

ORDINARY COUNCIL MEETING

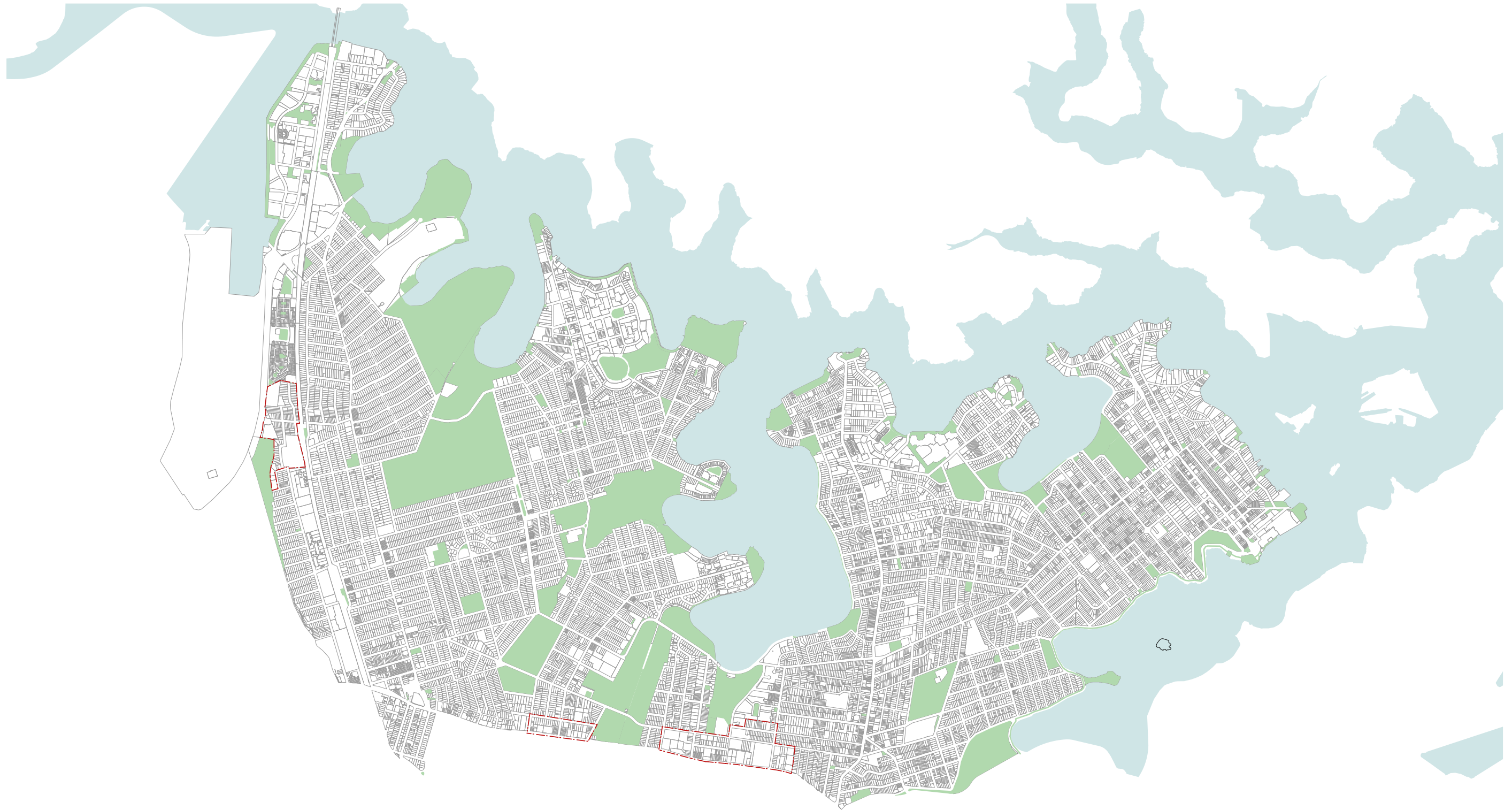
ATTACHMENTS BOOKLET - Part Three Item 9.2 - Attachments 18-22

Under Separate Cover

Tuesday, 18 October 2022

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PRCUTS STAGE 1 URBAN CANOPY ASSESSMENT REPORT

APRIL 2022

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

PRCUTS URBAN CANOPY ASSESSMENT REPORT

2022

by
CONTEXT Landscape Architecture

for
City of Canada Bay Council

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DOCUMENT CONTROL

Revision	Date	Description	Approved
A	21.02.2022	Draft for client review	CW
B	1.04.2022	Final	CW

CONTEXT ACKNOWLEDGES THE WANGAL CLAN, ONE OF 29 TRIBES OF THE EORA NATION AND THE TRADITIONAL CUSTODIANS OF THIS LAND, AND RECOGNISE ELDERS PAST AND PRESENT. THROUGH AUTHENTIC UNDERSTANDING OF THE LANDSCAPE, WE STRIVE TO DEEPEN OUR UNDERSTANDING OF COUNTRY AND OUR RELATIONSHIP WITH ITS PEOPLE.



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PRCUTS URBAN CANOPY

01 INTRODUCTION

IV

CONTEXT
LANDSCAPE ARCHITECTURE

01 INTRODUCTION

The Parramatta Road Corridor traverses 20 kilometers from Granville in the west to Camperdown in the east. The Corridor includes land adjoining Parramatta Road, and wider focus precincts where future development is considered appropriate based on function and character.

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) provides a vision and strategy for how this Corridor will grow and bring new life to local communities. Within PRCUTS, there are three renewal precincts which include land within the City of Canada Bay: Homebush, Burwood and Kings Bay.

PRCUTS aims to renew Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces, and public amenity. It presents significant urban renewal opportunities for land within defined development precincts.

In response to PRCUTS, the City of Canada Bay has produced and submitted a planning proposal to the Department of Planning and Environment (DPE) that seeks to deliver Stage 1 of the Strategy. The planning proposal aims to introduce amended planning controls, community infrastructure and sustainability incentives for the three Stage 1 precincts of Kings Bay, Burwood and Homebush North.

The planning proposal has received Gateway approval to progress to public exhibition subject to demonstrating how the PRCUTS canopy targets of minimum 25% canopy cover can be achieved.

The City of Canada Bay has engaged Context to undertake an urban canopy assessment for each of the future precincts and if required to provide recommendations to ensure that best canopy outcomes can be achieved including the minimum percentage target of 25% across each precinct.



**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

**PURPOSE AND
OBJECTIVES**

The primary objective of this study is to assess the urban tree canopy coverage of Canada Bay portion of the Stage 1 PRCUTS precinct areas of Homebush North, Burwood and Kings Bay. This has been undertaken through a 3 step process.

01.

Assessing and testing what urban tree canopy can be achieved under the PRCUTS planning proposal master plans, public Domain Plan and DCP.

02.

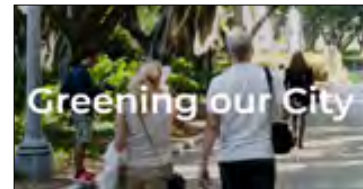
Determine what (if any) changes are required to the proposed documents to achieve a minimum of 25%.

03.

Provide recommendations to ensure the realization of minimum 25% urban tree canopy coverage for each precinct area.

STRATEGIC CONTEXT

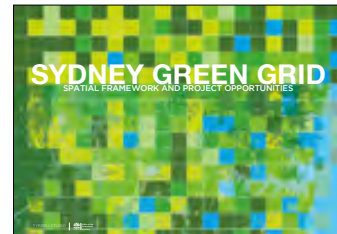
There is a substantial amount of policy and strategic documents that supports and fosters the increase of urban canopy across Metropolitan Sydney, Canada Bay LGA and the stage 1 PRCUTS precincts. These documents were reviewed to assist the development of urban canopy assessment methodology and to ensure that the PRCUTS planning proposal would achieve both State Government and the City of Canada Bay Council's urban forest aspirations.



GREENING OUR CITY
Premiers Priority NSW Government, planning Industry & Environment 2022

Increase the tree canopy cover across Greater Sydney by planting 1 million trees by 2022

Greening our City is part of a broader commitment to plant 5 million trees by 2030.

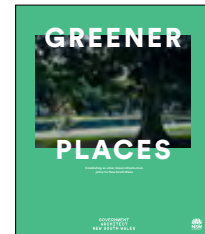


SYDNEY GREEN GRID
Government Architect NSW, 2017

A number of Green Grid projects require consideration within the Homebush North, Burwood, and Kings Bay precincts.

The Sydney Green Grid promotes the creation of a network of high quality open spaces that supports recreation, biodiversity and waterway health.

The Green Grid will create a network that connects strategic, district and local centres, transport hubs, and residential areas, such as Homebush North, Burwood, and Kings Bay.



GREENER PLACES
Government Architect NSW, 2017

The Precincts' streets and open spaces provide an opportunity to embed green infrastructure within the urban environment.

The draft Greener Places policy has been produced by GANSW to guide the design, planning and delivery of green infrastructure across NSW.

The aim is to create healthier and more liveable cities and towns by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of our urban areas.



URBAN GREEN COVER IN NSW TECHNICAL GUIDELINES
NSW Government, Office of Environment & Heritage

Urban green cover is a key action in minimising and accommodating for the impacts of climate change in our local communities.

The Urban Green Cover in NSW Technical Guidelines provides practical guidance on how to adapt the urban environment through urban green cover projects.

The guidelines will assist NSW built environment professional increase resilience to help prepare for the effects of climate change.

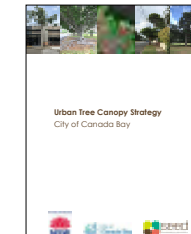


CANADA BAY BIODIVERSITY FRAMEWORK AND ACTION PLAN
City of Canada Bay Council

Current and future communities depend on biodiversity and the ecosystem services it provides to stay healthy and resilient.

The Biodiversity Framework and Action Plan supports the Local Strategic Planning Statement which sets out the 20-year vision for landuse.

The Action Plan embodies a range of themes including native vegetation, urban waterways and foreshores, corridors and connectivity, public spaces, urban habitat and green infrastructure.



URBAN TREE CANOPY STRATEGY
City of Canada Bay

Streets and open spaces are the primary method for achieving an extensive and robust urban tree canopy.

The strategy commits Council to increasing its urban tree canopy cover across the City to at least 25% by 2040.

Priority action themes to deliver this increase in canopy are:

- Protect and value
- Renew and grow
- Support and sustain
- Engage and create
- Manage and resource

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

BENEFITS OF THE URBAN FOREST

In undertaking any urban canopy assessment, it is important to recognise the value and benefits of the urban forest for both Government and community.

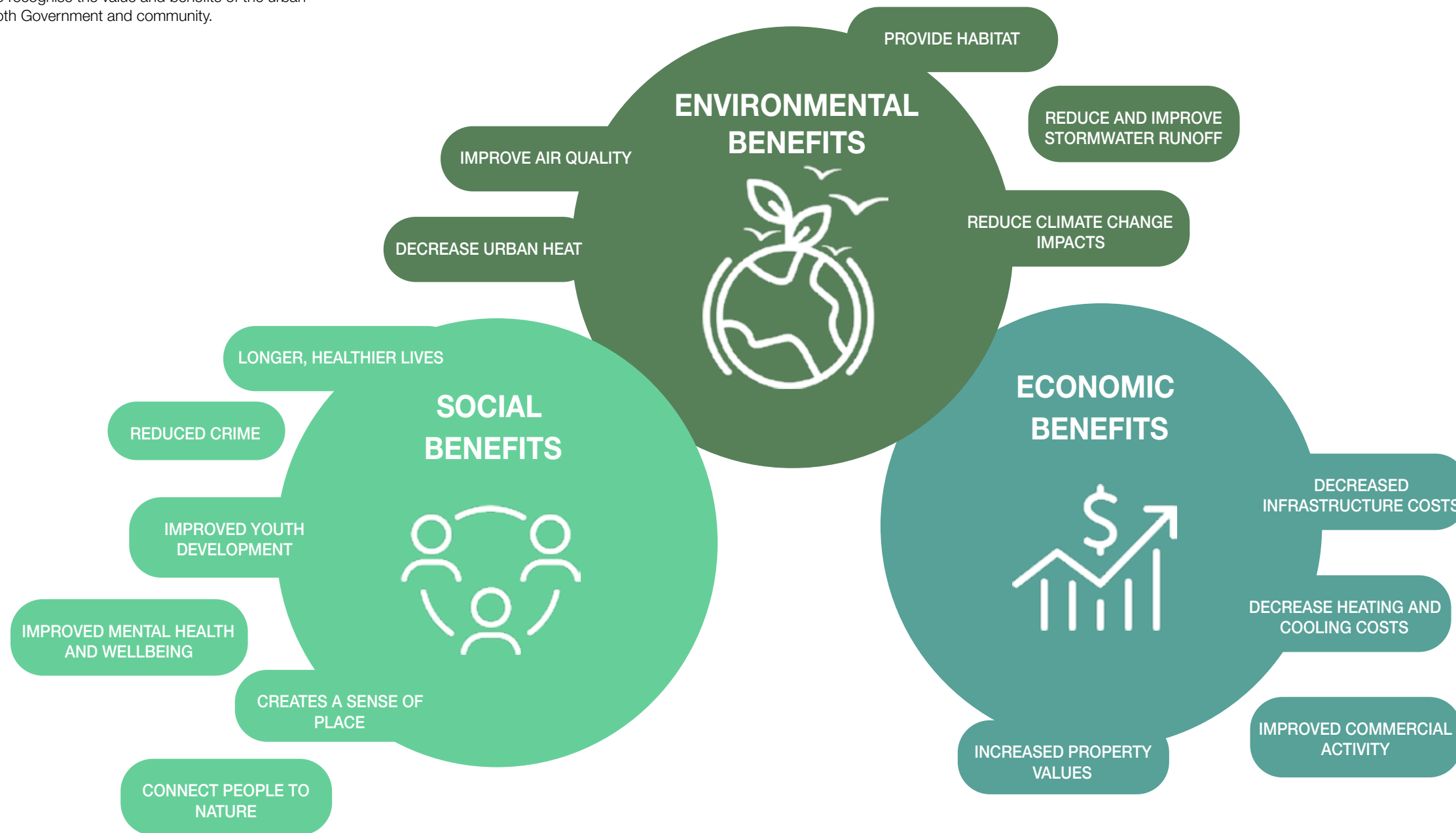


FIGURE 02 - BENEFITS OF URBAN FOREST

02 THE STUDY

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

02 STUDY AREAS AND SCOPE

HOMEBUSH NORTH PRECINCT

The Homebush North Precinct is located between Sydney Olympic Park's Bicentennial Park to the west and Concord Railway Station to the east. It forms the northernmost portion of the broader Homebush Precinct that extends from the Western Rail Line in its south, northwards along the Northern Rail Line and into Concord West.

It is proposed that the Homebush North Precinct will be transformed into an active and varied town centre, with a mixture of higher density housing and mixed uses, that are supported by a network of green streets near the railway station.

The scope for this precinct for assessment includes:

- George Street;
- Victoria Avenue;
- King Street;
- Station Avenue;
- Station Square, a new open space at the eastern termination of Victoria Avenue adjacent the rail corridor; and
- Victoria Avenue Gates, a new open space at the western end of Victoria Avenue adjacent the existing Sydney Olympic Park entrance.

BURWOOD PRECINCT

The Burwood Precinct is located approximately 500m north of the existing Burwood Town Centre and 1km from Burwood railway station. The existing town centre accommodates a large Westfield shopping centre near Burwood Park, and a smaller shopping plaza south of the station. A wide range of high street retail shops and commercial office buildings are also located along Burwood Road.

The Burwood Precinct will complement the town centre and provide additional housing whilst maintaining the quality of buildings in the area.

The scope for this precinct for assessment includes:

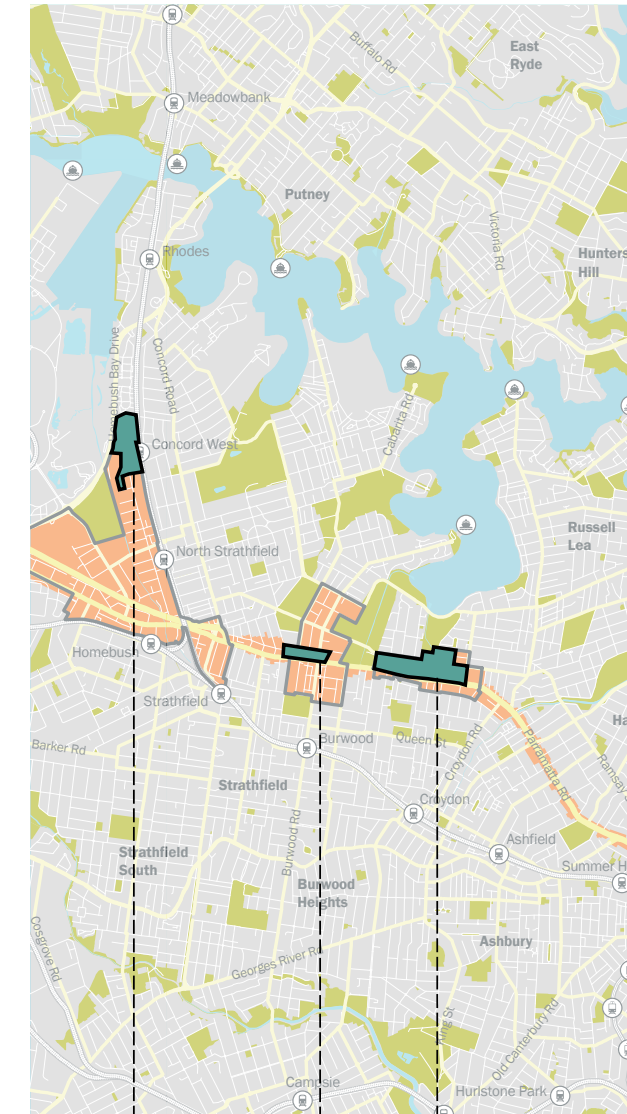
- Parramatta Road (northern side only);
- Burwood Road;
- Burton Street;
- Broughton Street;
- Loftus Street;
- Frankie Lane;
- Neichs Lane;
- The proposed open space at 26-36 Burton Street;
- The proposed open space in the block to the east of Burwood Road, fronting Burton Street; and
- New Shared Street in the Eastern block of the precinct.

KINGS BAY PRECINCT

The Kings Bay Precinct is located between the established activity centres of Five Dock and Burwood, located approximately 1km to the east and west respectively. The precinct will evolve from a low scale industrial precinct into a new mixed use neighbourhood, anchored by a small local centre and offering a range of housing choices.

The scope for this precinct for assessment includes:

- Parramatta Road, limited to the northern side only
- Queens Road
- Spencer Street, including new extensions
- William Street
- Regatta Road
- Harris Road
- Walker Street
- Regatta Road Park
- Spencer Street Plaza
- William Street Park
- Kings Bay East Park



HOMEBUSH NORTH
BURWOOD
KINGS BAY

- Parramatta Road Corridor Transformation Area
- Parramatta Road Corridor Transformation Precinct
- City of Canada Bay Parramatta Road Stage 1 Precincts

LOCATION OF STUDY AREAS

ASSESSMENT METHODOLOGY

EXISTING CANOPY COVERAGE

To understand the existing conditions and each precinct's capacity to reach the required 25% canopy coverage, the existing canopy cover was analysed and assessed. This was undertaken by:

- Utilising the significant tree assessment undertaken for the Public Domain Plan;
- Analysing and documenting the canopy in the private domain from recent aerial photography.

The existing canopy cover was then calculated as a percentage of total precinct area.

CANOPY CAPACITY OF PLANNING PROPOSAL MASTER PLANS AND PUBLIC DOMAIN PLANS

To understand each precinct's canopy capacity, an overall master plan was created using:

- The public domain arrangement from the Public Domain Plan; and
- The urban built form and lot boundaries from the master plan proposals, as prepared by Group GSA.

The City of Canada Bay's Biodiversity Framework, Urban Tree Strategy and draft DCP for precinct were reviewed and all relevant controls that would affect urban canopy outcomes have been itemized and used to inform the street tree setout and arrangement. Where possible, existing trees assumed to be unaffected by the redevelopment were shown as retained.

To ensure feasibility, street lighting, known utilities and indicative driveways were added to the master plans and two canopy scenarios were then created; proposed and aspirational.

The proposed scenario assumes that the overhead electricity wires and infrastructure will be retained in a similar position and arrangement to the existing. The aspirational master plans assumes that all utilities, including the electricity will be bundled and undergrounded. Both master plans utilize the controls and requirements of the draft DCPs.

For each scenario, the projected canopy cover was calculated as a percentage of total precinct area. The calculations do not consider any future canopy cover that may be planted on the upper levels of buildings including roof tops. Where trees have been located in the private lot areas, it is assumed that sufficient deep soil or raised garden beds will be allowed for in the future design to ensure the required projected canopy cover can be achieved.

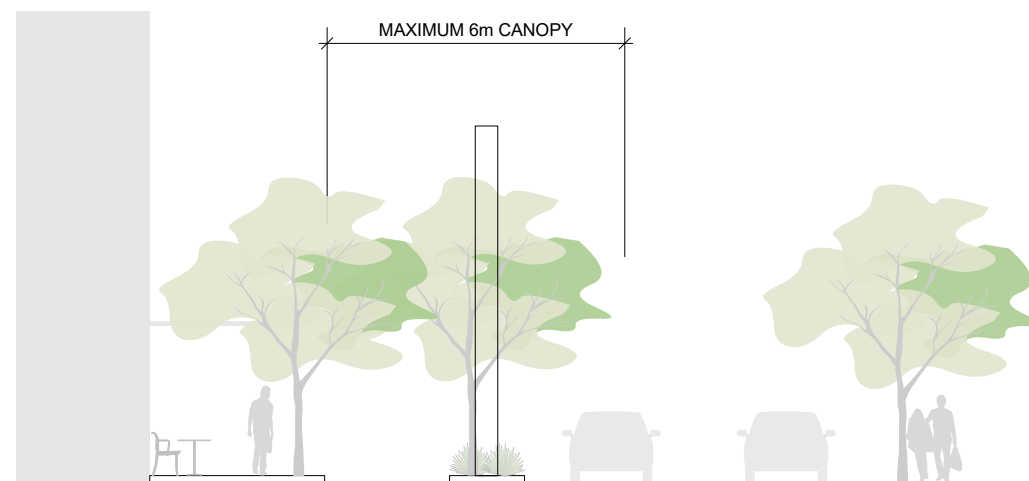


**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

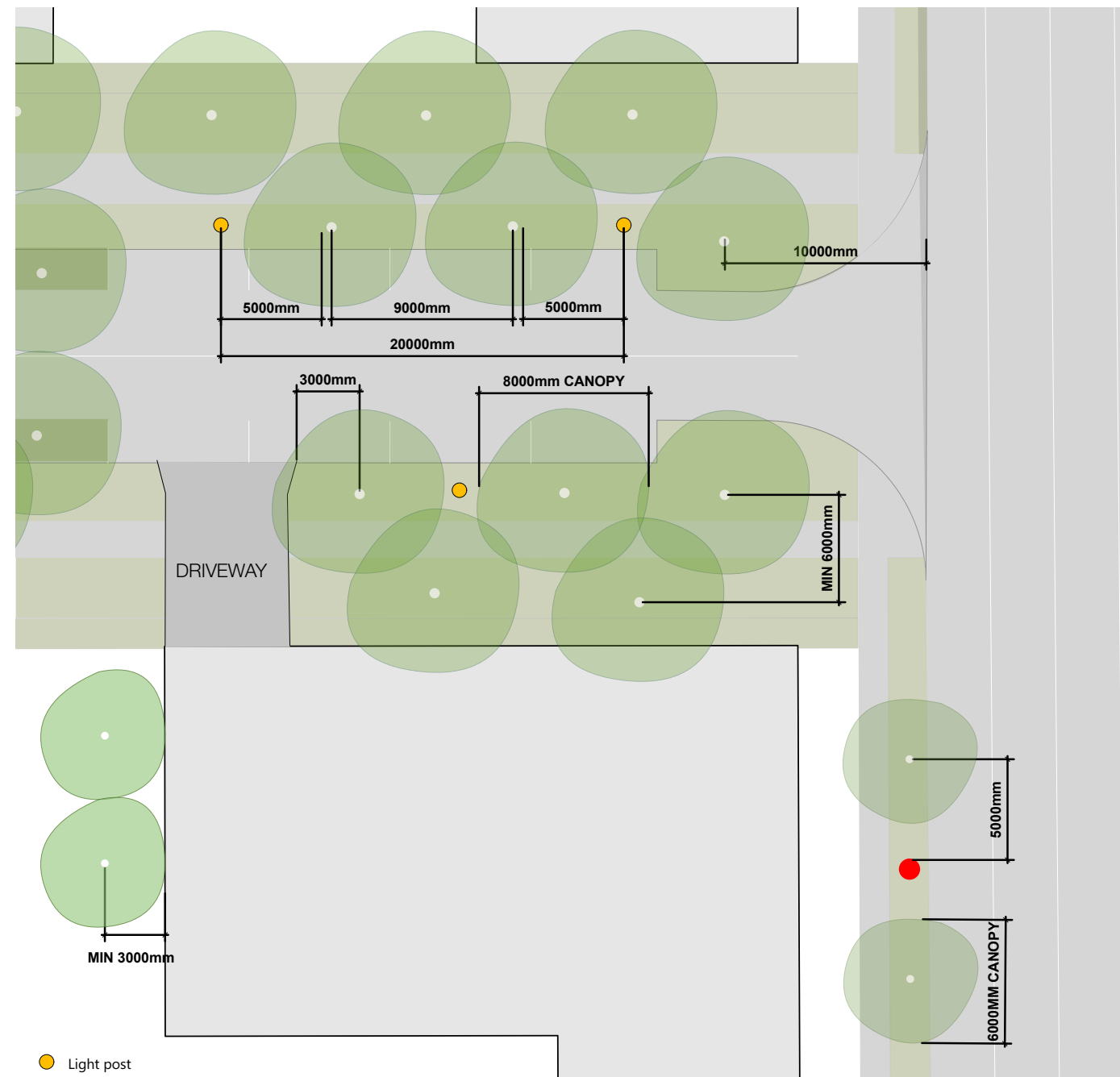
TREE SETOUT ASSUMPTIONS

To ensure that the assessment considers foreseeable urban constraints, the following tree set out assumptions and principles were utilized for each precinct:

- Where possible, trees were evenly spaced along the roadways as shown in Public Domain Plan with a minimum spacing of 6m and maximum spacing of 15m. Average spacing used was approximately 9m. This is in accordance with the spacing requirements as per the relevant landscape design conditions of each precinct's DCP.
- Proposed street lighting is assumed to be installed at 20m centres along all roadways and cycle paths. To ensure adequate lighting levels will be achieved, a minimum 5m clearance from tree trunk to light pole was assumed.
- To ensure appropriate sight lines are achieved for vehicle and pedestrian safety, 10m clearance from street corners and 3m clearance from driveways were allowed for.
- Utilising the principle of planting the 'right tree in the right place' in accordance with Council's Urban Tree Canopy Strategy, medium sized trees of 8m canopy width were allowed for in streets that are not encumbered by overhead powerlines. Where planting needed to occur under powerlines, a 6m canopy is assumed, this is consistent with the canopy width of the trees that are currently planted under powerlines such as Callistemon species. In open space areas, larger trees with a canopy of 12m or greater have been shown.
- It is assumed that the public domain and private lot areas where tree planting is shown is unencumbered by utilities or other latent conditions yet to be identified.



INDICATIVE SECTION OF TREES PLANTED UNDER POWERLINES



TREE SETOUT ASSUMPTIONS

03 HOMEBUSH NORTH PRECINCT

PRCUTS URBAN CANOPY
ASSESSMENT REPORT

03 HOMEBUSH NORTH

SIGNIFICANT TREE ASSESSMENT

As part of the Public Domain Plan, a preliminary assessment of significant trees within the Homebush North Precinct was undertaken to record location, species, and size.

This allowed for a preliminary mapping of structure root zone (SRZ) and tree protection zone (TPZ), illustrated within the plan adjacent. Further arboricultural assessment is required once detailed design and construction works progress.

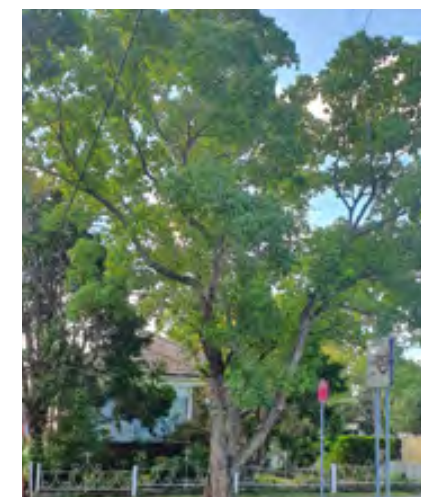
CONCORD WEST PRECINCT									
King Street									
Tree Number	Botanical Name	Common Name	Native/Exotic/Pest	Height (approx.)	Single or Multi trunked	SRZ	TPZ	Canopy Pruned	Significance
1	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4.9m	30m	N	High
2	Eucalyptus spp.	Rough barked gum	N	15m	S	4.9m	30m	N	High
3	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4.9m	30m	Y	High
4	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4.5m	26.4m	Y	High
5	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	6m	55.2m	N	High
6	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.8m	45.6m	N	High
7	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.2m	36m	N	High
8	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5.2m	36m	Y	High
9	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5m	28.8m	N	High
10	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.7mm	43.2m	N	High
11	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5m	31.2m	Y	High
12	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	4.8m	36m	N	High
13	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	4.4m	36m	N	High
14	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4m	24m	Y	High
15	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.6m	40.8m	Y	High
16	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.4m	38.4m	N	High
17	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.4m	38.4m	N	High
18	Jacaranda mimosifolia	Jacaranda	E	12m	S	4.3m	21.6m	N	High
19	Jacaranda mimosifolia	Jacaranda	E	12m	S	4m	21.6m	N	High
20	Triadica sebifera	Chinese tallow	E	7m	S	3.2m	10.8m	N	High
21	Triadica sebifera	Chinese tallow	E	7m	S	3.2m	10.8m	N	High
22	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5.8m	51.6m	Y	High
23	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4.4m	36m	N	High
24	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.5m	49.2m	Y	High
25	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	6m	52.8m	N	High
26	Melaleuca quinquenervia	Broad Leaved Paperbark	N	20m	S	6m	48m	N	High
27	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	6.2m	54m	N	High
28	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.3m	31.2m	N	High
29	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5m	28.8m	N	High
30	Corymbia maculata	Spotted gum	N	12m	S	3.3m	13.2m	N	High
31	Corymbia maculata	Spotted gum	N	15m	S	3.5m	14.4m	N	High
32	Corymbia maculata	Spotted gum	N	20m	S	4m	19.2m	N	High
33	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	6m	52.8m	N	High
Victoria Avenue									
34	Triadica sebifera	Chinese tallow	E	-	M	-	-	Y	Low
35	Triadica sebifera	Chinese tallow	E	9m	S	3.2m	9.6m	N	Moderate
36	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5m	26.4m	N	High
37	Triadica sebifera	Chinese tallow	E	6m	S	4.2m	18m	Y	Low
38	Triadica sebifera	Chinese tallow	E	9m	M	4.3m	18m	N	High
39	Triadica sebifera	Chinese tallow	E	9m	S	3.6m	14.4m	N	High
40	Triadica sebifera	Chinese tallow	E	12m	M	4.4m	18m	N	High
George Street									
41	Triadica sebifera	Chinese tallow	E	6m	S	3.6m	10.8m	N	Moderate
42	Triadica sebifera	Chinese tallow	E	9m	M	4.4m	18m	N	Moderate
43	Triadica sebifera	Chinese tallow	E	9m	M	4.3m	18m	N	Moderate
44	Platanus x acerifolia	London Plan tree	E	15m	S	5m	28.8m	N	High
45	Eucalyptus spp.	Smooth barked gum	N	20m+	S	4.8m	21.6m	N	High
46	Ficus rubiginosa	Port Jackson Fig	E	25m	S	6.5m	60m	N	Very High
47	Cypruss spp.	Pine tree	E	20m+	S	4.4m	18m	Y	Moderate
48	Liquidambar styraciflua	Liquid amber	E	12m	S	4.5m	18m	N	Moderate
49	Casuarina spp.	Swamp Oak	N	15m	S	3.4m	8.4m	N	Moderate
50	Casuarina spp.	Swamp Oak	N	15m	S	3.5m	10.8m	N	Moderate
51	Casuarina spp.	Swamp Oak	N	15m	S	3.4m	8.4m	N	Moderate
52	Casuarina spp.	Swamp Oak	N	15m	S	3.2m	7.2m	N	Moderate
53	Casuarina spp.	Swamp Oak	N	15m	S	3.5m	8.4m	N	Moderate
54	Casuarina spp.	Swamp Oak	N	15m	S	3.8m	10.8m	N	Moderate
55	Casuarina spp.	Swamp Oak	N	18m	S	4.2m	14.4m	N	High
56	Casuarina spp.	Swamp Oak	N	18m	S	4.6m	18m	N	High
57	Eucalyptus spp.	Rough barked gum	N	18m	S	4.5m	18m	N	High
58	Corymbia maculata	Spotted gum	N	8m	S	3m	7.2m	N	Low
59	Corymbia maculata	Spotted gum	N	18m	S	3.5m	14.4m	N	High
60	Corymbia maculata	Spotted gum	N	18m	S	3.8m	15.6m	N	High
61	Eucalyptus spp.	Rough barked gum	N	20m	S	4.8m	27.6m	N	High
62	Casuarina spp.	Swamp Oak	N	15m	S	3.8m	13.2m	N	Low
63	Eucalyptus spp.	Rough barked gum	N	20m	S	5m	26.4m	N	High
64	Eucalyptus spp.	Rough barked gum	N	18m	S	4.8m	21.6m	N	High



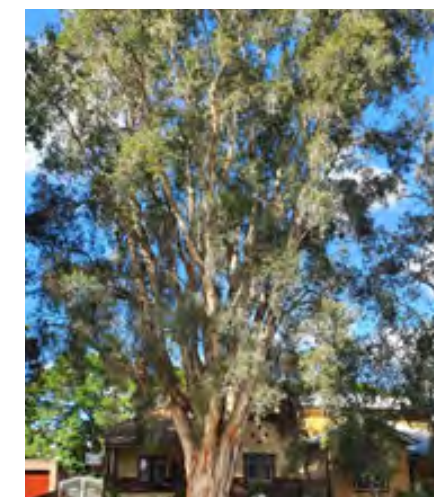
SIGNIFICANT TREE PLAN - HOMEBUSH NORTH



MATURE MELALEUCA QUINQUENERVIA WITH PRUNED CANOPY TO AVOID OVERHEAD SERVICES LOCATED ON KING STREET



MATURE TRIADICA SEBIFERA WITH FULL CANOPY LOCATED ON VICTORIA AVENUE



MATURE MELALEUCA QUINQUENERVIA WITH FULL CANOPY FORMING AVENUE PLANTING ALONG KING STREET

EXISTING CANOPY ASSESSMENT



EXISTING CANOPY ASSESSMENT - HOMEBUSH NORTH 1:2500 @ A3

LEGEND	
	PRECINCT BOUNDARY
	EXISTING TREES ON PRIVATE LAND
	EXISTING TREES ON PUBLIC LAND

EXISTING CANOPY ANALYSIS SUMMARY

Total area of Precinct	149, 519.41 m ²
Area of canopy cover on private land	13, 922 m ² 9.3%
Area of canopy cover on public land	5,644 m ² 3.7%
Total area of canopy cover	19,566 m ²
Canopy coverage	13%

ANALYSIS FINDINGS

Total existing canopy cover for the Homebush North precinct is 13%, which is slightly lower than the overall canopy coverage of the greater Concord West suburb area which stands at 21.35%.

This area of Concord West is made up of low density housing on residential blocks that are approximately 400-500m² which has resulted in most of the existing canopy being on private land. While these trees will be more difficult to protect, there is an opportunity to significantly increase the overall canopy coverage by planting trees in the proposed public domain.

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

DCP CONTROLS AND REQUIREMENTS

The draft PRCUTS DCP for Homebush North was analysed for any controls or requirements that would have an impact on canopy outcomes for the precinct, these have been tabled below. The impacts were then used to create the proposed urban canopy master plan to ensure that what is currently proposed in the DCP is tested and the urban canopy outcomes assessed.

CONTROL / REQUIREMENT	LOCATION/AREA AFFECTED	IMPACT ON CANOPY OUTCOMES	DOCUMENT REFERENCE
Size and location of footpaths, laneways, cycleways, planting and parks are to be provided according to Council's PRCUTS Public Domain Plan and PRCUTS Master Plan.	Precinct wide	Right size tree to be planted in the right locations to ensure the aspirations of the Public Domain Plan will be achieved.	DCP - K22.6 Access Network – C4
Pedestrian/ cycle links are to be naturally lit and ventilated, appropriately lit after hours, publicly accessible 24/7, and have clear sight lines from end to end.	Precinct wide	Tree planting arrangement to consider light pole locations to ensure adequate lighting levels are achieved	DCP - K22.6 Access Network – C6
Development is to support the experience and safety of the new Station Square adjacent to Concord West Station. Development directly to the north of the square must: <ul style="list-style-type: none"> – Ensure that at least 50% of the square receives a minimum of 3h direct solar access in mid-winter (21 June) between 9am and 3pm. 	New Square adjacent to Concord West Station	Overshadowing of Station Square may impact the growth of urban canopy.	DCP - K22.7 Public Domain Experience – C7
Where applicable, a portion of the setback area is to provide deep soil zones and tree planting.	Precinct wide	Opportunity for additional urban canopy in the deep soil zones in setback areas.	DCP - K22.8 Street Setbacks – C2
'Undesirable' elements such as vents, electrical substations, or plant and equipment spaces are not permissible within the setback area and should be accommodated within the building.	Precinct wide	Tree planting arrangements and locations will need to consider driveways and other vehicle access points located in laneways and secondary streets.	DCP - K22.8 Street Setbacks – C3
Development to the east of the playing fields along the open space interface: <ul style="list-style-type: none"> – Setback area to be landscaped and deep soil 	Street setbacks	Opportunity for additional urban canopy in the deep soil zones in setback areas	DCP - K22.9 Transitions and Interfaces – C2
Development along the interface to the rail line, the Victoria Avenue Public School and/or Homebush Bay Drive to include: <ul style="list-style-type: none"> – The setback is to be deep soil to allow for mature vegetation in order to create a buffer. 	Victoria Avenue Public School Interface	Opportunity for additional urban canopy in the deep soil zones in setback areas.	DCP - K22.9 Transitions and Interfaces – C3
Entries and private open spaces are encouraged within the 3m or 4.5m landscaped setbacks including a 1-1.5m wide strip of landscaping	Interactive frontages within residential zones	Opportunity for urban canopy in landscape setbacks greater than 1m wide and 0.8m in height (if raised).	DCP - K22.11 interactive Frontages – C3
Existing street trees and landscape features are to be retained wherever possible. All significant trees that are identified as either high or medium significance in PRCUTS Public Domain Plan are to be retained.	Precinct wide	Existing tree canopy to be retained will significantly contribute to the required canopy coverage.	DCP - K22.15 landscape Design – C1
For development along Parramatta Road, a minimum of 1 canopy tree per 10m of length of frontage is to be planted in the 'green edge' setback area, capable of reaching a mature height of at least 10m.	Parramatta Road	Proposed linear public domain spaces to be enhanced with appropriately sized and spaced tree planting.	DCP - K22.15 landscape Design – C1
For development along all other streets (excluding active frontages) a minimum of 1 canopy tree per 15m of frontage is to be planted. New trees are to be capable of a mature height of at least 6m.	All Streets	Consistent Canopy coverage along streets enhancing landscape character	DCP - K22.15 landscape Design – C5
A minimum of 50% projected tree canopy coverage on publicly accessible streets and laneways, unless it can be clearly demonstrated that it is unreasonable to meet this requirement and a suitable urban design outcome can be achieved which would be applicable in this specific instance only.	All accessible streets and laneways precinct wide.	Opportunity for public domain areas to significantly contribute to 25% canopy coverage.	DCP - K22.15 landscape Design – C9
A minimum of 75% projected tree canopy coverage shall be achieved for all parks.	Open space	Opportunity for parks and open space to significantly contribute to 25% canopy coverage by allowing for larger canopy trees to be planted.	DCP - K22.15 landscape Design – C10
A minimum of 15% projected tree canopy coverage shall be achieved for all private land developments.	Mixed use zone	Opportunity for private development areas to contribute to 25% canopy coverage.	DCP - K22.15 landscape Design – C13
Development consent must not be granted unless the development achieves at least 25% canopy cover across the site.	Residential zones	Opportunity for residential development areas to contribute to 25% canopy coverage.	DCP - K22.15 landscape Design – C14

CONTROL / REQUIREMENT	LOCATION/AREA AFFECTED	IMPACT ON CANOPY OUTCOMES	DOCUMENT REFERENCE
50% of the required landscaped area is to be deep soil planting (trees and shrubs) and a preference for native species.		Opportunity for residential development areas to contribute to 25% canopy coverage.	DCP - K22.15 landscape Design – C17
Calculation of deep soil areas is not to include any land that has a length or width less than 1.5m	Residential zones	Front setback areas with 1m landscape strip cannot be calculated as deep soil zones and may not be suitable for tree planting limiting canopy opportunities.	DCP - K22.15 landscape Design – C18
For residential development in the R3 Medium Density Zone, at least 50% of front setback area is required to be deep soil.	Medium Density residential	Opportunity for medium density development areas to contribute to 25% canopy coverage.	DCP - K22.15 landscape Design – C20
Public domain and buildings shall be designed to reduce localised heat created by the urban heat island affect by: <ul style="list-style-type: none"> – Maximising canopy cover on streets designated as streets with 'interactive frontage' – Retaining existing street trees, especially those identified as High Significance or Medium Significance in the PRCUTS Public Domain Plan. – Targeting canopy cover of at least 60% over all pedestrian spaces such as footpaths, pedestrian links and the new Station Square. 	Precinct wide	Opportunity for the public domain and development areas to contribute to 25% canopy coverage	DCP - K22.16 Sustainability and Resilience – C4

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

**PROPOSED CANOPY ASSESSMENT
OVERHEAD ELECTRICITY**



PROPOSED CANOPY ASSESSMENT - HOMEBUSH NORTH 1:2500 @ A3

PROPOSED CANOPY COVER

Total area of precinct	149, 519 m ²
Loss of existing canopy	0.6%
Total area of public canopy cover	17, 099 m ² 11%
Total area of private canopy cover	27, 020 m ² 18%
Total area of overall canopy cover	43, 242 m ²
Canopy coverage	29%

LEGEND	
	PRECINCT BOUNDARY
	EXISTING TREES ON PRIVATE LAND
	EXISTING TREES ON PUBLIC LAND
	EXISTING TREES REMOVED
	PROPOSED TREES ON PUBLIC LAND
	PROPOSED TREES ON PRIVATE LAND
	EXISTING ELECTRICITY POLES
	PROPOSED LIGHTING

ASPIRATIONAL CANOPY ASSESSMENT UNDERGROUND ELECTRICITY



ASPIRATIONAL CANOPY ASSESSMENT - HOMEBUSH NORTH 1:2500 @ A3

PROPOSED CANOPY COVER

Total area of precinct	149, 519 m ²
Loss of existing canopy	0.6%
Total area of public canopy cover	19, 126 m ² 13%
Total area of private canopy cover	26, 971 m ² 18%
Total area of overall canopy cover	46, 097 m ²
Canopy coverage	31%

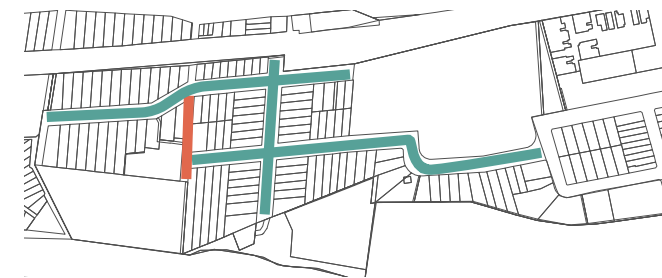
LEGEND

- - - PRECINCT BOUNDARY
- EXISTING TREES ON PRIVATE LAND
- EXISTING TREES ON PUBLIC LAND
- EXISTING TREES REMOVED
- PROPOSED TREES ON PUBLIC LAND
- PROPOSED TREES ON PRIVATE LAND
- EXISTING ELECTRICITY POLES
- PROPOSED LIGHTING

PRCUTS URBAN CANOPY
ASSESSMENT REPORT

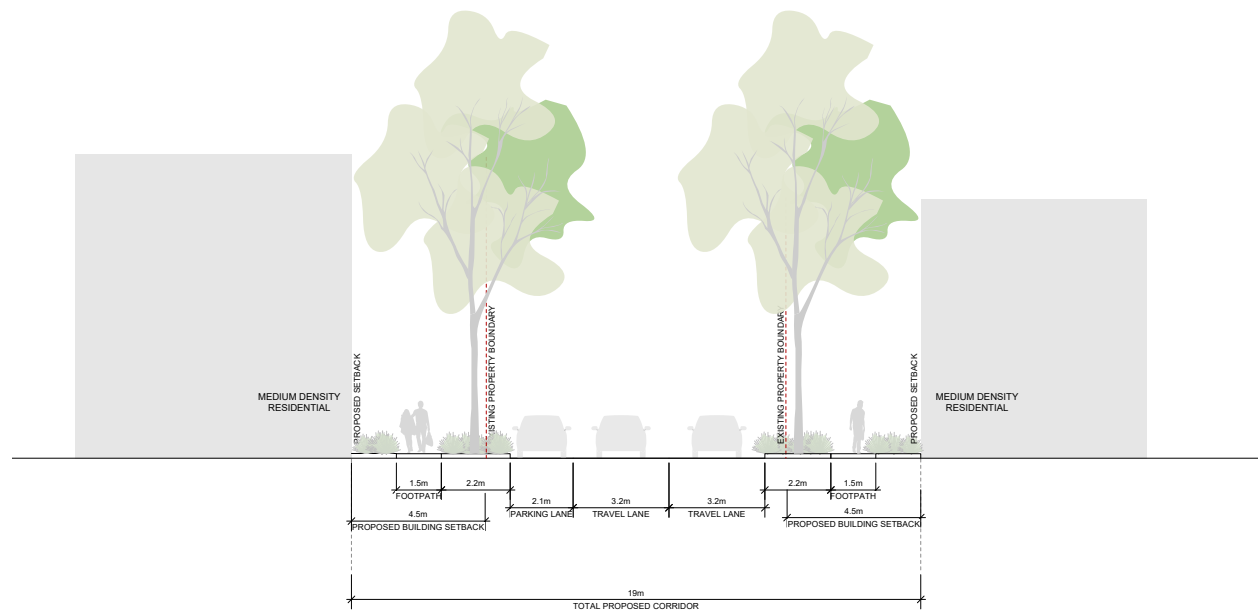
TYPICAL STREET CROSS-SECTIONS

SECTION 01 ●
KING STREET, GEORGE STREET AND VICTORIA AVENUE (REFER TO PDP FOR DIMENSIONS AND FURTHER DETAIL)



STREET REFERENCE DIAGRAM

SECTION 02 ●
STATION AVENUE (REFER TO PDP FOR DIMENSIONS AND FURTHER DETAIL)



CANOPY ASSESSMENT FINDINGS FOR HOMEBUSH NORTH

GENERAL

The design principles and features of the Public Domain Plan, Homebush North Master plan and relevant conditions within the DCP will allow for a minimum 29% total canopy cover to be achieved in the Homebush North Precinct. This can be increased to 30% if all electricity infrastructure is underground.

EXISTING TREES

As with most development areas, a loss of existing canopy cover is expected to make way for the construction of new roads, buildings, and infrastructure. From the canopy assessment undertaken it is expected that 0.6% of the existing canopy cover will be lost. It is anticipated, that no tree categorised as high to moderate significance will require removal for the proposed development.

CANOPY PROJECTIONS

From the canopy assessment is anticipated that the projected canopy requirements for open space and pedestrian spaces can be achieved.

- A minimum of 75% projected tree canopy coverage shall be achieved for all parks (DCP - K22.15 landscape Design - C10)
- 60% over all pedestrian spaces such as footpaths, pedestrian links and the new Station Square (DCP - K22.16 Sustainability and Resilience - C4).

It is anticipated that the projected canopy requirements for each development type can be achieved with the current master plan layout. This is if the deep soil requirements are able to be realised in the detail design. The projected canopy requirements summarised below:

- Mixed use zone - 15% (DCP - K22.15 landscape Design - C11)
- Residential zone - 25% (DCP - K22.15 landscape Design - C14)



ARTIST IMPRESSION OF PROPOSED VIEW INTO STATION SQUARE

PRCUTS URBAN CANOPY

04 BURWOOD PRECINCT

04 BURWOOD

SIGNIFICANT TREE ASSESSMENT

As part of the Public Domain Plan, a preliminary assessment of significant trees within the Burwood Precinct was undertaken to record location, species, and size.

This allowed for a preliminary mapping of structure root zone (SRZ) and tree protection zone (TPZ), illustrated within the plan adjacent.

Further arboricultural assessment will be required as detailed design and construction works progress.

BURWOOD PRECINCT									
Burton Street									
Tree Number	Botanical Name	Common Name	Native/Exotic/Pest	Height (approx.)	Single or Multi trunked	SRZ	TPZ	Canopy Pruned	Significance
1	Triadica sebifera	Chinese tallow	E	7m	M	4m	12.36m	N	Low
2	Triadica sebifera	Chinese tallow	E	9m	S	3.8m	15.6m	N	Low
3	Triadica sebifera	Chinese tallow	E	9m	S	3.8m	15.6m	N	Low
4	Triadica sebifera	Chinese tallow	E	8m	S	3.3m	10.8m	N	Low
5	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
6	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
7	Lophostemon confertus	Brush box	N	7m	S	4m	18m	Y	Low
8	Triadica sebifera	Chinese tallow	E	7m	S	3.7m	13.2m	Y	Low
9	Triadica sebifera	Chinese tallow	E	7m	M	4m	16.8m	N	Low
10	Triadica sebifera	Chinese tallow	E	-	-	-	-	Y	Low
11	Triadica sebifera	Chinese tallow	E	-	-	-	-	Y	Low
12	Triadica sebifera	Chinese tallow	E	-	-	-	-	Y	Low
13	Triadica sebifera	Chinese tallow	E	-	-	-	-	Y	Low
14	Triadica sebifera	Chinese tallow	E	9m	M	4.2m	18m	N	Low
15	Triadica sebifera	Chinese tallow	E	7m	S	-	-	Y	Low
16	Triadica sebifera	Chinese tallow	E	9m	M	5m	25m	N	Low
17	Triadica sebifera	Chinese tallow	E	6m	S	-	-	-	Low
18	Triadica sebifera	Chinese tallow	E	6m	S	-	-	-	Low
19	Triadica sebifera	Chinese tallow	E	12m	M	4.2m	15.2m	N	Low
20	Triadica sebifera	Chinese tallow	E	8m	M	3.8m	11.9m	N	Low
21	Triadica sebifera	Chinese tallow	E	7m	M	4.5m	16.9m	N	Low
Loftus Street									
22	Eucalyptus spp.	Gum Tree	N	16m	S	4.8m	26.4m	N	High
23	Lophostemon confertus	Brush box	N	10m	S	4.4m	21.6m	N	High
24	Lophostemon confertus	Brush box	N	10m	S	4.4m	21.6m	N	High
25	Lophostemon confertus	Brush box	N	10m	S	4.4m	21.6m	N	High
26	Lophostemon confertus	Brush box	N	12m	S	4.8m	24m	N	High
27	Ulmus parvifolia	Chinese Elm	E	9m	S	3.9m	14.4m	N	High
28	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5.4m	36m	Y	High
29	Melaleuca quinquenervia	Broad Leaved Paperbark	N	9m	S	5.4m	36m	Y	High
30	Ulmus parvifolia	Chinese Elm	E	15m	M	5m	25.9m	N	High
31	Ulmus parvifolia	Chinese Elm	E	15m	M	5.2m	26.4m	N	High
32	Ficus rubiginosa	Port Jackson Fig	E	25m	S	6.5m	60m	N	Very High
Parramatta Road									
33	Livistona australis	Cabbage Tree Palm	N	30m	a	-	-	N	Very High
34	Livistona australis	Cabbage Tree Palm	N	30m	S	-	-	N	Very High
35	Livistona australis	Cabbage Tree Palm	N	30m	S	-	-	N	Very High
36	Araucaria heterophylla	Norfolk Island Pine	E	20m	S	-	-	N	High
37	Schinus molle	Pepper Tree	E	12m	S	-	-	N	Low
38	Schinus molle	Pepper Tree	E	12m	S	-	-	N	Low



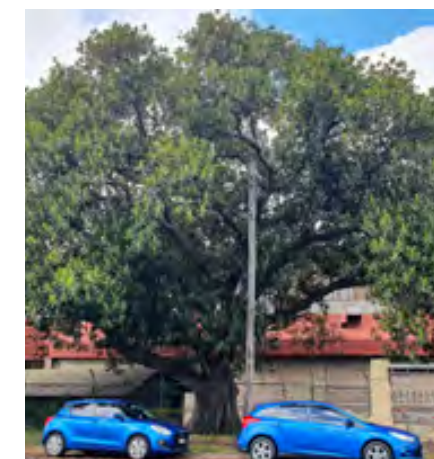
SIGNIFICANT TREE PLAN - BURWOOD



MATURE LOPHOSTEMON CONFERTUS LOCATED ON LOFTUS STREET



HEAVILY PRUNED CINNAMOMUM CAMPHORA LOCATED ON BURTON STREET



MATURE FICUS RUBIGINOSA LOCATED ADJACENT LOFTUS STREET

PRCUTS URBAN CANOPY
ASSESSMENT REPORT

EXISTING CANOPY ASSESSMENT



EXISTING CANOPY ASSESSMENT - BURWOOD 1:2500 @ A3

LEGEND	
	PRECINCT BOUNDARY
	EXISTING TREES ON PRIVATE LAND
	EXISTING TREES ON PUBLIC LAND

EXISTING CANOPY ANALYSIS SUMMARY

Total area of Precinct	62, 944.23 m ²
Area of canopy cover on private land	3815.26 m ² 6%
Area of canopy cover on public land	2760.42 m ² 4%
Total area of canopy cover	6575.68 m ²
Canopy coverage	10.45 %

ANALYSIS FINDINGS

Total existing canopy cover for the Burwood precinct is 10.45%, which is slightly lower than the overall canopy coverage of the greater suburb of Concord which is 18.23%

This area of Concord is dominated by Burwood and Parramatta Roads that currently have limited canopy opportunities. The commercial building arrangement along Parramatta Road also results in a higher proportion of unplantable areas. Only 4% of the existing canopy is located on public land creating an opportunity for a significant increase in canopy coverage.

DCP CONTROLS AND REQUIREMENTS

The draft PRCUTS DCP for the Burwood Precinct was analysed for any controls or requirements that would have an impact on canopy outcomes for the precinct, these have been tabled below. The impacts were then used to create the proposed urban canopy master plan to ensure that what is currently proposed in the DCP is tested and the urban canopy outcomes assessed.

CONTROL / REQUIREMENT	LOCATION/AREA AFFECTED	IMPACT ON CANOPY OUTCOMES	DOCUMENT REFERENCE
Size and location of footpaths, laneways, cycleways, planting and parks are to be provided according to Council's PRCUTS Public Domain Plan and PRCUTS Master Plan.	Precinct wide	Right size tree to be planted in the right locations to ensure the aspirations of the Public Domain Plan will be achieved.	DCP - K21.7 Access Network – C4
Pedestrian/ cycle links are to be naturally lit and ventilated, appropriately lit after hours, publicly accessible 24/7, and have clear sight lines from end to end.	Precinct wide	Tree planting arrangement to consider light pole locations to ensure adequate lighting levels are achieved	DCP - K21.7 Access Network – C6
New development that fronts onto streets identified as active frontages, including vibrant, friendly and mixed facades must: <ul style="list-style-type: none"> – Minimise the number and width of vehicular driveways across the footpath. – Provide vehicular access off a rear laneway; driveways off Burwood Road and Parramatta Road are strictly prohibited. 	Parramatta road and streets identified as active frontages	Opportunity for consistent canopy along these streets uninterrupted by driveways. Tree planting arrangements and locations will need to consider driveways and other vehicle access points located in laneways and secondary streets.	DCP - K21.8 Public Domain Experience – C1
New development that fronts onto Parramatta Road supports the upgraded strategic walking link ('green edge') along Parramatta Road between Broughton and Loftus Streets. Development is to: <ul style="list-style-type: none"> – Apply coordinated urban and landscape design features that unify the linear green edge along Parramatta Road 	Parramatta Road, between Broughton and Loftus Street	Opportunity for proposed linear public domain spaces to be enhanced with appropriately sized and spaced tree planting	DCP - K21.8 Public Domain Experience – C2
Development is to support the experience and safety of the two new public open spaces along Burton Street. Development that faces the open space must: <ul style="list-style-type: none"> – Ensure that at least 50% of each open space receives a minimum of 3h direct – Solar access in mid-winter (21 June) between 9am and 3pm. 	Burton Street	Overshadowing of Station Square may impact the growth of urban canopy.	DCP - K21.8 Public Domain Experience – C2
Where applicable, a portion of the setback area is to provide deep soil zones and tree planting.	Precinct wide	Opportunity for additional urban canopy in the deep soil zones in setback areas.	DCP - K21.9 Street Wall Heights and Setbacks – C2
'Undesirable' elements such as vents, electrical substations, or plant and equipment spaces are not permissible within the setback area and should be accommodated within the building.	Precinct wide	Tree planting arrangements and locations will need to consider driveways and other vehicle access points located in laneways and secondary streets.	DCP - K21.9 Street Wall Heights and Setbacks – C3
Setback area to be landscaped and at least 50% deep soil;	Burton, Loftus and Broughton Street setbacks	Opportunity for additional urban canopy in the deep soil zones in setback areas	DCP - K21.11 Transition and Interfaces – C2
Along all streets where future public domain is required to be delivered (such as the 'linear green edge' interface to Parramatta Road) <ul style="list-style-type: none"> – Treatment of the set-back area is designed to be an extension of the public footpath area, is publicly accessible 24/7 and focuses on pedestrian amenity. – 50% of the setback is deep soil to allow for mature vegetation in order to create a linear park with trees 	Precinct wide	Opportunity for additional urban canopy in the deep soil zones in setback areas.	DCP - K21.11 Transition and Interfaces – C3
Entries and private open spaces are encouraged within the 3m or 4.5m landscaped setbacks including a 1-1.5m wide strip of landscaping	Interactive frontages within residential zones	Opportunity for urban canopy in landscape setbacks greater than 1m wide and 0.8m in height (if raised).	DCP - K21.12 Interactive Frontage – C3
Existing street trees and landscape features are to be retained wherever possible. All significant trees that are identified as either high or medium significance in PRCUTS Public Domain Plan are to be retained.	Precinct wide	Existing tree canopy to be retained will significantly contribute to the required canopy coverage.	DCP - K21.18 Landscape Design – C1

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

CONTROL / REQUIREMENT	LOCATION/AREA AFFECTED	IMPACT ON CANOPY OUTCOMES	DOCUMENT REFERENCE
For development along Parramatta Road, a minimum of 1 canopy tree per 10m of length of frontage is to be planted in the 'green edge' setback area, capable of reaching a mature height of at least 10m.	Parramatta Road	Proposed linear public domain spaces to be enhanced with appropriately sized and spaced tree planting.	DCP - K21.18 Landscape Design – C5
For development along all other streets (excluding active frontages) a minimum of 1 canopy tree per 15m of frontage is to be planted. New trees are to be capable of a mature height of at least 6m.	All Streets	Consistent Canopy coverage along streets enhancing landscape character	DCP - K21.18 Landscape Design – C6
A minimum of 50% projected tree canopy coverage on publicly accessible streets and laneways, unless it can be clearly demonstrated that it is unreasonable to meet this requirement and a suitable urban design outcome can be achieved which would be applicable in this specific instance only.	All accessible streets and laneways precinct wide.	Opportunity for public domain areas to significantly contribute to 25% canopy coverage.	DCP - K21.18 Landscape Design – C9
A minimum of 75% projected tree canopy coverage shall be achieved for all parks.	Open space	Opportunity for parks and open space to significantly contribute to 25% canopy coverage by allowing for larger canopy trees to be planted.	DCP - K21.18 Landscape Design – C10
A minimum of 15% projected tree canopy coverage shall be achieved for all private land developments.	Mixed use zone	Opportunity for private development areas to contribute to 25% canopy coverage.	K21.18 Landscape Design – C11
Development consent must not be granted unless the development achieves at least 25% canopy cover across the site.	Residential zones	Opportunity for residential development areas to contribute to 25% canopy coverage.	K21.18 Landscape Design – C12
50% of the required landscaped area is to be deep soil planting (trees and shrubs) and a preference for native species.	Residential zones	Front setback areas with 1m landscape strip cannot be calculated as deep soil zones and may not be suitable for tree planting limiting canopy opportunities.	K21.18 Landscape Design – C15
Calculation of deep soil areas is not to include any land that has a length or width less than 1.5m	Residential zones	Front setback areas with 1m landscape strip cannot be calculated as deep soil zones and may not be suitable for tree planting limiting canopy opportunities.	K21.18 Landscape Design – C16
For residential development in the R3 Medium Density Zone, at least 50% of front setback area is required to be deep soil.	Medium Density residential	Opportunity for medium density development areas to contribute to 25% canopy coverage.	K21.18 Landscape Design – C18

PROPOSED CANOPY ASSESSMENT OVERHEAD ELECTRICITY



PROPOSED CANOPY ASSESSMENT - BURWOOD 1:2500 @ A3

PROPOSED CANOPY COVER

Total area of precinct	62, 944 m ²
Loss of existing canopy	18%
Total area of public canopy cover	14, 632 m ² 23%
Total area of private canopy cover	5, 444 m ² 9%
Total area of overall canopy cover	59, 952 m ²
Canopy coverage	32%

LEGEND

	PRECINCT BOUNDARY
	EXISTING TREES ON PRIVATE LAND
	EXISTING TREES ON PUBLIC LAND
	EXISTING TREES REMOVED
	PROPOSED TREES ON PUBLIC LAND
	PROPOSED TREES ON PRIVATE LAND
	EXISTING ELECTRICITY POLES
	PROPOSED LIGHTING

PRCUTS URBAN CANOPY
ASSESSMENT REPORT

ASPIRATIONAL CANOPY ASSESSMENT
UNDERGROUND ELECTRICITY



① ASPIRATIONAL CANOPY ASSESSMENT - BURWOOD 1:2500 @ A3

PROPOSED CANOPY COVER

Total area of precinct	62, 944 m ²
Loss of existing canopy	18%
Total area of public canopy cover	15, 834 m ² 25%
Total area of private canopy cover	5, 444 m ² 9%
Total area of overall canopy cover	21, 279 m ²
Canopy coverage	34%

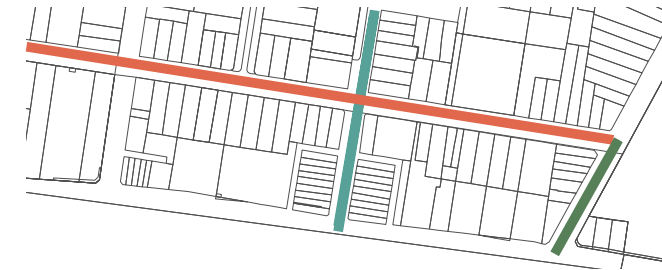
LEGEND

- - - PRECINCT BOUNDARY
- EXISTING TREES ON PRIVATE LAND
- EXISTING TREES ON PUBLIC LAND
- EXISTING TREES REMOVED
- PROPOSED TREES ON PUBLIC LAND
- PROPOSED TREES ON PRIVATE LAND
- EXISTING ELECTRICITY POLES
- PROPOSED LIGHTING

TYPICAL STREET CROSS-SECTIONS

SECTION 01 ●

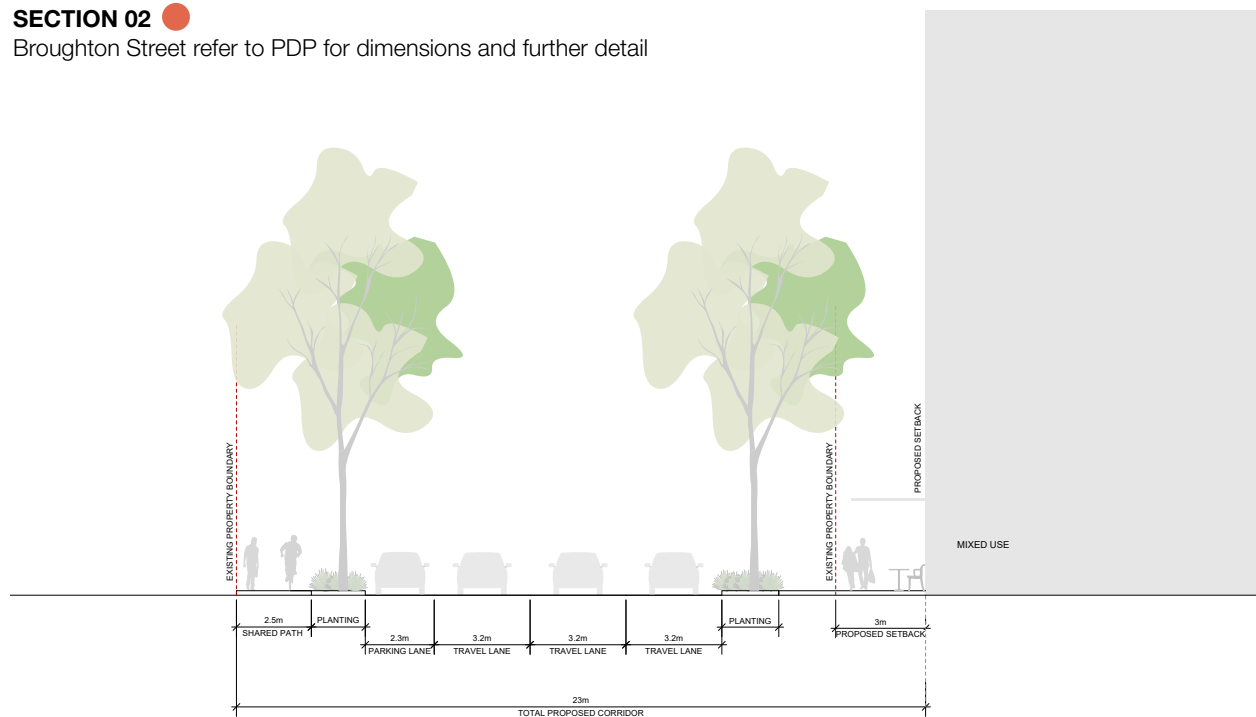
Burwood Road refer to DP for dimensions and further detail



STREET REFERENCE DIAGRAM

SECTION 02 ●

Broughton Street refer to PDP for dimensions and further detail



SECTION 03 ●

Loftus Street refer to PDP for dimensions and further detail



**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

CANOPY ASSESSMENT FINDINGS FOR BURWOOD

GENERAL

The design principles and features of the Public Domain Plan, Burwood Master plan and relevant conditions within the DCP will allow for a minimum 32% total canopy cover to be achieved in the Burwood Precinct. This can be increased to 34% if all electricity infrastructure is underground.

EXISTING TREES

As anticipated, there will be a loss of 18% of the existing canopy cover to make way for the construction of new roads, buildings, and infrastructure. The majority of the trees that are expected to require removal are located on existing private lots. Only one tree from the Significant Tree Assessment has been identified for potential removal, tree no. 37 (Schinus molle). This tree has been categorised as being of low significance.

CANOPY PROJECTIONS

From the canopy assessment it is anticipated that the projected canopy requirements for open space and pedestrian spaces can be achieved.

- A minimum of 75% projected tree canopy coverage shall be achieved for all parks (DCP - K21.18 Landscape Design – C10)

There is however a departure from the DCP requirement for a projected tree canopy coverage on publicly accessible streets and laneways. When taking into account the complete width of the road corridor, 50% canopy coverage of this total area cannot be achieved as per DCP - K21.18 Landscape Design – C9. When tested, the canopy coverage currently being achieved in both scenarios was approximately 38-47%.

Apart from Lots A5 and A6, it is anticipated that the projected canopy requirements for all development types can be achieved with the current master plan layout. This is if the deep soil requirements are able to be realised in the detail design. The projected canopy requirements summarised below:

- Mixed use zone – 15% (DCP - K22.15 landscape Design – C11)
- Residential zone – 25% (DCP - K22.15 landscape Design – C14)



ARTIST IMPRESSION OF BURTON STREET

05 KINGS BAY PRECINCT

PRCUTS URBAN CANOPY
ASSESSMENT REPORT

05 KINGS BAY

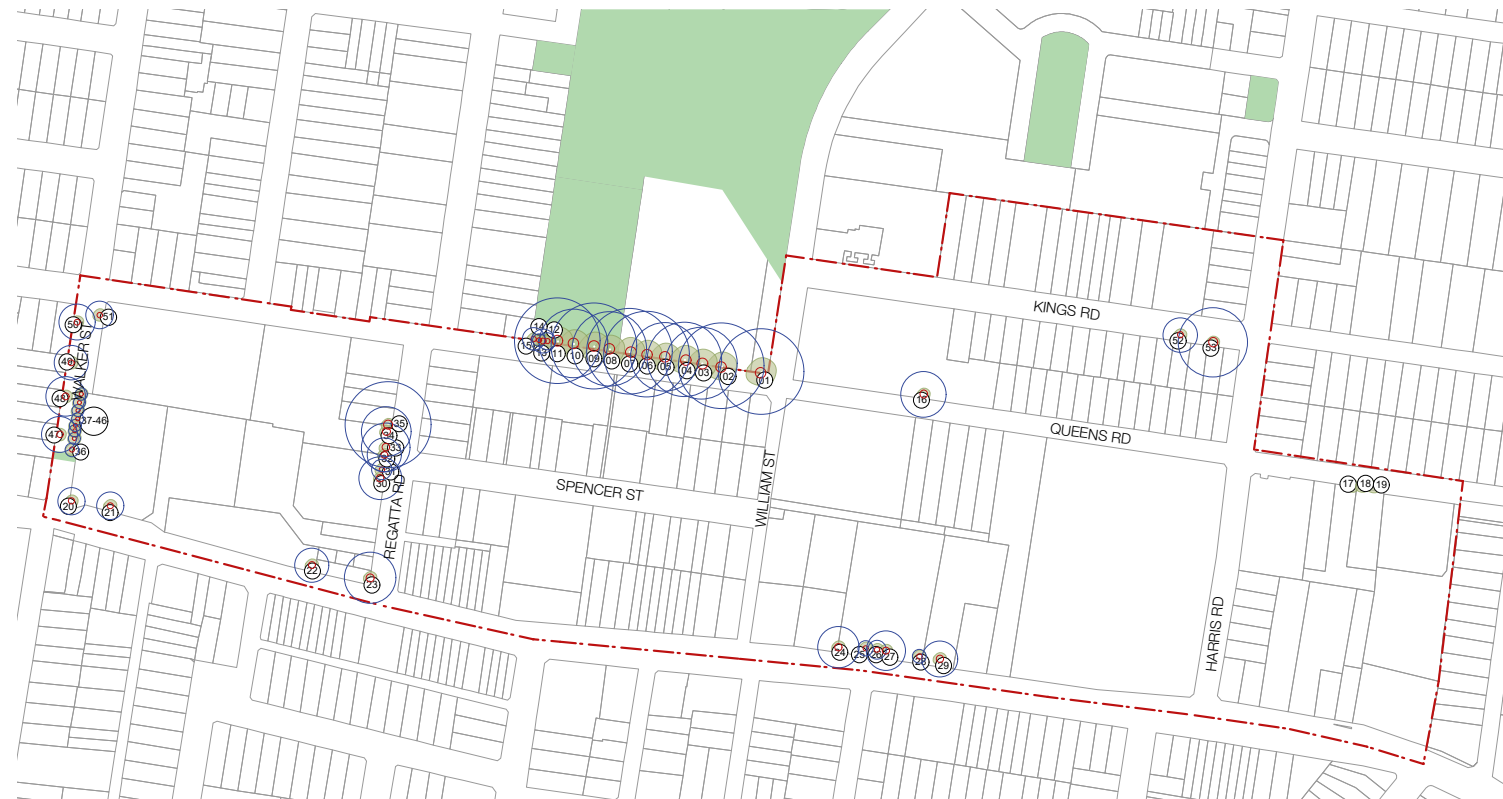
SIGNIFICANT TREE ASSESSMENT

As part of the Public Domain Plan, a preliminary assessment of significant trees within the Kings Bay Precinct was undertaken to record location, species, and size.

This allowed for a preliminary mapping of structure root zone (SRZ) and tree protection zone (TPZ), illustrated within the plan adjacent and where appropriate throughout the concept plans presented herein.

Further arboricultural assessment will be required as detailed design and construction works progress.

KINGS BAY PRECINCT									
Queen Street									
Tree Number	Botanical Name	Common Name	Native/Exotic/Pest	Height (approx.)	Single or Multi trunked	SRZ	TPZ	Canopy Pruned	Significance
1	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
2	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
3	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	50.4m	N	Very High
4	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	54m	N	Very High
5	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	48m	N	Very High
6	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
7	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
8	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	54m	N	Very High
9	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
10	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	48m	N	Very High
11	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
12	Corymbia maculata	Spotted gum	N	15m	S	3.5m	12m	N	High
13	Eucalyptus spp.	Rough barked gum	N	20m+	S	4m	16.8m	N	High
14	Eucalyptus spp.	Rough barked gum	N	15m	S	3.7m	14.4m	N	High
15	Eucalyptus spp.	Rough barked gum	N	18m	S	3.9m	15.6m	N	High
16	Corymbia maculata	Spotted gum	N	18m	M	5.2m	31.9m	N	High
17	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
18	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
19	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
Parramatta Road									
20	Eucalyptus spp.	Rough barked gum	N	15m	S	4.2m	19.2m	N	High
21	Eucalyptus spp.	Rough barked gum	N	15m	S	4.2m	19.2m	N	High
22	Lophostemon confertus	Brush box	N	12m	S	4.8m	24m	Y	High
23	Lophostemon confertus	Brush box	N	18m	S	5.6m	36m	Y	High
24	Corymbia maculata	Spotted gum	N	18m	S	5m	28.8m	N	High
25	Eucalyptus spp.	Smooth Barked Gum	N	16m	S	3.5m	10.8m	N	Moderate
26	Casuarina spp.	Swamp Oak	N	16m	S	3.6m	13.2m	N	Low
27	Casuarina spp.	Swamp Oak	N	20m+	S	5m	27.6m	N	Moderate
28	Casuarina spp.	Swamp Oak	N	15m	S	3.4m	9.6m	N	Low
29	Corymbia maculata	Spotted gum	N	20m+	S	5m	25.2m	N	High
Regatta Road									
30	Corymbia maculata	Spotted gum	N	18m	S	5.3m	30m	N	High
31	Corymbia maculata	Spotted gum	N	15m	S	3.7m	14.4m	N	High
32	Eucalyptus spp.	Rough barked gum	N	15m	S	4.8m	24m	N	High
33	Eucalyptus spp.	Rough barked gum	N	12m	M	5.4m	34m	N	High
34	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5.5m	34.8m	N	High
35	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	M	6.5m	60m	N	High
Walker Street									
36	Jacaranda mimosifolia	Jacaranda	E	12m	S	3.6m	9.6m	N	Low
37	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
38	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
39	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
40	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
41	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
42	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
43	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
44	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
45	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
46	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
47	Lophostemon confertus	Brush box	N	9m	S	4.7m	25.2m	Y	High
48	Lophostemon confertus	Brush box	N	12m	S	4.9m	27.6m	Y	High
49	Lophostemon confertus	Brush box	N	10m	S	4m	24m	Y	High
50	Lophostemon confertus	Brush box	N	12m	S	4.2m	25.2m	Y	High
51	Corymbia maculata	Spotted gum	N	20m+	S	3.8m	19.2m	N	High
King Street									
52	Eucalyptus spp.	Rough barked gum	N	20m+	S	4.2m	24m	N	High
53	Eucalyptus spp.	Rough barked gum	N	20m+	S	6.5m	48.5m	N	High



SIGNIFICANT TREE PLAN - KINGS BAY



MATURE LOPHOSTEMON CONFERTUS LOCATED AT THE CORNER OF PARRAMATTA ROAD & REGATTA ROAD



AVENUE PLANTING OF MATURE FICUS MICROCARPA VAR. HILLII ALONG QUEENS ROAD



MATURE EUCALYPTUS SP. LOCATED ON KINGS ROAD

EXISTING CANOPY ASSESSMENT



 EXISTING CANOPY ASSESSMENT - KINGS BAY 1:2500 @ A3

LEGEND

	PRECINCT BOUNDARY
	EXISTING TREES ON PRIVATE LAND
	EXISTING TREES ON PUBLIC LAND

EXISTING CANOPY ANALYSIS

Total area of Precinct	233, 932 m ²
Area of canopy cover on private land	7181 m ² 3.06%
Area of canopy cover on public land	7166 m ² 3.06%
Total area of canopy cover	14, 347 m ²
Canopy coverage	6.13%

ANALYSIS FINDINGS

Total existing canopy cover for the Kings Bay precinct is 6.13%, this is considerably lower than the overall canopy coverage of the greater Five Dock area which is 15.63%. This lower-than-average canopy coverage is most likely because of the current industrial use of the Kings Bay area and the resultant higher proportion of unplatable areas.

There is an equally low proportion of canopy cover on private land as there is on public, allowing for an opportunity to significantly increase the canopy cover across the precinct.

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

DCP CONTROLS AND REQUIREMENTS

The draft PRCUTS DCP for the Kings Bay Precinct was analysed for any controls or requirements that would have an impact on canopy outcomes for the precinct, these have been tabled below. The impacts were then used to create the proposed urban canopy master plan to ensure that what is currently proposed in the DCP is tested and the urban canopy outcomes assessed.

CONTROL / REQUIREMENT	LOCATION/AREA AFFECTED	IMPACT ON CANOPY OUTCOMES	DOCUMENT REFERENCE
Size and location of footpaths, laneways, cycleways, planting and parks are to be provided according to Council's PRCUTS Public Domain Plan and PRCUTS Master Plan.	Precinct wide	Right size tree to be planted in the right locations to ensure the aspirations of the Public Domain Plan will be achieved.	DCP - K20.7 Access Network – C4
Pedestrian/ cycle links are to be naturally lit and ventilated, appropriately lit after hours, publicly accessible 24/7, and have clear sight lines from end to end.	Precinct wide	Tree planting arrangement to consider light pole locations to ensure adequate lighting levels are achieved	DCP - K20.7 Access Network – C6
New development that fronts onto streets identified as active frontages, including vibrant, friendly and mixed facades must: <ul style="list-style-type: none"> – Minimise the number and width of vehicular driveways across the footpath. – Provide vehicular access off a rear laneway; driveways off Burwood Road and Parramatta Road are strictly prohibited. 	Parramatta road and streets identified as active frontages	Opportunity for consistent canopy along these streets uninterrupted by driveways. Tree planting arrangements and locations will need to consider driveways and other vehicle access points located in laneways and secondary streets.	DCP - K21.8 Public Domain Experience – C1
New development that fronts onto Parramatta Road supports the upgraded strategic walking link ('green edge') along Parramatta Road between Broughton and Loftus Streets. Development is to: <ul style="list-style-type: none"> – Apply coordinated urban and landscape design features that unify the linear – Green edge along Parramatta Road 	Parramatta Road, between Broughton and Loftus Street	Opportunity for proposed linear public domain spaces to be enhanced with appropriately sized and spaced tree planting	DCP – K20.8 Public Domain Experience – C1
Vehicle access and servicing zones are not permitted along a Vibrant Facade.	Street frontages identified as vibrant facades	Opportunity for consistent canopy along these streets uninterrupted by driveways.	DCP – K20.9 – Vibrant Facades - C3
Where applicable, a portion of the setback area is to provide deep soil zones and tree planting.	Precinct wide	Opportunity for additional urban canopy in the deep soil zones in setback areas.	DCP – K20.10 Street Wall Heights and Setbacks – C2
'Undesirable' elements such as vents, electrical substations, or plant and equipment spaces are not permissible within the setback area and should be accommodated within the building.	Precinct wide	Tree planting arrangements and locations will need to consider driveways and other vehicle access points located in laneways and secondary streets.	DCP - K21.9 Street Wall Heights and Setbacks – C3
Setback area to be landscaped and at least 50% deep soil;	Burton, Loftus and Broughton Street setbacks	Opportunity for additional urban canopy in the deep soil zones in setback areas	DCP - K21.11 Transition and Interfaces – C2
Along all streets where future public domain is required to be delivered (such as the 'linear green edge' interface to Parramatta Road) <ul style="list-style-type: none"> – Treatment of the set-back area is designed to be an extension of the public footpath area, is publicly accessible 24/7 and focuses on pedestrian amenity. – 50% of the setback is deep soil to allow for mature vegetation in order to create a linear park with trees 	Precinct wide	Opportunity for additional urban canopy in the deep soil zones in setback areas.	DCP – K20.11 Transition and Interfaces – C3
Entries and private open spaces are encouraged within the 3m or 4.5m landscaped setbacks including a 1-1.5m wide strip of landscaping	Interactive frontages within residential zones	Opportunity for urban canopy in landscape setbacks greater than 1m wide and 0.8m in height (if raised).	DCP K20.12 Interactive Frontages – C3
All landscaping within the front setback is to maintain clear views from the footpath to the development.	Interactive frontages within residential zones	Right size tree with appropriate habit and canopy transparency to ensure views are maintained.	DCP K20.12 Interactive Frontages – C5
Development is to minimise services (i.e. substations, fire services and water services) located within the front setback, along the site frontage or on building facades.	Interactive frontages within residential zones	Opportunity for consistent urban canopy in the deep soil zones in setback areas.	DCP K20.12 Interactive Frontages – C8

CONTROL / REQUIREMENT	LOCATION/AREA AFFECTED	IMPACT ON CANOPY OUTCOMES	DOCUMENT REFERENCE
Existing street trees and landscape features are to be retained wherever possible. All significant trees that are identified as either high or medium significance in PRCUTS Public Domain Plan are to be retained..	All streets	Existing tree canopy to be retained will significantly contribute to the required canopy coverage.	K20.18 Landscape Design – C1
For development along Parramatta Road, a minimum of 1 canopy tree per 10m of length of frontage is to be planted in the 'green edge' setback area, capable of reaching a height of at least 10m.	Parramatta road	Opportunity for consistent and continuous urban canopy to be achieved along sections of Parramatta Road.	K20.18 Landscape Design – C5
For development along all other streets (excluding active frontages) a minimum of 1 canopy tree per 15m of frontage is to be planted, new trees are to be capable of a mature height of at least 6m.	All other streets (excluding active frontages)	Opportunity for some urban canopy coverage to be achieved in other streets.	K20.18 Landscape Design – C6
A minimum of 50% projected tree canopy cover-age on publicly accessible streets and laneways, unless it can be clearly demonstrated that it is unreasonable to meet this requirement and a suitable urban design out-come can be achieved which would be applicable in this specific instance only.	All accessible streets and laneways precinct wide.	Opportunity for public domain areas to significantly contribute to 25% canopy coverage.	K20.18 Landscape Design – C9
A minimum of 75% projected tree canopy coverage shall be achieved for all parks.	All parks and open space precinct wide	Opportunity for parks and open space to significantly contribute to 25% canopy coverage.	K20.18 Landscape Design – C10
A minimum of 15% projected tree canopy coverage shall be achieved for all private land developments. Tree coverage may include trees planted at ground level as well as any trees planted in the upper levels of buildings such as podiums and roofs. It may also include canopy overhanging from an adjoining public domain area.	Mixed use zone	Opportunity for private development areas to contribute to 25% canopy coverage.	K20.18 Landscape De-sign – C11
Development consent must not be granted unless the development achieves at least 25% canopy cover across the site.	Residential zones	Opportunity for residential development areas to contribute to 25% canopy coverage.	K20.18 Landscape Design – C12
50% of the required landscaped area is to be deep soil planting (trees and shrubs) and a preference for native species.	Residential zones	Opportunity for residential development areas to contribute to 25% canopy coverage.	K20.18 Landscape Design – C15
Calculation of deep soil areas is not to include any land that has a length or width less than 1.5m	Residential zones	Front setback areas with 1m landscape strip cannot be calculated as deep soil zones and may not be suitable for tree planting limiting canopy opportunities.	K20.18 Landscape De-sign – C16
For residential development in the R3 Medium Density Zone, at least 50% of front setback area is required to be deep soil.	Medium Density residential	Opportunity for medium density development areas to contribute to 25% canopy coverage.	K20.18 Landscape Design – C18

PRCUTS URBAN CANOPY
ASSESSMENT REPORT

PROPOSED CANOPY ASSESSMENT
OVERHEAD ELECTRICITY



PROPOSED CANOPY COVER

Total area of precinct	233, 932 m2
Loss of existing canopy	15%
Total area of public canopy cover	32, 938 m2 14%
Total area of private canopy cover	27, 485 m2 12%
Total area of overall canopy cover	60, 423 m2
Canopy coverage	26%

LEGEND

	PRECINCT BOUNDARY
	EXISTING TREES ON PRIVATE LAND
	EXISTING TREES ON PUBLIC LAND
	EXISTING TREES REMOVED
	PROPOSED TREES ON PUBLIC LAND
	PROPOSED TREES ON PRIVATE LAND
	EXISTING ELECTRICITY POLES
	PROPOSED LIGHTING

PROPOSED CANOPY ASSESSMENT - KINGS BAY 1:2500 @ A3

ASPIRATIONAL CANOPY ASSESSMENT

UNDERGROUND ELECTRICITY



PROPOSED CANOPY COVER

Total area of precinct	233, 932 m ²
Loss of existing canopy	15%
Total area of public canopy cover	40, 908 m ² 17.5%
Total area of private canopy cover	27, 485 m ² 12%
Total area of overall canopy cover	68, 393 m ²
Canopy coverage	29%

LEGEND

	PRECINCT BOUNDARY
	EXISTING TREES ON PRIVATE LAND
	EXISTING TREES ON PUBLIC LAND
	EXISTING TREES REMOVED
	PROPOSED TREES ON PUBLIC LAND
	PROPOSED TREES ON PRIVATE LAND
	EXISTING ELECTRICITY POLES
	PROPOSED LIGHTING

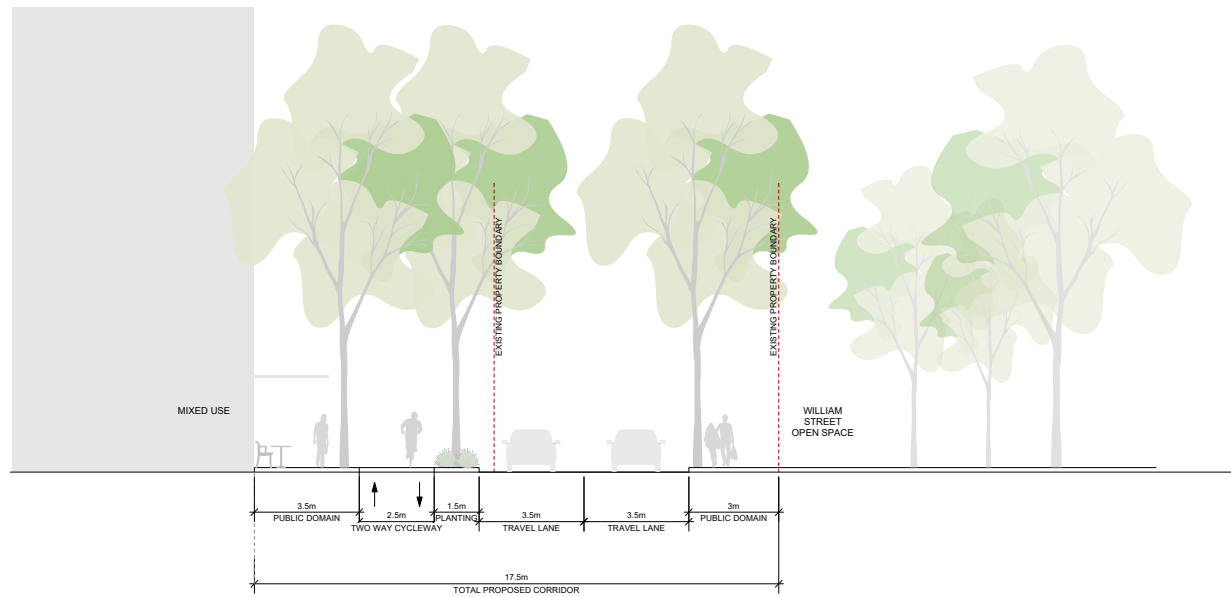
ASPIRATIONAL CANOPY ASSESSMENT - KINGS BAY 1:2500 @ A3

PRCUTS URBAN CANOPY
ASSESSMENT REPORT

TYPICAL STREET CROSS-SECTIONS

SECTION 01 ●

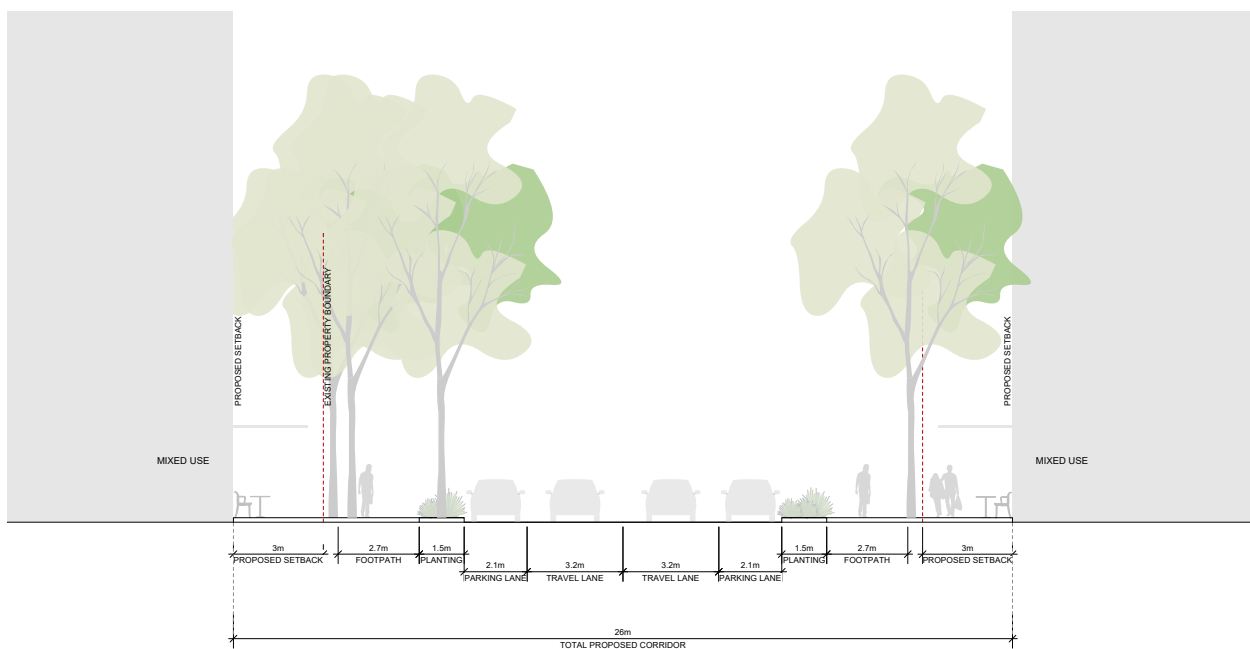
William Street refer to PDP for dimensions and further detail



STREET REFERENCE DIAGRAM

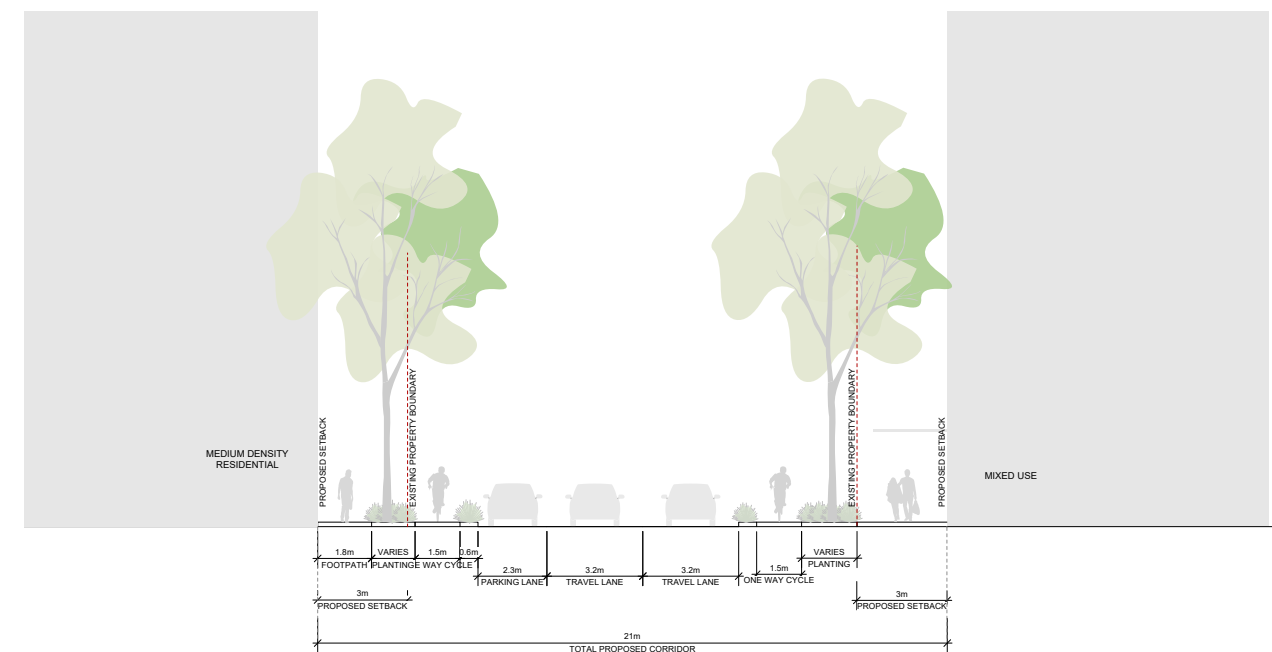
SECTION 02 ●

Spencer Street refer to PDP for dimensions and further detail



SECTION 03 ●

Queens Road refer to PDP for dimensions and further detail



CANOPY ASSESSMENT FINDINGS FOR KINGS BAY

GENERAL

The design principles and features of the Public Domain Plan, Kings Bay Master plan and relevant conditions within the DCP will allow for a minimum 25% total canopy cover to be achieved in the Kings Bay Precinct. This can be increased to 27% if all electricity infrastructure is underground.

