Urban Spine		
	Proposed and Primary Linkages		
	Existing Bridge		
	Active Interface		

	Dwellings
Current	5,635
Capacity Current)	6,700
Capacity (Potential Future)	16,700

Parramatta South

The reimagined Parramatta South will transform Auto Alley into a vibrant urban forest neighbourhood, lifting a tired part of the city through increased density, tree-lined streets and a lively boulevard heralding Parramatta's arrival as a confident global city.



Two distinct areas characterise Parramatta South. The eastern end features the southern gateway to the city along Church Street and Auto Alley. The western end includes Mays Hill Reserve, Jones Park, and Ollie Webb Reserve. These amenities offer opportunities for more housing with buildings up to 15 storeys, while preserving heritage conservation areas.

Church Street will be enhanced with off-road cycleways, wide verges and increased tree canopy to reinstate it as the gateway to the city. Pitt Street, linking Merrylands Station to Parramatta Park, offers opportunities for urban renewal and active transport linkages, including Quietways (30km/h speed limit streets).

Auto Alley will evolve into a major activity hub, linking with Harris Park Station and activating Marion Street and Wigram Road. A new café and retail precinct at Pitt Street and Jones Park will anchor future urban renewal.

KEY OPPORTUNITY LEGEND

	Precinct Boundary		Heritage Site
	Proposed Activity Hub		Open Space & Recreation Zones
Transport Infrastructure			Renewal of Torrens Titles
	Light Rail		Renewal Apartment Buildings
	Train Station		
	Metro Station		
	Freeway/Highway		
Movement & Connectivity			
	Church Street – Key Urban Spine		
	Proposed and Primary Linkages		
	Existing Bridge		
	Active Interface		

	Dwellings
Current	4,452
Capacity Current)	5,900
Capacity (Potential Future)	20,900

Actions

It is recommended that the City of Parramatta and NSW Department of Planning, Housing and Infrastructure undertake engagement and technical review studies to understand and implement the place, transport and urban renewal opportunities in the four neighbourhoods identified in this report.

We envisage the following process and timeframes:

Phase 1: Vision

ACTIONS

Conduct workshop with City of Parramatta, NSW Government and key stakeholders to agree on a vision for expanding Parramatta into a city of neighbourhoods.



Nov 25 – Dec 25

Phase 2: Analysis

ACTIONS

Prepare detailed studies on opportunities for change and urban renewal:

- **Place Analysis Study:** Understand place opportunities, considering improvements to the open space network, active transport linkages, and areas suitable for urban renewal.
- **Transport Study:** Assess the area's capacity to accommodate density, identify streets for cycleways or Quietways, and provide cost estimates for active transport infrastructure and intersection upgrades.
- **Economic Study:** Determine required Floor Space Ratio to promote development in areas with existing strata and Torrens title lots.
- **Social and Open Space Needs Assessment:** Evaluate capacity of existing social infrastructure (including schools) to accommodate growth and identify future needs. Provide a Landscape Concept Plan and cost estimates for open space upgrades.
- **Infrastructure Needs Study:** Identify necessary services and water management infrastructure upgrades to support urban renewal.
- **Infrastructure Funding and Delivery Study:** Explore options for funding infrastructure upgrades.
- **Urban Design Study:** Develop framework for place improvement and urban renewal.



Jan 26 – Sep 26

Phase 3: Consultation

ACTIONS

- Conduct **Co-Design Workshops** and targeted engagement with key stakeholders to present and seek feedback to the place outcomes and urban renewal opportunities.



Sep 26 – Oct 26

Phase 4: Implementation

ACTIONS

- Provide the **Statutory Planning Framework** to accommodate Urban Renewal Opportunities
- Develop **Development Control Plan (DCP)**
- Develop **Infrastructure Contributions Plan**



Nov 26 – Mar 27

Phase 5: Development approvals and completions

ACTIONS

- Development approvals
- Completions



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