EXISTING TREES

As with most development areas, a loss of existing canopy cover is expected to make way for the construction of new roads, buildings, and infrastructure. From the canopy assessment undertaken it is expected that 15% of the existing canopy cover will be lost, resulting also in the loss of four trees of high significance (as noted in the significant tree assessment):

- 23. Lophostemon Confertus
- 24. Corymbia maculata
- 29. Corymbia maculata
- 35. Melaleuca quinquenervia

CANOPY PROJECTIONS

From the canopy assessment is anticipated that the projected canopy requirements for open space and pedestrian spaces can be achieved.

- Publicly accessible streets and laneways (K20.18 Landscape Design – C9)
- Open space – 75% (K20.18 Landscape Design – C10)

There is however a departure from the DCP requirement for a projected tree canopy coverage on publicly accessible streets and laneways. When taking into account the complete width of the road corridor, 50% canopy coverage of this total area cannot be achieved as per K20.18 Landscape Design – C9. When tested, the canopy coverage currently being achieved in both scenarios was approximately 32-40%.

Apart from Lot A2, A3 and C, it is anticipated that the projected canopy requirements for each development type can be achieved with the current master plan layout. This is if the deep soil requirements are able to be realised in the detail design. The projected canopy requirements summarised below:

- Mixed use zone – 15% (K20.18 Landscape Design – C11)
- Residential zone – 25% (K20.18 Landscape Design – C12).



ARTIST IMPRESSION OF SPENCER STREET

PRCUTS URBAN CANOPY

06 RECOMMENDATIONS

06 RECOMMENDATIONS

The arrangement of the public domain as depicted in the following documents have been tested and analysed as part of the urban canopy assessment:

- Public Domain Plan,
- Urban design as shown in each master plan; and
- Related development controls in the DCPs.

The proposed urban canopy master plan for each precinct and the resulting urban canopy coverage has shown that a minimum of 25% canopy cover can be achieved and, in most cases, exceeded in all three precinct areas. As such, the following recommendations have been prepared to assist with ensuring that optimal canopy outcomes can be achieved in Homebush North, Burwood and Kings Bay Precinct so that the objectives and aspirations of both Canada Bay City Council and State Government can be achieved for the benefit of the community.

RECOMMENDATION	DOCUMENT AFFECTED
EXISTING TREES	
It is recommended that the condition around the retention of existing trees is retained in all DCPs. It is also recommended that the condition also refers to Australian Standards - AS 4970-2009 Protection of Trees on Development Sites and includes wording that ensures that any existing tree of very high to moderate significance is assessed by a suitably qualified Arborist. This is to ensure that existing trees within private lots will appropriately considered in the design and ongoing management of any development.	PRCUTS DCP K22.15 Landscape Design – C1 K21.18 Landscape Design – C1 K20.18 Landscape Design – C1
Kings Bay master plan be amended to show building footprints that do not impact upon any trees of very high to moderate significance	Kings Bay Master Plan
UTILITIES	
While a significant percentage increase was not proven, it is recommended where possible that the electricity be underground to allow for more significant canopy trees to be established. This will increase the quality and extent of shading and cooling of the urban environment, decreasing the impact urban heat effects.	
CANOPY PROJECTIONS	
From the urban canopy assessments undertaken, it is anticipated that the projected canopy requirements for each private development type can be largely achieved, if the deep soil requirements are realised in the detail design. To ensure that the minimum canopy coverage and optimal growth outcomes are achieved, it is recommended that the DCP includes a condition that will ensure a landscape architect be involved at the commencement of any development master plan to ensure the architectural planning, building footprint and basement engineering result in adequate deep soil zones and podium planter boxes. The deep soil zones should be located in areas where canopy and landscape outcomes will best serve the future users and general architectural amenity. Species selection should consider site suitability, shade requirements of any communal open space and solar access into internal building spaces.	PRCUTS DCP K22.15 Landscape Design K21.18 Landscape Design K20.18 Landscape Design
From the urban canopy assessment, it is anticipated that the projected canopy requirements for open space and pedestrian spaces are achievable targets. To ensure the projected urban canopy coverage will be achieved, it is recommended that the DCP includes wording about the prioritisation of tree planting in the planning and design of all public domain areas. Where possible, it is also recommended that utilities be bundled and located away from tree planting areas.	PRCUTS DCP K22.15 Landscape Design K21.18 Landscape Design K20.18 Landscape Design

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

RECOMMENDATION	DOCUMENT AFFECTED
<p>A minimum of 50% projected tree canopy coverage on publicly accessible streets and laneways cannot be achieved in the current precinct planning scenarios (with calculation including the entire width of the road corridor). To achieve 50% larger canopy trees and as a result larger soil volumes and verge widths would be required. While this would be an ideal solution, it may not be feasible when taking into consideration other factors and constraints. It is recommended that Council review this condition and consider either increasing the canopy capacity of the streets or decrease the target to a more achievable percentage of 40%.</p>	<p>PRCUTS DCP K20.18 Landscape Design – C9 K21.18 Landscape Design – C9 K22.15 Landscape Design – C9</p>
<p>SHADE & OVERSHADOWING</p> <p>The shadow diagrams in the master plan reports suggest that a significant proportion of the public domain will be shade for certain periods of the day. Depending on the duration and density of the overshadowing, this will impact the growth and species suitability. It is recommended that the DCPs be amended to include wording that will encourage all tree species selection be suitable for the micro climatic conditions while also providing a high level of urban amenity.</p>	<p>PRCUTS DCP K22.15 Landscape Design K21.18 Landscape Design K20.18 Landscape Design</p>
<p>TREE SPACINGS</p> <p>Taking into account set out constraints in the public domain such as lighting, driveways, utilities and sight lines, the maximum spacings described in the DCP conditions will not be exceeded. It is recommended to that the requirements for trees planted in all streets (not including Parramatta road) push for more aspirational targets and the wording on the DCP be amended to 1 canopy tree per 12m of frontage with minimum mature height of 8m.</p>	<p>PRCUTS DCP K22.15 Landscape Design – C6 K21.18 Landscape Design – C6 K20.18 Landscape Design – C6</p>
<p>SETBACKS</p> <p>There is a conflict in conditions around setbacks and deep soil calculations. Interactive frontages within residential zones are required to have 1-1.5m landscape area within the 3-4.5m setback. If the landscape area is under 1.5m wide it cannot be part of the deep soil calculations as the width would make it less ideal for tree planting. It is recommended that the relevant setback condition be amended to allow for a landscape area of 1.5m, this would then allow trees to be planted and an increase of urban canopy that would benefit both the public and private domain.</p>	<p>PRCUTS DCP K22.11 interactive Frontages - C4 K21.12 Interactive Frontage – C3 K20.12 Interactive Frontages – C3 K22.15 landscape Design – C18 K21.18 Landscape Design – C16 K20.18 Landscape Design – C16</p>
<p>BUILDING AWNINGS</p> <p>To limit conflict between urban canopy and building awnings, it is recommended that a condition be included in each PRCUTS DCP that includes maximum awning width. The width should allow for pedestrian comfort while also giving ample space for the street trees to grow and thrive.</p>	<p>PRCUTS DCP</p>

07 SPECIES SELECTION

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

07 SPECIES SELECTION

SELECTION CRITERIA

To achieve the City of Canada Bay's Urban Tree Canopy Strategy vision of 'growing and protecting a resilient and diverse urban forest that characterises the LGA as a cool, tranquil, and connected place to live, work and visit', the underpinning principle of *right tree in the right place* needs to be enforced. Therefore, it is critical that the selection of tree species is appropriate to the localised conditions and constraints of the planting area. It is important that any species selected contributes positively to the amenity, environmental and landscape character values of the area.

Selection criteria for tree species, regardless of whether it's for public or private domain planting should consider the following values and requirements.

AMENITY AND AESTHETIC VALUE

- Mature canopy size
- Height
- Habit
- Shade cast density
- Solar access requirements (evergreen/deciduous)
- Features – such as flowers or fruits

LANDSCAPE PERFORMANCE

- Biodiversity and Habitat value
- Carbon storage capacity
- Air quality improvement capacity
- Transpiration rates
- Longevity

MICROCLIMATE & SITE CONDITIONS

- Soil type and volume
- Orientation and aspect
- Shade tolerance
- Topography
- Frost and heat tolerance
- Climate adaptability
- Water availability
- Inundation tolerance
- Pest and disease

A suggested tree species list has been prepared to assist in guiding the future species selections for each of the PRCUTS stage 1 precincts. The species listed includes trees that have proven performance in the local area and are commercially readily available from quality Sydney based nurseries.

LANDSCAPE DESIGN PRINCIPLES

Species selection should also consider landscape design principles that reinforce the objectives of the Public Domain Plan and to ensure the creation of beautiful and comfortable places for people to live and work in.

The following design objectives should be considered when trees are selected for each precinct's public domain or private development:

- Enhancing of local character and existing landscape features;
- Respecting and responding to the human scale;
- Reinforcing gateways, nodes and entry points;
- Legibility of streetscape and pedestrian hierarchy;
- Enhancing key public domain areas including parks and plazas;
- Solar access, shading and cooling.



ANGOPHORA FLORIBUNDA



CALLISTEMON VIMINALIS



BANKSIA INTEGRIFOLIA



EUCALYPTUS PUNCTATA



ALLOCASUARINA LITTORALIS



FICUS RUBIGNOSA

PROPOSED SPECIES LIST

SUGGESTED SPECIES			USES			CONSIDERATIONS			
Botanic Name	Common Name	Mature Size Height x Width	Street/Plaza	Open space/ Parkland	Private Domain	Deciduous	Indigenous	Native	Exotic
Large > 15m									
<i>Agathis robusta</i>	Queensland Kauri	20-25 x 5m	●	●		Evergreen		●	
<i>Angophra costata</i>	Smooth-barked Apple	12-20 x 8-10m	●		●	Evergreen	●		
<i>Angophra floribunda</i>	Rough-barked Apple	12-20 x 20m		●	●	Evergreen	●		
<i>Corymbia maculata</i>	Spotted Gum	20-30 x 10-25m	●	●	●	Evergreen	●		
<i>Eucalyptus botryoides</i>	Bangalay	20-25 x 15m				Evergreen		●	
<i>Eucalyptus paniculata</i>	Grey Ironbark	20-25 x 15m	●	●	●	Evergreen	●		
<i>Eucalyptus piperita</i>	Sydney Peppermint	15-18 x 10m	●	●		Evergreen		●	
<i>Eucalyptus punctata</i>	Grey Gum	18-25 x 8m	●	●		Evergreen	●		
<i>Eucalyptus resinifera</i>	Red Mahogany	18-20 x 10m		●	●	Evergreen	●		
<i>Ficus microcarpa var. hillii</i>	Hills Weeping Fig	20-25 x 20m	●	●		Evergreen		●	
<i>Ficus rubiginosa</i>	Port Jackson Fig	15-20 x 20m		●	●	Evergreen	●		
<i>Flindersia australis</i>	Crows Ash	15-20 x 7m	●	●		Evergreen		●	
<i>Jacaranda mimosifolia</i>	Jacaranda	15-20 x 12m		●		Deciduous			●
<i>Lophostemon confertus</i>	Brush box	20 x 6-12m	●			Evergreen		●	
<i>Syncarpia glomulifera</i>	Turpentine	20-25 x 10m		●	●	Evergreen	●		
<i>Ulmus parvifolia 'Todd'</i>	Chinese Elm	10 x 15m	●			Deciduous			●
Medium > 8m									
<i>Angophra bakeri</i>	Narrow Leaf Apple	10 x 10m	●	●	●	Evergreen	●		
<i>Allocasuarina littoralis</i>	Black She-oak	8 x 4-7m		●		Evergreen	●		
<i>Banksia integrifolia</i>	Coast Banksia	7-10 x 1-6m	●	●		Evergreen	●		
<i>Brachychiton acerifolia</i>	Illawarra Flame Tree	12 x 6m		●	●	Deciduous		●	
<i>Brachychiton discolor</i>	Queensland Laceback	12 x 7m			●	Deciduous		●	
<i>Cupaniopsis anacardiodes</i>	Tuckeroo	8-10 x 7m	●	●	●	Evergreen		●	
<i>Celtis australia</i>	Southern Hackberry	12 x 8m	●	●	●	Evergreen		●	
<i>Corymbia eximia</i>	Yellow Bloodwood	10-18 x 12m		●	●	Evergreen	●		
<i>Glochidion ferdinandi</i>	Cheese Tree	8-12 x 5-10m	●		●	Evergreen	●		
<i>Fraxinus pennsylvanica 'Urbanite'</i>	Red Ash	12-18 x 8m	●	●	●	Deciduous	●		
<i>Magnolia grandiflora 'Exmouth'</i>	Bull Bay Magnolia	12 x 8m	●	●	●	Evergreen			●
<i>Sapium sebiferum</i>	Chinese Tallow Tree	8 x 8m	●	●	●	Deciduous	●		
<i>Waterhousea floribunda 'Green Avenue'</i>	Weeping Lilly Pilly	12 x 8m	●	●	●	Evergreen		●	
<i>Zelkova serrata 'Green Vase'</i>	Japanese Zelkova	10-12 x 6m	●			Deciduous			●

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

SUGGESTED SPECIES			USES			CONSIDERATIONS			
Botanic Name	Common Name	Mature Size Height x Width	Street/Plaza	Open space/ Parkland	Private Domain	Deciduous	Indigenous	Native	Exotic
Small <8m									
<i>Angophora hispida</i>	Dwarf Apple	5-7 x 3-5m	●			Evergreen	●		
<i>Backhousia citriodora</i>	Lemon-scented Myrtle	7-10 x 3-5m	●			Evergreen	●		
<i>Callistemon viminalis cv</i>	Bottlebrush	7-10 x 2-4m	●	●		Evergreen	●		
<i>Callistemon salignus</i>	Willow Bottlebrush	7-10 x 5m	●			Evergreen	●		
<i>Elaeocarpus reticulatus</i>	Blue Berry Ash	8-12 x 3-5m	●		●	Evergreen	●		
<i>Elaeocarpus eumundi</i>	Eumundi Quondong	10-18 x 3-6m	●			Evergreen	●		
<i>Lagerstroemia indica</i>	Crepe Myrtle	8 x 4m	●	●		Deciduous			●
<i>Tristanopsis laurina</i>	Water Gum	7-10 x 3-6m	●	●	●	Evergreen	●		

08 CONCLUSION

**PRCUTS URBAN CANOPY
ASSESSMENT REPORT**

08 CONCLUSION AND ASSESSMENT SUMMARY

The current planning proposal including PRCUTS DCP, urban design master plans and Public Domain Plan for PRCUST stage 1 precincts; Homebush North, Burwood and King Bay allows for the required minimum **25%** canopy cover to be achieved in each precinct area. In all cases, this is a significant increase to the existing canopy coverage currently being experienced at both the precinct and suburb level.

It is recommended that the City of Canada Bay retain, and where possible, strengthen all conditions in each of the PRCUTS DCPs that allows for canopy trees to be planted in both the public and private domains (refer to 06 Recommendations for more detail).

It is also recommended that future species selection considers the amenity and aesthetic values, landscape performance criteria and specific site conditions as well as general landscape design principles to ensure that optimal canopy outcomes can be achieved.





28 January 2022

Helen Wilkins
City of Canada Bay Council

Sent via email: Helen.Wilkins@canadabay.nsw.gov.au

Dear Helen

Re: PRCUTS Infrastructure Strategy Feasibility Analysis – Burwood and Kings Bay Precincts

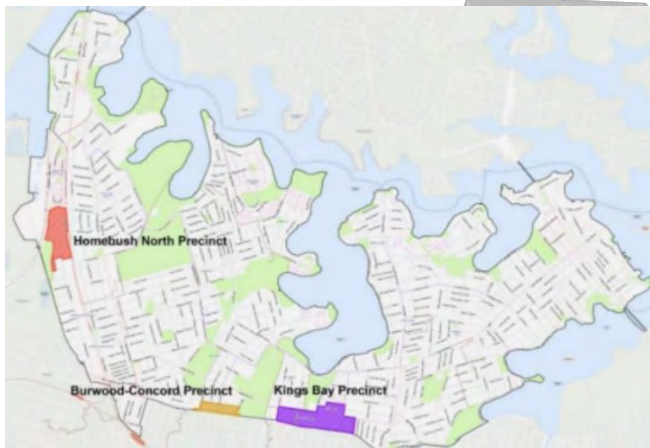
Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was adopted in 2016 with the objective to revitalise a 20km stretch of Parramatta Road between Granville in the west and Camperdown in the east (the Corridor) over the next 30 years into a “multi use corridor with improved transport choices, better amenity and balanced growth of housing and jobs”.

A staged approach to implementation was taken, with the Implementation Plan (2016-2023) establishing a framework for land use and infrastructure planning to support growth in housing and jobs. The Implementation Plan was updated in August 2021 to reflect a changing strategic planning context at both state and local government levels and a shift in infrastructure planning priorities driven by Sydney Metro. Key reasons for the changes include:

- Release of Greater Sydney Commission’s Greater Sydney Region Plan and District Plans;
- Release of Local Strategic Planning Statements and housing/ employment strategies including affordable housing; and
- Infrastructure investment commitment for the Sydney Metro West transport project.

City of Canada Bay Council (Council) are planning for delivery of Stage 1 (2016-2023 release areas) of the PRCUTS. It includes the precincts of Homebush North, Burwood-Concord and Kings Bay (Figure 1). The Burwood and Kings Bay Precincts are beneficiaries of future metro stations, expected to drive demand for housing and employment opportunities.

Figure 1: Stage 1 Precincts, Canada Bay LGA



Source: Council

Council prepared a planning proposal to amend the Canada Bay Local Environmental Plan (2013) to implement Stage 1 of the PRCUTS. The planning proposal generally envisages higher densities in the precincts. The planning proposal is supported by a draft Stage 1 Infrastructure Strategy to enable delivery of supporting infrastructure in the precincts. In November 2021 the planning proposal received Gateway Determination from DPIE to proceed to public exhibition subject to conditions.

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Liability limited by a scheme approved under Professional Standards Legislation

Scope of Study

Atlas Urban Economics (Atlas) are engaged by Council to prepare a development feasibility analysis (the Study) to investigate the viability of on-site infrastructure provision envisaged by the draft Stage 1 Infrastructure Strategy (**the draft Strategy**).

The draft Strategy identifies a requirement for specified development blocks in the Burwood and Kings Bay Precincts to provide for on-site infrastructure (e.g. open space, through-site links, etc.). In some instances, dedication of private land is required, in other instances land is to remain in private ownership after delivery of the infrastructure.

The Study investigates the impact and implications of the following issues on development feasibility:

- On-site provision of infrastructure, which could involve the dedication of land and/ or embellishment.
- Delivered infrastructure remaining in private ownership.

The on-site infrastructure requirements in the draft Strategy vary by development block. The Study additionally compares the proportionality of impact between development blocks.

Study Approach

To fulfill the requirements of the brief, the Study carries out the following tasks:

- Review of background documents and cost estimates of various infrastructure items.
- Review of planning mechanisms for dedication of land and floorspace transfer.
- Market appraisal to understand market dynamics of the precincts to inform assumptions used in feasibility testing.
- Selection of sample sites/ development blocks to test for the following issues:
 - Implications of land dedication for development feasibility.
 - Cost implications of infrastructure delivery on development feasibility.
 - Cost implications of recurrent cost (where land for the delivered infrastructure remains in private ownership).
- Recommendations to support viable delivery of on-site infrastructure in the precincts.

The Study highlights the necessity for assumptions and acknowledges the limitations of an aggregate study such as this.

- Generic feasibility testing is based on masterplan development yields in the specified amalgamation blocks for the purposes of contribution capacity testing.
- Generic feasibility testing is based on high-level revenue and cost assumptions and does not consider nuances of a site typically considered in detailed feasibility analysis.
- A desktop appraisal of 'as is' or existing property values is carried out without the benefit of site inspections or property financial information (i.e. rental income and investment returns).
- Cost estimates for the on-site infrastructure are developed at a conceptual level provided by Hollis Partners.

Despite the assumptions made and limitations of generic feasibility testing, the analysis is considered to be appropriate in examining the opportunity for sites to contribute to on-site infrastructure in the precincts.

Improved Accessibility and Amenity Uplift

Major transport projects (like the Metro) can be catalysts for the rezoning of land that unlock development capacity. Major transport projects additionally bring an **amenity uplift** (due to improved accessibility). The Study expects that Metro stations will induce market demand and result in a lift to sale prices achievable on completion of development.

Overall Contributions Requirements

The Study's parameters of analysis are to test the viability of on-site infrastructure provision as envisaged by the draft Strategy. The analysis is carried out holistically with regard to existing and potential statutory fees and charges.

Affordable housing contributions are currently required at 4% of residential floor area under clause 6.12 of the Canada Bay LEP 2013. A contribution rate of \$443.88/sqm GFA is applicable in the PRCUTS precincts (indexed to June 2021).

Draft Regional Infrastructure Contributions (RIC) rates were recently exhibited (November 2021) for public comment. These rates are assumed for the purposes of the feasibility analysis. The draft RIC rates are proposed to be phased-in from 1 July 2022 as follows:

- 50% between 1 July 2022 and 30 June 2023;
- 75% between 1 July 2023 and 30 June 2024; and
- 100% from 1 July 2024 thereafter.

The draft RIC rates (as relevant to the Study) are \$10,000 per residential unit and \$30/sqm commercial/ retail GFA.

The feasibility analysis includes the draft RIC rates (at 100%) for the purposes of testing 'worse case' impact.

Draft Infrastructure Strategy

The draft Strategy is supported by amendments to the planning framework applicable to the PRCUTS precincts, including the LEP, a site-specific DCP, s7.11 development contributions plan and voluntary planning agreement policy.

The proposed planning framework seeks to deliver on public domain improvement outcomes including, in a number of areas new community infrastructure (roads, open space, through-site links, public domain enhancement) on private lands. A community infrastructure FSR is proposed to be introduced through the following clause/s in the revised LEP:

- Recognise the need to provide new infrastructure within the PRCUTS precincts that is commensurate with the scale of development to be facilitated by and required under the draft Strategy.
- Provide building height and floor space incentives for development within the PRCUTS precincts that provides for:
 - Public domain enhancements,
 - Public open space, including high quality landscaped areas,
 - Pedestrian laneways and through-site links,
 - Roads and service accessways, and
 - The amalgamation of lots to prevent the fragmentation or isolation of land.

The proposed clause will apply to development identified on the Key Sites Map in the LEP. It would permit new development within the Areas shown on the Key Sites Map to exceed current density controls and achieve up to the density controls shown on the Community Infrastructure Map, subject to delivery of the identified community infrastructure.

Land Affected by Community Infrastructure

The draft Strategy identifies certain land in the precincts to deliver community infrastructure that is:

- To be dedicated to Council, allowing its ongoing maintenance and management for the general community; or
- To remain in private ownership, to be managed and maintained by the owner of the land and a recreation easement placed on title to secure relevant public access.

Figure 2 and indicate land for community infrastructure, where land is for dedication or remaining privately owned.

Figure 2: Land Required for Community Infrastructure, Burwood Precinct



Source: Council

Figure 3: Land Required for Community Infrastructure, Kings Bay Precinct



Source: Council

Provision and Delivery of Infrastructure

Community infrastructure generally has a land requirement. This can have consequential impacts on development feasibility if the reduced land area (after delivery of infrastructure) results in the loss of floorspace potential. The various items of infrastructure outlined in Figure 2 have different land and cost requirements and generally occur under two scenarios.

- In the first scenario, private land is to be embellished and dedicated to Council. The developer incurs a 'one off' cost for the embellishment/ delivery of the infrastructure.
- In the second scenario, after embellishment/ delivery of the infrastructure the land remains in private ownership. In this scenario, delivery of the infrastructure incurs a 'one-off' cost as well as 'recurring costs' to maintain the community infrastructure over the life of the item.

The draft Infrastructure Strategy states that the premise for land dedication and/ or embellishment in nominated areas is that the floorspace of the community infrastructure land is harvested so that the site's overall development capacity is not reduced. Any land that is nominated for dedication for Council is to be dedicated at nominal cost of \$1 and any embellishment of land that is to be dedicated is to be made at no cost to Council.

• Embellishment and Land Dedication

Where embellishment and land dedication to Council is required, after delivery of the infrastructure, the dedicated land is transferred to Council for a nominal cost of \$1. This is provided that the floorspace associated with the dedicated land can be 'harvested' and transferred for development on the remainder of the site.

• Community Infrastructure Incentives

Community infrastructure incentives are available subject to conditions, including *inter alia*, where development land is amalgamated as shown on the Key Sites Map and Council is reasonably satisfied that community infrastructure can be delivered, land dedication or relevant public access secured.

The intention of the planning mechanism for infrastructure provision is to ensure that despite delivery of the infrastructure item, development remains feasible to undertake.

Gateway Determination Conditions

The Gateway Determination issued on 24 November 2021 determines Council's planning proposal can proceed to public exhibition after it is revised to address a number of conditions. Relevantly, prior to finalisation, the planning proposal is to:

Provide feasibility analysis considering the zoning, height and floorspace ratio and other requirements for development including design excellence competitions, affordable housing contributions, state or local contributions, dual reticulation requirements and BASIX targets, etc.

The planning proposal requires development seeking to access the community incentive clause comply with the following development standards:

- **Design excellence** - Buildings over 28 metres (approx. 8 storeys) must exhibit design excellence before development consent is granted.

- **Dual reticulation** - A building (or part of a building) must contain both potable water pipes and recycled water pipes for the purposes of all available internal and external water uses.
- **Sustainability** - Higher BASIX standards are required for additional 5% FSR.

The next section carries out feasibility analysis to test the viability of the delivery of on-site infrastructure proposed in the draft Strategy while including the items outlined for examination by the Gateway Determination.

Feasibility Analysis

This section carries out feasibility testing of select sites within the Burwood and Kings Bay Precincts to examine the impacts of on-site infrastructure provision on development feasibility.

Rezoning of Precincts

The planning proposal proposes to rezone land and increase development capacity in the Precincts through a community infrastructure floorspace incentive mechanism. While the PRCUTS foreshadowed a change to planning controls prior to the commitment of Metro stations in the Precincts, improved accessibility from Metro train services is expected to result in a lift to pricing levels, thereby further improving the attractiveness of development activity.

Methodology

The feasibility analysis utilises the Residual Land Value (RLV) feasibility modelling approach. This involves assessing the total potential revenue, deducts development costs and makes a further deduction for the profit and risk that a developer would require to take on the project.

The feasibility testing is undertaken in three steps:

1. Step 1 - Identify Areas and development yields for testing

Atlas worked with Council to identify Areas in the precincts for impact testing. Areas were selected as a representative of scale/ size of development, proportion of residential: non-residential floorspace and type of on-site infrastructure required under the draft Strategy.

2. Step 2 - Base Case feasibility (s7.11 contributions, Affordable Housing and Regional Infrastructure contributions)

Generic feasibility testing carried on the sites selected assuming all applicable statutory fees are payable (including Affordable Housing contributions and RIC).

3. Step 3 - Impact testing of on-site infrastructure delivery

Step 3 examines the impact of the cost of on-site infrastructure delivery on development feasibility. Capital expenditure (CapEx) estimates are assumed for infrastructure delivery and operational expenditure (OpEx) estimates are assumed where land is to remain in private ownership.

In assessing if development is feasible, key performance indicators and metrics relied upon are development margin¹ and project IRR². The objective of feasibility testing is to assess if, after delivery of on-site infrastructure, development margin and project IRR are within acceptable range.

Benchmark hurdle rates and their 'feasible' ranges are indicated in **Table 1**.

Table 1: Benchmark Hurdle Rates*

Indicator	Feasible	Marginal -to-Feasible	Not Feasible
Development Margin	>20%	18%-20%	<18%
Project IRR	>18%	16%-17%	<17%

Source: Atlas

*The Study notes historic low interest rates (which are expected to endure at least for the medium term) have re-set market expectations and lowered benchmark project returns (IRR).

¹ Development Margin is profit divided by total costs (including selling costs)

² Project IRR is the project return on investment, where the discount rate where the cash inflows and cash outflows are equal

Tested Sites and Scenarios

Generic feasibility testing is carried out for the Areas selected based on the precinct masterplan development yields.

The impact of on-site infrastructure provision is tested by making the following contributions assumptions:

- Base Case - applicable fees and charges, including Affordable Housing contribution rates (4%) and draft RIC rates.
- Impact of on-site infrastructure delivery - CapEx and OpEx costs as applicable to Areas selected.

Table 2 summarises the Areas selected for testing and their respective masterplan development yields.

Table 2: Development Yields Tested

Precinct	Area	Site Area (sqm)	FSR	Total GFA (sqm)	Residential GFA (sqm)	Non-residential GFA (sqm)	% Residential GFA (sqm)
Burwood	5	1,830	2.9:1	5,307	4,033	1,274	76%
	10	7,530	3.0:1	22,590	22,590	-	100%
Kings Bay	17	4,180	3.0:1	12,540	11,161	1,379	89%
	20	13,935	2.6:1	36,829	28,527	8,302	77%
	31	31,421	3.0:1	94,945	80,908	14,037	85%
	34	18,260	1.8:1	33,516	33,516	-	100%

Source: Group GSA

Table 3 summarises the on-site infrastructure cost assumptions by selected Area.

Table 3: On-site Infrastructure Cost Assumptions

Precinct	Area	Site area (sqm)	FSR	Overall GFA (sqm)	Community Infrastructure	Land Required (sqm)	Foregone FSR?	Ownership	CapEx (one-off)	OpEx (annual)
Burwood	5	1,830	2.9:1	5,307	• Public domain	340	No	Dedication	\$424,233	n/a
					• New road	186	No	Dedication	\$245,178	n/a
									\$669,411	
	10	7,530	3.0:1	22,590	• New road	74	No	Dedication	\$79,129	n/a
					• Public open space	2,276	No	Dedication	\$2,609,025	n/a
									\$2,688,154	
Kings Bay	17	4,180	3.0:1	12,540	• Public domain	339	No	Dedication	\$348,007	n/a
					• Public open space	535	No	Dedication	\$621,264	n/a
									\$696,271	
	20	13,935	2.6:1	36,829	• Public domain	1,347	No	Dedication	\$1,127,278	n/a
					• Public open space	560	No	Dedication	\$655,021	n/a
					• Private pedestrian link	904	No	Privately owned	\$1,072,010	\$225,122
									\$2,854,309	\$225,122
	31	31,421	3.0:1	94,945	• Public domain	1,604	No	Dedication	\$1,324,137	n/a
					• New road	4,694	No	Dedication	\$3,415,656	n/a
					• Public open space	2,291	No	Dedication	\$2,325,183	n/a
					• Private pedestrian link	845	No	Privately owned	\$1,123,571	\$191,007
									\$8,188,547	\$191,007
	34	18,260	1.8:1	33,516	• Public domain	727	No	Dedication	\$754,311	n/a
					• Public open space	2,091	No	Dedication	\$1,354,031	n/a
						2,560	No	Privately owned	\$1,812,631	\$507,537
									\$359,225	\$93,399
									\$4,280,198	\$600,936

Source: Council, Hollis Partners

Table 4 summarises the scenarios tested incorporating development yields and infrastructure costs in Table 2 and Table 3.

Table 4: Testing Scenarios

Precinct	Area	CapEx (one-off)	OpEx (annual)	Contribution and Infrastructure Cost Assumptions	
				Base Case	Impact of On-site Infrastructure Provision
Burwood	5	\$669,411	n/a	FSR 2.9:1 (76% residential: 24% non-residential) <ul style="list-style-type: none"> Design excellence and sustainability requirements (as applicable) All applicable fees and charges, incl. s7.11 AH contributions (4% residential) Draft RIC rates 	FSR 2.9:1 (similar as Base Case) <ul style="list-style-type: none"> All Base Case fees and charges CapEx cost of \$669,411
	10	\$2,688,154	n/a	FSR 3.0:1 (100% residential) <ul style="list-style-type: none"> Design excellence and sustainability requirements (as applicable) All applicable fees and charges, incl. s7.11 AH contributions (4% residential) Draft RIC rates 	FSR 3.0:1 (similar as Base Case) <ul style="list-style-type: none"> All Base Case fees and charges CapEx cost of \$2,688,154
Kings Bay	17	\$696,271	n/a	FSR 3.0:1 (89% residential: 11% non-residential) <ul style="list-style-type: none"> Design excellence and sustainability requirements (as applicable) All applicable fees and charges, incl. s7.11 AH contributions (4% residential) Draft RIC rates 	FSR 3.0:1 (similar as Base Case) <ul style="list-style-type: none"> All Base Case fees and charges CapEx cost of \$696,271
	20	\$2,854,309	\$225,122	FSR 2.6:1 (77% residential: 23% non-residential) <ul style="list-style-type: none"> Design excellence and sustainability requirements (as applicable) All applicable fees and charges, incl. s7.11 AH contributions (4% residential) Draft RIC rates 	FSR 2.6:1 (similar as Base Case) <ul style="list-style-type: none"> All Base Case fees and charges CapEx cost of 2,854,309 Annual OpEx cost of \$225,122 (capitalised at 2.5% in perpetuity)
	31	\$8,188,547	\$191,007	FSR 3.0:1 (85% residential: 15% non-residential) <ul style="list-style-type: none"> Design excellence and sustainability requirements (as applicable) All applicable fees and charges, incl. s7.11 AH contributions (4% residential) Draft RIC rates 	FSR 3.0:1 (similar as Base Case) <ul style="list-style-type: none"> All Base Case fees and charges CapEx cost of \$8,188,547 Annual OpEx cost of \$191,007 (capitalised at 2.5% in perpetuity)
	34	\$4,280,198	\$600,936	FSR 1.8:1 (100% residential) <ul style="list-style-type: none"> Design excellence and sustainability requirements (as applicable) All applicable fees and charges, incl. s7.11 AH contributions (4% residential) Draft RIC rates 	FSR 1.8:1 (similar as Base Case) <ul style="list-style-type: none"> All Base Case fees and charges CapEx cost of \$4,280,198 Annual OpEx cost of \$600,936 (capitalised at 2.5% in perpetuity)

Source: Council, Atlas

Cost of Land and Revenue Assumptions

The cost of land is a critical variable to the feasibility of development. If the value of a property exceeds its value as a development site as permitted, it is not viable as a development site. The consolidation of a development site can be a high-risk, high-resource activity for developers when site and ownership patterns are fragmented and/ or existing buildings are functional and valuable. The impact testing assumes the price paid for land reflects the highest and best use³. In the majority of cases, sites are functioning as mixed enterprise/ light industrial facilities (B6 zone) or as residential uses (residential zones).

Revenue assumptions adopted anticipate improved accessibility outcomes in the Precincts as Metro services are delivered. A 're-setting' of market expectations is therefore expected, with completed/ built product expected to have greater market demand than currently, and accordingly achieve greater revenue levels.

A full set of cost and revenue assumptions are provided in Schedule 1.

³ Highest and best use is defined as "the use of an asset that maximises its potential and that is physically possible, legally permissible and financially feasible" (Australian Property Institute)

Testing Outcomes

The feasibility modelling results show the impact of the proposed on-site infrastructure, allowing comparison of the Base Case (without on-site infrastructure) against a scenario where the cost of on-site infrastructure is included.

A series of graphs illustrates the impact of on-site infrastructure for the selected Areas (described in **Table 2** and **Table 3**).

- **Base Case** - all statutory fees and charges assumed including:
 - Design excellence (as applicable) and sustainability requirements.
 - s7.11 development contributions.
 - Affordable Housing contributions (4% residential GFA) at \$443.88/sqm GFA (per City of Canada Bay Affordable Housing Contributions Scheme).
 - Draft RIC rates (as publicly exhibited).
- **With On-site Infrastructure**
 - All assumptions per Base Case.
 - Costs for delivery (construction/ embellishment) of infrastructure on-site (outlined under 'CapEx' in **Table 3**).
 - Where land is to remain in private ownership (i.e. not dedicated to Council), recurring costs are assumed and capitalised at 2.5% to reflect the cost burden in perpetuity.

Table 5 summarises the estimated cost of on-site infrastructure as a proportion of total construction cost.

Table 5: Cost of On-site Infrastructure

Cost	Area 5	Area 10	Area 17	Area 20	Area 31	Area 34
Total Cost	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Construction Cost*	97.4%	97.5%	98.4%	94.2%	96.7%	86.5%
Affordable Housing	0.2%	0.3%	0.3%	0.2%	0.3%	0.3%
Total On-site Infrastructure	2.3%	2.2%	1.4%	5.6%	3.1%	13.6%
On-site Infrastructure Public Land	2.3%	2.2%	1.4%	0.8%	1.4%	1.0%
On-site Infrastructure Private Land	0.0%	0.0%	0.0%	4.8%	1.7%	12.6%

*build cost, site works, professional fees, statutory fees and charges, contingency, etc.

Source: Atlas

Area 20 and Area 34 have the highest cost burden due to the on-site infrastructure proposed to remain in private ownership.

Figure 4 and **Figure 5** show the impact of on-site infrastructure provision in Area 5 and Area 10, with and without regional infrastructure contributions (RIC) respectively.

The following observations are relevant:

- The cost associated with on-site infrastructure is approx. 2%-3% of overall construction cost.
- When including draft RIC rates (at 100%) in the cost of development, the impact of on-site infrastructure requirements has a minor impact, with Area 10 becoming marginal-to-feasible.
- Without the draft RIC rates, the impact of the additional cost of on-site infrastructure is similarly minor, with Area 5 and 10 remaining feasible to develop (>18%).
- The infrastructure land is required for dedication; accordingly, there are no recurring OpEx costs applicable.

The inclusion of the draft RIC rates in **Figure 4** represents the 'worse case' impact as the RIC is proposed to be phased-in from 1 July 2022 (at 50%) to 100% by 1 July 2024. Development applications lodged during the transition period would accordingly be subject to the concessional RIC rates.

Figure 4: Burwood Precinct, Impact of On-site Infrastructure on Project Return (incl. draft RIC rates)

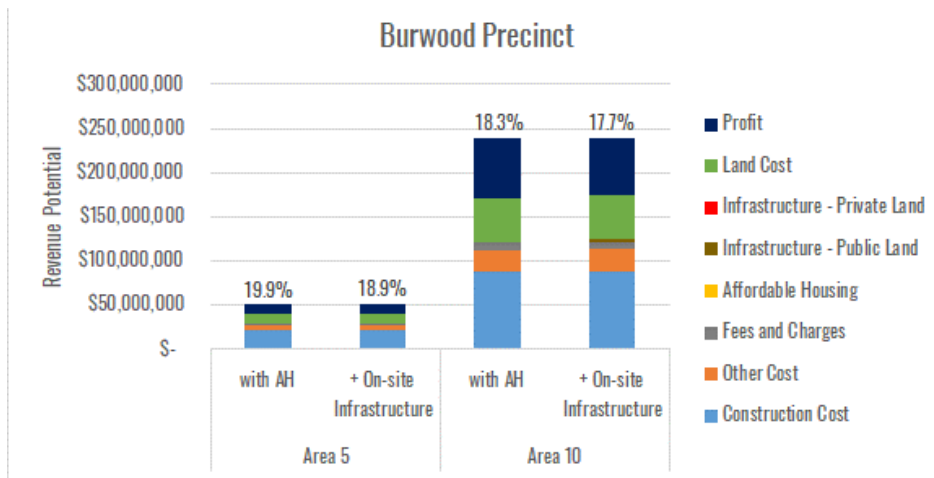
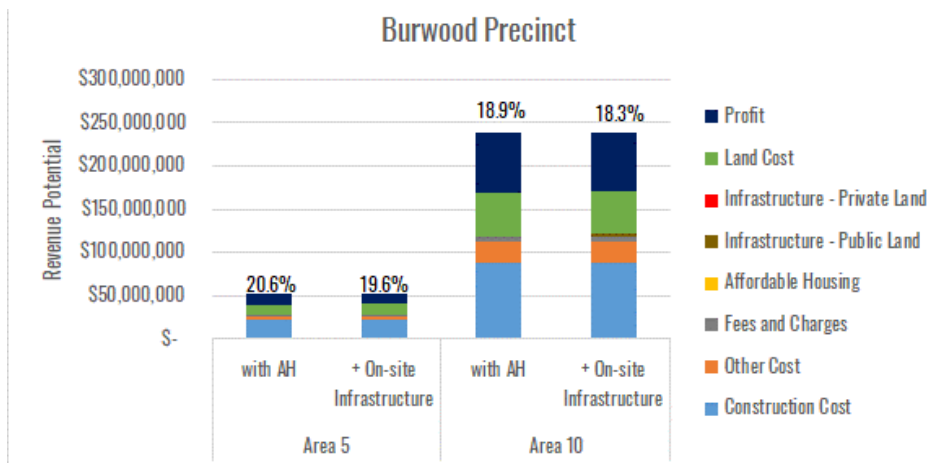


Figure 5: Burwood Precinct, Impact of On-site Infrastructure on Project Return (no RIC)



Source: Atlas

Figure 6 and Figure 7 show the impact of on-site infrastructure provision in Area 17, 20, 31 and 34, with and without regional infrastructure contributions (RIC) respectively.

The following observations can be made in Area 17, 20, 31 and 34:

- The cost associated with on-site infrastructure varies significantly depending on whether that infrastructure is delivered on land to be dedicated to Council or land to be retained in private ownership. In the latter case, recurring OpEx costs have the potential to significantly add to the cost burden where the area of the land is large.
- The impact of the cost of on-site infrastructure has a minor impact on project return where land is to be dedicated to Council. This is observed in Area 17 where development remains feasible (project return >18%).
- The impact of the additional cost of on-site infrastructure has a greater impact on project return in Area 20, 31 and 34 where on-site infrastructure land is to remain in private ownership.
 - In Area 20 and 31, the impact of the cost burden reduces project return to marginal-to-feasible (16%-17%).
 - In Area 34, the impact of on-site infrastructure is severe, resulting in the project not being feasible (<16%).
- Without the draft RIC rates, the impact of the additional cost of on-site infrastructure is similarly minor, with Area 17 and 31 remaining feasible to develop (>18%) and Area 20 being marginal-to-feasible.

- In areas where the area of land to remain in private ownership is large (e.g. 2,774sqm in Area 34), the burden of recurring OpEx costs in perpetuity is significant. Comparatively, the area of land in Area 20 and 31 is smaller (904sqm and 845sqm respectively), resulting in a less significant impact to project return.

Again, the inclusion of the draft RIC rates in Figure 6 represents the 'worse case' as the RIC is to be phased-in from 1 July 2022 (at 50%) to 100% by 1 July 2024. DAs lodged before 1 July 2024 would be subject to the concessional RIC rates.

Figure 6: Kings Bay Precinct, Impact of On-site Infrastructure on Project Return (incl. draft RIC rates)

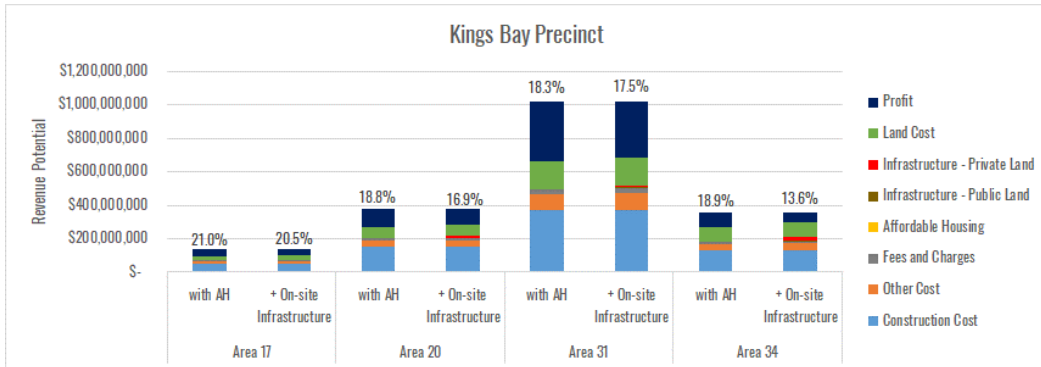
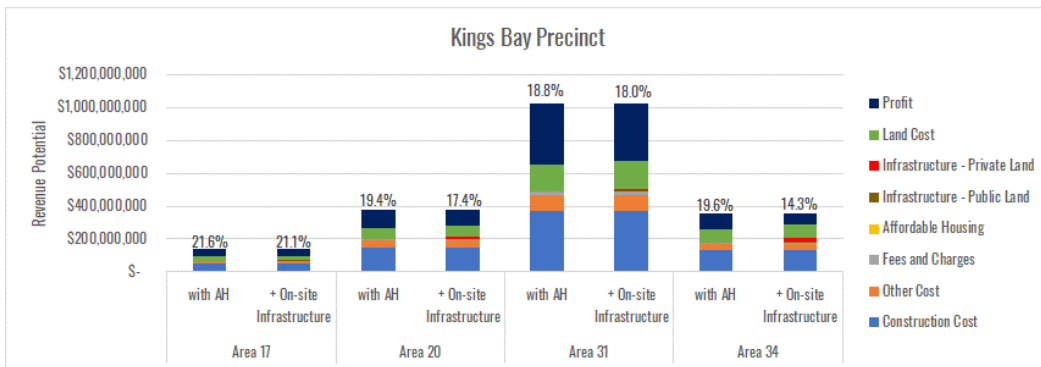


Figure 7: Kings Bay Precinct, Impact of On-site Infrastructure on Project Return (no RIC)



Source: Atlas

Implications for Development Feasibility

Where a site is the beneficiary of planning uplift (e.g. rezoning and/ or increase in FSR) there is generally a commensurate increase in land value. It is through this increase in land value that a site will have the capacity to contribute to additional items, including delivery of on-site infrastructure while remaining viable for development.

The feasibility modelling highlights several important observations:

- The impact of on-site infrastructure as envisaged in the draft Strategy is generally minor when delivered on land to be dedicated. The one-off cost burden of delivery/ embellishment (as a proportion of overall cost) ranges from 2%-3%.
- When on-site infrastructure is delivered on land to be retained in private ownership, the impact on development feasibility can be significant where the land is large in area. The larger the area retained in private ownership, the greater the recurring costs associated with maintenance, repairs and general life cycle requirements.
- The recurring cost will be passed on and borne by future strata unit holders, which will conceivably be reflected in lower prices paid for the completed product. It is reasonable to expect that potential buyers/ strata unit holders will be willing to pay a lower price for a property with higher maintenance/ strata fees compared to a property with no such obligation.
- Any discounting of sale prices (by the market) to reflect future strata fee obligations will accordingly have a negative impact on development feasibility.

- The significance of recurring costs can be illustrated by comparing the land requirement in Area 20, 31 and 34.
 - In Area 20 and 31, the area of land to remain in private ownership is 904sqm and 845sqm respectively (which is equivalent to 6.5% and 2.5% of the overall site area respectively).
 - In Area 34, 2,774sqm is to remain in private ownership (equivalent to 15% of the overall site area).
- The inclusion of draft RIC rates (at 100%) in the cost of development does not materially affect the feasibility results. Following the rezoning of the precincts, DAs lodged before 1 July 2024 would be subject to the concessional draft RIC rates and accordingly, the impact to feasibility would be less than illustrated above.

In existing urban areas, the feasibility of development is influenced by myriad factors including, critically, the cost of land. Where existing buildings are functional and valuable, their value may be too high to be economically feasible for development. Sites that are not feasible to develop in the first instance have no capacity to contribute, whether to on-site infrastructure or other charge. This is inevitably a reality that faces the revitalisation of urban renewal precincts.

Recommendations

The Study makes the following recommendations:

- Consider accepting the dedication of land for public open space and pedestrian link in Area 34 (2,774sqm) after it has been delivered/ embellished. The recurring OpEx cost to maintain the land in perpetuity represents a significant cost burden to the development, disproportionate with its scale and in comparison to the other areas. This is likely to result in market discounting of sales revenue, which will have negative implications for a development's revenue potential.
- In the alternative, if the public open space in Area 34 were retained in private ownership for the exclusive use of residents (i.e. not publicly accessible), it is conceivable that the market would be willing to pay for the amenity of having access to private open space, notwithstanding the cost of maintenance. In that instance, Council could accept dedication of the pedestrian link and not require the open space to be publicly accessible.
- The study acknowledges that urban design testing in the masterplan establishes the transfer and development of GFA associated with land for infrastructure. Notwithstanding, as development applications are prepared and lodged, work with proponents to ensure that GFA potential associated with land designated for on-site infrastructure is able to be 'harvested' and transferred for development elsewhere on the site.

The key to mitigating feasibility impacts is notice. Advance notice would allow sites already purchased to be progressed for development and for due diligence investigations to account for any increased contributions prior to site purchase. Supportive market conditions are also critical to the offset and mitigation of impact.

Please contact the undersigned should you have any questions.

Yours sincerely

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SCHEDULE 1

Feasibility Testing Assumptions

Project Timing

The sites are assumed to be appropriately zoned and development ready. Design is assumed to commence in Month 3 with a design excellence process spanning 6 months. Following that, detailed design is assumed to commence, followed by pre-construction documentation.

Demolition and construction are assumed to commence in Month 30 spanning 12-18 months and depending on size could be undertaken in multiple stages.

Development Yields

Feasibility testing is undertaken based on the floorspace and land use mix envisaged in the masterplan. The adopted apartment mix and average internal areas are estimated with reference to the Canada Bay Development Control Plan 2017:

- 1 bedroom units (20%) - 60sqm.
- 2 bedroom units (60%) - 80sqm.
- 3 bedroom units (20%) - 100sqm.

Parking Requirements

Parking ratios assumed at (sourced from City of Canada Bay Development Control Plan 2017):

- Retail and commercial floorspace - 1 space per 40sqm GFA (blend of retail and commercial parking ratios).
- Residential floorspace:
 - 1 bedroom units - 0.5 space per unit.
 - 2 bedroom units - 0.9 spaces per unit
 - 3 bedroom units - 1.2 spaces per unit.
 - Visitor parking - 1 space per 5 units.

Revenue Assumptions

Average end sale values are adopted based on high level market research and analysis.

- Non-residential - \$8,000/sqm to \$12,000/sqm.
- Residential:
 - 1 bedroom units - \$13,500/sqm to \$14,000/sqm.
 - 2 bedroom units - \$13,000/sqm to \$13,500/sqm.
 - 3 bedroom units - \$12,500/sqm to \$13,000/sqm.

It is assumed that 75% of the apartments would be pre-sold prior to completion of construction and the balance would be sold during construction.

Other revenue assumptions:

- GST is excluded on non-residential sales and included on the residential sales.
- Sales commission at 2.5% (residential) and 2.0% (non-residential) and marketing costs of 1.0% on gross sales.
- Legal cost on sales included at \$1,500 per residential unit.

Cost Assumptions

- Assumed cost of land (based on desktop estimate) of existing value plus a premium to incentivise sale.
- Legal costs, valuation and due diligence assumed at 0.5% of land price and stamp duty at NSW statutory rates.
- Construction costs are estimated with reference to cost publications and professional experience:
 - Retail/ commercial construction (warm shell) assumed at \$2,000/sqm of building area
 - Residential construction assumed \$3,000/sqm of building area, balconies at \$1,000/sqm.
 - Basement car parking at \$50,000 per car space.
- Construction contingency at 5%.
- Provisional allowance for lead-in and services infrastructure at 2% of construction costs.
- Professional fees and application fees at 10% of construction costs.
- Development management at 1% of construction costs
- Statutory fees:
 - DA fees of 1% of construction costs.
 - CC fees of 0.5% of construction costs.
 - Long service levy of 0.35% of construction costs.
 - s7.11 contributions (as at - \$11,026 (1 bedroom), \$15,697 (2 bedroom), \$20,000 (3 bedroom)).
 - Affordable Housing – 4% of additional residential GFA at \$443.88/sqm.
 - Draft RIC rates at \$10,000 per dwelling and \$30/sqm retail and commercial GFA.
- Finance costs:
 - Land value assumed as equity contribution with balance funded at interested capitalised monthly at 6% per annum.
 - Establishment fee at 0.35% of peak debt.

GROUPGSA



LANDOWNER SUBMISSION REVIEW

PRCUTS Stage 1

We acknowledge First Nations peoples and their continuing connection to land, waters and culture, because we strongly believe in reconciliation and collaborative engagement for a better future.

We pay our respects to Elders past, present and emerging, whose knowledge, traditions and stories guide custodianship on what will always be their ancestral lands.

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INTRODUCTION

Purpose of this report

Canada Bay Council has engaged GroupGSA to undertake an independent urban design assessment of various proposals submitted by land-owners impacted by the Stage One Parramatta Road Corridor Precincts project.

The primary purpose of this report is to provide an urban design review of the land-owners submitted proposals and documentation to assess the soundness and validity of the arguments supporting the proposed changes to the Master Plan and to the DCP. This assessment is based on documents provided by Canada Bay Council to GroupGSA, which comprise the properties:

- 92-96 Kings Road and 1-9 Harris Road, Five Dock
- 9-29 Courland Street, Five Dock
- 155-167 Parramatta Road and 7 Spencer Street, Five Dock
- 2-16 Burton Street and 1-3A Loftus Street, Concord
- 235 Parramatta Road, Five Dock
- 8-10 Harris Road, Five Dock
- 49-53 Parramatta Road, Concord
- 51-73 Parramatta Road and 31A-43 Queens Road, Five Dock
- 19 Burton Street, Concord
- 255-271 Parramatta Road, Five Dock
- 129-153 Parramatta Road and 53-75 Queens Road, Five Dock
- 2-12 Spencer Street and 79-81 Queens Road, Five Dock
- Transport for New South Wales

Summary of the proposal

The various submitted proposals pertain to individual properties throughout the stage one area which are either impacted by, or are included in PRCUTS planning proposal and/or proposed PRCUTS DCP controls. Submissions range in desired outcome and scope of provided documentation, and outline the issues or further opportunities identified in regards to individual sites, surrounding properties, or changes proposed in the planning proposal and draft DCP.

Each submission was assessed with reference to the planning proposal, the proposed DCP and Master Plan, the quality of the resulting urban design outcome, and the potential impact on surrounding properties.

Method of Assessment

GroupGSA's assessment of the planning proposal documents consider the following:

- Consistency with NSW state government and Canada Bay Council's strategic planning framework, including:
 - + Greater Sydney Commission's Greater Sydney Region Plan, A Metropolis of Three Cities 2018
 - + Parramatta Road Corridor Urban Transformation Strategy
 - + Canada Bay Local Strategic Planning Statement
 - + Parramatta Road Corridor Urban Transformation: Planning and Design Guidelines 2016,
 - + PRCUTS Infrastructure Schedule 2016, + New Line PRCUTS Implementation Plan 2016,
 - + PRCUTS Implementation Update 2021,
 - + The City of Canada Bay Development Control Plan 2020, and
 - + NSW Department of Planning & Environment's Apartment Design Guide 2015 (with particular focus on the guidelines for 'Siting the development')
- Review of reference scheme in terms of urban design best practice and the design excellence criteria established by the GANSW's Better Placed framework

Summary of assessment

GroupGSA's Urban Design assessment of the provided submissions establishes recommendations on an individual basis, responding to each proposal in regards to the validity of their justifications with the view to informing holistic changes in the PRCUTS Master Plan.

SUMMARY OF SUBMISSIONS

Site	Precinct	Recommendation (refer to assessment below)
92-96 Kings Road & 1-9 Harris Road	Kings Bay	Supported
9-29 Courland Street	Kings Bay	Assessment deferred to Stage 2
155-167 Parramatta Road and 7 Spencer Street	Kings Bay	Supported with Amendments
235 Parramatta Road	Kings Bay	Not Supported
51-73 Parramatta Road and 31A-43 Queens Road	Kings Bay	Not supported
255-271 Parramatta Road	Kings Bay	Assessment Deferred to Stage 2
129-153 Parramatta Road and 53-75 Queens Road	Kings Bay	Not Supported
2-12 Spencer Street and 79-81 Queens Road	Kings Bay	Not Supported
8-10 Harris Road	Kings Bay	Not Supported



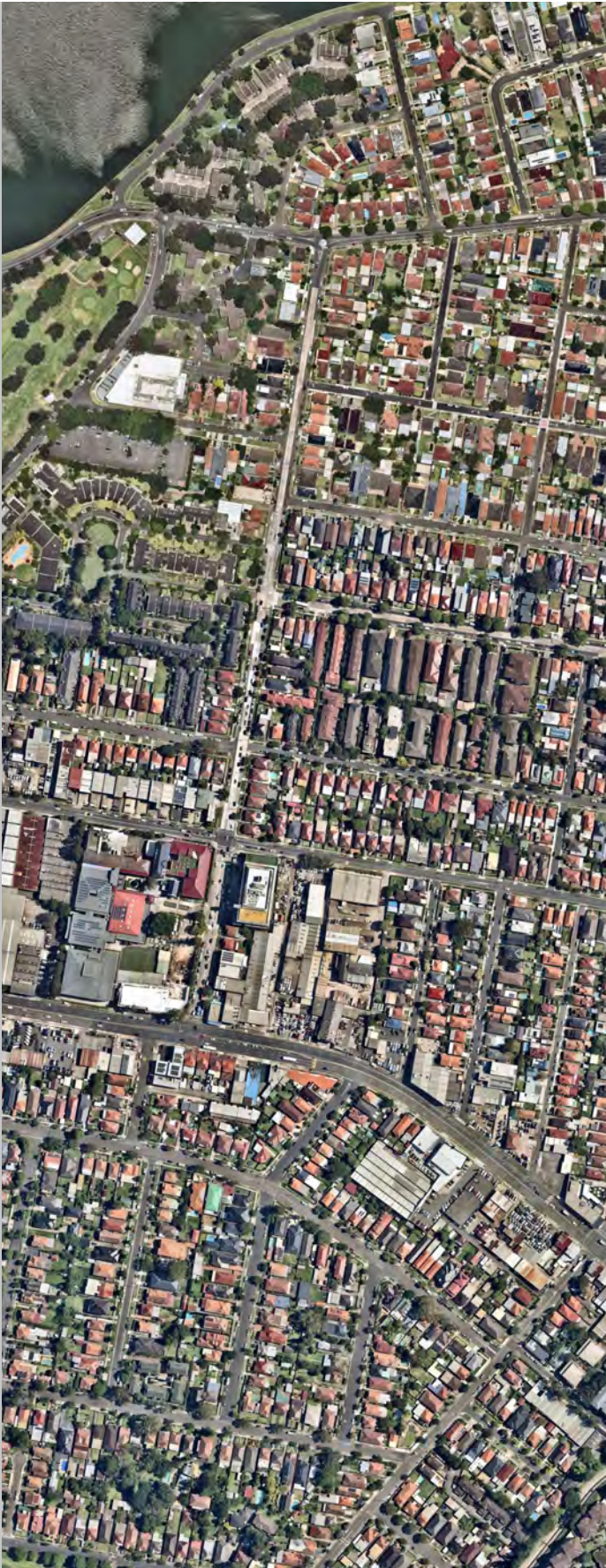
Site	Precinct	Recommendation (refer to assessment below)
49-53 Parramatta Road	Burwood	Not Supported
2-16 Burton Street	Burwood	Supported with Amendments
19 Burton Street	Burwood	Assessment Deferred to Stage 2
Transport for NSW	Burwood and Kings Bay	Supported



KINGS BAY PRECINCT

01

GROUPSA



Pg9

92-96 KINGS ROAD & 1-9 HARRIS ROAD

Description of Submission

The submission requests that Lot E3 of the Kings Bay Master Plan be considered as two separate lots, comprising;

- 1-9 Harris Road, Five Dock
- 92-96 Kings Road, Five Dock

These two proposed lots are to maintain their R3 Medium Density Residential zoning and any setbacks currently assigned to Lot E3.

This submission has been prepared on behalf of the owners of 1-9 Harris Road, Five Dock, which constitute the eastern half of Lot E9.

PRCUTS Controls

Future Character

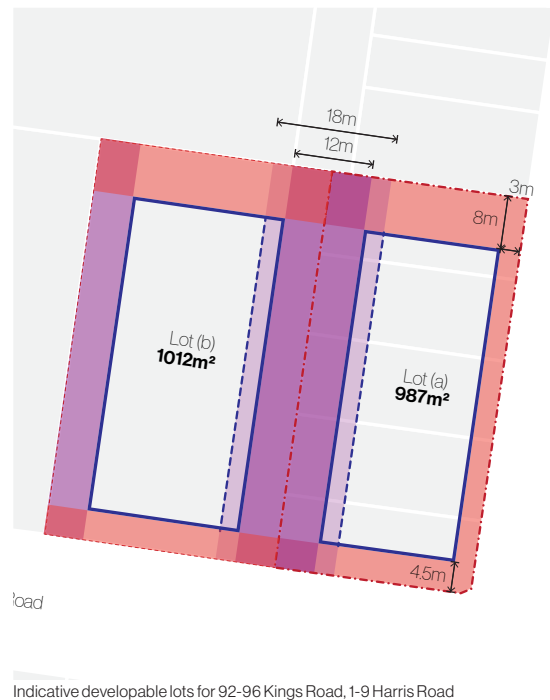
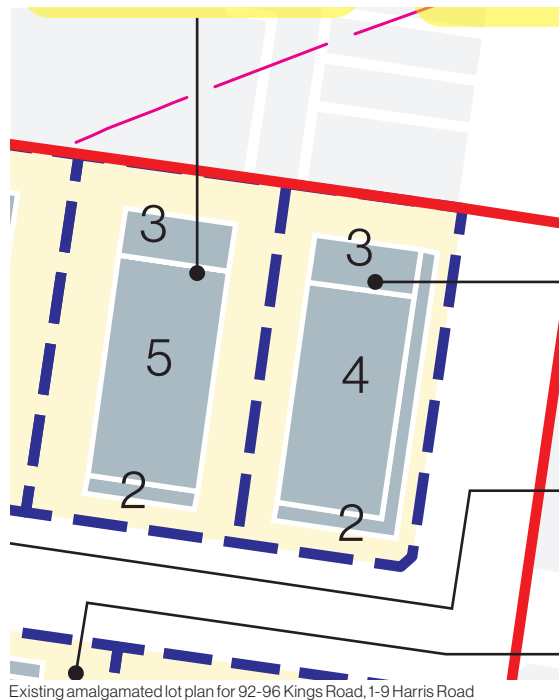
The site is located in the Residential Nexus precinct of the Kings Bay Master Plan. There are no proposed active frontages along Kings Road and properties at Lot E3 are expected to function as solely residential properties within an R3 Medium Density Residential zoning.

Setbacks

- 3m front setback to Harris Road
- 4.5m setback to Kings Road
- 8m setback at northern interface facing adjacent residential properties
- 3m upper-level setback from Harris Road and Kings Road above podium edge, with a street-wall height of two storeys
- 8m upper-level setback from Northern edge of the podium

Building Heights and FSR

- 17m maximum building height (approximately five storeys)
- Desired FSR of 1.4:1



Urban Design Assessment

The proposed Lot E3 comprises an existing strata property, located on 92-96 Kings Road which constitutes 12 town houses, with an existing height of two storeys, alongside the five single dwellings at addresses 1-9 Harris Road. Amalgamating these six lots into the single larger Lot E3 opens up the site for a greater density of development, negating internal setbacks, and introducing a consistent street wall on Kings Road.

The submission seeks to amalgamate those single dwelling lots at addresses 1-9 Harris Road (a) without incorporating 92-96 Kings Road (b), dividing Lot E3 into two distinct strata properties.

This will have an impact on the site's ground floor yield and developable area, the typology of its built form and its relationship to proposed dwellings on Kings Road.

Future Character

The site is located within the Residential Nexus of the Stage One PRCUTS precinct. Under the Stage One Kings Bay Master Plan, this area is zoned R3 Medium Density Residential, lacking commercial activation at ground level. It comprises strata properties and multi-dwelling housing up to five storeys, and three storey town houses along Kings Road.

Strata properties on the northern interface of Kings Road consist of two five storey apartment buildings mediated by a separation of 12m to 16m, between which three to four town houses of reduced height are proposed.

In dividing Lot E3 into two distinct lots, this typology will not be possible on-site, as the required ADG separation between lots will not allow for town houses.

This will distinguish the two sites (a) and (b) from proposed developments on Kings Road, and will thus adopt a typology more responsive to proposals on the southern interface of Kings Road, that being Lots D2-D7.

While this will impact consistency along the northern interface of Kings Road, the submission will not greatly impact the character of Harris Road, and will instead introduce consistency along this interface.

Bulk and Scale

As the submission seeks to divide Lot E3 into two distinct lots, lot (a) and lot (b) will be individually subject to proposed setbacks and ADG requirements as outlined in the Stage One Kings Bay Master Plan.

- An additional 12m ADG separation will be introduced between lot (a) and lot (b) to ensure appropriate privacy for residents and minimise overshadowing.
- This separation increases to 18m for development five storeys and above.

Applied to both lots equally, this results in a 6m setback along the western interface up to five and four storeys respectively, and a 9m setback for five storeys and above. *

If this site is subdivided into two apartment buildings, there still needs to be a two-storey street wall along Harris and Kings Roads, and upper level setbacks to the properties to the north and west equal to the upper level setbacks for the buildings to the west.

Impact of Proposal

The submission is consistent with proposed setbacks, maximum building heights, and floor space ratio/density requirements as outlined in the Stage One Kings Bay Master Plan, and does not seek alterations to the proposed controls.

As a result, the proposed controls will have minor impacts on overshadowing of surrounding properties, and with the introduced 12m ADG separation between lot (a) and lot (b), may reduce overshadowing of the Kings Road public domain.

Recommendation

- The proposed subdivision of Key Site (Area 23) is supported, pending implementation of the revised Master plan built form.
- The subject amalgamated lot should be split into two lots, to facilitate redevelopment of the existing detached houses on Harris Street, given the adjacent strata building is unlikely to be redeveloped in the short-medium term. The subdivision would not prevent or limit future redevelopment of the strata building to the height and density envisaged in PRCUTS.
- The floor space ratio has been recalculated based on the areas of the new lots and giving consideration to the building envelope and building height, given the land to the north and west will remain unchanged (two storey townhouses).
- The proposed controls will limit overshadowing of surrounding properties and the 12m ADG separation requirement between lot (a) and lot (b) will assist in reducing overshadowing of the Kings Road public domain.

9-29 COURLAND STREET

Description of Submission

The submission pertains to the existing residential properties on Courland Street adjacent to Lot F2, including:

- 9-29 Courland Street

Elements of concern include the proposed staging of the rezoning and development of the Kings Bay precinct, highlighting the disparity in built form and scale between their properties and those proposed for Lot F2, suggesting that properties on the western side of Courland Street are rezoned concurrently with lot F2.

- Land owners have requested the subject lots to be incorporated into the first stage of rezoning and to maintain the current proposed R3 Medium Density Residential zoning.
- In addition the submission requests an increase in FSR consistent with the proposed FSR for Lot F1, Lot F2, and Lot F3 of 1.8:1, rather than the current suggested control of 1.4:1

PRCUTS Controls

Future Character

The site is located within the Stage Two Kings Bay Master Plan study area adjacent to land identified as Residential Nexus in the PRCUTS Public Domain Plan. The Residential Nexus is characterised by a diversity of building typologies supporting a relatively dense residential population. Built form east of Harris Road lacks activated frontages at ground level, unless facing directly onto Parramatta Road.

Setbacks

- Common 4.5m Setback along Queens Road.

Building Heights and FSR

- 17m maximum building height under PRCUTS Planning and
- Adjacent 28m maximum building height for Lot F2 approximately ten storeys
- Desired FSR of 1.4:1



Current stage one study area (solid red) and proposed extended study area (dashed red)

Urban Design Assessment

The submissions suggest that these properties be included in the first stage of rezoning to allow for a coordinated development outcome that minimises impacts at sensitive interfaces.

Courland Street is a more natural break between Stage 1 and Stage 2 rather than the existing boundary between the subject properties and Lot F2 as it could provide a more effective buffer between surrounding low density residential and Stage One developments.

Future Character

The properties lie at the interface between the Stage One Kings Bay Residential Nexus character area, which is defined by medium-high density residential apartments and multi-dwelling housing.

The eastern side of Courland Street outside of the Kings Bay Precinct study area consists of low-medium density single dwellings, a character which is not intended to change as part of the PRCUT Strategy.

The close proximity to both single-dwellings and a future medium-high density residential precinct requires a balance between the two to achieve an acceptable interface, which doesn't impact Courland Street's residential character, but allows for future growth.

Thus the properties must act as a buffer at Courland Street, that aligns with the future character of Lot F2 and the low density, low-scale residential area to the east, whilst allowing for a contextually responsive boundary condition.

As a result, the future character of the properties will reflect those of the residential zone, while being afforded a reduced maximum building height and FSR so as to minimise overshadowing and an overbearing urban presence.

Bulk and Scale

Without a proposed massing or a configuration of the potential development on the relevant lots, issues of overshadowing and potential continuity along Courland Street must be considered. If built form is to remain unbroken along Courland Street, overshadowing of the eastern residential properties may occur, and an unfavourable street-wall will eventuate.

Thus though the proposed 17m maximum building height is appropriate to ensure a transitional built form along Courland Street, the land-owners would need to provide an indicative built form to determine whether the scale of built form would be acceptable.

Impact of Proposal

Including the subject lot in the Stage One rezoning of the Kings Bay Precinct would allow for development of 9-29 Courland Street, up to the maximum building height and FSR contemplated by PRCUTS.

Built form testing is needed to understand the impact of the redevelopment of these properties on adjacent low density, low scale residential dwellings. However, the urban form is likely to be similar whether it occurs at Stage 1 or Stage 2.

Recommendation

- The proposed addition of the properties into Stage 1 of PRCUTS is not supported.
- Further built form testing should be deferred to Stage 2. It should investigate nuanced building envelope heights to create a transition to the low-scale residential area to the east, with retention of the 1.4:1 FSR and 17m and 13m building height respectively. A lower building height and FSR will be explored where required to address impacts.
- The urban form outcome is likely to be similar whether it occurs as Stage 1 or Stage 2.
- Bringing these lots forward to Stage 1 would constitute a significant departure from the PRCUTS Implementation Plan.

155-167 PARRAMATTA ROAD & 7 SPENCER STREET

Description of Submission

The submission pertains to Lot B4 within the Kings Bay Precinct Master Plan study area including:

- 155 – 167 Parramatta Road
- 7 Spencer Street

The submission is seeking to reconfigure the current masterplan layout for Lot B4 to:

- Shift the mass to the edge of the site and reduce the building footprint to accommodate larger urban spaces and a central plaza to connect to surrounding roads
- Increase the maximum building height in the Kings Bay Master Plan with additional 8 storeys on the overall site
- Increase the GFA with active ground level non-residential frontages and increased visual connectivity to Hen and Chicken Bay
- Incorporate a major plaza (approx. 2,000 m²) surrounded by three towers of maximum height of 20 storeys and 15 storeys, and a low height building of four storeys to the north
- Retain the current FSR of 3.0:1
- Increase overall precinct permeability to connect the open spaces set-out by the DCP
- The three towers are connected by a lower ground and basement car parks.
- Incorporate a new central open space Kings Heart Plaza provides a transition in topography between Parramatta Rd and Spencer St.

PRCUTS Controls

Future Character

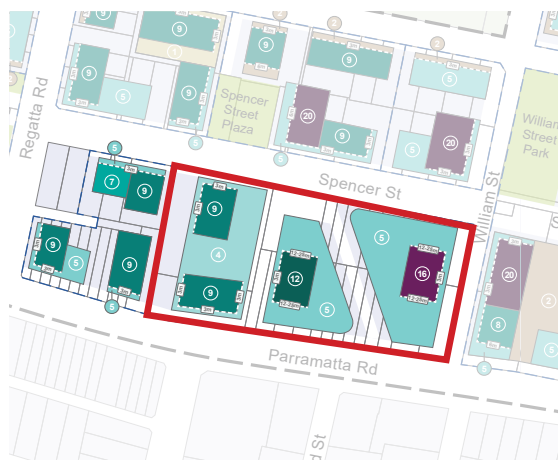
The site is located within the B4 Mixed Use zone as outlined in PRCUTS control, a new local village in the heart of the Precinct along Spencer Street. It will consist of medium-high density residential apartment towers and mixed-use areas with vibrant façades surrounding Spencer Street and William Street. New green space, plaza and through site linkages complement the existing open space network and will create an active, permeable neighbourhood.

Setbacks

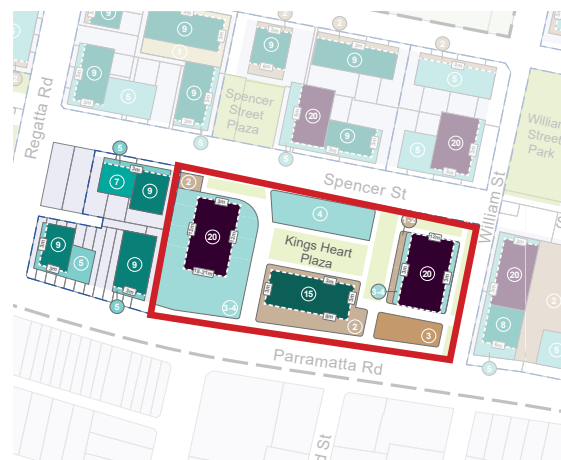
- Building setback to local streets, through-site links and public parks are 3m in general
- 3m setback to Spencer Street
- 8m setback to William Street
- 6m public domain setback along interface with Parramatta Road in addition to a variable TfNSW road widening setback
- Additional 3m upper level setback from Spencer Street, William Street, Parramatta Road and the proposed through site streets.

Building Heights and FSR

- Maximum building height of 80m which equals to 24 storeys
- 73m and 67m maximum building height applied to the Western and Eastern towers respectively. 45m maximum building height applied to the central block, outlined in the Kings Bay Precinct Master Plan
- FSR of 3.0:1



Current Master Plan controls for Lot B4



Submission proposed plan for Lot B4

Urban Design Assessment

Future Character

The proposed character for Lot B4 comprises:

- Diverse connected public space
- A major central plaza surrounded by three towers up to 20 storeys and a low height building of four storeys to the north.

The increase of building height will have a direct impact on the future character of the area and visual impact from Parramatta Road. The bulk form of the proposed towers is inconsistent with overall streetscape and vision for the precinct.

The new central open space is partially elevated and provides a transition between Parramatta Rd and Spencer St. Lower levels engage and integrate with the proposed public space, mixed use commercial and retail. The proposal also offers a partially underground supermarket option.

The submission is consistent with the current landscaping controls within the street setback and public domain enhancement along William Street, Spencer Street and Parramatta Road. The proposed landscaping strategy includes:

- Introducing a variety of open spaces and
- Re-orienting the through site links to provide direct connection to the open space
- Providing central communal space that integrates the site into the Spencer Street Green Spine.

The submission proposes a new urban design option to create direct through site links to the proposed new open spaces. It presents an enhanced permeability of laneways and road reserve for both north-south and east-west connections.

Bulk & Scale

Site Structure

The submission proposes a new urban design option to create direct through site links to the proposed new open spaces. It presents an enhanced permeability of laneways and road reserve for both north-south and east-west connections. However, the reduced building separation and reduced width of the through site link along the western boundary will not be sufficient to provide quality public domain. The submission proposes a new urban design option to create direct through site links to the proposed new open spaces. It presents an enhanced permeability of laneways and road reserve for both north-south and east-west connections.

The plan creates a central plaza and communal spaces to reflect the corners of surrounding masses on Spencer Street and to connect the proposed space to surrounding roads. The diversity of open space and edge conditions will create more activated at-grade frontages

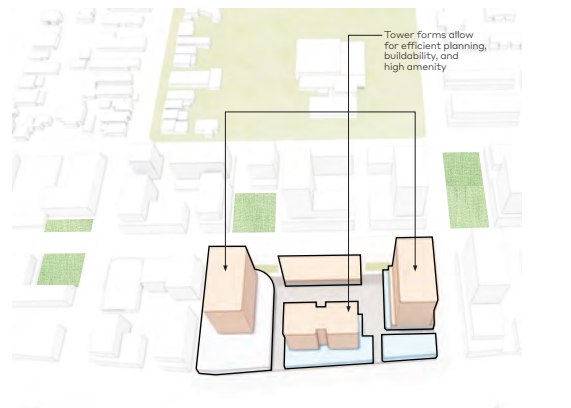
Tower Heights + Location

The proposal is consistent with the current FSR/density requirements as outlined in the Stage One Kings Bay Master Plan, but increases the site's overall yield and building footprint. Also, overshadowing of Spencer Street, William Street, the proposed road reserve, and built form within Lot B3 to the site's west is significantly increased with the proposed tower form.

67m building height is applied to the Western and Easter towers on William Street and proposed through site street interface. The location of the four storey podium topped with a 20 storey tower against the western boundary does not achieve adequate sunlight access and does not provide sufficient communal open space between buildings.



Current Master Plan tower forms



Submission proposed tower forms

Impact of Proposal

The three proposed consolidated towers and increase of overall building heights within the site will lead to further overshadowing of Spencer Street, William Street, the proposed road reserve, and built form within Lot B3 during active morning hours.

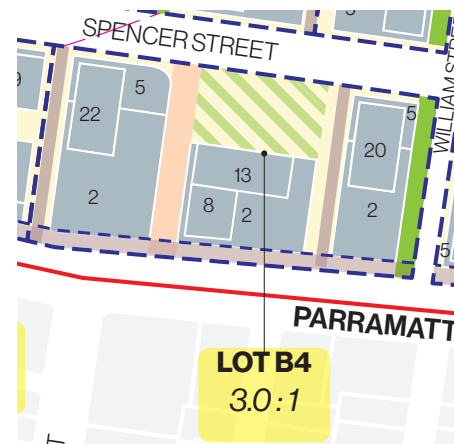
The scheme does not demonstrate solar compliance to ADG. Overshadowing and any potential increases to overshadowing should be minimised or avoided.

The mid-block facing Spencer Street will create a plaza that is internal to the development and physically disconnected from Spencer Street. This will create a confusing hierarchy of public spaces and reduce activation of Spencer Street. Activation of Spencer Street is a priority of PRCUTS and of the desired future character for the precinct.

The proposal features one storey of retail use on ground floor and one storey of commercial use above, aligning with recent amendments. The uses on the remainder of the two storeys of the podium need to be provided.

Recommendations

- The proposed alternative built form and layout is supported, pending implementation of the revised Master plan built form.
- The central mid-block along Spencer St. should be removed and floor space allocated to the residential towers. This will increase feasibility and activate Spencer Street by providing a public space that is connected and contiguous with Spencer Street.
- The floor space should be reallocated to the residential towers. This scenario was tested as part of this review and achieves the PRCUTS FSR. The height and location of the towers also minimises overshadowing impacts to the buildings on the south side of Parramatta Road.
- The built form testing and revised Master plan layout also gave consideration to the redistribution of retail / commercial GFA to achieve the proportion of each as recommended by Council's feasibility assessment.
- In addition to the through-site link required by PRCUTS, two additional through-site links should be proved to assist pedestrian movement, and permeability and connectivity.





235 PARRAMATTA ROAD

Description of Submission

The submission pertains to the Lot A3 located at:

- 235 Parramatta Road

The carpark is accessed via a through-road which links Parramatta Road to Regatta Road via an easement through the subject site and the commercial properties to the east.

This easement restricts the affected above-ground land from being developed for any other purpose than vehicular and pedestrian movement, parking, and landscaping and electrical works in excess of 0.5m height.

The submission is seeking the following adjustments to the Stage One Kings Bay Master Plan include:

- Allow a total of 6 storeys on the site to an overall height of 21m, which is consistent with the opposite side of Parramatta Road, with setback and articulation that maintain a 5-storey street wall along Parramatta Road.
- Include an additional sixth storey, setback 3m from Parramatta Road to minimise additional overshadowing to Parramatta Road and future development opposite the site.
- Extend the Parramatta Road street wall to a nil setback to the site's eastern boundary to establish continuous street wall along Parramatta Road.
- Abandon the 3m setback to the future Spencer Street proposed under the draft Kings Bay DCP and allow commercial uses to front onto and activate this new street.

- Allow for two levels of commercial uses to extend between Parramatta Road and Walker Street. If this is not considered desirable, greater height should be considered to enable a feasible FSR to be achieved.

PRCUTS Controls

Future Character

The site is located in the Kings Bay Master Plan. There are no proposed active frontages along the Walker Street and Spencer Street frontages.

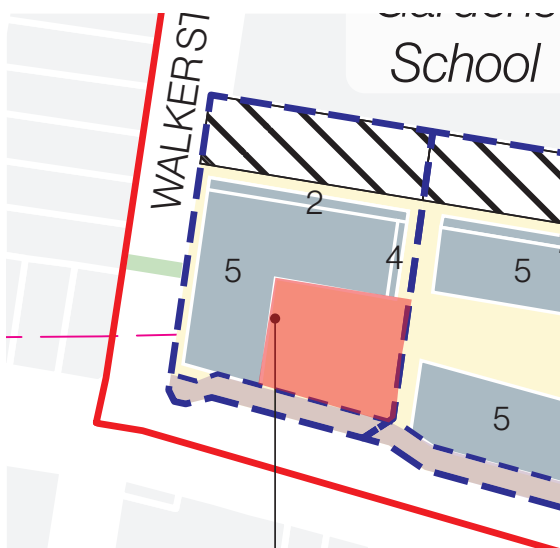
Surrounding proposed built form is primarily medium-rise in character, with a maximum height of five storeys in proximity to Lucas Gardens School.

Setbacks

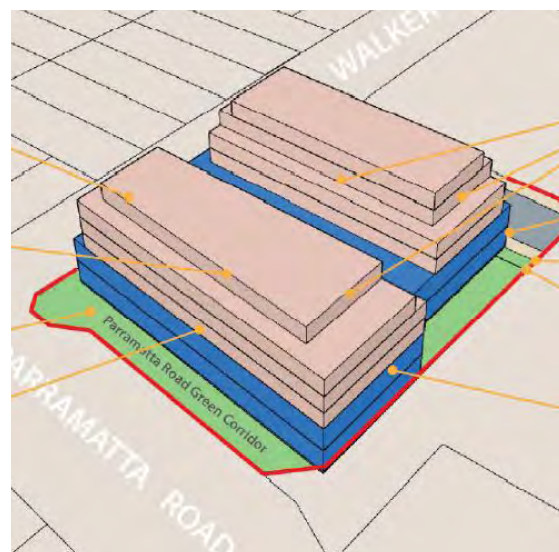
- 18m Road Reserve and easement within the site boundary at its northern interface with Lucas Gardens School, connecting Spencer Street to Walker Street
- 6m public domain setback along interface with Parramatta Road in addition to a variable TfNSW road widening setback
- 3m setback to Walker Street and Road Reserve at ground level
- 3m upper level setback along north interface with ADG setback along the eastern boundary.

Building Heights and FSR

- FSR of 1.3:1
- Maximum building height of 19m or five storeys, with a suggested two storey podium.



Current master plan for Lot A3, with easement (red)



Submission proposed master plan for Lot A3

Urban Design Assessment

The Stage One Kings Bay Master Plan has allowed for the easement in the location of proposed building envelopes to remain.

The submission furthermore proposes that the permissible FSR for Lot A3 should be increased from 1.6:1 to 2.2:1 as was proposed in the *PRCUTS Planning and Design Guidelines*, alongside a proposed height increase of one storey, to a maximum building height of 21m or six storeys.

The submission seeks to justify on the basis that the easement will be removed prior to the finalisation of the LEP and the developable area of the site thus increases. The additional storey is proposed to be applied only in conjunction with achieving Design Excellence.

The easement will continue to be necessary until such time as land with a frontage to Parramatta Road is redeveloped. The building envelope and footprint should therefore be based on the site area exclusive of the easement.

The submission's proposed envelope suggests two storeys of commercial land use, in opposition to the planning proposal's controls for the R3 zone, which allows only a single storey of commercial at ground level.

Future Character

The western Kings Bay Residential Nexus is characterised by primarily medium-rise residential premises, with active frontages to Parramatta Road.

The submission's proposed envelope does not impact the future character of its locality, and is consistent with the proposed heights and densities present within the Residential Nexus.

Bulk and Scale

Until such time as the easement is no longer needed and ultimately extinguished by all affected landowners, it is premature to assume its removal. The building envelope and footprint should therefore be based on the site area exclusive of the easement.

The proposed two storeys of commercial premises sought in the submission is not supported, and is not consistent with the R3 zone planning controls, which allow only one storey of commercial fronting along Parramatta Road. The Stage One Kings Bay Master includes only one storey commercial.

Impact of Proposal

The proposed reduced setback to nil along the northern road reserve would have a significant impact on the future character of Spencer Street as a pedestrian and residential boulevard, and its overall east-west consistency.

The addition of an extra storey is also inconsistent with the surrounding building heights and would exceed the heights recommended in PRCUTS.

Introducing a more consistent 5-storey street wall along Parramatta Road, would be a desirable outcome as it would mirror proposed development to the site's east. However, the existence of the easement on the Parramatta Road boundary makes this unachievable until such a time as the easement is removed.

Lacking a residential frontage on Parramatta Road will require frontages on both Spencer Street and Walker Street.

Recommendations

- Until such time as the easement is no longer needed and ultimately extinguished by all affected landowners, it is premature to assume its removal. The building envelope and footprint should therefore be based on the site area exclusive of the easement.
- A maximum building height of 19m should be maintained as a standard site control, to ensure consistency for the building heights in this part of the precinct and in line with PRCUTS.
- Parramatta Road interface to have a nil setback, not including the existing Green Edge setback, to ensure a consistent street-wall aligning with development to its east.
- The 3m setback along Spencer Street is to be maintained, to ensure a consistent street-wall along the Road Reserve, and to maintain its character as a residential frontage and pedestrian boulevard with space for planting.
- Allow only a single level of commercial at ground level, consistent with the R3 zoning controls.

51-73 PARRMATT A ROAD & 31A-43 QUEENS ROAD

Description of Submission

The submission pertains to the amalgamated Lot F2 at the addresses:

- 51-73 Parramatta Road
- 31-A-43 Queens Road

The proposed master plan included in the submission for the relevant site includes two options which constitute the Lot F2, as well as the adjacent addresses 9-29 Courland Street with which the land-owner wishes to amalgamate.

The scheme exceeds the maximum building height and desired FSR as outlined in the Stage One Kings Bay Master Plan by up to an additional 18 storeys in height along the site's western interface, with an FSR increase of 1.8:1 to a proposed 3.45:1.

The proposed massing of built form differs significantly from the Stage One Master Plan, with an approximately 115m street-wall along Parramatta Road, staggered apartment buildings parallel to Courland Street, and a broken street-wall along Queens Road.

The submission presents an alternative master plan for the Lot F2 with modified plan, heights, and setbacks, which recommends:

- Properties 9-29 Courland Street be rezoned as part of Stage One in alignment with the submission by relevant land-owners, and thus amalgamated into Lot F2.
- Non-residential land use within the R3 zone to be permitted above ground level.

- FSR of Lot F2 to be increased due to proximity to Metro.
- Adoption of either of two master plan options for the relevant site prepared by Bates Smart, including a maximum height increase of 10-18 storeys, an FSR increase of 1.8:1 to 3.45:1, and a modified built form layout.

PRCUTS Controls

Future Character

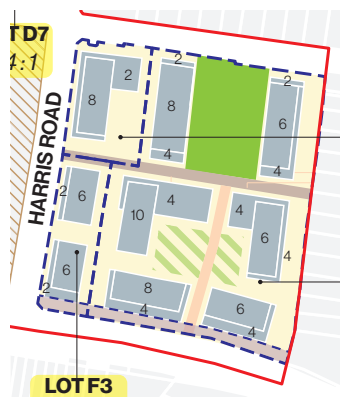
The site is located within the Residential Nexus, characterised by a diversity of building typologies supporting a relatively dense residential population. Built form east of Harris Road lacks activated frontages at ground level, unless facing directly onto Parramatta Road.

Setbacks

- 4.5m Setback to Queens Road
- 12m Setback to adjacent Courland Street properties
- 6m public domain setback along interface with Parramatta Road in addition to a variable TfNSW road widening setback
- Varied 3m to 6m Upper Level Setbacks above 2-4 storeys
- 6m Upper Level Setback to Parramatta Road above two to four storeys

Building Heights and FSR

- Maximum building height of 28m or approximately 10 storeys
- Desired FSR of 1.8:1



Current Master Plan



Option 1



Option 2

Urban Design Assessment

The current contextual and urban design response of the proposed scheme outlined in the submission is poor and unacceptable in terms of height and public domain approach.

The submission's landscaping strategy includes the removal of dedicated public open space on Queens Road and the public through-site link to Parramatta Road has been removed. However considerable semi-public open communal space is proposed.

The procurement of dedicated open space along Queens Road which is immediately accessible to the public domain is an essential asset to the future Kings Bay community, which lacks open space comparable to surrounding precincts. While the scheme does provide communal space within the centre of the site, it does contrary to the initial Master Plan, creating semi-public open space in exchange for removal of the Queens Road park which is not easily and clearly publicly accessible.

Future Character

The proposal outlined in the submission significantly increases maximum building height and includes the relocation of the Queens Road park open space to within the centre of the site.

This total increase in height will have a significant impact on the precinct's desired future character, increasing its westerly towers from eight storeys to 18-26 storeys, introducing a high-rise building typology otherwise found west of Rosebank College within the centre of the precinct.

Though there is precedent within the precinct for taller building heights, the Lot F2 is located in the R3 Residential zone, rather than the B4 Mixed Use zone, and at the transition between the maximum 20 storey centre Lot C, and adjacent residential single dwellings to the precinct's east.

As a result, a significant increase in height will introduce considerable difference between adjacent residential properties and the precinct, negatively impacting the existing character of the surrounding locality, and shifting scale and height away from the central Lot C.

Proposed commercial GFA proposed is not consistent with the site's R3 zoning, and is likely to shift commercial activity away from Spencer Street if enacted, and diminishing its residential character.

Bulk and Scale

The submission's proposed master plan does not align with ADG required setbacks along the western boundary, lacking the 12m setback control for developments above eight storeys. To achieve this outcome, the submission's proposal will likely require a reduced building footprint to accommodate for this setback.

Furthermore the considerable difference in building height between Lot F2 and the adjacent Lot F3 (six storeys and 18-26 storeys respectively) contributes to significant overshadowing during morning to midday hours towards the site's west, driven by lack of building separation, setbacks, and excessive height.

Significant overshadowing to the west would result from either option, with the reduction in maximum building height found in option 2 not negating the issue. At such a height, overshadowing of Rosebank College is likely and is unacceptable.

The proposed built form along the site's eastern extent towards Courland Street presents an acceptable transitional height towards the adjacent residential low scale, low density dwellings, maintaining the proposed maximum building height of 17m and in option 1, the maximum building height of eight storeys to the east.

Impact of Proposal

The proposed heights, FSR and building layout proposed in both alternative schemes represent unacceptable urban design outcomes.

The proposed four-storey built form towards Courland Street is supported. However, the building heights of the western buildings will create significant overshadowing to the site's west and south including the six storey developments within Lot F3, and the adjacent Rosebank College. Alongside the seven storey proposal for Lot F1, this leaves Lot F2 with very little access to morning/mid-day solar access.

It is unclear if the proposed open space within the site is to be publicly accessible or private as it is surrounded on all sides by private built form and it lacks a clear public domain interface to Queens Road, which is a requirement of PRCUTS.

Recommendations

- The proposed schemes are not supported.
- The proposed heights and FSRs in both proposed alternative schemes are excessive and would have adverse impacts on the surrounding area, including overshadowing of properties to the west and south.
- The proposed four-storey built form towards Courland Street is supported.
- Relocation of Queens Road park open space is not an acceptable outcome as it is unclear whether the proposed park is private or publically accessible, as it lacks a Queens Road public domain interface.
- The interface with Parramatta Road requires a break in built form at through-site link for resident quality of life and permeability.
- The proposed increase in commercial GFA is not supported, as it is not consistent with R3 zoning, and is likely to shift commercial activity away from the precinct's town centre. Activation of the town centre is a priority for creating the desired future character of the precinct.

255-271 PARRAMATTA ROAD

Description of Submission

The submission pertains to a property located outside of the Stage One Kings Bay Master Plan study area at the address:

- 255-271 Parramatta Road

The proposed master plan for the amalgamated site includes two 24 storey towers situated along Taylor Street and Walker Street with shorter six storey mid-rise towers mediating between each high-rise, Parramatta Road, and the proposed Spencer Street extension.

While there are currently no additional proposals for the site currently endorsed by council outside of the initial PRCUTS Planning and Design Guidelines, maximum building height and FSR controls will be reconsidered during stage two of the Kings Bay Master Plan.

This site is included as part of the Stage Two study area within the western half of the Kings Bay Precinct, and includes an indicative master plan which aims to guide development of the site within the Stage Two master plan including

- Amalgamation of the relevant site with the northerly addresses 2-8 Taylor Street and 1-7 Walker Street.
- Extension of Spencer Street through 7 Walker Street and 8 Taylor Street as a proposed shareway.
- Reduction of Spencer Street extension width of 18m road reserve to a 12m shareway.

- An increase in maximum building height from the four storey height outlined in the PRCUTS Planning and Design Guidelines to a height of 25 storeys.

PRCUTS Controls

Future Character

The site is located outside of the Stage One Kings Bay Master Plan study area adjacent to the western Residential Nexus, which is characterised by primarily low-mid rise residential development, lacking active frontages. Currently the surrounding locality consists of single dwellings located along local roads. The site faces Parramatta Road at its southern interface.

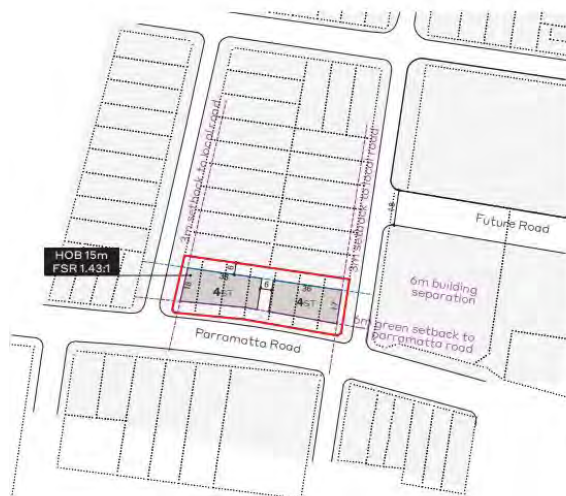
Setbacks

- 6m public domain setback along interface with Parramatta Road in addition to a variable TfNSW road widening setback
- Additional setbacks to be determined in Stage Two Kings Bay Master Plan

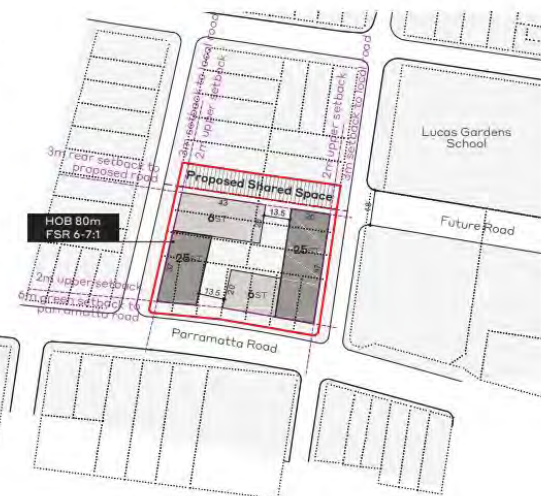
Building Heights and FSR

- 17 m maximum building height outlined in PRCUTS Planning and Design Guidelines approximately four storeys.
- Additional building height and FSR controls to be determined in Stage Two Kings Bay Master Plan

Current Controls



Contemplated Controls



Urban Design Assessment

In accordance with existing controls outlined in the Stage One Kings Bay Master Plan, a maximum height of 26 storeys for the relevant site is unlikely to align with the desired future character of the precinct, being located in close proximity to the Residential Nexus character area, yet exceeding heights displayed in the Kings Heart precinct.

Though initially the site's maximum height control had been limited to 17m, further exploration and testing will establish a more appropriate height limit.

Furthermore, the submission's proposed FSR of 6-7:1 has no precedent within the Kings Bay Precinct and would result in a level of density which does not align with the precinct's future character.

Though the submission justifies this increase in density in relation to the precinct's proximity to two Sydney Metro West stations, it displays a poor urban design response.

The submission presumes an extension of Spencer Street through Walker Street towards Taylor Street, but proposes that it be integrated as a shareway rather than as a road reserve, with a reduced width of 12m. This would slightly increase yield of both the relevant amalgamated site and development to its north, while providing a strong east-west link from the adjacent school.

The functionality and suitability of this road extension will be explored as part of the Stage Two Kings Bay Master Plan.

Amalgamation with properties to the site's north responds to the amalgamation pattern present throughout the rest of the Kings Bay Precinct, creating a consistent street grid separated by Spencer Street to the north.

While this amalgamation provides a significant potential offset from Parramatta Road for taller built form, the proposed master plan for the site locates this increased building height along its southern interface.

Future Character

While the desired future character of the stage two study areas is yet to be determined, the site's proximity to the Residential Nexus and to Cintra Park to its west make it unlikely that a high-rise development will respond successfully to the site's future context.

Bulk and Scale

The proposed master plan for the site currently does not align with ADG requirements, consisting of a 13.5m separation between the two 25 storey high-rises and supporting six storey towers. While this separation is appropriate according to the ADG if neither face is habitable, this is unlikely due to interior easterly orientation.

To achieve such a separation, no easterly-facing interior wall may contain a habitable room.

Furthermore, the proposed scale of development does not align the massing pattern found throughout the precinct, with greater height located within the Kings Heart character area, while the site is found at the periphery.

Impact of Proposal

The proposed two 25 storey towers located within the relevant site have no precedent within the Kings Bay precinct, other proposed envelopes of a similar height being farther off-set from Parramatta Road.

This offset reduces potential overshadowing of residential properties located on the southern side of Parramatta Road. Though the two 25 storey towers have been oriented to limit overshadowing, their height is not consistent with the desired future development within its immediate context.

Recommendations

- We generally support the proposed amalgamation of lots, however this outcome will be explored as part of the Stage Two Kings Bay Master Plan
- Potential maximum building height and desired FSR will be explored as part of the Stage Two Kings Bay Master Plan, however it is unlikely that 25 storeys height will be supported.
- We support the extension of Spencer Street westwards through to Taylor Street as part of the Stage Two Kings Bay Master Plan, and will explore its suitability as a shareway rather than as a road reserve.

129-153 PARRAMATTA ROAD & 53-75 QUEENS ROAD

Description of Submission

The submission pertains to the amalgamated Lot C within the Stage one Kings Bay Precinct Master Plan study area including the addresses:

- 129 – 153 Parramatta Road
- 53 – 75 Queens Road

The primary concern raised in the submission is the feasibility and functional deficiencies relating to the provision of retail within the current proposed built form and reduced building height in Stage one Kings Bay Master Plan and its inconsistency with the intended outcome sought by the PRCUTS controls.

The submission's proposed amendments to the Stage One Kings Bay Master Plan include:

- Reinstatement of maximum building height to 80m to be consistent with the PRCUT Ministerial Direction 1.6, to realistically achieve the proposed the FSR of 3.0:1
- Proposed extension of Spencer Street to be conceived of as either a publicly accessible but privately owned road, or a public road with a private stratum underneath to achieve the delivery of a retail offering consistent with a functional neighbourhood centre
- Alternatively, if Council prioritises the street layout and its public dedication as outlined in the proposed controls, accept a reduced retail quantum on the site and amend the building heights to 80m.

PRCUTS Controls

Future Character

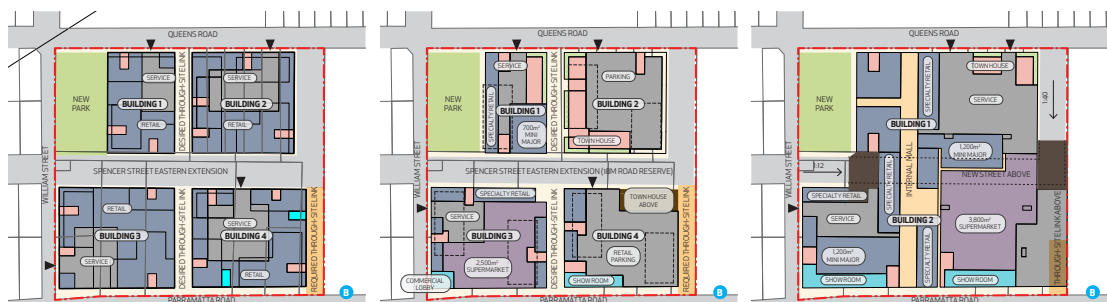
The site is located within the Village Hub - a new local neighbourhood hub focused around Spencer Street set out in the Council's Draft Stage 1 PRCUTS Kings Bay Precinct Local Character Statement, which also identifies it as having warehouse character. The Warehouse area is characterised by large format retail tenancies and residential flat buildings.

The PRCUTS envisaged public domain enhancements to the site includes:

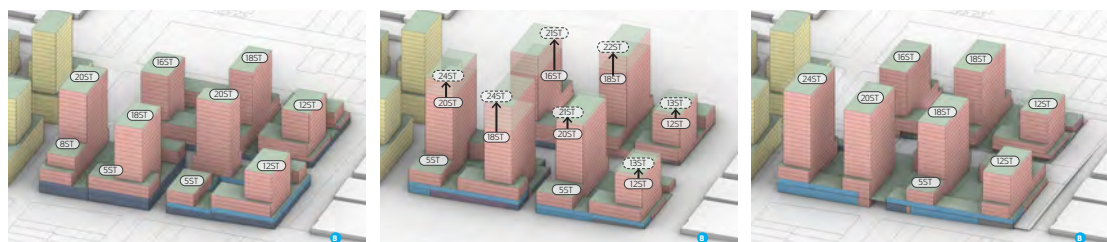
- 6m green edge setback to Parramatta Road to provide walkable environment and street tree canopies in addition to a variable TfNSW road widening setback
- Through-site link from Queens Road to Parramatta Road along eastern boundary
- Extension of Spencer Street for through site vehicular road

Setbacks

- General 3m setback to Queens Road, new road reserve of Spencer Street extension, and new through site pedestrian link to adjacent College
- 6m public domain setback along interface with Parramatta Road in addition to a variable TfNSW road widening setback
- 3m setback to William Street for active frontages



OPTION 1 - COUNCIL SCHEME AS EXHIBITED
OPTION 2 - EXPECTED OUTCOME OF COUNCIL SCHEME
OPTION 3 - AS PER #2, WITH HEIGHT INCREASE TO REACH 31
OPTION 4 - ALTERNATIVE OUTCOME RECOMMENDED TO ACHIEVE A FEASIBLE NEIGHBOURHOOD RETAIL DEVELOPMENT



Building Heights and FSR

- Height: 19-80m
- 3.0:1 FSR

Urban Design Assessment

The submission proposes two alternative urban design solutions. Both options increase the building heights recommended in the Kings Bay Masterplan, which are based on achieving the PRCUTS 3:1 FSR and minimising adverse impacts on the surrounding area, especially overshadowing.

The proposed zoning of the land requires non-residential ground floor uses (i.e., entries, retail, light industrial and commercial uses). Feasibility testing demonstrated that the FSR, in conjunction with the commercial development, required infrastructure, affordable housing etc. is viable.

The proposed Option 4 includes a retail precinct beneath the proposed Spencer Street east extension, which would be raised to accommodate the retail precinct at ground level. This would result in creation of an enclosed retail 'mall' isolated from the main pedestrian heart of the Kings Bay Precinct.

Further, the roadway is to be dedicated to Council in return for the uplift. Option 4 would result in the dedicated land encompassing a portion of the enclosed retail space below. The raised roadway would likely result in ongoing maintenance issues for Council to maintain the retail space below. It would also require the construction of contained deep-soil containers at the level of the roadway above, which Council would be responsible for maintaining. The constraints in constructing adequate water-proofed deep-soil beds would also likely constrain the delivery of Councils' 25% tree canopy target.

Future Character

The character of the precinct is based on creation of an elongated pedestrian experience along the length of Spencer Street, which is to be open to the sky, tree-lined and activated by fine-grained retail outlets on either side.

Raising the eastern extension to Spencer Street is inconsistent with the desired future character, by subdividing the pedestrian 'high street' and creating a vertical hierarchy of spaces. The enclosed retail precinct is also inconsistent with the desired future character, which is based on the creation of an open-air tree-lined shopping experience.

Bulk and Scale

- The submission proposes two alternative urban design solutions that include towers ranging from 12-storeys to 23-storeys. The proposal would not comply with solar access to the southern side of Parramatta Road as per ADG requirements. The 12 to 13 storey towers to the eastern most side of the site would also result in overshadowing and visual impacts to Rosebank College.
- The Masterplan undertook built form modelling based on maxing out the PRCUTS 3:1 FSR for the subject site and minimising adverse impacts on the surrounding area, especially overshadowing. The maximum tower heights range from 5-storeys next to Rosebank College up to 24 storeys towards the centre of the Kings Bay Precinct. These have been modelled to achieve the maximum FSR, SEPP 65 compliance and adequate solar access, especially to Rosebank College and the southern side of Parramatta Road.
- The revised master plan is considered to strike the right balance between facilitating the permitted density contemplated by PRCUTS and minimising impacts on the surrounding locality.

Impact of Proposal

Both Options proposed in the submission would result in adverse overshadowing of the surrounding area, especially of the south side of Parramatta Road and Rosebank College.

The proposed Option 4 creates an isolated and segregated enclosed retail 'mall', which would be isolated from the main pedestrian heart of the Kings Bay Precinct and break the continuous retail experience intended for the whole length of Spencer Street.

The Masterplan has been revised to illustrate one storey of non-residential uses (ground floor) and increase the relative proportion of residential GFA on the site, consistent with feasibility advice. The resultant FSR is consistent with PRCUTS.

The proposed roadway may be required to accommodate school drop-offs and pick-ups and the movement of school buses. Raising the level of the roadway would impact on the easy and safe interaction and movement of traffic (including buses) and pedestrians (including students).

The building layout and street/laneway pattern should adhere to the Masterplan (and Public Domain Plan and DCP) to ensure that the public domain is consistent with the desired future character, integral with the rest of Spencer Street to ensure the entire length of Spencer Street is activated, to ensure safe and efficient movement of pedestrians and vehicles, and to ensure urban design outcomes minimise overshadowing, especially of Rosebank College and the south side of Parramatta Road.

Recommendations

- The quantum of retail and residential floor space across the site was tested at 3.0:1 FSR and considered for urban design and feasibility outcomes. Council's option achieved 3.0:1 FSR with feasibility, including for the proposed residential and commercial floor space.
- The submission's alternative scheme (Option 4) is not supported due to associated impacts on surrounding properties, including visual impacts on and overshadowing of the adjacent Rosebank College, and overshadowing of the southern side of Parramatta Road.
- The proposed enclosed through-road and internal mall are not supported as these are contrary to creating an activated streetscape, which is a priority for the precinct to create the desired future character.
- The building layout and street/laneway pattern in the Master plan (and Public Domain Plan and DCP) should be followed to ensure an activated public domain, movement of pedestrians and vehicles (including possible school buses), and urban design outcomes that minimise overshadowing, especially of Rosebank College and the south side of Parramatta Road.
- Heights should be concentrated at the western part of the site to minimise impacts on Rosebank college and heritage item.
- Overshadowing analysis was undertaken to ensure that land on the southern side of Parramatta Road continues to achieve adequate solar access.



2-12 SPENCER STREET & 79-81 QUEENS ROAD

Description of Submission

The submission pertains to the area within Lot B5 in the Stage one Kings Bay Precinct Master Plan study area including the addresses:

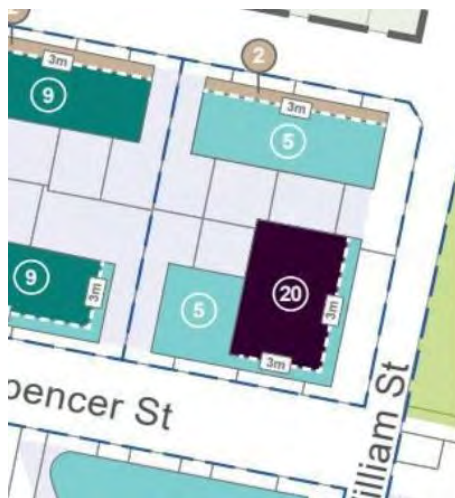
- 2-12 Spencer Street
- 79-81 Queens Road

The submission expresses concern that placing a minimum site area requirement in the LEP that forces negotiation with an adjoining owner to facilitate a shared podium with no certainty of outcome, may not deliver the development and the planned community infrastructure. The submission stated that the owner of the neighbouring site at 10-12 Spencer Street seems to not want to participate in the planning or redevelopment process or to sell.

Therefore, the submission seeks the following changes:

- Amend amalgamated Lot B5 (area 17 in LEP) to exclude the land at 10-12 Spencer Street, Five Dock
- Add a site specific LEP sub clause in the LEP Table 2 of Minimum Site Area and Minimum Infrastructure that permits development on the subject site with consent to achieve a height of 67m and FSR of 3:1 if the required community infrastructure is delivered
- Amend the Building Envelopes Plan in the draft Kings Bay DCP to avoid the tower form with common podium (across the Taylor site and 10-12 Spencer) and locate the future 20-storey tower entirely on the subject site.

The submission proposes:



- Approximately 100 dwellings in 1 x 5 storey and 1 x 20 storey building with an approximate total FSR of 3:1
- A shared basement parking accessed from Queens Road with flexibility to provide future basement access to 10-12 Spencer Street
- Party wall to 10-12 Spencer Street to enable future development to occur in accordance with the urban vision for King's Bay up to an approximate FSR of 2.5:1 and five storeys.

PRCUTS Controls

Future Character

The site is located in Lot B5 of Stage one Kings Bay Precinct. It is a prominent corner site with frontages to Spencer Street, William Street and Queens Road. It is within the Kings Heart character area. The area is characterised by fine grain frontage retail with residential above and urban plaza.

The current proposal of Lot 5 outlined in Stage One Kings Bay Master Plan accommodates a 20-storey residential tower and five storey residential building with two storey street walls that provide a transition to Five Dock leisure centre.

The key characteristics of the subject site set out in PRCUTS include:

- Mixed use zone with maximum 80m building height on site
- Spencer street as a pedestrian prioritised place facilitating social activities interface with active recreational and retail frontages



Figure 4 Area 17 DCP Building Envelope Plan - Council Draft (left) and Proposed Alternative Option (right)

Source: Draft Kings Bay DCP & Plus Architecture

Comparison of current Master Plan and submission proposal

- Shared or dedicated cycleways through William Street and Queens Road connecting Parramatta Road to key open spaces
- Wide street setbacks on William Street to deliver a generous open space linking residents from the parkland north of the precinct through its commercial centre and south to transport hub of Parramatta Road

Setbacks

- 3m building setback to Spencer Street and Queens Road
- 8m setback to William Street
- Additional 3m upper-level setback from Spencer Street, William Street and Queens Road

Building Heights and FSR

- Height: 19 - 67m. Maximum building height of 67m which equals to 20 storeys
- FSR of 3.0:1

Urban Design Assessment

Future Character

The desired future character of the subject site is defined by destination retail at ground level, commercial employment opportunities within the five storey podium.

The scheme is consistent with the 8m William Street linear public open space and 3m wide public domain enhancement to Queens Road and Spencer Street as outlined in current Master Plan.

The 5-storey and 20-storey buildings are consistent with the built form parameters envisaged by the Planning Proposal and draft DCP. Therefore, the proposed amendments will have little impact on the future character of Lot B5 and its relationship to immediate context.

However, excluding 10 - 12 Spencer Street from Lot 5 may limit the site's development capacity to achieve the level of development envisaged under PRCUTS or result in the site not be redeveloped.

Bulk + Scale

The submission retains the current FSR of 3:1 set out in PRCUTS and the Master Plan. It is noted that the building depth has been reduced for the tower. With reduction of the building footprint, the scheme needs to be future tested to demonstrate that it achieves the targeted FSR.

No building separation is necessary where building types incorporate blank party walls. The submission argues that a party wall to 10-12 Spencer Street enables the future development to accommodate a five-storey building in accordance with the urban vision for King's Bay with approximate 2.5:1 FSR. However, there is no information on the aspiration of the development at 10-20 Spencer Street from the owner. The 20-storey tower will not comply with ADG minimum setback requirements and building separation on the proposed de-amalgamated site without the proposed party wall.

The Taylor Site is subject to flooding, with flood prone land extending to Queens Road, William Street and Spencer Street. Basement car parking will require careful consideration and may not be possible. Above ground parking could be sleeved with active uses or considerable façade treatment to shield the car parking from the street.

Impact of Proposal

If the requested subdivision of the amalgamated lot were able to achieve the building height, FSR controls, frontages and public domain enhancement recommended in the Masterplan, the proposed development would have little impact on the relationship of Lot 5 to its immediate context and would differ only partially from the current master plan envelope.

Splitting amalgamated Lot B5 to exclude the land at 10-12 Spencer Street would reduce significant adverse outcomes on part of the land. The proposal would result in a 1.5:1 FSR on 10-12 Spencer Street and 3.85:1 FSR on amended Lot B5 (2-8 Spencer Street and 79-81 Queens Road). The FSR on proposed Lot B5 exceeds the desired outcome, while falls short of the proposed 3.0:1 FSR on the excluded Lot. This may have an impact on funding and delivering of community infrastructure.

The requested subdivision cannot be achieved as ADG and BCA requirements cannot be met. Furthermore, this proposal would require to include a blank party wall at the boundary between the two subdivided Lots, which would create undesirable visual impacts for the precinct.

Recommendations

- Built form testing was undertaken to recalculate the floor space ratio based on the areas of the proposed new lots, with no increase in net FSR. However, the proposed splitting of the single amalgamated lot into two amalgamated lots cannot achieved ADG and BCA requirements.
- The proposal would also result in poor design outcomes (extremely narrow floor plate) and potential undesirable visual impacts (blank façade on the western boundary).
- It is important that future development on the Key Site is able to achieve the required setbacks at ground level on William Street and upper level setbacks above podiums fronting William Street. Splitting the site into two development lots would require an additional tower setback to the west, which would need to be at least 3.0m to avoid the need to provide an alternative solution under the BCA. The resultant tower footprint would be significantly compromised.
- Moving the tower to the north of the site is also not supported due to the requirement for lower level buildings to front Queens Road.
- Maintain existing landscaping controls within the street setback and public domain enhancement to ensure that the landscaped character of the Kings Bay precinct is effectively maintained.

8-10 HARRIS ROAD

Description of Submission

The submission pertains to the two residential properties located within the amalgamated Lot F3 located at:

- 8-10 Harris Road

The primary concerns outlined by the land-owners relate to the ability for the land to reach full developmental potential, and request that some of the controls which may limit potential yield be reconsidered, as to allow a more efficient use of the site.

The land-owners express concern that the land cannot reach full developmental potential due to overall PRCUTS DCP controls and those assigned specifically to their site, and request that:

- Landscaping requirements in the R3 zone be reduced so as to not limit the development potential, especially relating to the control that requires at least 50% of front setbacks to be deep soil.
- The maximum building height for Lot F3 to be reconsidered and increased from 22m to 28m aligning with Lot F1 and Lot F2.
- Parking controls to not be considered until a traffic study is completed, noting concern that lack of vehicle accessibility may limit economic viability.

PRCUTS Controls

Future Character

The relevant properties are situated within the Residential Nexus character area of the Kings Bay Precinct, as part of the amalgamated Lot F3. The surrounding block consists of medium-high density residential apartments of up to eight storeys, though Lot F3 is limited to six storeys in height. There are few active frontages throughout the surrounding block, except along Parramatta Road.

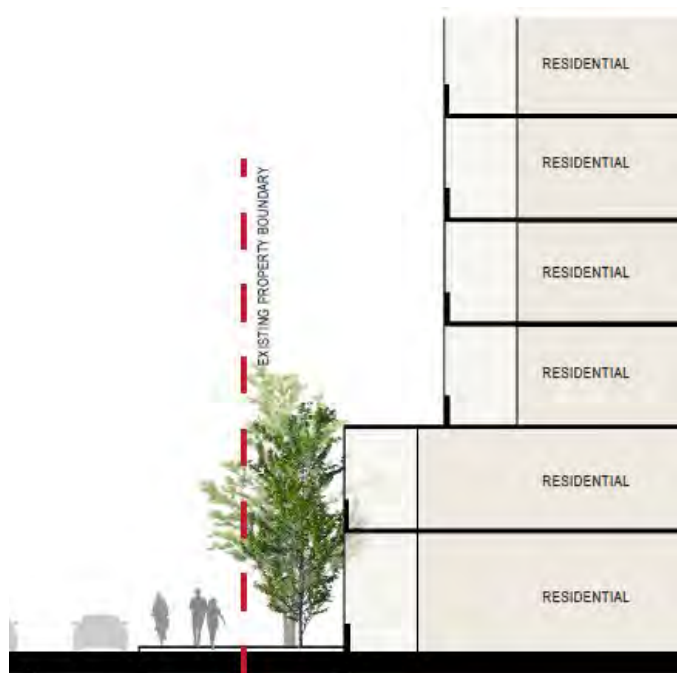
Rosebank College lies immediately opposite the subject lots on the western side of Harris Road. Developments within Lot F3 and Lot F1 have a reduced height in comparison to Lot F2 to reduce scale towards the adjacent school and limit overshadowing during morning hours when the school is most active.

Setbacks

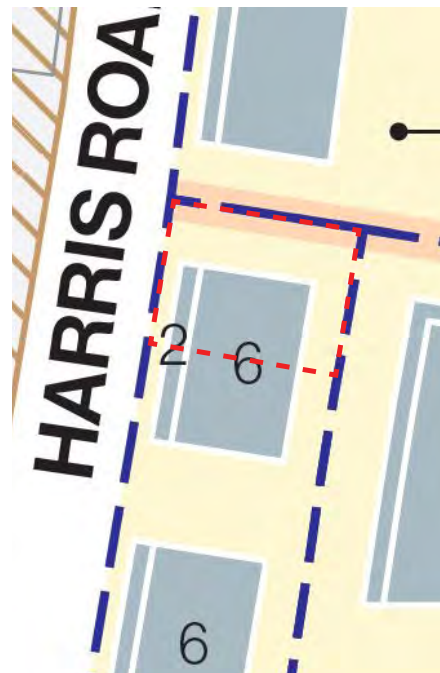
- 3m Setback to Harris Road
- 3m Upper-Level Setback to Harris Road above two storeys.

Building Heights and FSR

- Maximum building height of 22m approximately six storeys, with a 7.5m podium approximately two storeys.
- Desired FSR of 1.8:1.



Proposed street section of Harris Road with front setback and site pictured



Current master plan controls for the site outlined (dashed red)

Urban Design Assessment

The height control of 20m to 22m was adjusted from the initial PRCUTS control of 28m for Lots F1, F2, and F3, to respond to the adjacent Rosebank College, reducing potential overshadowing during morning hours when the school is most active, unlike development further to the west which will overshadow the school largely outside of school hours.

Adaptations to the landscaping and parking controls in the R3 zone apply to the precinct generally, the impacts of which may differ between lots and modify the desired future character of the area, as a result of reduced pavement-adjacent planting and increased vehicular usage.

Future Character

An increase in maximum building height of 8m or approximately two storeys will have little impact on the desired character of the Kings Bay Residential Nexus.

Reduction of landscaping controls, in the R3 zone in particular the 50% deep-soil requirements for front setbacks, will lead to a reduction in the precinct wide canopy and of pavement-adjacent planting. While this will potentially increase activation of the front setback, the deep-soil control for the R3 zone was introduced to enhance the amenity and appearance of the precinct.

As a result, any potential reduction in total landscaping throughout the R3 zone is not acceptable.

Bulk and Scale

Reductions to landscaping controls and the proposed increase in maximum building height to 28m will contribute to an increased yield within Lot F3 and throughout the R3 zone.

This increase in yield will result in a larger potential built form which does not align with the vision for Lot F3, and will not contribute positively to the character of the Residential Nexus.

Impact of Proposal

The proposed increase of maximum building height within the site to the PRCUTS recommended height of 28m will lead to further overshadowing of the adjacent Rosebank College during active morning hours. Overshadowing of the school must be minimised, and any potential increases to overshadowing to be avoided.

Reduction in landscaping controls will reduce total canopy throughout the R3 zone, increasing potential usage of the front setback, but impacting the desired local character of the Residential Nexus.

Recommendations

- The proposed amalgamation is required in order to realise the building heights and densities in PRCUTS and to manage site access and parking.
- Subdividing the Key Site would prevent the realisation of the PRCUTS heights and densities.
- The proposed maximum building height of 20m to 22m for Lot F3 should be maintained, to minimise overshadowing and to ensure continuity of the street wall fronting Harris Road.
- Maintain existing landscaping controls within the front setback to ensure that the landscaped character of the Kings Bay precinct is effectively maintained.





BURWOOD PRECINCT

02

GROUP SA

49-53 PARRAMATTA ROAD

Description of Submission

The submission pertains to the standalone Lot A4 located at:

- 49-53 Parramatta Road

The land-owner Suttons Group, an automotive dealership group, occupies multiple properties along Parramatta Road.

The submission's proposed amendments to the Stage One Burwood-Concord Master Plan include:

- An additional height and floor space bonus (10%-15%) for lots identified as 'Key Sites' which undergo a competitive design process, to off-set land dedications for community infrastructure.
- Revision of built form controls to redact the requirement that "buildings must have a street-wall/podium" to ensure flexibility, as long as design excellence is still achieved.
- Revision of active street frontage controls to allow for flexibility of application, rather than mandating use of the entire ground level.
- Revision of landscaping controls to allow for flexibility of application, allowing for generous planters instead of the mandated deep soil requirements.
- Allowing for a more slender built form coverage of the relevant address, with a decreased ground floor footprint, and thus an increased maximum building height to achieve the desired FSR.

- Allow for alternative ways to manage road noise and natural ventilation by introducing FSR controls which encourage more outdoor open space, the submission suggesting that 'wintergardens' be excluded from FSR calculations for example.

PRCUTS Controls

Future Character

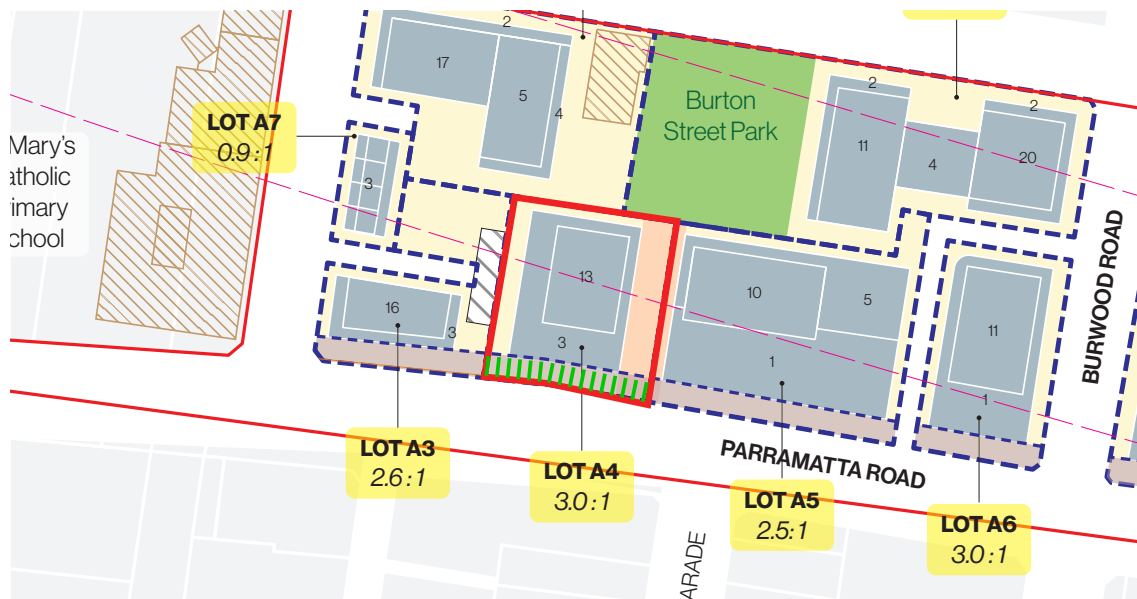
The site is identified as within the Burwood Lanes character area, characterised by shop-top high-rise housing, with an activated retail ground plane, and a commercial-use podium.

Setbacks

- 6m public domain setback along interface with Parramatta Road in addition to a variable TfNSW road widening setback
- 3m setback to northern interface.
- 6m setback to eastern interface.
- 3m upper level setback to north and west above three storeys.
- 9m to 12m upper level setback to south above three storeys.
- 9m laneway dedication at eastern interface.

Building Heights and FSR

- 46m maximum building height, approximately 13 storeys, with a three storey podium.
- Desired FSR of 3.0:1.



Current master plan controls for the site outlined (red) with 6m setback to parramatta road (green)

Urban Design Assessment

The submission proposes amendments to the Canada Bay DCP, to allow for greater flexibility in built form and landscape outcomes for key sites.

While the submission in particular refers to land at 49-53 Parramatta Road, the proposed amendments would not be limited to just the subject site, and would result in amendments to the PRCUTS Stage One DCP controls that currently apply to all relevant PRCUTS precincts.

While the proposed changes may provide benefits for Lot A4, the wide-reaching nature of the proposed changes could have a considerable impact on desired built form throughout the precincts, as many such lots are similarly identified as Key Sites also, and have the same controls.

Specific to Lot A4, the proposed amendments to the DCP controls would allow for a departure from the podium/tower building typology and a ground plane which is not wholly activated, but may accommodate sleeved parking and non-retail land-use.

Throughout the precinct this would allow greater built form variety ensuring that design excellence is met, and an active frontage strategy which is responsive to each building's immediate context independently, though the efficacy of this flexibility cannot be guaranteed for each development, and for each outcome of design excellence.

Amendments would also allow a reduction in deep soil requirements to be off-set by additional planting, and a more varied approach to natural ventilation and noise reduction. Further adaptations to the DCP's definition of gross floor area would allow for additional mediating space between habitable areas and main roads. This would need to be developed with a schematic design to test ADG compliance.

Furthermore the submission requests a revision of the proposed built form envelope specific to Lot A4, identifying that the scale of its podium will not be responsive to the future retail character of the Burwood Lanes area, and that a more slender footprint would be preferable. This however assumes that both the reduction of the mandated tower/podium typology control, and the height allowances under design excellence are both approved. If not a more slender built form may still be applied to the site.

Future Character

The desired future character of the mixed-use Burwood Lanes character area are defined by destination retail at ground level, commercial employment opportunities within the three storey podium (west of Burwood Road), and shop-top high-rise housing.

The submission's proposed amendments to the DCP controls would have little impact on the desired character of the Burwood Lanes if applied solely to Lot A4, however at the precinct scale throughout the three PRCUTS precincts, this would lead to an inconsistency in building typology and an irregular street-wall.

Bulk and Scale

The submission proposes a bonus in FSR and building height allowances for those lots identified as 'Key Sites' in the Stage One Burwood-Concord Master Plan, to which Lot A4 and surrounding properties are included.

These key sites however are already offered additional FSR and building height allowances in exchange for provision of the required community infrastructure. The Stage One Burwood-Concord Master Plan ensures that if Lot A4 is to include community infrastructure, that its FSR will be increased from 1.0:1 to 3.0:1, and that its height be increased from 12m to 46m.

This pathway was developed to allow for increased density whilst ensuring community infrastructure was introduced to the precinct, the assumed FSR and height outlined in the submission originating from this initial bonus.

Thus further FSR and height allowances are unnecessary and are already in effect. Note, however, that the design excellence requirements would still apply.

Impact of Proposal

While the proposed amendments will have little impact on Lot A4's relationship to its immediate context, its modified street-walls, typology, and active frontages would alter the desired future local character. Although it will retain the desired outcomes of the Burwood Lanes character area, its far reaching effects may lead to more significant changes elsewhere. The planning proposal also proposes to grant additional bonus floor space in exchange for provision of sustainability outcomes.

Retaining the site's current building height and FSR controls, as well as frontages to the eastern through-site link and Parramatta Road, will result in potential development differing only partially from the currently proposed envelope.

Recommendations

- Maintain existing FSR and maximum building height controls for all key sites, including those that include community infrastructure.
- Retaining the proposed building height and FSR controls, which are consistent with PRCUTS, as well as frontages to the eastern through-site link and Parramatta Road, will result in potential development differing only partially from the currently proposed envelope.
- Proposed Active frontages should be maintained. A requirement that Active Frontages are to have a commercial floor space of at least 10m depth should be included as a control in the draft DCP.
- Maintain current deep soil and landscaping controls due to ADG requirements and necessity to achieve Council's urban tree canopy target.
- All towers within the Precinct will be required to have a maximum GFA of 750sqm to ensure slender tower forms and a high level of amenity for future occupants.

2-16 BURTON STREET, GROCON

Description of Submission

The submission pertains to Lot B2 within the Stage One Burwood-Concord Master Plan study area located at:

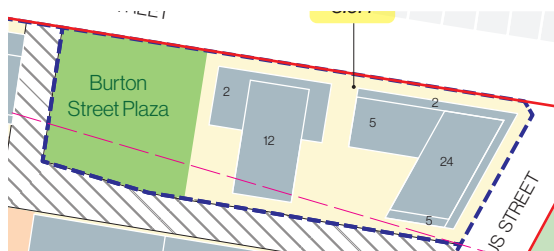
- 2-16 Burton Street
- 1-3 Loftus Street

These properties have recently been transferred from Grocon to Home, with the remainder of the block and the adjacent Lot B1 owned by Sydney Metro as the site of the Burwood North Metro Station.

Grocon and Home propose in their master plan study a re-organisation of Lot B1's current proposed layout, shifting the future Burwood Street Plaza westwards to sit at the intersection between Burton Street and the proposed road reserve, whilst merging the remaining built form into a single building.

The submission maintains the maximum building heights as outlined in the Burwood-Concord Master Plan although the height is proposed to be re-arranged on the site. The submission proposes an increase in the permitted FSR from 3.0:1 to 4.5:1. The submission justifies this on the basis that the development will deliver apartments that are build-to-rent (BTR).

The proposal offers two options, one of which is consistent with by the existing 78m and 42m maximum height controls for the two proposed massings, and a second option with adjusted height controls to introduce an angled building envelope that reduces in height from east to west.



Option 1

PRCUTS Controls

Future Character

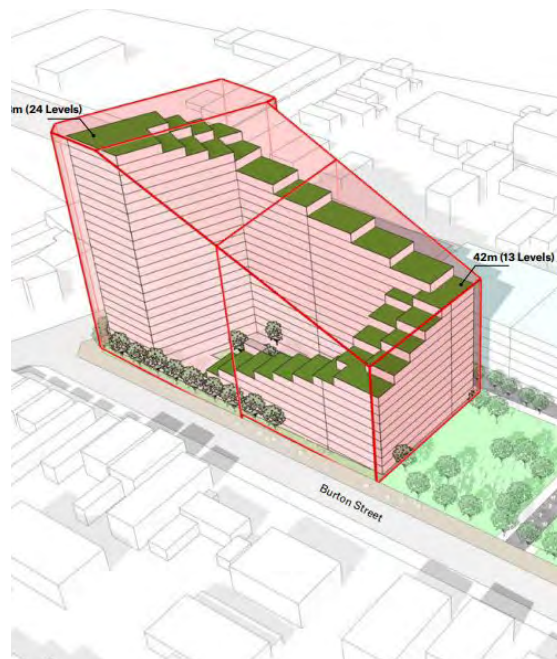
The site is located within the Residential Nexus character area north of the Burwood Lanes. This character area consists of medium-high density residential apartment towers, lacking activated frontages, but opening up onto the proposed road reserve to Lot B2's south.

Setbacks

- 4.5m setback from Loftus Street, Burton Street, and the proposed road reserve at ground level up to two storeys.
- Additional 3m setback upper level setback from Loftus Street, Burton Street, the proposed road reserve, and Burton Street Plaza, totalling a 7.5m setback above 2 storeys.

Building Heights and FSR

- 78m maximum building height applied to eastern tower on Loftus Street interface.
- 42m maximum building height applied to western tower on the proposed road reserve interface.
- Proposed FSR of 3.0:1 for Lot B2.



Option 2

Urban Design Assessment

The proposed Lot B2 consists of two distinct buildings of maximum height 78m and 42m respectively, separated by the proposed Burton Street Plaza, with a road reserve along its southern extent.

Grocon proposes an alteration to this plan, amalgamating the two massings into a single built form for build-to-rent, moving the proposed Burton Street Plaza westwards.

Grocon cite increased overall precinct connectivity, the site's relationship to the future Burwood North Metro Station, reductions in overshadowing, and increased yield and building performance as justifications for the submission.

This would include an increase to the proposed FSR for Lot B2 from 3.0:1 to 4.5:1, and a sloped maximum building height that transitions between the two towers.

Future Character

Lot B2 is situated within the Residential Nexus character area of the Stage One Burwood-Concord precinct. Lacking ground level street activation or active frontages, land use consists of medium-high density residential dwellings, with communal space, lobbies, or services located on ground floor.

The typology of built form within the Residential Nexus is comprised of two storey podiums topped with a series of towers of reducing heights. The current proposal as outlined in the Stage One Burwood-Concord Master Plan features two buildings of this typology which increase in height towards Loftus Street and Concord Oval.

The submission's proposed amalgamation of Lot B2's built form into a single building will have a considerable impact on the future character of the Residential Nexus and of the Metro precinct. This scheme introduces an unbroken street-wall along much of the extent of the proposed road reserve to the south of the site, culminating at its west with the relocated open space.

The unbroken street-wall presents a significant reduction in the permeability of the road reserve, significantly decreasing the potential activation of the retail spaces proposed by Sydney Metro facing onto the road reserve and the park.

Furthermore the continuous multi-storey street-wall interface negates the maximum building height level change from a pedestrian perspective, as the unbroken form would lead to overshadowing of the public domain regardless of height.

However, the repositioning of the proposed Burton Street Plaza to the site's west reinforces the public domain strategy, by creating a park with three public interfaces and a strong connection to the adjacent Metro Station. This increased through-site permeability responds to the desire for a more interconnected overall precinct, effectively linking open space to public domain and surrounding active frontages.

Bulk and Scale

Grocon/Home seek to justify the proposed 4.5:1 FSR on the basis that the land will be developed for build-to-rent and the adjacent Metro land is being developed to only 2.1:1 to 2.5:1 FSR. Grocon had previously sought to submit a joint proposal with Metro to achieve a shared vision and 3.0:1 FSR across the two sites. However, this did not eventuate and Grocon/Home are now seeking to still achieve the development yield as previously sought but on their land only, which equates to 4.5:1 FSR.

The combining of Lot B2's built form into a single building envelope as proposed by the Grocon submission will increase the site's overall yield and developable area, as the size of Burton Street Plaza is slightly reduced and the applicable setbacks are reduced to a single open space interface.

The total yield of the submission's combined developable area is approximately 4070.5m², an increase of 514.5m² over the Stage One Master Plan's developable area of approximately 3556m² at ground level.

The area of the open space is reduced by approximately 44m². This reduction is minor and will not impact the viability nor character of Burton Street Plaza.

Heights are utilised within the ADG to minimise site coverage and to provide generous separation between buildings. By producing a singular built form without separation on-site, the submission significantly reduces the permeability of the surrounding street-scape. The continuous wrap-around built form is also unlikely to be able to be ADG compliant, including for cross-ventilation and solar access requirements.

Furthermore, the sloped varied maximum building height as proposed in support of option two is not acceptable, as it significantly increases the permissible height of much of the built form, whilst maintaining the maximum building height of 78m where this height is already proposed, leading to significant overall uplift.

Impact of Proposal

Overshadowing of the proposed road reserve and of the Metro Station site to the south is significantly increased by merging the two separate towers proposed for Lot B2. By ignoring the building separation recommended by the Stage One Master Plan, the Metro Station site to the immediate south are denied access to northerly views and midday natural lighting.

The 4.5:1 FSR equates to 50% more development than envisaged under PRCUTS. Accommodating the development within a single building will result in an excessive bulk and scale. The continuous wrap-around layout for a building that steps up in height from 42m to 78m is also unlikely to be ADG compliant.

Relocating the park from centrally within the site to the western side will create a more activated public space, as it this allows it to be more integrated with the future Metro entryway.

Recommendations:

- Relocation of the park is supported pending compliance with the built form controls for the remainder of the site recommended in the revised master plan to ensure the outcomes are acceptable in terms of overshadowing, pedestrian and traffic movement, public domain activation, and building envelope. Relocation of the park will enable creation of a more activated public space that is closely integrated with the future Metro entryway.
- The built form and density proposed is unacceptable due to a poor urban design response, overshadowing of adjoining properties and a poor pedestrian interface, as a result of excessive building scale and length. The 4.5:1 FSR is not consistent with the PRCUTS Planning and Design Guideline and the proposed single building mass will result in an excessive bulk and scale that is unlikely to be able to be ADG compliant.
- Additional DCP controls will also be required to be implemented to ensure that the final built form achieves an acceptable urban design response, including building separation, civic space, and through-links.



19 BURTON STREET

Description of Submission

The submission pertains to the St Lukes Anglican Church located immediately north of the proposed Burton Street Plaza at the address:

- 19 Burton Street

Though the site is not located within the Stage One Burwood-Concord Master Plan study area, it is positioned to be developed as part of the Stage Two Burwood-Concord Master Plan, and should be considered in relation to the location of the Burton Street Plaza to its south.

The submission proposes two options regarding the site and the plaza's future:

- The size and location of Burton Street Plaza should be modified as to reduce potential overshadowing of the Plaza when the 19 Burton Street site is eventually developed.

or;

- If the location of Burton Street Plaza is to be maintained, then a through-site link that provides a strong link between the Metro Station and the Anglican Church becomes important, breaking the bulk of the south Burton Street block and ensuring overall porosity.

PRCUTS Controls

Future Character

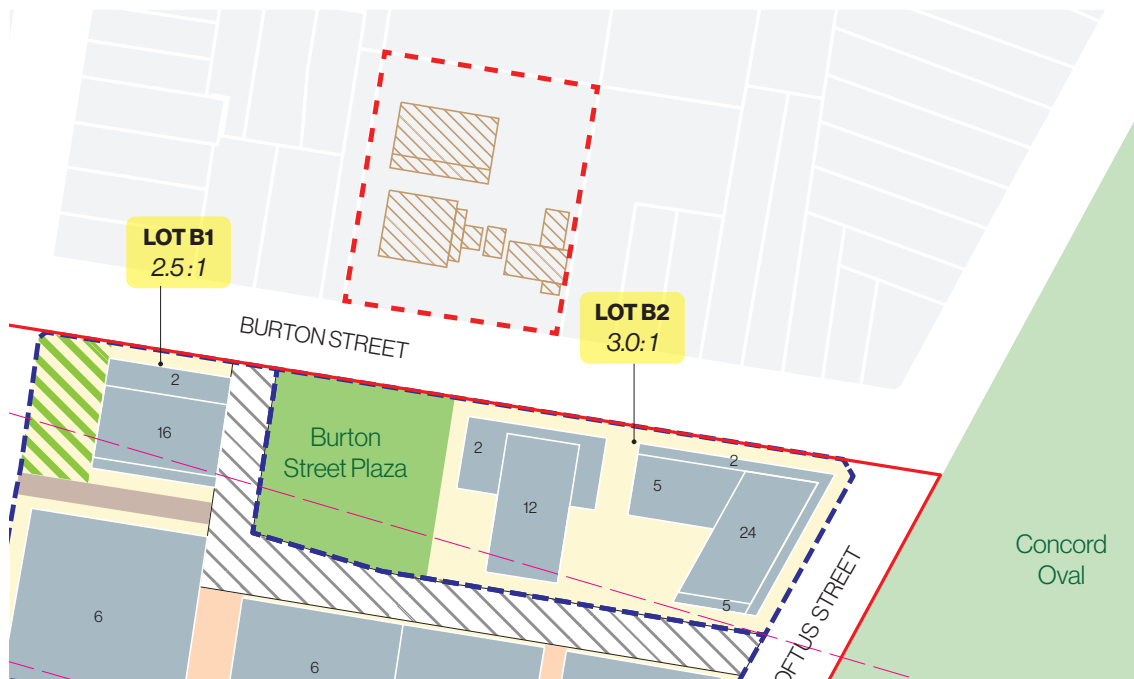
The site fronts the Residential Nexus character area north of the Burwood Lanes. This character area consists of medium-high density residential apartment towers, lacking activated frontages.

Setbacks

- N/A

Building Heights and FSR

- N/A



Current master plan controls for Lot B2 and location of Burton Street Plaza, with St Lukes Anglican Church to the north (dashed red)

Urban Design Assessment

The primary concern regarding the 19 Burton Street site relates to its relationship with the proposed Burton Street Plaza to its immediate south, and whether its location could potentially constrain the subject site's future development.

As only a portion of the subject site is identified as heritage, the land-owner has aspirations to develop, the site is in the future to include community facilities and seniors living. If these are to be located immediately fronting Burton Street, the potential for overshadowing Burton Street Plaza might necessitate reduced building heights and development potential.

As a result, the submission suggests that Burton Street Plaza should either be relocated or modified in shape and size so as to not reduce the development potential of the subject site.

If the Burton Street Plaza is not able to be relocated, then the submission suggests that a strong through-site link connect the relevant site to the Metro Station and to Parramatta Road via the proposed road reserve.

The proposed development of the site will be concentrated within its northern extent, increasing distance between the plaza and future built form.

The result of the submission relates directly to the proposed amalgamation of built form within Lot B2 known as the 'Grocon Master Plan' at 2-16 Burton Street & 1-3 Loftus Street, which similarly suggests moving Burton Street Plaza westwards to directly interface with the proposed Metro Station entrance.

Relocation of the Burton Street Plaza further westward would reduce the impact of the relevant site upon Burton Street Plaza, with a potential through-site link linking the Metro Station to the Anglican Church's western boundary.

Proposed location of the park is consistent with the PRCUTS Planning and Design Guidelines.

Future Character

The repositioning of the proposed Burton Street Plaza westward would reinforce the public domain strategy outlined in the Stage One Burwood-Concord Master Plan and Sydney Metro West's public domain preferences. This increased through-site permeability responds to the desire for a more interconnected overall precinct, effectively linking open space to public domain and surrounding active frontages.

However, relocation of the park westward may result in the development of a single conjoined building on the Grocon site, which will adversely impact the desired local character of the precinct.

Bulk and Scale

Though the land-owner wishes to develop the relevant site as part of the Stage Two Burwood-Concord Master Plan, potential overshadowing of Burton Street Plaza is unlikely under current PRCUTS recommendations, the subject site limited to a maximum building height of 8.5m and an FSR of 0.5:1.

The potential yield of the subject site will be further investigated in future as part of the stage two study, however overshadowing is likely occur if built form exceeds three to four storeys at its southern extent.

Impact of Proposal

Overshadowing of Burton Street Plaza at its current or proposed location differs little due to the subject site's position to its immediate north.

Recommendations

- The relocation of Burton Street Plaza is supported as the impact on surrounding built form achieves a satisfactory urban design response.
- Any future built form changes within the subject site are unlikely to impact the open space to the south under current suggested PRCUTS controls, though its eventual impact will be investigated and minimised as part of Stage 2 of PRCUTS.

TRANSPORT FOR NEW SOUTH WALES

Description of Submission

The submission pertains to the extent of Parramatta Road Corridor within the Kings Bay and Burwood-Concord Precincts. The extent of affected land includes:

- Parramatta Road (Broughton Street – Loftus Street)
- Parramatta Road (Walker Street – William Street)
- Parramatta Road (William Street – Courland Street)

This submission expresses concerns that items of infrastructure identified in the PRCUTS infrastructure schedule have not been investigated in the planning proposal or in the PRC Traffic and Transport Study and Action Plan prepared by Bitzios. The Agency recommends that Council undertake consultation with TfNSW and DPIE on those matters prior to the making of the Plan.

Adjustments to the Stage One Burwood-Concord and Kings Bay Master Plans include:

- Open Walker Street to facilitate through traffic.
- Utilise the proposed 6m wide public domain area along Parramatta Road to accommodate a future road widening. This would offset impact on adjacent private properties. Should Council choose to retain a 6m wide public domain enhancement area, the adoption of land as a new road reserve would require the categorisation of SP2 Special Infrastructure Land Zoning, in addition to the 6m public domain area within the planning proposal.
- Introduce maximum car parking rates for the precinct within 800m of all new Metro West Stations;
- Consider unbundling and decoupling car parking supported by rationalised access points;
- Provide on-site bicycle parking and end of trip facilities to be above the minimum required by Council's DCP;
- Consider future active transport connection opportunities to existing local cycleway routes;

- Update Burwood-Concord Master Plan to include the latest information from Metro project team. Burwood North Metro will be located on both sides of Parramatta Road with pedestrian and cyclist link under Parramatta Road.
- Council to consider 'No Parking' or 'No Stopping' restrictions on all proposed Clearways in the study area;
- Ensure appropriate laneway network to facilitate rear servicing and vehicle access.

PRCUTS Controls

Future Character

The Burwood-Concord Precinct will be a gateway to Burwood Town Centre, as well as a connector of existing open space. Kings Bay is envisaged as a new residential urban village with a dense network of streets. Both precincts' proposed open space and road connections provide a dense network of walkable paths that increase connectivity and encourage pedestrian traffic. Tall and medium-density residential and mixed-use buildings along Parramatta Road are designed to sensitively respond to the existing character. The scale of development will gradually decrease towards adjacent existing residential areas.

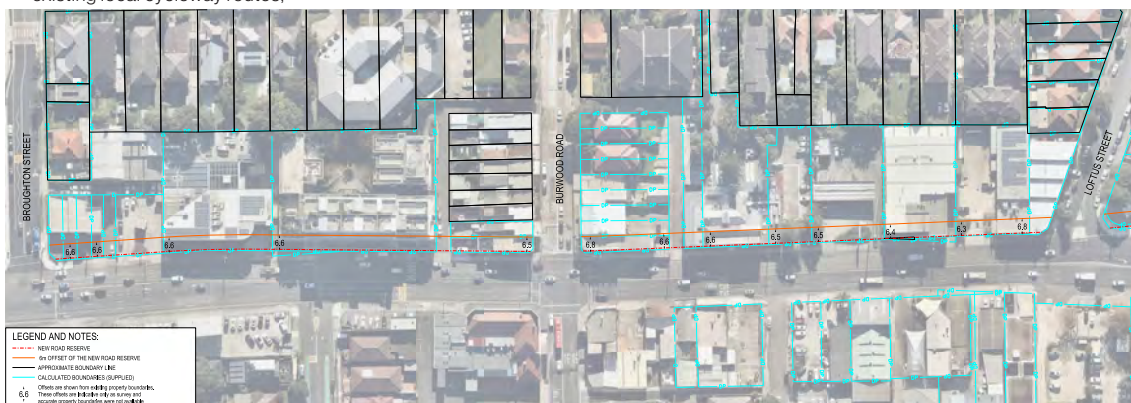
New public open space and links are proposed to improve the existing pedestrian and cyclist network. The current Stage One proposal includes prioritised walking links and a shared cycleway along the northern side of Parramatta Road connecting key open space and transport destinations. A 6m Green Edge setback is provided along Parramatta Road to accommodate wider footpaths and street tree planting.

Setbacks

- 6m Green Edge setback along Parramatta Road

Building Heights and FSR

- N/A



Indicative plan showing the submission proposed offsets

Urban Design Assessment

Future Character

The submission proposes opening of the existing full road closure on Walker Street to accommodate the new westbound right turn lane from Parramatta Road into Walker Street. As a result, the opening of Walker Street would have an impact on its existing local road environment and increase the traffic pressure on Walker Street. Alternately, it may relieve pressure on the wider network.

The submission suggests potentially utilising parts of the 6m wide public domain area to accommodate future road widening, to accommodate a possible future public transport lane. This would result in the loss of public domain.

The proposed road widening will have an impact on the streetscape and overall scale of the road and adjacent built forms. It is critical to retain the site's current proposed landscaping character.

The Parramatta Road interface should maintain a 6m setback to ensure a consistent pedestrian friendly public domain, to achieve the desired future character of PRCUTS and sufficient width for street trees to assist in meeting the City's 25% urban tree canopy target.

Impact of Proposal

Reduction of public domain along the northern road reserve would have significant impact on the future character of Parramatta Road as a green and activated street with prioritised pedestrian linkages and strong relationships to building frontages, in particular, the new Metro West Station.

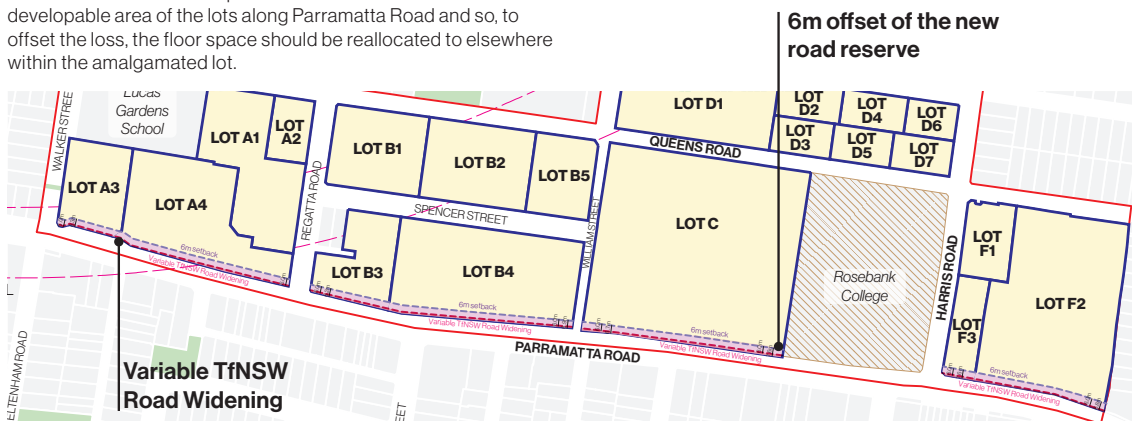
The current Master Plan recommends a continuous active frontage along the northern road reserve in line with PRCUTS Planning and Design Guidelines and to strengthen the mixed-use role of Parramatta Road. Therefore, to achieve the vision, whilst accommodating the requested wider road reserve, more land should be allocated to the public domain. This will reduce the net developable area of the lots along Parramatta Road and so, to offset the loss, the floor space should be reallocated to elsewhere within the amalgamated lot.

This will also require some amendments to the built form to ensure there are no adverse impacts on the surrounding area, including most importantly that any increases in building height do not create overshadowing of the south side of Parramatta Road. This review tested the reallocation of floor space with a benchmark as per ADG requirements.

The upgrade of the Walker Street and Parramatta Road intersection increases accessibility. However, the opening of Walker Street may have an impact on its existing low speed local road environment or increase the traffic pressure on Walker Street. There could be a potential increase in traffic congestion due to slow turning traffic into Walker Street.

The submission also expresses concern with the proposed zone changes to the east of the Parramatta Road/Walker Street/Cheltenham Road intersection as, if land acquisition is required at the Walker Street intersection, the likely cost increases.

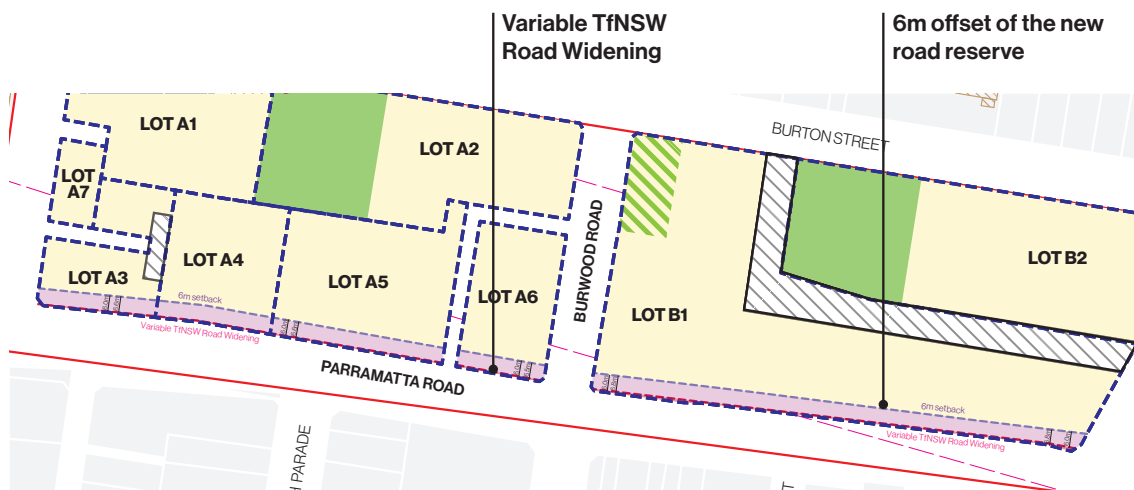
The proposed interventions identified in the submission will also require updates to draft Public Domain Plan and Infrastructure Strategy.



Indicative impact area on current Master Plan - Kings Bay Precinct

Recommendations

- Maintain the 6m wide public domain along Parramatta Road to ensure a consistent streetscape and walkable environment; and increase the width of the Parramatta Road corridor to accommodate the Agency's intention for a future dedicated bus lane.
- Where the additional floor space that will need to be reallocated cannot be redistributed on a development lot due to overshadowing impacts or ADG compliance, the maximum FSR/building heights may need to be reduced. This peer-review tested the implications of implementing the wider road reserve with the subject floor space reallocated within the amalgamated lots. The revised Master plan recommends some adjustments to the maximum heights and FSRs that achieve maximum development yields and ADG compliance, including the solar access requirements.
- Council's traffic engineers have recommended that Walker Street not be opened to through-traffic and that north-south through-traffic be directed along Regatta Road instead.
- Update Burwood-Concord Master Plan to include the latest information from Metro project team. Burwood North Metro will be located on both sides of Parramatta Road with pedestrian and cyclist link under Parramatta Road.
- Council to consider 'No Parking' or 'No Stopping' restrictions on all proposed Clearways in the study area;
- Ensure appropriate laneway network to facilitate rear servicing and vehicle access.



Indicative impact area on current Master Plan - Burwood Precinct



GROUPSA

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East Sydney NSW 2011
Australia

MELBOURNE

Level 4, 152 Elizabeth Street (by appointment only)
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Australia

BRISBANE

Level 14, 100 Edward Street
Brisbane QLD 4000
Australia

HO CHI MINH CITY

19th Floor – Havana Tower, 132 Ham Nghi,
Ben Thanh Ward, District 1, Ho Chi Minh City
Vietnam





Outcome of
Exhibition

Parramatta Road Corridor Urban Transformation Strategy
(PRCUTS) Planning Proposal, draft Development Control
Plan and Infrastructure Strategy

Report on Submissions

September 2022

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal – Report on Submissions

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Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal – Report on Submissions

2. Executive Summary

The purpose of this report is to provide a summary of submissions received during the exhibition of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal, draft Development Control Plan and Infrastructure Strategy.

The exhibition package was publicly exhibited from 15 February 2022 to 15 March 2022, in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the Gateway Determination (for PP-2021-3619) dated 24 November 2021.

The exhibition package was publicly exhibited on the NSW Planning Portal, Council's website and community engagement platform *Collaborate* for 28 days (2,614 views). Public notifications were also placed in the following locations.

- Facebook (2 posts)
- Instagram (2 posts)
- Email newsletters
- City of Canada Bay News Online February (Online newsletter)
- City of Canada Bay News Online March 2022 (Print newsletter)

A notification letter was also sent to 2,386 landowners and residents.

A total of 49 submissions were received during the exhibition period, including 5 from State agencies and 2 from adjoining local government areas.

The primary issues raised in submissions related to:

- A. FSR and height of buildings
- B. Site amalgamation and precinct boundaries
- C. Viability
- D. Increase in population impacting on infrastructure, amenity and open space
- E. Public transport and Sydney Metro West
- F. Traffic and car parking
- G. Cycling infrastructure
- H. Local character
- I. Design Excellence
- J. Public domain

The submissions have been comprehensively assessed and this report provides a summary and Council Officer response.

13 submissions raised issues that had significant urban design implications, including 5 submissions that proposed alternative urban design schemes for their subject sites. These submissions were peer-reviewed by consultants engaged by Council, to provide objective feedback about the site-specific and precinct-wide impacts and merit of the proposals and to make recommendations. The peer-review recommended that two proposals be supported, that two proposals be supported with amendments, that seven proposals not be supported, and two proposals be investigated as part of Stage 2 of PRCUTS. Reasons are discussed in Sections 5 and 6 below.

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal – Report on Submissions

3. Introduction

The City of Canada Bay has prepared a planning proposal and draft Development Control to implement Stage 1 of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) under Section 9.1 Ministerial Direction 1.5 for PRCUTS.

The draft PRCUTS Development Control Plan (DCP) has been prepared in accordance with Section 3.43 of the EP&A Act and once adopted, will be integrated into the existing Canada Bay DCP - *Part K – Special Precincts* for Kings Bay, Burwood Concord, and Homebush North.

4. Consultation Strategy

The exhibition package was publicly exhibited from 15 February 2022 to 15 March 2022, in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the Gateway Determination (for PP-2021-3619) dated 24 November 2021.

The exhibition package was publicly exhibited on the NSW Planning Portal, and Council's website and community engagement platform *Collaborate* for 28 days (2,614 views). Public notifications were also placed in the following locations.

- Facebook (2 posts)
- Instagram (2 posts)
- City of Canada Bay News Online February (Online newsletter)
- City of Canada Bay News Online March 2022 (Print newsletter)

A notification letter was also sent to 2,386 landowners and residents.

Community consultation on the City of Canada Bay Collaborate Page

There were 2,614 views to the Collaborate Page, of which 1,398 were visitors.

8 people are following the project for updates.

Social Media Promotion - Facebook

Two Facebook Posts were issued.

These posts reached 4,900 readers, resulting in 365 engagements, consisting of 13 reactions, 5 comments and 4 shares.

223 viewers clicked on the link to Council website containing the exhibited documents.

Social media Promotion – Instagram

Two Instagram posts were issued.

This post reached 2,100 viewers, resulting in 20 engagements (with 19 likes).

City of Canada Bay News Online February

One Online Newsletter was issued in February.

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The Newsletter was opened 1,293 times and 117 readers clicked on the link to Council website containing the exhibited documents.

5. Review of Submissions – key concerns

This section of the report provides responses to key matters raised in submissions received during the exhibition period.

49 submissions were received:

- 22 individual written submissions from the general public (including owners, residents and representative consultants)
- 10 from 4 consortium of residents and 2 community groups
- 9 developers and their representative consultants
- 7 from 5 State government agencies and 2 Councils

Comments are provided in this section in response to key matters raised under the following headings:

- A. FSR and height of buildings
- B. Site amalgamation and precinct boundaries
- C. Viability
- D. Increase in population impacting on infrastructure, amenity and open space
- E. Public transport and Sydney Metro West
- F. Traffic and car parking
- G. Cycling infrastructure
- H. Local character
- I. Design Excellence
- J. Public domain

Part 6 of this report includes a summary of all submissions and a response to any matters that do not fall within the above categories.

A. FSR and height of buildings

A number of submissions were received from landowners or representatives of landowners requesting additional height and FSR, or flexibility in applying for additional height and FSR under Clause 4.6.

Some of the submissions provided justification, including 5 submissions that proposed significant new urban design schemes for their sites:

- Area 10 – 2-16 Burton Street and 1-3 Loftus Street, Concord
- Area 11 – 235 Parramatta Road, Five Dock
- Area 20 – 155-167 Parramatta Road and 7 Spencer Street, Five Dock
- Area 31 – 129-153 Parramatta Road and 53-75 Queens Road, Five Dock
- Area 43 – 51-73 Parramatta Road and 31A-43 Queens Road, Five Dock

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal – Report on Submissions

These submissions were peer-reviewed by consultants engaged by Council, to provide objective feedback about the site-specific and holistic/precinct-wide merits of the proposals and recommendations. Refer also to Section 6 below for a summary of the proposal and reasons for the proposals to be supported or not supported.

Response

PRCUTS was released by the NSW Government in 2016 and is informed by an implementation toolkit that includes the *PRCUTS Planning and Design Guidelines*. The Strategy and associated implementation toolkit have statutory weight and are required to be implemented by Council in accordance with a Section 9.1 Ministerial Direction. This Direction requires the PRCUTS planning proposal to be consistent with the strategy, including with the *Implementation Plan*.

Action 5.1 of the Canada Bay Local Strategic Planning Statement (LSPS) also requires consistency with PRCUTS:

Implement the Parramatta Road Corridor Strategy generally in accordance with the 2016-2023 Implementation Plan, following finalisation of a precinct wide traffic and transport study, and an urban design study, including the preparation of:

- *precinct wide Planning Proposal;*
- *draft Development Control Plan;*
- *Affordable Housing Contributions Scheme; and*
- *Local Contributions Plan.*

In developing the PRCUTS planning proposal, Council adopted a strategic and precinct-wide planning approach, underpinned by evidence-based supporting studies and strategies. These included masterplans, a public domain plan, community infrastructure strategy, flood risk assessment, preliminary contamination investigation, sustainability strategy, tree canopy coverage assessment, feasibility analysis, and local character statements. This approach has enabled a holistic vision, and sustainable and integrated outcomes to be delivered, maximising best urban design, community infrastructure and public benefits.

The precinct-wide planning approach and masterplan enable buildings to be designed and constructed separately yet still be conceived as belonging and contributing to the same neighbourhood.

The *PRCUTS Implementation Update 2021* permits and encourages Councils to progress planning proposals to exhibition prior to completion of a Precinct-wide traffic study. The traffic study, which must be completed prior to finalisation of the planning proposal, has now been completed. It found that, by 2036, the study area will see a 35% to 39% increase in traffic from 2019 levels, which places a significant constraint on the capacity for the precincts to absorb any additional population over what was envisaged under PRCUTS. Importantly, the traffic study assumes the operation of both WestConnex and Sydney Metro West.

The heights and FSRs proposed in the planning proposal and the draft DCP are generally consistent with those recommended by PRCUTS, except in some instances where the variation will deliver better urban design outcomes or community benefits. For example, the provision of community infrastructure to deliver new parks has necessitated reallocation of floor space from one part of a proposed amalgamated site to the developable part of the same site, resulting in increased heights in specific and finite instances. In each instance, the planning proposal has provided justification for the change based on enhancing urban design and/or community benefits.

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Submissions that have sought additional height and FSR either provided substantial justification, including proposals of alternate urban design schemes. Variations to PRCUTS constitute inconsistencies with Section 9.1 Ministerial Direction 1.5 for PRCUTS and must deliver a better planning outcome and must be justified to the satisfaction of the Planning Secretary. Submissions that have provided detailed justification have been peer-reviewed by urban design consultants engaged by Council. The peer-review gave consideration to built form and urban design, compliance with the NSW Apartment Design Guide, overshadowing, solar access and viability.

It is recommended that the urban design responses outlined below be supported with amendments. Where support is recommended, the Masterplans have been revised to implement the recommendations of the peer-review (refer to *Attachment 19 - Landowner Submission Review* and the reasons outlined in Section 6 below):

- All properties fronting Parramatta Road in Burwood and Kings Bay precincts - increased variable setback to Parramatta Road to facilitate a future dedicated bus lane supported.
- 92-96 Kings Road and 1-9 Harris Road (Key Site 23) – subdivision of Key site supported.
- 155-167 Parramatta Road and 7 Spencer Street, Five Dock (Key Site 20) – revised urban design response supported with amendments.
- 2-16 Burton Street, Concord (Key Site 10) – relocation of proposed park and boundary realignment supported. Revised urban design response is not supported.

It is recommended that the following proposed submissions not be supported as per the recommendations of the peer-review (refer to *Attachment 19 - Landowner Submission Review*, and the reasons outlined in Section 6 below):

- 51-73 Parramatta Road and 31A-43 Queens Road, Five Dock (Key Site 35)
- 129-153 Parramatta Road and 53-75 Queens Road, Five Dock (Key Site 32)
- 2-8 Spencer Street and 79-81 Queens Road, Five Dock (Key Site 17)
- 235 Parramatta Road, Five Dock (Key Site 11)
- 8-10 Harris Road, Five Dock (Key Site 34)
- 49-53 Parramatta Road, Concord (Key Site 6)
- 9-29 Courland Street, Five Dock (PRCUTS Stage 2)

It is recommended that the following submissions that relate to land in Stage 2 of the PRCTS not be supported at this time and that the urban form be investigated during the development of the PRCUTS Stage 2 planning proposal:

- 255-271 Parramatta Road, Five Dock
- 19 Burton Street, Concord

B. Key Site amalgamations and precinct boundaries

The Planning Proposal identifies Key Sites that require lot amalgamations that must be achieved in order for development to access the proposed bonus heights and FSRs and to enable coordinated development to occur. A number of submissions are seeking to change the proposed boundaries of the precincts or of the Key Sites.

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Changes to precinct and Lot boundaries were requested for the following Key Sites:

- Areas 9 and 10 on the eastern side of the Burwood precinct, including Sydney Metro land
- Area 17 between Spencer Street and Queens Road, Five Dock
- Area 23 on Kings Road and Harris Road, Five Dock
- Area 33 on Harris Road, Five Dock
- Area 34 at the eastern boundary of the Kings Bay precinct
- Properties in PRCUTS Stage 2 precinct on Courland Street, Five Dock.

Reasons for the requested changes include:

- To prevent land from becoming ‘isolated’ development sites, which could constrain opportunities to step down building heights towards the low-scale surrounding residential areas.
- To facilitate development of sites that have been amalgamated with strata, commercial or other types of development that are unlikely or unwilling to be redeveloped in the short to medium term.

Response

The precinct boundaries were established by the *PRCUTS Implementation Plan 2016-2023* and the *PRCUTS Implementation Update 2021*. The precinct boundary for this planning proposal applies to Stage 1 of PRCUTS, being the 2016-2023 release areas. The Stage 1 precincts and later Stages, including the Frame Areas, are intended to reflect a logical phasing for the co-ordination of land use change and development and infrastructure delivery, concentrating available resources and effort in areas of greatest priority. PRCUTS states that “*decisions on phasing should take into account heritage, low-density areas, environmental overlays, efficient infrastructure rollout and market consideration*”. Changes to the Stage 1 boundary need to be justified against the PRCUTS ‘Out of Sequence Checklist’.

The Key Sites boundaries were established by the Masterplans for the Kings Bay and Burwood-Concord (Burwood) Precincts. Consideration was given to the current land ownership status, public domain dedication requirements, built form efficiency and desired urban design outcomes.

Submissions that have sought changes to the Stage 1 boundary or Key Sites boundaries have been peer-reviewed by urban design consultants engaged by Council. Consideration was given to future character, bulk and scale, and the impact of the proposal on its surroundings.

The proposals, the results of the peer-review and the council staff recommendation are described in detail in Section 6 below.

It is recommended that the following proposed Key Sites boundary amendment be supported:

- Key Sites 9 and 10 – Eastern side of the Burwood precinct
The requested boundary realignment between the two Key Sites will facilitate the delivery of the proposed laneway and new public park and improve the functionality of these spaces.
- Key Site 23 - 92-96 Kings Rd and 1 - 9 Harris Rd, Five Dock
The strata building at 92-96 Kings Road is unlikely to be redeveloped in the short-medium term. The proposed Key Site subdivision will facilitate redevelopment of the existing detached houses on Harris Street and will not prevent or limit future redevelopment of the strata building to the height and density envisaged by PRCUTS.

It is recommended that the following proposed boundary amendments not be supported:

- Key Site 17 - 2-12 Spencer Street and 79-81 Queens Road, Five Dock

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The requested Key Site subdivision would constrain the creation of the proposed 5-storey and 20-storey buildings, as ADG and BCA requirements would be compromised. Further, this could create a blank party wall between the two subdivided sites, which would lead to undesirable visual impacts. Splitting the sites would also lead to part of the land benefitting from opportunity arising from the change to development standards.

- Key Site 34 – 75-77 Parramatta Road and 2-10 Harris Road, Five Dock
Subdividing the Key Site would prevent the realisation of the PRCUTS heights and densities and limit options to manage parking and access arrangements.
- Key Site 35 - 51-73 Parramatta Road and 31A-43 Queens Road, Five Dock
The land is part of Stage 2 of PRCUTS and will be progressed as a separate planning proposal in 2023.
- PRCUTS Stage 2 sites - 9-29 Courland Street, Five Dock
The land is part of Stage 2 of PRCUTS and will be progressed as a separate planning proposal in 2023.

Further discussion in response to submissions for these sites can be found under Part 6 below and in the Landowner submissions review prepared by Group GSA.

C. Viability

A number of submissions raise concern that the proposed development and FSRs may not be economically viable for some sites due to the cost of amalgamating land and having to provide the required infrastructure in order to access the bonus heights and FSRs, in addition to providing regional and local contributions, affordable housing and commercial floorspace.

Response

The Gateway Determination required that, prior to finalisation, Council prepare a feasibility analysis that addresses zoning, height and floor space ratio and other requirements for development including design excellence competitions, affordable housing contributions, state or local contributions and sustainability outcomes.

The feasibility analysis has been undertaken. It examined certain sites in the Kings Bay and Burwood Precincts as per the Gateway condition. The analysis found that the proposed development and FSRs are generally feasible. Where the analysis recommended change to the amount of commercial GFA relative to residential GFA, changes have been made post-exhibition, to ensure viability.

D. Increase in population impacting on infrastructure, amenity and open space

Several submissions raised concerns about the impacts the proposed building heights and increased population will have on the amenity of the local area, including overshadowing, noise, loss of solar access and privacy, visual and wind impacts, inadequate open space and recreational space, loss of local character, increased traffic and congestion, and increased demand for parking (character, traffic and parking are discussed separately further below).

Response

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The proposed changes to the LEP and the accompanying Infrastructure Strategy will permit development to access the increased building heights and FSRs, but only if the development forms part of a specified lot amalgamation and/or delivers the identified community infrastructure. This mechanism is intended to ensure that Council meets its obligations to deliver the PRCUTS under Section 9.1 Ministerial Direction 1.5 and provides the infrastructure necessary to support the increased population. The planning proposal will also facilitate new housing that will contribute to the City of Canada Bay meeting its housing targets, as required under the Eastern City District Plan and the LSPS.

The PRCUTS Masterplan was developed with the objective to deliver the number of dwellings and jobs required under PRCUTS, whilst also minimising overshadowing and loss of solar access (including land on the southern side of Parramatta Road), loss of privacy, and visual and wind impacts.

The Masterplan was further revised to respond to issues raised in submissions with consideration given to the proposed built form and impacts of future development. Changes sought to minimise overshadowing of adjoining land and ensure building controls provide an appropriate interface with public spaces through the application of consistent ground and upper floor setbacks.

The planning proposal is complemented by a draft PRCUTS DCP that seeks to:

- *Arrange building forms including heights and massing that reinforce the future desired character of the area and protect valued character attributes.*
- *Encourage new development that provides a transition in scale to surrounding properties.*
- *Enhance development and its relationship with adjoining sites and the public domain, particularly in regard to access to sunlight, outlook, view sharing, ventilation and privacy.*
- *Maximise visual and acoustic privacy.*
- *Protect building users from negative impacts (noise, air quality, vibration) from Parramatta Road.*
- *Integrate heritage items within development sites.*
- *Encourage lower car ownership and support the uptake of walking, cycling and public transport use.*

The delivery of open space is necessary to ensure that there is sufficient open and recreational space to support the new high-density population. The proposed new open space is generally consistent with the requirements and locations outlined in PRCUTS, with some changes that will enhance the public domain and community benefits. The planning proposal has sought to strike a balance between the provision of new open space, which landowners/developers will be required to provide to access the bonus building heights and the ability to transfer floor space from dedicated land.

The embellishment of new open space and the public domain with appropriate finishes (surfaces, paving, trees, grass, lighting etc) is expected to be delivered by developers in accordance with the requirements outlined in the LEP, DCP and Public Domain Plan.

E. Public transport and Sydney Metro West

Some submissions either raised concerns that there was inadequate public infrastructure to support the future population, or raised concerns about the length of time to the commencement of Sydney Metro West train line and that therefore Metro will not reduce traffic or parking demand in the short to medium term, and potentially not at all given existing rail lines are at capacity.

Other submissions raised concerns that the level of proposed residential and commercial development is not commensurate with the infrastructure potential of Metro and that the proposed FSRs should be increased.

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A submission by Transport for NSW advises that the Agency is “investigating potential transport options for the Parramatta Road corridor in line with the broader future transport network, including for the subject precincts, and is currently working on a plan for potential short, medium and long term options to enhance public transport”. Preliminary investigations undertaken by the Agency indicate that accommodating a future new (wider) road reserve may require new development to be set back further than the 6m wide “Green edge” to enable the provision of a future dedicated bus lane.

Response

PRCUTS proposed significant increases in density within the Kings Bay and Burwood Precincts. This density was predicated on WestConnex and was subject to outcomes of a yet to be completed traffic and transport study for the corridor. The vision outlined by PRCUTS also encourages public transport use, walking and cycling.

Parramatta Road was seen as the main vehicular east-west connection and an important part of the local bus routes travelling between Sydney CBD and Parramatta CBD, supplemented by the western rail line, which runs south of and parallel to Parramatta Road. PRCUTS states that ...

The NSW Long Term Transport Master Plan, which identifies Burwood to Sydney CBD as a strategic corridor for integrated transport and land use planning. Sydney’s Bus Future includes Parramatta Road as one of Sydney’s key growth corridors to investigate for rapid bus or LRT.

The NSW Government has reinforced this position with a condition of consent for the WestConnex M4 East project requiring ‘at least two lanes of Parramatta Road, from Burwood Road to Haberfield, to be solely dedicated for the use of public transport unless an alternative public transport route that provides an improved public transport outcome...is approved.’

Since the publication of PRCUTS in 2016, the Sydney Metro West rail line has been announced and construction has commenced, which might be interpreted as meeting the intent of the condition. However, the *Parramatta Road Corridor Traffic and Transport Study (2022)* states that:

“future year demand forecasting has demonstrated that this project alone is insufficient to deter traffic from using Parramatta Road and extensive congestion is expected by 2036. Further investigation of on-road rapid public transport services is warranted to provide alternatives to car travel for residents living and working along the Parramatta Road corridor [particularly in the Kings Bay precinct where there is a gap in Metro West coverage]. It is understood that such a study has been commenced by TfNSW at the time of writing this report.”

Whilst it is apparent that Sydney Metro West is necessary to “unlock” the planned dwelling growth contemplated by PRCUTS, the additional public transport capacity created by Metro does not support or justify additional growth beyond what is envisaged under PRCUTS. Indeed, further public transport will be necessary beyond the capacity delivered by Sydney Metro, to ensure that the local and regional roads are able to function and people are able to make local trips.

Submissions seeking to abandon the building heights and densities contemplated by PRCUTS on the basis of Sydney Metro are not supported.

The submission by TfNSW that seeks to further widen Parramatta Road beyond the current “6m green edge setback in the Draft Planning Proposal, [which] is to provide opportunities for future public transport and/or active transport enhancements along the Parramatta Road Corridor in accordance with the PRCUTS” is supported. The extent of the land affected by the TfNSW anticipated road reserve, beyond the proposed 6m public domain, ranges from 0.2m at Regatta Road, Five Dock to 2.0m at 51-55 Parramatta Road, Five Dock.

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The peer-review of landowner submissions commissioned by Council investigated the urban design and overshadowing impacts of widening the road reserve. The review found that the wider road reserve can be achieved, and floor space redistributed on the majority of affected sites without compromising solar access for the buildings on the southern side of Parramatta Road. That is, buildings on the southern side of Parramatta Road will continue to have at least 2-hours of solar access at mid-winter in accordance with the Apartment Design Guide.

The planning proposal and supporting strategies and studies have been amended to accommodate the wider public domain sought in the submission from TfNSW to ‘future proof’ Parramatta Road by enabling a future dedicated public transport lane. This will enable the planning proposal to proceed, whilst concurrently protecting the capacity for Parramatta Road to accommodate a dedicated public transport lane in the future and without compromising the amenity of surrounding buildings.

Council is progressing a separate planning proposal and is currently investigating new planning controls to increase densities around the three Metro Stations: North Strathfield, Concord Oval/Burwood North and Five Dock. Council has undertaken two rounds of community engagement to date and has developed local character statements that reflect the community’s desired future character for the areas. Refer to <https://collaborate.canadabay.nsw.gov.au/metroprecincts> for more information.

F. Traffic and car parking

Several submissions raised concerns in relation to traffic, including congestion, noise, air pollution, ‘rat-running’, vehicle speeds both in the precincts and on local streets.

Some submissions also raised concerns that the demand for on-street parking will increase, noting that the current on-road car parking in the precinct is already inadequate and it is difficult to find car parking spaces.

Some submissions related to the need for electric-vehicle charging stations and to unbundle private car parking from residential ownerships.

Response

The *PRCUTS Implementation Update 2021* permits and encourages Councils to progress planning proposals to exhibition prior to completion of a Precinct-wide traffic study, but the traffic study must be completed prior to finalisation of the planning proposal. The Study has now been completed.

The planning proposal and draft DCP are intended to deliver pedestrian-oriented centres, with upgraded and separated cycleways. These measures are intended to assist with travel behaviour and mode-choice change for residents, workers and visitors, reducing trips by private vehicles and impacts on the local and regional road network, and incentivise walking, cycling and public transport useage.

Sydney Metro West will also assist to achieve the intended modal shift away from private vehicle useage.

Traffic

Council recognises traffic as an ongoing concern for the community, particularly at school drop-off and pick-up times and during weekend sport.

The *Parramatta Road Corridor Traffic and Transport Study and Action Plan (2022)* examined impacts from traffic generated by the increased dwellings and commercial space, estimated by the PRCUTS Masterplan. The traffic modelling was based on assumptions approved by TfNSW and found that there will be an increase in traffic to 2036, with the majority of the growth due to traffic passing through the study area.

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These forecasted congestion issues cannot be solved within the local area network and there are no reasonable major road projects in or near the precincts which will solve the forecast congestion issues. The Study recommendations therefore centred around relieving pinch points and on facilitating more efficient queue storage, to minimise the extent to which queues affect local road intersections while at the same time better catering for pedestrians and cyclists. Council has comprehensively considered the findings and recommendations of the Study and will continue to investigate traffic speeds and, where necessary, implement traffic measures on local roads as they are identified/warranted.

Vehicle speeds

Some local streets are used as ‘rat runs’ by drivers wanting to avoid more congested roads. The future precincts are likely to be identified as High Pedestrian Activity Area (HPAA), which means they will have a 40km/hour speed limit and speed humps at specific locations.

Council will support the community through the continued monitoring of traffic vehicle speeds and nuisance on local streets. Where justified and appropriate, further traffic measures will be implemented as they are identified.

Parking

The draft DCP includes the maximum parking rates that are prescribed by PRCUTS.

In the same way that building more roads leads to higher traffic volumes, it is now recognised that building more parking leads to higher rates of car ownership.

The proposed maximum car parking rates correspond to the existing and future public transportation accessibility in PRCUTS precincts and are therefore designed to encourage the use of active transport through induced travel demand. The maximum car parking rates could also improve development viability and housing cost, especially if that parking is unbundled, offering greater flexibility for home purchasers.

Given the substantial traffic growth envisaged for the corridor, it is recommended that the parking controls be elevated to a development standard to be included in the LEP. This approach will ensure that the development assessment process will have a strengthened ability to manage parking provision and the amount of local vehicle trips.

Underground carparking or parking sleeved behind active facades will be encouraged to ensure best urban design outcomes and to minimise at grade visual impacts. The draft DCP also proposes to require parking to be unbundled from apartments, which provides flexibility to the developer and apartment purchasers to determine individual need for a parking space.

On-street parking has been integrated into the public domain plan for each precinct to ensure maximum use by and amenity for the surrounding community.

Complementing car parking requirements are minimum bicycle parking rates. Higher than usual bike parking will be required:

	CCBC Draft DCP		PRCUTS	
	Minimum resident bicycle parking	Visitor bicycle parking	Minimum resident bicycle parking	Visitor bicycle parking
Residential	2 per dwelling	3 per 10 dwellings	1 per dwelling	1 per 10 dwellings
Commercial	3 per 150m ² GFA	3 per 400m ² GFA	1 per 150m ² GFA	1 per 400m ² GFA

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Retail	3 per 250m ² GFA	5 per unit + 2 per 100m ² GFA	1 per 250m ² GFA	2 per unit + 1 per 100m ² GFA
Industrial	3 per 10 employees	5 per unit + 2 per 100m ² GFA	1 per 10 employees	

G. Cycling infrastructure

A number of submissions raised concerns about cycleways, especially where the existing cycleways are on busy or narrow roads.

Response

The PRCUTS Guideline includes requirements for active transport, including to:

- *Improve public and active transport quality, access and connectivity to and within Precincts and Frame Areas.*
- *Encourage travel behaviour change to discourage car use and support more sustainable travel choices such as public and active transport.*
- *Improve street network permeability across the Corridor, particularly for pedestrians and cyclists, by providing active transport routes where indicated on the Precinct Plans.*
- *Prioritise safe and direct links to rail stations, open spaces and community facilities.*
- *Connect missing links, particularly in the regional network (existing or planned).*
- *Separate bikes from cars, where possible.*
- *Provide bike parking and innovative, high quality and well designed end of trip facilities that promote multi-modal trips and the efficient use of existing public and private parking facilities.*

The *Parramatta Road Corridor Traffic and Transport Study (2022)* highlights that existing east-west bicycle lanes are inconsistent with sections where the bicycle lane transitions into parking lanes, forcing cyclists into the traffic lane.

The planning proposal is seeking to create a network of new bicycle lanes within the extent of the precincts, including dedicated cycleways and shared paths, on:

- Parramatta Road, Queens Road, Harris Road, William Street, and Regatta Road in the Kings Bay precinct.
- Parramatta Road, Burton Street, Broughton Street (under construction), and Loftus Street in the Burwood precinct.
- George Street, King Street, and Victoria Avenue in the Homebush North precinct.

These new cycleways will assist in creating walking and cycling connections as 'first/last mile' trips to and from the new Metro West stations. Additional cycleways will be investigated as part of the PRCUTS Stage 2 public domain plan.

H. Local character

Submissions raised concerns that the proposed heights and densities are inconsistent with the existing character and heritage of the area, which is a mix of low and medium density residential development of the early 1900s and industrial uses.

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Response

It is acknowledged that the character of the precincts will change over time to implement the PRCUTS which was enforced by the NSW Government through a Ministerial Direction in 2016.

Therefore, Council has applied particular focus to ensuring that the impact of new development is managed, and appropriate provisions are to be imposed to deliver design quality.

The desired future character of the precincts are:

- The Kings Bay precinct will focus on a mixed use area of fine-grained retail and urban services, centred on Spencer Street, and new high-rise residential towers. These will transition down towards the existing low-scale residential areas. The commercial centre will evoke the area's historical industrial uses and the public domain will comprise a network of inter-connecting parks, wide footpaths, laneways and cycleways.
- The Burwood precinct will focus on a mixed use area centred on the new Sydney Metro West train station at the intersection of Parramatta Road and Burwood Road and extending along the Parramatta Road frontage. The public domain will comprise new parks, footpaths, laneways and cycleways.
- The Homebush North precinct will be a residential precinct centred on George Street and comprising diverse housing typologies (mainly terrace houses), new footpaths and cycleways.

I. Design Excellence

Various submissions raised concern in relation to the quality of new development.

Some submissions raised concerns that the costs and time required to undertake a design review process could undermine the viability of developments. A number of submissions suggested that an additional provision be included in the Design Excellence clause to permit proposals that are the outcome of a design excellence process to vary the community infrastructure maximum building height and/or FSR.

The Environmental Protection Agency's (EPS) Strategic Planning Unit, recommended inclusion of design excellence guidelines for residential and mixed-use buildings, particularly noting the potential for noise and vibration impacts in association with the Metro.

Response

The planning proposal is consistent with the PRCUTS and Section 9.1 Ministerial Direction 1.5 for PRCUTS in relation to objectives to ensure design excellence. A key action of PRCUTS is to "Prepare and implement a design excellence strategy". The Strategy states:

Councils will need to establish a design excellence strategy to ensure future development provides for design outcomes that maintain a high quality of life for both building users and the general public in sensitive locations or where designs are likely to have a significant effect on the public.

The planning proposal seeks to ensure the highest standard of architectural, urban and landscape design by requiring development from 12m/3 storeys to 28m/8 storeys be subject to a design review panel, and development over 28m/8 storeys be subject to an architectural design competition.

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The process will ensure that a high standard of architectural design, materials and detailing appropriate to the building type and location are achieved and that the form, arrangement and external appearance of the development improves the quality and amenity of the public domain.

The feasibility analysis undertaken by Council found that the costs associated with design excellence competitions did not undermine the viability of proposed development.

To minimise the impact of tower buildings, PRCUTS recommends that the maximum tower floor plate be limited to 750sqm Gross Floor Area, above any podium. This requirement has been adopted during the preparation of the master plans for the Burwood-Concord Precinct (Burwood Precinct) and the Kings Bay Precinct. It is recommended that this requirement be included as a development standard in the LEP to:

- minimise shadow impact on surrounding streets, open space and properties;
- minimise loss of sky view from the public realm;
- allow for natural light into interior spaces, and;
- visually diminish overall scale of building mass.

J. Public domain

Submissions that propose new/alternative urban design proposals generally support the delivery of the required public domain infrastructure. However, there are implications arising from the proposed alternative schemes due to proposed relocation of public open space and laneways. The alternative schemes are described in Section 6 below.

Concerns were also raised about the proposed new public domain being not sufficient to support the level of population increase, in terms of footpaths and public open space. Conversely, concerns were raised that, whilst the footpaths (in the Homebush North precinct) are currently too narrow, larger landscaped front yards create more social interaction than wide footpaths.

Response

Detailed responses to the proposed alternative design schemes, including proposed relocation of parks and laneways, are provided in Section 6 below.

The planning proposal has sought to strike a balance between increasing the width of the existing footpaths to create high quality public domain and creating generous landscaped areas fronting residential development to assist with meeting Council's tree canopy coverage target.

Council's feasibility analysis included consideration of the infrastructure required to be delivered, including the cost of embellishment, and has found that the planning proposal strikes the right balance between developer contributions towards embellished infrastructure and the amount of development that will be permitted.

6. Individual Submissions

This section of the report provides a summary of all submissions received during the exhibition period and a response to any matters raised in submissions that are not addressed in Section 5 above.

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Submissions did not include any proforma submissions.

No.	Author	Summary of submission	Response
1	Individual	Property is an occupied residential building, not an 'unoccupied industrial premises'.	Noted. The land is proposed to be rezoned from IN1 Industrial to R3 Medium Density Residential. Dwelling houses will be permissible within the proposed R3 Medium Density zone.
2	Ozchinese Realty	Submission recommends the Burwood Precinct be amended to 56m (17-20 storey) and 6:1 FSR, and Area 10 should be 78m and 6.6:1 FSR. 11-12 storey should be 4.5:1 FSR.	Response is provided in Item A above.
3	Individual	<p>The submission recommends 50% parking per total number of apartments in relation to there being no minimum requirement for apartments within 800m of a metro station (K21.20 – C14), given that many people are now working from both home and a defined workplace and have a greater desire for mobility.</p> <p>Apartment residents should be able to sublease un-used parking spaces.</p> <p>15% of parking spaces should be allocated to both car sharing and electric vehicle charging facilities to accommodate / anticipate the increase in electric vehicle demand.</p> <p>There will be significant increase in demand for on-street parking.</p> <p>The submission recommends making Lansdowne St a one-way street as it is used as a cut-through for traffic and adding speed humps to maintain traffic speeds consistent with a residential zone within 500m of schools.</p> <p>Consider including a high quality playground in Burton Street Park to enhance the village feel.</p>	<p>Response is also provided in Item F above.</p> <p>Car parking will be required to be provided in accordance with the PRCUTS Planning and Design Guideline. The draft DCP has been updated to ensure consistency with the Guideline by removing reference there being no parking within 400m from a rail station.</p> <p>The proposed draft LEP clause requires parking to be unbundled from the title of individual apartments. This approach will enable car parking spaces to be used flexibly.</p> <p>The Canada Bay DCP General Controls require provision of one Level 1 EV charging facility per parking space and 1 per five bicycle spaces, plus one shared Level 2 EV charging facility shared facility for developments with 5-10 dwellings and one additional shared facility for every additional 10 dwellings to be provided in common or visitor parking areas.</p> <p><i>The Parramatta Road Corridor Traffic and Transport Study (2022)</i> recommends a suite of actions aimed at managing the impact of increased parking demand and traffic volumes, including from through-traffic. The Study identifies Loftus St as the significant bypass route to the congestion on Burwood Road and proposes Loftus St, not Lansdowne St, be potentially made one-way.</p>

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No.	Author	Summary of submission	Response
			The Public Domain Plan proposes a neighbourhood-scale local playground be built within the proposed Burton Street Park.
4	Individual	There is no aesthetic element in the apartment design and no set back between Parramatta Road and the apartments.	<p>Response is provided in Item I above.</p> <p>The planning proposal and draft DCP provide a planning framework to guide future development. This planning framework comprises development standards to be included in the Canada Bay LEP (building height and floor space ratio) and development controls to be included in the DCP (building envelope).</p> <p>The detailed design of buildings will be resolved when architectural plans are prepared by proponents. Development of 8 storeys or above will also be required to be subject of a design competition.</p> <p>The planning proposal seeks to set back the building line along Parramatta Road by 6m to accommodate wider public domain and a shared path, street trees and nature strip planting.</p>
5	Individual	<p>The submission recommends:</p> <ul style="list-style-type: none"> • There be a supermarket/post office in the Kings Bay precinct. • There be an overpass/pedestrian tunnel over Parramatta Road to allow foot/bicycle access to Wangal Park and Burwood. <p>The submitter expresses preference for townhouses and low-level apartments.</p>	<p>Response is also provided in Item G above.</p> <p>Where land is proposed to be zoned B4 Mixed Use, the ground floor of buildings must be used for non-residential purposes. Council cannot require provision of specific retail premises, although it is possible that a supermarket will be located within the precinct.</p> <p>Sydney Metro is intending to construct a pedestrian tunnel to connect the Metro Station with the southern side of Parramatta Road. There is also a bicycle-accessible pedestrian bridge over Parramatta Rd at Broughton St. Noting this is a long way from the Kings Bay Precinct, Council will continue to build additional bicycle infrastructure as funding becomes available.</p> <p>Council's vision is to facilitate a range of housing choices in areas with access to good public transport. Whilst Stage 1 of PRCUTS will deliver tower apartments,</p>

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No.	Author	Summary of submission	Response
			Stage 2 is intended to deliver low-level apartments.
6	Individual	<p>The submission raises concerns about increased traffic volumes and the need to direct traffic away from residential streets (e.g. Queens Rd).</p> <p>Consider making Queens Rd one-way as bicycle lane is too narrow, especially between Harris Rd and Arlington St.</p> <p>Consider permitting front fences over 1.2m high along Queens Rd.</p>	<p>Response is also provided in Item F, G above.</p> <p><i>The Parramatta Road Corridor Traffic and Transport Study and Action Plan (2022)</i> recommends minor intersection upgrades for Queens Rd and Harris Road. A dedicated bike path along Queens Rd has been contemplated by Council’s traffic and transport team as part of LGA wide planning work.</p> <p>The draft PRCUTS DCP limits all front fences to 1.2m high, with at least 50% to be at least 50% transparent, to enable a high level of passive surveillance and street activation.</p>
7	Individual	The submission recommends including the properties on Taylor St and Walker St in Stage 1 of PRCUTS, to create a network of connected parks and sporting facilities.	The land highlighted in the submission is land that is within Stage 2 of PRCUTS, which is intended to be progressed in 2023. Plans prepared for Stage 2 will seek to integrate with the existing and proposed urban fabric in the locality.
8	Landowners of 1,3,5,7 & 9 Harris Road, Five Dock	The submission requests that Area 23 be separated into (a) 92-96 Kings Rd and (b) 1, 3, 5, 7 and 9 Harris Rd, while maintaining the proposed higher density rezoning to “High Density Building”, noting that Area 23 is not required to provide any community infrastructure such as boundary setbacks, but would need to still comply with the landscaped setbacks to Harris Rd (3m) and Kings Rd (4.5m).	<p>Response is provided in the Landowner Submissions review and also in Item B above.</p> <p>Subdivision of Key Site (Area 23) into two separate Areas should be supported with amendments as per the revised Masterplan built form.</p> <p>The exhibited key site contains both detached dwelling houses and a recently constructed strata building. The strata building is unlikely to be redeveloped within the short to medium term.</p> <p>The revised Masterplan calculated FSR based on the areas of the new lots and includes amended building envelopes.</p> <p>The subdivision does not prevent or limit future redevelopment of the strata building portion of Area 23 to the height and density envisaged in PRCUTS.</p>
9	Individual	<p>The submission raises the following concerns:</p> <ul style="list-style-type: none"> The proposed height and density, as the roads are too narrow to support the increased population. 	<p>Response is provided in Item A, D, F, K and I above.</p> <p>Whilst there will be loss of Industrial land to deliver the NSW Government’s Strategy, the</p>

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No.	Author	Summary of submission	Response
		<ul style="list-style-type: none"> The ‘tokenistic’ provision of open space and the loss of indoor recreation space, provided within some of the existing buildings. The proposed wider footpaths are still not wide enough and will create wind tunnels. The loss of local employment opportunities, which will lead to longer work travel times, congestion, reduced sustainability / resilience / public benefits. Proposed underground parking, which is challenged by poor ground conditions and flood levels. How Council can ensure good design outcomes. 	<p>planning proposal is seeking to maximise employment opportunities within the Burwood and Kings Bay precincts and to require the development that fronts Parramatta Road to provide urban support services.</p>
10	Individual	<p>The uplift will exacerbate the demand for on-street parking in the vicinity of St Mary’s Church, School and Villa, due to lack of parking on the site, and for the nearby sports fields.</p> <p>Metro will not reduce parking demand in the short to medium term.</p> <p>The uplift will exacerbate congestion on the already heavily-used Broughton Street and Burwood Road and also associated with St Mary’s School. The introduction of the bicycle lane on Broughton St and blocking off of the left hand lanes on Burton Street to put in greenery has resulted in difficulty crossing the Broughton St/Burton St intersection. The current congestion will get worse with the influx of new residents.</p> <p>The 10/15/20+ proposed building heights should be limited to 4/5 floors to limit traffic, congestion, need for parking and to fit in better with the Concord ‘feel’, general aesthetic, community atmosphere and the history of the area. 20-storey towers next to single family homes and low rise blocks will look strange and turn this part of Concord into another Burwood.</p>	<p>Response is provided in Item A, F and H above.</p>
11	Individual	<p>The submission raises the following concerns:</p> <ul style="list-style-type: none"> that Council will acquire existing residential land and residents will need to move out, not benefiting from the proposed plan. 	<p>Response is also provided in Item F above.</p> <p>Subsequent to Council receiving the submission, the submitter has been advised that the planning proposal is simply the process for changing the current planning</p>

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No.	Author	Summary of submission	Response
		<ul style="list-style-type: none"> traffic, noise and air pollution on Kings Road are already bad and the road is a traffic thoroughfare, especially during school term. This will get worse. <p>The submission requests that residents be given advance notice and funds upfront for relocation prior to any construction.</p>	<p>controls and that no property will be compulsorily acquired.</p>
12	NSW SES	<p>The Agency notes that the planning proposal relates to land that is subject to flash flooding and will result in a substantial increase in residential population in the flood planning area.</p> <p>Concerns are raised about:</p> <ol style="list-style-type: none"> Inadequate evidence to support shelter in place as a primary risk management strategy, placing a large population at risk of flash flooding. Limited flood information available for some of the areas identified in the planning proposal to enable a detailed risk assessment by NSW SES. Deferral of addressing the CB DCP for the sites until a later stage of the approval process. <p>The submission makes the following recommendations:</p> <ol style="list-style-type: none"> Commercial development (including retail): All ground floor businesses and retail floors must be above the 1% AEP flood levels and access to the basement must be above Probable Maximum Flood (PMF) level. There must also be the provision of sufficient readily accessible habitable areas above the PMF to cater for the safety of potential occupants, clients and visitors in commercial development. Sensitive development: Any Childcare facilities, schools, medical centres, day hospital within the building must be located with floor levels above the PMF level. Making buildings as safe as possible to occupy during flood events: Ensuring buildings are designed for the potential flood and debris loadings of the PMF so that structural failure is avoided during a flood. Limiting exposure of people to floodwaters: This can be aided by 	<p>Under the LEP, development must be consistent with the DPE <i>Considering Flooding in Land Use Planning Guideline</i> (14 July 2021). Under the DCP, land that is within the LEP Flood Planning Area, or recommended to be within the LEP Flood Planning Area by a publicly exhibited and/or adopted Flood Study prepared in accordance with the FDM (2005), must comply with the Flood Controls. Council's draft DCP, which is pending Council endorsement, will also require that other land at or below the flood planning level must comply with the Flood Controls.</p> <p>The Flood Controls define and pertain to commercial development, sensitive development, car parking and driveway access, evacuation, flood warning and management. The Flood Controls also specify that an evacuation plan does not negate requirements for compliance with planning and building regulations.</p> <p>Council's flood engineers have reviewed the submission and advised that:</p> <ul style="list-style-type: none"> The planning controls in the DCP are deemed adequate to manage flood risks in flood affected land, noting that Council is currently finalising additional flood studies and that the DCP controls will be further updated at that time. The Draft Powells Creek Flood Study was recently publicly exhibited for community consultation, it will be uploaded to the NSW Flood Data Portal following endorsement by Council. The DCP controls have been updated to: <ul style="list-style-type: none"> include references in the controls to refer to Annual Exceedance Probability (AEP); and clarify the conversion of ARI to AEP by including Figure 1.2.1. from Australian Rainfall and Runoff – A Guide to Flood Estimation 2019.

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No.	Author	Summary of submission	Response
		<p>providing sufficient readily accessible areas above the PMF to cater for potential occupants, clients and visitors. Building security and access should ensure accessibility to habitable areas within the building above the PMF.</p> <p>5. Car parking: Any parking should be above ground level to facilitate safe and effective vehicular evacuation and have pedestrian access to a podium level above the PMF to increase human safety. Pedestrian evacuation and shelter in place are not appropriate primary flood risk management strategies. The Flood Assessment for Concord West Precinct Masterplan should be updated to reflect this, as well as any future changes to the DCP.</p> <p>6. Provision of publicly accessible space for the itinerant population in areas surrounding intensive development: Provision of publicly accessible space or access to space above the PMF (with adequate infrastructure to enable the physically impaired to access such space) that is easily accessible 24 hours a day for seven days a week which is clearly identified for this purpose with associated directional signage.</p> <p>7. Providing adequate services so people are less likely to enter floodwaters: This includes access to ablutions, water, power and basic first aid equipment. Consideration must be given to the availability of on-site systems to provide for power, water and sewage services for the likely flood duration of surrounding areas (which may exceed several hours) plus a further period to provide allowance for restoration of external services.</p> <p>8. Addressing secondary risks of fire and medical emergencies during floods: To minimise the increased risk of fire and to reduce both the potential for adverse outcomes in the case of a medical emergency and the risks to those who may aid the patient, Council, DPE, NSW SES, Ambulance NSW and the relevant Health Functional area and fire agency servicing the area, should be consulted to determine appropriate risk management strategies during flooding.</p> <p>9. Remove the first paragraph on page 43 of the <i>PRCUTS Flood Risk Assessment</i>.</p>	<ul style="list-style-type: none"> • Removal of the first paragraph on page 43 of the PRCUTS Flood Risk Assessment is not supported. Council's DCP currently prescribes variable freeboards to tailor the magnitude of the freeboard to local circumstances. • The Powells Creek Flood Risk Management Study and Plan will further analyse several locations for possible flood mitigation works and evacuation strategies.

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No.	Author	Summary of submission	Response
		The submission also requests that the flood study for the area to be uploaded to the NSW Flood Data Portal, including the spatial data associated with the Powells Creek Flood Study once complete.	
13	EG Property Advisory, on behalf of landowners of Courland Street, Five Dock – #1 of 4	<p>The submission requests that the properties at 9-29 Courland Street, Five Dock be rezoned concurrently with Stage 1 of the Kings Bay precinct, to support implementation of PRCUTS and to mitigate adverse impacts that the properties would otherwise be subject to:</p> <ul style="list-style-type: none"> the sites would become isolated development sites the zone and height transition would occur at Courland Street rather than at the rear of the dwellings the 2-storey dwellings adjoining 8-storey buildings loss of privacy, noise, overshadowing being unable to achieve the PRCUTS 1.4:1 FSR as an isolated development site. <p>The submission requests:</p> <ul style="list-style-type: none"> the properties be rezoned as part of the Kings Bay precinct and Stage 1 of PRCUTS, as Courland Street is a natural break for the precinct, minimising adverse amenity impacts as a result of the redevelopment. the properties be used as a buffer to the low-density residential housing on the eastern side of Courland Street and the proposed 6-8 Storey Buildings to the west. the new 1.8:1 FSR to the west be extended to include the properties. relocate the new green space to between the proposed 8-storey buildings and the Courland Street properties, to act as a buffer and transition between the 8-storey buildings and the buildings on Courland Street. 	<p>Response is provided in the Landowner Submissions Review and also in Items A and B above.</p> <p>Incorporation of the properties at 9-29 Courland Street into Stage 1 of PRCUTS should not be supported.</p> <p>This would constitute a departure from the PRCUTS Implementation Plan and is unlikely to have sufficient strategic merit to justify an Out-of-Sequence proposal, given that the urban form outcome is likely to be similar regardless of whether the land is developed in Stage 1 or Stage 2.</p> <p>Stage 2 of the PRCUTS Masterplan should investigate the retention of the 1.4:1 FSR and 17m building height. Where necessary, alternative planning standards/controls will be identified to address impacts on adjacent low density, low scale residential dwellings. These matters will be the subject of a separate investigation and exhibition with landowners and the community.</p> <p>Relocation of the public green space is not supported as the proposed 12m setback to the boundary is considered sufficient to provide a buffer to the adjoining properties, and especially noting that PRCUTS recommends those properties be redeveloped as part of Stage 2. Further, this would necessitate reconfiguration of the park from a town-square configuration to a linear configuration along the boundary of the site. This is not supported as the park would not have the accessibility, visibility or configuration necessary to activate the open space.</p>
14	Ethos Urban, on behalf of the landowners, Crown Group	<p>The submission proposes a new urban design solution for the land at 155-167 Parramatta Road and 7 Spencer Street, Five Dock, in the Kings Bay precinct that comprises:</p> <ul style="list-style-type: none"> A plaza (approx. 2,000sqm) surrounded by three towers and a low height building to the north. 	<p>Response is provided in the Landowner Submissions Review and also in Item A above.</p> <p>The proposed alternative built form and layout should be supported with amendments as per the revised Masterplan.</p>

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No.	Author	Summary of submission	Response
		<ul style="list-style-type: none"> • Three zones connected by a Lower Ground and basement carparks. • A new central open space partially elevated and providing a transition between Parramatta Rd and Spencer St. • Lower levels engage and integrate to the DCP masses and public spaces, while the towers open out towards the bay and connect to the water. • Has provision for a partially underground supermarket. <p>The proposal states that it would have the following benefits:</p> <ul style="list-style-type: none"> • Connect the open spaces set-out by the DCP and integrate the site into the Spencer St Green Spine. • Reflect the corners of the surrounding DCP masses to create a defined urban edge. • Remove/re-position the mass in the central portion of the scheme to allow for an urban space. • Move the built masses to the edges of the site and connect central urban space to surrounding roads. • Non-residential uses on the bottom levels of Parramatta Rd provide a buffer to the noise/ visual pollution. Clear through-site links connecting the site to all surrounding roads and proposed open spaces. • Provide a variety of urban spaces with diverse edge conditions and connections to different roads and open spaces. All urban spaces are lined and activated by at-grade non-residential uses. • Each tower's location responds to particular urban conditions. The western tower addresses the new Spencer St Plaza; the central tower addresses the new central plaza; the eastern tower address William St Park. 	<p>The revised Master Plan recommends that the central mid-block building facing Spencer Street be removed and floor space redistributed to other towers on the site. This will improve the amenity of the central part of the site and activate Spencer Street, which is envisaged as a pedestrian boulevard. The central part of the site may then provide a space that is connected and contiguous with the street.</p> <p>Minor changes are also proposed to the siting and height of each of the towers and their podiums to minimise overshadowing of land to the south.</p> <p>This scenario was tested as part of a revision to the master plan and achieves the PRCUTS FSR.</p> <p>The public through-link access laneway along the western boundary should not be removed, as it is required to ensure adequate building separation, avoid further overshadowing to adjacent buildings and to ensure passive surveillance to the public domain.</p> <p>The built form testing and revised Masterplan reduced the quantum of retail and commercial GFA envisaged on the site as recommended by Council's feasibility assessment.</p>
15	Landowners of Courland Street, Five Dock - #2 or 4	<p>The submission raises the following concerns about the properties at 9-29 Courland Street, Five Dock, which relate to the location of the proposed adjoining 8-storey building with a 12m setback will:</p> <ul style="list-style-type: none"> • create extensive overshadowing and block natural light. • compromise privacy. • create excessive noise in close proximity to the properties during construction and from the subsequent apartments. 	<p>Response is provided in Items A and B above.</p> <p>Refer also to submission #13 above.</p>

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No.	Author	Summary of submission	Response
		<ul style="list-style-type: none"> devalue the properties. <p>The submission states that the Courland Street properties are the only example of residential property that shares a boundary with the precinct and notes that the lots on northern side of Kings Road are 3-storeys on the boundary, rising to 5-storeys and set back from existing homes (by 8m).</p> <p>The submissions requests:</p> <ul style="list-style-type: none"> the properties be rezoned as part of the Kings Bay precinct and Stage 1 of PRCUTS to expedite redevelopment of the properties and avoid otherwise adverse impacts. more open and green space between the rear boundary of the properties and the proposed apartments. the 8-storeys apartment building be reduced in height to reduce loss of natural light, sun and privacy. 	
16	Individual	<p>The submission raises concern about the height of the two 80m towers on the corner of Queens and William St Five Dock (the tallest in the precinct), especially in relation to the 17m height limit on the opposite side of Queens Rd (the shortest in the precinct), which will cause overshadowing.</p> <p>The submission recommends that the height south side of Queens Road be reduced and north of Queens Road be increased to 32m.</p>	<p>Response is also provided in Item A above.</p> <p>The reference to building heights of 80m and 17m in the Masterplan for the Kings Bay precinct reflect the maximum building height contained within the PRCUTS Planning and Design Guidelines.</p> <p>Despite the maximum building heights contained within the Planning and Design Guidelines, the draft Masterplan and the revised Masterplan modelled building heights for each amalgamated site to determine the appropriate heights. This was based on maximising yield whilst not creating adverse overshadowing impacts. In this way, the planning proposal includes a maximum height of 17.0m for land on the northern side of Queens Road and a maximum height of 67.0m and 79.0m for certain land on the southern side of Queens Road. These heights are also complemented by lower buildings that will be viewed as podiums at street level.</p> <p>Buildings will only be permitted to be constructed to the maximum building height where community infrastructure is provided.</p>

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No.	Author	Summary of submission	Response
17	Urbis, on behalf of Grocon and Home	<p>The submission proposes a new urban design solution for the land at 1-3A Loftus Street and 2-16 Burton Street, Concord, in the Burwood Precinct that comprises:</p> <ul style="list-style-type: none"> • a 78m / 24-storey Build to Rent residential tower that steps down to 42m / 13-storeys. • 4.5:1 for the Grocon landholding, where developed for Build to Rent housing • reduced on-site car parking associated with the Build to Rent dwellings. • Relocation of the new park from the centre to the west of the site. The submitted concept indicates that the 1,949sqm of the park would be within the boundary of the site and 327sqm would be within the boundary of land controlled by Sydney Metro. <p>The proposal states that it would have the following benefits:</p> <ul style="list-style-type: none"> • provide the proposed community infrastructure. • locate the Burton Street Plaza opposite the heritage-listed church. • locate the Burton Street Plaza closer to the Metro station entrance, creating greater precinct permeability and pedestrian linkages. • concentrate the residential density away from the highest density residential development, increasing building separation, allowing a lower scale residential interface with the Burton Street Plaza, minimising shadow impacts on the Plaza and reducing residential impacts. • treat the Burton Street Plaza as a ‘true’ public space, improving the public domain. • improved building articulation and a consolidated residential building envelope, which facilitates greater internal flexibility, ADG compliance, reinforced street edge and sense of enclosure. <p>The submission suggests / requests:</p> <ul style="list-style-type: none"> • an FSR of 4.5:1. • the maximum permissible FSR exclude below ground floor space related to the metro station’s pedestrian tunnel access point and any habitable space associated 	<p>Response is provided in the Landowner Submissions Review and also in Item A, B, F, G, I and J above.</p> <p>The relocation of the park should be supported, but the proposed alternative building layout and density is not supported as it is inconsistent with Planning Direction 1.5 for PRCUTS and the built form outcomes contemplated by the <i>PRCUTS Planning and Design Guidelines</i>.</p> <p>The requested increase in FSR from 3.0:1 to 4.5:1 represents a significant increase in Gross Floor Area contemplated on the site and will result in a building that has a significant scale and massing.</p> <p>The submitted concept is not considered to create a better outcome than contemplated by PRCUTS, the planning proposal or draft Development Control Plan.</p> <p>The proposed envelope is inconsistent with the <i>PRCUTS Planning and Design Guide</i> and does not meet the following requirements:</p> <ul style="list-style-type: none"> • The floor plates are not limited to 750sqm GFA and do not result in a slender tower form. • The maximum tower length exceeds 45 metres when applied in conjunction with the tower floor plate controls. • The built form departs from the podium and tower typology with requirement for upper level setbacks • The building length exceeds the maximum of 60 metres. <p>The submission also provides reduced setbacks to Loftus Street and Burton Street in comparison to the draft Development Control Plan (3.0m instead of 4.5m).</p> <p>The relocation of the park to the western side of the site is supported as it will enable the creation of a more activated public space, as it will be able to be more closely aligned with the future Metro entry.</p> <p>The relocation of the park has resulted in a minor change to the Infrastructure Strategy</p>

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No.	Author	Summary of submission	Response
		<p>with the station’s operations below ground.</p> <ul style="list-style-type: none"> • the block configuration / amalgamation pattern be revised to relocate the Burton Street Plaza adjacent to the Metro Station and consolidate the building envelopes to permit a singular envelope. • the community infrastructure height of building maps be revised to reflect heights that align with the block configuration proposed in the submission. • an additional provision be included within the Design Excellence clause that permits minor variations to the community infrastructure height of buildings development standard, where a proposal is the outcome of a design excellence competition. • parking rates be revised to allow the location of some car parking associated with future residential development in the precinct and in proximity to the railway station in order to cater for car ownership for residents, albeit at a reduced rate from that informing the PRCUTS traffic and parking study. • a Section 7.11 Contributions Plan be prepared to account for the preferred location for the Burton Street Plaza. 	<p>and draft development controls that will inform the siting of future buildings on the land.</p> <p>The park will be required to be delivered in accordance with the proposed community infrastructure requirements outlined in the planning proposal. In this way, access to additional Gross Floor Area and Building Height will only be possible where local infrastructure is provided.</p> <p>Build to Rent is a housing typology that does not require specific intervention by Council, as it is already available to landowners and industry under the Housing SEPP, noting that after 15 years the dwellings can be sold as market housing. This outcome is therefore not justification for additional density/FSR.</p> <p>Design Excellence is a requirement of PRCUTS and design competitions will be required for all future development over 28m or 8 storeys. Sufficient incentive is provided through an increase in floor space ratio (from 0.7:1 to 3.0:1) and building height (8.5m up to 78.0m) to facilitate development that delivers both community infrastructure and achieves design excellence.</p> <p>The draft DCP has been amended to remove reference to no parking being provided in the vicinity of metro stations. Future residential development will be required to provide car parking consistent with the maximum controls outlined in the PRCUTS Planning and Design Guide. In the case of Build to Rent housing, car parking will be required to be provided in accordance with the SEPP (Housing).</p>
18	Gyde Consulting, on behalf of the landowners of 235 Parramatta Road, Five Dock	<p>The submission relates to the land at 235 Parramatta Road, Five Dock in the Kings Bay precinct. The submission supports the proposed incentive building height.</p> <p>The submission objects to the proposed 1.6:1 incentive FSR.</p> <p>The submission is seeking the following changes:</p>	<p>Response is provided in the Landowner Submissions Review and also in Item A and C above.</p> <p>The proposed alternative built form should be supported.</p> <p>The land is affected by a “restriction as to user” that limits the height of building on part of the site. It is understood that the</p>

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		<ul style="list-style-type: none"> • Increase the 6 storeys to an overall height of 21m, which is consistent with the opposite side of Parramatta Road, with setback and articulation that maintain a 5-storey street wall along Parramatta Road. The additional building height could be a bonus, contingent upon achieving design excellence. • Add an additional sixth storey along Parramatta Road, with a 3m setback to Parramatta Road to minimise additional overshadowing to Parramatta Road and future development opposite the Site. • Extend the Parramatta Road wall to a nil setback to the Site's eastern boundary of the Site to establish continuous street wall along Parramatta Road. • Abandon the 3m DCP setback to the future Spencer Street and allow commercial uses to front onto and activate this new street. <p>Allow for two (2) levels of commercial uses to extend between Parramatta Road and Walker Street. If this is not considered desirable, greater height should be considered to enable a feasible FSR to be achieved.</p> <p>The submission raises the following issues:</p> <ul style="list-style-type: none"> • The Masterplan shows two storeys of commercial, which is not consistent with the controls sought by the planning proposal and is an unsatisfactory basis on which to support a reduction in FSR from the 2:2:1 recommended under the PRCUTS. • The provision of 'additional public space' on Parramatta Road by the DCP is not envisaged under PRCUTS and is inconsistent with the proposed 5-storey street wall. It is inappropriate to justify additional public space via extinguishment of the current easement. • The Masterplan and FSR represent an inequitable and unfeasible underutilisation of the site. 0.6:1 FSR bonus to deliver some 1,500sqm of land dedication, plus an unachievable additional 450sqm public space along Parramatta Road, is an unrealistic and insufficient bonus. • The modelling underpinning the proposed controls must be reconsidered and additional building height allowed to 	<p>intent of the restriction is to retain sight lines to adjoining properties to the east.</p> <p>Until such time as the restriction on the land is no longer needed and ultimately extinguished, the building envelope and footprint should not be over the land affected by the restriction.</p> <p>The addition of an extra storey is inconsistent with the surrounding building heights and would exceed the heights recommended in PRCUTS. The maximum 17m building height should be maintained as a standard site control.</p> <p>The Parramatta Road interface should have a nil setback (not including the Green Edge and TfNSW reserve for future bus lane) to ensure a consistent street-wall with development to its east.</p> <p>The proposed reduced setback to nil along the northern road reserve would impact the future character of Spencer Street and disrupt a consistent street wall applied to other properties. The 3.0m setback along Spencer Street should be maintained to ensure a consistent street-wall along the Road Reserve.</p> <p>The revised master plan and draft DCP include a five storey building envelope with a two storey podium to the rear of the site. The building envelope, and building footprint were informed by:</p> <ul style="list-style-type: none"> • the maximum height limit in PRCUTS, • consistency with the scale of development in the immediate context, • the requirement for a green edge setback and the road to the rear of the lot; and • the existing easement applying to the land. <p>The proposed floor space ratio is an outcome of the above considerations.</p>

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		achieve the 2.2:1 FSR recommended by PRCUTS.	
19	Individual	<p>The submission raises concerns about mitigation of construction traffic and noise, especially given many surrounding residents are elderly and the proximity of schools.</p> <p>The submission requests that a noise mitigation plan be developed in consultation with residents that includes:</p> <ol style="list-style-type: none"> 1. expediting the construction phase 2. restricting the hours of night work 3. restricting the movement of heavy vehicles during the day and night 4. restricting construction trucks using local streets for parking and as staging areas <p>The submission recommends the construction of a new road between Gipps Street and Parramatta Road on the east side of Concord Oval to assist in alleviating and addressing impacts associated with the construction of the proposed Burwood Precinct development.</p>	<p>It is acknowledged that construction noise and traffic disruption will affect residents. Future development applications will only be approved subject to appropriate conditions in relation to hours of construction and management of construction traffic.</p> <p>Noise complaints can be made to Council to be investigated and appropriate action taken should breaches occur.</p> <p>Land between Gipps Street and Parramatta Road east of Concord Oval is outside of the PRCUTS Stage 1 Area and is in close proximity to the Kings Bay Stage 1 Precinct, where substantially more development is anticipated to occur. The suggested new road is not therefore appropriate.</p>
20	GAT & Associates, on behalf of the landowners of 8-10 Harris Road, Five Dock	<p>The submission raises the following concerns in relation to land at 8-10 Harris Road, Five Dock:</p> <ul style="list-style-type: none"> • The maximum 28 m height limit under PRCUTS in the R3 zone was reduced down to 20 m or 6 storeys for this site. • Challenges in amalgamating with adjoining properties, including agreeing on redevelopment, how this will be managed, and what role Council will have. • Implications of providing minimum parking on site, in terms of the impact on on-street parking across the broader area, and on the commercial value of new properties within the precinct, while the Sydney West Metro is not envisaged to be completed until 2030. • The restriction which the through-site link presents to the development yield on the site, together with the setbacks and separation requirements under the DCP and ADG, and the landscape and deep soil requirements for development in the R3 zone. • The additional burden of the increased sustainability targets placed on developers and whether these can be achieved with the current services and fixtures available in NSW. 	<p>Response is provided in the Landowner Submissions Review and also in Item A, B and F above.</p> <p>The proposed subdivision of Key Site (Area 34) into two separate Areas should not be supported.</p> <p>The amalgamation proposed in the planning proposal is required to ensure the orderly development of the land and to manage site access and parking.</p> <p>Future development will be required to amalgamate to obtain access to the additional floor space ratio and building height on the land.</p> <p>Whilst the maximum building height identified by PRCUTS has not been achieved, the proposed floor space ratio is consistent with PRCUTS.</p> <p>The maximum building height should be maintained to minimise overshadowing and ensure continuity of the street wall fronting Harris Road.</p> <p>The landscaping controls within the front setback ensure that the landscaped</p>

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		<p>The submitter is also of the view that:</p> <ul style="list-style-type: none"> more discussion needs to be undertaken with industry to understand the full implications of the above proposed changes, particularly in relation to the decrease in parking within the precinct and the increased BASIX targets. the parking controls and increased restrictions for local streets (such as clear ways and cycle ways) should not be determined until the <i>Parramatta Road Corridor Traffic and Transport Study</i> has been completed. 	<p>character of the precinct is maintained and ensure future development contributes to Council’s urban tree canopy coverage target of 25% coverage.</p> <p>The planning proposal is supported by Council’s PRCUTS Sustainability Strategy. The Strategy recommended the proposed increased sustainability measures (BASIX targets), which are incentivised by a 5% additional FSR. As the increased measures are optional, they do not represent an increased burden on developers.</p>
21	Urbis, on behalf of Suttons Group	<p>The submission relates to land at 49-53 Parramatta Road, Concord, which is in the Burwood Precinct, and raises the following concerns:</p> <ul style="list-style-type: none"> This is a missed opportunity not to explore greater heights and density given the site’s very close proximity, and buildings which don’t have any direct impact on surrounding residential properties. Metro is within very close walking proximity and will have a transformation impact on this Precinct, but the built form controls were developed many years ago and need to be re-thought to accommodate potentially more residential and employment opportunities in the short-medium term. There needs to be appropriate incentives to undertake a competitive design process and, similar to other Councils. 10-15% floor space and height bonus is recommended to allow for innovative design, flexibility for potentially taller and more slender buildings and means to offset the high costs for running a competition. Buildings of 11 storeys (envisaged on the site) and that are proximate to high road noise require innovation and flexibility to create high quality design outcomes and positive responses to the ADG. <p>The submission encourages the following changes to the draft DCP:</p> <ul style="list-style-type: none"> Inherent flexibility to allow buildings to respond better to their immediate context, as opposed to “buildings must have a street wall/podium”. 	<p>Response is provided in the Landowner Submissions review and also in Item A, E and I above.</p> <p>The proposed changes to the built form should not be supported.</p> <p>The proposed maximum building height and floor space ratio (building envelope) was informed by overshadowing impacts to the land to the south.</p> <p>The proposed Active Street Frontages should be maintained. A requirement that Active Frontages have a commercial floor space of at least 10m has been included as a control in the draft DCP.</p> <p>Deep soil and landscaping controls should be maintained to ensure future development contributes towards Council’s urban tree canopy target.</p> <p>The bonus height and FSR available to developers is deemed to constitute an appropriate incentive for delivering community infrastructure as per the PRCUTS Infrastructure Strategy, and associated with achieving higher BASIX targets. . Achieving design quality is a requirement of PRCUTS and competitive design processes are becoming an industry norm and therefore does not warrant bonuses</p> <p>The Masterplan has estimated the number of jobs that are required to be facilitated under PRCUTS. To achieve the required pro-rata jobs (split with adjoining councils) it is</p>

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		<ul style="list-style-type: none"> Allow for active street frontages with sleeved car parking as opposed to being mandated across the entire ground plane. Deep commercial floor plates at the ground floor and/or in a podium arrangement are unlikely to be taken up by the market. A deep floor plate, with a more slender residential tower, makes it very difficult to achieve the permitted FSR in the height plane. There is a need for more flexibility with height and FSR outcomes where there is different ground and podium arrangements. Given the relatively built up nature of Parramatta Road, encourage generous planters to sufficient depths as opposed to mandating onerous deep soil requirements. To allow for creative ways to manage road noise and natural ventilation on a busy road, exclude 'enclosed wintergardens' as gross floor area. This would discourage the use of mechanical ventilation and encourage natural ventilation in innovative manners. 	<p>necessary that retail in the B4 zone be extended across the full ground floor. Detailed floor layouts and planning will occur at DA stage.</p> <p>The draft DCP permits at-grade parking sleeved with other uses in circumstances where at-grade parking is unavoidable. It is recommended that the control be refined to clarify that 'unavoidable' refers to circumstances where underground parking is not possible due to proximity to the Metro tunnel.</p> <p>The Canada Bay LEP and DCP include controls to protect building users from negative impacts (noise, air quality, vibration) from Parramatta Road. The controls are necessary and sufficient to ensure amenity protection for residents whilst also providing flexibility.</p> <p>The Standard Instrument LEP definition of Gross Floor Area will continue to apply to future buildings in the corridor.</p>
22	Landowners of 9-29 Courland Street, Five Dock - #3 of 4 and duplicate of #2	Refer to submission number 15 above	<p>Response is also provided in Items A and B above.</p> <p>Refer also to submission #13 above.</p>
23	Individual	The submission requests that 7 Courland Avenue, Five Dock and the other B6 zoned properties along Courland street be included in Stage 1 of PRCUTS and be zoned R3, similar to the adjacent Stage 1 land, to avoid fragmentation of Courland Street from the remainder of the precinct.	<p>Response is also provided in Items A and B above.</p> <p>Refer also to submission #13 above.</p>
24	Landowners of 9-29 Courland Street, Five Dock - #4 of 4 and duplicate of #2	Refer to submission number 15 above	<p>Response is also provided in Items A and B above.</p> <p>Refer also to submission #13 above.</p>
25	The Planning Studio, on behalf of the landowners, Toga	<p>The submission states that the proposed controls do not reflect the significant infrastructure opportunity delivered by Metro West and Westconnex.</p> <p>The submission proposes an alternate scheme for the land at 51-73 parramatta Road and 31A-43 Queens Road, Five Dock, in the Kings Bay precinct that comprises:</p> <ul style="list-style-type: none"> FSR of 3.15:1-3.46:1, which has been calculated based on inclusion of the 	<p>Response is provided in the Landowner Submissions Review and also in Items A, B and E above.</p> <p>The two alternative proposed layouts should not be supported.</p> <p>The changes represent an abandonment of PRCUTS and are contrary to Planning Direction 1.5 and the Canada Bay Local</p>

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		<p>properties along Courland Street (9-29 Courland Street). This would improve solar compliance for those dwellings, create greater open space, and improve permeability and block planning.</p> <ul style="list-style-type: none"> • Building heights of up to 14-18 storeys on the western side and 4-storeys along the Courland Street frontage. • Commercial, light industrial and retail uses, in addition to the envisioned residential, with potential for 3-4 storeys of commercial uses on Parramatta Road, along with 1-2 storey light industrial and retail uses. • The community infrastructure sought as part of the draft LEP and DCP controls, including a new public park, through-site links and footpath and public domain upgrades. Also contributions towards the Hen and Chicken Bay Foreshore Walk. 	<p>Strategic Planning Statement. The proposed density is double that contemplated by PRCUTS and the planning proposal. This equates up to 84,174sqm of additional Gross Floor Area.</p> <p>The proposed heights, FSR and building layout in both schemes would produce unacceptable urban design outcomes and amenity impacts on the surrounding area. They would lead to additional overshadowing and are not consistent with PRCUTS or the desired future character of the precinct.</p> <p>The proposed lower four-storey built form towards Courland Street should be supported and the Gross Floor Area redistributed elsewhere on the site. The slight increase in height arising from the redistribution of Gross Floor Area will not lead to unreasonable overshadowing impacts.</p> <p>The proposed public open space indicated in the proposal is located internally within the site and does not have a frontage to a public road. Provision of public open space on this site is a requirement under PRCUTS and it is important that any proposed park be physically and visually accessible to ensure activation of this space.</p> <p>The quantum of commercial gross floor area is also likely to shift activity away from the precinct's town centre on Spencer Street and the existing commercial centre of Five Dock. This could detrimentally impact the viability of those centres.</p>
26	Ethos Urban, on behalf of the landowners, Anglican Church Property Trust, owners of St Luke's Anglican Church	<p>This submission relates to land at 19 Burton Street, Concord, in the Burwood Precinct. The site is heritage listed in the LEP as Item 40 - St Luke's Anglican Church and grounds.</p> <p>The submission raises concerns that the proposal may inhibit the site's redevelopment potential, by locating the Plaza immediately to the south of the site.</p> <p>The landowners intend to develop the site in the future to deliver a new multi-purpose hall and other land uses in the north-western part of the site, when it is considered as part of Stage 2. The local heritage listed item only</p>	<p>Response is also provided in the Landowner Submissions review.</p> <p>The concerns in the submission are noted and will be further investigated as part of PRCUTS Stage 2. Similarly, built form changes sought for the subject site will be further investigated during the development of the PRCUTS Stage 2 Masterplan and planning proposal.</p> <p>The relocation of Burton Street Plaza to the western end of key Site 10 is supported for reasons outlined for submission #17 above.</p>

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		<p>occupies a small part of the site and does not preclude redevelopment of the site in the future.</p> <p>The current plaza location has the potential to either result in it being in a suboptimal location for solar access when the land to the north is redeveloped, or it could prevent a community focused development from occurring.</p>	
27	Individual	<p>The submission raises concerns about:</p> <ul style="list-style-type: none"> • The level of developmental uplift in the Burwood and Kings Bay precincts which will worsen traffic and congestion in local streets without adequate infrastructure, especially at the George Street and through the Pomeroy Street intersection. Congestion is worsening and makes for poor access and deterioration in air quality is particularly bad. • Trains are not going to resolve the issue as existing trains are at capacity and Metro is a 'pipedream'. • Mixed use commercial / retail spaces will duplicate those already available in Burwood and Five Dock and there is potential for ground floor commercial / retail spaces to be largely untenanted and empty for long periods. • There is continued uncertainty for the properties west of King Street, Concord West in the Homebush North precinct that are deferred from the planning proposal (due to identified flooding impacts). The submitter / landowner notes that the land has not experienced flooding in over 41 years, although flooding has occurred at properties north of 30 King Street and at 202 George Street and 2 Station Avenue, Concord West. 	<p>Response is also provided in Item E and F above.</p> <p>The PRCUTS requires that 11,110 jobs be created across all three precincts by 2031 and 21,143 by 2050 to support the increased population. Whilst this requirement is to be shared between Canada Bay, Burwood, Strathfield and Inner West Councils, the Canada Bay PRCUTS Masterplan has estimated the number of jobs to be delivered commensurate with the percentage of mixed use land in the Canada Bay LGA portion of PRCUTS. Council anticipates that the market will determine the best types of retail and commercial tenancies for these locations and that the residential uplift will drive demand for locally appropriate land uses.</p> <p>The planning proposal is seeking to defer land in the Homebush North Precinct that has been identified as flood affected by the Draft Concord West Flood Study. Council is currently finalising the Powells Creek Flood Study to better define, and provide greater certainty about, flood risks and flood management for the Concord West area. Future planning controls for the deferred area and will be considered following the adoption of the Powells Creek Flood Study.</p>
28	Individual	<p>The submission raises concern that the amalgamation pattern for Areas 21, 22 and 23, north of Kings Road in the Kings Bay precinct, is not feasible due to the various homes and complexes being of different age or condition - strata lots are only 10-15 years old.</p> <p>The submission recommends there be some flexibility to allow the retention of newer developments that are not yet feasible to redevelop, while maintaining appropriate controls to ensure that ageing single</p>	<p>Response is provided in Item B above.</p>

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		detached dwellings are not left isolated or surrounded by development on all sides. It is specifically recommended that 112 King Street be reallocated from Area 21 to Area 22.	
29	Individual	<p>The submission raises the following concerns:</p> <ul style="list-style-type: none"> the height of the towers in the Burwood precinct, particularly the ones opposite St Mary's Primary School and along Burton Street opposite heritage properties such as St Lukes Church and Lansdowne House. Due to the elevated topography, their prominence will not be in keeping with the local character. There needs to be more of a step down to existing low density areas. Concord is very much a suburb of the early 1900-1920s and the heritage aspects need to be considered as that is what makes Concord unique. No solution is proposed for the higher traffic volumes generated by the higher density living and commercial development. 	Response is provided in Item A, F and H above.
30	Individual	<p>The submission raises concerns about traffic and parking in the Burwood Precinct, especially at the Broughton- Burton and Burwood-Burton Roads intersection.</p> <p>The submission recommends that the surrounding areas have time limited street parking for non-residents, enforced more by rangers, particularly during school drop offs.</p>	Response is provided in Item F above.
31	Landowners of 'Kings Bay Estate', Five Dock	<p>The submission relates to land at the 'Kings Bay Estate', 11-27 Harris Road, Five Dock, which is in the Kings Bay precinct, and raises the following concerns:</p> <ul style="list-style-type: none"> The proposal is at odds with the objectives of the <i>EP&A Act 1979</i>, metropolitan planning frameworks, Department of Planning open space guidelines and widely used urban design principles. The density and scale may impact on the valued area character, residential amenity (visual, wind, shadow, privacy). Heights and scales differ to surrounding housing and will be imposing. The proposed densities will impact on already problematic local traffic and parking, and would be better placed where there is rapid mass rail transport and multi-options, beyond just bus, 	<p>Response is also provided in Item D, E, F, H and I above.</p> <p>The Masterplan responds to the sensitive interface at the precinct boundary in a way which transitions the future development with lower-scale and single dwellings.</p> <p>The proposal is consistent with the PRCUTS and Section 9.1 Ministerial Direction 1.5 for PRCUTS, with some minor amendments and embellishment to improve urban design outcomes.</p> <p>The Concord Oval/Burwood North Metro station is within the Burwood Precinct. Homebush North precinct is adjacent to the existing Concord West train station and will be approximately 1.3km from the Strathfield Metro station. Kings Bay is</p>

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		<p>walking and cycling. Efficient public transport services, traffic management, open space and scale transitions should be key components of a liveable and sustainable plan.</p> <ul style="list-style-type: none"> • Transport and road improvements are inadequate and many are yet to be 'investigated', which is inadequate given the proposed density and should be planned in advance. Detailed traffic planning is recommended. • William Street is a busy, narrow and curved road, with difficult sight lines. It is earmarked as a 'major' road, which would require considerable widening and safety upgrading, which is not detailed. • The reporting does not provide detail in terms of open space needs for the population. • The report does not appropriately describe the current character of the area, as a mix of low and medium density residential, heritage and industrial uses. • The planned loss of employment land requires justification to address ministerial directions and the metropolitan plan. The report does not address the loss of industrial and light industrial lands and the impact on businesses which service the local area and region (such as car servicing). The proposed commercial zones will be for different uses. • The loss of industrial land and streetscape will drastically change the unique area character and does not take account of or respect the historical fabric of Five Dock. • Insufficient consideration is given to Rosebank College as a heritage item and the plan does not fairly consider scale, streetscape or student amenity impacts on the college. • The plan does not reflect an appropriate village/centre hierarchy. The Kings Bay area is predominantly low density. The height and densities proposed are not considered appropriate for Kings Bay and should be reduced. • The proposal falls short of general planning and urban design principles (such as in <i>A Plan for Growing Sydney</i> and the ADG) for density, landscaping, social aspects, infrastructure provision and context, undermining the strategy vision 	<p>approximately 1.1km equidistant from Concord Oval/Burwood North and Five Dock Metro stations.</p> <p>The <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i>, prepared by Bitzios Consulting, has investigated traffic volumes associated with the planned uplift and the <i>PRCUTS Public Domain Plan</i> has investigated appropriate roadway and public domain widths. TfNSW was consulted on the planning proposal, the Traffic Study and the Public Domain Plan. The detailed road design will occur when development applications are prepared.</p> <p>The planning proposal is not consistent with the Ministerial Direction 7.1 Business and Industrial Zones, as it seeks to rezone existing industrial land to other uses (residential and mixed-use). However, the inconsistency is justified as it is consistent with Direction 1.5, which requires planning proposals within the Parramatta Road Corridor to deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p> <p>The planning proposal was also, at the time of the Gateway approval, consistent with the previous Ministerial Direction 7.3 and the Greater Sydney Region Plan and the Eastern City District Plan. Whilst Objective 23 of the Greater Sydney Region Plan is to plan, retain and manage industrial and urban services land, the Plans state that "the land subject of this [Parramatta Road] Corridor Strategy is not subject to the industrial land strategies and actions of the Plan."</p> <p>The PRCUTS Masterplan has acknowledged that Rosebank College is a significant land holding within the precinct, having three street frontages, that it is heritage listed and contributes to the character and community life in the precinct. The Kings Bay precinct vision in the PRCUTS and the Masterplan is to gradually decrease the scale of development towards adjacent residential areas and Rosebank College.</p> <p>Points raised in submissions to UrbanGrowth in 2014 were superseded by</p>

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		<p>and likely resulting in unsustainable and unsightly redevelopment.</p> <ul style="list-style-type: none"> Points made during the 2014 Kings Bay consultation do not seem to have been considered. <p>The submission requests that the Kings Bay precinct plan be reviewed to address the above concerns.</p>	<p>the subsequent release of PRCUTS and, most recently, this exhibition of Council's PRCUTS planning proposal that, in implementing the PRCUTS, addresses urban design, public domain and infrastructure in much finer detail.</p>
32	BayBug - Canada Bay Bicycle Users Group	<p>The submission requests a plain English summary.</p> <p>The submission also raises concern about a lack of:</p> <ul style="list-style-type: none"> adequate public transport to support the future population. an easy way to cross or go under Parramatta Road. linear, efficient, separated cycleways setbacks to all development to accommodate separated cycling. 	<p>Response is provided in Item E and G above.</p> <p>The planning proposal is implementing the PRCUTS Public Domain Plan, which has been developed to deliver the PRCUTS public domain infrastructure, including a network of new cycleways. There are proposed:</p> <ul style="list-style-type: none"> separated cycleways on George, Street, King Street and Victoria Avenue in the Homebush North Precinct; shared paths along Parramatta Road, Burton Street, Broughton Street and Loftus Street in the Burwood Precinct; separated cycleways on William Street and Queens Road, and shared paths on Parramatta Road, Regatta Road and Kings Road in the Kings Bay Precinct.
33	Landowners of 50 Burton Street, Concord	<p>The submission raises the following concerns:</p> <ul style="list-style-type: none"> The proposed redevelopment may not be viable for many sites, as the proposed amalgamation plans include a large number of owners and due to cost of design excellence competitions, affordable housing contributions, state and local infrastructure contributions and Basix targets. An opportunity may be lost if densities for sites within 400m of a metro station are not increased in line with the 6:1 FSR typically proposed at other precincts (St Leonards, Crows Nest, Chatswood). This would also serve to protect the lower density areas and maintain their desired character. It is also efficient to increase these densities now as Metro will likely review them. A design competition for buildings above 28 m adds significant time and cost. <p>The submission recommends that:</p> <ul style="list-style-type: none"> Feasibility testing be undertaken for key sites to determine they can be viably redeveloped. 	<p>Response is provided in Item A, C, B, E, H and I above.</p>

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		<ul style="list-style-type: none"> A mechanism be made available to allow for some site amalgamation flexibility, such as minimum site areas that achieve incentive FSRs but avoid site isolation. Council considers increasing densities, or add mechanisms to allow additional height and density through Clause 4.6 for sites in close proximity to the Metro station. Bonus FSR of 10-15% should be provided for all projects undertaking a design competition, or offer the option of a design review panel or alternative design process to reduce time, resources and costs. 	
34	Individual	<p>The submission raises concerns that relate to the Homebush North precinct:</p> <ul style="list-style-type: none"> 7 Concord Avenue is not suitable for residential development due to flooding issues. The rear of 40 King Street, Concord West, including structures, has always flooded and any new development between there and the Homebush Bay Drive drains is likely to increase flooding irrespective of the system used, as all of this area is required to drain the rainwater. Flooding is also being exacerbated by climate change. Parking and traffic have increased in George and King Streets and Victoria Avenue (West) as medium density has increased and, whilst there is a need for infrastructure (eg. a high school), the roads / public transport cannot accommodate more traffic/passengers. The planning proposal and studies have not addressed, or adequately addressed: <ul style="list-style-type: none"> overcrowding on the Northern Line trains. the process and timeline for landowners to transition their properties to medium density. potential for State Government to purchase flood ways and flood prone land to use for drainage and other suitable purposes. negotiations with prospective developers. the views of the first nations people of the area. the community's <i>strong expectation that new housing and density should be comparable with the character of existing neighbourhoods.</i> 	<p>Response is also provided in Item F, H, and J above.</p> <p>Land that is most significantly affected by flooding in Concord West was excluded from the Planning Proposal, including 7 Concord Avenue, where the current IN1 Industrial Zone will be retained. Council is currently finalising the Powells Creek Flood Study to better define, and provide greater certainty about, flood risks and flood management for the Concord West and Homebush North area. The Study will inform future redevelopment of the area.</p> <p>Future planning proposals that relate to flood affected land will be referred to Council's flood engineers for advice and to inform the assessment. Flood impacts (including in relation to climate change), mitigation measures and planning matters will all be considered in the assessment.</p> <p>Council's flood engineers have advised that the latest data and guidelines, and best practice protocols and methodologies, are employed in the development of flood studies within the LGA.</p> <p>The overcrowding of the Northern Line has been acknowledged in the retention of detached housing and creation of new low-density housing (terraces and townhouses). In 2019/2020 TfNSW provided additional train services during peak hours along the Northern line. TfNSW continues to work on transport options for this region, including new infrastructure and improving efficiency of existing modes. Council is committed to</p>

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		<ul style="list-style-type: none"> ○ History of flooding in the precinct, including all the low lying roads, the tunnel and the western part of Victoria Avenue ● Whilst current footpaths are too narrow, larger landscaped front yards and without garages create more social interaction than wide footpaths. <p>The submission recommends that:</p> <ul style="list-style-type: none"> ● 7 Concord Avenue be temporarily retained as General Industrial zone and the Council consider permanent uses as drainage, parkland or communal allotments. ● There be more recognition of the emotional, mental and physical effects of on residents from flooding impacts ● There be more consideration of the views of climate change experts. ● The Powells Creek Flood Study include more up to date scales/guides to inform the engineering calculations, as Current Flood/Risk Management Plans, Probable Maximum Flood, the AEPs etc... are now underestimations (according to recent newspaper articles). 	<p>supporting and advocating to the State Government on these improvements.</p>
35	Ethos Urban, on behalf of the landowner, Muir Burnside Group	<p>The submission relates to land at 255-271 Parramatta Road, Five Dock, which is in Stage 2 of the Kings Bay precinct, and proposes that the proposed density (in PRCUTS Stage 2) of the subject land be greatly increased as the site:</p> <ul style="list-style-type: none"> ● is in proximity to multiple open spaces and within walking distance of the foreshore. ● is 6-minute's walk to the 'Indicative Zone' for the Concord Oval/Burwood North Metro. ● offers the opportunity for density increases prior to the opening of Sydney West Metro. ● offers the opportunity for site amalgamation to form a larger contiguous site. ● offers the opportunity to adopt a number of the urban design principles included in the Stage 1 for the public domain, fine grain design, road widths, amalgamation patterns, minimising the impact of parking, pedestrian connectivity, and residential amenity. ● offers the opportunity to extend the Stage 1 Future Road, as a 'shared' 	<p>Response is also provided in Item A, B, E and J above.</p> <p>Matters and requests raised in the submission will be explored as part of the Stage 2 Kings Bay Masterplan, including maximum heights and FSRs.</p> <p>It is unlikely buildings with a scale of 25 storeys would be supported given the departure from PRCUTS and the built form response proposed for the immediate context. The proposed towers are inconsistent with the precinct planning approach for the Kings Bay precinct, with other proposed envelopes of a similar height being off-set from Parramatta Road.</p> <p>The proposed Green Edge to Parramatta Road reduces potential overshadowing of residential properties located on the southern side of Parramatta Road, which the submission does not comply with.</p> <p>The suggested amalgamation of lots and the extension of Spencer Street westwards</p>

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		pedestrian and vehicle space, improving the fine grain nature of the precinct and enabling pedestrian movement through the precinct to areas of open space, and safe passage of students from the Lucas Gardens School to Concord Oval, away from the busy and hostile Queens Road.	through to Taylor Street appear to have merit, although its suitability is likely to be as a share way rather than as a road reserve.
36	Individual	The submission raises concerns about traffic and congestion in the Kings Bay area	Response is provided in Item F above.
37	Individual	<p>The submission objects to the rezoning and proposed changes to the Spencer Street area as it will significantly change the character of Canada Bay, making it like Mascot or Zetland.</p> <p>The submission raises concerns about:</p> <ul style="list-style-type: none"> Traffic on Regatta, Queens and Lyons Roads, especially given the lack of off-street park for residents in Regatta Road, which will spoil the amenity of the area. The rezoning and massive change to the area along Spencer St, especially given their distance to a Metro Station and impacts from noise and overshadowing. Ensuring an adequate ratio of green space to concrete to prevent overheating, retention of existing trees on Queens Rd in Charles Heath Reserve and the surrounding the golf course, and consideration of wildlife corridors between the golf course and Queen Elizabeth park in concord. <p>The submission also recommends closing the Queens Rd end of Regatta Road, or constructing traffic calming barriers.</p>	<p>Response is provided in Item D, F and H above.</p> <p>Changes proposed to Spencer Street area, and other areas of PRCUTS, are set out in the NSW Government’s PRCUTS in 2016. Council is obliged to implement the PRCUTS under Section 9.1 Ministerial Direction 1.5.</p> <p>The <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i> recommends prioritising Regatta Road over Walker Street in the creation of an upgraded through-road. Council will continue to monitor traffic volumes and speed and consider traffic calming interventions in the future, should it be necessary.</p>
38	Gyde Consulting, on behalf of the landowner, George Concord Pty Ltd	<p>The submission relates to land at 176-184 George Street, Concord West, which is in the Homebush North precinct, and raises the following concerns:</p> <ul style="list-style-type: none"> The landowner-initiated planning proposal for the subject site (PP2018/0001) should not be withdrawn as, if Council’s PRCUTS planning proposal is further delayed by issues that are not relevant to the subject site, planning for the site will be even further delayed. The height of buildings map does not reflect the building height boundaries being sought in the planning proposal for the subject site (PP2018/0001 - DPE Ref PP-2021-6169), resulting in unnecessarily constraining the site. 	<p>The boundary of the O2 / R2 maximum building heights will be amended to align with those of PP2018/0001.</p> <p>At the meeting of 19 April 2022, Council resolved to not withdraw the landowner-initiated planning proposal for 176-184 George Street, Concord West (PP2019/0001).</p> <p>However, on 18 August 2022, the DPE determined that the planning proposal should not proceed as it seeks to achieve the same outcome for the site as the subject planning proposal.</p>

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		<ul style="list-style-type: none"> There has been no consideration for further developmental uplift since the 2014 Masterplan, despite a raft of planning investigations that have occurred and the increased public benefit and special infrastructure contributions that the subject will be required to provide, resulting in an incremental erosion of the overall feasibility of developing the site. <p>The submission requests that Council withdraw the landowner-initiated planning proposal for the subject site (PP2018/0001) from the DPE Gateway Portal and hold it in abeyance pending the outcome of the exhibition to Council's PRCUTS planning proposal. This will allow the opportunity to keep the two planning proposals separate, in case the multitude of issues that are being dealt with in the PRCUTS planning proposal take longer to resolve than expected.</p> <p>The submission further requests a review of the envelope underpinning the proposed controls with a view to increasing height and density to ensure that the additional public benefits envisaged since the proposed controls were conceived in 2014 can feasibly be delivered.</p>	<p>Council has taken a consistent approach to implementing PRCUTS, which Ministerial Direction 1.5 requires Council to implement. Refinements are proposed that are justified by Council's comprehensive evidence-based studies.</p> <p>The planning proposal seeks to rezone the land from IN1 General Industrial to R3 Medium Density Residential, accompanied by an increase in Floor Space Ratio and Building Height on the land. The proposed building envelope is consistent with PRCUTS and it is recommended that it remain unchanged.</p>
39	Individual	The submission duplicates and supports submission number 34.	Response is provided in Item F, H, and J above and response to Submission 34 above.
40	Gyde Consulting, on behalf of the landowners of 129-153 Parramatta Road and 53-75 Queens, Road Five Dock	<p>The submission relates to land at 129-153 Parramatta Road and 53-75 Queens, Road Five Dock, which is in the Kings Bay precinct, and raises the following concerns:</p> <ul style="list-style-type: none"> The indicative building envelope and design testing on which the proposed development controls are based is inconsistent with the intended outcome sought by the controls. The reduced building height is inconsistent with the PRCUTS Ministerial Direction, as it falls short of the proposed 3.0:1 FSR. This will render redevelopment of the site unviable and unable to fund the additional public infrastructure required to enable access to the incentive height and FSR allowances, thus undermining the purpose of the incentives to deliver the community infrastructure. 	<p>Response is provided in the Landowner Submissions review and also in Item A and C above.</p> <p>Both alternative schemes propose excessive heights and would result in adverse overshadowing of the surrounding area, especially of the south side of Parramatta Road and Rosebank College.</p> <p>The Masterplan undertook built form modelling based on maxing out the PRCUTS 3.0:1 FSR for the subject site. The maximum building height was determined by achieving the maximum FSR, SEPP 65 compliance and adequate solar access, especially to Rosebank College and the south side of Parramatta Road.</p> <p>The proposed zoning of the land will require the ground floor to be used for non-</p>

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		<ul style="list-style-type: none"> The retail and commercial space of the scale identified in the controls will be functionally and financially unviable due to a number of functional deficiencies, including the inability to accommodate a full-line supermarket and the unviability of the proposed Level 1 commercial floorplate and the proposed Level 1 retail component. <p>The submission requests that the following amendments be made:</p> <ul style="list-style-type: none"> reinstate the maximum building heights of up to 80m, as outlined in the PRCUTS and to be consistent with Ministerial Direction 1.5, to realistically achieve the proposed FSR of 3.0:1. the proposed extension of Spencer Street should be conceived of as either a publicly accessible but privately owned road, or a public road with a private stratum underneath, to achieve the delivery of a retail offering consistent with a functional neighbourhood centre. Or, alternatively, if Council prioritises the street layout and its public dedication as outlined in the proposed controls, accept a reduced retail quantum on the site and amend the building heights (to 80m). <p>The submission proposes an alternative urban design solution for the land that includes:</p> <ul style="list-style-type: none"> 3.01:1 FSR 80m maximum building height, with towers on Queens Road ranging from 12-storeys to 18-storeys and towers on Parramatta Road ranging from 12-storeys to 23-storeys. Provision of the public open space on William Street. A gradient to Spencer Street of 1 in 12 west-to-east to provide sufficient clearance underneath that a retail level can continue internally underneath the street while remaining above the flood planning level. While this is not considered accessible, gradients on streets are often steeper than ramps within buildings. The street provides access to limited residential lobbies above. A north-south fully internal through-site link below the raised street and through 	<p>residential purposes (i.e. entries, retail, light industrial and commercial uses). Feasibility testing demonstrated that the FSR, in conjunction with the commercial development, required infrastructure, affordable housing etc. is viable.</p> <p>The proposed Option 4 is not supported as it would create an isolated and segregated enclosed retail 'mall', which would be isolated from the main pedestrian heart of the Kings Bay Precinct and break the continuous retail experience intended for the whole length of Spencer Street, which is a priority for the precinct to create the desired future character.</p> <p>The raised roadway proposed in Option 4 may also be required to accommodate school drop-offs and pick-ups and the movement of school buses. Raising the level of the roadway would impact on the easy and safe interaction and movement of traffic (including buses) and pedestrians (including students).</p> <p>The building layout and street/laneway pattern in the Masterplan (and Public Domain Plan and DCP) should be followed to ensure that the public domain is consistent with the desired future character, integral with the rest of Spencer Street, safe and efficient movement of pedestrians and vehicles (including possible school buses), and urban design outcomes that minimise overshadowing, especially of Rosebank College and the south side of Parramatta Road.</p> <p>The revised master plan is considered to strike the right balance between facilitating the permitted density contemplated by PRCUTS and minimising impacts on the surrounding locality</p> <p>Council is not considering departure from the proposed car parking controls and is seeking to include them in the LEP The rates are consistent with the car parking rates in PRCUTS.</p>

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		<p>the retail centre, lined on two sides by internal specialty retail.</p> <ul style="list-style-type: none"> 450 car spaces to meet the demand of the retail uses, likely in a basement level extending across the whole site. Positioning retail boxes underneath the street allow all major and mini-major façades to be either underground or sleeved with active uses. 	
41	Ethos Urban, on behalf of Taylor	<p>The submission proposes a new planning outcome for the land at 2-12 Spencer Street and 79-81 Queens Road, Five Dock, which is in the Kings Bay precinct, that would deliver:</p> <ul style="list-style-type: none"> The 8m William Street linear public open space and the 3m public domain enhancement to Spencer Street and Queens Road. Approximately 100 dwellings in 1 x 5 storey and 1 x 20 storey building with an approximate total FSR of 3.0:1. Shared basement parking accessed from Queens Road with flexibility to provide future basement access to 10-12 Spencer Street. A party wall to 10-12 Spencer Street to enable future development to occur in accordance with the urban vision for King’s Bay up to an approximate FSR of 2.5:1 and 5 storeys. Development of the subject site as soon as practical after gazettal of the LEP. The ability for 10-12 Spencer Street to redevelop on its own in accordance with the draft DCP built form vision for a 5-storey podium building fronting Spencer Street. <p>The submission is in response to concerns that placing a minimum site area requirement in the LEP that forces negotiation with an adjoining owner to facilitate a shared podium with no certainty of outcome, places the delivery of the development and the planned community infrastructure in peril. The submission states that <i>the owner is unwilling to negotiate or enter a joint venture to develop the land. It is Taylor’s understanding that the owner of 10-12 Spencer Street has no desire, in the short, medium, or long term, to sell or develop 10-12 Spencer Street in the manner envisioned by the Planning Proposal, the draft DCP or the PRCUTS and has not engaged with the planning process to date in any meaningful way.</i></p>	<p>Response is provided the Landowner Submissions Review and also in Item A and B above.</p> <p>The proposed subdivision of Key Site 17 should not be supported due to potential adverse impacts arising from the need to adhere to the ADG and the BCA.</p> <p>These requirements will lead to poor design outcomes (extremely narrow floor plate) and potential undesirable visual impacts (blank façade on the western boundary).</p> <p>Also, the PRCUTS FSRs cannot be achieved for both Areas. Whilst the 3.0:1 FSR is achievable for 2-8 Spencer Street and 79-81 Queens Road, subdividing the Area would result in a 2.5:1 FSR on 10-12 Spencer Street. It is important for both sites to share in the uplift in floor space and building height afforded by PRCUTS and the planning proposal through the application of applicable development standards and controls.</p> <p>It is important that future development on the Key Site is able to achieve the required setbacks at ground level on William Street and upper level setbacks above podiums fronting William Street. Splitting the site into two development lots will require an additional tower setback to the west. This setback would need to be at least 3.0m to avoid the need to provide an alternative solution under the BCA. The resultant tower footprint would be significantly compromised. Moving the tower to the north of the site is also not supported due to the requirement for lower level buildings to front Queens Road.</p>

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		<p>The submission seeks the following changes:</p> <ul style="list-style-type: none"> Amend Area 17 to exclude the land at 10-12 Spencer Street, Five Dock. Add a site specific LEP sub clause in the LEP Table 2 of Minimum Site Area and Minimum Infrastructure that permits development on the subject site with consent to achieve a height of 67m and FSR of 3.0:1 if the required community infrastructure is delivered. Amend the Building Envelopes Plan in the draft Kings Bay DCP to locate the future 20-storey tower entirely on the subject site. 	
42	EPA	<p>The Agency states that the masterplans, strategies, LEPs and DCPs all contain the necessary information to ensure that stage 1 of PRCUTS is delivered effectively.</p> <p>The Agency further encourages the state and local councils involved to include current and future guidelines and policy documents relating to design excellence for residential and mixed-use buildings as the project progresses, particularly noting where the project intersects with Metro rail developments and protections for residential development from noise and vibration.</p>	Response is provided in Item E and I above.
43	TfNSW	<p>The Agency raises concerns that the <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i>, prepared by Bitzios Consulting, provided in support of the planning proposal has not investigated/proposed certain interventions for the state road network that are required by PRCUTS. The submission states that a new westbound right turn lane from Parramatta Road into Walker Street, listed in the PRCUTS Infrastructure Schedule, would require opening of the existing full road closure on Walker Street and necessitate acquisition/dedication of adjoining land to accommodate compliant swept paths of turning traffic. The Agency suggests that either:</p> <ul style="list-style-type: none"> some of the 6m wide area earmarked for public domain enhancement along Parramatta Road be utilised to accommodate the above intersection, or the additional land necessary for the road widening be proposed as SP2 Infrastructure zone, in addition to the 6m wide public domain enhancement area. 	<p>Response is provided in the Landowner Submissions review and also in Item G above.</p> <p>The wider road reserve requested by TfNSW should be supported to facilitate the Agency's plans for a dedicated bus lane along Parramatta Road and that the amendments to the built form recommended in the revised Masterplan be implemented.</p> <p>Also that the advice of Council's traffic engineers be noted, that Walker Street not be opened to through-traffic and that north-south through-traffic be directed along Regatta Road instead.</p> <p>TfNSW confirmed in a letter of 12 May 2022 that <i>the request for the potential for land to be set aside for any future road reserve to be included in 6m green edge setback in the Draft Planning Proposal, is to provide opportunities for future public transport and/or active transport enhancements</i></p>

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		<p>The submission advises that the Agency is investigating potential transport options for the Parramatta Road corridor in line with the broader future transport network, including for the subject precincts, and is currently working on a plan for potential short, medium and long term options to enhance public transport. The submission advises that preliminary investigations undertaken by TfNSW indicate that accommodating a future new (wider) road reserve may require either:</p> <ul style="list-style-type: none"> • some of the 6m wide area earmarked for public domain enhancement along Parramatta Road be utilised to accommodate the road reserve, or • the additional land necessary for the road reserve be proposed as SP2 Infrastructure zone, in addition to the 6m wide public domain enhancement area. <p>The submission includes 3 plans that illustrate the extent of the land affected by the TfNSW anticipated road reserve, beyond the proposed 6m public domain.</p> <p>The submission states that the consolidated actions contained in Table 10.1 of the <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i>, which are identified as to be delivered by TfNSW, are not committed (funded) projects in TfNSW's forward works program, would need further investigations and planning over the medium to long term, and may require approved business cases prior to implementation. While future development along the corridor associated with the PRCUTS has the potential to fall under a Regional Infrastructure Contributions (RIC), s7.11 or 7.12 contributions and/or a planning agreement should be used to fund/implement the regional transport infrastructure, including land dedication, in the event that the RIC is not implemented ahead of rezoning and development.</p> <p>The Agency recommends Council undertake consultation with TfNSW and DPE on the above matters.</p> <p>The submission encourages Council to:</p> <ul style="list-style-type: none"> • consider maximum car parking rates for the precincts within 800m of the new Metro West stations as further reduction to the recommended maximum parking rates in the PRCUTS. 	<p><i>along the Parramatta Road Corridor in accordance with the PRCUTS.</i> By supporting the Agency's request will therefore assist in future-proofing Parramatta Road and facilitating rapid transit public transport along the Corridor.</p> <p>The text on page 9 of the planning proposal that is referred to by TfNSW regarding arrangements for designated State public infrastructure was included prior to exhibition as a condition of the Gateway. Council does not support the submission's proposal that local development contributions should be used to pay for State infrastructure, or that land acquisition for the purposes of State infrastructure should be paid for by Council. Therefore, the peer-review commissioned by Council tested the implications of implementing the wider road reserve with the subject floor space reallocated within the amalgamated lots. The revised Masterplan recommends some adjustments to the maximum heights and FSRs that achieve maximum development yields and ADG compliance, whilst ensuring 70% the buildings on the south side of Parramatta Road have at least 2-hours of solar access in mid-winter.</p> <p>The <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i> commissioned by Strathfield, Burwood and Canada Bay Councils and undertaken based on TfNSW assumptions examined the PRCUTS proposal. The Study has been recently updated (9 September 2022) to address issues raised by TfNSW in the submission to the planning proposal and also to the Traffic Study, including the Infrastructure Schedule's westbound right turn bay into Walker Street.</p> <p>The Traffic Study states "<i>Walker Street is a 'No Through Road' [and] is only wide enough for one travel lane in each direction. There is an opportunity to widen Walker Street, as well as upgrade its intersections at Parramatta Road and Queens Road. However, this would increase the traffic pressures on Walker Street, which has a more local road environment bordered by residential dwellings and a school. An alternative option would be to upgrade the</i></p>

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		<ul style="list-style-type: none"> • unbundle and decouple car parking. • rationalise future access points and facilitate interconnected and shared basement car parking between sites/developments. • consider improving walking and cycling connections as 'first/last mile' trips to and from the new Metro West stations. • provide on-site bicycle parking and end-of-trip facilities above the minimum required by Council's DCP and sufficient bicycle parking for short journeys (ie. errand runs) typically outdoors, where intensification of activity would occur. • consider future connection opportunities to existing local cycleway routes and TfNSW's Cycleway Design Toolbox – Designing for cycling and micromobility (December 2020). <p>The Agency also requires that:</p> <ul style="list-style-type: none"> • loading and servicing be wholly accommodated within the site, rather than relying on kerbside space. • consideration be given to TfNSW's 2021 Freight and Servicing Last Mile Toolkit for recommended configuration and number of loading spaces. • provisions prohibit vehicular access from a classified road. • an appropriate laneway network be established to facilitate rear servicing and vehicle access. <p>The submission provided extensive comments about the <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i>.</p>	<p><i>Regatta Road intersections at Parramatta Road and Queens Road, given Regatta Road is already a wide road and borders the proposed (B4) Mixed Use zone."</i></p> <p>The Traffic Study also has been revised to also now state that <i>"This upgrade [to Walker Street] was not supported by City of Canada Bay Council as it would be contribute towards 'opening up' Walker Street to traffic and elevate its role in the local areas as the main north-south through road between Parramatta Road and Queens Street.</i></p> <p><i>As identified in Chapter 2.10 for the Kings Bay Precinct, Regatta Road has been identified as the preferred main north-south route rather than Walker Street."</i></p> <p>Car parking rates proposed are consistent with the rates outlined in the PRCUTS Planning and Design Guideline.</p> <p>Whilst the proposed metro line will provide improved public transport options, the maximum parking rates are considered to strike an appropriate balance between providing parking on site to meet the needs of future occupants whilst providing flexibility to provide less residential parking on a case by case basis.</p> <p>The draft PRCUTS DCP requires parking to be listed on a separate title (unbundled) from the development. It also requires the width and height of vehicular entries to be kept to a minimum and vehicle access points are not permitted along Vibrant active street frontages and minimized on Friendly and Mixed Facades.</p> <p>It is recommended that a control be investigated for inclusion in the DCP that permits connected and shared basement car parking between sites and developments in order to rationalise future access points and increase future planning flexibility.</p> <p>The draft Canada Bay DCP includes requirements for minimum bicycle parking / storage facilities, generally designed in accordance with paragraph 2.2 of AS 2890.3 and end of trip facilities.</p>

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			<p>Council’s draft PRCUTS DCP requires that loading docks for freight and service vehicles be located off-street and underground and designed to minimise the impact of freight and service vehicle movements on the area. It also specifies the number of required freight and service vehicle spaces.</p> <p>The PRCUTS draft DCP prohibits vehicle access including for freight and service vehicles off Parramatta Road. The PRCUTS Masterplan, Public Domain Plan, Infrastructure Strategy and DCP have been developed to ensure that all Key Sites fronting Parramatta Road have servicing and vehicular access from laneways and roads other than Parramatta Road.</p>
44	Inner West Council (IWC)	<p>IWC objects to the planning proposal in its current form.</p> <p>Concerns are raised regarding the following, which all relate to the Kings Bay precinct:</p> <ul style="list-style-type: none"> • The 3.0:1 proposed maximum FSR and building heights of up to 80m. • The lack of staging of the proposed FSRs and heights to reflect revised conclusions of the <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i>. • The lack of a firm commitment by TfNSW to provide additional public transport improvements to Parramatta Road, or a rapid transport system. • The development of 3,293 new dwellings, 20,450sqm retail GFA and 6,935sqm commercial GFA exceeds the proposed number of dwellings and jobs anticipated under PRCUTS of 2,510 new dwellings and 4,440 new jobs in the entire Kings Bay precinct up to 2050. • Significant increase in local traffic of 35% to 39% from 2019 levels and pressures on local infrastructure, including within the Inner West LGA, which are based on only minor variation to existing public transport services along Parramatta Road and due to the relatively low level of direct public transport accessibility and heavy reliance on private cars. • Parramatta Road lane widenings to support additional traffic movement. Acquisition of the ‘green edge setback’ for new traffic or a public transport lane 	<p>Response is also provided in Item A, E, F and J above.</p> <p>The planning proposal is consistent with the revised conclusions of the <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i>.</p> <p>The PRCUTS Masterplan has estimated that the planning proposal will deliver approximately 2,779 new dwellings, 43,913sqm retail GFA, 24,187sqm commercial GFA and 2,068 jobs in Stage 1 of the Kings Bay precinct. This was predicated on full take-up of the required PRCUTS FSRs.</p> <p>The PRCUTS Masterplan was predicated on implementing the required PRCUTS 6m wide ‘green edge setback’ along Parramatta Road. This will create a softer and more activated edge to a currently busy and congested road. Council was unaware that Inner West Council was considering decreasing the 6m public domain.</p> <p>The <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i> states that, “TfNSW’s shift from utilising ‘Predict and Provide’ to ‘Vision and Validate’ in transport planning is currently in development and its application tools are yet to be released to local government and industry. ... The approach used in this study essentially commenced on a ‘predict and provide’ basis but has since shifted to consider ‘vision and</p>

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal – Report on Submissions

No.	Author	Summary of submission	Response
		<p>will create two distinct, disjointed and distorted public domain outcomes in the Corridor.</p> <ul style="list-style-type: none"> • Provision by the <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i> of: <ul style="list-style-type: none"> ○ Generic actions which lack firm timeframes and budgets. ○ Only minor discussion of public and active transport that do not directly link to the future Five Dock Metro Station. ○ Discussion of additional bus lanes, which is an existing requirement of Westconnex and does not minimise traffic generated by the uplift. ○ Lack of discussion about impacts on the surrounding local roads in the IWC LGA. ○ Adoption of a ‘predict and provide’ approach, rather than a ‘vision and validate’ approach, which should also be reflected in the planning proposal by staging growth or reducing uplift. • Provision of community and social infrastructure (separate to open space provision). <p>The submission makes the following recommendations:</p> <ul style="list-style-type: none"> • That the proposed uplift, FSRs and building heights be revised to be in keeping with the local amenity and infrastructure limitations of the locality. • Consider and appropriately respond to the outcomes of <i>Parramatta Road Corridor Traffic and Transport Study (2022)</i>. • Pause the level of growth envisaged in the planning proposal until there are committed agreements in place regarding provision of public and active transport. • IWC and CCBC collaborate on further analysis of future community and social infrastructure needs of the Kings Bay Precinct. <p>Inner West Council requests:</p> <ul style="list-style-type: none"> • Clarification of the short and long term uses of the proposed 6m setback along Parramatta Road, including the existing verge, noting that IWC is seeking to reduce the green edge to 1.5m width (for kerbside extensions, landscaping and 	<p><i>validate’ principles. Specifically, this means that all of the traffic congestion issues identified in the future are not intended to be ‘solved’. Rather, a balanced approach has been taken, blending the interpretation of simulation modelling results with the achievement of broader objectives of more trips being made by walking, cycling and public transport in safer, ‘people-friendly’ street environments.”</i></p> <p>The community and social infrastructure that will be provided is a requirement under PRCUTS and supported by Council’s <i>Social Infrastructure (Community) Strategy (2019)</i> and <i>Recreation and Open Space Strategy (2019)</i>, which also informed the Canada Bay LSPS. Council will, however, continue to work with all adjoining councils to ensure a common understanding of Council’s objectives and plans.</p> <p>It is recommended that Council continue to implement the planning proposal to ensure that the area is rezoned in a holistic manner, rather than by way of disconnected spot rezonings – which are now permissible under the PRCUTS Implementation Update 2021. Also that Council collaborate with neighbouring councils to ensure the impacts of the development are monitored and, where necessary, consider further actions to address impacts, including unforeseen additional needs for community infrastructure and public and active transport.</p> <p>It is recommended that Council, not only progress the 6m green edge setback to Parramatta Road, but increase it as necessary and as per the submission from TfNSW, to accommodate a dedicated public transport lane. Council will collaborate and advocate with IWC for 24-hour public transport/ mass transit lanes for Parramatta Road.</p>

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal – Report on Submissions

No.	Author	Summary of submission	Response
		<p>WSUD) to allow for larger rear setbacks to low-lying residential areas along Dalmar Street.</p> <ul style="list-style-type: none"> That DPE pause progression of the planning proposal until all traffic and transport issues for the entire Kings Bay Precinct have been resolved and commitments in place by NSW Government to provide on-street rapid transit along Parramatta Road. That CCBC collaborate and advocate with IWC for 24-hour public transport/ mass transit lanes for Parramatta Road. 	
45	Burwood Council	<p>Burwood Council expresses disappointment that they and the Burwood community were not more involved in the planning of the Burwood Precinct.</p> <p>The submission raises concerns that:</p> <ul style="list-style-type: none"> The proposed FSRs may not be economically viable. <p>Burwood Council request that:</p> <ul style="list-style-type: none"> CCBC consult more fully with Burwood Council and the Burwood community on any significant changes to either the planning proposal or the DCP that require re-exhibition and for future issues that span both LGAs. Burwood Council be able to review any land use economic testing by CCBC to ensure viability and alignment of methodology between the two LGAs. Further information be provided to Burwood Council about the three new map series for Community Infrastructure Height of Buildings, Community Infrastructure FSR and Design Excellence Map, which Burwood Council support to provide an incentive for the provision of infrastructure by developers. Solar performance and solar impacts do not compromise the pedestrian environment in mid-winter on the southern side of Parramatta Road and the entrance to the new Metro station, with regard to positioning of the higher tower forms towards the southern side. 	<p>Response is also provided in Item C, D and J above.</p> <p>PRCUTS was adopted by the NSW Government in 2016. The adoption of the Strategy followed engagement and exhibition of the planning framework with input from communities and councils along the corridor. The planning proposal and supporting documents are generally consistent with the outcomes contemplated by PRCUTS.</p> <p>The City of Canada Bay will seek to fully engage with Burwood Council and the Burwood community in the event that the planning proposal or DCP be re-exhibited, and other future issues that span both LGAs.</p> <p>Council Offices are available to meet with Burwood Council Officers to discuss the draft planning proposal's mechanism to deliver community infrastructure.</p> <p>The Masterplan and revised Masterplan were produced to ensure that a majority of the pedestrian environment and building frontage on the southern side of Parramatta Road will have at least 2 or more hours of direct solar access on 21 June (mid-winter) between 9am and 3pm.</p>
46	Sydney Metro	<p>The Agency supports Council's current Masterplan for the whole block, but also supports discussions with the adjacent landowner/s and Council to review Burton Street Plaza's optimal siting, function and</p>	<p>Response is also provided in Item F above.</p> <p>Council staff met with the adjoining landowners prior to exhibition to discuss their various concept designs and received</p>

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal – Report on Submissions

No.	Author	Summary of submission	Response
		<p>detailed design to ensure that it will have a beneficial relationship with the metro station and maximise its activation, solar access, connectivity, and useability.</p> <p>The Agency supports the introduction of adaptable and unbundled maximum residential car parking rates.</p> <p>The Agency requests further discussions about the recommendations of the Traffic and Transport Strategy, in particular relating to non-residential parking rates.</p> <p>The Agency requests the following changes:</p> <ul style="list-style-type: none"> • Amend the Active Street Frontages maps to focus on key locations along Parramatta Road and Burwood Road and intersections with new laneways, rather than the entirety of the frontages, to ensure targeted fine grain activation. • The Community Infrastructure FSR Map be applied FSR on development areas, consistent with other precincts. • Amend the street wall height along Burton Street to four-storeys, which may provide a more legible architectural language between podium and towers, while still providing a transition to surrounding lower scale development to the north. • The relocation of the ‘potential open space’ within 19-26 Parramatta Road to the intersection of Burwood Road and Burton Street, to provide an opportunity to provide an activated public space adjacent to future development, and a more positive interface with the bus interchange and metro station entry. • Noting that the design and operation of future linkages within the metro site and their interface with any future development and surrounding public spaces is subject to the final design of the metro station. • Noting that future development on land above the tunnel alignments will need to consider the SEPP (Transport and Infrastructure) 2021, and Sydney Metro Underground Corridor Protection Guidelines or Sydney Metro At Grade and Elevated Sections Guidelines. 	<p>two submissions during the exhibition. The submissions have been considered and are addressed under submission #17 above.</p> <p>It is recommended that the Active Street Frontages maps be amended to align with Sydney Metro’s concept design for frontages to Parramatta Road and Burwood Road and new laneways.</p> <p>The Community Infrastructure FSR Map consistently applied FSR to development areas, excluding only existing public roadways.</p> <p>The PRCUTS Masterplan modelled the two-storey street wall heights proposed based on the Key Priorities of the PRCUTS Local Character Statements and an aim to accentuate horizontality along the streets. This language has been consistently applied throughout the Burwood and Kings Bay precincts, including on Key Site 9. No change has been made. The horizontal accentuation will also be further investigated for the Stage 2 area of the Burwood precinct to the north, which has a 40m and 17m maximum building height under PRCUTS.</p> <p>It is recommended that the ‘potential open space’ within 19-26 Parramatta Road be relocated to the intersection of Burwood Road and Burton Street, to provide an activated public space adjacent to future development, and a more positive interface with the bus interchange and metro station entry. The Masterplan has been revised to reflect this change.</p> <p>Controls relating to limiting parking within 400m of the station were included in error and will be removed from the draft DCP.</p>

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal – Report on Submissions

No.	Author	Summary of submission	Response
		The Agency seeks clarification of the intent of no parking allowed within 400m of a station provision in the draft DCP.	
47	Sydney Water	The Agency requests advice on the anticipated yearly staging of growth, to assist in assessing total impact of proposed changes and enable Sydney Water to effectively plan for water related infrastructure in a controlled and sequenced manner and to assist with the Agency's internal funding processes.	Council will continue to update the PRCUTS Collaborate webpage to advise stakeholders of progress.
48	Individual	<p>The submission is concerned that the proposal will not foster sustainable communities or provide a decent quality of life.</p> <p>The submission raises concerns about:</p> <ul style="list-style-type: none"> Overcrowded trains, particularly on the Northern Line. Rezoning occurring prior to completion of the precinct-wide traffic study. Past commitments by State Government to implement rapid transit on Parramatta Road in line with opening of Westconnex. Overcrowded schools and the need for additional places, especially high school places. Concord Hospital upgrades are behind schedule and required to deal with forecast population increase. Other matters relating to open space, environment and community facilities. 	<p>Response is also provided in Item D and F above.</p> <p>The matters raised are largely a State Government responsibility. Council is, and will continue to, advocate with the State Government to recognise the critical need for more high school places and overcrowding on the Northern Line.</p> <p>In 2019/2020 TfNSW provided additional train services during peak hours along the Northern line. TfNSW continues to work on transport options for this region, including new infrastructure and improving efficiency of existing modes. Council is committed to supporting and advocating to the State Government on these improvements.</p>
49	School Infrastructure NSW	<p>The Agency has advised that:</p> <ul style="list-style-type: none"> While the overall growth proposed by the PRCUTS will result in demand for additional educational infrastructure within the corridor, a portion of the growth stemming from the Stage 1 proposal can likely be absorbed by the existing schools (within and around) each precinct. Optioneering has commenced to identify appropriate solutions to accommodate the projected enrolment demand. Measures should be prioritised to increase walkability from the uplift areas to the schools within each precinct. Infrastructure required to facilitate increased travel demand from the residential areas should be considered. <p>The Agency requests that:</p>	<p>Council notes with concern the Agency's advice that <i>some</i> of the growth associated with Stage 1 of PRCUTS <i>can likely</i> be absorbed by the existing schools. Council is available to assist the Agency in their investigations to ensure that planning is undertaken to accommodate projected demand for school places.</p> <p>The planning proposal prioritises the design and delivery of active transport, including linking to schools within the precincts. Council intends to extend and consolidate the active transport network as part of the PRCUTS Stage 2 project, to fill gaps in and integrate with the existing network. Schools Infrastructure NSW will be consulted in relation to further staged PRCUTS implementation work.</p>

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal – Report on Submissions

No.	Author	Summary of submission	Response
		<ul style="list-style-type: none"> • It be consulted on any proposed designs and works which may impact existing school travel paths (such as the proposed new road connection from Victoria Avenue public school to George Street) prior to implementation. • Transport planning for the precincts include fine-grain analysis of connectivity and active travel options, and consideration of the proposal's contribution to the functional and active transport networks to service the remainder of the PRCUTS area. • Transport planning for each precinct be guided by the NSW Government's Movement and Place Framework (MAPF) and its Built Environment Performance Indicators. 	

[REDACTED]

From: Kate Campbell [REDACTED]
Sent: Wednesday, 16 February 2022 10:40 PM
To: The City of Canada Bay
Cc: rob gmail
Subject: PRCUTS Planning Proposal - Feedback

Categories: Orange category

[REDACTED]

Good evening CCB

We are owner occupiers of 174 George St, Concord West and as of 1 March this year will have been rate payers to CCB for 11 years.

We received the notice in the mail today of the PRCUTS and have commenced reviewing the Planning Proposal specific to the 'Homebush North' area.

We wish for it to be noted that although the Evidence package sites our home as 'industrial' zoning both our home at 174 and our neighbour at 172 are indeed residential premises. Council have records of this after we completed intensive research at our own expense when council did not have records pertaining to this when we had a DA approved approximately 4 years ago.

This is important to note, as 10 years ago when at a town meeting run by CCB the town planner stated in the public forum that 172 - 174 George St were unoccupied industrial premises. He was incorrect as we were living in that house at that time, and still are.

Please ensure that this is noted so that when decisions are made regards 'Lot C', the human impact is taken into account as much as the environmental, traffic, pedestrian etc.

We will respond with a more detailed submission in due course.

Kind regards

Catherine and Robert Campbell

[REDACTED]

From: LIANG SIMON [REDACTED]
Sent: Thursday, 17 February 2022 11:12 PM
To: The City of Canada Bay
Subject: Attn: Strategic planning team

[REDACTED]

Thank you for the Exhibition of Parramatta rd corridor UTSP Proposal.

for the burwood concord precinct.
i would recommend 56 meter (17-20 story) FSR should be 6:1.
78 meter in area 10 FSR should be 6.6:1

11-12 story FSR should be 4.5:1

[REDACTED]

From: Adam Gill [REDACTED]
Sent: Saturday, 19 February 2022 11:24 AM
To: The City of Canada Bay
Subject: PRCUTS Planning Proposal - Feedback

[REDACTED]

Hi,

I'm a resident of Lansdowne St and will be within 30m of the new Burwood / Concord precinct development.

I provide the following feedback:

Design - Parking

Whilst there may be no requirement for allocated parking for apartments within 800m of a metro station, this is a blunt and short-sighted policy.

A 50% allocation of car space per total apartment numbers should be considered given that whilst most will use public transport during the week, many since the pandemic are now working from both home and a defined workplace and have a greater desire for mobility.

Strata requirements should allow apartment residents to sublease parking spaces if they are not used.

A 15% allocation of parking spaces per total apartment numbers should be allocated to both car sharing and electric vehicle charging facilities that are integrated with onsite renewables for large residential / commercial structures. Future planning requirements need to accommodate / anticipate the increase in electric vehicle demand.

Design – traffic flow

Although a traffic study is pending I would like to voice concern over the significant increase in pressure on street parking as a result of the increased high density residential developments.

Lansdowne St is already used as a cut-through for traffic utilising Burwood rd and Broughton st, in order to avoid traffic signals. Consideration should be given to making Lansdowne st a one-way street, or culdesac with either the Burton st end closed for traffic in at least one direction, or the similar restrictions from Gipps st. The addition of speed humps should also be considered to maintain traffic speeds consistent with a residential zone within 500m of schools.

Burwood Street Park

Inclusion of a high quality playgroup should be considered for both new and existing residents to make most use of the park and attract residents to retail and food outlets within this pocket. This will enhance the village feel for the development.

Regards
Adam Gill
2A Lansdowne St Concord
[REDACTED]

[REDACTED]

From: Stanley Ho [REDACTED]
Sent: Friday, 25 February 2022 6:53 AM
To: The City of Canada Bay
Subject: PRCUTS planning proposal - feedback

[REDACTED]

I read the proposal and have seen the existing new apartment currently on Parramatta and I am very disappointed. I understand the need for high density living and I am not against it, however there is no aesthetic element in those apartment design and more importantly, there is no set back between the road and the apartment. Most of the new apartment built along Parramatta road in the last few years are so close to the road that there were no trees nor nature strip in front of the apartment, this lead to an unpleasant eyesore or a sense of cramming as you walk or drive along the already narrow Parramatta road.

Regards
Stanley

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[REDACTED]

From: Tom Booth [REDACTED]
Sent: Friday, 25 February 2022 5:19 PM
To: The City of Canada Bay
Subject: PRCUTS Planning Proposal - Feedback

[REDACTED]

Dear Council Members,

A little feedback on the design proposal around Kings Bay Precinct where I am a local resident.

PRCUTS mentions in blurb.

So to some constructive suggestions:

Perhaps there could be an additional **Supermarket/Post Office built at the Kings Bay site**? This will reduce unnecessary trips into Five Dock town centre. The other item of note is some detail on how public transport will work between this site and the metro station?

Some measures like this may reduce an expected significant uptick in traffic and congestion when buildings on these sites are complete. 65sqm high rise is a significant new building for the neighborhood, I assume introducing a large number of new residents.

Might I also suggest a new overpass/pedestrian tunnel to allow foot/bicycle traffic over Parramatta road for future residents to make use of Wangal park and connect through to Westfield Burwood. ie the retail which is present on the other side of Parramatta road

I hope this feedback helps and look forward to the final plans.

It would be my preference to see more townhouses, 3 story walk ups built keeping with the nature of Five Dock as a way to increase density, but I also understand the wish to maximise industrial/commercial space which is no longer as commercially viable. It would be my hope that a little bit of a trade off in this regard could be made to avoid turning Five Dock into another Burwood city centre.

many thanks

Thomas Booth

[REDACTED]

From: Rajeev Kumar [REDACTED]
Sent: Tuesday, 1 March 2022 10:16 PM
To: The City of Canada Bay
Subject: PRCUTS Planning Proposal - Feedback

[REDACTED]

Hi,

I live at 76 Queens Road, Five Dock.

I have massive concerns over the increase in traffic on Queens Road as a result of the apartments being built across the road (and all the way through King Bay precinct).

Queens Road is already heavily congested, with excess noise, exhaust fumes and safety concerns when entering/exiting my driveway.

What is being done as part of the proposal to ensure that traffic doesn't get any worse?

What is being done as part of the proposal to better direct traffic away from residential streets (like Queens Road) and back onto Parramatta Road. Or at least better distribute the traffic across multiple streets instead of just one.

Where will the carpark entries sit for the proposed new apartments? Having these spill onto the already congested Queens Road make make traffic even worse and potentially lead to more accidents.

Queens Road is supposed to be bicycle friendly, yet there is barely any room for bicycles, especially in between Harris Rd and Arlington Street. Would the council consider making Queens Road a One Way street, with a dedicated bike lane? This would decrease congestion, noise and make cycling a lot safer.

Will residents on Queens Road finally be allowed to have front fences/gates that go above 1.2m high, especially now that there will be 28m high buildings looking into their properties (and potentially result in a massive increase in noise pollution)?

Thanks,

Raj

[REDACTED]

From: Carmelo Cassisi [REDACTED]
Sent: Sunday, 6 March 2022 12:02 PM
To: The City of Canada Bay
Subject: Exhibition of Parramatta Rd Corridor Urban Transformation Strategy Planning Proposal Feedback

[REDACTED]

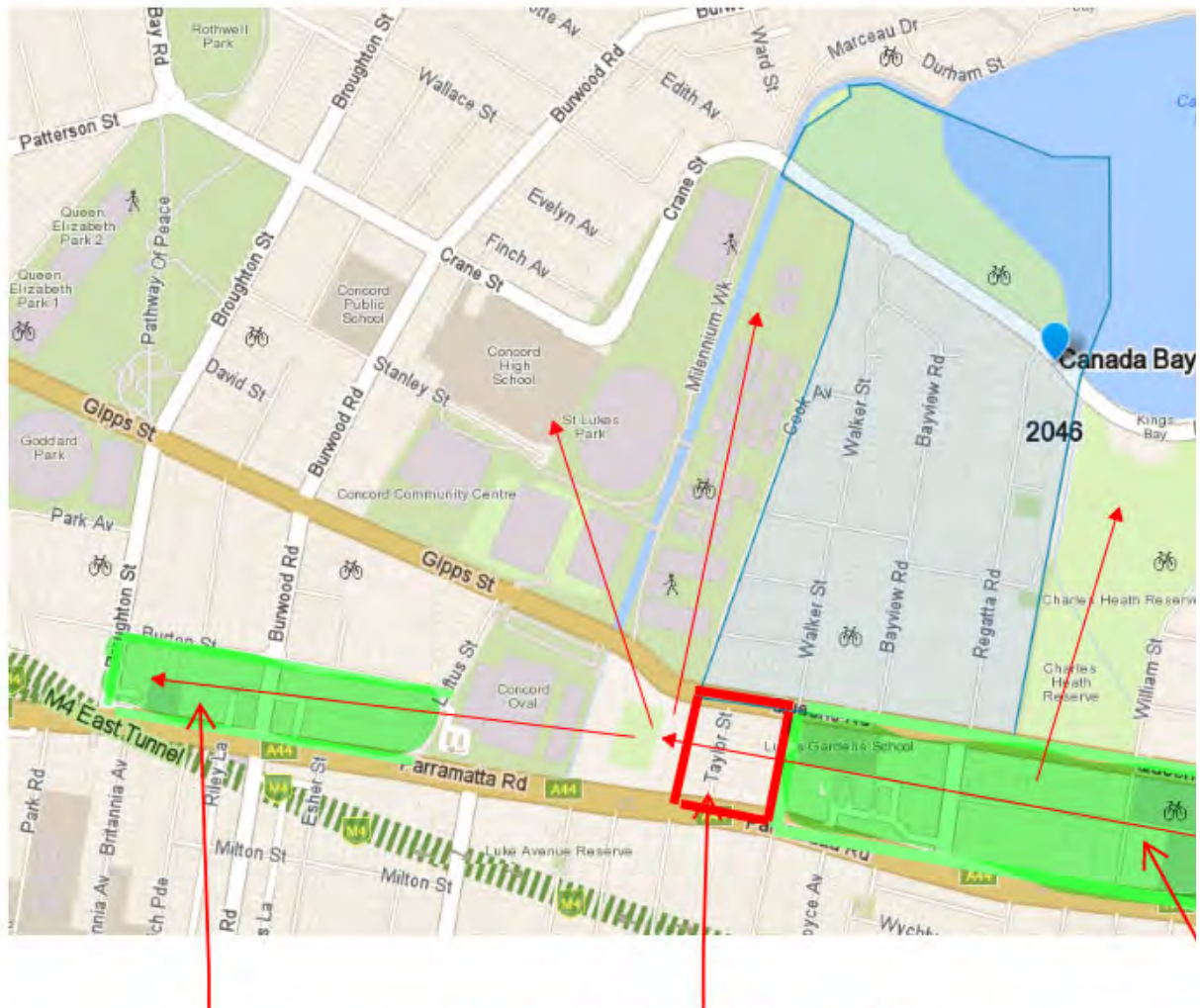
Dear Sir / Madam,

Due to a missing link in the proposal, I believe council and the community will be missing a huge opportunity to really transform the Burwood and Kings Bay Precincts, to attract new business's to the area with better services, facilities and support to the sporting community and community in general, may it be children getting an introduction to sport, teenagers trying to make a career out of the sport they love or athletes at the peak of their careers.

By linking Kings Bay Precinct directly to the large network of parks and sporting facilities in the Canada Bay area, not only do we create a complete linking network and public infrastructure with interconnecting parks, wide footpaths, laneways, walkways and cycle ways, but there is a great opportunity to create a state of art sporting hub alongside Cintra Park which could provide a complete range of sporting services with easy and safe access to all the sporting facilities, schools and new Metro.

The missing link will connect –

Concord Oval, Hockey Fields, Tennis Courts, Netball Courts, Rugby Fields, Rugby League Fields, Walking Paths, Bike Paths, The proposed new Bay run, Golf Course, Concord High School, Concord Primary Schools, Lucas Gardens School, the community centre and the new Metro. Plus encourage the introduction of new sporting and fitness facilities



Burwood Precinct

Missing link to connect all the sporting facilities to Kings Bay and Burwood Precinct

Kings Bay

The sporting hub could house business's that provide services such as,

- Sports rehabilitation centre
- Accommodation for athletes and visitors
- Training academies
- Professional coaching services
- Biomechanics
- Nutritionist
- Sporting Performance Analyst
- Sporting Health Psychologist

Physiotherapist

Sport Goal management

Strength and condition experts

Sports Medical Specialists

Personal training

Multi-Sport Programme for Kids to introduce them to sports and physical education

Multi-Sport Programme for disabled to introduce them to sports and physical education

Indoor sports facilities

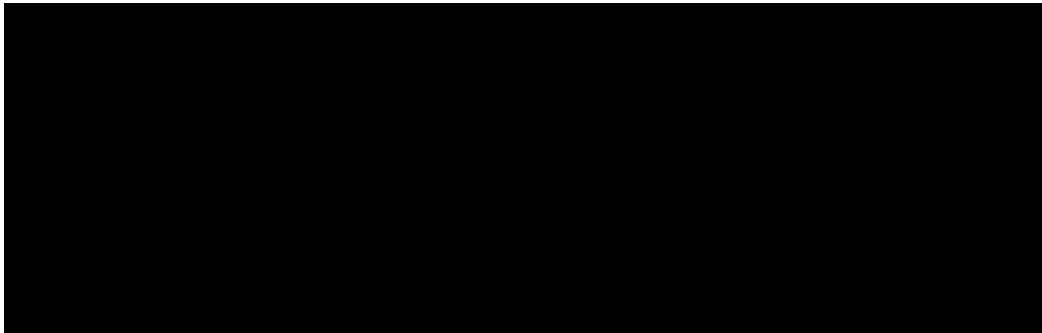
Sports Stores

Cafes and restaurants

All with easy safe direct access to open park lands

To ensure we explore all the real opportunities and possibilities of creating the best possible public domain and infrastructure for our community, whilst attracting a larger range of business's to our area to provide better services and support to our community, I strongly recommend that the properties on Taylor St up to the Kings Bay Precinct also be included in the rezoning and stage 1 planning proposal

Kind regards



[REDACTED]

From: tony sparta [REDACTED]
Sent: Monday, 7 March 2022 12:14 PM
To: The City of Canada Bay
Cc: Michelle Rix; Robert Musumeci; musumeci; Darren Rix; DIANE CLANCY
Subject: PRCUTS Planning Proposal – Feedback – Kings bay Area 23 Key Sites Map - Sheet KS_005

[REDACTED]

Canada Bay Council,

Subject: PRCUTS Planning Proposal – Feedback – Kings bay Area 23 Key Sites Map – Sheet KS_005.

Dear Sir/Madam,

We would like to provide feedback to the Planning Proposal that will deliver Stage 1 (the 2016-2023 release areas) of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Kings Bay.

It is proposed by Council that Kings Bay Area 23 (which includes 92-96 Kings Road and 1-9 Harris Road Five Dock) be rezoned as a whole for high density building.

The owners of 1-9 Harris Road would like to propose to Council that Area 23 be split into two parts (a) 92-96 Kings Road and (b) 1, 3, 5, 7 and 9 Harris Road while maintaining the proposed rezoning to “High Density Building”

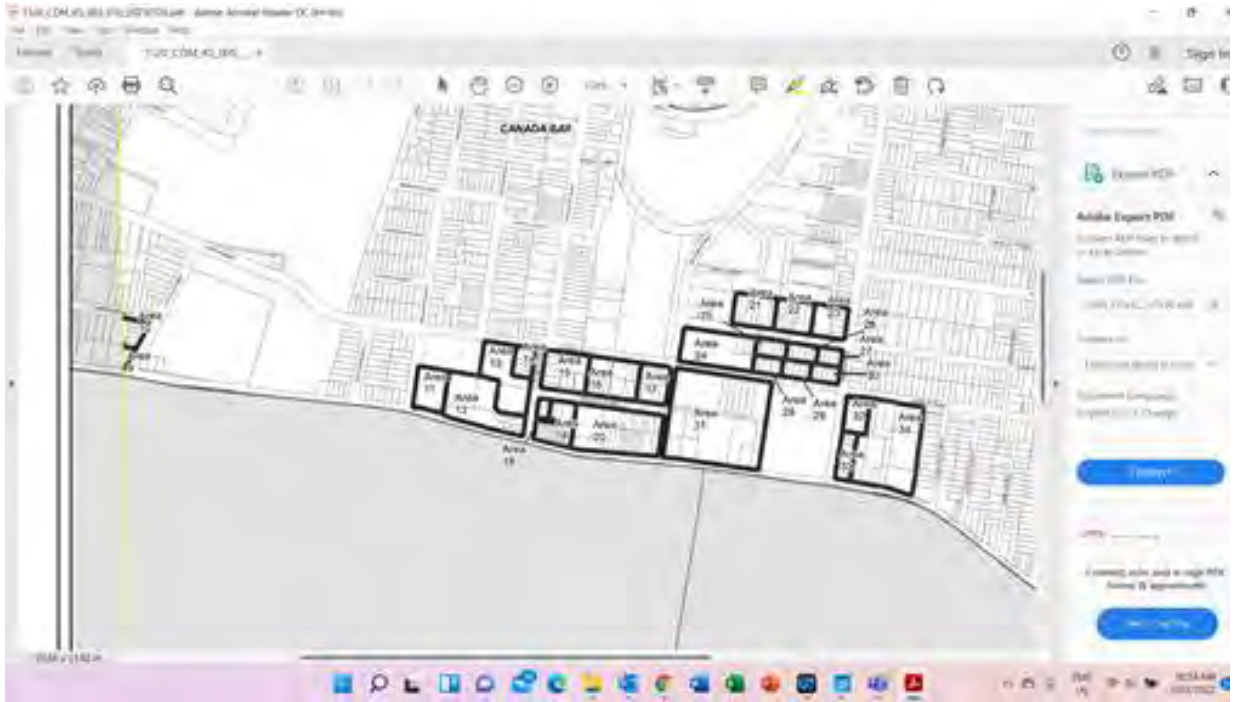
The owners of 1-9 Harris Road have been actively seeking quotes from developers to redevelop the site. The row of 5 houses does not have to provide any public infrastructure – ie. it doesn’t have to provide wider public footpaths or cycleways etc.

We understand the proposed new controls do intend to require a 4.5m landscaped setback to Kings Road and 3m landscaped setback to Harris Road. ie. the buildings will need to be set back from the boundaries by that much but the developable area would benefit from the new height and floor space ration/density.

If you wish to discuss please contact me on 04100 47500.

Sincerely,

Anthony Giardina
On behalf of the owners of 1,3,5,7,9 Harris Road, Five Dock



[REDACTED]

From: Mark Bunch [REDACTED]
Sent: Saturday, 12 March 2022 10:25 PM
To: The City of Canada Bay
Subject: PRCUTS Planning Proposal - Feedback

[REDACTED]

Hello Canada Bay Council,

I hope you are well.

I am a property owner directly adjacent to the area in the subject planning proposal. More particularly, the area denoted as 'Kings Bay'.

I would like to provide feedback on the proposal, and note that feedback is invited by Council as part of the current exhibition .

Planning.

The Objectives of the planning proposals are stated to be:

- Create fine-grained precincts that are safe, socially activated and community and family friendly.
- Create new centres that are socially and economically activated.
- Create public domain and development that is well-designed, sustainable, and resilient and that is supported by commensurate public benefits.

I support those objectives, however I don't believe some of the planning controls proposed will achieve what is stated above. My points are numbered below;

1. The maximum building heights of 67 metres, 20 floors, and the ranges of density are all too large. The numbers of people, vehicles, and car trip generation will contribute the current infrastructure overload. Meaning roads and parks will not function to accepted standards. Roads are currently too narrow without ability to expand, and there isn't enough provision in the proposed controls for alternative transport - separated cycleways etc. The proposed plans don't provide people with a viable alternative to car ownership and usage. I would suggest reducing the two greatest height limits by 5 floors.
2. The provision for open space appears tokenistic. Real active recreation space is very limited in this area. This will overload adjacent facilities and create a significant maintenance burden for Council and the community. This is not 'family friendly', and some provision within the subject precinct should be supplied, meaning some kind of space provided. Some of the existing buildings have served as indoor recreation spaces in the past and this opportunity will be eliminated by the current proposal. Can outdoor and multipurpose indoor spaces be conditioned and designed in to the proposal? The current proposal has a singular focus on dwellings.
3. The proposed widening of footpaths and nominal setbacks should be much bigger. The proposed building heights and narrow roads will create 'tunnels' of poor ventilation, dust build up, poor solar exposure etc. While it appears that these things have been considered to some degree, my comment is that the measures proposed are not enough.
4. The planning objectives used to justify the density, when applied in this way, appear to ignore the cumulative effect of eliminating local employment opportunities. This creates the need for long journeys for people to get from home to work, and acts contrary to 'sustainability', 'resilience, and 'public benefits'. More places of work and opportunities for industry, not only services industries, should be conditioned so they are designed in to any proposed developments.

5. Ground conditions in this area are inherently poor and flood levels may prohibit deep basements and carparking that is traditionally below ground level. Has this been considered? What development controls should be noted in this regard?

Meeting the Good Design essential requirement.

Council notes that it is depending on good design to meet the objectives. The development proponents generally seek a profit from their investment, while I acknowledge there is a range of developers who can deliver quality design and construction, the primary motivation is profit. What mechanisms has Council considered in the approval processes to ensure good design is achieved? I am aware that state government is able to override Council if developers make a suitable case, so is Council able to consider innovative ways to encourage development, while maintaining control of approval processes and act as advocate for its community? Can the community play an active role in this, aside from the 'public notice-public comment' consultation method?

I thank you for the opportunity to provide feedback and your time in the consideration of that feedback.

Yours

Mark Bunch


[Sent from Yahoo Mail on Android](#)

[REDACTED]

From: SIEMASZKO Betty [REDACTED]
Sent: Friday, 11 March 2022 12:23 PM
To: The City of Canada Bay
Subject: Feedback - PRCUTS Planning Proposal - Parramatta Road Five Dock - Betty Siemaszko

[REDACTED]

Dear Council,

Thank you for the opportunity to provide feedback on the Development Proposal for the Concord part of the Parramatta Rd Precinct.

Parts of the development are quite exciting and will, I think, be good for the immediate area. I especially am looking forward to having some café and restaurant options in this part of Concord. Having said that, it appears as if the proposed changes have been made with minimal consideration for the properties and residents living in the surrounding streets. I would like to bring your attention to the following:

1. Parking

I currently live in a building of 26 units of which only 6 have off street parking. My building is across the road from St Mary's Church, School and Villa. The school has no parking for teachers and the Villa has no parking for visitors. Visitors to the Church have limited parking available. All of these people park in the surrounding streets. One side of Burton St is blocked for school pick up and drop off which removes that part of the street as a parking option during the week. One block away are sports fields which are busy most evenings and also have no designated parking, people again parking in the surrounding streets. The parking situation in the area is difficult at best.

The current proposal includes high rise, high density living with, from what I can see in the drawings, no parking included in these new developments. Where are all these new residents going to park? Parking limitations 800m and 400m from the Metro station are also going to be put in place. This will impact on-street parking options for all those using the above mentioned facilities or living in the area with no off street parking. These changes will put even more pressure on an already challenging parking situation. How is the Council proposing to address these issues? While I appreciate the plan to encourage residents to move away from cars towards public transport and bicycles, this is potentially a long term and aspirational goal. One Metro station will not result in such a shift, certainly not in the short to medium term. The reality is that people will continue to use cars and provisions for them need to be made in any new development, including the one being proposed for Concord.

2. Congestion & Traffic

The heights of the residential towers being proposed are in the range of 11 to 24 stories. This means a significant influx of people and cars to the area. Traffic on Broughton St and Burwood Road is already heavy as both of these roads are key access points to Parramatta Rd. This is especially an issue on Broughton Street as it is a key access point to Parramatta Rd where a right turn is possible. School pick up and drop off at St Mary's School adds to the congestion, especially since in the introduction of the bicycle lane and blocking off of the left hand lanes on Burton Street to put in greenery. Crossing the Broughton St/Burton St intersection is now difficult due to traffic and the limited visibility on Broughton St due to the narrower road and parked cars. This is the situation at just a couple of the intersections in the immediate area – it is likely to be similar in other parts of the neighbourhood. How is Council going to address these issues both now and when these high rise developments are complete? I am on board with encouraging pedestrians and public transport use in the area but like I've mentioned above, this will not remove the need to address and

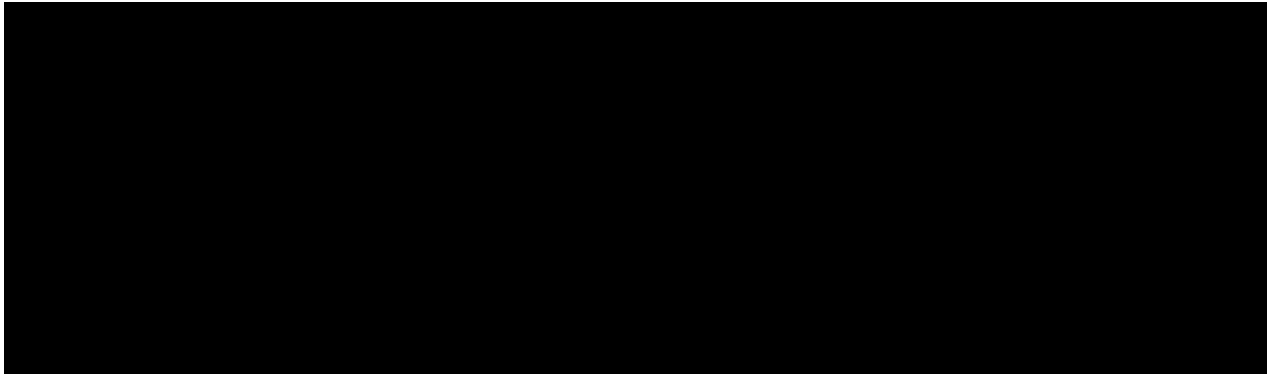
manage traffic which is likely to get a lot worse with the sort of influx of residents this development is proposing.

3. Esthetics/Neighbourhood atmosphere

One of the many things I enjoy about living in Concord is the community feel, the neighbourhood atmosphere of the area – not just on Majors Bay Rd but also in the wider Concord community. Like I've mentioned above, it would be great to see a little more activity at the Parramatta Rd end of Concord with cafes, restaurants. I particularly look forward to having the Burton St Park and Plaza available for outdoor activity and alfresco dining. What I do question however, is the need for these high rise developments – do we need to have 10/15/20+ floor high rises in this space? Cannot these developments be limited to 4/5 floors? These will still provide additional living space and modernize but with a much reduced impact on traffic, congestion and parking. I think this will also fit in better with the Concord "feel" and general esthetic of the area. The Development will be surrounded by lower density residential and having 20 floor towers next to single family homes and low rise blocks will not only look strange but will turn this part of Concord into another Burwood which I don't think the residents of Concord want. It is important that in this age of massive development we maintain our community atmosphere and save it from over development. The over development in Burwood with numerous high rises (some of them exceptionally ugly) has not contributed to a community feel. Those areas are cold and uninviting, with no atmosphere. We don't want Concord to be like this and approving these high rise, high density developments with no regards for the surrounding area, residents or the history and feel of the community should not go ahead. I am certain that alternate developments with lower height, lower density will still achieve the reinvigoration of the space but with a closer tie to the Concord esthetic.

Thanks and regards

Betty Siemaszko
11/43 Burton St
Concord NSW 2137



[REDACTED]

From: Yen Huynh [REDACTED]
Sent: Thursday, 3 March 2022 10:06 PM
To: The City of Canada Bay
Cc: Jack
Subject: PRCUTS Planning Proposal - Feedback

[REDACTED]

Attn: Strategic Planning Team

Kings Bay Precinct - Five Dock

We have viewed the proposal and understand that our townhouse property is within the red marked land of interest for redevelopment on 114-116 Kings Road.

Being directly affected by the plan, we would have preferred a more personalised and direct communication from you instead of a general mass call-out for feedback on the proposed precinct. Our say on the actual draft itself as residents is redundant as you would acquire the land we live on and we would need to move out, not benefiting personally from the proposed plan.

We understand there may be long term benefits for future generations but we would appreciate **a clear plan and transparency of what this means to current property owners directly affected by the proposal**. Your plan only paints a picture for future residents but we live here now and had imagined for the longer term. While many of the current buildings are commercial, there is a whole street of us that are long term residents/investors and have concerns of our future. Finding a new property in Sydney is not easy nor affordable. We have lived in two different parts of Five Dock over the past 10+ years while growing our young family which adds even more complexity to having to uproot our lives from the community. We have invested a lot financially to be able to enjoy living in the City of Canada Bay. It feels like we don't have much choice to oppose your draft if you still plan to build high density around as we would not want to be surrounded by high rise buildings.

We can't imagine living here during the actual demolition/construction either and would appreciate that we are well informed before any work commences anywhere within the precinct, not just outside our front door. Traffic, noise and air pollution/dust on Kings Road are already bad due to the smash repairs operating on the street but also Kings Road is being used as a speeding thoroughfare by many motorists. During school terms, we also get the peak hour traffic and illegal stopping/parking for school drop off/pick ups of Rosebank College students. We can only imagine the situation worsening with demolition/construction added plus increased noise levels and traffic congestion too. It would be unbearable and unsafe to live here.

We request years of advance notice and funds upfront for relocation prior any construction commences. Acquisition price would need to be negotiated to reflect on both recent sales and forecasted year on year growth by 2050. Currently both property and rental values are high in our boutique townhouse block but we are concerned our property will be drop in demand now following your public exhibition and will continue to plummet during the construction/development phase. We predict your long term return on investment and economic value will be considerably high in the future for both Council, investors and residents alike at our expense.

In a nutshell, our major concerns and questions we want addressed at this stage include:

1. **When will property owners be approached re: acquisition and compensation?**

2. **Can you please provide more transparency and proposed plans including timeline for property owners directly affected? What are our options in light of construction and relocation?**
3. **When will updates and final decision of the draft plan be made?**
4. **Please provide a direct contact / project manager and reference number for follow up. A generic email and website form is not satisfactory.**

Regards,
Mr J. Fung & Ms N Y Huynh
2/114-116 Kings Road
Five Dock NSW 2046



Our Ref: ID 1570
Your Ref: PP-2021-3619

11 March 2022

Ms Helen Wilkins
Canada Bay Council
Locked Bag 1470, Drummoyne NSW 1470



Dear Ms Wilkins,

**PLANNING PROPOSAL FOR PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION
STRATEGY**

Thank you for the opportunity to provide comment on the Parramatta Road Corridor Urban Transformation Strategy.

This planning proposal seeks to amend the Canada Bay LEP 2013 by:

- amending land use zoning
- amending height and floor space ratio (FSR) controls and introducing incentive height and FSR controls in the Kings Bay and Burwood-Concord Road precincts
- introducing local provisions to address local infrastructure delivery, design excellence, sustainability, and remediation
- introducing additional permitted uses and active frontage controls in the Kings Bay and Concord-Burwood precincts.

The NSW State Emergency Service (NSW SES) is the agency responsible for dealing with floods, storms and tsunamis in NSW. This role includes, planning for, responding to and coordinating the initial recovery from floods. As such, the NSW SES has an interest in the public safety aspects of the development of flood prone land, particularly the potential for changes to land use to either exacerbate existing flood risk or create new flood risk for communities in NSW.

It is noted that the Parramatta Road Corridor Flood Risk Assessment for City of Canada Bay Council defers all compliance to the DCP to be addressed as part of the approval process. The consent authority will need to ensure that the planning proposal is considered against the relevant Ministerial Section 9.1 Directions, including 4.3 – Flood Prone Land and is consistent with the NSW Flood Prone Land Policy as set out in the NSW Floodplain Development Manual,



STATE HEADQUARTERS

93 - 99 Burelli Street, Wollongong 2500

PO Box 6126, Wollongong NSW 2500

P (02) 4251 6111

F (02) 4251 6190

www.ses.nsw.gov.au

ABN: 88 712 649 015



2005 (the Manual). Attention is drawn to the following principals outlined in the Manual which are of importance to the NSW SES role as described above:

- Zoning should not enable development that will result in an intolerable increase in risk to life, health or property of people living on the floodplain.
- Risk assessment should consider the full range of flooding, including events up to the Probable Maximum Flood (PMF) and not focus only on the 1% AEP flood. It should also consider impacts on adjacent Local Government Areas, not only focus on the Canada Bay LGA (as indicated on page 48 of the *Parramatta Road Corridor Flood Risk Assessment for City of Canada Bay Council*).
- Risk assessment should have regard to flood warning and evacuation demand on [REDACTED] and future access/egress routes. Consideration should also be given to the impacts of localised flooding on evacuation routes. The *Parramatta Road Corridor Flood Risk Assessment for City of Canada Bay Council* or any future Flood Impact Risk Assessment must include this consideration.
- In the context of future development, self-evacuation of the community should be achievable in a manner which is consistent with the NSW SES's principles for evacuation. Successful evacuation occurs prior to a community becoming isolated and its evacuation routes cut. This is not equivalent to having all roads at the level of the PMF as indicated on p41 of the *Parramatta Road Corridor Flood Risk Assessment for City of Canada Bay Council*. Instead, evacuation must occur prior to the last route being cut even if it is prior to the area becoming flooded itself. If the population is too large for the timeframe available, this can be equivalent to the PMF. To calculate the evacuation feasibility an assessment of the number of vehicles (both residential and commercial) is required for the proposed development, as well as information on potential road closures.
- Future development must not conflict with the NSW SES's flood response and evacuation strategy for the existing community. Page 41 of *Parramatta Road Corridor Flood Risk Assessment for City of Canada Bay Council* correctly states that there is no documented evacuation strategy for the Canada Bay area. The NSW SES Local Flood Plan and associated evacuation arrangements require additional information from the floodplain risk management process for this area to be completed. However, in accordance with the *SES Act 1989*, the NSW SES may direct the evacuation of people at risk where there is evidence that the community is at risk of flooding.
- Evacuation must not require people to drive or walk through flood water.
- Development strategies relying on deliberate isolation or sheltering in buildings surrounded by flood water are not equivalent, in risk management terms, to evacuation. Section 5.3.3, page 41, of the *Parramatta Road Corridor Flood Risk Assessment for City of Canada Bay Council* should be updated to better consider how



safe and feasible evacuation could be achieved and noting the short warning time available and duration of flooding (of the order of 2 hours, and depths exceeding 1m in some locations).

- Development strategies relying on an assumption that mass rescue may be possible where evacuation either fails or is not implemented are not acceptable to the NSW SES.
- The NSW SES is opposed to the imposition of development consent conditions requiring private flood evacuation plans rather than the application of sound land use planning and flood risk management. The *Parramatta Road Corridor Flood Risk Assessment for City of Canada Bay Council* (page 41) should be updated to reflect this position.

██████████ primary concerns regarding this Planning Proposal are:

- The inadequate evidence to support shelter in place as a primary risk management strategy, placing a large population at risk of flash flooding.
- The limited flood information available for some of the areas identified in the Planning Proposal to enable a detailed risk assessment by NSW SES.
- The deferral of addressing the Canada Bay DCP to the sites until a later stage of the approval process.

As this planning proposal refers to areas that are subject to flash flooding and results in a substantial increase in residential population in the flood planning area, NSW SES provides the following additional recommendations that need to be considered to minimise the increase in risk to life due to any future development at the sites of interest:

- **Commercial development (including retail):** All ground floor businesses and retail floors must be above the 1% AEP flood levels and access to the basement must be above PMF. There must also be the provision of sufficient readily accessible habitable areas above the PMF cater for the safety of potential occupants, clients and visitors in commercial development.
- **Sensitive development:** Any Childcare facilities, schools, medical centres, day hospital within the building must be located with floor levels above the PMF level.
- **Making buildings as safe as possible to occupy during flood events:** Ensuring buildings are designed for the potential flood and debris loadings of the PMF so that structural failure is avoided during a flood.
- **Limiting exposure of people to floodwaters:** This can be aided by providing sufficient readily accessible areas above the PMF to cater for potential occupants, clients and



visitors. Building security and access should ensure accessibility to habitable areas within the building above the PMF.

- **Car parking:** Any parking should be above ground level to facilitate safe and effective vehicular evacuation and have pedestrian access to a podium level above the PMF to increase human safety. Pedestrian evacuation and shelter in place are not appropriate primary flood risk management strategies. The *Flood Assessment for Concord West Precinct Master Plan* should be updated to reflect this, as well as any future changes to the DCP.
- **Provision of publicly accessible space for the itinerant population in areas surrounding intensive development:** Provision of publicly accessible space or access to space above the PMF (with adequate infrastructure to enable the physically [redacted] to access such space) that is easily accessible 24 hours a day for seven days a week which is clearly identified for this purpose with associated directional signage.
- **Providing adequate services so people are less likely to enter floodwaters:** This includes access to ablutions, water, power and basic first aid equipment. Consideration must be given to the availability of on-site systems to provide for power, water and sewage services for the likely flood duration of surrounding areas (which may exceed several hours) plus a further period to provide allowance for restoration of external services.
- **Addressing secondary risks of fire and medical emergencies during floods:** To minimise the increased risk of fire and to reduce both the potential for adverse outcomes in the case of a medical emergency and the risks to those who may aid the patient, Council, DPE, NSW SES, Ambulance NSW and the relevant Health Functional area and fire agency servicing the area, should be consulted to determine appropriate risk management strategies during flooding.

NSW SES is unable to complete a detailed assessment of risk of the Planning Proposal, as there are some gaps in flood information available from the floodplain risk management process. NSW SES requests the flood study for the area to be uploaded to the NSW Flood Data Portal, including the spatial data associated with the Powells Creek Flood Study once complete. This will assist in any future assessment, but also in flood emergency risk management for the area.

The first paragraph on page 43 would benefit from removing the first sentence in the *Parramatta Road Corridor Flood Risk Assessment for City of Canada Bay Council*. There are several reasons to consider freeboard, as documented on page 42, and often allows for the surface of a real flood, which unlike a modelled design flood, is not flat.

You may also find the following Guidelines, originally developed for the Hawkesbury Nepean Valley and available on the NSW SES website useful:



1. [Reducing Vulnerability of Buildings to Flood Damage](#)
2. [Managing Flood Risk Through Planning Opportunities](#)
3. [Designing Safer Subdivisions](#)

Please feel free to contact Elspeth O'Shannessy via email at elspeth.oshannessy@ses.nsw.gov.au should you wish to discuss any of the matters raised in this correspondence. For all general land use risk management enquiries, please contact rra@ses.nsw.gov.au.

Yours sincerely,

A black rectangular box redacting the signature of Peter Cinque.

Peter Cinque
Senior Manager, Emergency Risk Management
NSW State Emergency Service

[REDACTED]

From: Nick Hontas [REDACTED]
Sent: Monday, 14 March 2022 9:46 PM
To: The City of Canada Bay
Cc: Helen Wilkins; Warren Arndell; Fiona Taylor
Subject: PRCUTS Planning Proposal - Feedback
Attachments: Letter for Courland Street, Five Dock.pdf; Courland Street, Five Dock - EG Submission to UrbanGrowth.pdf

Categories: To action

Attention: Strategic Planning Team

Dear Sir / Madam,

As a representative of the owners (9-29 Courland Street, Five Dock), please find attached:

1. Letter from our planning experts consultant EG summarising our comments, concerns and requested modifications to the draft planning proposal for Stage 1; and
2. Our original submission to UrbanGrowth back in 2015 (again prepared by EG on our behalf) which elaborates on the key planning issues and rationale outlined in the letter.

Our submission has been prepared by Shane Geha who is the Managing Director of EG and one of the leading experts in planning / rezoning matters. More information on EG and Shane can be found here:

<https://eg.com.au/>

<https://eg.com.au/about-eg/our-people/shane-geha>

Please feel free to contact me via email or on my mobile [REDACTED]

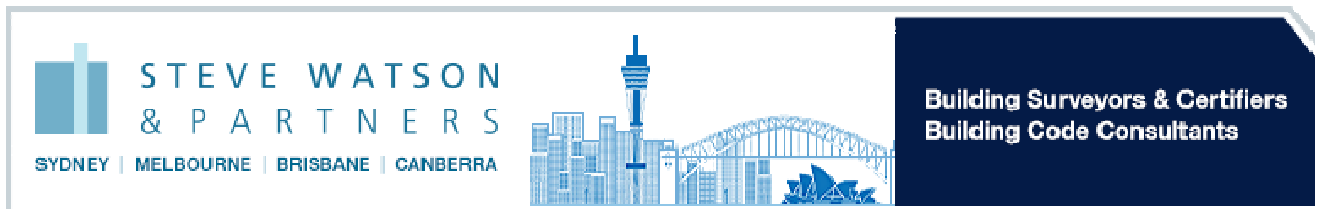
I look forward to hearing from you soon.

Nick Hontas

Senior Associate | Sydney Office

Level 17, 456 Kent Street, Sydney NSW 2000

[REDACTED]



STEVE WATSON
& PARTNERS
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Building Surveyors & Certifiers
Building Code Consultants



Guide to the NSW ePlanning Portal Application Process

Please Note: All CC, CDC and OC Applications must be submitted via the **NSW ePlanning Portal**

W-B
WOODS BAGOT

Kings Bay - 155 - 167 Parramatta Rd
Five Dock, NSW

Urban Design Report

March 2022

Urban Design Report

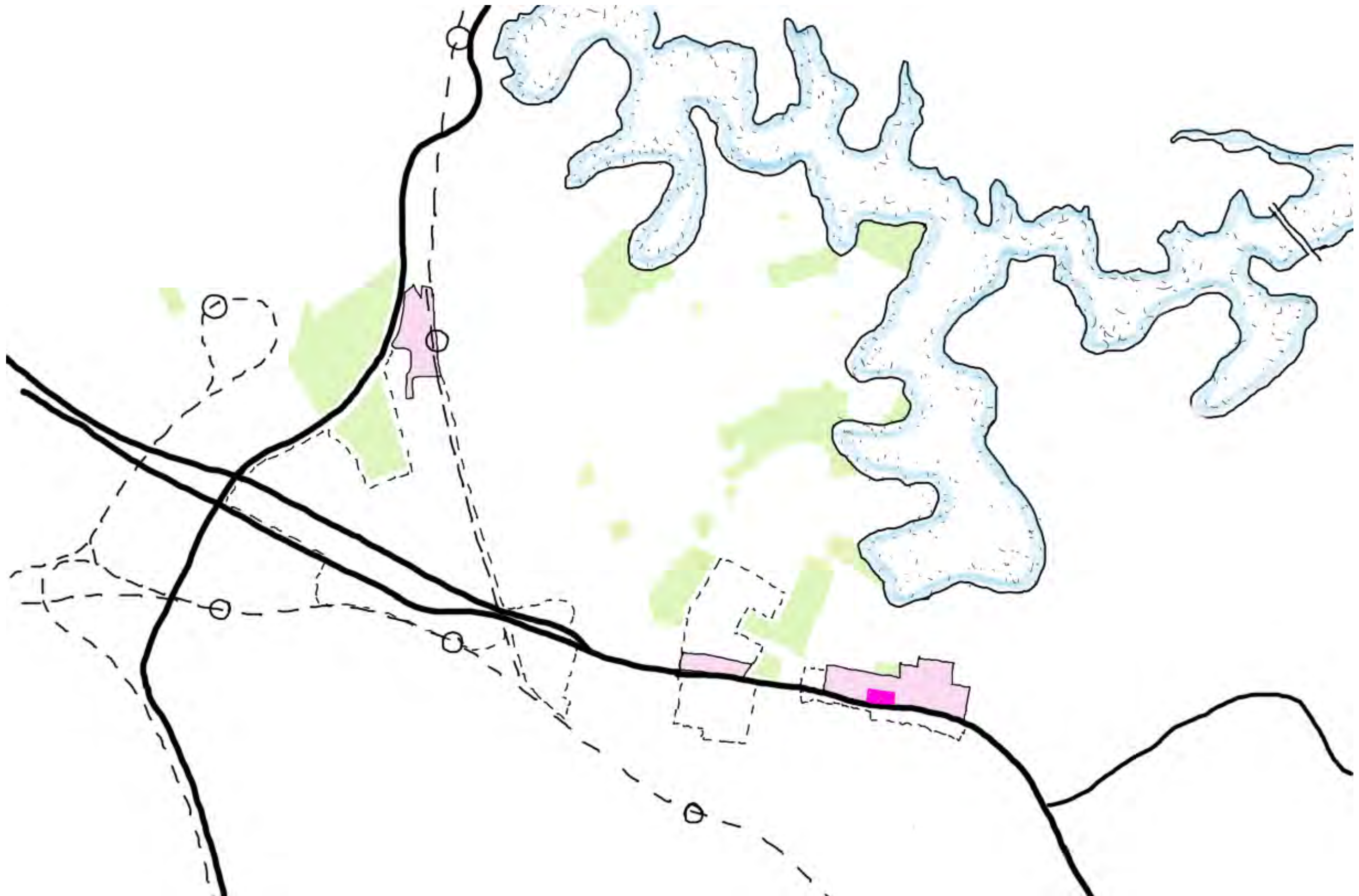


Woods Bagot acknowledges the Traditional Owners of the land, sky and waters. We pay our respects to Elders past, present, and to the future leaders of our community.

We honour the ongoing deep spiritual connection that the Traditional Owners have with this country. With respect, we tread gently to help reconcile and pave the way for a united and harmonious future for all people.

01

The Brief



Re-imagine the masterplan envelopes to allow for a vibrant urban hub with an engaged public domain, and a well-connected urban space that activated by residential, non-residential uses; and is integrated into the future of Kings Bay.

02

The site











Urban Context

The site, and the precinct, are nested in the intersection of Five Dock, Ashfield and Burwood. The site is primarily surrounded by low-to-medium density residential areas.

The Kings Bay precinct is bookended by educational establishments. Towards the north, the site counts with a variety of recreational outlets. Namely the Five Dock Leisure Centre, the Canada Bay Club and the Barnwell Park Golf Club.

On Parramatta Rd, the light industrial and commercial uses have taken away from the desirable character of the Kings Bay precinct.

-  Low Density Residential
-  Industrial
-  Education
-  Public Green Area
-  Recreation
-  Private Green Areas
-  Commercial/Industrial
-  Retail/Commercial Centre



DCP Kings Bay

The DCP sets out the massing and controls for the sites that are currently industrial or commercial properties.
It provides bulk, scale and connections desired for the area.



Five Dock
Leisure Centre



Barnwell
Park Golf Club



Kings Bay
Club



To be me
Early
Learning Centre



Rosebank
College



Lucas
Gardens
School

DCP Kings Bay Facade Character

The DCP has set out facade and character guidelines to allow for a careful and fine grain design.



- Mixed Facade Face
- Friendly Facade Face
- Vibrant Facade Face
- Proposed Road Crossing
- Existing Road Crossing
- Schools
- Parks

DCP Kings Bay Pedestrian Movement

The DCP sets out Spencer St as the new green spine of the precinct and promotes the walkability and interconnectedness of all the new developments.



-  Proposed Road Crossing
-  Existing Road Crossing
-  Schools
-  Parks
-  Through Site Links
-  Through Site Link Chanelis
-  12m Pathway
-  6m Pathway

DCP Kings Bay Vehicular Movement

The DCP open up Spencer St to the east and west to act as a new connection between Ragatta Rd and Rosebank College. This allows for a centralised zone of vehicular/pedestrian movement in the precinct.



- Proposed Dedicated Cycleway
- Proposed Shared Cycleway
- Proposed Road Crossing
- Existing Road Crossing
- Schools
- Parks



Existing site

Address	155-167 Parramatta Rd Five Dock NSW
Council	City of Canada Bay
Control	Parramatta Road Corridor Urban Transformation Strategy
Lot Area	approx. 14,122m ²
Floor Space Ratio	3:1
Max. Allowable GFA	approx. 42,366m ²
Land Zoning	B4 Mixed Use
Height - Lot	32-55m
Height - Masterplan	20 Storeys (67m)
Land Zoning	approx. 14,000m ²
Zone	B4 Mixed Use
Height	20 Storeys (67m)

The site, almost 80m by 170m is surrounded by Parramatta Rd to the south, William St to the East and Spencer St to the North.

It falls 4.6m from the southwest corner to the northeast corner.

The corner of Parramatta Rd and William St is one of the main entries into the precinct, as well as access to the foreshore.

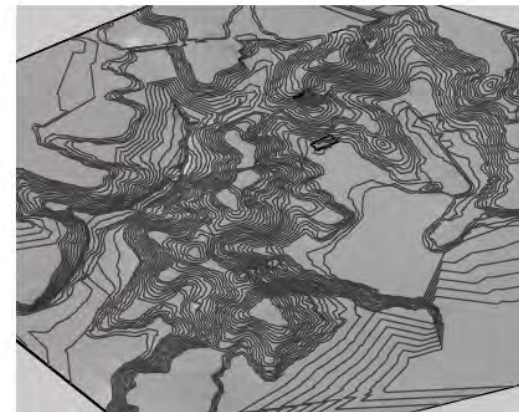
The site is generally centred to Barnwell Park and Kings Bay.



So its on Parramatta Road, but is it close to the water?

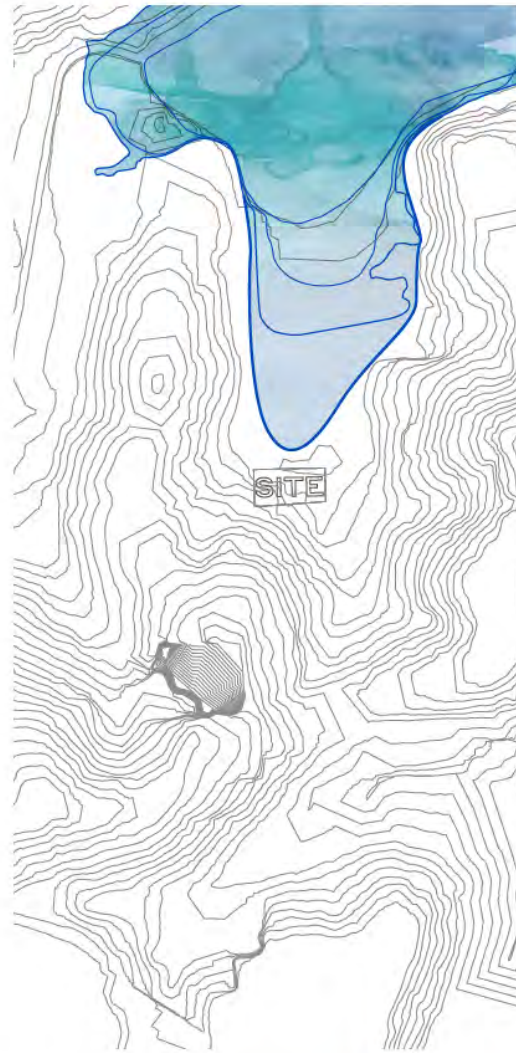
Topography

The site sits along the ridge that is modern day Parramatta Rd and falls gently towards the bay.



Estuary

Historically, the site was located along the river's estuary and would have been a direct access point inland. As modern development has set in, the estuary has receded, causing a perceived disconnect between the river and the site.



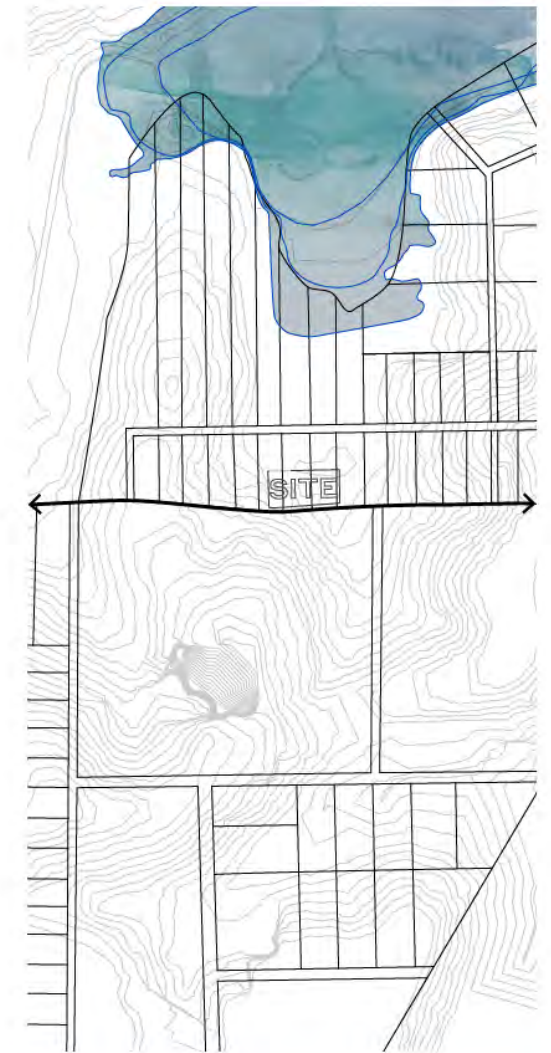
Road to Parramatta

The land journey between Sydney Cove and Parramatta proved dangerous for early settlers, who used the river as their main transport corridor. The colonial settlements established Parramatta as the agricultural centre of the colony.



Five Dock Farm

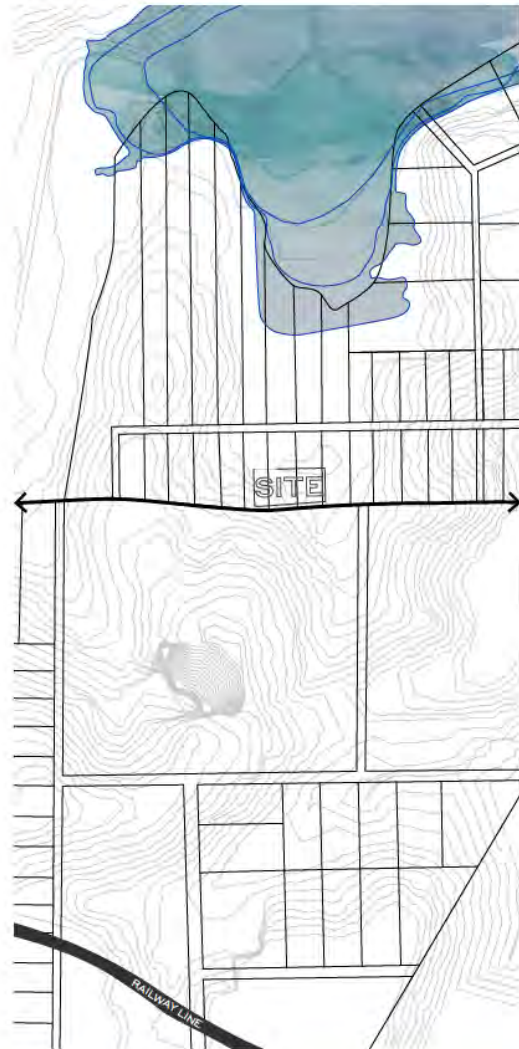
The lands along Parramatta Road, especially those with access to the river were subdivided as plots for housing and farming, establishing the framework of modern day Five Dock. The river was used predominantly for sewage and waste.



Railway

With the rail suburbs like Ashfield and Burwood gained population and importance as the train provided easy and reliable access.

Parramatta road fell into disrepair as the rail became the main link between Sydney and Parramatta.



Urbanisation

With the rise of single family cars the road changed to respond to the new transport paradigm. The site's proximity to the river and Parramatta Rd made it a prime spot for industrial uses, while uses all along Parramatta Rd shifted to cater for the new driving culture.



Modern day

Uses, activities, and amenities along the road declined in the late 20th century and led to an overcrowded highway with minimal relationship to it's surroundings. As such, the precinct of King's Bay has lost it's geographical and historical relationship to the river.



The future

The decline of Parramatta Rd and its effect on surrounding suburbs sparked the creation of the Parramatta Road corridor Urban Transformation Strategy, focused on the road.

Can we focus on the river?



Can we re-connect to the foreshore?

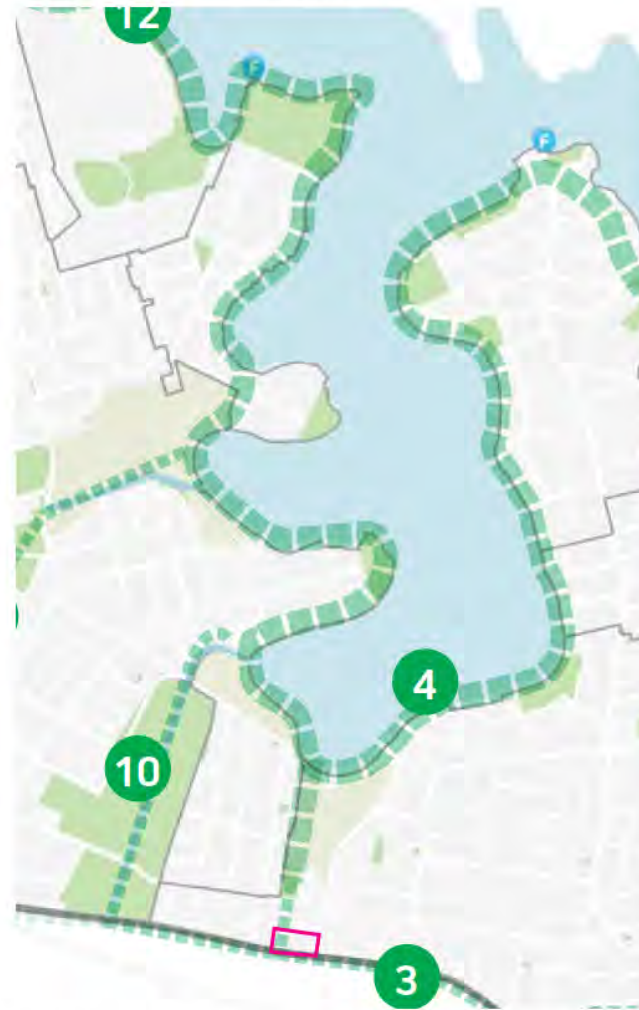
Canada Bay Foreshore Access Strategy

Existing Foreshore Access



There is a disconnect in the continuous foreshore walk along Hen and Chicken Bay.
A section between Lyons Rd and Barnwell Park Golf Course has been identified as an opportunity in the Canada Bay Foreshore Strategy.

Green Grid



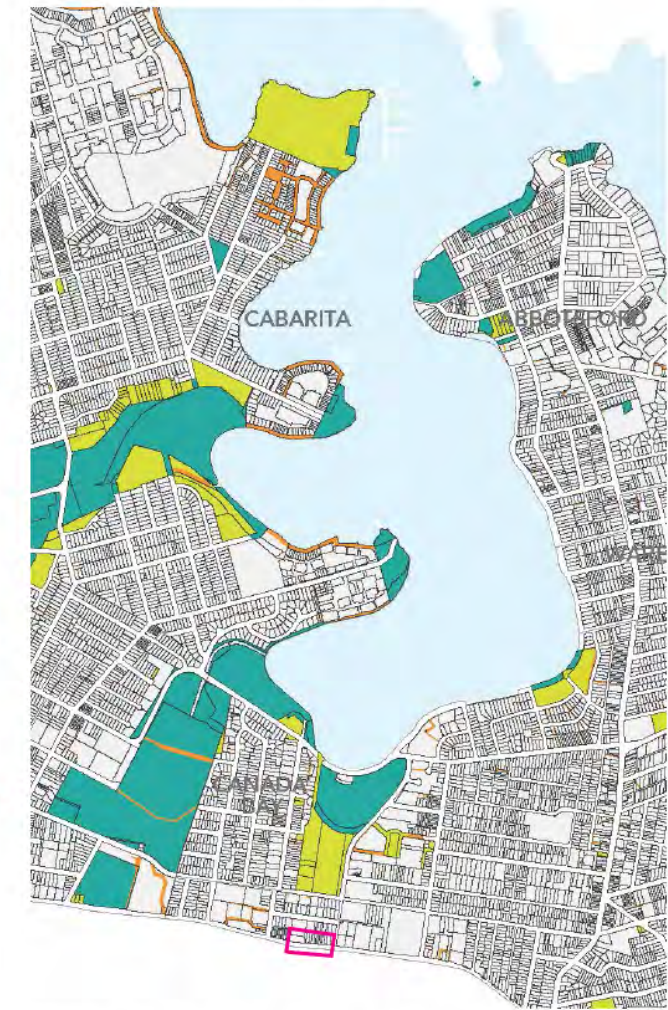
The Canada Bay Foreshore Strategy also indicates how a green connection is key on Kings Bay. Along with the masterplan's connections, a green loop can be created between the site and the bay.

Movement



Informal or on-road bicycle path allows for a limited connection to the foreshore. Extending pedestrian and bicycle paths towards Parramatta Rd would allow the site to act as an entry to the Kings Bay precinct.

Public Land



These opportunities, highlighted on the Canada Bay Foreshore Strategy, can be done along the zones that are publicly owned.

Canada Bay Foreshore Access Strategy

The Canada Bay Foreshore Access Strategy has identified two main goals associated with this precinct:

Lyons Rd West

Deliver a new footpath on Lyons Road West to the foreshore side, with landscaping to improve the pedestrian amenity

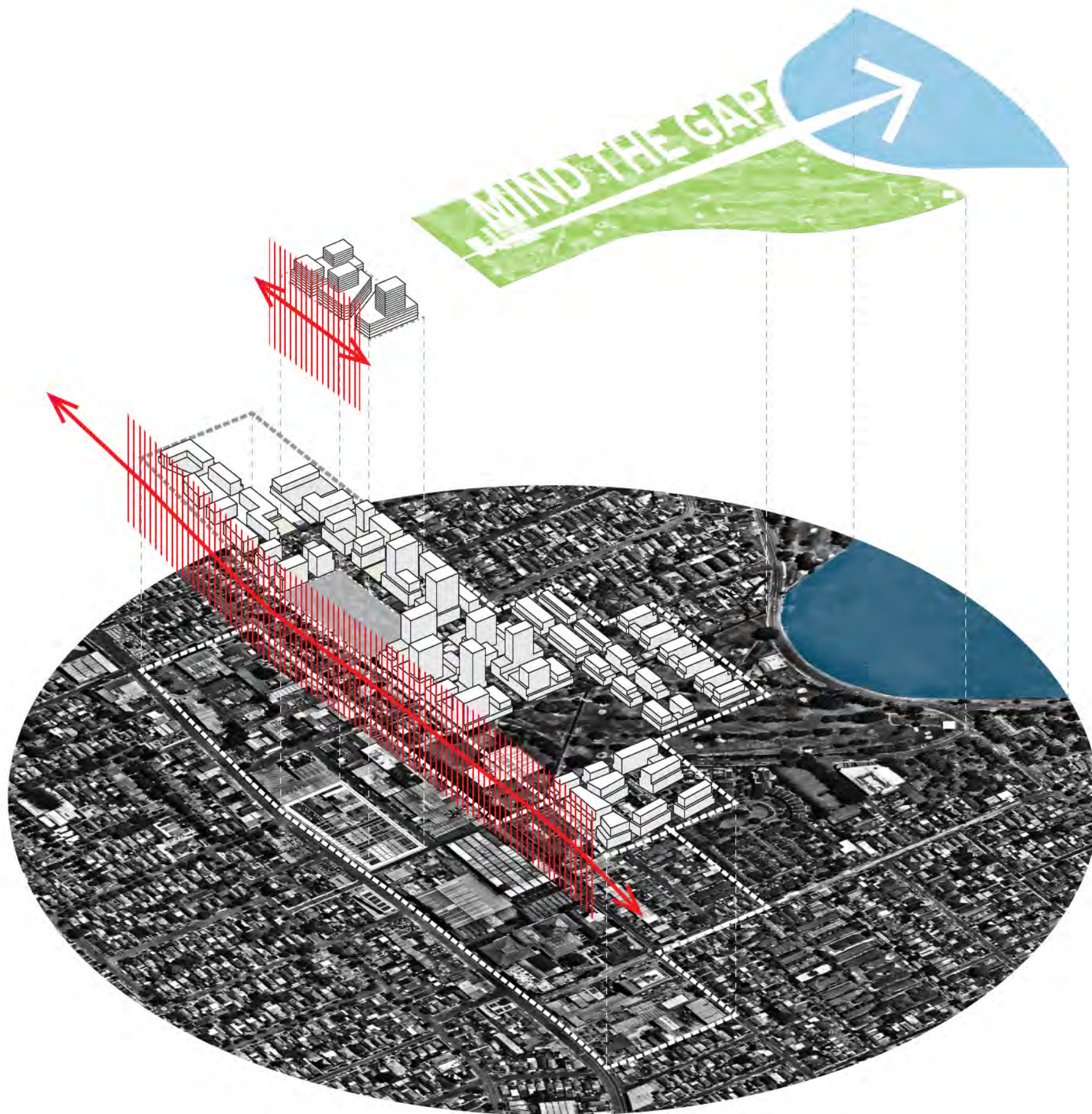
Barnwell Park Gold Course

Create a shared, publicly accessible foreshore path along the Barnwell Park Golf Course, re-orient the fairways or consider redeveloping the site as a 9-hole course to also create a new public foreshore park

As a concerted effort is being made by the council to reconnect the foreshore, the Kings Bay precinct has a unique opportunity to act as a gateway between Parramatta Rd and the Canada Bay foreshore.







Mind the gap... Looking back at Kings Bay

This site can become a connection, entry and "missing link" along the foreshore.

As opposed to relating the site solely to Parramatta Rd, how can this site unlock the relationship to the water?

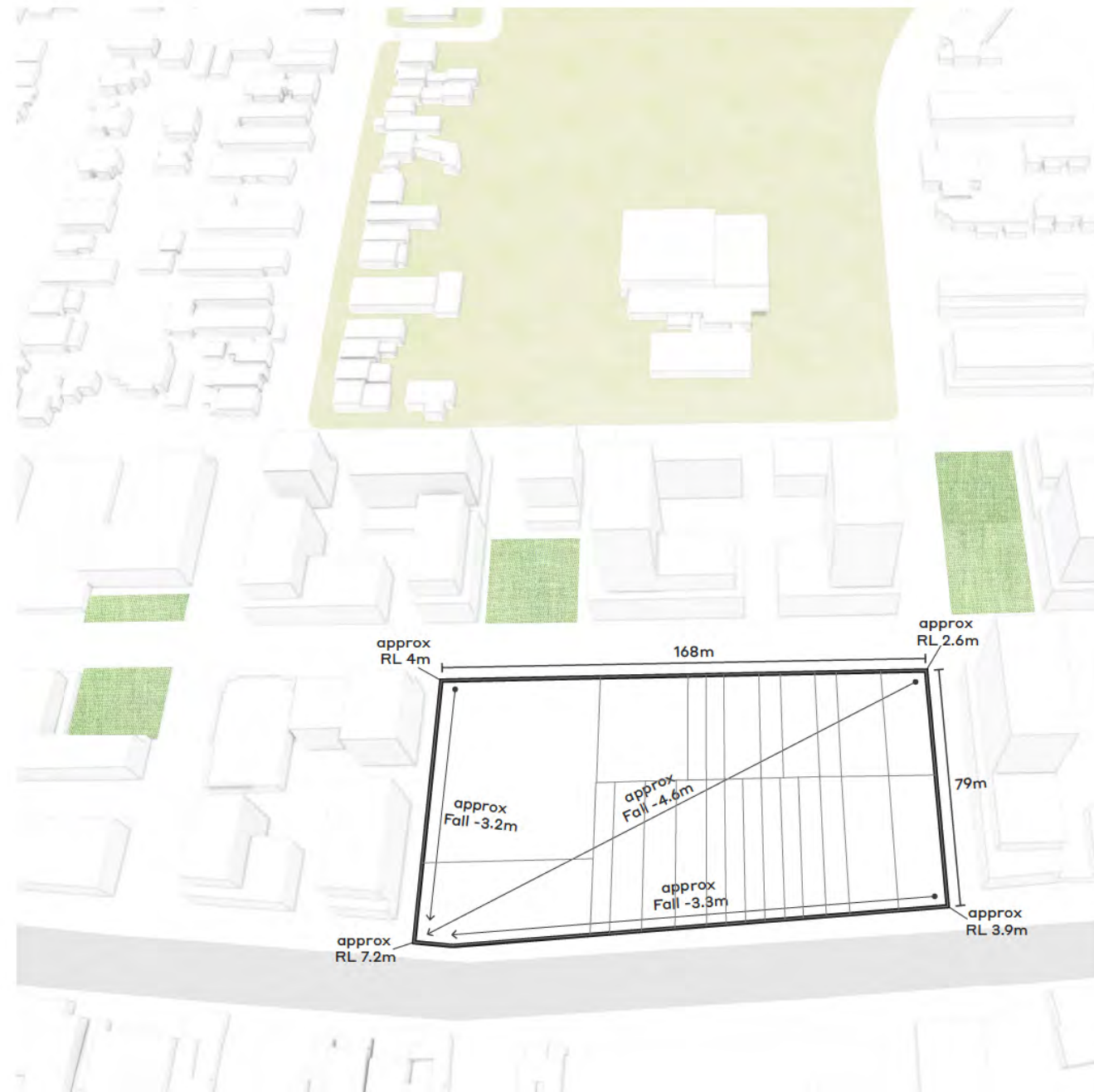
03

The approach

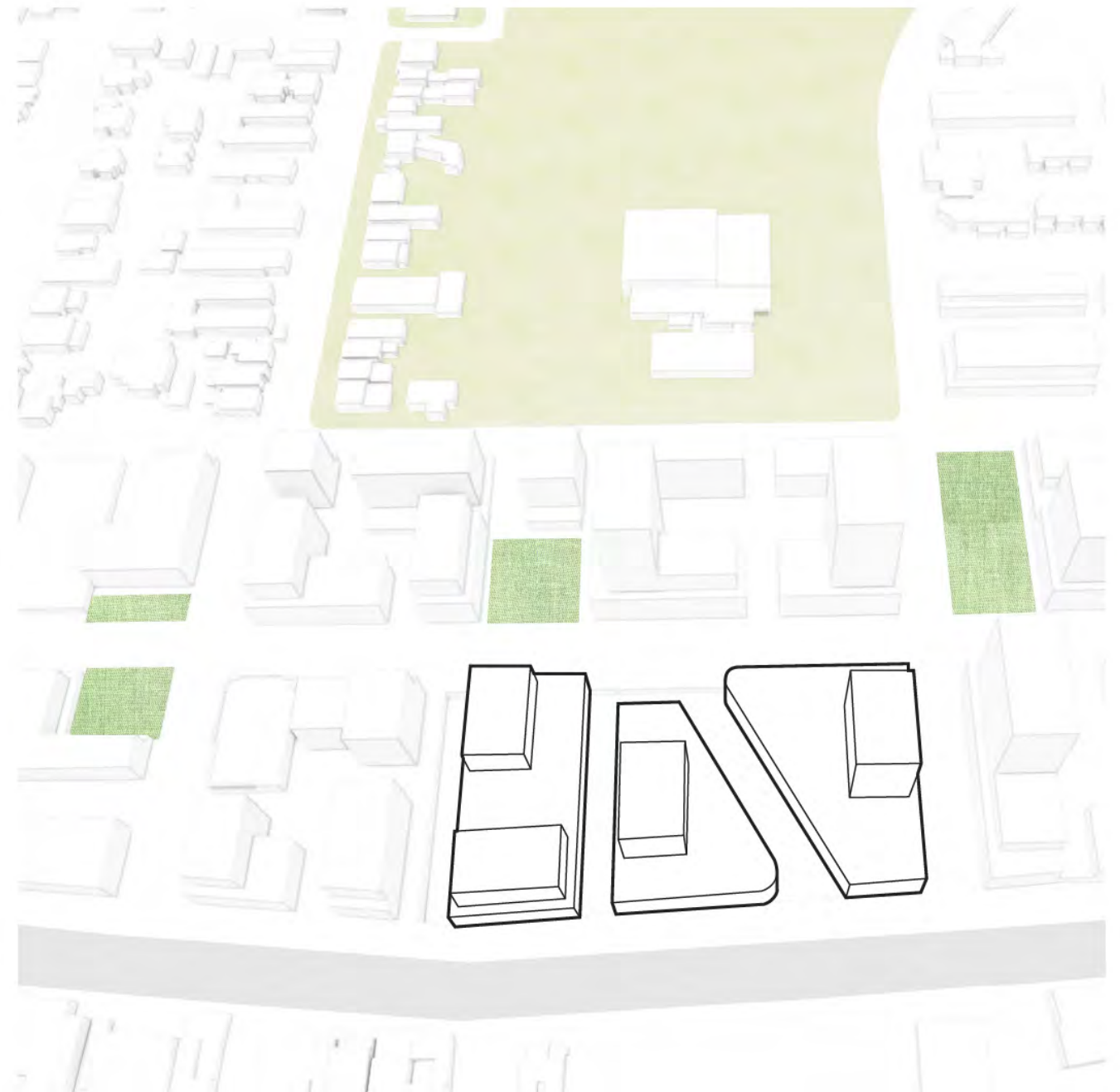
Reconnecting the estuary and Kings Heart

The Site and the DCP Envelopes

The Site



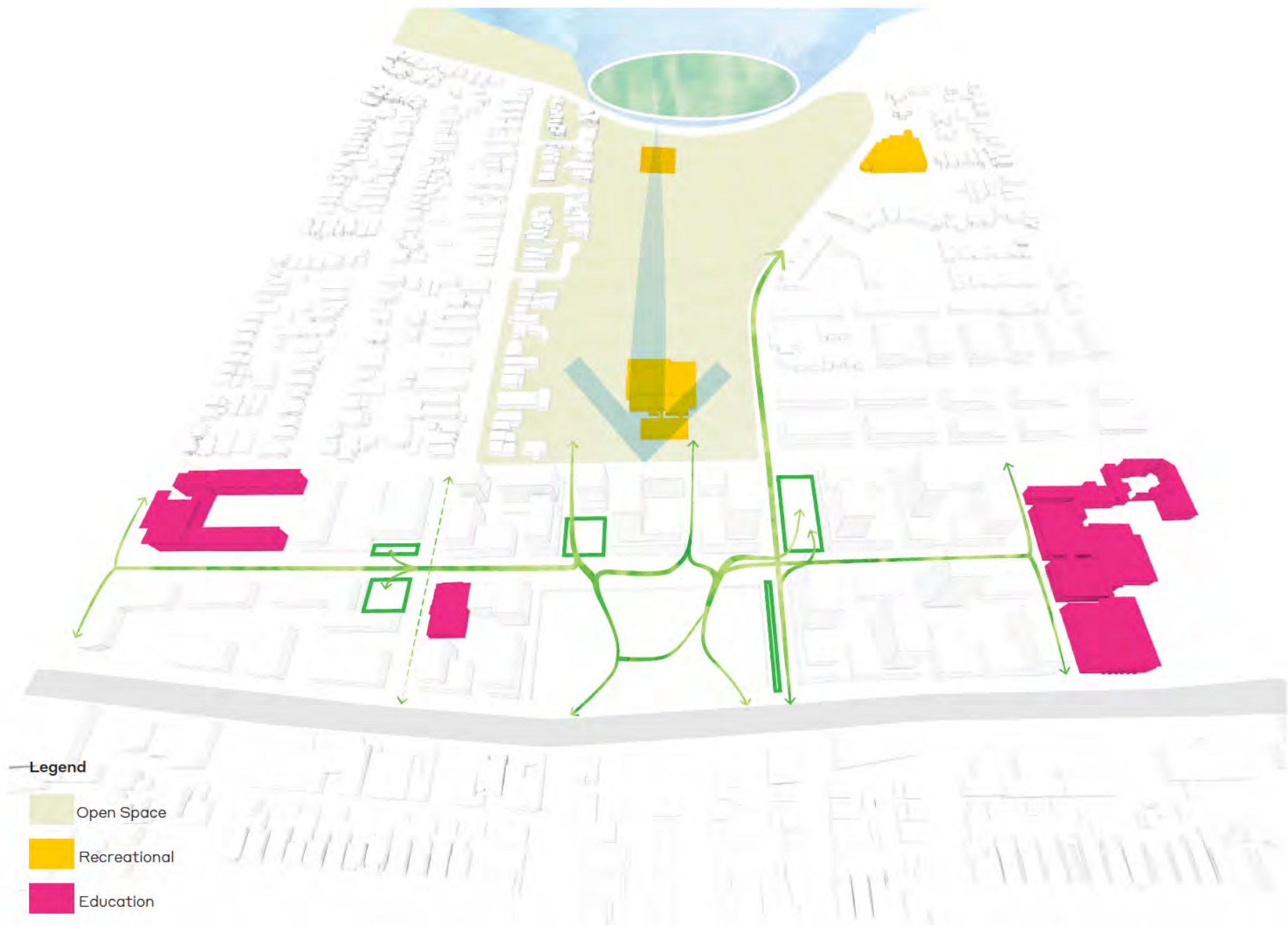
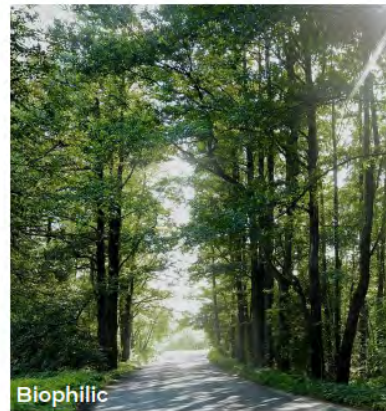
The DCP Massing



Weaving into green spine + path to the river

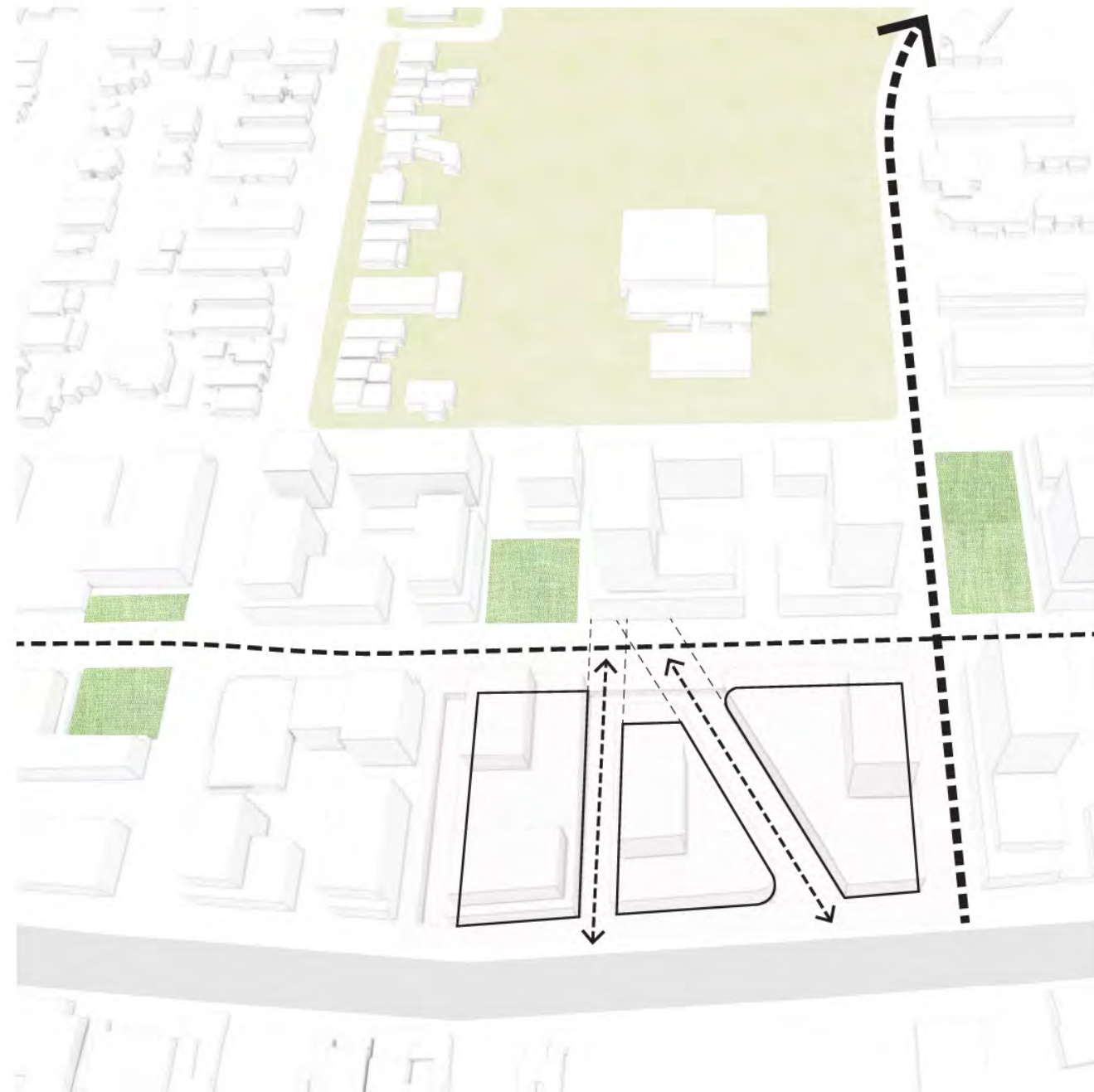
This site, and it's unique relationship to the river allow it to:

- Become an urban catalyst leading people in an out of the precinct
- Provide diverse urban spaces that may host different activities and uses
- Create a well connected scheme with a central public space
- Celebrate local and existing character of the area

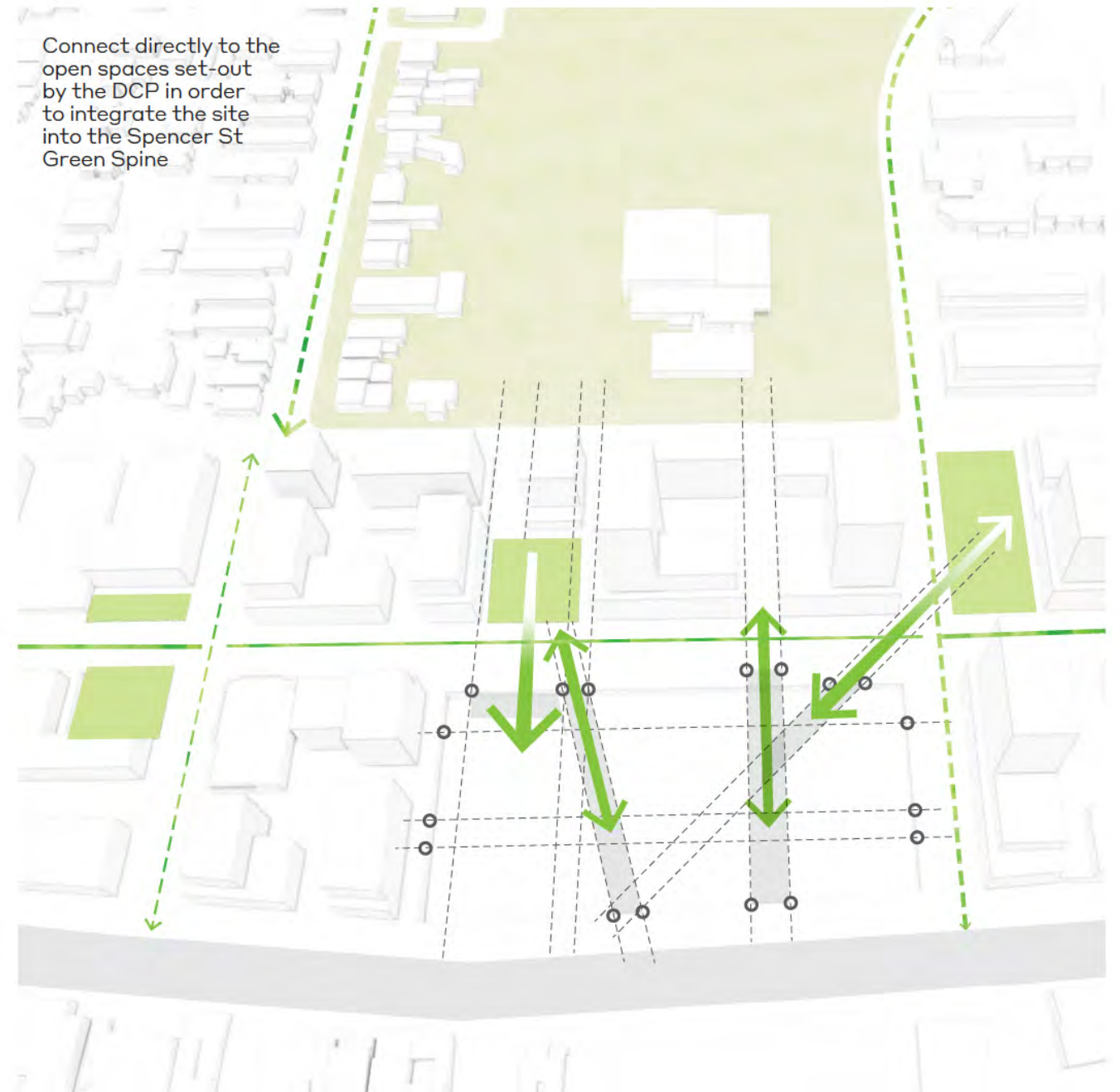


Through Site Connections

Masterplan connections

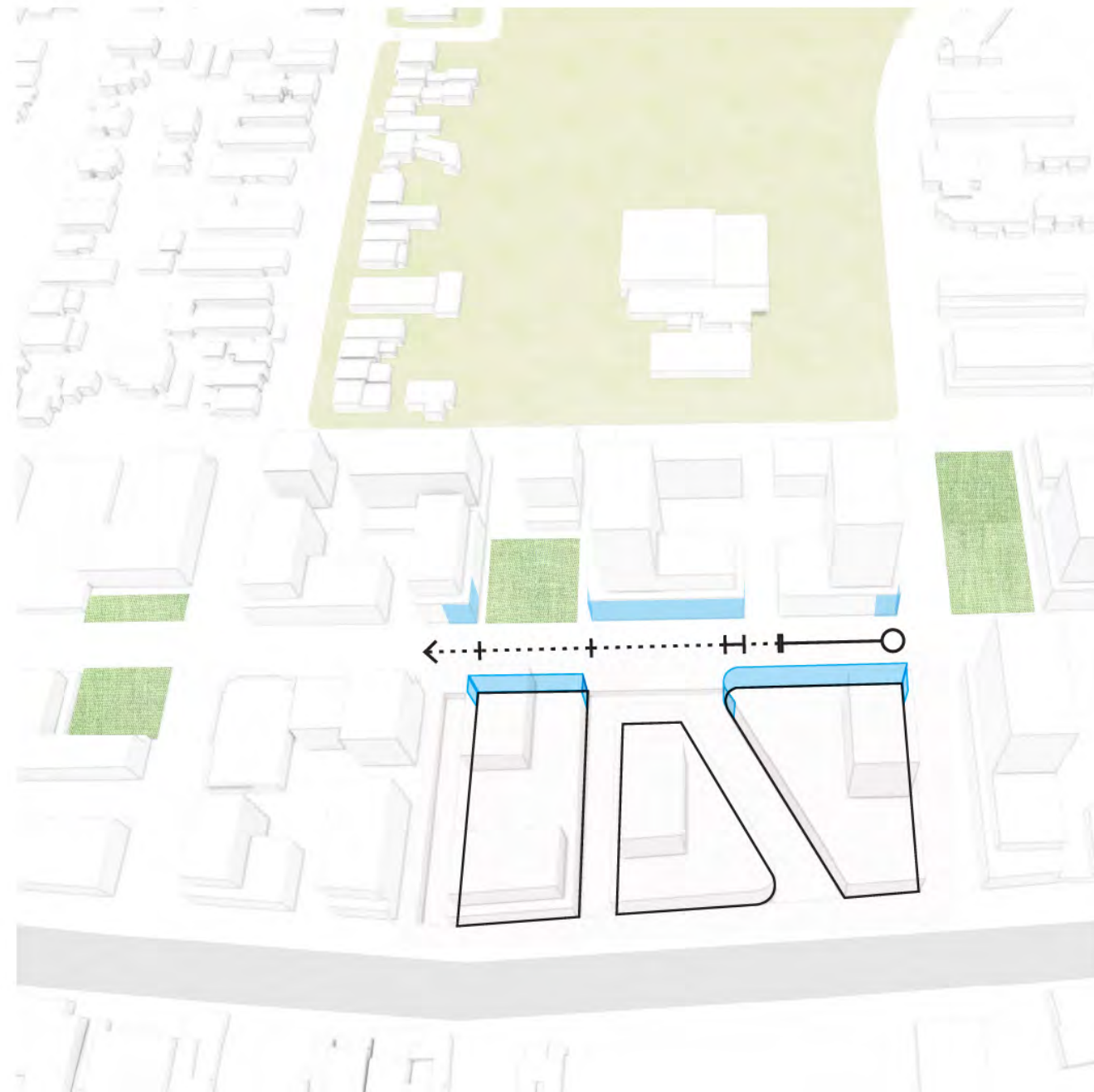


Integrating masterplan's green space strategy

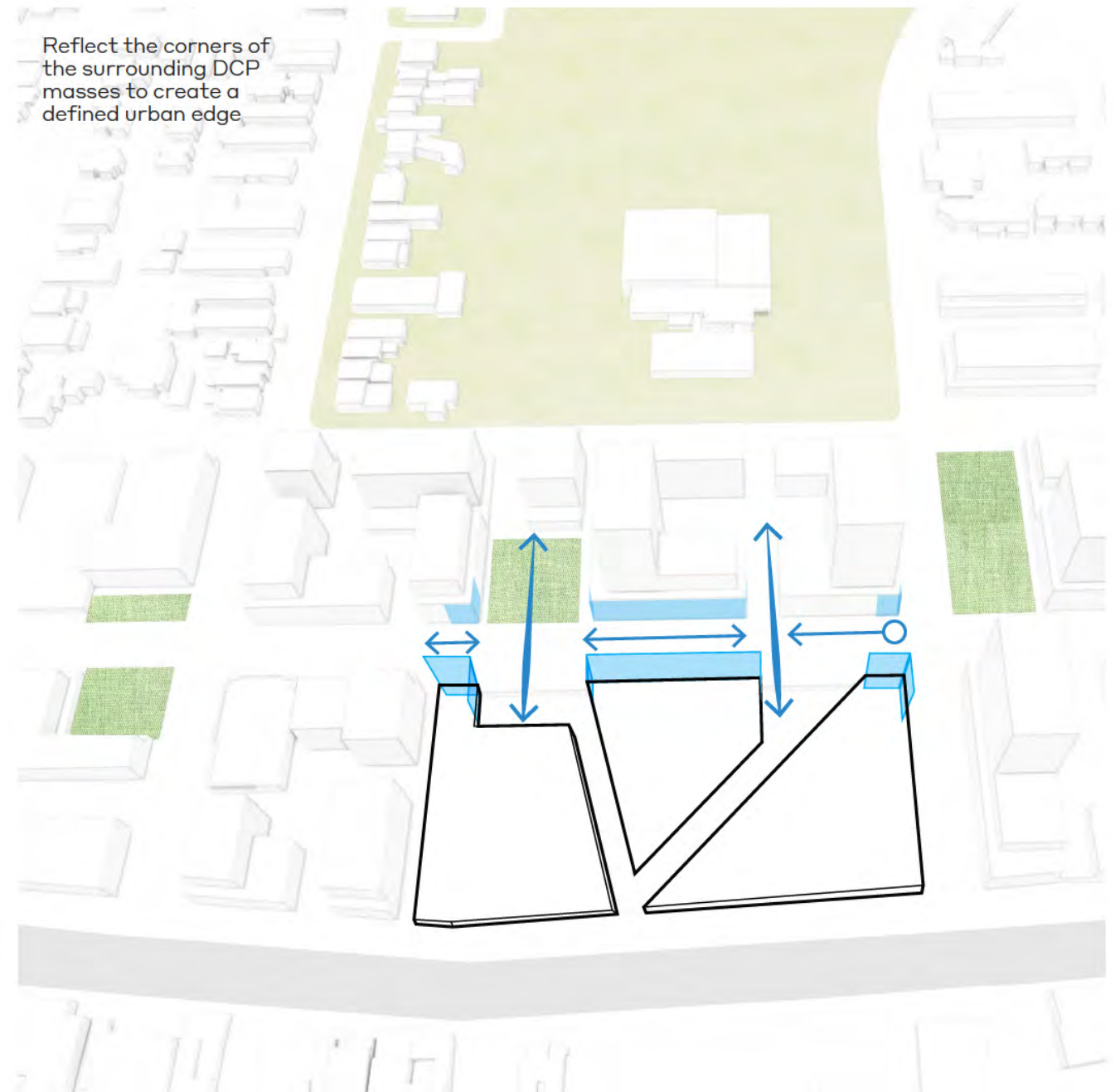


Urban Edges

Masterplan urban edges

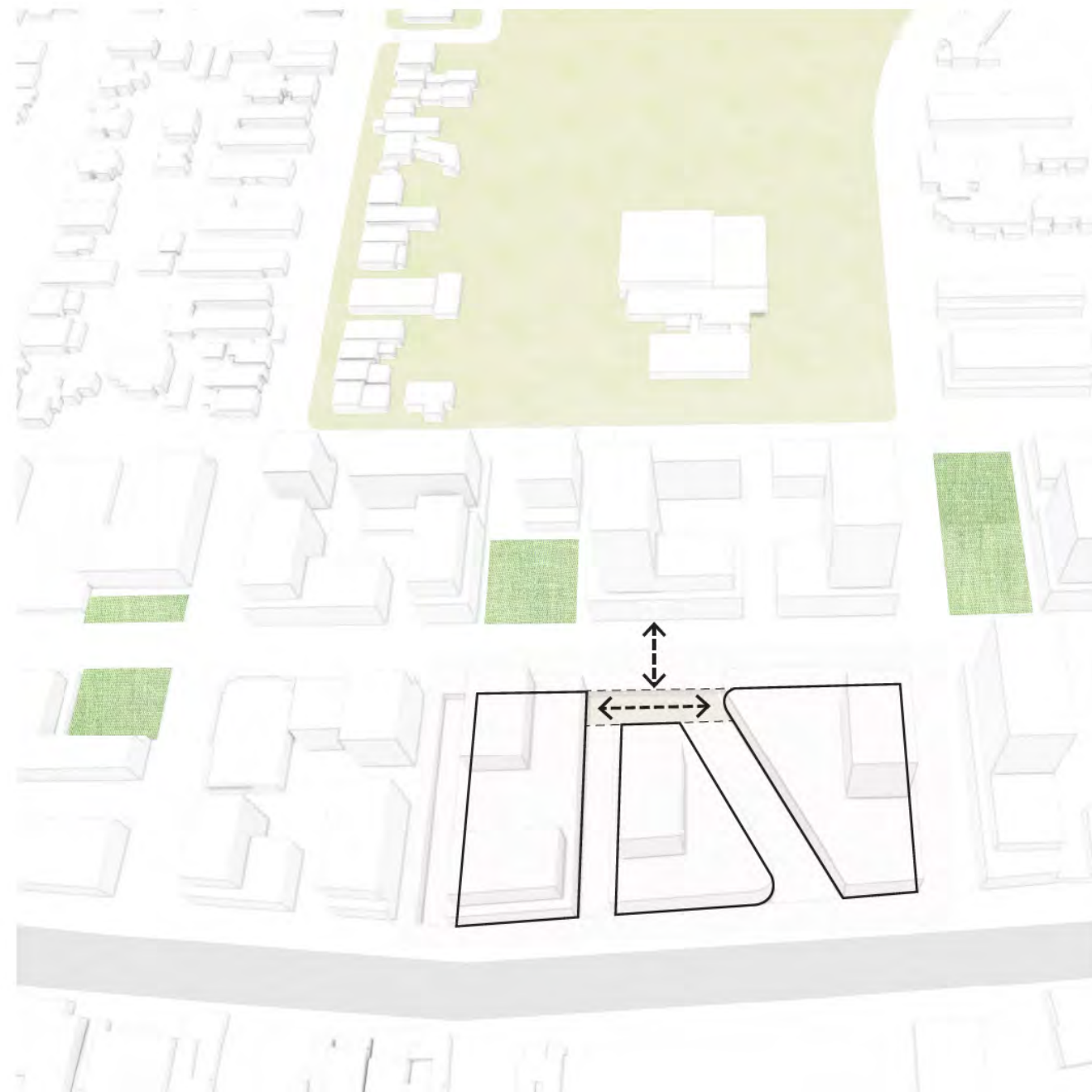


Reinforcing masterplan urban edges

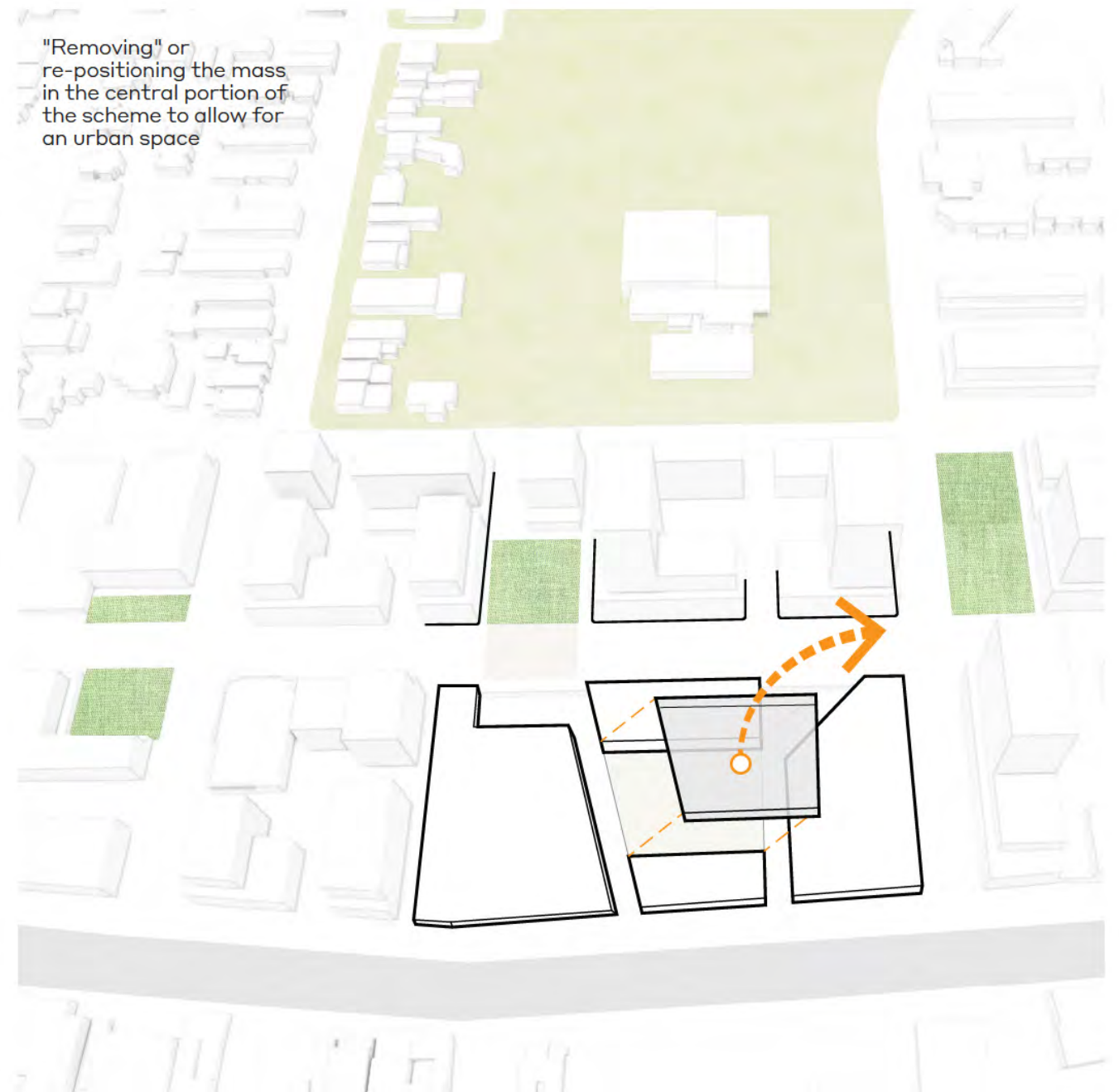


Mass and Bulk

Masterplan mass uniform across site

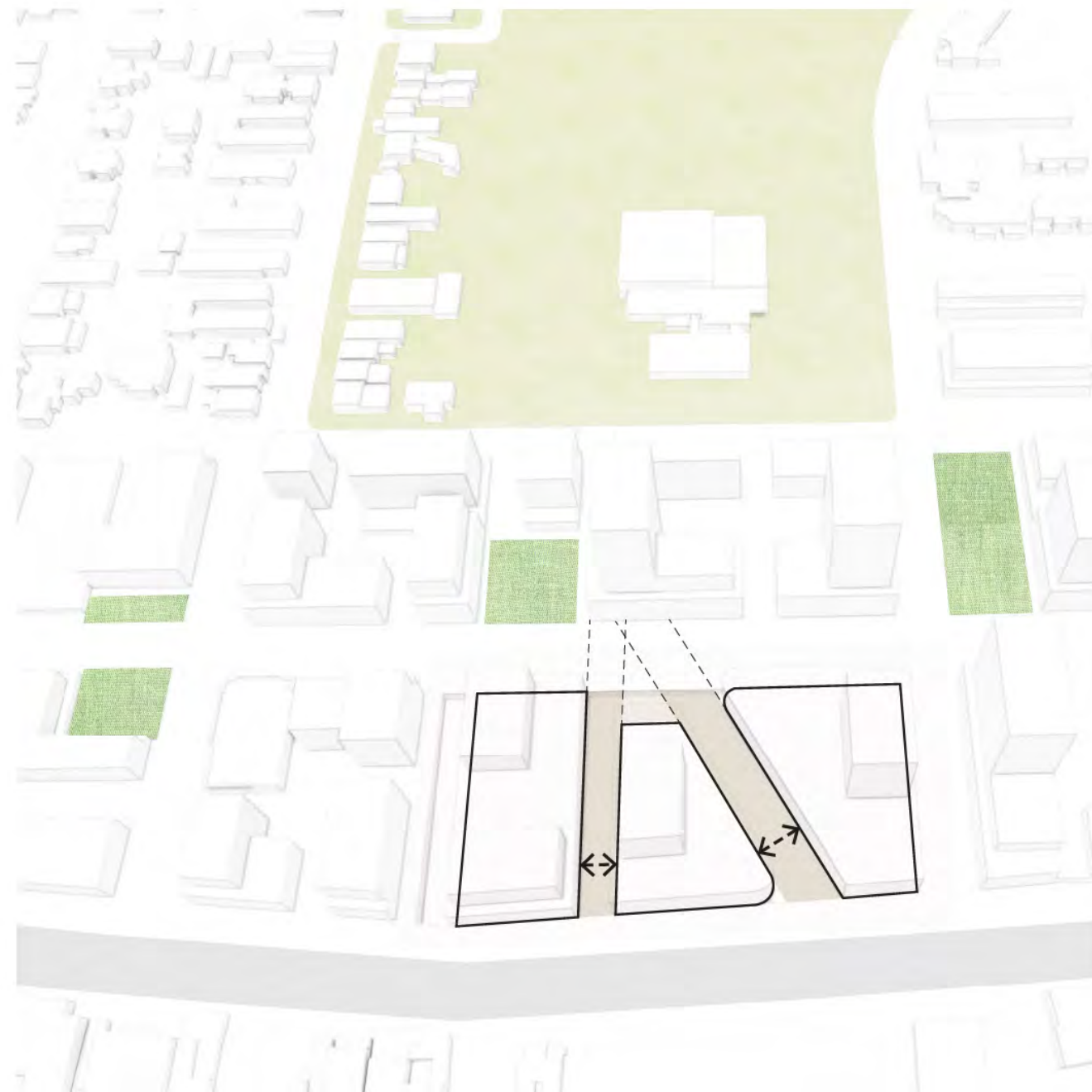


Mass pushed to edges to allow for public space

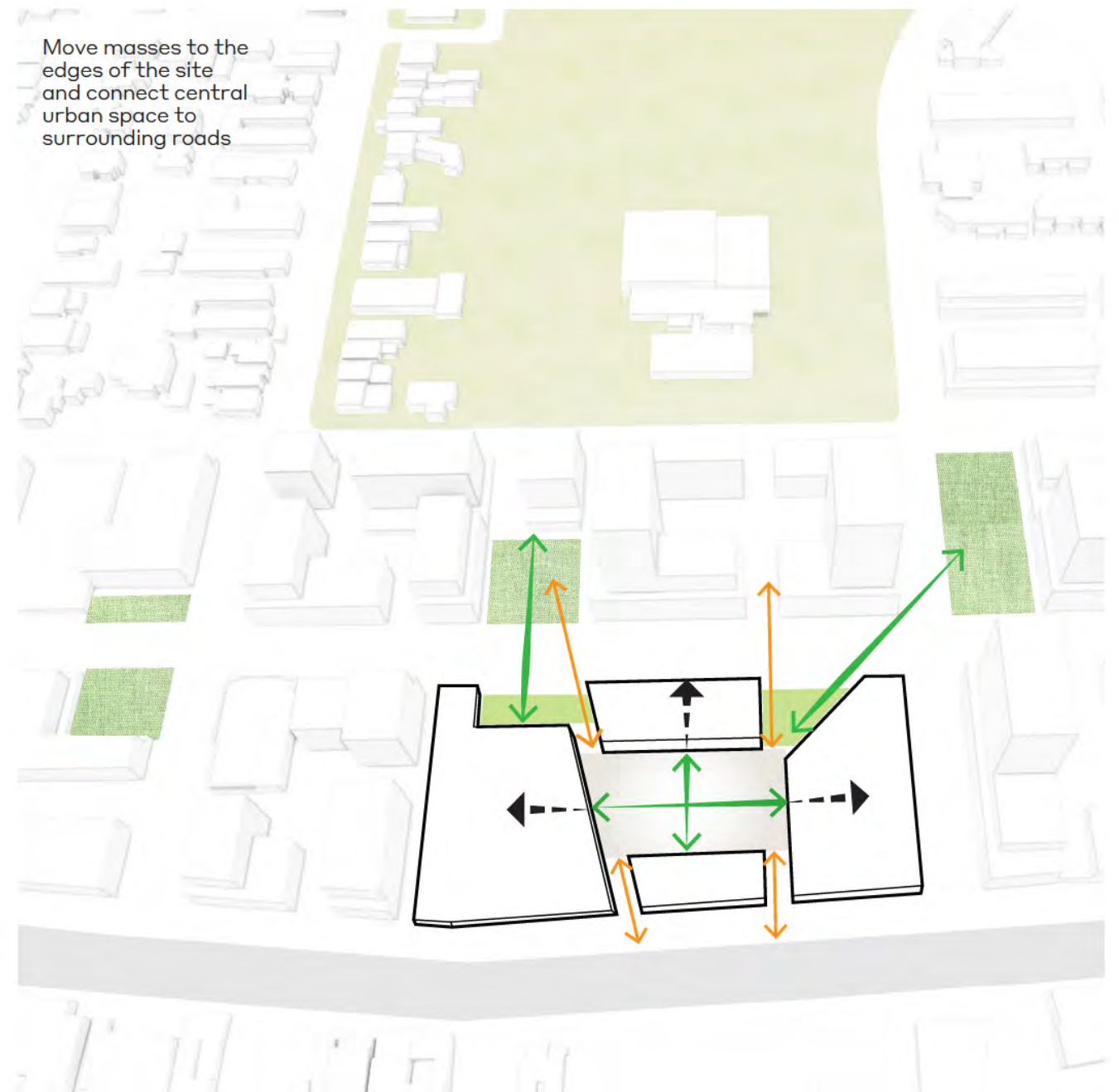


Public Open Space

Masterplan public open spaces - Through-site-links

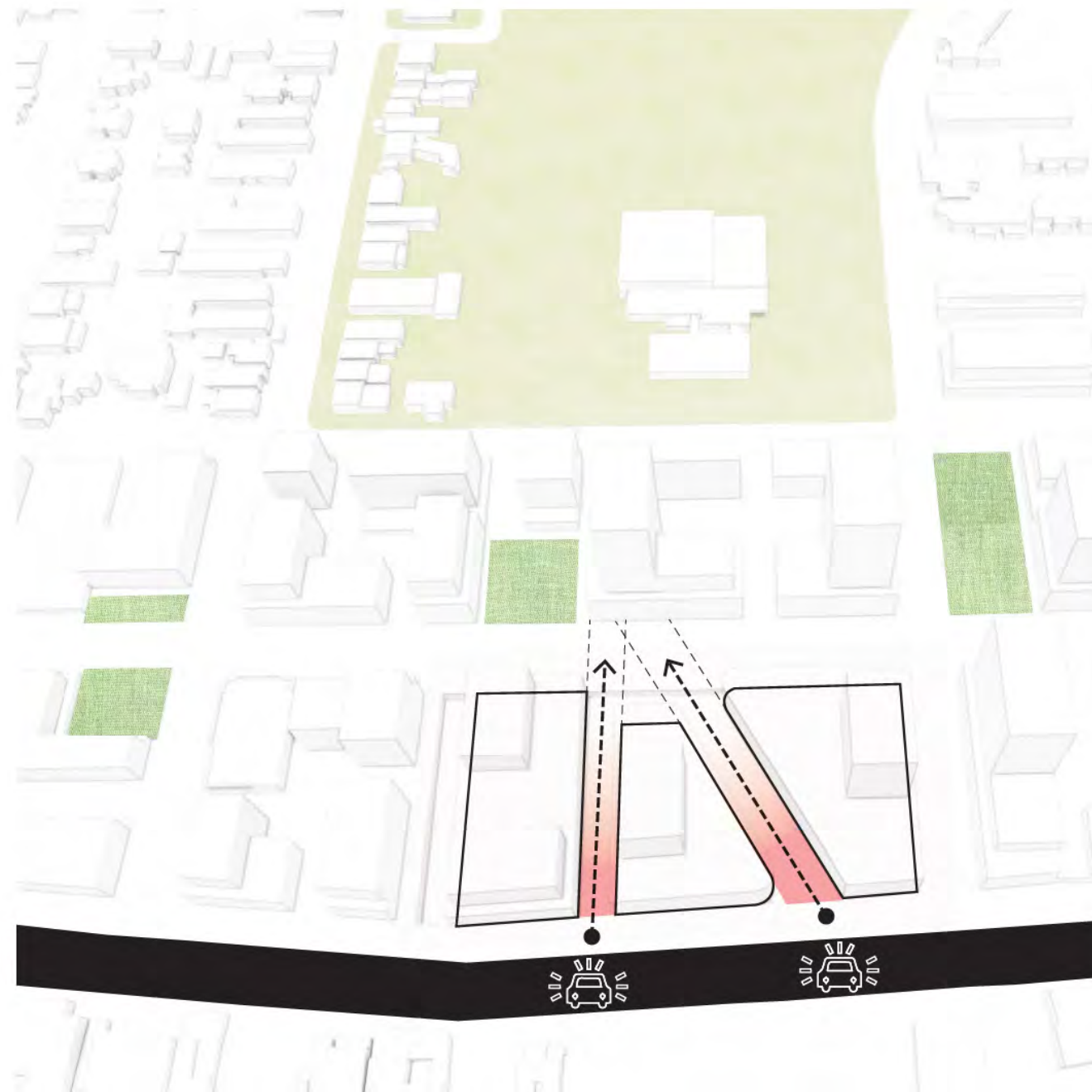


Large scale urban plaza

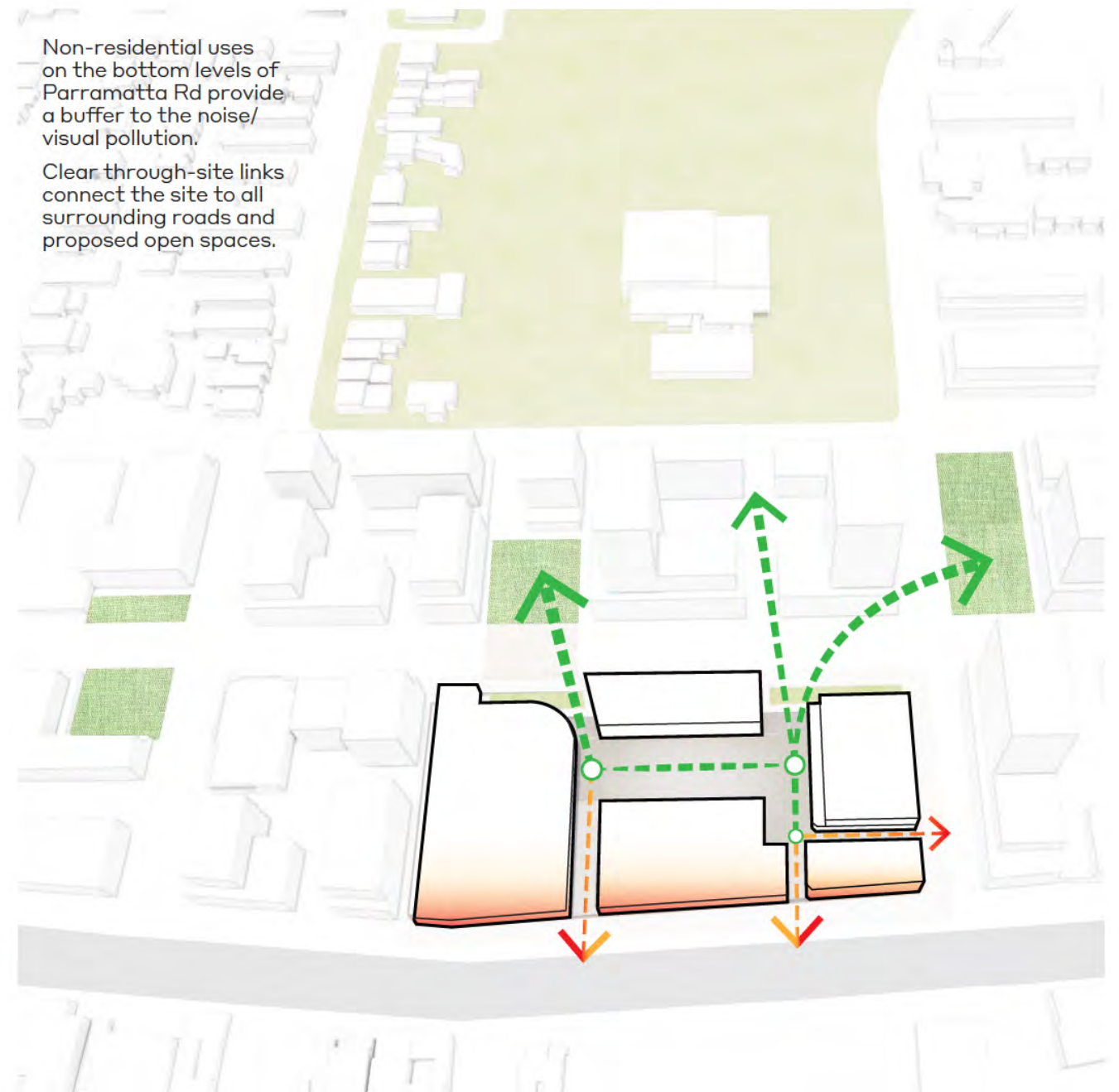


Parramatta Road Visual + Noise Pollution

Masterplan Links



Direct connection, indirect relationship + Buffer building



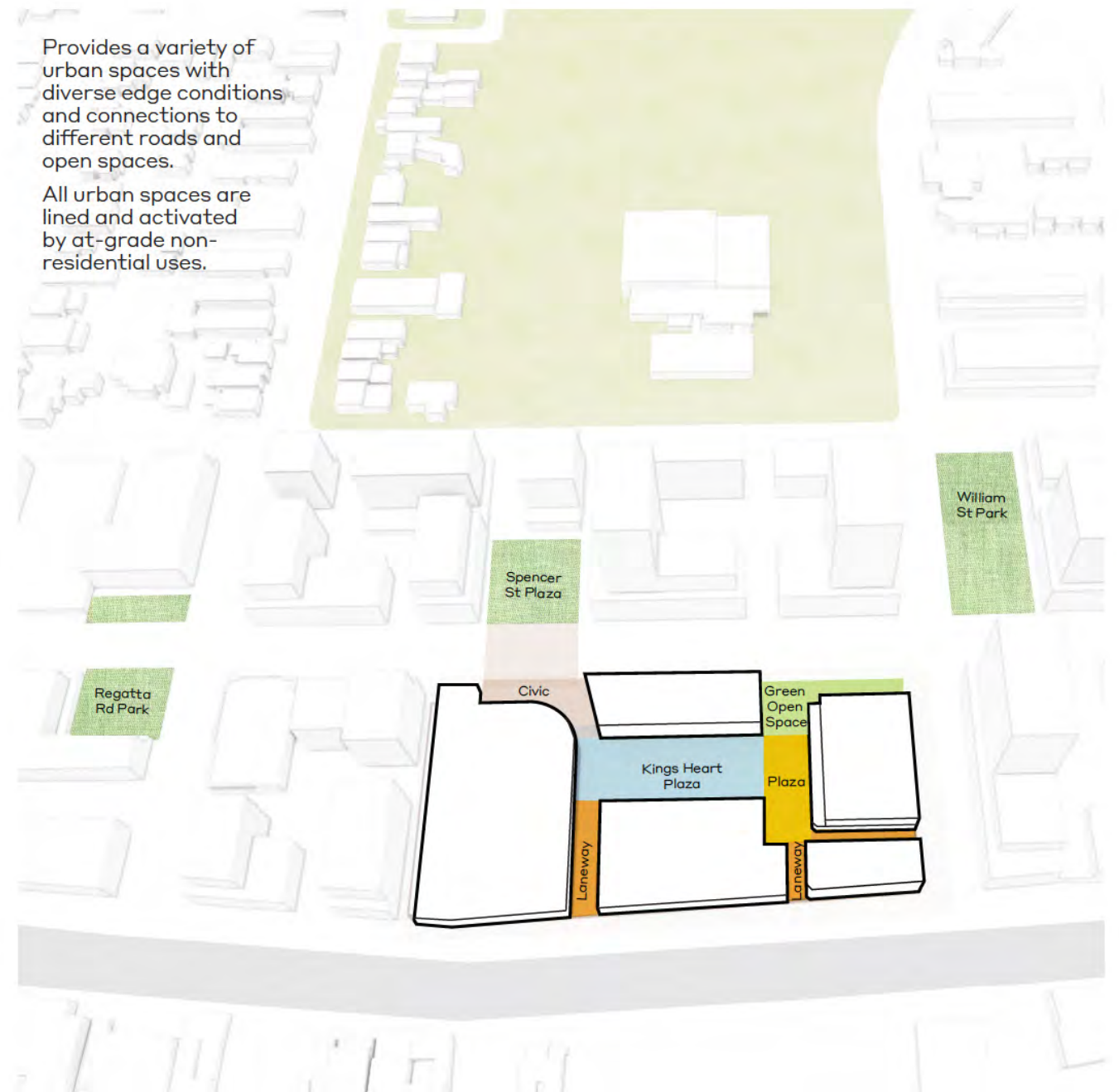
Non-residential uses on the bottom levels of Parramatta Rd provide a buffer to the noise/visual pollution.
Clear through-site links connect the site to all surrounding roads and proposed open spaces.

Public Spaces

Masterplan Public Spaces



Diversity of Public Spaces

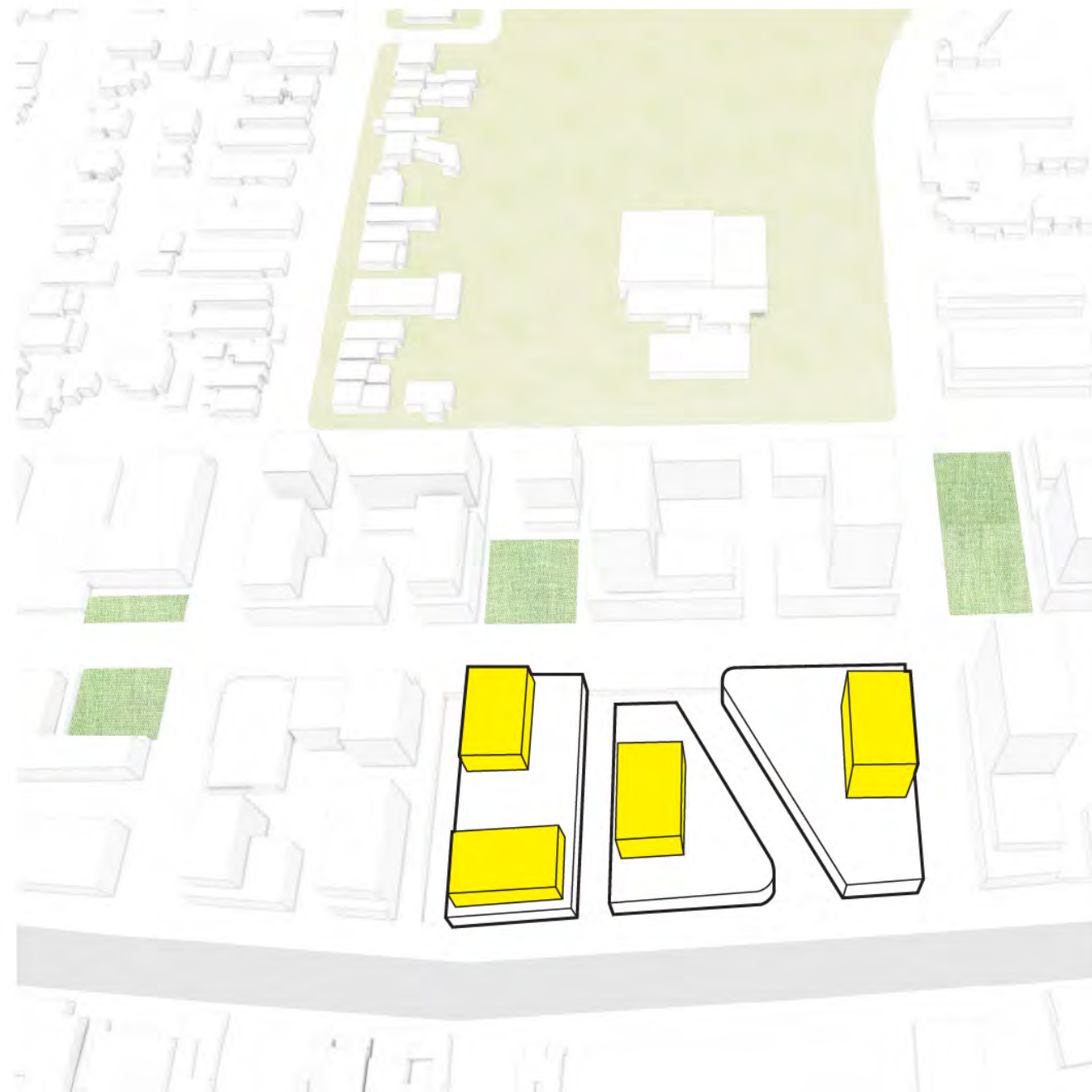


Provides a variety of urban spaces with diverse edge conditions and connections to different roads and open spaces.

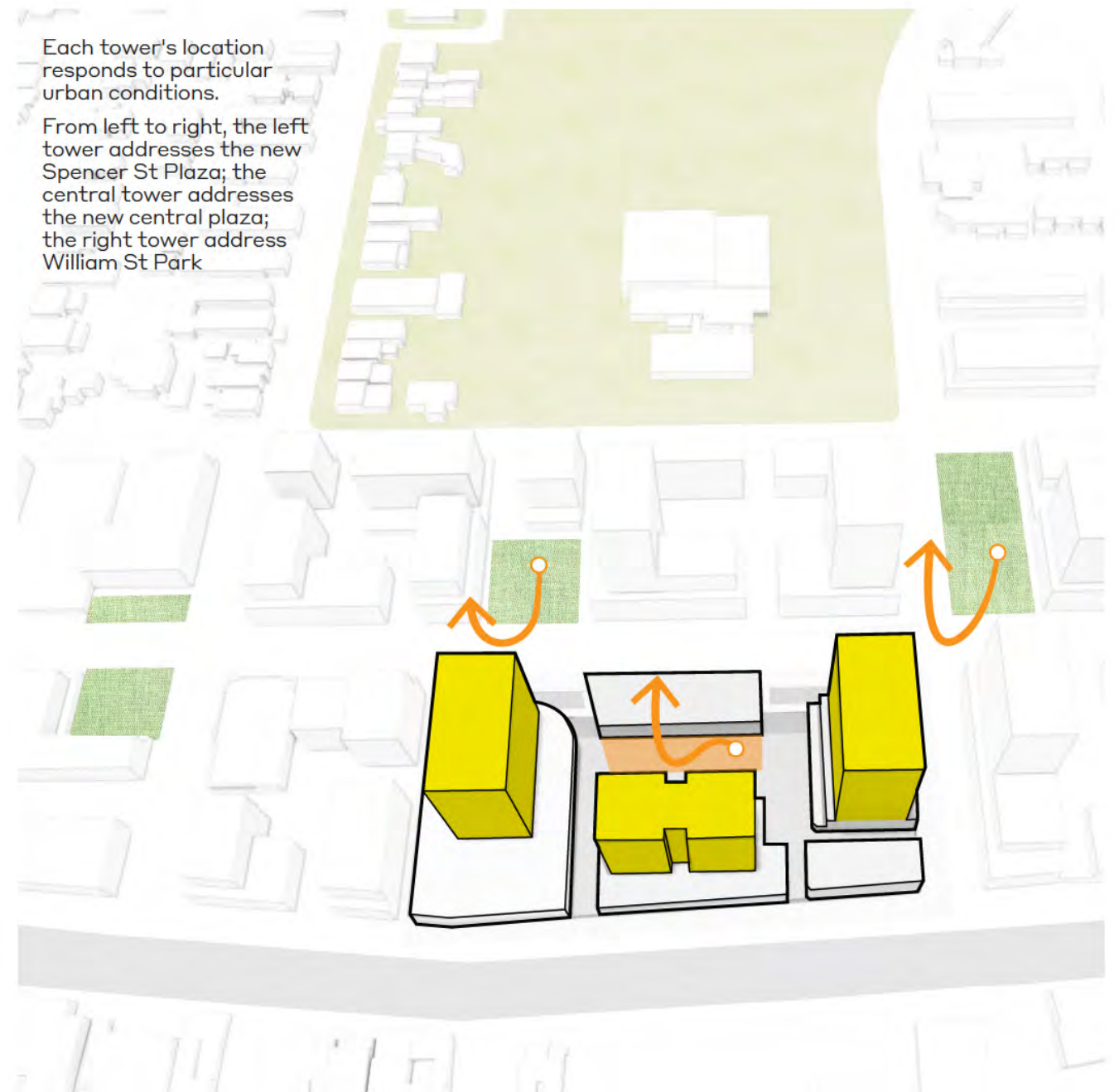
All urban spaces are lined and activated by at-grade non-residential uses.

Location of height elements

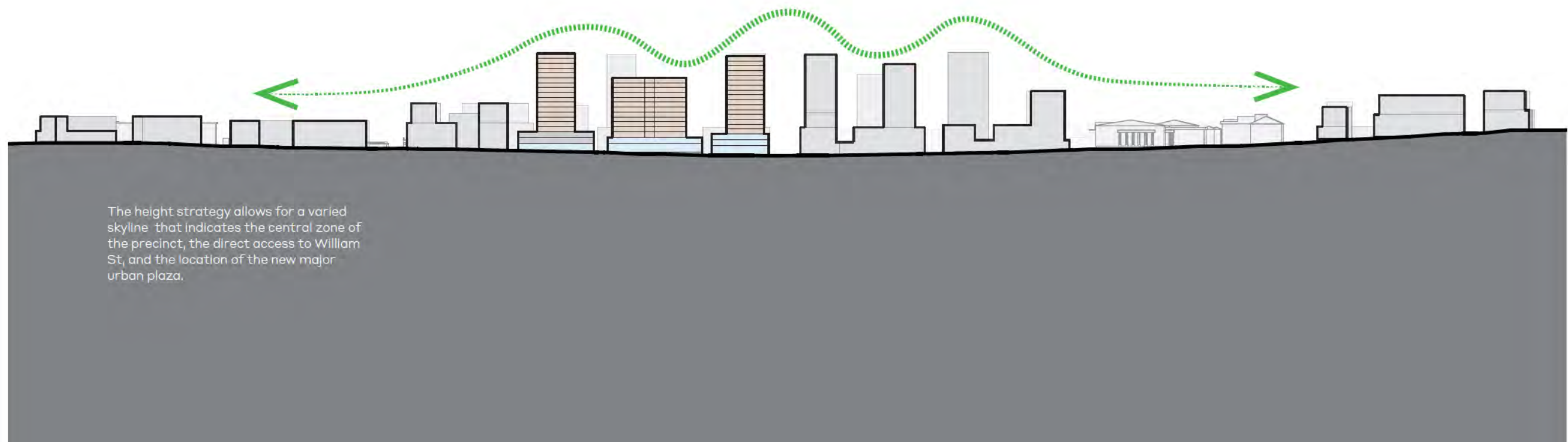
Masterplan location



Proposed locations



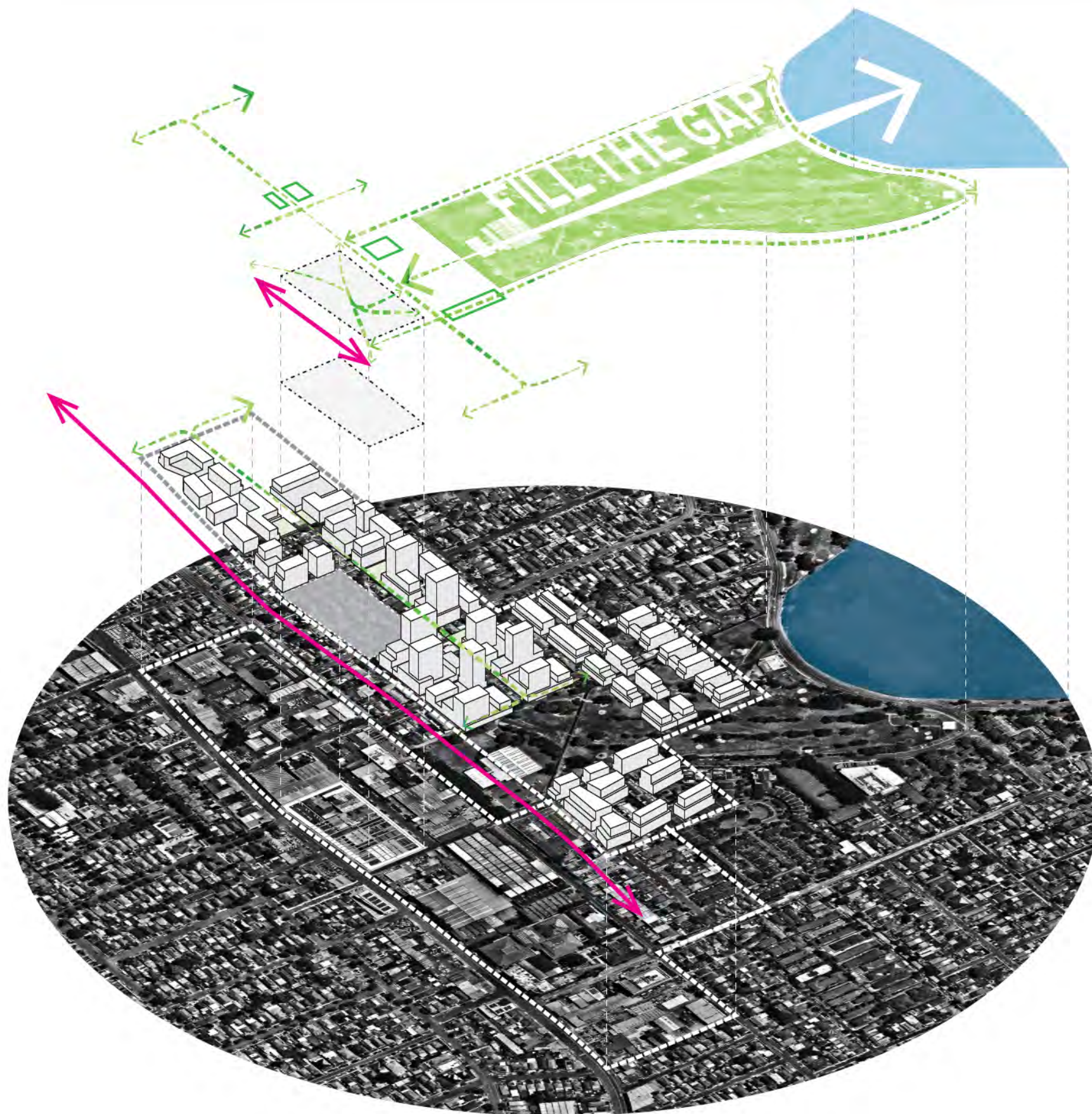
Definition of Kings Bay Skyline



04

The Journey





Fill the gap! The site as the missing link

By decidedly integrating the urban strategy into the Spencer St green spine, and creating a major urban space as a gateway to Kings Bay, this site is a catalyst of activity and amenity that welcomes people to the new Kings Bay precinct, and leads them back to the water.

Suburb | Catalyst



Site | Analyst

Transition | Permeate



Contained | Attract

Soft | Natural



Hard | Industrial

Private | Release



Public | Active

Public

The Kings Bay precinct can support a broad and diverse community.

There are many components that go into creating an inclusive, engaged and dynamic community.



Experience

- Inclusion
- Accessible
- Part of a community

Activities

- Shopping
- Eating
- Socialising | Gathering

Typology of space

- Retail
- F&B
- Entertainment offerings
- Play centres
- Library
- Community Centre
- Co-working

Food & Beverage | Entertainment

F&B is critical to the success of any community precinct

- Cafes, restaurants, bars
- Convenience, marketplace, retail
- Play centres
- Historic reference to what brought people together in the past

Creative Hub | Studio Co-Working

Workplaces have experienced a unique overhaul and co-working spaces support the shift in workplace strategy brought about by the pandemic. Flexible and desirable co-working spaces are exceedingly popular.

Wellness | Exercise

Providing a holistic offering that supports peoples wellness in a range of ways.

- Access to outdoor spaces.
- Studio spaces for classes.
- Gym offering through membership

Providing activities that incorporate socialisation, exercise and skill is critical for the success of any community. Providing spaces that give a sense of inclusion, purpose and pride.

Art Integration

Given the location, opportunity to enrich the community through engaging with local artists.

- Storytelling
- History and learning
- Supporting young and upcoming artists
- External, internal
- Multi-media
- Sculpture
- Digital and rotational

Social | Communal

Overview

Kings Bay precinct has the opportunity for residents to feel connected to the community they live in as well as being a part of a smaller, welcoming local community.

Understanding there will be a range of ages and cultures living here, we need to provide for a range of experiences and requirements



Experience

- Inclusion
- Accessible
- Part of a community

Activities

- Gardening
- Eating
- Socialising | Gathering

Typology of space

- Roof top garden
- Community food garden
- BBQ Area
- Indoor wintergarden
- Library | Lounge
- Private Dining
- Creative studio | Workshop

Community gardens and growing food | Gathering spaces

Allowing residents to grow their own food and contribute to the health of their community through food, creates a strong sense of community. Given the diversity of the demographic, these gardens also offer sharing of knowledge and cultures.

- Rooftop garden spaces can be utilised for community gardens.
 - Producing food and produce the residents can share.
 - Connection to a range of cultures.
 - Provides an activity to support interaction and friendships.
- Creating spaces that allow for a range of uses and can respond to residents requirements.
- Lounge areas
 - Outdoor spaces
 - Food preparation areas
 - Exercise and play orientated spaces

Maker Space | Workshop

Responding to peoples desire to live more conscientious lives, the notion of sharing resources and reducing waste could offer the opportunity for a community workshop where people can share resources, and learn from others to make and repair.

A centralised maker space would offer residents the opportunity to engage with hobbies that might otherwise be out of their reach financially or due to lack of space or knowledge. Maker spaces have been increasing in popularity as people seek meaningful engagement with their community and the value of passing on knowledge.

Celebrating connection, respecting privacy

People are social creatures, however sometimes we also need our own space. Understanding not all communal spaces need to facilitate social gathering. Sometimes people need their own space, outside there apartment.

Connection to the outdoors

Understanding people all need connection to the outdoors and the natural environment, with different needs at different times, the outdoor spaces need to respond to:

- Visual connection from social and living spaces.
- Access to plants, water and earth.
- Access to fresh air, the sky and vistas beyond.
- Spaces that allow for gatherings, quiet reflection, activity and play.
- Opportunity for green facades to reduce the urban heat island effect.
- Pet friendly spaces

Private

Overview

The residences are offering a range of product for a range of needs. We see potential in opportunity to provide targeted offerings to certain groups, which might not be provided elsewhere in the market.



Experience

- Sense of belonging
- Comfort
- Secure

Opportunity for inclusion/ adaptability

- Accessible housing: adaptable joinery, tolerance and legibility.
- Considered clearances and turning circles.
- Support spaces

Typology of space

- Usable spaces
- Functional kitchens
- Usable outdoor spaces
- Access to natural light and ventilation
- Sufficient storage

Access to natural light and vistas

Sounds basic, however unfortunately apartment planning is often driven by efficiency and yield at the expense of the occupants. Ensuring the occupants experience is considered in the planning principals to achieve desirable living outcomes and in-turn a desirable place for people to live.

Planning that allows for sharing

Understanding apartments often having sharing, room mates living together, planning should consider livability and privacy to give residents a comfortable home environment.

Planning to consider centralised living and separated bedrooms and bathrooms for privacy. Sufficient storage relating to the number of occupants. Outdoor spaces that can accommodate a seating or dining setting for usability.

Livable spaces

Ensuring living spaces consider furniture layout and how people might live in the space. Space for a TV and lounge setting with good viewing angles, ensuring doors are not in the centre of living spaces and have a sense of privacy upon entry.

Kitchen spaces need to be functional and usable with consideration given to adjacencies for cooking and entertaining. Providing sufficient space for appliances and storage for residents items.

Natural, sustainable materials

Given Kiwi Property have a strong sustainability agenda, careful consideration need to be given to material selection for environmental impact, durability and longevity. There is a dual benefit to this approach, creating interior spaces that can stand the test of time and enhance the residents experience through biophilic design principles.

05

The Proposal



Kings Heart Precinct

The proposal sets out a major plaza (approx. 2,000sqm) surrounded by three towers and a low height building to the north.

All three zones are connected by a Lower Ground and basement carpark.

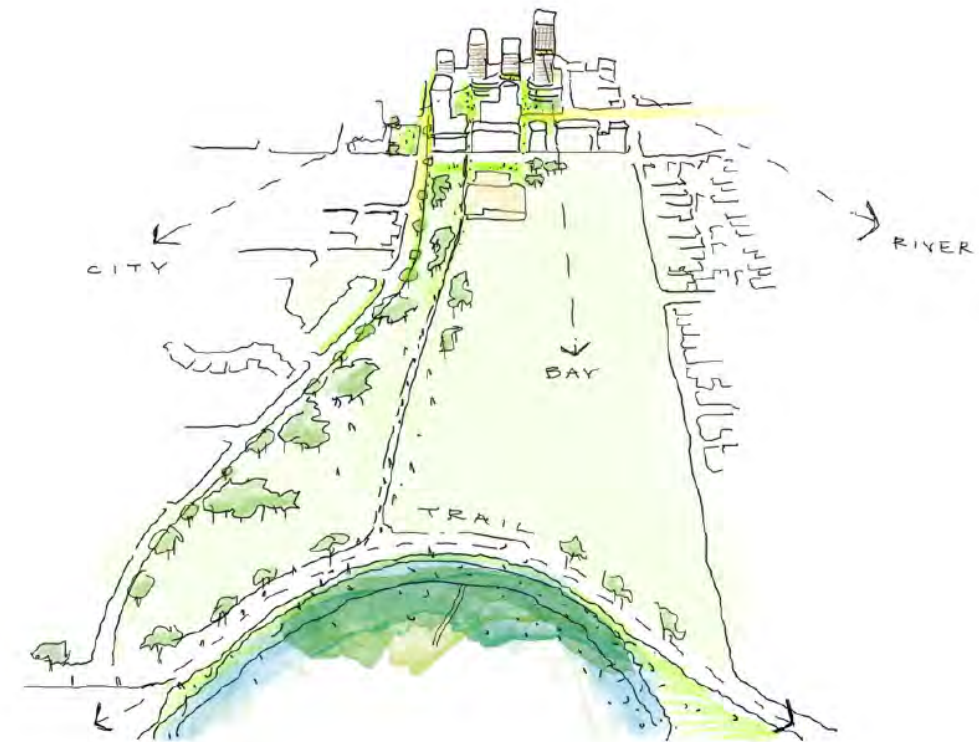
Due to the topography of the site, the new central open space "Kings Heart Plaza" is partially elevated and provides a transition between Parramatta Rd and Spencer St.

The lower levels of the proposal engage and integrate to the DCP masses and public spaces, while the towers open out towards the bay and connect to the water.

There is provision for a partially underground supermarket that can act as a major attractor in a precinct that will see major population growth.

AREA SCHEDULE		
USE	GFA	FSR
Non- Residential	7,061 m ²	0.5:1
Residential	35,305 m ²	2.5:1
Total	42,366 m ²	3:1

SUPERMARKET OPTION		
USE	GFA	FSR
Supermarket	3,531 m ²	0.25:1



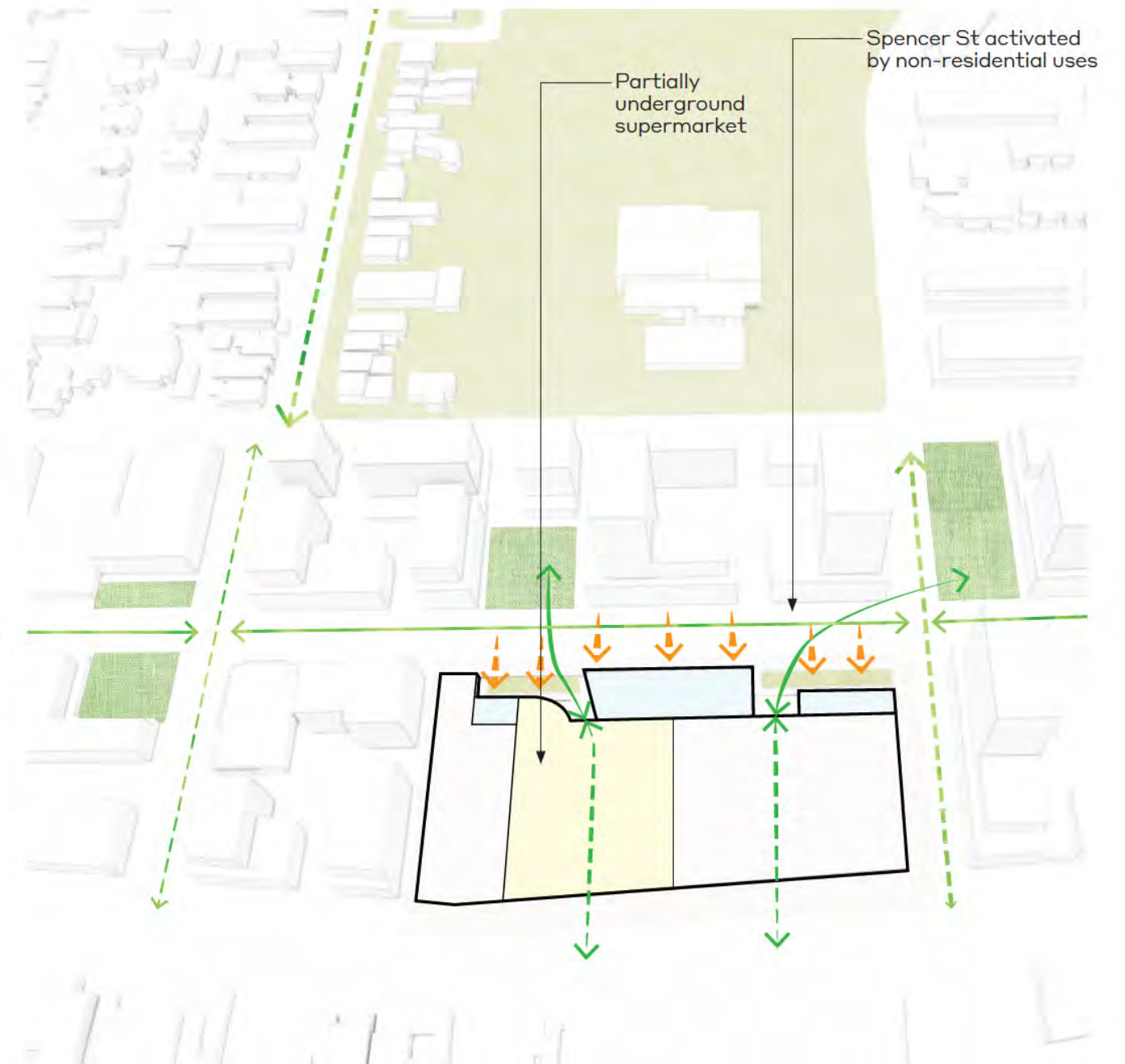
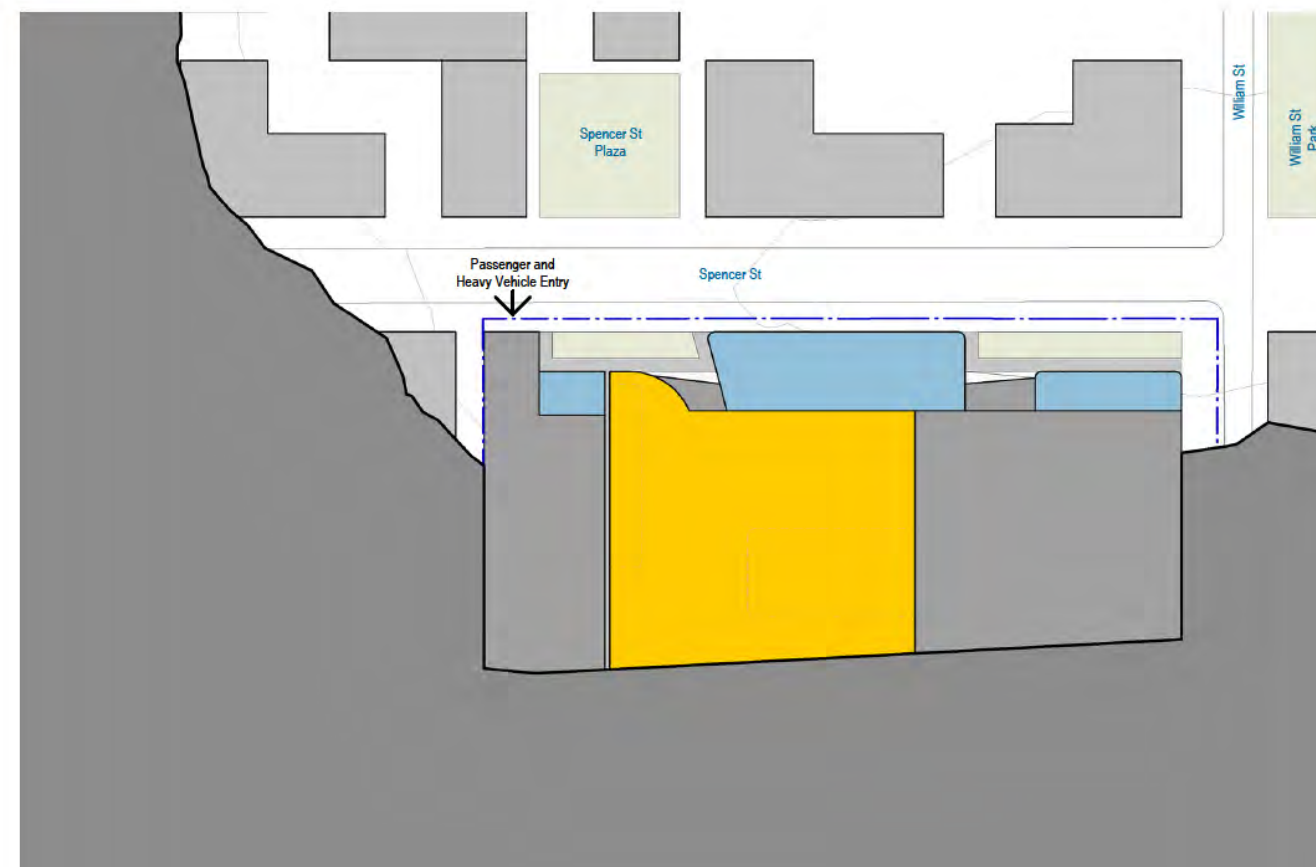
Lower Ground Floor (Level 01) - Spencer Street Public Domain Interface

The Lower Ground Floor faces Spencer St and is partially underground and is lined with non-residential uses.

It presents two new urban environments, a civic extension to Spencer St Plaza and a green area that connects to William St and future William St Park.

Legend

- Non-Residential
- Residential
- Supermarket



Upper Ground Floor (Level 02) - Through Site Public Domain Interface

The Upper Ground Floor is lined by commercial and retail uses.

This activates the central plaza and provided a variety of urban spaces.

The plaza is elevated and provides a transition from Parramatta Rd to Spencer St.

Legend

- Non-Residential
- Residential



Podium - Levels 03 + 04

While the ground plane is activated by non-residential uses, the upper levels are residential, and provide a fine grain environment to the bottom levels of the buildings.

The new urban spaces are also passively surveilled by surrounding commercial and residential levels.

Legend

- Non-Residential
- Residential



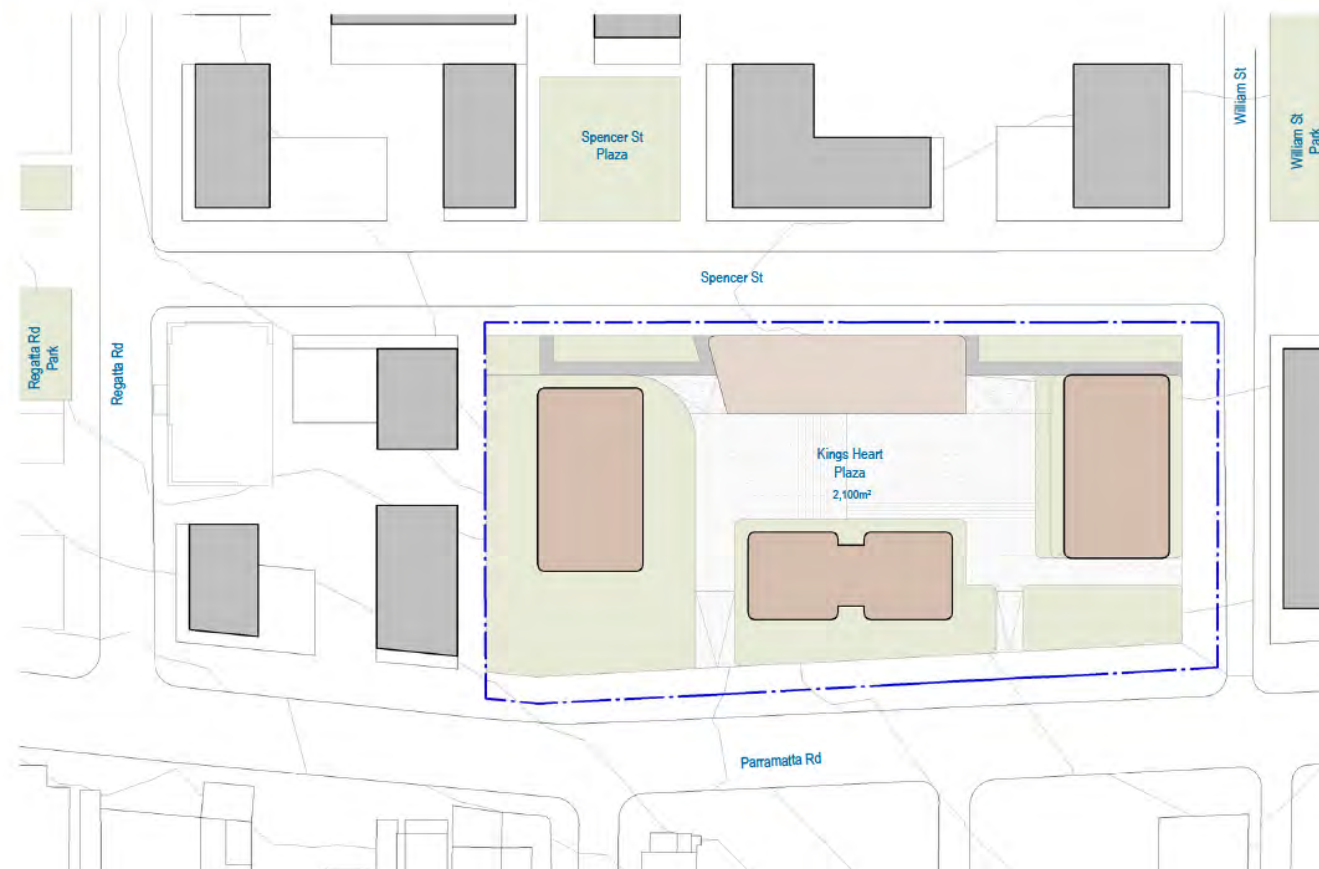
Levels Above Podium

The towers above the podium tie into the geometry of the DCP masses and address the new major public spaces on Spencer St.

Their positioning allows the towers to look past each other and provide positive separation between them.

Legend

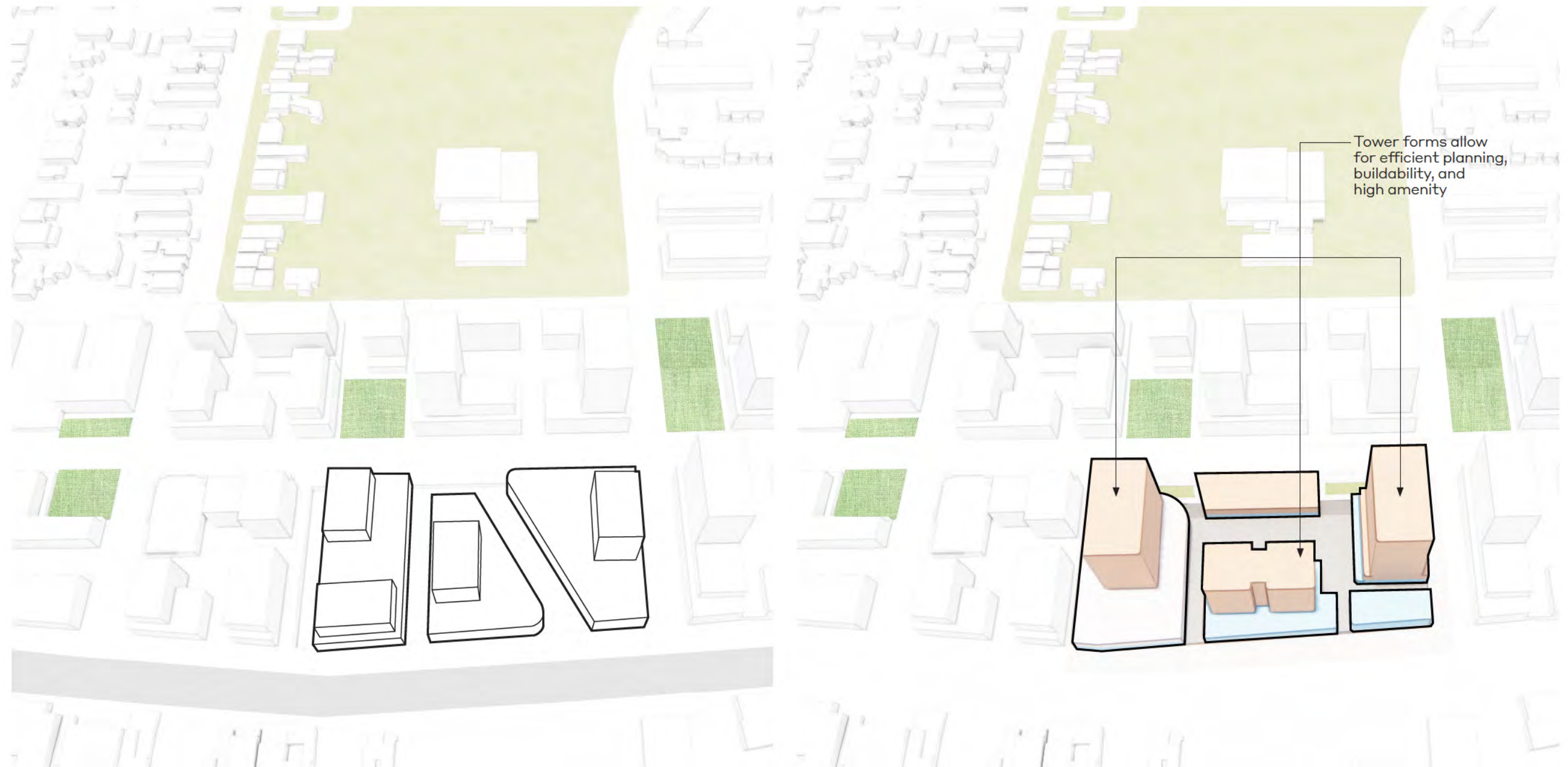
- Non-Residential
- Residential



Tower Forms - Bulk + Scale

Masterplan Tower Forms

Proposed Tower Forms

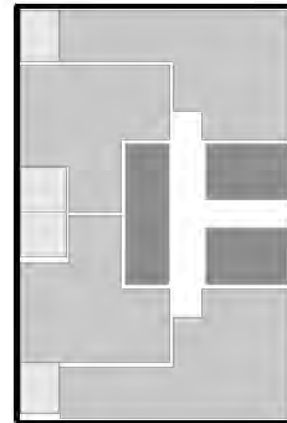


Tower Floor Plate Study

DCP Tower Forms

The masterplan masses for this site show a floor-plate GBA of 560-590sqm.

This would allow for building with 400-440sqm of GFA per level, or a maximum of 4-5 units per level.



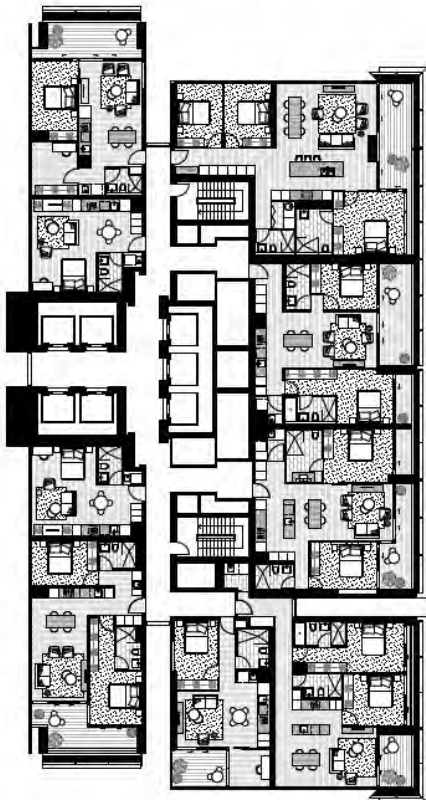
DCP General
Tower Envelope

Proposed Tower Forms

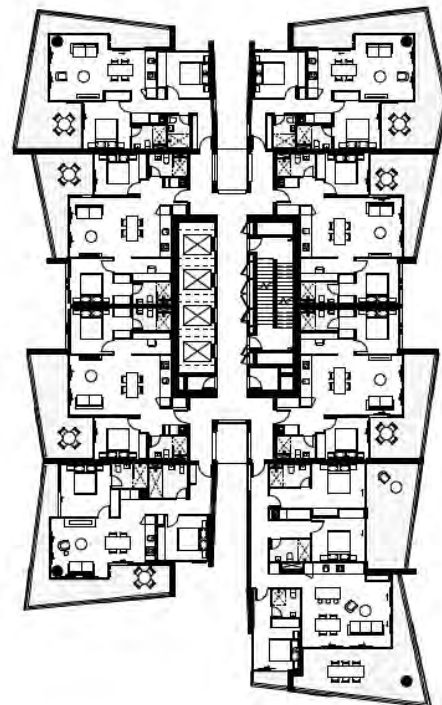
The proposal explores towers with a GFA of approx. 700sqm that could accommodate a maximum of 8 units per level.

This allows for efficient planning, project feasibility and buildability.

Tower Floor Plate Precedents



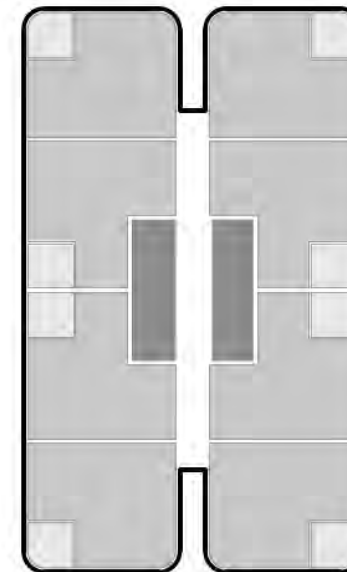
Greenland Centre, Sydney NSW



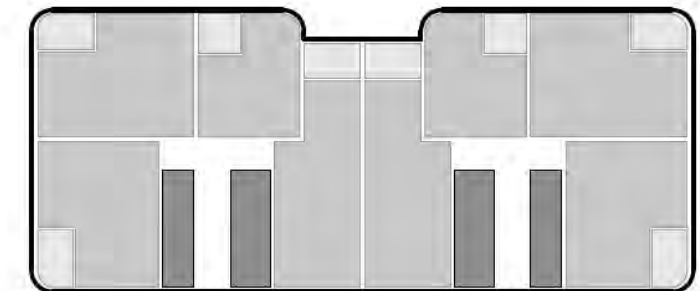
West Village, Parramatta NSW



888 Collins St, Melbourne VIC



Indicative Floor Plate
North-south



Indicative Floor Plate
East-west

- 8 apartments per level
- 0 no-solar-access apartments
- Improves amenity of apartment
- Allows for well-resolved apartment layouts

Axonometric Perspectives

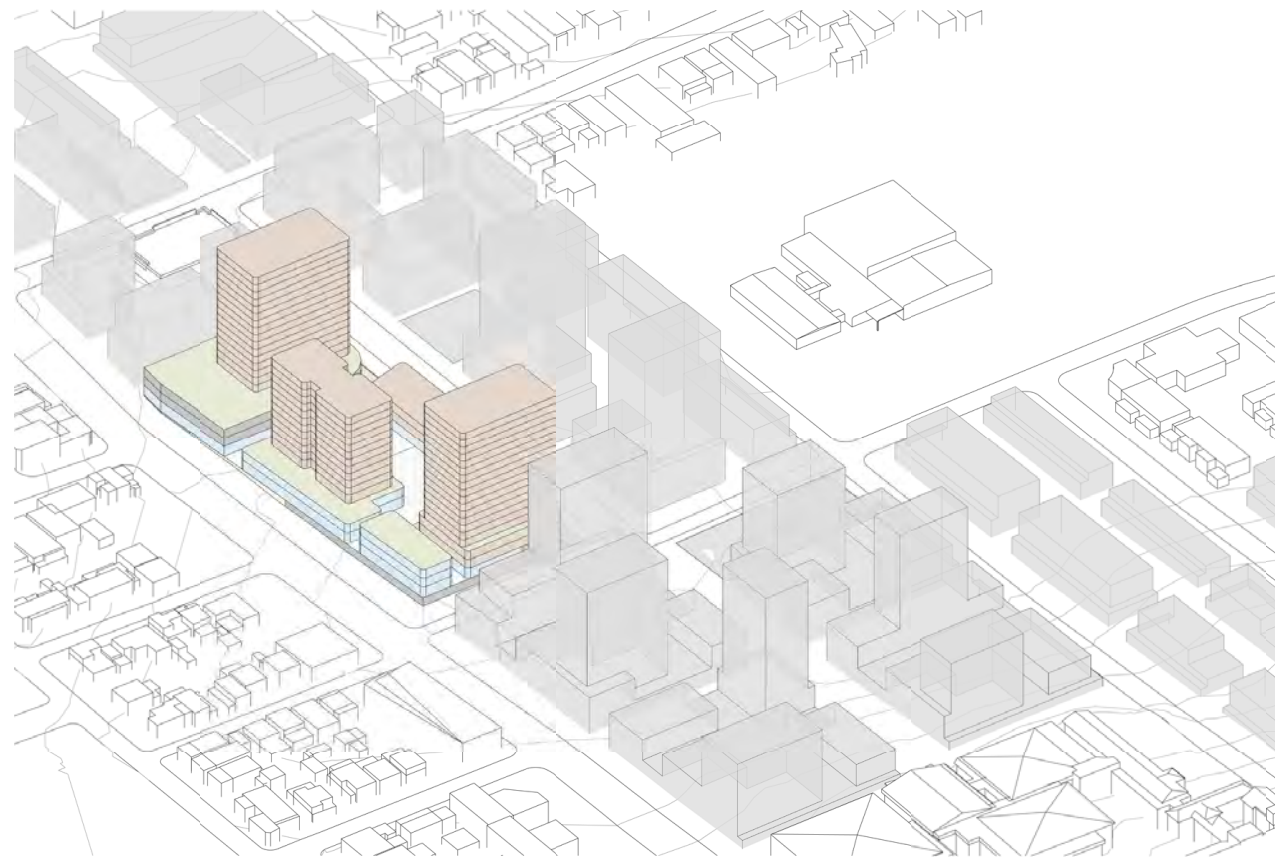


1. View from North East

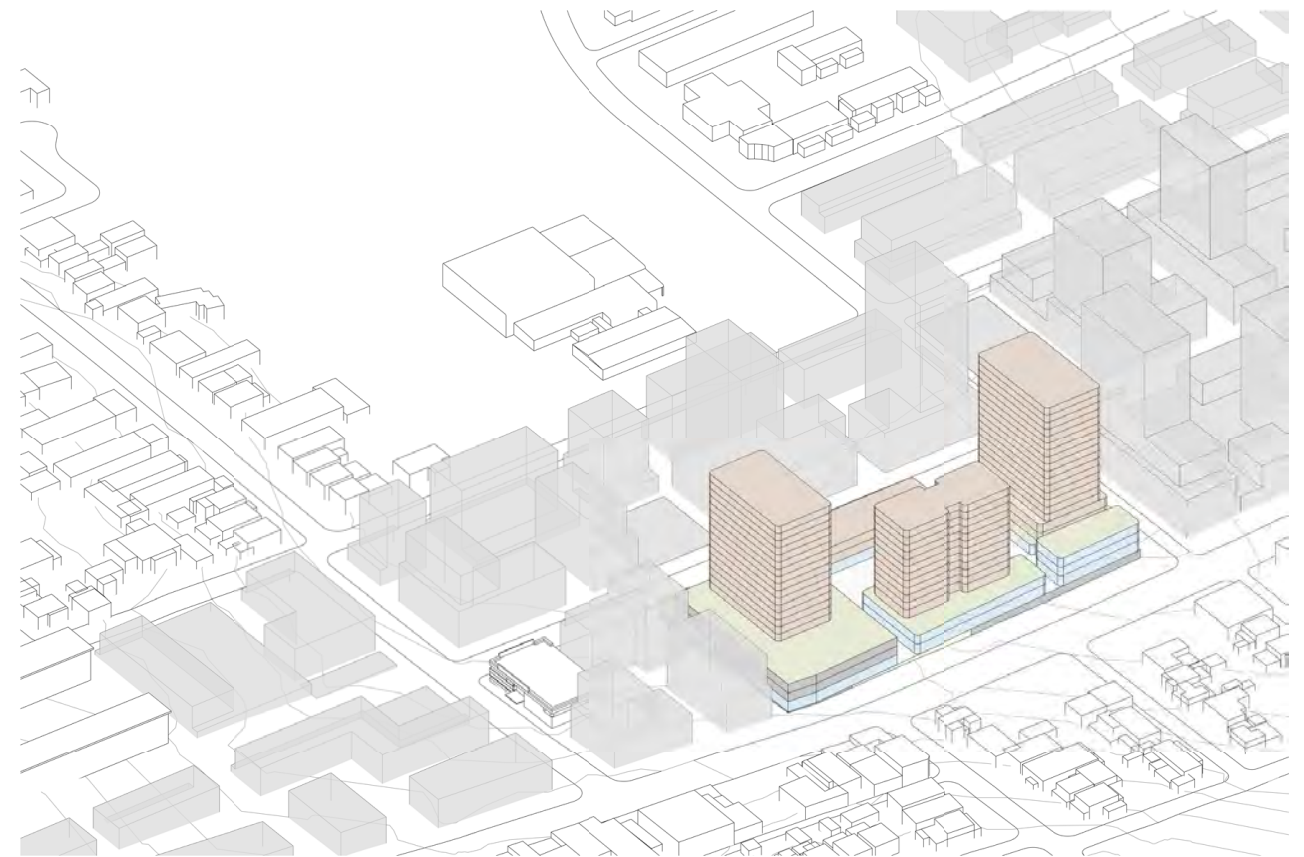


2. View from North West

Axonometric Perspectives



3. View from South East



4. View from South West

06

Comparison to DCP Diagrams

DCP Building Envelopes Plan

- 1 storey max. building height
- 2 storey max. building height
- 3 storey max. building height
- 4 storey max. building height
- 5 storey max. building height
- 6 storey max. building height
- 7 storey max. building height
- 8 storey max. building height
- 9 storey max. building height
- 12 storey max. building height
- 16 storey max. building height
- 18 storey max. building height
- 20 storey max. building height
- 20 Max. number of storeys
- Upper level setback
- 3m Upper level setback distance from podium edge
- Desired amalgamation boundary
- Proposed future open space
- Proposed future open space (privately owned publicly accessible)
- Existing open space
- Cadastre
- Precinct boundary



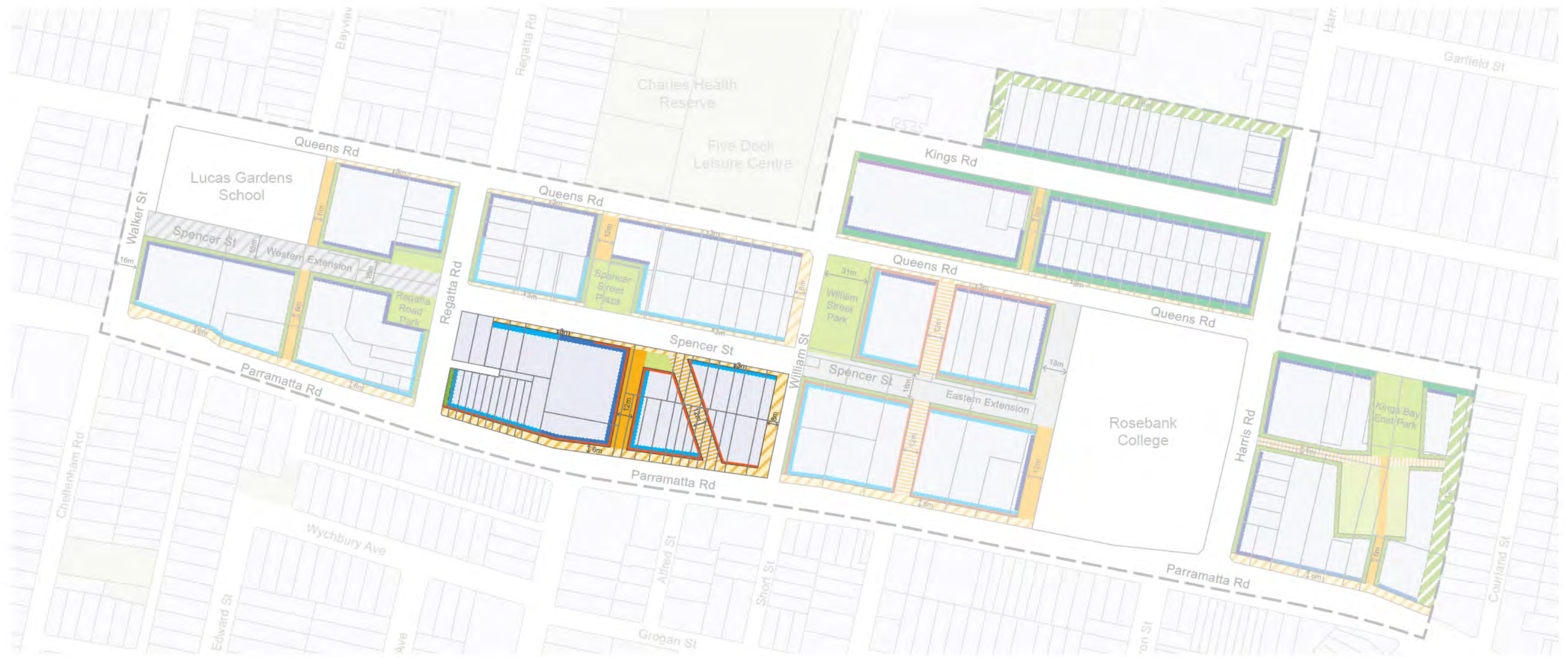
Proposed Building Envelopes Plan

- 1 storey max. building height
- 2 storey max. building height
- 3 storey max. building height
- 4 storey max. building height
- 5 storey max. building height
- 6 storey max. building height
- 7 storey max. building height
- 8 storey max. building height
- 9 storey max. building height
- 12 storey max. building height
- 16 storey max. building height
- 18 storey max. building height
- 20 storey max. building height
- 20 Max. number of storeys
- Upper level setback
- 3m Upper level setback distance from podium edge
- Desired amalgamation boundary
- Proposed future open space
- Proposed future open space (privately owned publicly accessible)
- Existing open space
- Cadastre
- Precinct boundary



DCP Public Domain Plan

- Active frontage (various)
- 3m landscaped setback
- 4.5m landscaped setback
- ▨ Deep soil zone (various widths)
- 2 storey street wall
- 3 storey street wall
- 4 storey street wall
- 5 storey street wall
- Required through-site links
- ▨ Desired through-site links
- Proposed future open space
- Proposed future open space (privately owned publicly accessible)
- Existing open space
- ▨ Proposed future public domain
- ▨ Proposed future road corridor
- Cadastre
- - - Precinct boundary



Proposed Public Domain Plan

- Active frontage (various)
- 3m landscaped setback
- 4.5m landscaped setback
- ▨ Deep soil zone (various widths)
- 2 storey street wall
- 3 storey street wall
- 4 storey street wall
- 5 storey street wall
- Required through-site links
- ▨ Desired through-site links
- Proposed future open space
- Proposed future open space (privately owned publicly accessible)
- Existing open space
- ▨ Proposed future public domain
- ▨ Proposed future road corridor
- Cadastre
- - - Precinct boundary



DCP Future Active Frontages

- Vibrant facade
- Friendly facade
- Mixed facade
- Future open space
- Existing open space
- Precinct boundary

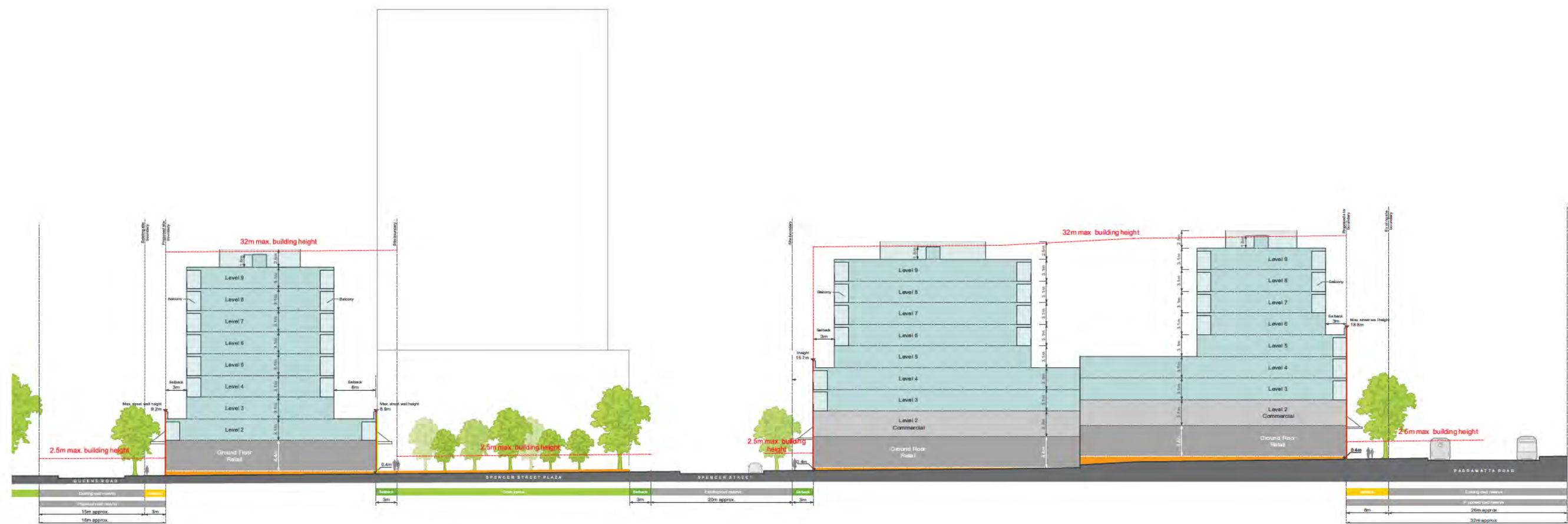


Proposed Future Active Frontages

- Vibrant facade
- Friendly facade
- - - Mixed facade
- Future open space
- Existing open space
- - - Precinct boundary



DCP Built Form Envelope - Section B



Proposed Built Form Envelope - Section B

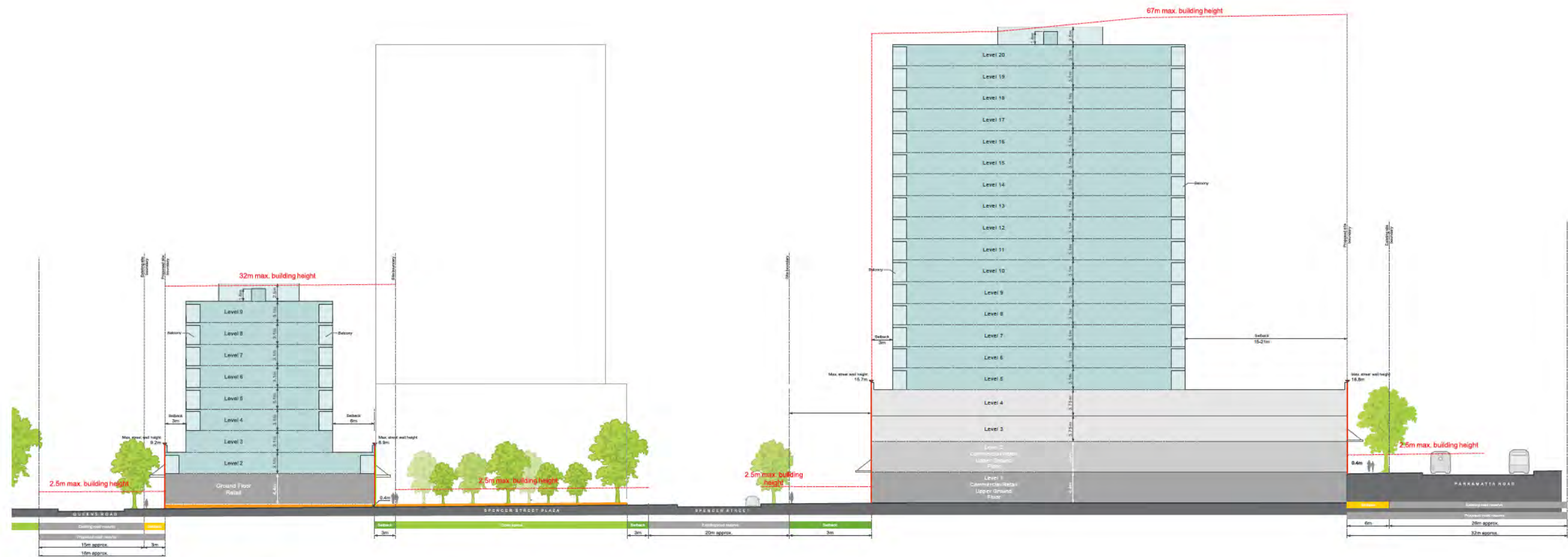
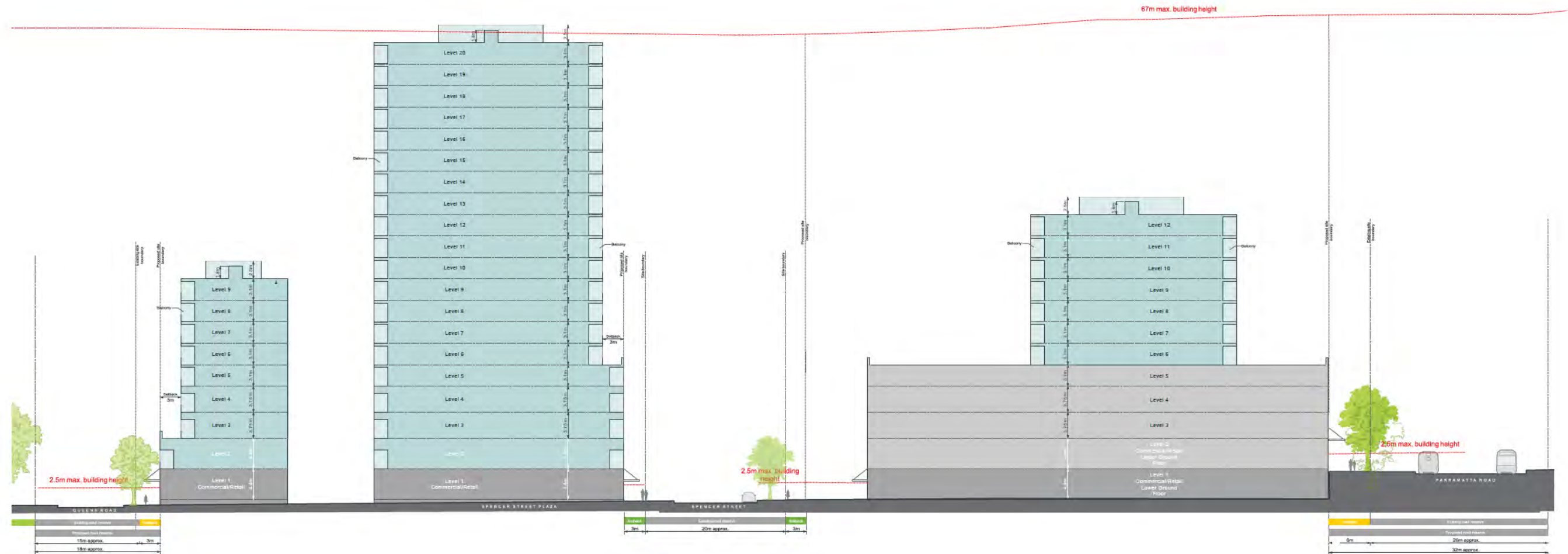


Figure K20-14 Built Form Envelope - Section B

DCP Built Form Envelope - Section H*

*Section H is additional to the sections in the DCP



Proposed Built Form Envelope - Section H*

*Section H is additional to the sections in the DCP





**WOODS
BAGOT**

[REDACTED]

From: Daniel Howard [REDACTED]
Sent: Monday, 14 March 2022 5:37 PM
To: Helen Wilkins; Paul Dewar; The City of Canada Bay
Cc: William Lam; Peter Navratil; Christopher Sunito; Ben Craig; Jason Fraser; Fernando Polo Valarezo
Subject: PRCUTS Planning Proposal - Feedback
Attachments: 218052 155-167 Parramatta Rd, Five Dock - PP Submission 14Mar2022.pdf

Categories: To action


[REDACTED]

Good afternoon Helen and Paul,

On behalf of Crown Group, please find attached a submission to the PRCUTS Planning Proposal and draft DCP for Kings Bay, in relation to 155-167 Parramatta Road and 7 Spencer Street, Five Dock.

Crown Group believe that an opportunity exists to deliver a superior urban design and placemaking outcome for the site, through a reconfiguration of the site layout, built form and land uses that will better enable the site to serve as the 'heart' of Kings Bay.

In support of this, Woods Bagot have undertaken an analysis of the proposed controls and have prepared an Urban Design Report (refer download link below) with indicative reference design. The project team believes this design delivers a superior outcome for the site, responding to the site's constraints and capitalising on its opportunities.

 [Crown Group - PRCUTS PP Exhibition](#)

Crown Group is committed to delivering a high quality outcome on the site and looks forward to working with Council to translate their vision into reality. We would welcome the opportunity to present our urban design analysis and indicative design, together with our recommended planning controls for the site. If you could please provide suitable date and time options that would be much appreciated.

Should you have any queries in relation to our submission, please don't hesitate to contact me. We look forward to hearing from you and thank you for your time.

Kind regards,

Daniel Howard

Associate Director
Planning



[REDACTED]
W. ethosurban.com

173 Sussex Street
Sydney NSW 2000
(Gadigal Land)

Ethos Urban acknowledges and pays respect to the past, present and emerging Traditional Custodians

and Elders of this nation and the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples.

This email is confidential and may contain information that is confidential and privileged.
If you are not the intended recipient please notify us by return email or phone, and delete the original message.

[REDACTED]

From: Fiona Taylor [REDACTED]
Sent: Tuesday, 15 March 2022 8:02 AM
To: The City of Canada Bay
Cc: Helen Wilkins; Warren Arndell; Nickolas Hontas
Subject: PRCUTS Planning Proposal - Feedback
Attachments: Submission to Council w signatures_14Mar22.pdf; Eva's #29 permission.docx; EG report_dec15.pdf

Categories: To action

[REDACTED]

Dear Council,

Please find attached a submission from the residents at Courland St, Five Dock in relation to the Kings Bay Precinct proposed plans.

I kindly request acknowledgement of receipt of this email.

Kind regards,

Fiona Ackland
#17 Courland St, Five Dock
[REDACTED]

Attn: Strategic Planning Team
City of Canada Bay
Locked Bag 1470
DRUMMOYNE NSW 1470
Email: council@canadabay.nsw.gov.au
Subject: 'PRCUTS Planning Proposal - Feedback'

14th March 2022

Dear Canada Bay Council Strategic Planning,

Reference: Draft PRCUTS DCP – Kings Bay Precinct

We, the undersigned, are residents/owners of premises on the western side of Courland Street, Five Dock. We are submitting feedback regarding the draft proposed development of the Kings Bay Precinct, specifically the area directly to the west of our properties, Area 34.

Our submission includes:

1. A list of concerns about the proposed development behind our properties which we strongly oppose; and
2. A request that our properties be re-zoned as a priority and, if possible, also be considered for inclusion into the boundary of the Kings Bay Precinct.

Concerns about the proposed development in Area 34

- We strongly oppose the proposed development directly behind our properties.
- It is extremely disappointing to see that an 8 storey / 28 metre building could be considered a mere 12 metres from our homes.
- The height of such a development will create extensive shadowing and block natural light to our properties.
- We are concerned that our privacy will be compromised with multiple apartments overlooking our properties/ back yards.
- The proposed development is too close to the boundary of our properties.
- We are concerned about the noise of construction of the development occurring so close to our properties, as well as the future noise from the residents of the proposed apartment block.
- We are the only houses/ residential properties across the whole precinct that share a boundary with the precinct, yet we have an 8-storey high building proposed right behind us. We note that the Kings Road Proposal Areas 21, 22, and 23 have only 3 storeys, rising up to 5 storeys with a street in between and set-back from existing homes.
- A development of this size will devalue our properties.
- This proposal has already caused great anxiety to us as residents. If it goes ahead, we are concerned about the further anxiety and distress it will cause.


Requests for Council action

- Since UrbanGrowth NSW originally invited submissions for the Parramatta Road Corridor in 2015, our united group of residents in Courland Street commissioned EG to submit a proposal outlining the logical inclusion of our properties into the Kings Bay Precinct. A copy of the original 2015 EG submission to Urban Growth NSW is attached. We understand this submission never reached Canada Bay Council.

- We have again requested and funded EG to make a new submission on our behalf in response to this current Draft PRCUTS DCP – Kings Bay Precinct. We anticipate you will receive that separately.
- Regardless of whether we are formally included in the boundary of the Kings Bay Precinct or not, **our primary request is for our properties to be re-zoned**, so that we have a real opportunity to sell our properties to a developer as none of us want to live through the stress of a development on our back doorsteps and suffer the financial consequences and long-term life with a huge apartment block directly behind us.
- If the proposed development goes ahead, we strongly request more open and green space between our rear boundaries and the proposed buildings. We also want these buildings reduced in height as, in their current form, they would impact our natural light and sun, as well as be an incredible invasion of our privacy.

In conclusion, our primary request is for Canada Bay Council to re-zone our properties even if we are not able to be included within the boundary of the Kings Bay Precinct. We are a united group of neighbours who would rather sell than suffer the financial and psychological disadvantage that such a major development on our back doorstep will cause.

We are open to being contacted further about this submission. To do so please contact:

Warren Arndell	Fiona Ackland
	

Sincerely,

The owners/ residents of Courland St, Five Dock.
(Numbers: 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29)

Supporting documents attached:

1. A document originally submitted to Urban Growth in 2015, proposing our properties to be included in the boundary of the Kings Bay Precinct.
2. Email from Owner of #29 who gives permission for a proxy to sign on her behalf.

No.	Owner(s)	Signature	
7			
9	Charlie Zumbo		
11			
13	Helen & Susan Mou		
15	Andrew & Kelly Phillips		
17	Fiona & Richard Ackland		
19	Peter Lalor		
21	Joanna & Julia Manuelli		
23	Amy Dai <i>Qiqian Dai</i>		
25	Warren & Kellie Arndell <i>& Jingyong Wang</i>		
27	Bill & Vicky Hontas		
29	Eva Wu Signed by Nick <i>Wong</i>		Email from overseas resident attached

[REDACTED]

From: Chris Gray [REDACTED]
Sent: Monday, 14 March 2022 10:51 AM
To: The City of Canada Bay
Subject: Feedback - Kings Bay Masterplan - Chris Gray

Categories: Blue Category

[REDACTED]

Good morning,

I have a direct personal interest in the Kings Bay Masterplan. I would like to declare that first up.

I am astounded that, according to that plan, you will be allowing the building of two 80 m high towers on the corner of Queen and William St Five Dock. Even more extraordinary than the twin towers recommendation is the plans recommendation that the building on the opposite side of Queens Rd has a maximum height of 17 m, the second lowest recommended height option in the plan. Aesthetically that will look totally ridiculous to everyone living in or moving through the area.

I am particularly interested in what guided the decision to limit the height of this building on Queens Rd to 17 m as there are a number of other blocks in the plan that have a taller maximum height allocation. Who puts the tallest buildings in the district (by around 50m) next to the shortest and thinks that won't look ridiculous and make the residential development planned for that block far less appealing – you want people to be excited about living in Kings Bay, not daunted by living in the shadows of a tower.

I am proposing two things - Reduce the maximum height of the twin towers and increase the maximum height of the allowable building on 118 Queens Rd to 32 m. That would be far more aesthetically pleasing and would maintain your required population densities. And so making Kings Bay a far more vibrant urban precinct – which is what we all want.

I await your advice.

Regards

Chris Gray



**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

15 March 2022

City of Canada Bay
Locked Bag 13470
DRUMMOYNE, NSW 1470

Dear Sir/Madam,

SUBMISSION TO PARRAMATTA ROAD CORRIDOR PLANNING PROPOSAL PP-2021-3619

1. INTRODUCTION

This submission has been prepared by Urbis Pty Ltd (Urbis) on behalf of Grocon (Concord) Holdings Pty Ltd (**Grocon**) in response to the release of the *Parramatta Road Corridor Planning Proposal 2021* (the **Planning Proposal**) and Draft DCP which seeks to implement the *Parramatta Road Corridor Urban Transformation Strategy – Stage 1 (PRCUTS)*.

Grocon commends Canada Bay Council (**Council**) for the extensive work undertaken to develop and release the Planning Proposal and welcomes the opportunity to comment on the proposed amendments.

Grocon holds under option 14 allotments fronting Burton and Loftus streets (herein referred to as the **Precinct**), forming approximately half of the easternmost street block identified as the Burwood-Concord Precinct in the Planning Proposal. The Precinct represents the only landholding in the PRCUTS study area owned by two entities, with these being Grocon and Sydney Metro. This affords the rare opportunity to develop a coordinated masterplan the Precinct.

Since exhibition of the PRCUTS which has informed the Planning Proposal, Grocon has engaged with Sydney Metro and Canada Bay Council (**Council**) to refine a coordinated design option for the site, as part of the wider Precinct. This master planned approach results in increased community benefit and improved urban outcomes.

This alternative Master Plan (**Grocon Master Plan**), prepared by Bates Smart and attached at **Appendix A**, responds to Sydney Metro's intended design response for their land holding and includes redevelopment of the Grocon land based on the principles of the Planning Proposal yet with a number of urban design improvements.

In summary, the Grocon Master Plan developed by Bates Smart for the Grocon land provides for the following:

- Provisioning for the dedication of community infrastructure as set out in the Planning Proposal.

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- Improved location of the Burton Street Plaza close to the future metro station entrance, and directly accessible by through site links so that the plaza reads as ‘true’ public space rather than it being framed by private development on two sides.
- Improved pedestrian accessibility to Burton Street Plaza and through the site as a whole.
- Enhanced solar access to Burton Street Plaza.
- A 3.1:1 above ground FSR across the street block, slightly exceeding that nominated by the Planning Proposal. This increased yield is tied to the delivery of a residential build-to rent (**BTR**) development that results in an overall density and environmental impacts commensurate with that earmarked for the Precinct by PRCUTS. It also responds to the metro station location which was not factored in to the PRCUTS strategy when originally drafted.
- Greater building separation between the BTR and the future development on the north western corner of the precinct (on Sydney Metro land), enabling its future development for residential purposes in accordance with the Apartment Design Guide (**ADG**).
- Greater precinct permeability.
- Improved building articulation and a superior public domain outcome.
- Reduced car parking resulting from the provision of a BTR product which necessitates fewer car spaces, than that contemplated by the PRCUTS Transport and Traffic assessment.

The Master Plan is also premised on the delivery of the community infrastructure elements earmarked in the Planning Proposal. The delivery of community infrastructure and the benefits identified as resulting from the Grocon Master Plan are to be realised through recommended amendments to the Planning Proposal addressed in Section 6.0.

2. OVERVIEW OF SUBJECT LAND HOLDINGS / STATUS OF OWNERSHIP

The Precinct to which this submission relates is located within the City of Canada Bay Local Government Area (LGA). It is positioned approximately 23km from Strathfield Station and 1.3km from Burwood Station. It is bounded by Parramatta Road to the south, Loftus Street to the east and Burton Street, Concord to the north.

The land holdings within the Precinct which are the subject of this submission are depicted in Figure 1 and herein referred to as the “Metro Site” and “Grocon Site”.

The Grocon site has an area of 7,549m² and is optioned by Grocon (Corncord) Holdings Pty Ltd and is shown in blue shading in Figure 1. It adjoins the Metro Site to the south and west which is shaded red in Figure 1. The Metro Site has an area of 13,092m² and is earmarked to accommodate the future Burwood North Metro Station. Together the sites have a cumulative area of 20,676m².

The figure below shows the site location and ownership split.



Figure 1 Aerial Site Image Depicting the Precinct and Ownership Split



Source: Bates Smart

3. SUMMARY OF CURRENT DRAFT CONTROLS AND THEIR IMPLICATIONS FOR THE SUBJECT PRECINCT

The Precinct is subject to the PRCUTS and forms part of the associated Burwood-Concord Precinct located at the juncture of Parramatta and Burwood roads.

The Planning Proposal and Draft DCP associated with the PRCUTS envisage that the Precinct will support a vibrant commercial mixed use centre with two separate residential towers accommodated on the Grocon Site.

The documentation currently on exhibition provides the following LEP amendments to the Precinct:

- Provision of an R3 Medium Density and B4 Mixed Use zonings.
- Incentive height of building development standards, including:
 - 78m in the east and 42m in the west;
 - 42m in the south and east; and
 - 56m for the Metro Residential Site in the north west of the block.
- Incentive community infrastructure floor space ratio (FSR) development standard of 3:1 across the precinct.

The Planning Proposal will introduce a clause requiring the provision of community infrastructure to achieve the incentive FSR and heights. The community infrastructure requirements for the Grocon Site



include roads to facilitate servicing arrangements, a pedestrian link and public domain enhancements including provision of a public park (Burton Street Plaza).

4. PROJECT VISION AND RATIONALE

Grocon's vision for the site is to deliver on the aspirations of the PRCUTS by facilitating the development of a high-rise residential tower containing only BTR housing, as well as optimising public benefit through an enhanced public domain.

Given there are only two entities controlling the land bounded by Burwood Road, Parramatta Road, Loftus Street and Burton Street, the rare opportunity exists to masterplan the Precinct. In an urban context this is especially relevant given the adjacency to Concord Oval (including its redevelopment) and the potential to become an exemplar project for the Paramatta Road corridor.

In its meetings with Canada Bay Council and Sydney Metro over the past 12 months, Grocon has noted that Council's Planning Proposal was heavily influenced by the PRCUTS produced by Landcom in 2016. In that work, planning parameters, including the maximum FSR, were recommended without any assumption of a metro being in place. As a consequence of the metro now being committed, with the resultant significant shift in accessibility to and from the Precinct from the wider Sydney metropolitan area, planning practice suggests that it is entirely appropriate that density is increased in the immediate proximity to the stations, whilst providing an enhanced urban outcome and not increasing traffic generation.

Consistent with these ambitions, Grocon is committed to delivering a residential project on their land as 100% BTR which is the ideal use adjacent to a metro station. It is far less profitable than a build-to-sell (BTS) project; however, provides the benefit of a single owner adjacent to the metro station rather than 400 individual owners and ensures diversity in housing stock for the community and long-term rental tenure for residents. Grocon feels very strongly about achieving an exceptional outcome for the benefit of all parties.

The project vision comprises the following:

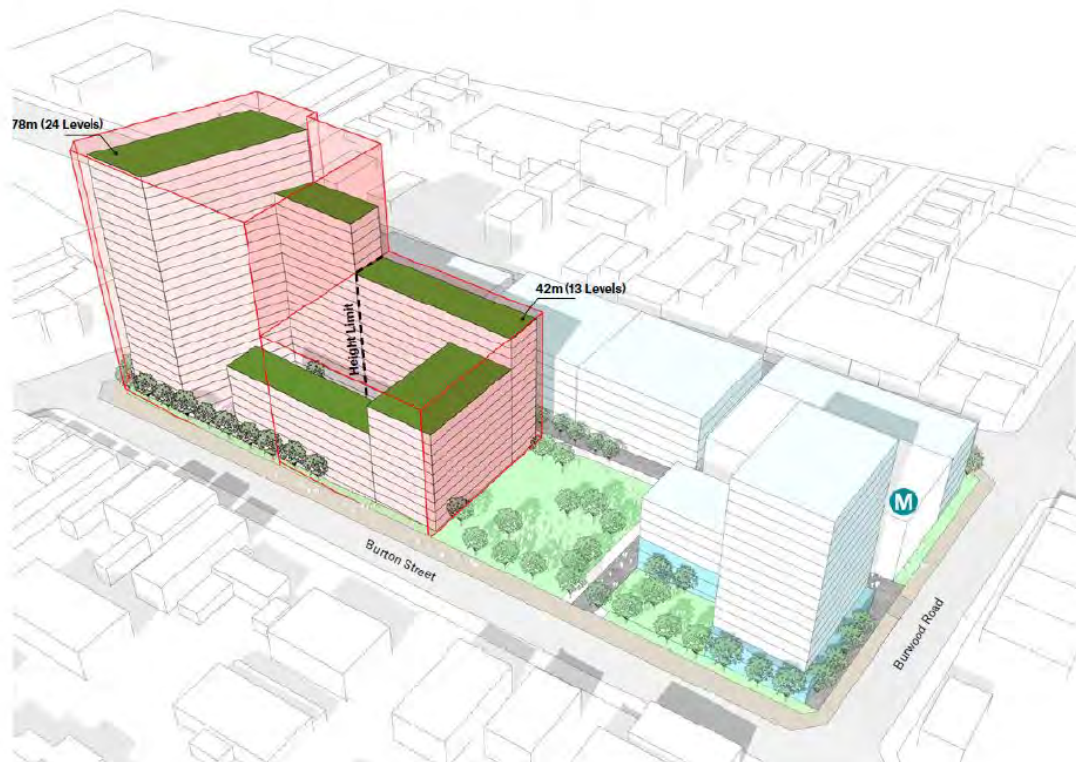
- A single 24 storey residential tower comprising:
 - BTR housing
 - Development of a yield that will realise a 3.1:1 FSR across the Precinct for above ground GFA (ie excluding metro-related access tunnels below ground)
 - A maximum compliant height of 78m/24 storeys with a gradual transition in scale down to 42m/13 storeys.
- Provision of car parking at a reduced rate appropriate for a BTR development and commensurate with a 3:1 FSR / GFA equivalent on the Grocon land. This will ensure traffic generation will not exceed that modelled to support the PRCUTS Planning Proposal.
- Provision of a public open space known as the 'Burton Street Plaza'.
- Provision for a 'kiss and drop' zone along the northern side of the Grocon Site along Burton Road.
- Improved connectivity to the Burwood North Metro Station through the proposed relocation of the park.
- Provision of an internal road for servicing.



- Public domain upgrades.

Grocon's vision for the precinct is depicted in the Grocon Master Plan prepared by Bates Smart at **Appendix A** and extracted below.

Figure 2 3D View of Proposed Grocon Master Plan



Source: Bates Smart

In developing this Masterplan, Grocon and the project team have adopted an holistic approach which acknowledges Sydney Metro's intention to deliver a scheme on the Metro Site with an approximate total FSR of 2.3:1. This is based on the exhibited Draft DCP documentation which notes a maximum 2.7:1 FSR for the Sydney Metro land and Grocon's understanding of metro station design which would accommodate approximately 0.4:1 FSR underground. The assumed distribution of FSR above and below ground is informed by other comparable metro OSDs.

Based on the figures quoted for the Sydney Metro land in the exhibition documents that the above ground component for the Sydney Metro Site will not optimise the full 3:1 community infrastructure FSR development standard for its landholding, the Grocon masterplan scheme proposes a BTR residential built form which, collectively with the Sydney Metro development as characterised by the Planning Proposal, will realise a total Precinct FSR of 3.1:1. This represents an incremental uplift above the exhibited 3:1 FSR for the precinct as a whole.



The additional 0.1:1 FSR across the precinct is believed to be justified given the transit oriented nature of the development and the BTR typology. Further, this additional GFA tips the BTR development into a feasible project which will be committed and delivered prior to operation of the metro.

Grocon considers that the best way forward is to prepare a future Concept Application for the whole precinct to allocate FSR between the Sydney Metro and Grocon sites to ensure the overall development density of the precinct is commensurate with:

- The PRCUTS vision, modelling and capacity analysis, and
- The high level of public transport connectivity to metropolitan Sydney that will be provided by the metro station.

Any reduction in development capacity of the Precinct below 3:1 will fail to optimise the benefits of the metro station in this location.

The Grocon Master Plan incorporates other urban design amendments primarily related to the relocation of Burton Street Plaza adjacent to the planned Burwood North Metro Station and the consolidation of the envelopes to facilitate a singular residential tower (refer to Figure 2). The rationale for the Master Plan is to enable realisation of a range of benefits, including:

- Increased building separation between the envelopes located within the Metro Site and the Grocon Site, separated by the relocated Burton Street Plaza, creating a greater sense of openness along with improved access to solar at the ground plane and outlook for future building occupants.
- Improved connectivity across the precinct through the relocation of Burton Street Plaza adjacent to the Metro Station and associated public domain, allowing for enhanced pedestrian linkages and improved permeability.
- Reduced residential impacts by concentrating the greatest density in the north east of the Precinct where it interfaces with Concord Oval and allowing the adjacent low scale residential to interface with Burton Street Plaza.
- The provision of a consolidated residential building envelope that affords greater flexibility with regards to internal floor planning and improves the scheme's compliance with the ADG.
- Ensuring that future built form yield across the Precinct is commensurate with the 3:1 FSR identified in the Planning Proposal (but realises a minor increase associated with the proximity to a metro station).
- The delivery of a BTR residential development that fosters the principles of transit-orientated development by maximising the provision of BTR housing adjacent to the future Burwood North Metro Station through an incremental and minor increase in FSR.

4.1. ACHIEVEMENT OF PRCUTS AND PLANNING PROPOSAL OBJECTIVES

Grocon's Master Plan aligns with the objectives established by the Burwood-Concord Precinct Master Plan exhibited alongside the Planning Proposal which are informed by the *PRCUTS Planning and Design Guidelines*.

Objectives outlined in the Burwood-Concord Precinct Master Plan of relevance to the Precinct include:

- *Building heights are to be arranged in a way to minimise impact on public parks, low scale residential areas, schools and heritage buildings.*



- *Higher tower forms are positioned towards the southern side of the lots to achieve better solar performance on the open space and building facades.*
- *Heights are utilised to minimise site coverage in order to free up more space on the ground and provide generous separation between buildings.*
- *Buildings fronting onto Burton Street are articulated in response to the low-rise residential character of the context.*
- *Burton Street is to play a key role in the transition of the higher densities of the proposed Burwood precinct to the low-lying residential streets beyond.*
- *Ensure the provision of significant public domain enhancements, including a new public open space along Burton Street and north south linkages to Parramatta Road.*
- *New parks and linkages are provided to compliment the existing open space network, and help to create an active and permeable neighbourhood.*

The Grocon Master Plan developed by Bates Smart has sought to deliver on the above objectives by achieving the following:

- Reduced impacts to the low scale residential areas by amending the block formation to concentrate the Grocon site's greatest mass in the Precinct's north east corner;
- Minimised shadow impacts to Burton Street Plaza by relocating this important open space area to the west adjacent to the metro station away from the high density residential envisaged for the Grocon Site.
- Improved permeability across the neighbourhood by relocating Burton Street Plaza closer to the metro station and its associated public domain to permit improve pedestrian linkages.
- Enhanced building separation to between the developments earmarked for the Metro Site and the Grocon Site to foster a greater sense of openness and improved solar access to the ground plane.
- Improved relationship to the heritage listed church located north of Burton Street by allowing it to interface with Burton Street Plaza.
- Improved relationship between the buildings fronting Burton Street and the adjacent low-rise residential neighbourhood by maximising the interface with Burton Street Plaza via its relocation and delivering a stepped envelope that gradually transitions down in scale to the low density neighbourhood.
- A single consolidated building envelope on the Grocon Site that better reinforces the street edge and provides a greater sense of enclosure.
- An envelope that encourages the orientation of habitable rooms away from Parramatta Road to minimise amenity impacts (i.e. noise, air pollution etc.), with higher tower forms positioned to the south of the Grocon Site to minimise solar impacts to the surrounding public domain and residential area to the north.
- Infrastructure commensurate with the intensity of development and as per the infrastructure schedule detailed in PRCUTS, including a pedestrian link, internal roads and public domain enhancements.



- A high quality BTR housing product that diversifies the locality's housing stock, fosters a sense of community and provides a long-term single ownership arrangement.
- A high standard of ecological sustainable development.

5. STAKEHOLDER ENGAGEMENT

Grocon has engaged in ongoing meaningful consultation with Canada Bay Council and Sydney Metro over the course of the preparation of the Planning Proposal. Having been involved in the consultation process for Central Barangaroo, Pitt Street and now Burwood North metro stations, Grocon has established a long and constructive relationship with Sydney Metro.

Grocon has attended a number of meetings with Council and Sydney Metro to discuss the following key matters:

- Relationship of PRCUTS to the Planning Proposal given PRCUTS did not contemplate the North Burwood Metro Station.
- The rationale for the Burton Street Plaza location in the Planning Proposal which Grocon came to understand was influenced by the need to maximise solar access by positioning it away from the higher buildings earmarked to the north east along Loftus Street. Therefore, it is Grocon's understanding that Council supports a Burton Street Plaza location as far west as possible.
- Locating Burton Street Plaza so that it sits adjacent to the heritage listed church (to the north) and directly connects with the proposed metro station entrance.
- Relationship of the FSR to height, given that the height facilitates a greater FSR than that prescribed by the Planning Proposal. Anecdotally, Council have confirmed their intent to maintain an above ground FSR of 3:1 so that no precedent is created.
- Application of FSR across a precinct wide basis rather than an individual block basis given that there are just two landowners and the former approach is a catalyst for an improved urban design outcome.
- Discussion around two design concepts, comprising:
 - 3 BTR residential buildings with Burton Street Plaza located between them in accordance with the Planning Proposal.
 - 1 BTR building where Burton Street Plaza is located further west and directly in front of the metro station entrance.
- The future opportunity for Sydney Metro and Grocon to collaboratively develop a coordinated masterplan given that there are only two landowners that retain ownership over the precinct.
- The size of Burton Street Plaza as detailed in the Planning Proposal and what is included and excluded (e.g., footpaths and other public domain embellishments).
- Council's approach to key design matters, including locating parking underneath Burton Street Plaza; the benefits of a BTR scheme over a build-to-sell; and overshadowing issues to Concord Oval.



Over the course of these discussions, Council has provided encouragement for the following:

- The provision of a single residential building envelope within the maximum LEP incentive height controls and the dedication of Burton Street Plaza with no underground parking.
- Relocation of Burton Street Plaza further westward to connect to the metro station entrance, maximise solar access and interface with sensitive uses such as the adjacent heritage listed church along Burton Street.
- Being potentially supportive of a precinct wide application of the FSR across the precinct subject to Sydney Metro also confirming their support.
- A coordinated approach with Sydney Metro to identify appropriate locations for driveways, loading docks and through site links and footpaths.

Sydney Metro has been consulted in relation to a range of design matters including the configuration and location of footpaths, driveways, lanes, the station loading dock, building footprints, building entrances and the 'kiss n drop' areas.

6. REQUESTED AMENDMENTS TO THE PLANNING PROPOSAL AND DRAFT DEVELOPMENT CONTROL PLAN

Grocon has reviewed the Planning Proposal's suggested amendments to the *Canada Bay Local Environmental Plan 2013* (CBLEP 2013) and the accompanying Draft DCP for the Burwood-Concord Precinct.

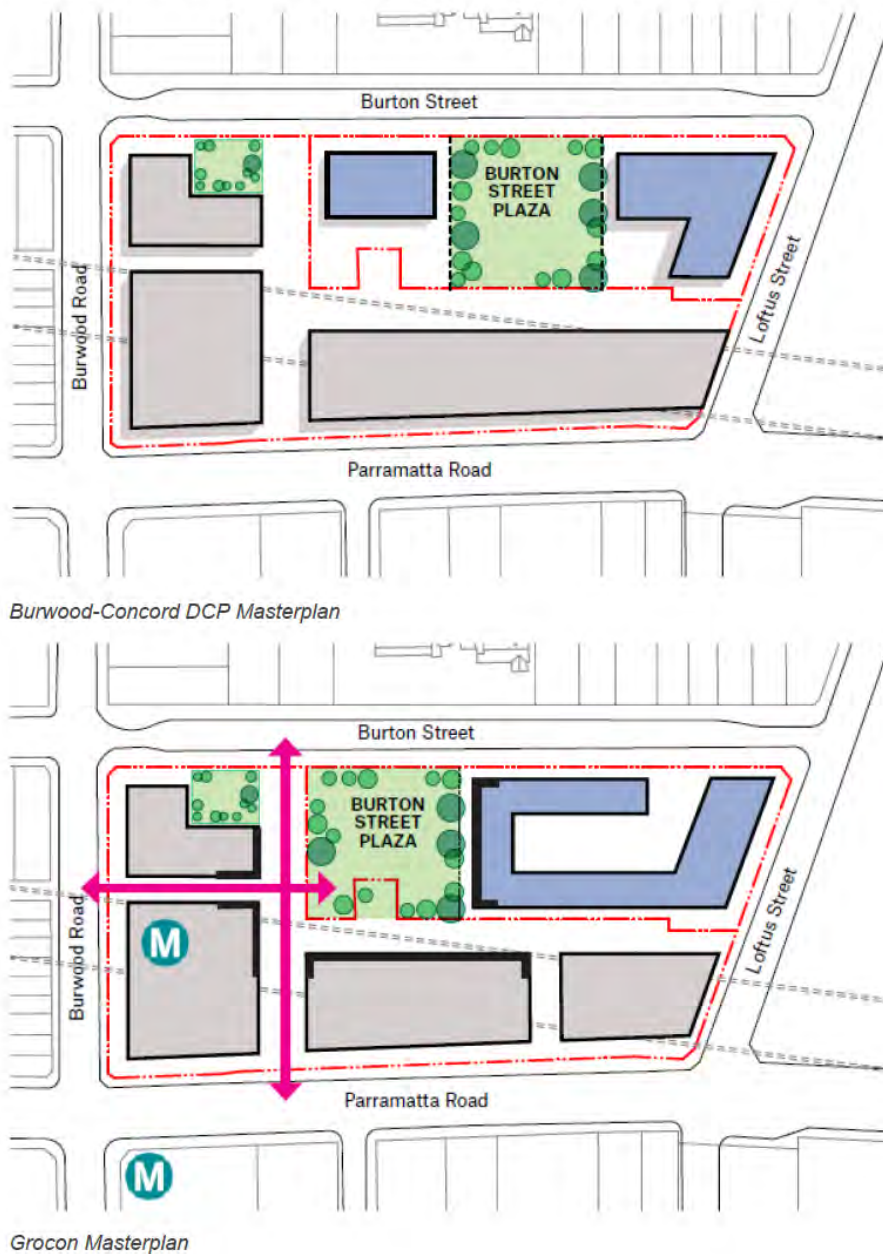
Whilst Grocon is generally supportive of Council's proposed changes, design testing has helped to identify amendments to Council's Planning Proposal that will facilitate a superior built form outcome and an improved public benefits.

Grocon's requested amendments to the Planning Proposal and DCP include:

- Amendments to the community infrastructure FSR map to increase the 'base' FSR applicable to the Precinct from 3:1 to 3.1:1.
- Amendments to the community infrastructure height of buildings map, including relocation of the 42m height limit eastward and the 2.5m height limit westward (essentially a 'swap' in building height from one development block to another to facilitate the park relocation).
- The introduction of a design excellence clause that allows for the achievement of additional building massing beyond the 42m height limit where it can be demonstrated that the resultant built form realises an improved design outcome.
- Amendments to the master plan layout nominated by the Draft DCP including:
 - The relocation of the Burton Street Plaza further to the west,
 - Updated building envelope plans for blocks within the Grocon site fronting Burton Street and
 - Updated section plans to reflect the revised building height and Burton Street Plaza location.
- Amendments to the DCP car parking provisions to recognise the importance of car parking provision for residential accommodation within 400m of the metro station, at rates commensurate with the Transport and Accessibility study informing PRCUTS.



The amendments are illustrated below and the benefits addressed in the following sections.
Figure 3 Plan View Comparison of Burwood-Concord DCP Master Plan and Grocon Master Plan



Source: Bates Smart

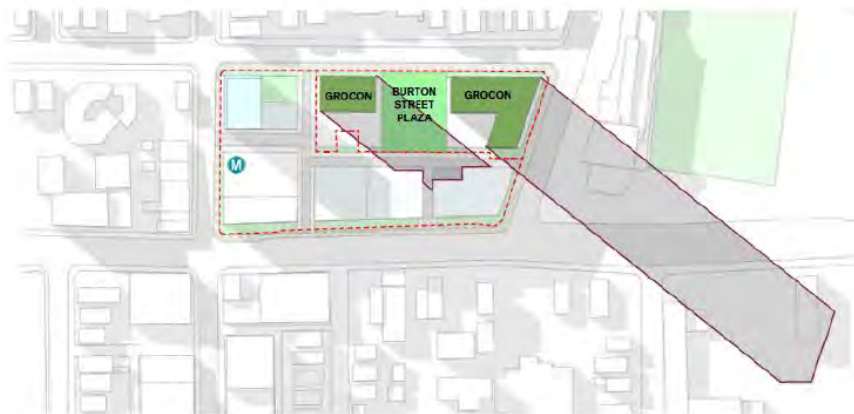


6.1. RELOCATION OF PUBLIC OPEN SPACE

The Grocon Master Plan prepared by Bates Smart relocates Burton Street Plaza further westward. Its revised location is predicated on the need to improve solar access to this public open space area and to better deliver on the objectives under section K21.6 - Block Configuration of the Draft DCP which establish the need to *'facilitate daylight access and ventilation to streets, public places and neighbouring properties'*.

Bates Smart have prepared an overshadowing analysis which is included at **Appendix A**. It demonstrates that under the Draft DCP, the 42m envelope overshadows Burton Street Plaza from midday onwards during the Winter Solstice, with the plaza substantially overshadowed in the late afternoon period (refer to Figure 4). Under the revised block configuration, the shadow cast by this envelope is removed, allowing the plaza to receive greater solar access.

Figure 4 Overshadowing to Burton Street Plaza



Overshadowing Case by Draft DCP Envelope at 3pm



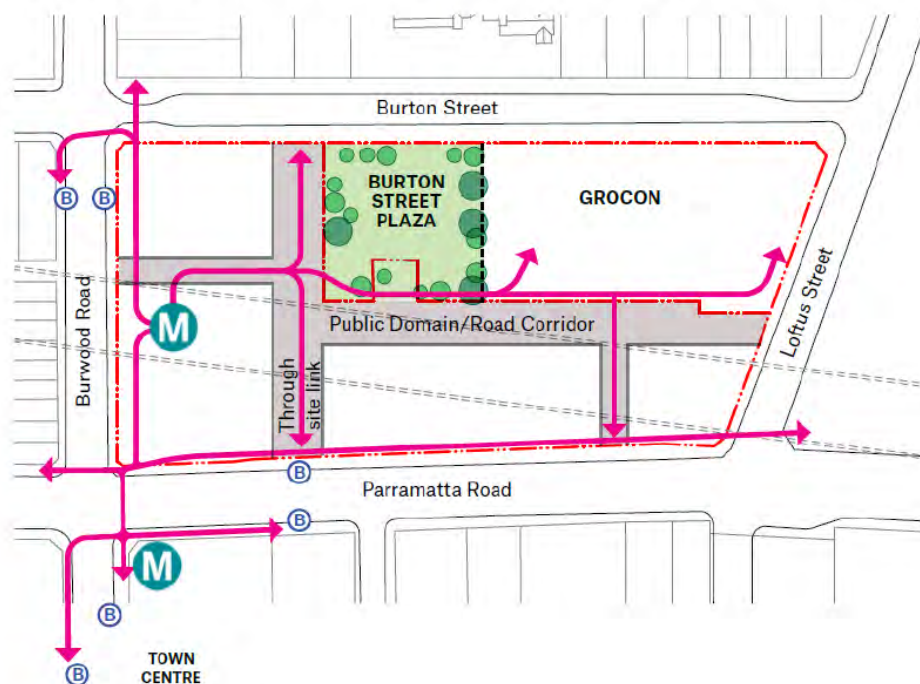
Overshadowing Caused by Revised Block Configuration at 3pm

Source: Bates Smart



In addition to the above, the revised location of Burton Street Plaza improves network permeability for pedestrians due to its positioning adjacent to the Burwood North Metro Station and associated public domain (refer to Figure 5 and **Appendix C**). In consequence, improved connectivity and a greater sense of openness is provided between the public domain and the station.

Figure 5 Pedestrian connections between the Metro Station and Burton Street Plaza



Source: Bates Smart

6.2. REVISED BUILDING ENVELOPES AND HEIGHT LIMITS

The Draft DCP establishes the building envelope locations and overall block configuration for the Precinct. The Grocon Master Plan prepared by Bates Smart provides an alternative block configuration that consolidates two building envelopes and relocates Burton Street Plaza further westward adjacent to the Metro Site.

The revised envelope responds to the Draft DCP objectives nominated under *K21.9 Street Wall Heights and Setbacks* which identify the need for development to:

“Provide a sense of enclosure to the street and contribute to a consistent built form scale across the precinct over time”

The revised block configuration facilitates an envelope along Burton Street that better defines this northern frontage and fosters a sense of enclosure. It permits the Precinct’s greatest massing to be concentrated adjacent to Concord Oval, therefore minimising potential impacts to the low scale



residential to the north west and Burton Street Plaza. There is no additional overshadowing to Concord Oval due to the 78m tower already earmarked for the Precinct's far eastern edge.

A consolidated envelope provides the benefit of reducing the number of apartments oriented towards the south, therefore maximising the scheme's compliance with the ADG solar access requirements. In particular, 82% of units are capable of achieving a compliant amount of solar access (refer to **Appendix A**).

The revised building envelopes adopted by Grocon's Master Plan necessitate variations to the proposed community infrastructure maximum height of buildings map shown in Figure 6 which precludes the opportunity to provide alternative envelope configurations. To facilitate the relocation of Burton Street Plaza, the maximum 42m height limit is required to be repositioned further eastward and the 2.5m height limit further westward.

Figure 6 5Maximum Proposed LEP Community Infrastructure Building Height Limits



Source: PRCUTS Planning Proposal / Community Infrastructure HOB Map

Notwithstanding the revised building heights, the master plan continues to align with the building heights strategy derived from the PRCUTS design guidelines which establishes that:

- "The higher tower forms are to be positioned towards the southern side of lots to achieve better solar performance".
- and
- "Building heights are to be arranged in a way to minimise impact on public parks, low scale residential areas, schools and heritage buildings".

As shown at **Appendix A**, the greatest mass is concentrated toward the east of the Grocon site and complies with the 78m height limit. The envelope transitions down in height and adopts a stepped built form that provides a gradual transition in scale to minimise potential impacts to the adjacent low density residential area positioned to the north and north west.



The massing strategy combined with the revised block configuration also allows the plaza to interface with the heritage listed church located to the north along Burton Street, therefore improving the relationship to this item by minimising the bulk and scale of development at this sensitive interface.

6.2.1. Provision for Height Variation Based on Design Excellence

Grocon considers that the future controls for the precinct should provide a level of flexibility to facilitate the delivery of a future scheme that exhibits design excellence. In light of this, Bates Smart have developed two indicative development options to demonstrate how the site may be redeveloped.

The options are illustrated at **Appendix A** and consist of the following:

- Option A: A compliant scheme contained wholly within the LEP height limit;
- Option B: A non-compliant scheme with a stepped envelope that provides minor variations to the 42m LEP height limit which are offset by sections of the envelope that sit well below the height limit and on average complies with the development standard

Option B represents the preferred option as it facilitates a massing that provides an improved transition in scale and the opportunity for enhanced articulation at the detailed design phase (refer to Figure 7).

Figure 7 3D View of Proposed Master Plan



Source: Bates Smart

As shown at **Appendix A**, Option B is capable of achieving a greater level of compliance with the ADG relative to Option A (the compliant scheme) and well exceeds the minimum thresholds for cross ventilation and solar access.



Whilst it is not Grocon's intent for this scheme to form the basis of a future Concept Application, it has been developed to demonstrate that a flexible application of the height controls has the capacity to provide a superior urban design outcome than strict compliance with a 78 and 42m height limit.

The Planning Proposal confirms Council's intention to introduce a design excellence clause that requires a design competition to be held for developments within the Burwood-Concord Precinct greater than 28m/8 storeys. Grocon recommends that the design excellence clause incorporate an additional provision to permit minor height variations in the instance non-compliances result in an improved design outcome relative to a complying scheme.

6.3. DISTRIBUTION OF FLOOR SPACE

Grocon has a great interest in ensuring future development can achieve an appropriate density for the Precinct, particularly due to its proximity to the future Burwood North Metro Station, in order to optimise long term quality investment in this significant infrastructure asset.

Council's Planning Proposal seeks to introduce a community infrastructure FSR development standard of 3:1 for the Precinct, which reflects the additional community benefit that will be derived from the proposed BTR development. It also permits an additional 5% FSR uplift (0.15:1 FSR) where Council's sustainability targets are achieved. In this regard, Council has already contemplated an FSR exceeding the exhibited 3:1.

The Grocon Masterplan scheme seeks to achieve a cumulative 'base' FSR of 3.1:1 across the Metro Site and Grocon Site. This represents an incremental uplift above the exhibited 3:1 FSR for the precinct as a whole. This FSR relates only to above ground floor space. It is considered that below ground uses (i.e. pedestrian tunnel access point, station offices etc.) should be excluded as they pertain directly to the station and are independent of the future commercial / residential uses envisaged by the DCP Master Plan. They do not directly contribute to the benefit of increased FSR in station precincts.

In understanding the merits of the FSR proposed by the Grocon Master Plan, it is important to highlight that the density permitted by the Planning Proposal and Draft DCP is informed by the PRCUTS produced by Landcom in 2016 prior to Sydney Metro confirming their intent to deliver a scheme on their site.

Precedents relating to metro OSDs typically distribute their maximum FSR both above and below ground. Based on the Planning Proposal documentation's allocation of 2.7:1 FSR to the Sydney Metro site, it is anticipated that the Sydney Metro Site will support an approximate above ground FSR of 2.3:1 and a below ground FSR of 0.4:1. In light of this, it is Grocon's opinion that the maximum 3:1 FSR for its site needs to be rationalised in a way that recognises the density achievable across the precinct as a whole, and account for lost GFA below ground allocation to station tunnels and the like. As such, the Grocon Masterplan allocates GFA in a way that supports the delivery of a transit-orientated BTR development with a density commensurate with the site's proximity to the metro.

The achievement of an above ground 3.1:1 FSR is also vital to facilitating a pre-committed BTR product that requires investor support to enable its delivery. It is commensurate with the site's positioning near a metro and within the commercial core of Burwood, and can be delivered within the allowable envelopes with no significant environmental impacts (i.e. traffic generation and overshadowing).

The consolidation of the building envelopes combined with the FSR uplift facilitate the delivery of a high quality BTR product that scores well on a range of amenity measures. This is demonstrated by



Bates Smart’s assessment of the scheme against the requirements of the *State Environmental Planning Policy No 65 – Design Quality* and associated ADG (refer to **Appendix A**).

As demonstrated by the compliance assessment, the BTR scheme in the configuration proposed in the Grocon Masterplan is capable of achieving full compliance with the requirements of the ADG. Conversely, a scheme compliant with the Planning Proposal layout would necessitate smaller floor plates and a reduced bulk that failed to optimise the maximum height limits. Further, it would result in increased south facing apartments and lesser residential amenity. This would result in a suboptimal design outcome, including potential non-compliances with the ADG and a bulk at odds with Council’s vision for the site.

It is recommended that the FSR maximum exclude below ground floor space related to the metro station’s pedestrian tunnel access point and any habitable space associated with the station’s operations below ground. These uses and their associated floor space are independent of the Precinct’s residential and commercial uses and their inclusion in the FSR calculation will unduly reduce the development capacity of the Precinct.

6.4. DCP CAR PARKING PROVISION

The Burwood-Concord DCP sets maximum car parking rates for development within the Precinct. Section K21.20 Access and Parking, Control C14 states that

All car parking is to be unbundled from the sale of apartments. There is no minimum parking requirement for sites within 800m of a Metro and other rail stations, and no parking allowed within 400m. (underline added)

It is requested that this provision be revised to allow the location of some car parking associated with future residential development in the precinct. Permitting parking in the precinct is consistent with the approach taken in the PRCUTS. The traffic study informing PRCUTS nominated the following car parking rates for the area:

Table 1 Category 2 Maximum Parking Rates for the Burwood Precinct

Category	Residential (Spaces per Dwelling)					Other (Spaces GFA)		
	Studio	1 Bed	2 Bed	3 Bed	Visitor	Comm.	Retail	Industrial
2	0.3	0.5	0.9	1.2	0.1	100	70	120

Source: PRCUTS – Urban Transformation Strategy Precinct Transport Report (Nov 2016)

The PRCUTS traffic study highlights that the rates have been developed with reference to the City of Sydney Category B (residential) and Category E (non-residential) rates which are a best practice benchmark. However, the Category 2 rates proposed are less restrictive in recognition that public transport in the precinct is not as accessible as the City of Sydney given its CBD location. Therefore, the provision of parking was supported given the site’s suburban location.

TTPA have prepared a Traffic, Transport and Parking Assessment which is included at **Appendix B**. It provides an assessment of the parking rates, concluding that the proposed rates are too restrictive for the site and that residential parking should be permitted. If car parking is not provided to support a residential scheme in this location, it will result in a sudden demand for on-street parking which could cause disruptions to the wider street network.



Grocon Masterplan Car Parking Provision

As shown at **Appendix A**, the Grocon site accommodates 411 BTR apartments. Based on the rates detailed in the TTPA Traffic Report, the proposal provides 205 resident spaces, and an additional 15 spaces for visitor and car share. The parking rates have been tailored to a BTR development which typically has a very low car ownership rate.

Grocon is committing to provide car parking at a rate less than an equivalent built-to-sell (BTS) residential development at a 3:1 FSR. A 3:1 BTS scheme on the Grocon land would comprise a mix of 288 apartments. Using the PRCUTS traffic and parking study, TTPA have determined that a BTS development with 288 apartments would need to accommodate 264 spaces, comprising 206 resident spaces and 58 visitor spaces. The BTR scheme proposed by Grocon therefore has a lesser car parking provision (and associated traffic generation) than would result from a standard residential scheme, and less car parking and traffic generation than that which informed the PRCUTS traffic study.

TTPA have assessed the traffic generation associated with the proposed 220 spaces. Based on the traffic generation rates for high density residential provided by the *Roads and Traffic Authority's Development Guidelines TDT 2013-4b*, the proposal will generate a minor net traffic generation of 10 to 20 vehicle trips per hour when factoring in the traffic generation associated with the existing developments within the site. TTPA conclude that the level of traffic generation will be minor and well within that forecast for the Burwood Precinct under the Traffic and Transport Study for the precinct.

7. CONTRIBUTIONS

The Planning Proposal confirms that the Precinct will be subject to the *City of Canada Bay Section 7.11 Contributions Plan (Contributions Plan)* in accordance with the actions of PRCUTS. The Contributions Plan is currently under consideration as part of Council's ongoing review of the CBLEP 2013.

It is intended that the revised Contributions Plan will apply to the Burwood-Concord Precinct. The *Infrastructure Strategy – Stage 1 PRCUTS Precincts* which accompanies the Planning Proposal confirms that Burton Street Plaza is a key piece of community infrastructure required to be dedicated for a nominal payment to Council and embellished at no cost to Council in the instance a future development relies on the incentive community FSR and height development standards.

Grocon support the requirement to dedicate this open space area to Council, however, request that the Contributions Plan and any associated public domain mapping be updated to reflect the preferred location for the Burton Street Plaza, thereby identifying it as being situated to the immediate east of the Metro Site.

8. SUMMARY & CONCLUSIONS

Grocon appreciates the opportunity to comment on the Planning Proposal and Draft DCP that seek to implement the PRCUTS. The key matters of concern to Grocon raised in this submission are summarised below:

- 1. Grocon suggests that the above ground FSR for the Precinct be updated to a 'base' FSR of 3.1:1 to enable the delivery of a high quality BTR development that provides a density commensurate with its location adjacent to the planned Burwood North Metro Station.**
- 2. It is requested that Council revise the block configuration / amalgamation pattern to reflect the envelope arrangements depicted in Bates Smart's Master Plan. This entails relocating**

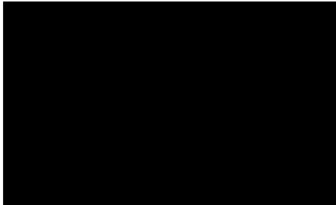


Burton Street Plaza adjacent to the Metro Station and consolidating the envelopes to permit a singular envelope at the corner of the Grocon site where Loftus and Burton Streets intersect.

3. *That Council revise the community infrastructure height of building maps to reflect revised heights that align with the block configuration proposed under the Bates Smart Master Plan included at Appendix A.*
4. *That Council include an additional provision within the Design Excellence clause that permits minor variations to the community infrastructure height of buildings development standard where a proposal is the outcome of a design excellence competition. The provision will provide architectural consortiums with greater flexibility at the design competition phase and will ensure a high quality design outcome is achievable for the site.*
5. *That car parking rates be available for residential uses in proximity to the railway station in order to cater for car ownership for residents, albeit at a reduced rate from that informing the PRCUTS traffic and parking study.*
6. *That Council prepare its Section 7.11 Contributions Plan to account for Grocon's preferred location for the Burton Street Plaza.*

Grocon would be happy to meet with Council to discuss the concerns raised in the submission and to assist in refining the wording and Master Plan included within the Planning Proposal and Draft DCP.

Yours sincerely,



Jacqueline Parker
Director



Burwood North Metro Grocon Masterplan Study

March 2022

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Client

Home Apartments + Grocon

Design Team

Architecture + Urban Bates Smart

Project Number S12462

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BURWOOD NORTH METRO

Compliant Massing Without Envelope

Site Area:

Grocon Site - 7,584 sqm
Overall Site - 20,676 sqm

Approx. FSR:

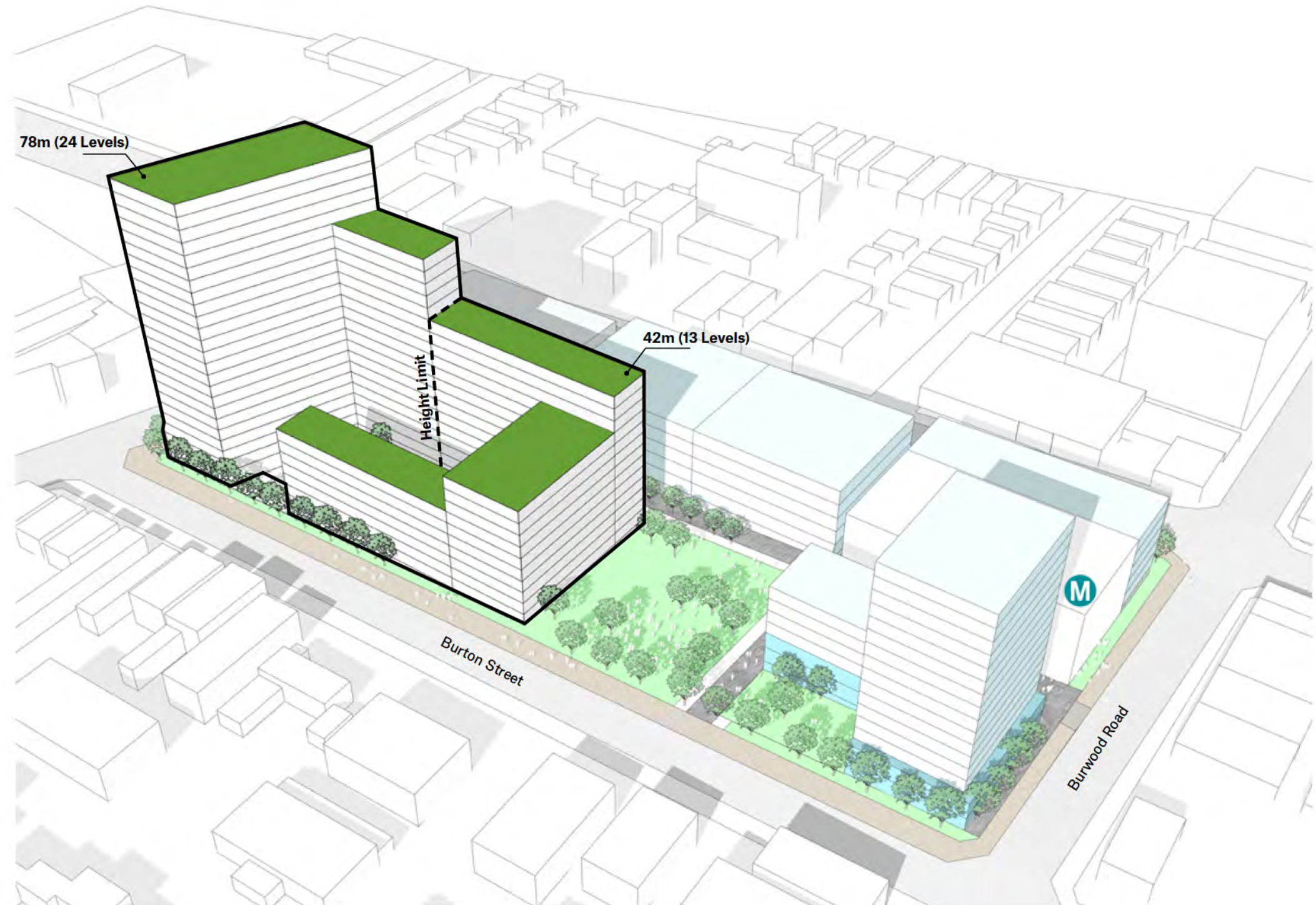
Overall Site - 3.08

Approx. GEA:

52,300 sqm

Approx. GFA:

33,300 sqm



BURWOOD NORTH METRO

Compliant Massing With Envelope

Site Area:

Grocon Site - 7,584 sqm
Overall Site - 20,676 sqm

Approx. FSR:

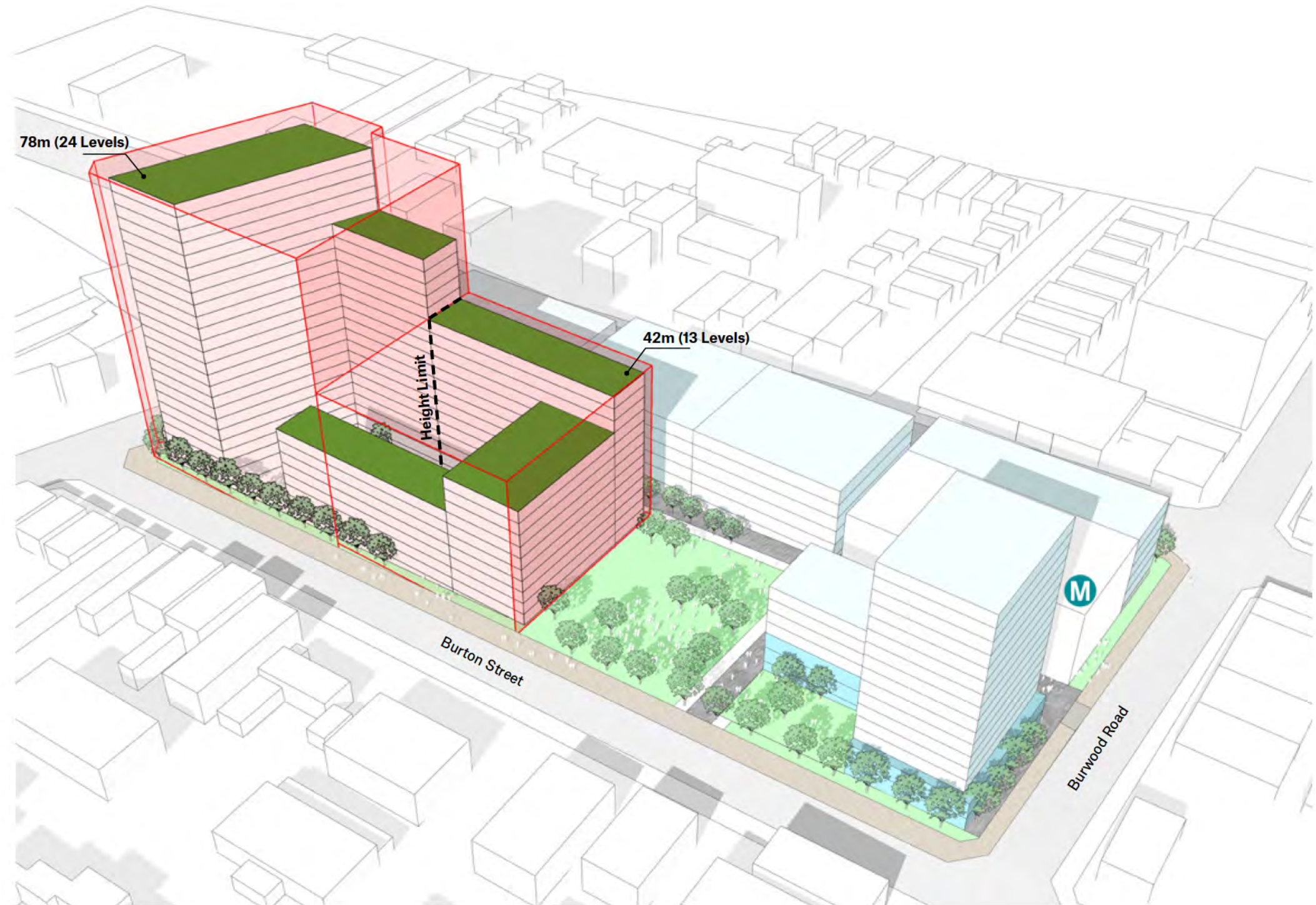
Overall Site - 3.08

Approx. GEA:

52,300 sqm

Approx. GFA:

33,300 sqm



BURWOOD NORTH METRO

Compliant Massing Without Envelope

Site Area:

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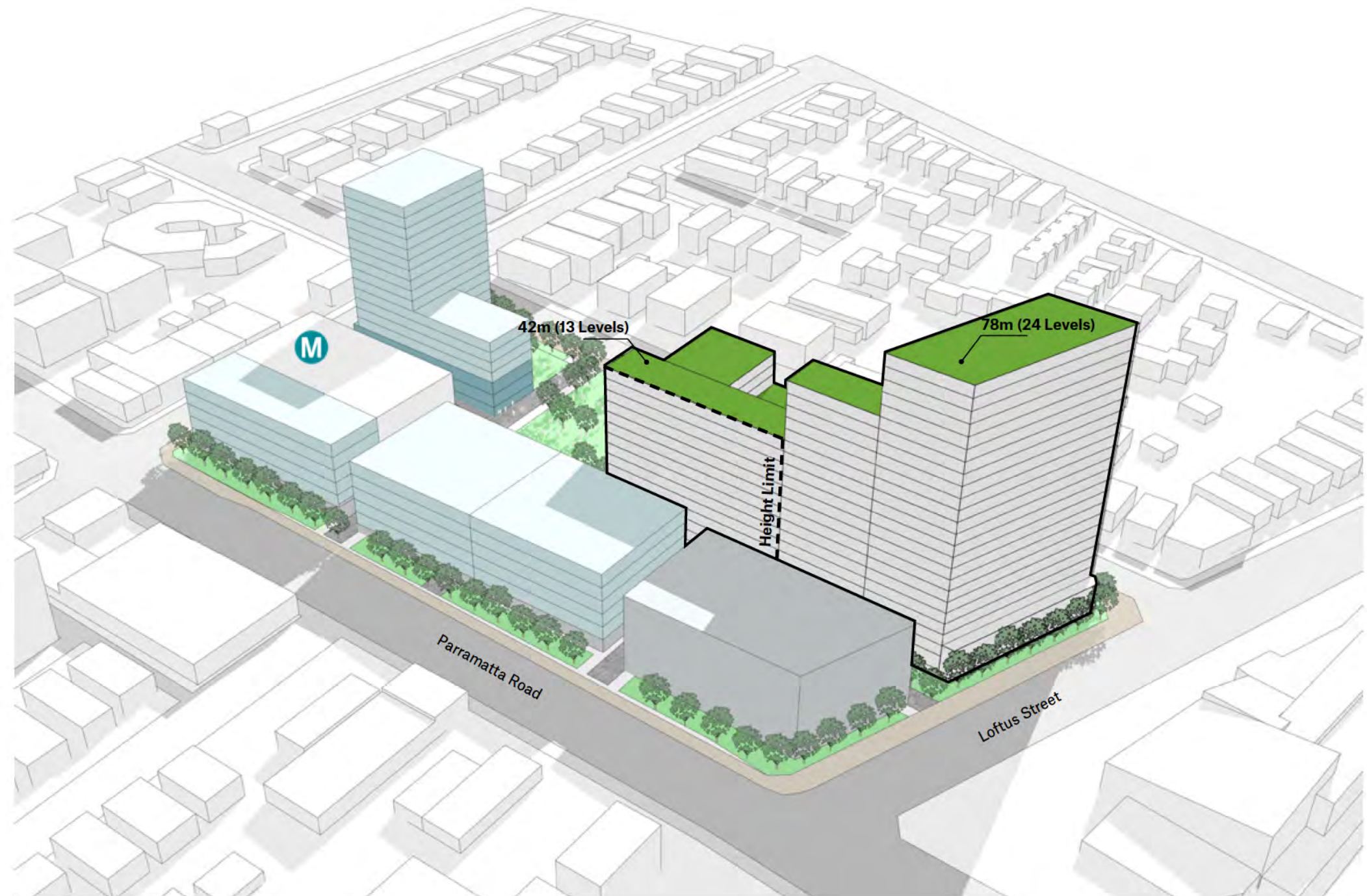
Overall Site - 3.08

Approx. GEA:

52,300 sqm

Approx. GFA:

33,300 sqm



BURWOOD NORTH METRO

Compliant Massing With Envelope

Site Area:

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Overall Site - 20,676 sqm

Approx. FSR:

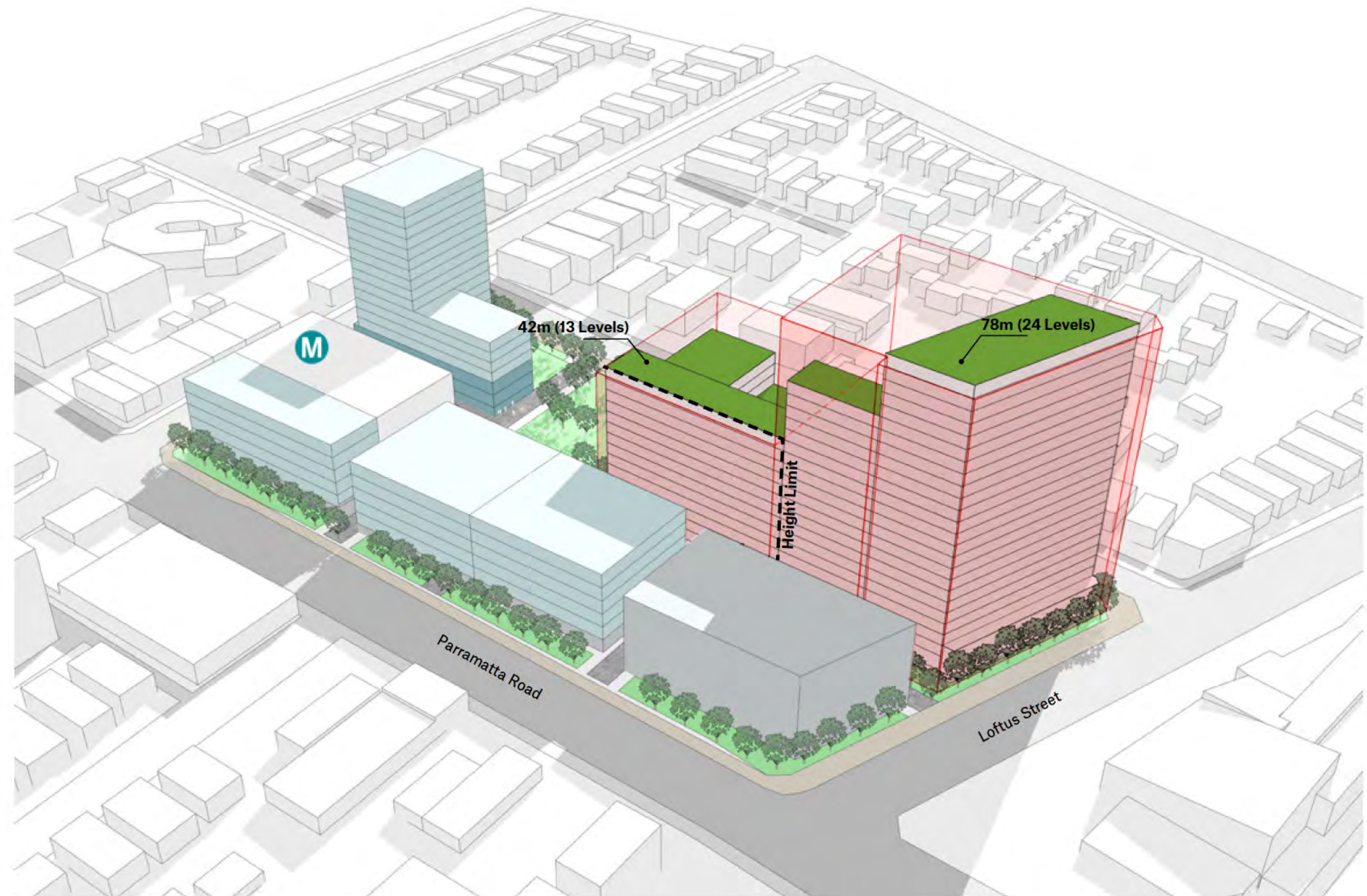
Overall Site - 3.08

Approx. GEA:

52,300 sqm

Approx. GFA:

33,300 sqm



BURWOOD NORTH METRO

Proposed Massing Without Envelope

Site Area:

Grocon Site - 7,584 sqm
Overall Site - 20,676 sqm

Approx. FSR:

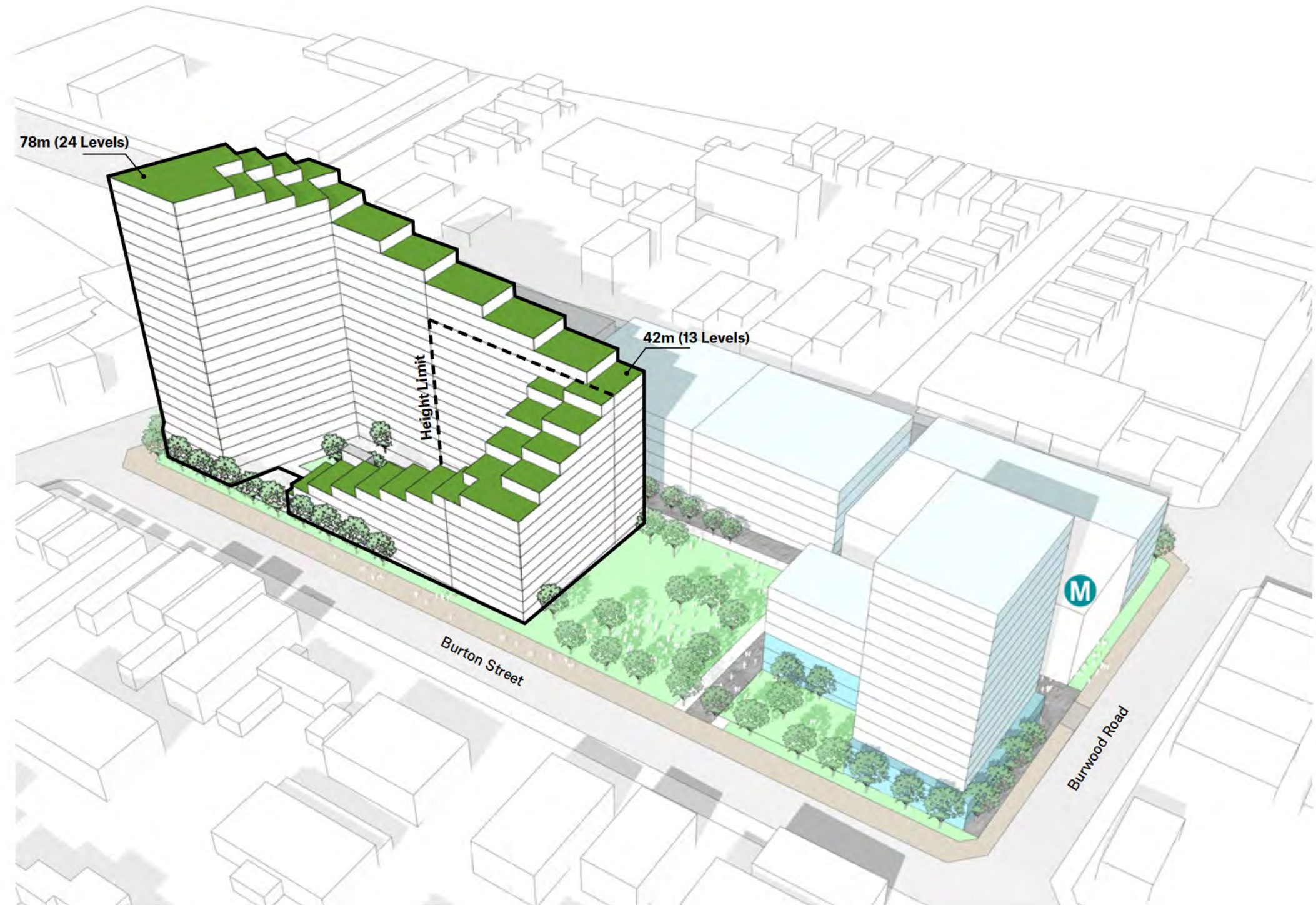
Overall Site - 3.08

Approx. GEA:

52,300 sqm

Approx. GFA:

33,300 sqm



BURWOOD NORTH METRO

Proposed Massing With Envelope

Site Area:

Grocon Site - 7,584 sqm
Overall Site - 20,676 sqm

Approx. FSR:

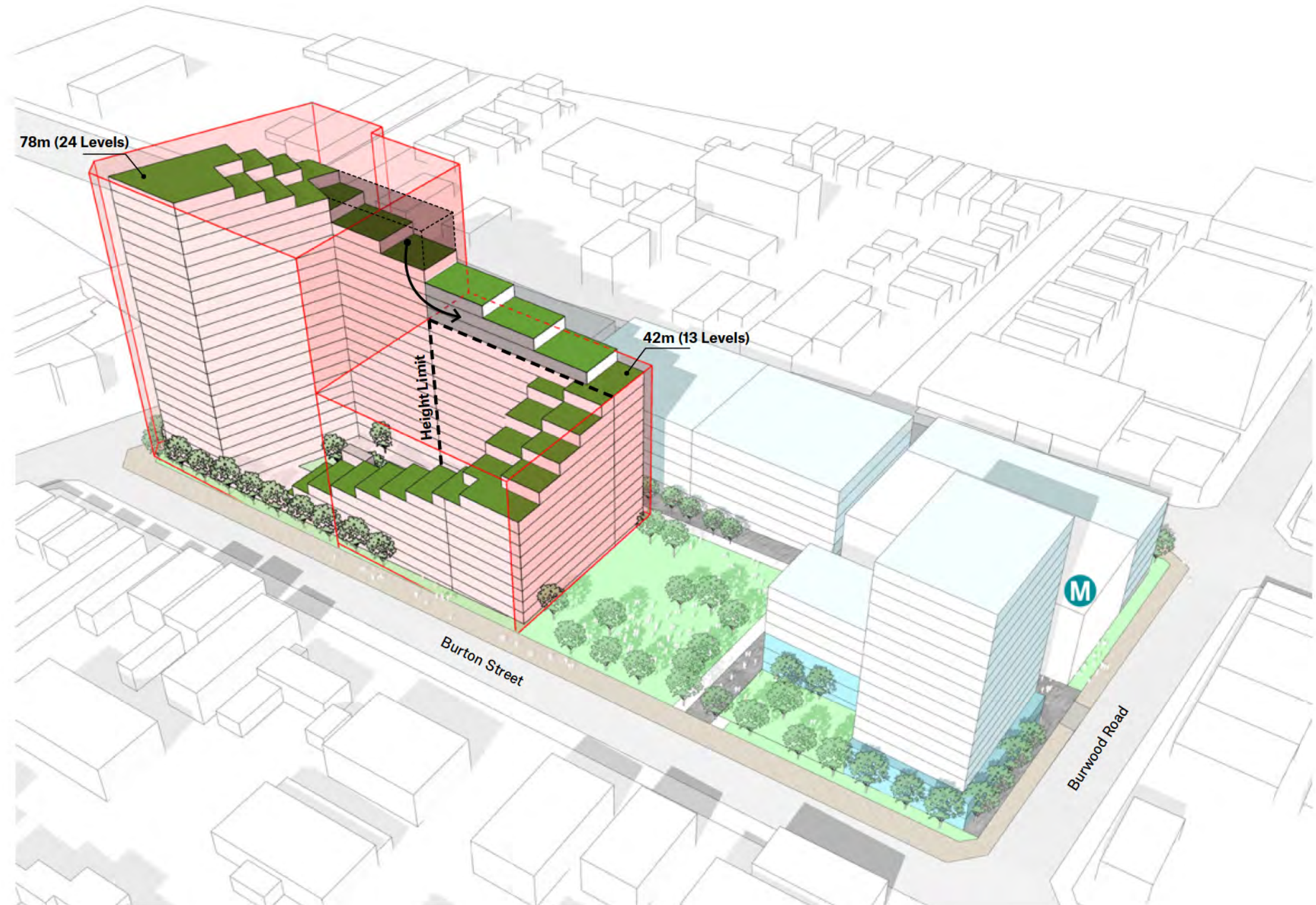
Overall Site - 3.08

Approx. GEA:

52,300 sqm

Approx. GFA:

33,300 sqm



BURWOOD NORTH METRO

Proposed Massing Without Envelope

Site Area:

Grocon Site - 7,584 sqm
Overall Site - 20,676 sqm

Approx. FSR:

Overall Site - 3.08

Approx. GEA:

52,300 sqm

Approx. GFA:

33,300 sqm



BURWOOD NORTH METRO

Proposed Massing With Envelope

Site Area:

Grocon Site - 7,584 sqm
Overall Site - 20,676 sqm

Approx. FSR:

Overall Site - 3.08

Approx. GEA:

52,300 sqm

Approx. GFA:

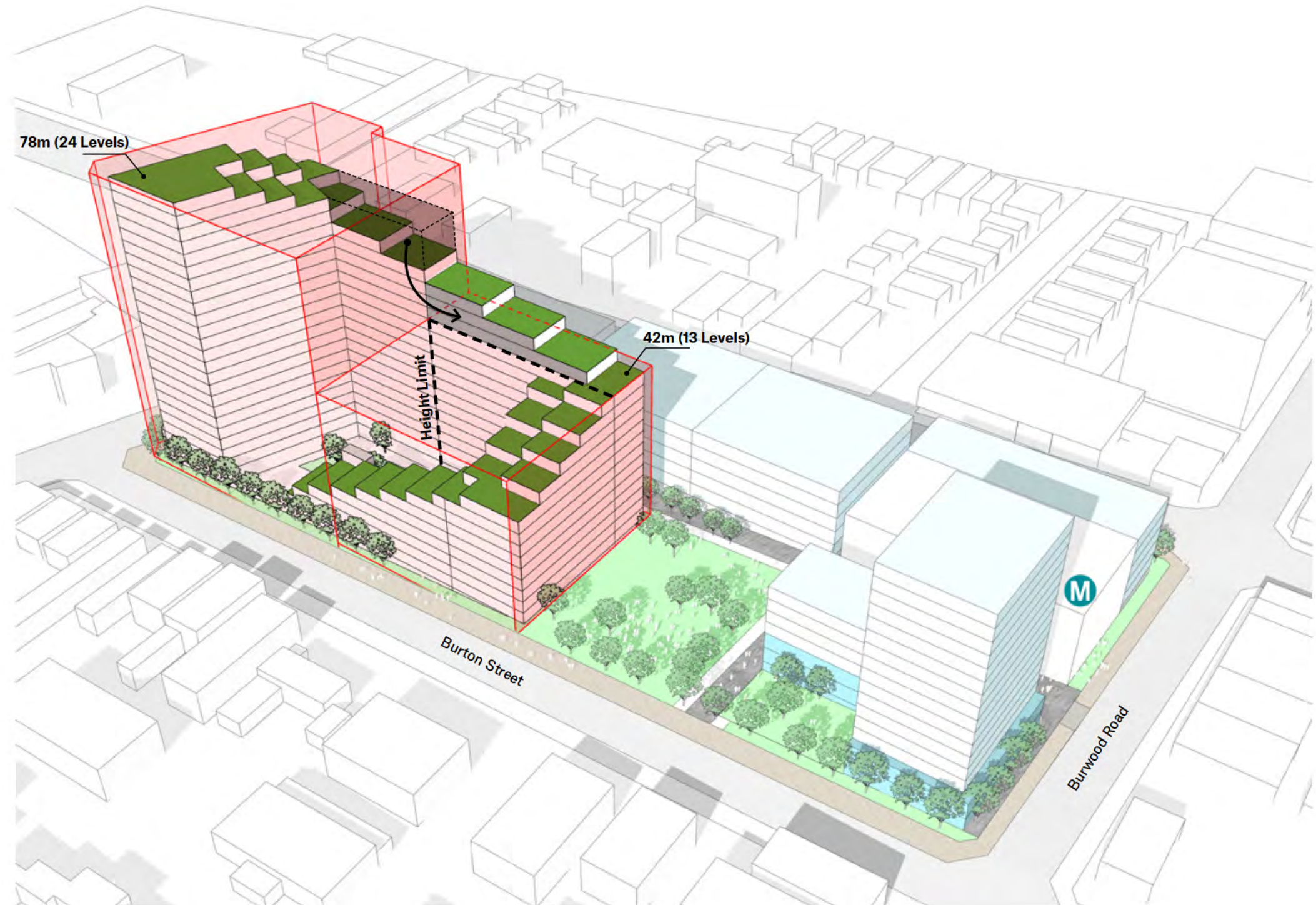
33,300 sqm



BURWOOD NORTH METRO

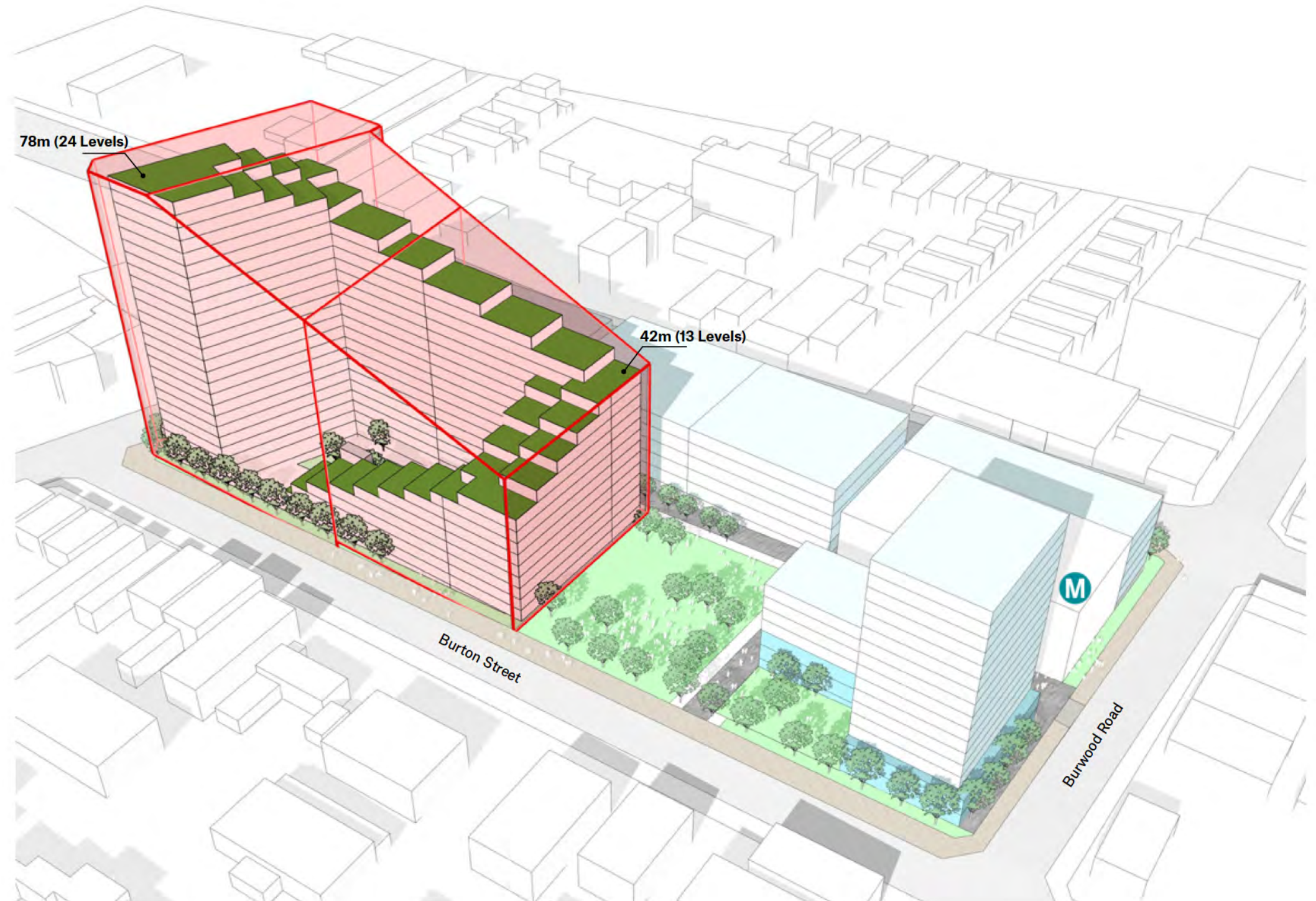
Proposed Massing

With Planning Proposal Envelope



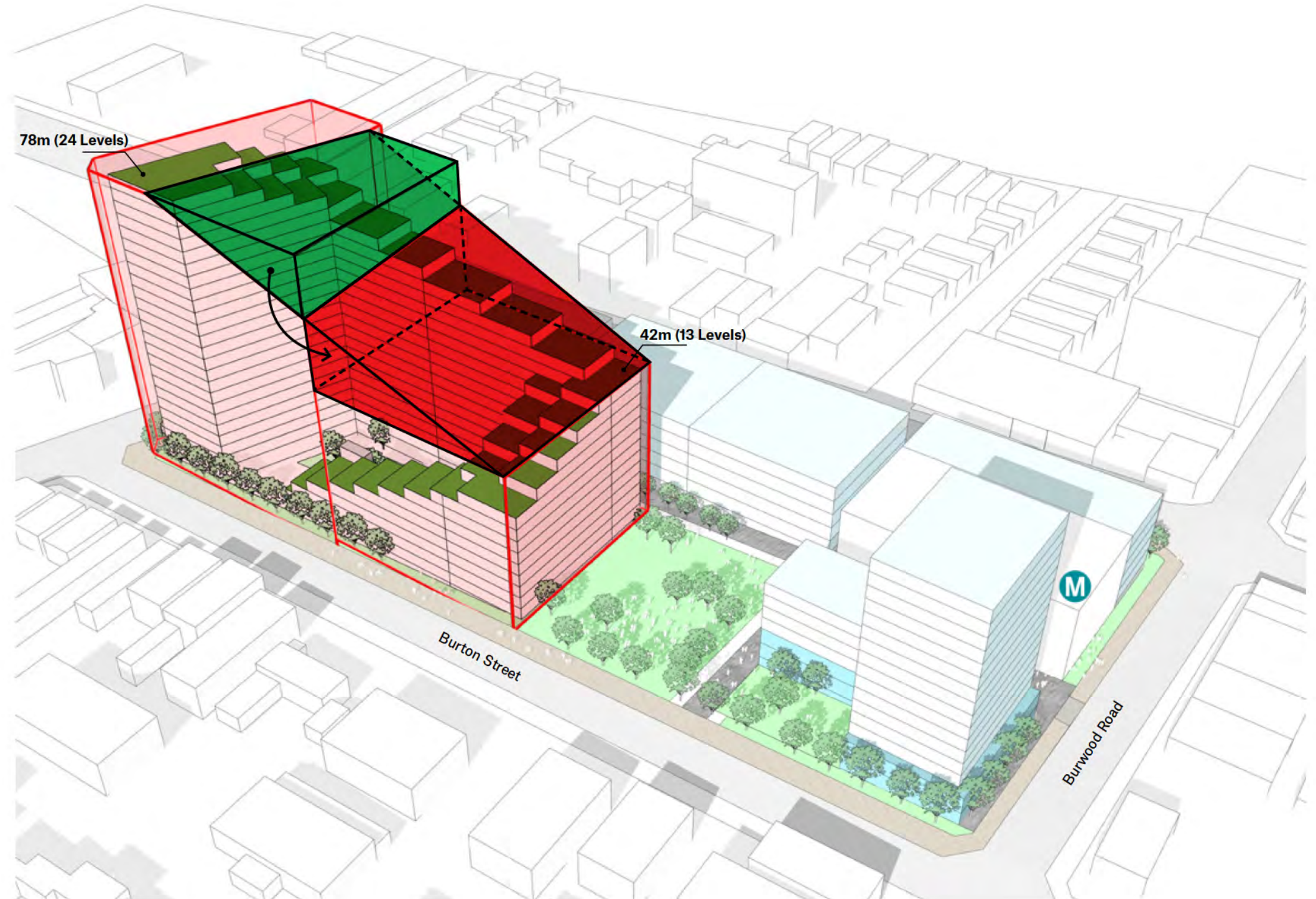
BURWOOD NORTH METRO

Proposed Massing With Proposed Envelope



BURWOOD NORTH METRO

Proposed Massing With Proposed Envelope



BURWOOD NORTH METRO

Masterplan

Solar Study - Planning Proposal Massing



JUNE 21st - 9 AM



JUNE 21st - 10 AM



JUNE 21st - 11 AM



JUNE 21st - 12 PM



BURWOOD NORTH METRO

Masterplan

Solar Study - Planning Proposal Massing



JUNE 21st - 1 PM



JUNE 21st - 2 PM



JUNE 21st - 3 PM



BURWOOD NORTH METRO

Masterplan

Solar Study - Grocon Masterplan Massing



JUNE 21st - 9 AM



JUNE 21st - 10 AM



JUNE 21st - 11 AM



JUNE 21st - 12 PM



BURWOOD NORTH METRO

Masterplan

Solar Study - Grocon Masterplan Massing



JUNE 21st - 1 PM



JUNE 21st - 2 PM



JUNE 21st - 3 PM



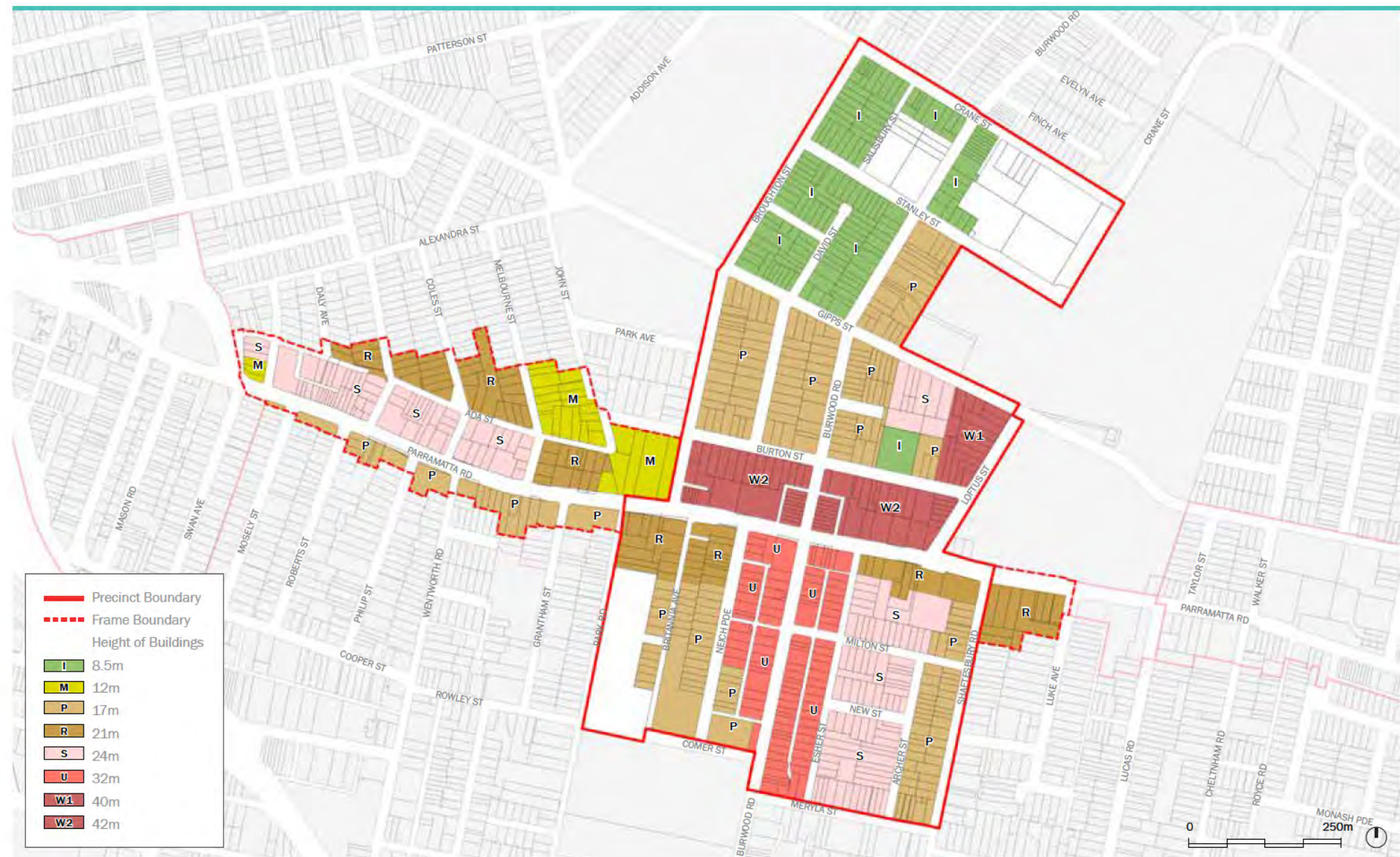
BURWOOD NORTH METRO

Overshadowing:

The relocation of the park to the west provides a reduction in overshadowing from the north west, with the public space widening due to the through site link.

In addition, relocating the park protects it from overshadowing from the future development in 1-9 Burton Street, 1-11 Loftus St and 10-14 Gipps Street, of up to 40m (W1).

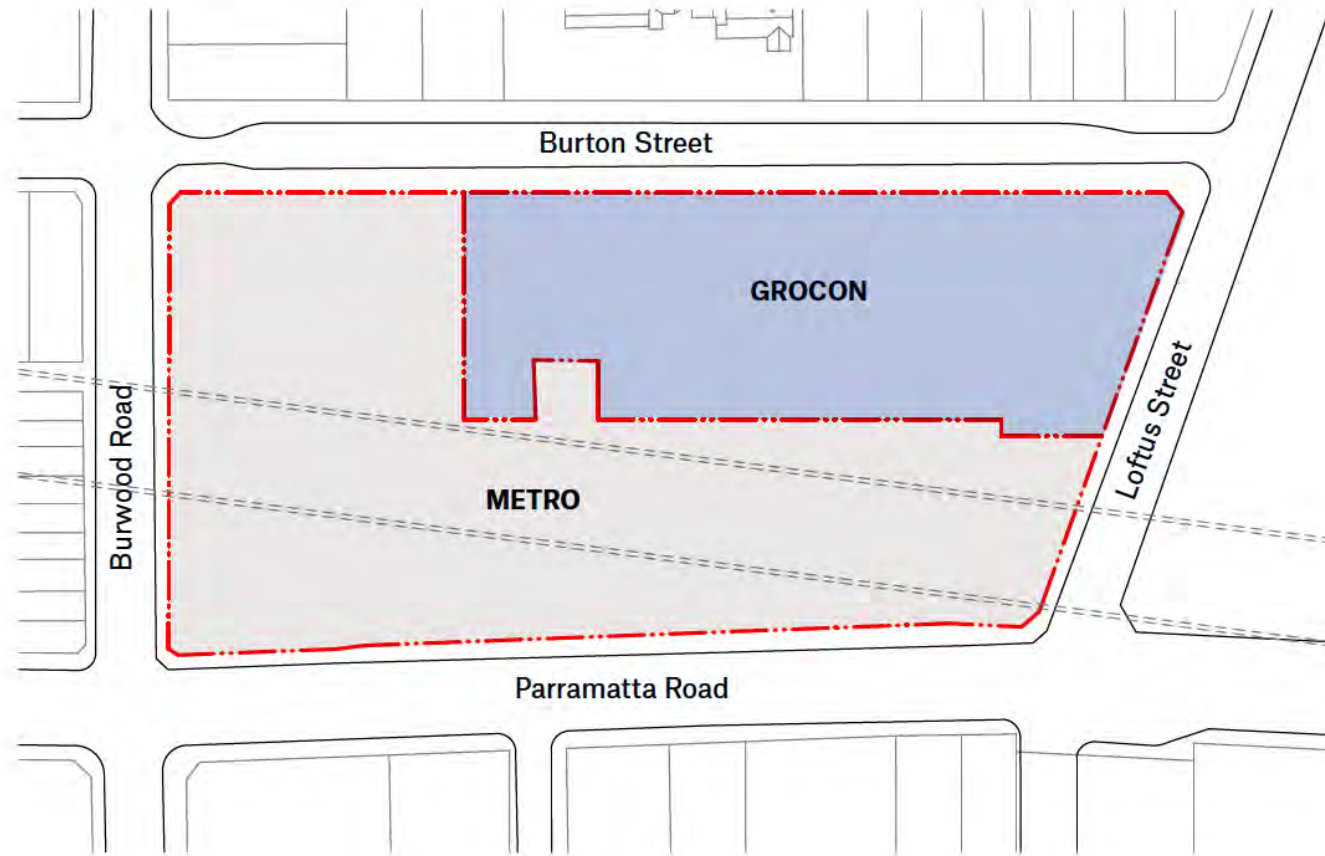
Figure 8.13: Burwood-Concord Recommended Building Heights



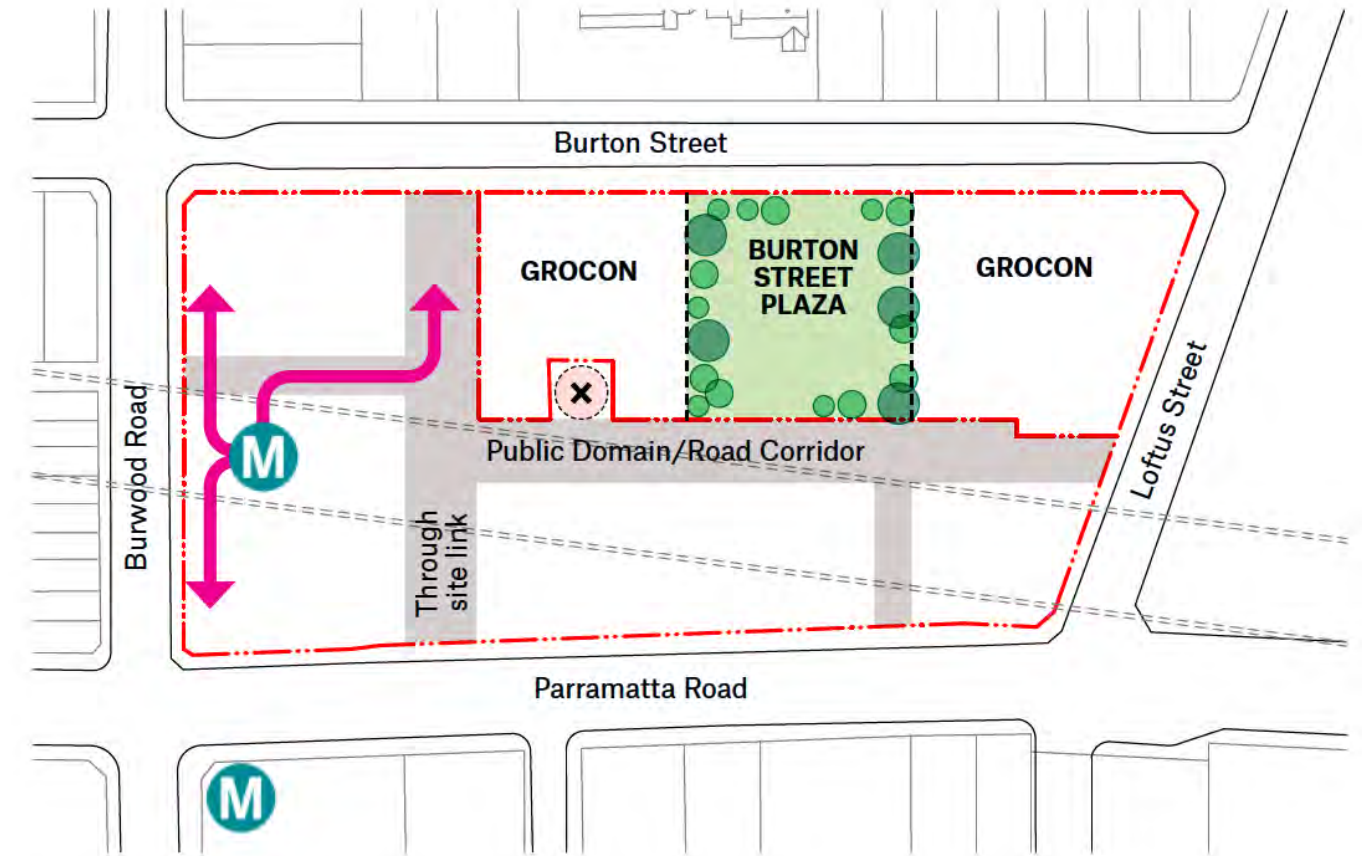
BURWOOD NORTH METRO

Masterplan

Park Relocation Rational



1. OWNERSHIP



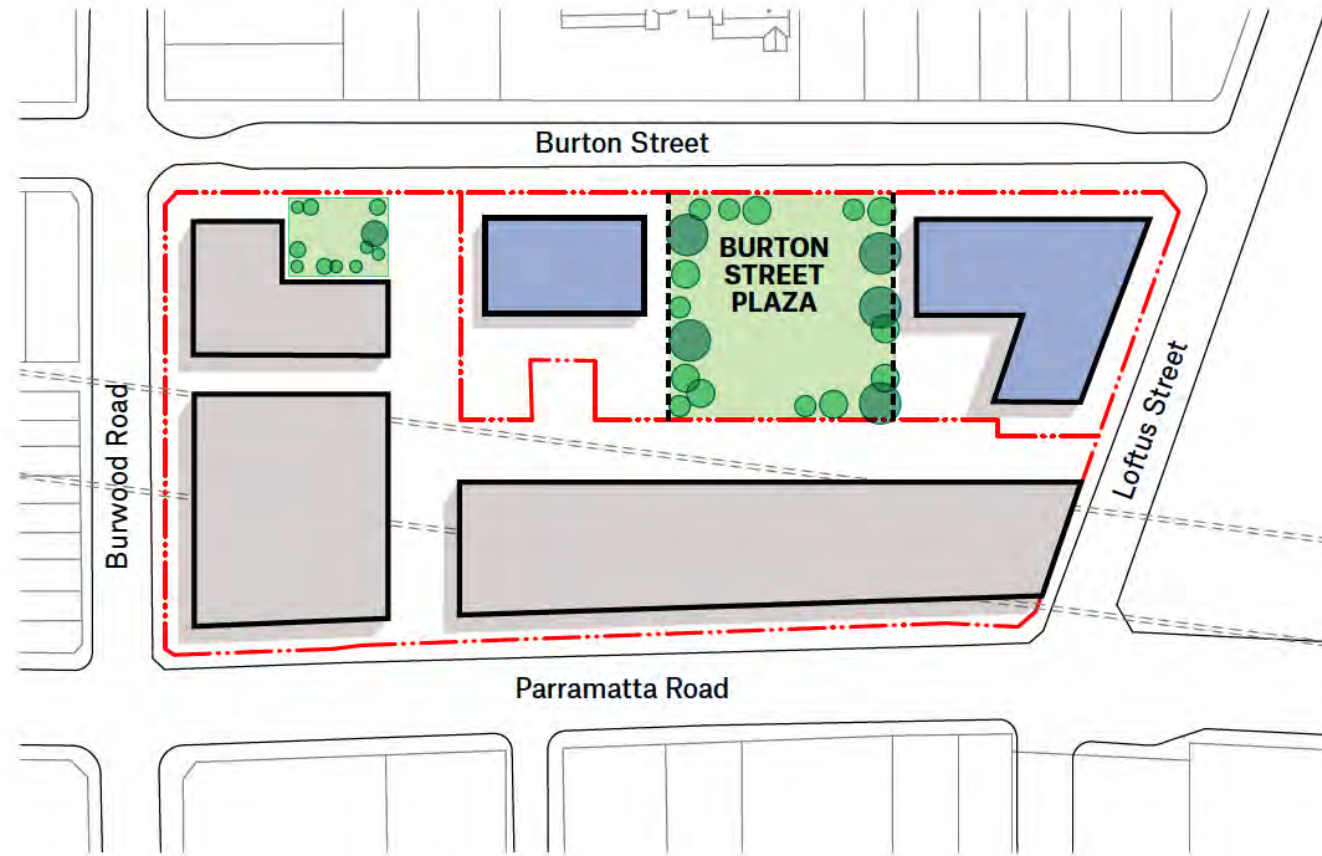
2. PR CUTS BLOCK MASTERPLAN

- Issues - Split development
- Park disconnected from Metro
 - Complex site geometry
 - 2x basement for Grocon

BURWOOD NORTH METRO

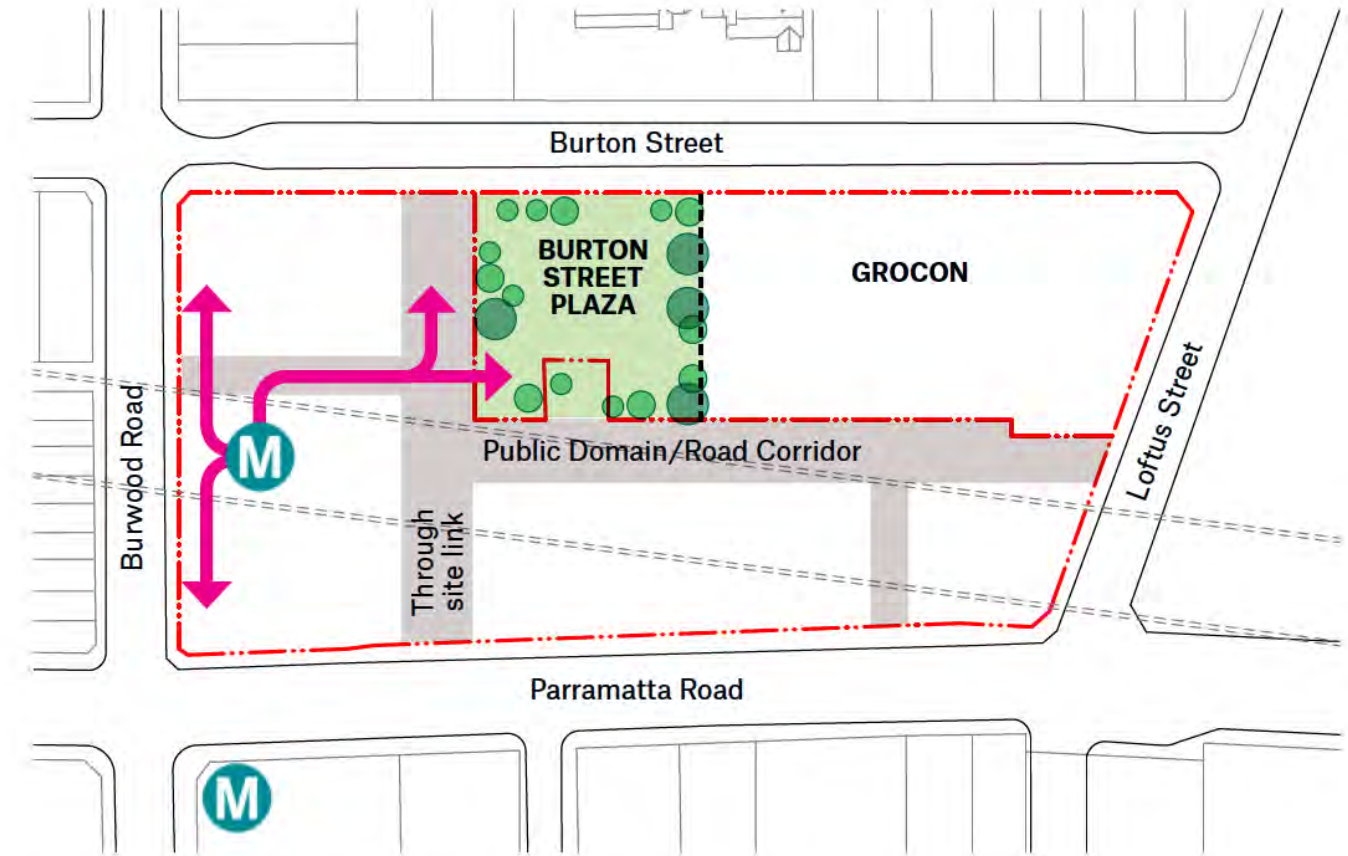
Masterplan

Park Relocation Rational



3. PRCUTS BUILDING ENVELOPES

- Stand alone buildings
- Not framing park



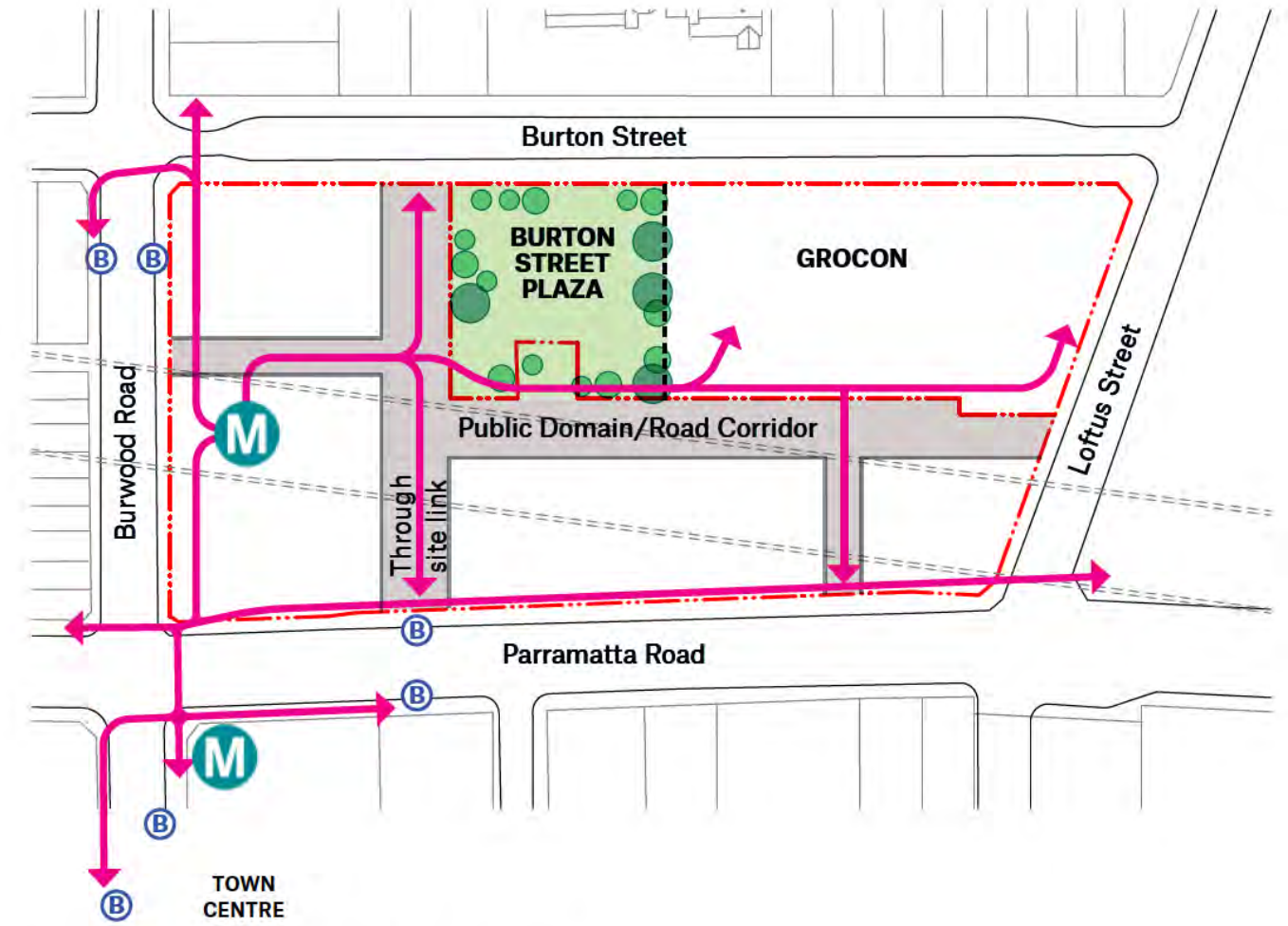
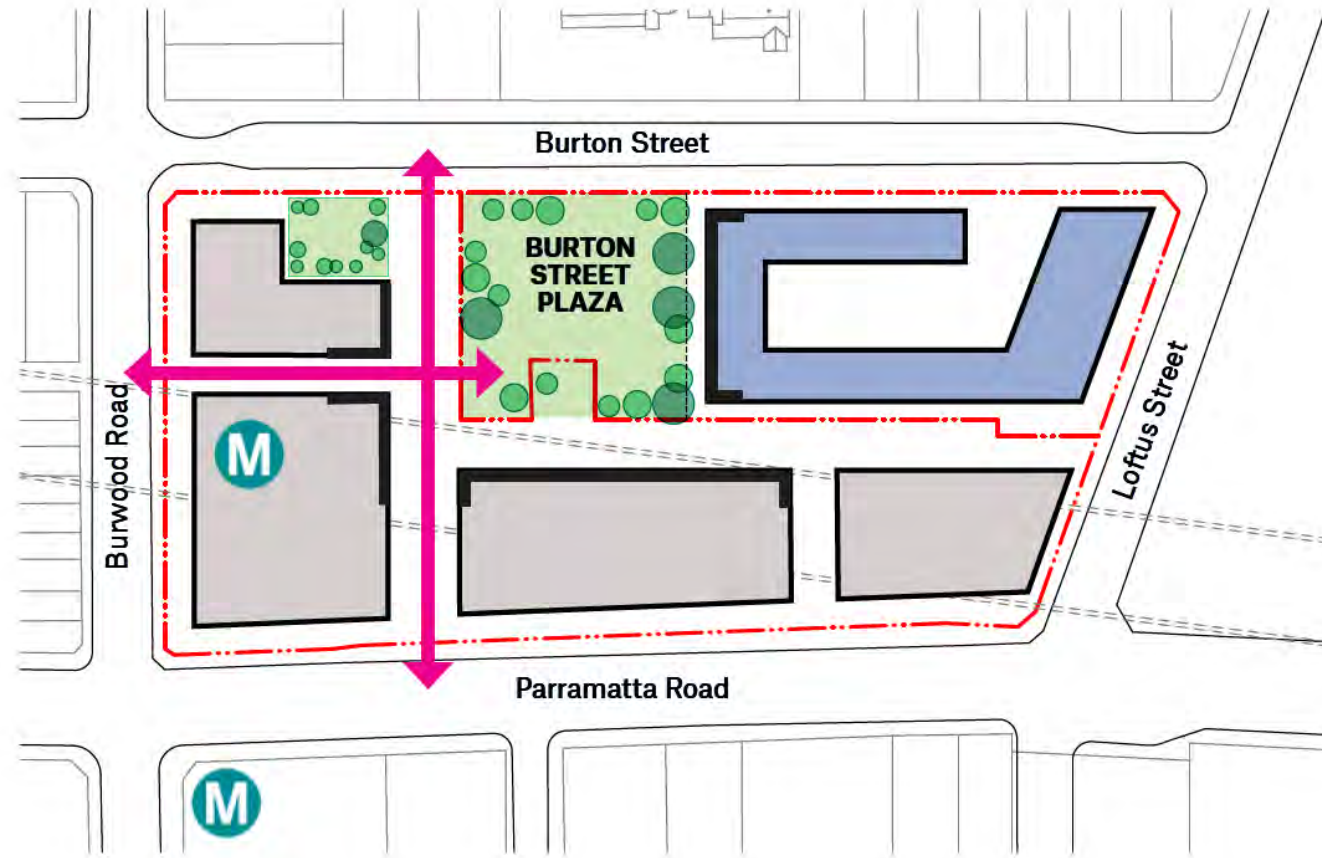
4. METRO/GROCON PARK RELOCATION

- Metro access to park improved
- Grocon site consolidated

BURWOOD NORTH METRO

Masterplan

Park Relocation Rational



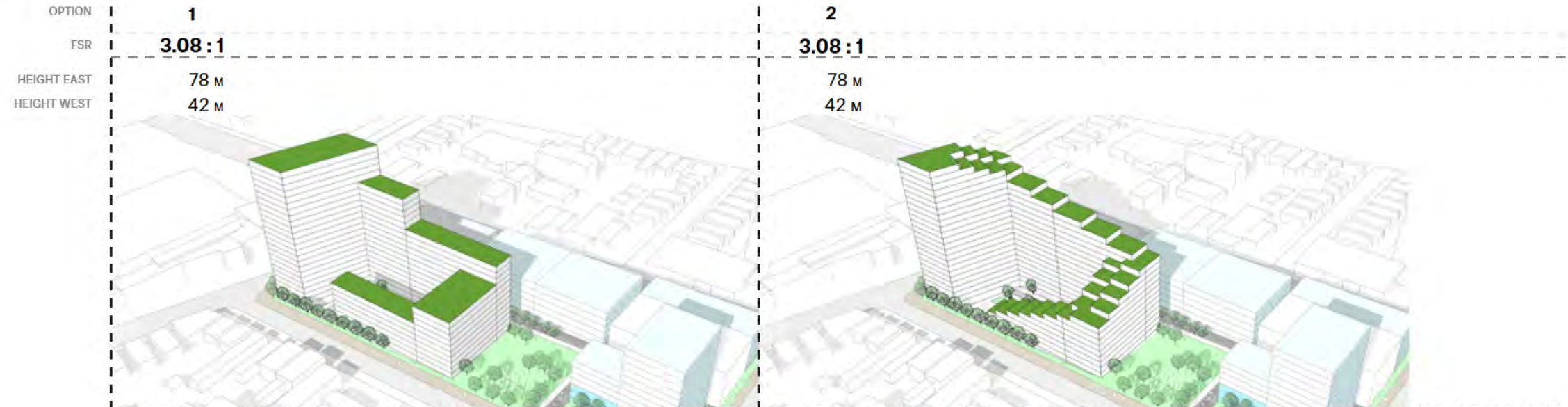
5. METRO/GROCON MASTERPLAN

- Consolidated Grocon site
- Park accessible to Metro
- Defined park edges
- Through site permeability

6. METRO/GROCON MASTERPLAN PEDESTRIAN MOVEMENT

BURWOOD NORTH METRO

Masterplan ADG Compliance



ITEM DESCRIPTION	COMPLIANCE/CONSIDERED		COMPLIANCE/CONSIDERED	
PART 3 - SITING THE DEVELOPMENT				
3A - SITE ANALYSIS	✓	Compliant	✓	Compliant
3B - ORIENTATION	✓	Overshadowing to the south is minimised	✓✓	Overshadowing to the south is minimised
3B-1 Building Types and Layouts	✓	Rear building facing north	✓	Rear building facing north
3B-2 Building Types and Layouts	✓	Considered as part of masterplan and envelope	✓	Considered as part of masterplan and envelope
3C - PUBLIC DOMAIN INTERFACE	✓	Capable of compliance	✓	Capable of compliance
3D - COMMUNAL AND PUBLIC OPEN SPACE	✓	Capable of compliance through roof terraces.	✓✓	Capable of compliance
3E - DEEP SOIL ZONES	✓	Capable of compliance + public park providing 30% DS	✓	Capable of compliance + public park providing 30% DS
3F - VISUAL PRIVACY	✓	Compliant, min building separation 22m.	✓	Compliant, min building separation 22m.
3G - PEDESTRIAN ACCESS & ENTRIES	✓	Capable of compliance	✓	Capable of compliance
3H - VEHICLE ACCESS	✓	Capable of compliance	✓	Capable of compliance
3J - BICYCLE & CAR PARKING	✓	Capable of compliance, within 800m of Railway Station	✓	Capable of compliance, within 800m of Railway Station
PART 4 - SITING THE DEVELOPMENT				
4A - SOLAR AND DAYLIGHT ACCESS	✓✓	Approx 89% Solar Access, maximises north orientation	✓✓	Approx 90% Solar Access, maximises north orientation
4B - NATURAL VENTILATION	✓✓	Approx 74% Cross vent, capable of compliance	✓✓	Approx 74% Cross vent, capable of compliance
4C - CEILING HEIGHTS	✓	Capable of compliance, FTF at 3150mm.	✓	Capable of compliance, FTF at 3150mm.
4D - APARTMENT SIZE AND LAYOUT	✓	Apartment sizes exceed ADG minimum sizes.	✓	Apartment sizes exceed ADG minimum sizes.
4E - PRIVATE OPEN SPACE AND BALCONIES	✓	Balcony sizes exceed ADG minimum sizes.	✓	Balcony sizes exceed ADG minimum sizes.
4F - COMMON CIRCULATION AND SPACES	✓	Capable of compliance, max. 7 apartments per core/floor.	✓	Capable of compliance, max. 7 apartments per core/floor.
4G - STORAGE	✓	Capable of compliance	✓	Capable of compliance
4H - ACOUSTIC PRIVACY	✓	Capable of compliance	✓	Capable of compliance
4J - NOISE AND POLLUTION	✓	Capable of compliance	✓	Capable of compliance
4K - APARTMENT MIX	✓	Approx. 12% Studios, 34% 1-Bed, 46% 2-Bed, 8% 3-Bed	✓	Approx. 12% Studios, 34% 1-Bed, 46% 2-Bed, 8% 3-Bed
4L - GROUND FLOOR APARTMENTS	✓	Capable of compliance	✓	Capable of compliance
4M-X	✓	Capable of compliance	✓	Capable of compliance
Capable of Complying ✓	✓	Overall masterplan capable of compliance with the ADG	✓	Overall masterplan capable of compliance with the ADG
Not Capable of Complying ✗				
	✓		recommended ✓✓	

BURWOOD NORTH METRO

Single Building Masterplan

Key points:

- Park to the west
- Single building stepping up to North-East
- Consolidated communal spaces
- Multiple roof terraces

Building Height:
17m - 78m

FSR:
Overall Site - 3.08

GFA:
Grocon Site: 33,329m²



BURWOOD NORTH METRO

Single Building Ground Level

Development Summary

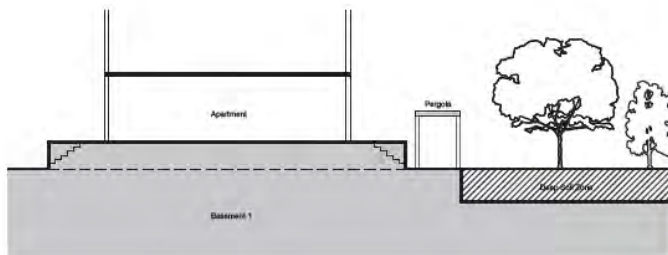
Site Area: 7,584m²
GFA: 33,329m²
FSR Overall Site: 3.08

Unit Types

Studio: 48
1 Bed: 144
2 Bed: 188
3 Bed: 31
Total: 411

Communal Area

1,536m²
*Internal



BURWOOD NORTH METRO

Single Building L01-L03

Development Summary

Site Area: 7,584m²
GFA: 33,329m²
FSR Overall Site: 3.08

Unit Types

Studio: 48
1 Bed: 144
2 Bed: 188
3 Bed: 31
Total: 411

Communal Area

1,536m²
*Internal



BURWOOD NORTH METRO

Single Building L04-L08

Development Summary

Site Area: 7,584m²
GFA: 33,329m²
FSR Overall Site: 3.08

Unit Types

Studio: 48
1 Bed: 144
2 Bed: 188
3 Bed: 31
Total: 411

Communal Area

1,536m²
*Internal



BURWOOD NORTH METRO

Single Building L09-12

Development Summary

Site Area: 7,584m²
GFA: 33,329m²
FSR Overall Site: 3.08

Unit Types

Studio: 48
1 Bed: 144
2 Bed: 188
3 Bed: 31
Total: 411

Communal Area

1,536m²
*Internal



BURWOOD NORTH METRO

Single Building L13-17

Development Summary

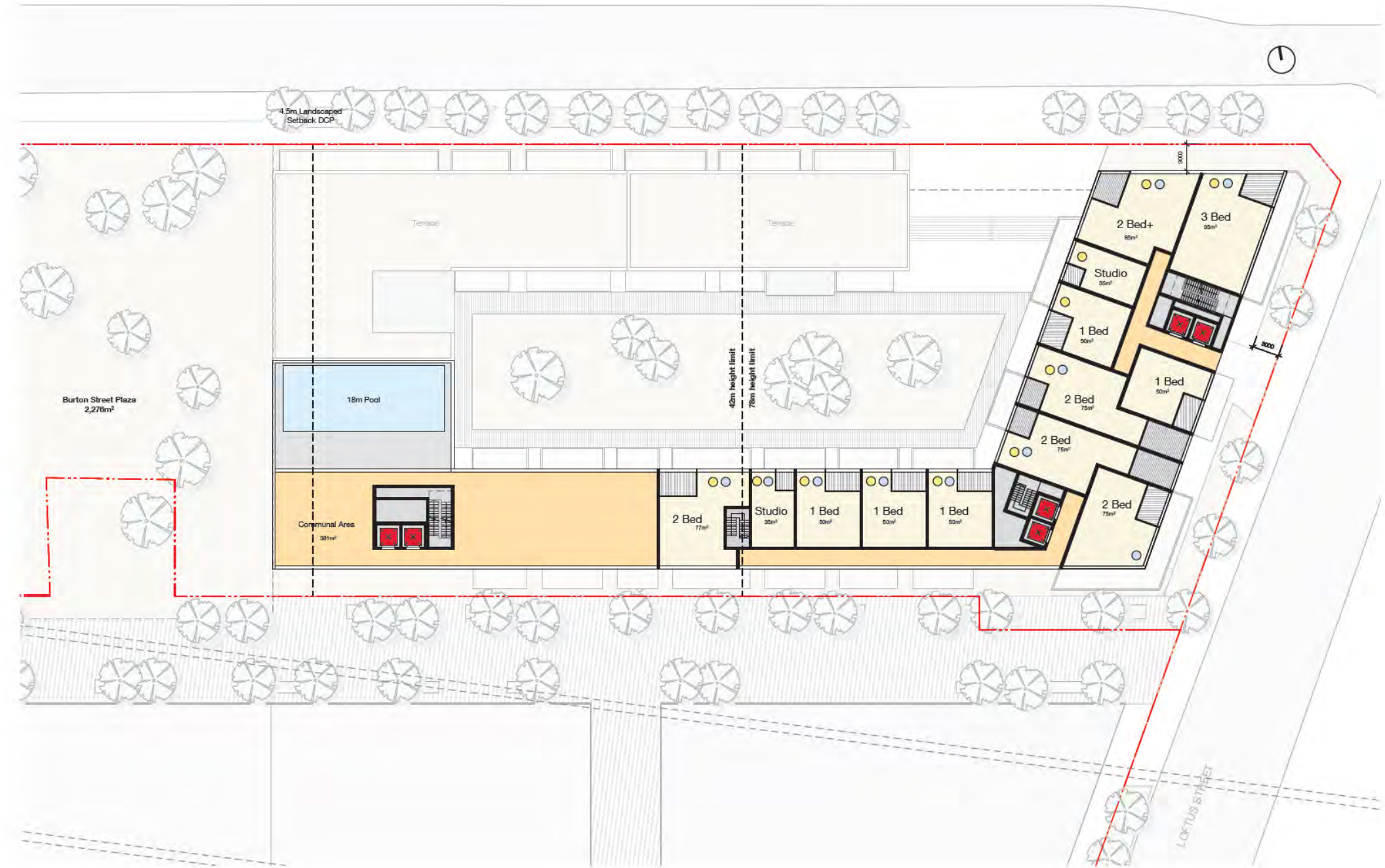
Site Area: 7,584m²
 GFA: 33,329m²
 FSR Overall Site: 3.08

Unit Types

Studio: 48
 1 Bed: 144
 2 Bed: 188
 3 Bed: 31
Total: 411

Communal Area

1,536m²
 *Internal



BURWOOD NORTH METRO

Single Building L18-23

Development Summary

Site Area: 7,584m²
 GFA: 33,329m²
 FSR Overall Site: 3.08

Unit Types

Studio: 48
 1 Bed: 144
 2 Bed: 188
 3 Bed: 31
Total: 411

Communal Area

1,536m²
 *Internal



BURWOOD NORTH METRO

Single Building Roof Plan

Development Summary

Site Area: 7,584m²
 GFA: 33,329m²
 FSR Overall Site: 3.08

Unit Types

Studio: 48
 1 Bed: 144
 2 Bed: 188
 3 Bed: 31
Total: 411

Communal Area

1,536m²
 *Internal



BURWOOD NORTH METRO

Single Building Basement 1

Development Summary

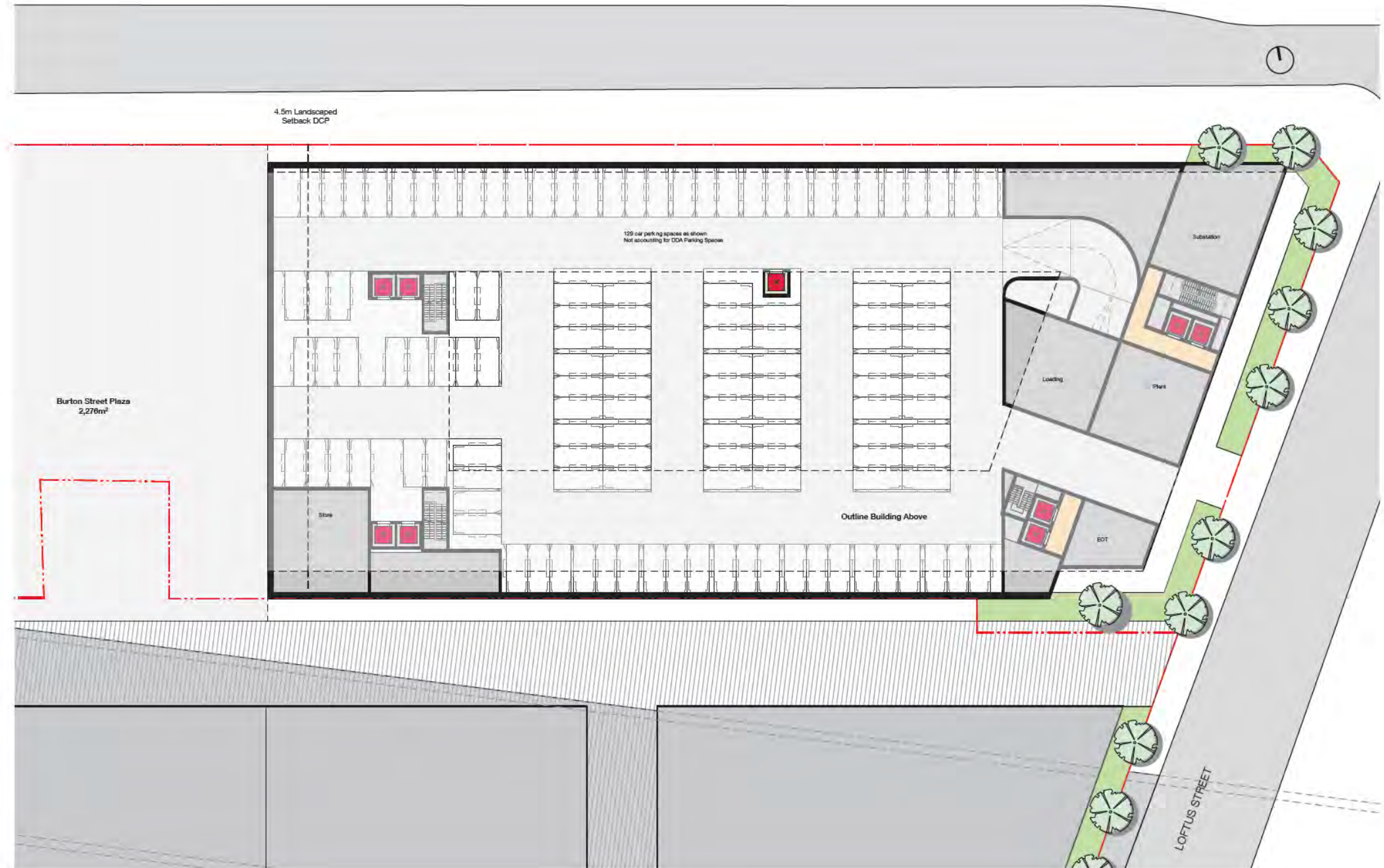
Site Area: 7,584m²
GFA: 33,329m²
FSR Overall Site: 3.08

Unit Types

Studio: 48
1 Bed: 144
2 Bed: 188
3 Bed: 31
Total: 411

Communal Area

1,536m²
*Internal



BURWOOD NORTH METRO

Single Building Basement 2

Development Summary

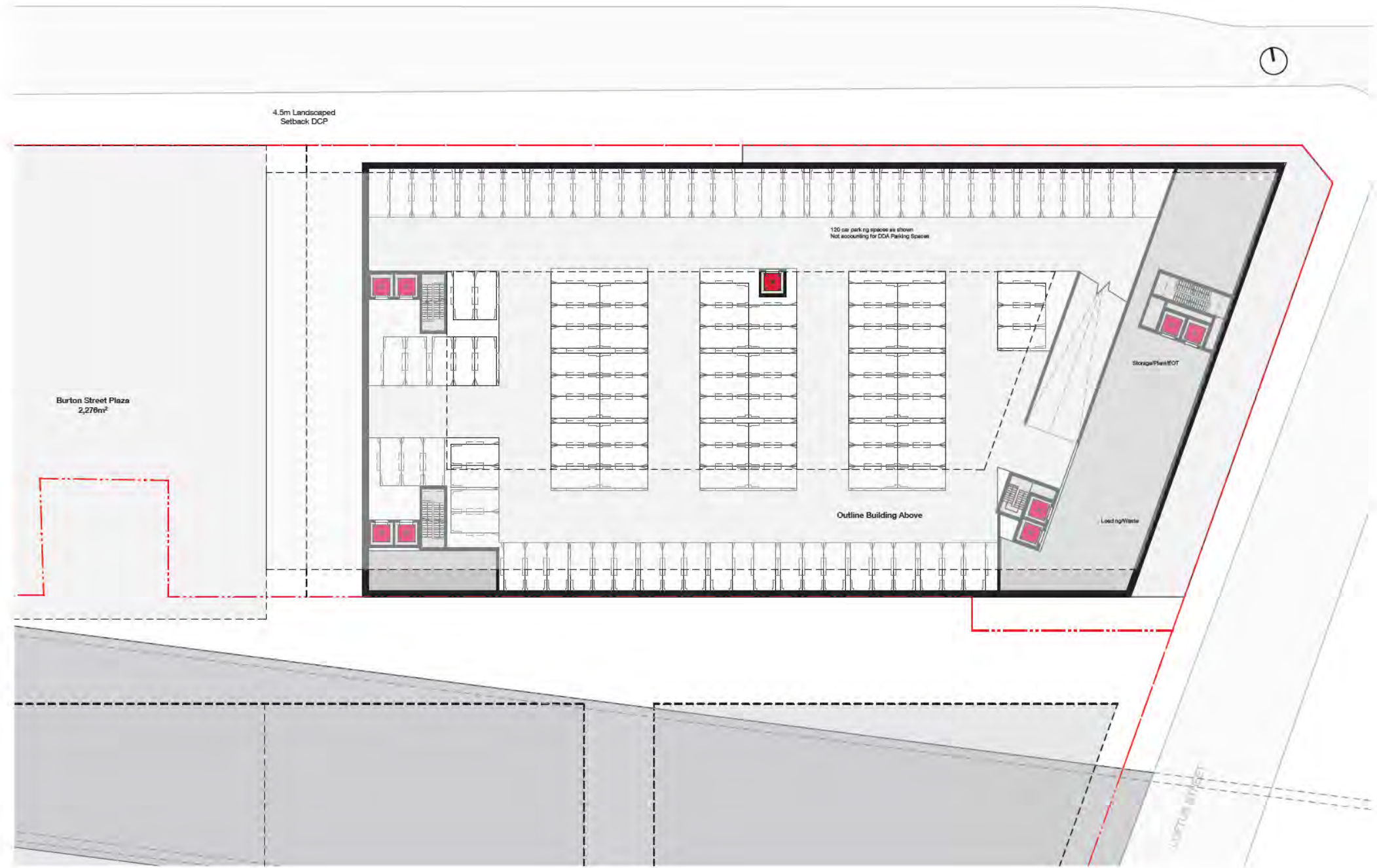
Site Area: 7,584m²
GFA: 33,329m²
FSR Overall Site: 3.08

Unit Types

Studio: 48
1 Bed: 144
2 Bed: 188
3 Bed: 31
Total: 411

Communal Area

1,536m²
*Internal



BURWOOD NORTH METRO

Single Building Section

Development Summary

Site Area: 7,584m²
 GFA: 33,329m²
 FSR Overall Site: 3.08

Unit Types

Studio: 48
 1 Bed: 144
 2 Bed: 188
 3 Bed: 31
Total: 411

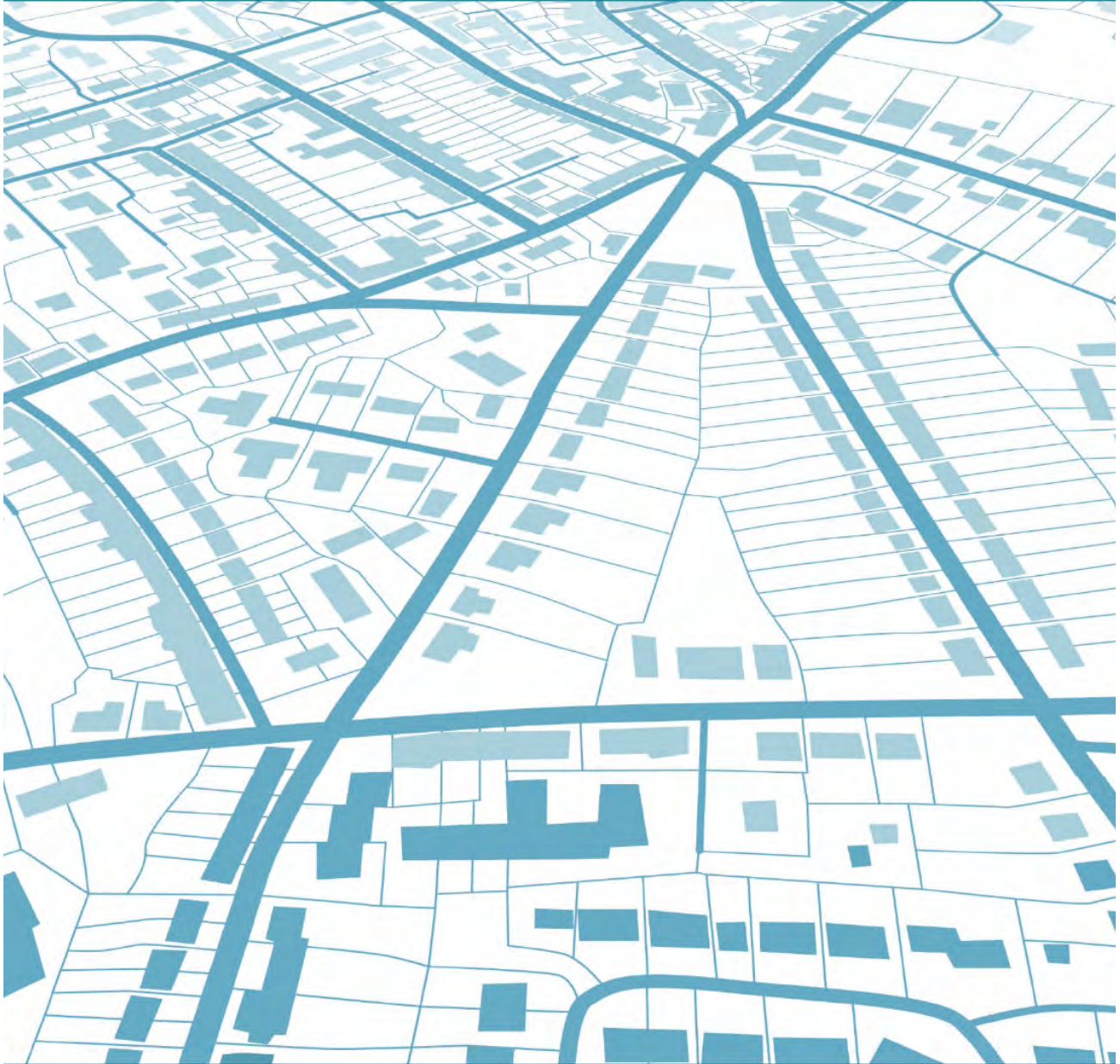
Communal Area

1,536m²
 *Internal



ttpa **TRANSPORT AND TRAFFIC PLANNING ASSOCIATES**
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Chatswood NSW 2067
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E info@tpa.com.au | tpa.com.au



Envisaged “Build To Rent” Residential Development Burwood North Metro Precinct

Traffic, Transport and Parking Assessment

Ref: 22060
Date: March 2022
Issue: C

Transport and Traffic Planning Associates

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Appendix A Concept Plans

Ref. 22060

Transport and Traffic Planning Associates

1.0 Introduction

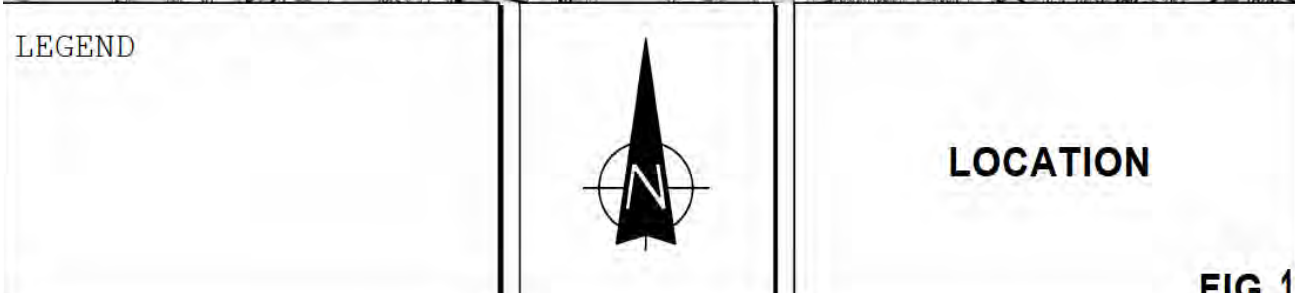
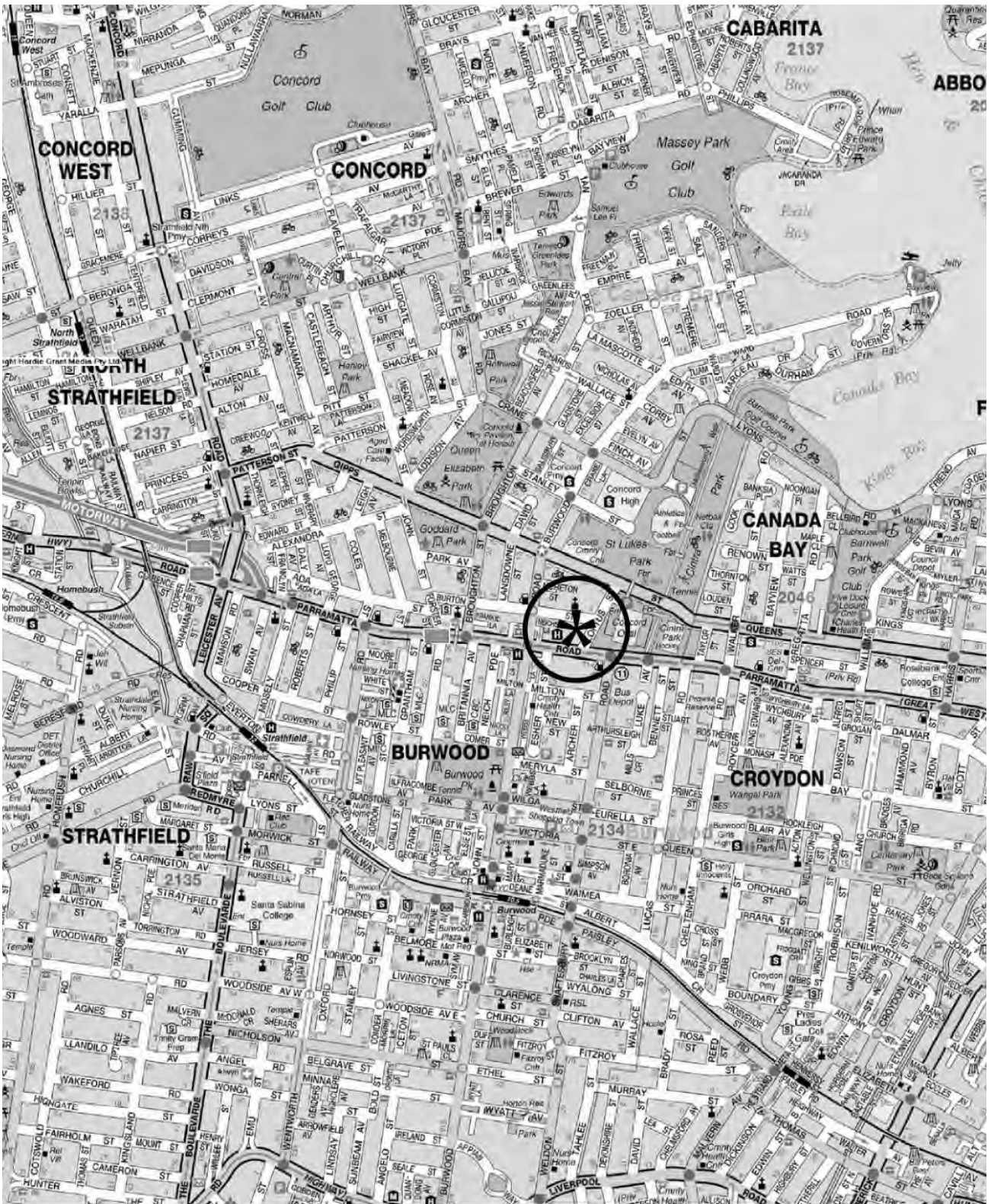
This report has been prepared for Grocon (Concord) Holdings to accompany an Application to Canada Bay Council for an envisaged residential apartment (build to rent) complex in the Burwood North Metro Precinct (Figure 1).

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was established by the NSW Government with the objective of transforming the Parramatta Road Corridor by creating new precincts as “places for people”, with new housing, commercial and retail centres, employment, green space and public areas.

The new precincts are framed around the proposed new Metro Stations and Canada Bay Council has prepared a Planning Proposal to amend the Local Environmental Plan (CBLEP 2013). This Planning Proposal has been developed to refine the PRCUTS Implementation Plan and to give effect to the Eastern Sydney District Plan, the Canada Bay LSPS and LHS.

The aim of the Planning Proposal is to implement Stage 1 of PRCUTS which comprises the Kings Bay, Burwood – Concord and Homebush North precincts. The subject site is located within close proximity to the proposed Burwood North Metro Station and the envisaged development comprises:

- a new building complex with significant public and private open space areas
- some 411 “build to rent” apartments
- basement parking
- pedestrian and cyclist linkages integrated with the Metro Station precinct network



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The purpose of this report is to:

- ❖ describe the site, the precinct planning and the envisaged development scheme
- ❖ describe the road network serving the site and the prevailing traffic conditions
- ❖ assess the appropriateness of the envisaged parking provision
- ❖ assess the potential traffic implications
- ❖ assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements
- ❖ assess the envisaged provisions for pedestrians and cyclists.

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2.0 Concept Development Scheme

2.1 Site, Context and Existing Circumstances

The site (Fig 2) is a consolidation of numerous lots which occupies a generally rectangular shaped total area of 7,584 m² with frontages to the southern side of Burton Street and western side of Loftus Street.

The site is adjoined by various commercial uses to the south fronting onto Parramatta Road while there are residential uses to the west and along the northern side of Burton Street (as well as school). The large Concord Oval Sporting Venue extends to the east while residential uses extend to the north and west and the large St Lukes Park extends to the northeast to Kings Bay.

Retail and commercial uses extend along Burwood Road to the Burwood Town Centre and Railway Station some 1 km to the south.

The site is currently occupied by some 30 dwellings being a mix of single dwellings and residential flats buildings.

2.2 Precinct Planning

There have been a number of studies undertaken in relation to the PRCUTS Strategy, that was released in 2016, which outlined the vision to provide for 27,000 new dwellings and 50,000 new jobs along the Parramatta Road Corridor. Principal amongst these studies are:

- The Burwood Precinct Master Plan Report GSA May 2021 (for Canada Bay Council)
- The Parramatta Road Corridor Traffic and Transport Study Bitzios February 2022 (for Canada Bay, Burwood and Strathfield Councils)

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The Masterplan study area encompasses the proposed Metro Burwood North station on the northeast corner of Parramatta Road and Burwood Road and is bound by Parramatta Road, Broughton Street, Burton Street and Loftus Street. The study followed the PRCUTS Tool Kit and Planning and Design Guidelines in developing the Urban Design Principles for the Precinct including building height, building set backs and through site links as well as new public open space areas.

The Traffic and Transport Study adopted an integrated “corridor wide” traffic model (i.e. the whole of Parramatta Road) developed by DPIE and TfNSW and the parallel evaluation methods. The study adopted the proposed land rezoning development outcomes to:

- assess the traffic implications
- assess the traffic and transport challenges for each precinct
- identify the transport planning principles
- assess the traffic infrastructure needs
- develop precinct specific traffic and transport strategies and a staged implementation plan.

2.3 Envisaged Development

The envisaged development encompasses a site area which is different to that identified in the Precinct Master Plan in that the proposed open space area (Burton Street Plaza) is envisaged to be moved to the west to better integrate with the Metro Station and its pedestrian linkages.

The existing buildings would be demolished and part of the site excavated to construct a 4 to 23 – level building complex over basement carparking. The envisaged development comprises:

48 x studio apartments
144 x one-bedroom apartments
188 x two-bedroom apartments
31 x three-bedroom apartments

Total 411 apartments



LEGEND



SITE

FIG 2

Transport and Traffic Planning Associates

A total of 208 parking spaces are envisaged in two basement levels with vehicle access provided on the Loftus Street frontage.

Details of the envisaged development are provided on the concept plans prepared by Bates Smart Architects which accompany the Application and are reproduced in part in Appendix A.

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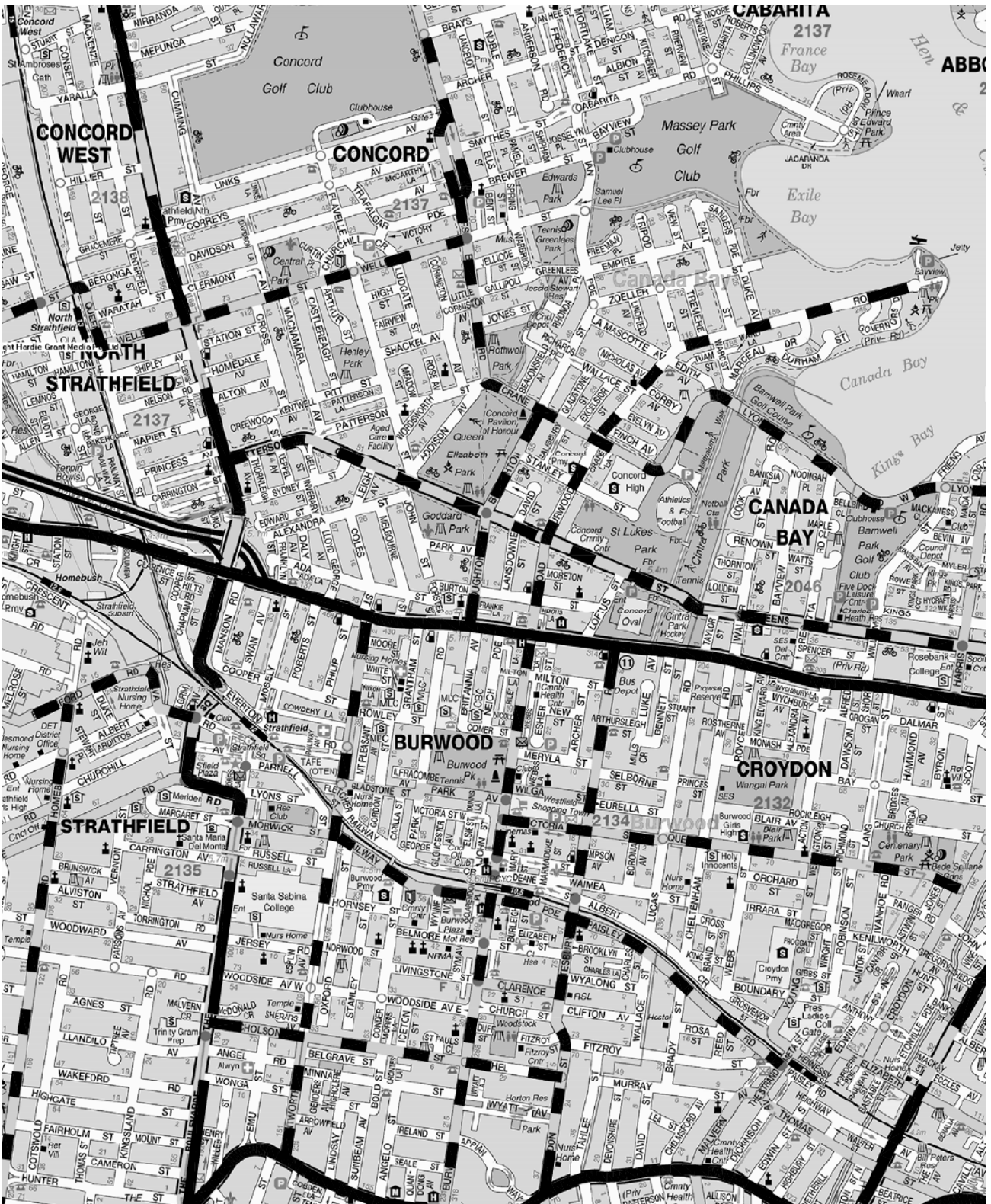
3.0 Road Network and Traffic Conditions

3.1 Road Network




The road network serving the site (Figure 3) comprises:

- ❖ *M4 Motorway* – a State Road and arterial routes which is contained in the M4 East Tunnel connecting between the M4 Western Motorway at the North Strathfield and West Connex
- ❖ *Parramatta Road* – a State Road and arterial route that connects between Sydney and Penrith
- ❖ *Concord Road* – a State Road and part of a north-south sub-arterial route which connects between Ryde and Enfield
- ❖ *Burwood Road* – a Regional Road (north of Parramatta Road) and major collector road which connects through the Twon Centre and across Parramatta Road and the Hume Highway
- ❖ *Queens Road/Gipps Street* – a State Road and major collector route that connects between Concord Road and Great North Road
- ❖ *Broughton Street, Shaftsbury Road and Wentworth Road* – north – south collector roads connecting to Parramatta Road
- ❖ *Burton Street and Loftus Street* – local access roads.

Burton Street and Loftus Street are some 12.8 metres wide being relatively straight and level in the vicinity of the site.



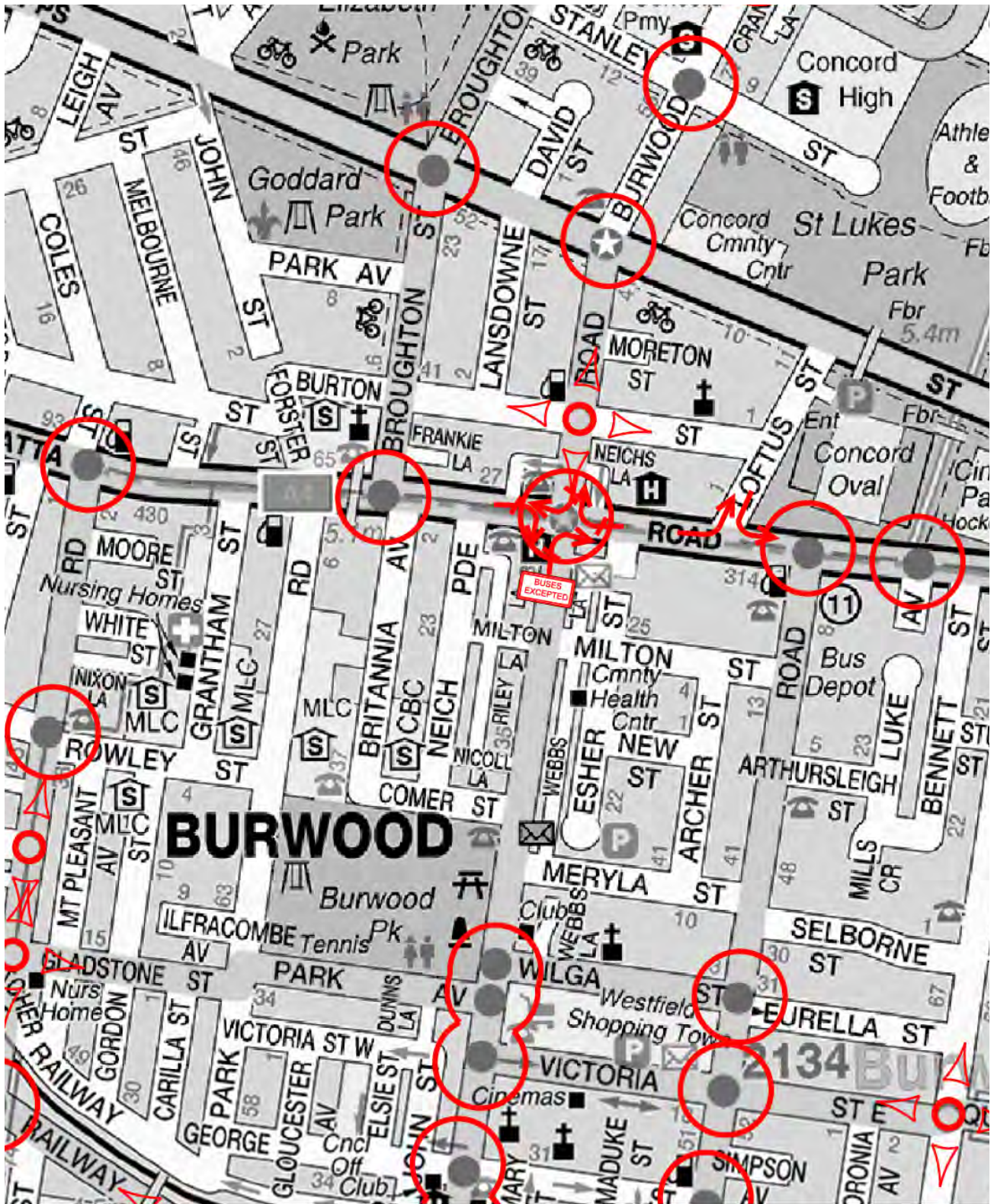
LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR






ROAD NETWORK

FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

FIG 4

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3.2 Traffic Controls

The traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) comprise:

- ❖ the traffic signals along Parramatta Road, including at the Burwood Road, Shaftsbury Road and Broughton Street intersections
- ❖ the traffic signals along Gipps Street at the Burwood Road and Broughton Street intersections
- ❖ the NO RIGHT TURN restrictions at the Parramatta Road and Burwood Road intersection
- ❖ the central median island along Parramatta Road which extends across the Loftus Street intersection
- ❖ the roundabout at the Broughton Street and Burton Street intersection
- ❖ the one-way restriction on Neichs Lane

3.3 Traffic Conditions

An indication of traffic conditions in the vicinity of the precinct is provided by data published by the TfNSW and surveys undertaken as part of this study.

The data published by the TfNSW is expressed in terms of Annual Average Daily Traffic (AADT) and details are provided in the following:

	AADT
Parramatta Road	55,000
Burwood Road	35,000

The Bitzios Traffic and Transport Study identified the assessed current traffic generation of the Burwood Precinct as follows:

Total Traffic Generation (2 hours) 2019			
	Traffic Out	Traffic In	Total
AM	1,018	1,403	2,421
PM	1,676	1,363	3,039

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3.4 Transport Services

The site is serviced by the following bus routes which run along Burwood Road (south) and Parramatta Road (east).

Route No.	Destination	Frequency
415	Campsie to Chiswick	15 – 20 mins (peak periods) 30 mins (off-peak periods and Saturday) 60 mins (Sunday)
461N	Burwood to City Hyde Park	30 mins (late night and early mornings daily)
461X	Burwood to City Domain	10 – 15 mins (peak periods) 15 mins (off-peak periods and weekends)

These services provide connections to railway stations, major centres and places of employment and entertainment.

3.5 Future Circumstances

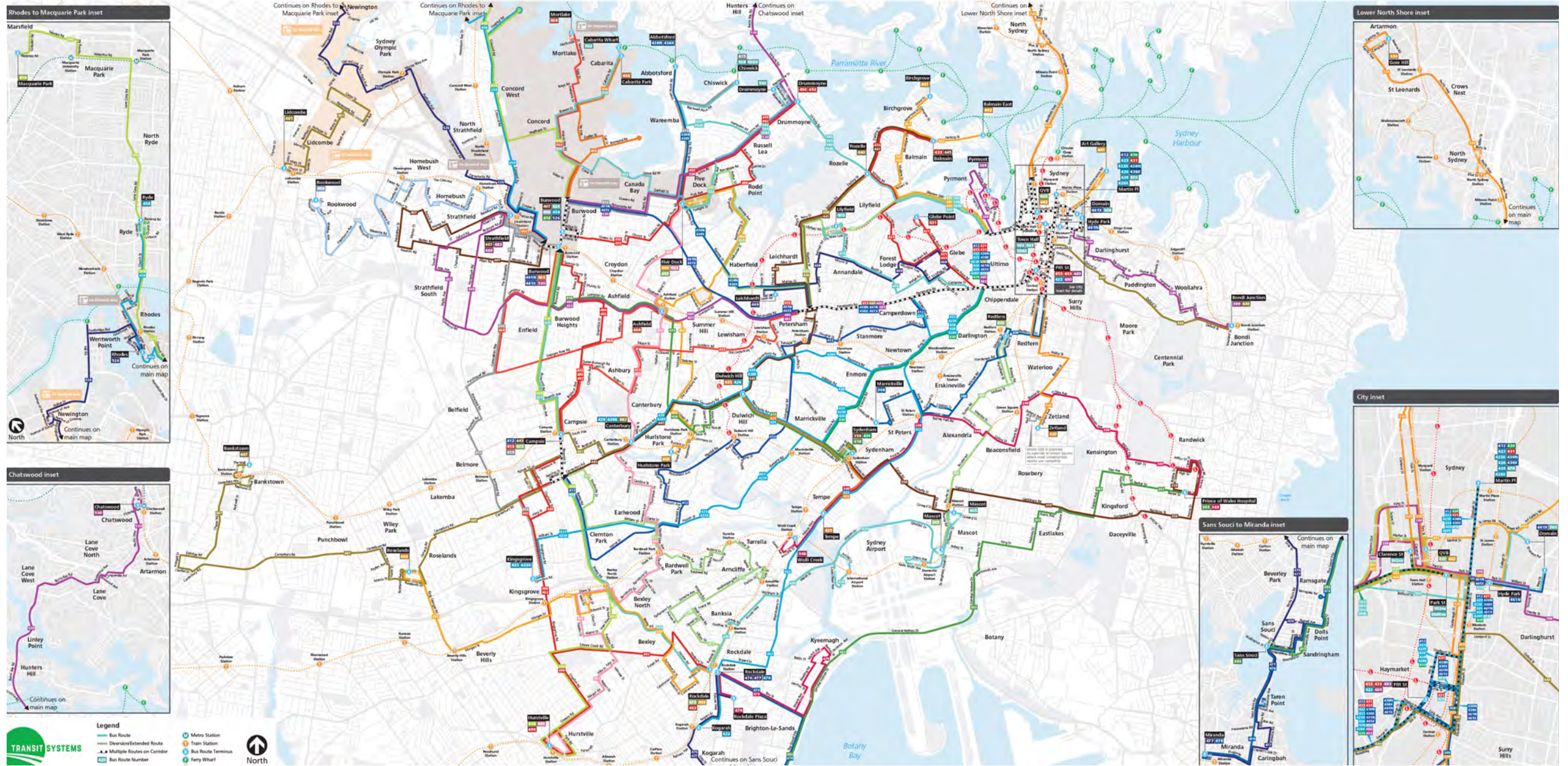
The Burwood Precinct Master Plan and Parramatta Road Traffic and Transport Study contain recommendations both for the development of the precinct and the related infrastructure as follows:

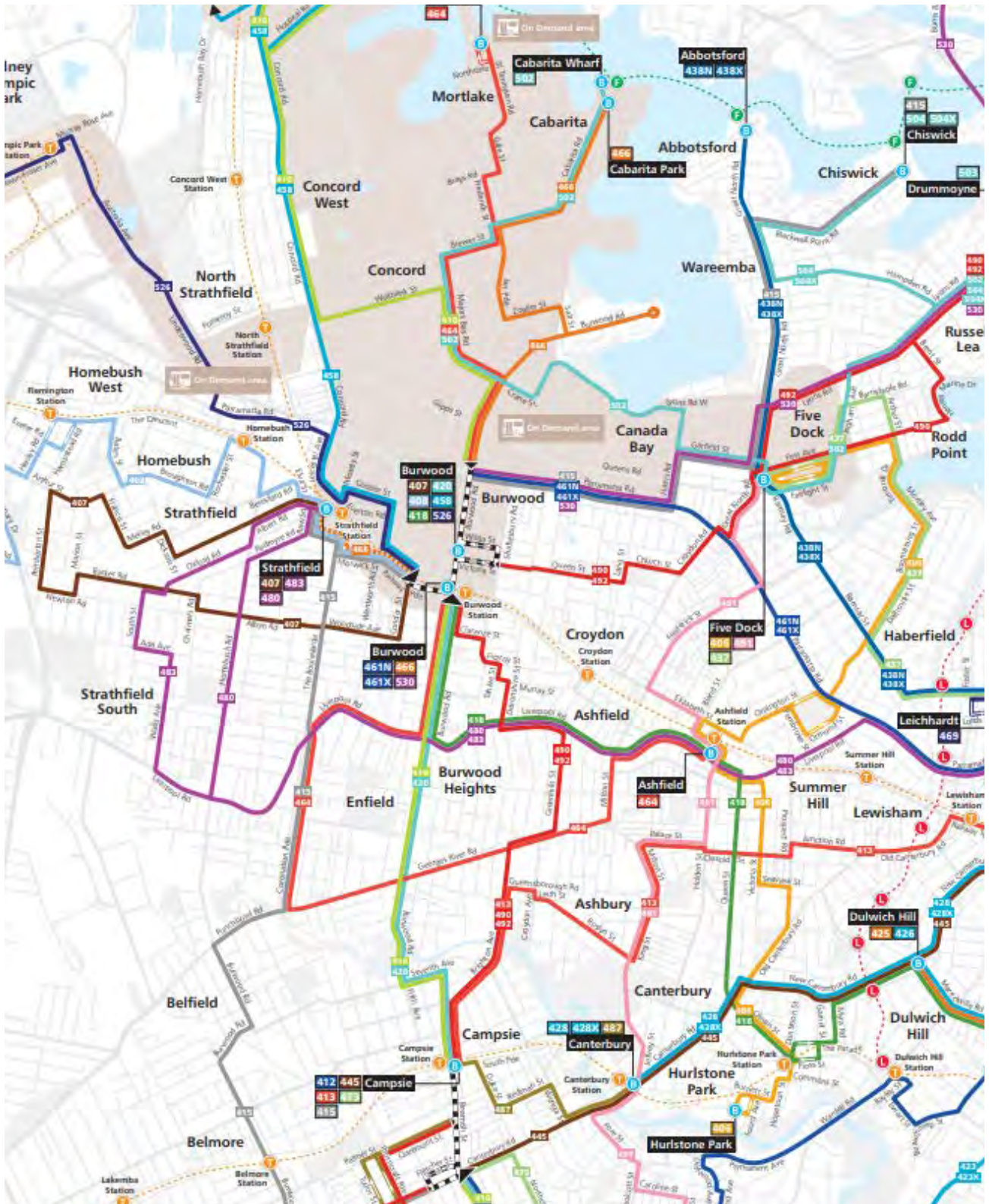
Master Plan

- ❖ create a “shared zone” roadway connecting between Burton Street and Loftus Street
- ❖ create north – south and east – west pedestrian linkages and through site links
- ❖ create ground level building setbacks for public domain enhancement

Inner West and Southern region network effective 5 December 2021

B





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Traffic and Transport Study

- ❖ replace the roundabout at the Burwood Road/Burton Street intersection with traffic signals
- ❖ provide peak period Clearway restrictions on Burwood Road
- ❖ potential traffic calming on Loftus Street
- ❖ provide on-street car share pods.

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4.0 Parking

Council's DCP advocates a minimal provision of on-site parking spaces in close proximity to the Metro Station. However, such draconian or even constrained parking provision can have adverse implications even when there is a railway station in close proximity.

In CBD circumstances (e.g. Sydney, North Sydney, Chatswood, Bondi Junction, Parramatta, Hornsby and even Burwood) there are large public parking stations which can provide alternative parking for residents.

However, it has been the experience in other areas where constrained parking has been applied that there is a problematic sudden substantiated demand for on-street parking. It is one thing to encourage "journey to work" by public transport but residents need to have vehicles available for recreational and holiday journeys etc and to travel to locations not readily accessible by public transport.

Nonetheless, "build to rent" apartments have a lower than normal car ownership characteristic for occupiers. The following table presents a comparison between the envisaged car parking provision (with the envisaged development yield) and the car parking provided with the proposed Master Plan yield and the parking rates recommended in the Traffic and Transport Study.

Total Number of Apartments	Proposed Rate			
	Count	Rate	Percentage	Spaces
Studio	48	@0.3	12%	14.4
1 Bed	144	@0.5	35%	72
2 Bed	188	@0.5	46%	94
3 Bed	31	@0.8	8%	24.8
Total	411			205.2 (205) spaces + 3 car share spaces
Visitors		Nil		

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Total Number of Apartments	Traffic Study Rate			
Studio	34	@0.3	12%	10.2
1 Bed	101	@0.5	35%	50.5
2 Bed	132	@0.9	46%	118.8
3 Bed	22	@1.2	8%	26.4
Total	288			205.9 (206) spaces
Visitors		@0.2		57.6 (58)

The envisaged development provides a total of 208 parking spaces including accessible spaces and 3 car share spaces. Provision will also be made in the basement for bicycle parking (in accordance with Table 1 of Section 3.1.3 of the DCP).

It is apparent that the envisaged parking provision site will be less than the rate proposed in the Traffic and Transport Study and the zero provision for visitors will also present a significant constraint on potential traffic generation.

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5.0 Traffic

An indication of the potential future traffic generation of the envisaged development scheme is provided by data published in the Roads and Traffic Authority's Development Guidelines TDT 2013-4b. The guidelines specify a generation rate for high density residential apartments with access to a railway station of 0.19 vtpm per apartment in the morning peak and 0.15 in the afternoon peak.

The Parramatta Road Corridor Traffic and Transport Study does not specify a traffic generation factor for the foreseen future development. However, the following will influence this outcome for the envisaged subject development:

- the close proximity of the new Metro Station
- the constrained parking provision
- the improved bus services
- the improved provisions for walking and cycling.

All of these factors will contribute to a traffic generation outcome per apartment which would be some 0.10 – 0.12 vtpm as is experience in the Sydney CBD. Application of this factor to the proposed 411 apartments would indicate a total generation in the AM and PM peak periods of some 40 vtpm.

Application of the Guide to Traffic Generating Development traffic generation rates to the dwellings on the site (albeit that some are now vacant) would indicate a former traffic generation during the AM and PM peaks of some 10 to 20 vtpm.

It is apparent that the additional traffic generation consequential to the envisaged development will be very minor and certainly well within the magnitude identified and assessed in the Traffic and Transport Study for the Precinct.

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6.0 Access, Internal Circulation and Servicing

Access

The envisaged combined ingress/egress driveway on the Loftus Street frontage and this will accord with the design requirements of AS 2890.1 (Section 3.2.2) and there will be suitable sight distances for entering and exiting vehicles due to the straight and level nature of Loftus Street at the site frontage.

Internal Circulation

The internal ramps, aisles and parking bay would accord with AS 2890.1 and 6 with a simple two-way circulation system providing flexible and efficient access.

Servicing

Refuse would be collected from the basement by contract SRV type vehicles which will be able to operate in the envisaged 2,200 mm head room. Small vehicles (service personnel etc) will be able to use the leading bay while any infrequent requirement for large service/delivery vehicles will be reliant on on-street parking as is normal for residential developments of this nature.

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7.0 Pedestrians, Cyclists and Traffic Calming

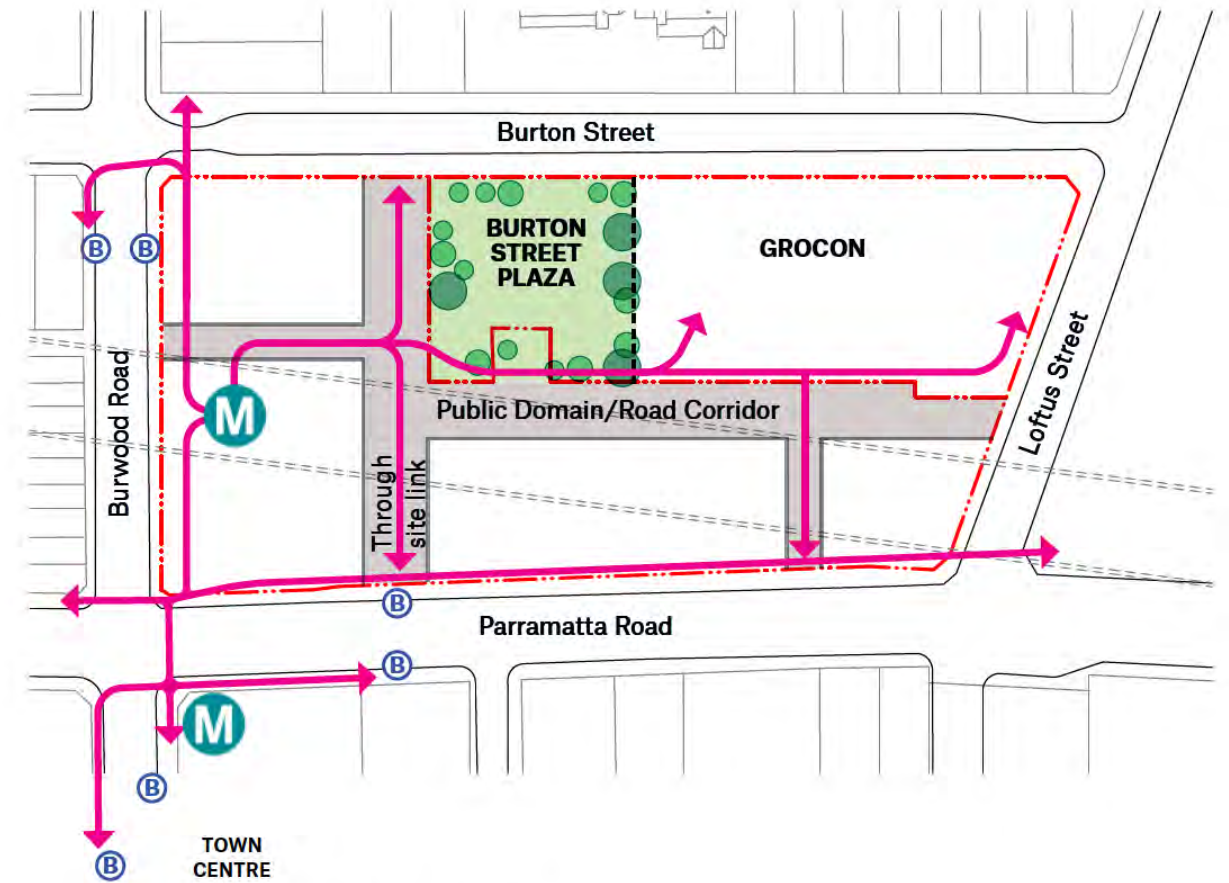
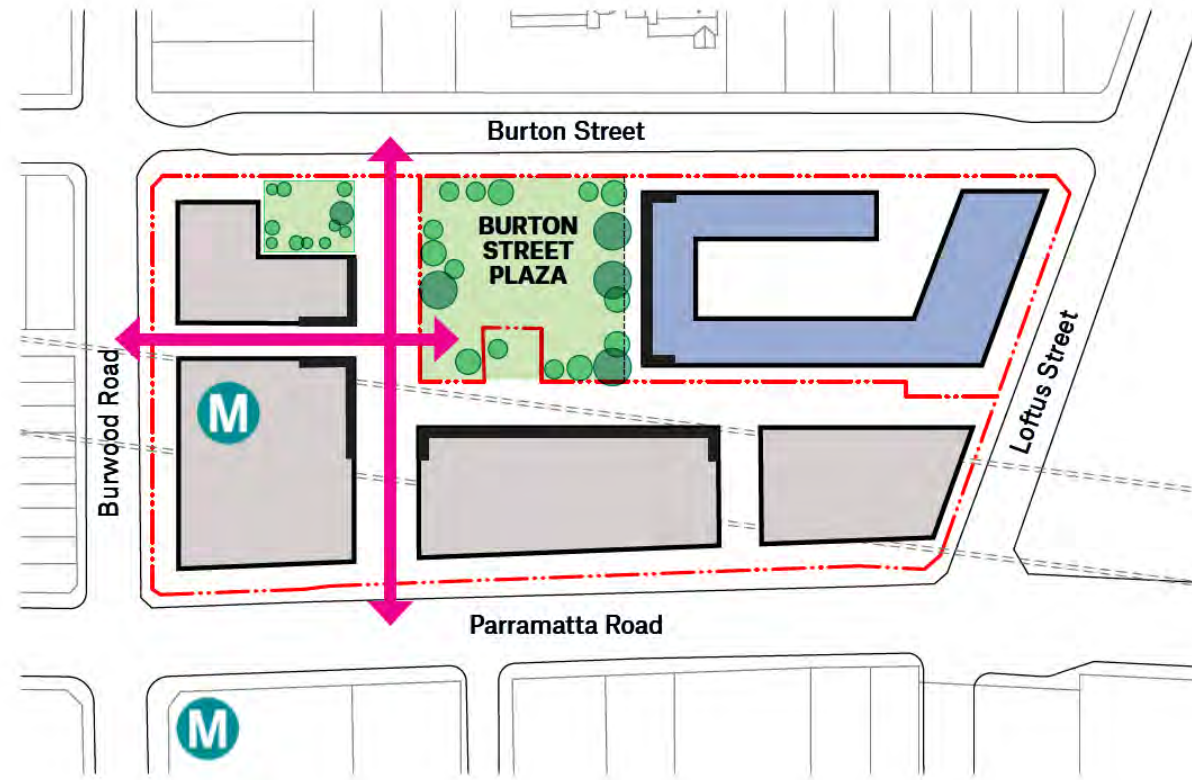
The measures identified in the Master Plan and Traffic and Transport studies will provide significant benefits and facilities for pedestrians, cyclists and public transport users.

The envisaged development will act to enhance this future outcome with the improved pedestrian linkages which are indicated on the diagram overleaf.

BURWOOD NORTH METRO

Masterplan

Park Relocation Rational



5. METRO/GROCON MASTERPLAN

- Consolidated Grocon site
- Park accessible to Metro
- Defined park edges
- Through site permeability

6. METRO/GROCON MASTERPLAN PEDESTRIAN MOVEMENT

Transport and Traffic Planning Associates

8.0 Conclusion

This assessment for the envisaged “build to rent” residential development at Burwood North has concluded that:

- ❖ the envisaged development would not present any adverse traffic implications
- ❖ the envisaged parking provision will be quite appropriate and would compliment with the planning criteria for the Precinct
- ❖ the envisaged vehicle access, internal circulation and servicing arrangements will be suitable and appropriate
- ❖ the provisions for pedestrians and cyclists would be satisfactory and would act to encourage walking and cycling.

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Appendix A

Concept Plans



BURWOOD NORTH METRO

Single Building Masterplan

Key points:

- Park to the west
- Single building stepping up to North-East
- Consolidated communal spaces
- Multiple roof terraces

Building Height:
17m - 78m

FSR:
Overall Site - 3.08

GFA:
Grocon Site: 33,329m²



BURWOOD NORTH METRO

Single Building Section

Development Summary

Site Area: 7,584m²
 GFA: 33,329m²
 FSR Overall Site: 3.08

Unit Types

Studio: 48
 1 Bed: 144
 2 Bed: 188
 3 Bed: 31
Total: 411

Communal Area

1,536m²
 *Internal



BURWOOD NORTH METRO

Single Building Ground Level

Development Summary

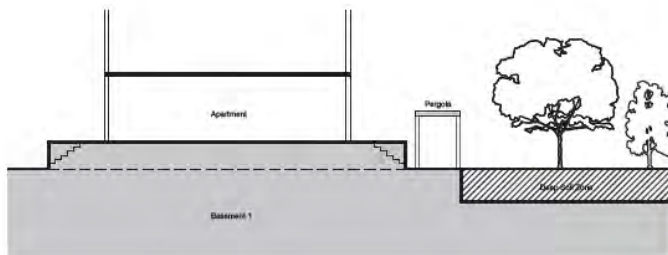
Site Area: 7,584m²
GFA: 33,329m²
FSR Overall Site: 3.08

Unit Types

Studio: 48
1 Bed: 144
2 Bed: 188
3 Bed: 31
Total: 411

Communal Area

1,536m²
*Internal



BURWOOD NORTH METRO

Single Building Basement 2

Development Summary

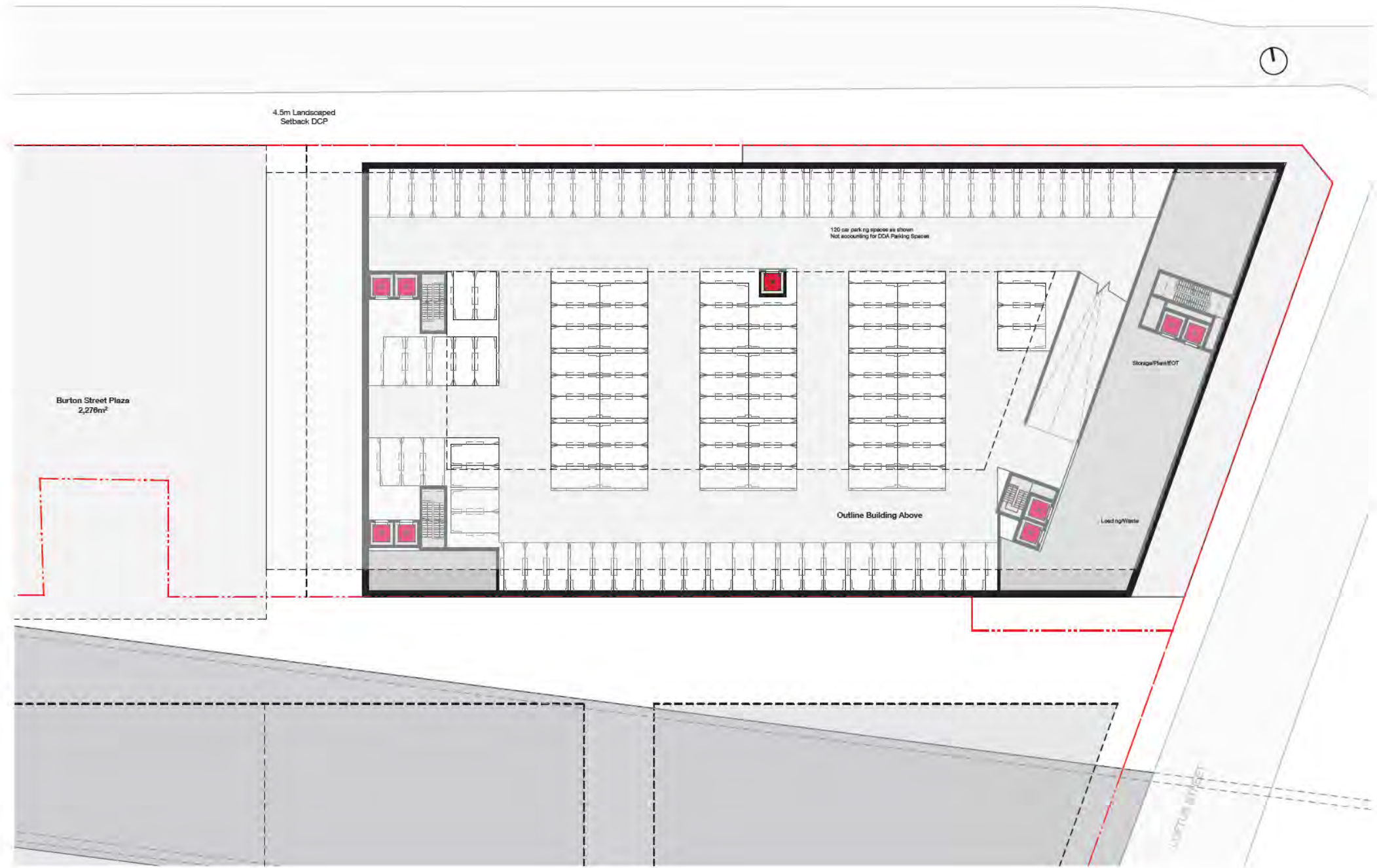
Site Area: 7,584m²
GFA: 33,329m²
FSR Overall Site: 3.08

Unit Types

Studio: 48
1 Bed: 144
2 Bed: 188
3 Bed: 31
Total: 411

Communal Area

1,536m²
*Internal



[REDACTED]

From: Alicia Desgrand [REDACTED]
Sent: Tuesday, 15 March 2022 3:09 PM
To: The City of Canada Bay
Cc: Jacqueline Parker
Subject: Feedback - PP2021/3619 - Parramatta Road Corridor Planning Proposal - Grocon Submission
Attachments: Grocon_Submission to PRCUTS Stage 1 PP_15 March 2022.pdf; Appendix A_Architectural Plans.pdf; Appendix B_Transport and Parking Assessment.pdf

[REDACTED]

Dear Sir / Madam

Please see attached the submission to the PRCUTS Planning Proposal prepared on behalf of Grocon. The submission should be read in conjunction with the two attachments also appended to this email. Should you have any issues with the files, please do not hesitate to contact me.

Kind regards

ALICIA DESGRAND
SENIOR CONSULTANT



LEVEL 5, 80 GEORGE ST
PARRAMATTA, NSW 2150, AUSTRALIA
T +61 2 8233 9900

Urbis recognises the traditional owners of the land on which we work.
Learn more about our [Reconciliation Action Plan](#).

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15 March 2022

General Manager – Mr John Clark
Attention: Monica Cologna
Canada Bay Council
Locked Bag 1470
DRUMMOYNE NSW 1470

Email: council@canadabay.nsw.gov.au

Dear Mr Clark

RE: SUBMISSION IN RESPONSE TO THE PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY PLANNING PROPOSAL IN RELATION TO 235 PARRAMATTA ROAD, FIVE DOCK – KINGS BAY PRECINCT

Thank you for this opportunity to provide inputs into Canada Bay Council's Planning Proposal (Council's PP) to implement the NSW Government's Stage 1 vision for the Parramatta Road Corridor.

Gyde has prepared this submission on behalf of Fathi Tobia Boctor, Georgette Aziz Boctor and Mantino Pty Ltd, the registered landowner of the site at 235 Parramatta Road, Five Dock, legally described as Lot 4 in DP826686 (the Site).

1. THE SITE



Figure 1 Site location

The Site is in the suburb of Five Dock within the City of Canada Bay local government area (LGA). The site is approximately 9 kilometres west of the Sydney central business district (CBD) along Parramatta Road Corridor, which is identified by the NSW Government for major transformation and revitalisation.

22-019

Suite 6.02, 120 Sussex St, Sydney NSW 2000
GYDE.COM.AU
ABN 58 133 501 774



The site is rectangular in shape and has a total area of approximately 4,786sqm with dimensions as follows:

Table 1: Site dimensions

Boundary	Frontage	Approximate Dimension
North	Future Spencer Street Extension	60m
South	Parramatta Road	60m
East	N/A	82m
West	Walker Street	80m

The site contains an existing single storey commercial “Officeworks” building with at grade car parking provided at the front of the site, accessed via Parramatta Road.

The Site is currently burdened by an easement at the south eastern portion of the Site, which restricts the landowner’s utilisation of the site – refer Figure 2 and Attachment A. However, in a fully redeveloped scenario as envisaged by the Parramatta Road Corridor Urban Renewal Strategy, and Council’s Masterplan and DCP, this easement would no longer be required and could be extinguished.

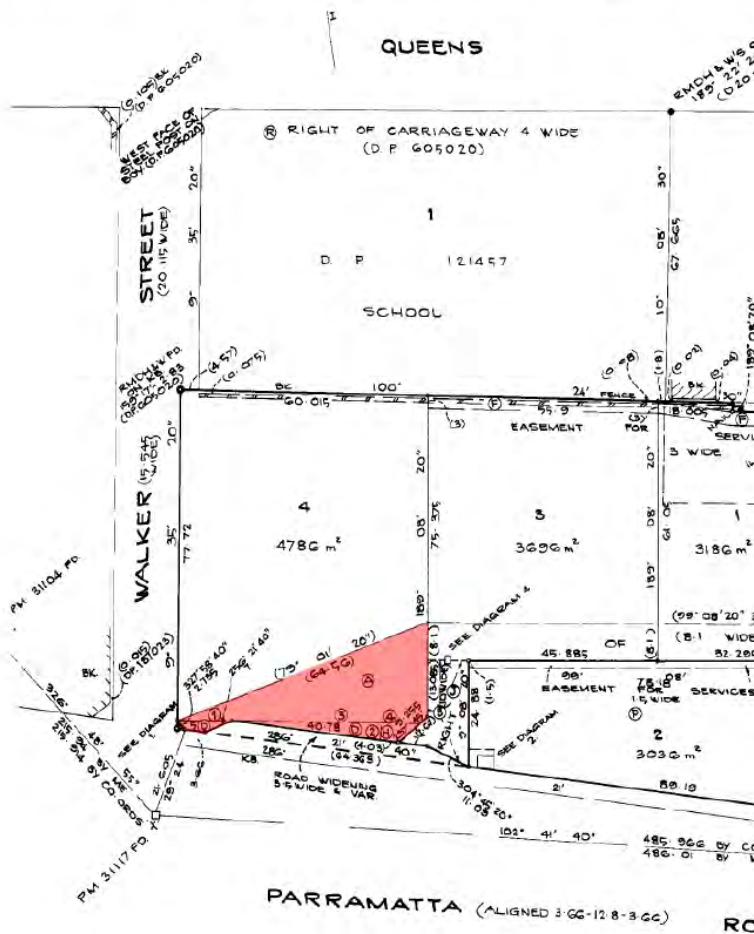


Figure 2 Deposited Plan Extract – Easement in red



2. PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) sets a long-term vision for the transformation and revitalisation of the Parramatta Road Corridor. The subject site is located in the Kings Bay precinct, which is envisaged to be a new medium and high density residential and mixed use urban village.

Under the PRCUTS, Kings Bay's transformation is to occur via the following recommended changes to the CBLEP 2013 under the associated Parramatta Road Corridor Planning and Design Guidelines (2016) as they relate to the site.

- **Land use zoning:** Amend the site's land use zone from IN1 General Industrial to R3 Medium Density Residential, with commercial ground floor uses fronting Parramatta Road.
- **Height of Buildings:** Increase the maximum building height from 12 metres to 17 metres. Theoretically, this allows for a 5 storey building.
- **Floor Space Ratio:** Increase the site's maximum FSR from 1:1 to 2.2:1.

The PRCUTS envisages an extension of Spencer Street via the rear of the site and a 6m widening of Parramatta Road to accommodate public domain improvements.

The above recommendations are given statutory effect via *Local Planning Direction 1.6 Parramatta Road Corridor Urban Transformation Strategy* pursuant to Section 9.1 of the *Environmental Planning and Assessment Act 1979*.

3. PLANNING PROPOSAL - PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY (PRCUTS) – STAGE 1

The subject of this submission is the Council-led planning proposal (Council's PP), which is seeking to amend the *Canada Bay Local Environmental Plan 2013* (CBLEP) to implement Stage 1 (2016-2023 release areas) of the PRCUTS by amending planning controls including land use zoning, height of buildings and floor space ratio.

In relation to the site, Council's PP seeks to amend the CBLEP 2013 as follows:

- **Land use zoning:** Amend the site's land use zone from IN1 General Industrial to R3 Medium Density Residential, with commercial ground floor uses fronting Parramatta Road.
- **Community Incentive Height of Buildings:** Increase the maximum building height from 12 metres to 19 metres. Theoretically, this allows for a 5 storey building. It is noted that a building height of 21m is proposed on the opposite side of Parramatta Road, to allow for up to 6 storeys in building height.
- **Community Incentive Floor Space Ratio:** Increase the Site's maximum FSR from 1:1 to 1.6:1.

The site is identified as Area 11 which provides a minimum amalgamation area of 4,660sqm to deliver the following community infrastructure in order to realise the incentive building height and FSR:

- **New Road:** Extension of Spencer Street at the rear of the site. This will be 62m length, 18.0m wide along northern boundary, connecting rear of 225 Parramatta Road, Five Dock and Walker Street. (1,100sqm)
- **Public Domain Enhancement:** 6m wide public domain extension along the Parramatta Road frontage for the Parramatta Road Green Edge Setback (380sqm).

The above recommendations are derived from investigations undertaken in relation to the Kings Bay Precinct Master Plan Report, commissioned by Council to inform its delivery of the PRCUTS recommendations.

Council's PP and the Kings Bay Precinct Master Plan Report varies the recommended planning controls of the PRCUTS as follows:



- Community Incentive Height of Buildings:** recommends a building height of 19 metres to accommodate 4.4m (+0.4m increase ground floor level) as per Figure K20-13 Built Form Envelope - Section A of the Draft Kings Bay DCP (Refer Figure 3 below). The Council PP's premise for additional height is to accommodate ADG building heights, a raised ground floor and taller ground floor ceiling height. **We agree with increasing floor to ceiling and overall height.**
- Community Incentive Floor Space Ratio:** Recommends FSR of 1.6:1, significantly less than the PRCUTS recommendation. **This is not supported for the reasons outlined later in this submission.**

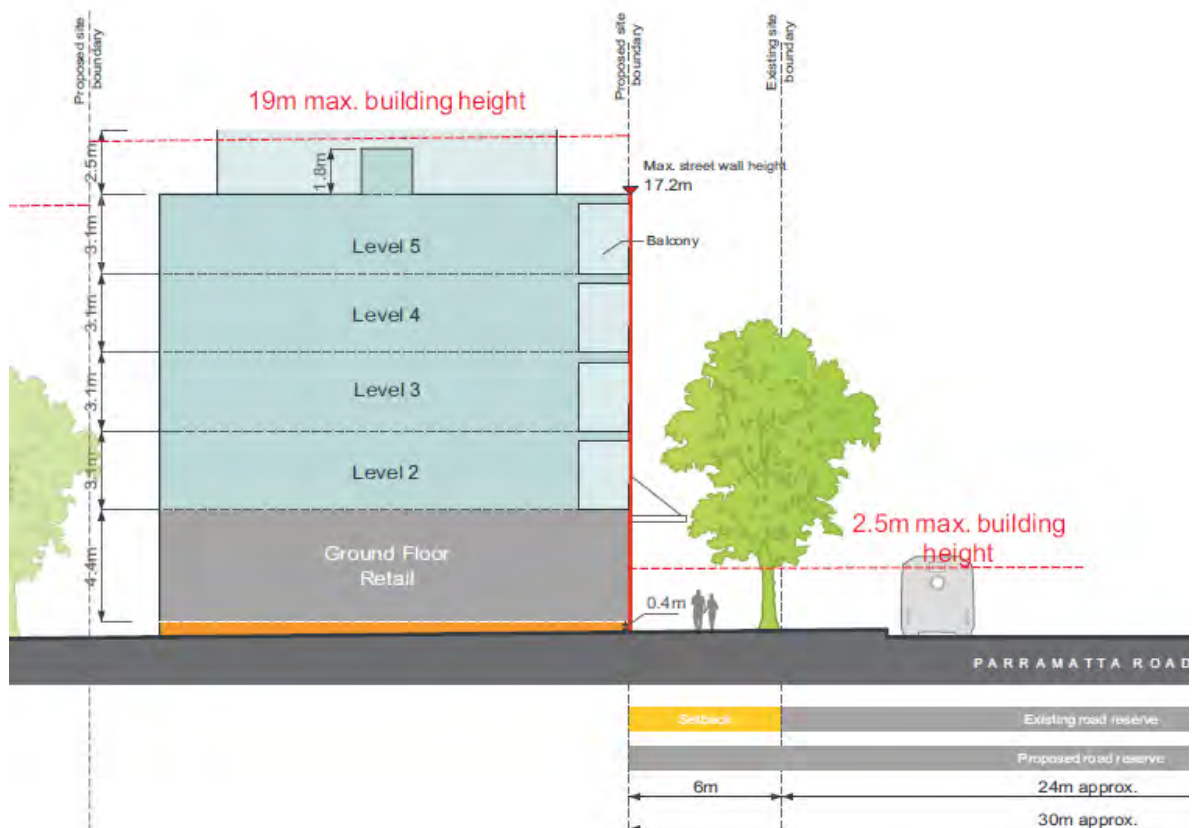


Figure 3 Section A of the Draft Kings Bay DCP - Figure K20-13 Built Form Envelope



4. IDENTIFIED ISSUES WITH THE PROPOSED PLANNING CONTROLS

Issue 1: The model tested under the Kings Bay Precinct Master Plan Report which underpins the Floor Space Ratio proposed by Council's PP is inconsistent with the proposed planning controls

The Kings Bay Precinct Master Plan Report identifies the subject site as Lot A3. As can be seen in Figure 4 - Figure 6 below, the recommended 1.6:1 FSR is based on a concept that assumes two (2) levels of commercial and three (3) levels of residential as a shop top housing development.

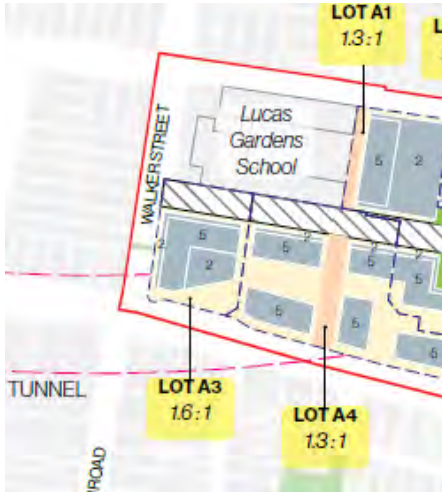


Figure 4 Recommended Height and FSR

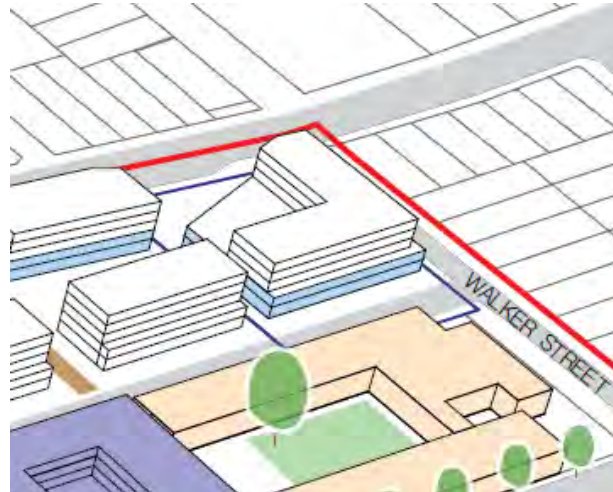


Figure 5 Recommended envelope

Table 2. Yield Estimate Breakdown															
DEVELOPABLE LAND (on the non-developed parts of the Study Area)															
Lot	Land Use	Lot Area (m ²)	PRCUTS FSR REF	New FSR	Building storeys	Building heights (metres)	TOTAL GFA (m ²)	Units	Unit Mix					Indicative Average Unit size (GFA, m ²)	
									3-dec	2-dec	3-dec	3-1-dec	3-2-dec		3-3-dec
LOT A1	Residential	8,888	2.2 :1	1.3 :1	2 to 5	7.0 to 17.0	11,839	46	9	28	9	20%	60%	20%	92
LOT A2	Residential	2,136	2.2 :1	2.2 :1	2 to 5	7.0 to 17.0	4,697	31	10	31	10	20%	60%	20%	92
LOT A3	Residential	4,663	2.2 :1	1.6 :1	2 to 5	7.0 to 19.0*	7,352	73	15	44	15	20%	60%	20%	92
LOT A4	Residential	10,694	2.2 :1	1.3 :1	2 to 5	7.0 to 19.0*	14,200	159	31	93	31	20%	60%	20%	92

Figure 6 Yields analysis supporting the recommended Height and FSR

The above has been translated into the recommended building height and FSR controls under Council's PP and the intended building envelope under the Draft Kings Bay DCP.

The planning proposal is also seeking to introduce additional permitted uses to permit shop top housing in the R3 Medium Density Residential zone in the Kings Bay precinct that fronts Parramatta Road, which is directly applicable to the site. The planning proposal is seeking to rezone the land to R3 and to permit the additional uses of 'commercial premises' and 'light industry', but only if the use is located on the ground floor and the proposed development includes a facade that fronts Parramatta Road.

The proposed controls seek to permit only a single ground floor level of commercial uses, whereas the tested concept assumes two commercial levels.

Noting the above, the tested concept informing the recommended 1.6:1 FSR does not reflect the proposed controls under the PP, which permit only a single ground floor level of commercial uses. **Therefore, the design testing is irrelevant to the controls sought by Council's PP and provide an unsatisfactory basis on which to support a reduction in FSR from the 2:2:1 recommended under the PRCUTS.**

Further, the controls under the Draft DCP envisage a 5 storey street wall at the edge of Parramatta Road (Refer Figure 7). An additional setback to Parramatta Road to provide a substantial additional public space (not previously envisaged under the PRCUTS) is inconsistent with this proposed control. While it is recognised that

additional public space can be a benefit, the orientation of a new public space towards Parramatta Road would lack ambience and is unnecessary given the Regatta Road Park will be a short walk of 150m from the site.

If the additional space has been assumed due to the current easement that exists on the site, it would be unnecessary in a redeveloped scenario and should be assumed that it would be extinguished.



Figure 7 Draft DCP – Street wall provisions

Issue 2: The model tested under the Kings Bay Precinct Master Plan Report and Floor Space Ratio under Council's PP represents an inequitable and unfeasible underutilisation of the site

The PRCUTS seeks to facilitate the westward extension of Spencer Street across the rear of the site to connect with Walker Street. It also seeks to facilitate widening of Parramatta Road to accommodate additional public domain elements associated with the Parramatta Road Green Edge Setback. These elements are adopted under the PRCUTS and have been applied equitably and consistently along Parramatta Road and for other like sites responsible for delivering the Spencer Street extension.

It appears that the Masterplan concept which underpins the recommended FSR and DCP envelope has assumed the need to create an additional public space on Parramatta Road frontage. This may have taken into account the easement on the Parramatta Road frontage of the site. While in the current context this easement remains relevant to the use of the Site and neighbouring sites to the east, once all of these sites are renewed in accordance with the PRCUTS and Masterplan vision, this easement would no longer be necessary and could be extinguished.

This additional space results in an underutilisation of the site given the significant land dedication required to deliver the Spencer Street extension at the rear of the site (approximately 1,116sqm) and a 6m wide Parramatta Road Green Edge Setback along the Parramatta Road frontage (approximately 372sqm), totalling some 1,500sqm. High level measurements indicate that the additional setback to Parramatta Road would be the order of 450sqm, resulting in some 1,950sqm or 40% of the site being used for or dedicated as public space.

There is no reason for this additional setback as a public space in this location is not identified under the PRCUTS, and adds an unreasonable burden and inequitable underutilisation of an already heavily constrained site. Noting the easement would cease to be relevant once all sites have been redeveloped and having direct access from the newly formed Spencer Street.

The underutilisation of the site, flaws in the assumed envelope typology and overall lack of development potential achievable under Council's master plan places pressures on development feasibility that will disincentivise revitalisation of the site, undermining the ability to deliver the NSW Government's intended vision for the Kings Bay Precinct.



Gyde has not undertaken economic feasibility modelling but has major concerns in regard to the suitability of the proposed FSR under Council's Planning Proposal. To provide only 0.6:1 as a bonus to deliver some 1,500sqm of land dedication, plus an unachievable additional 450sqm public space along Parramatta Road is an unrealistic and insufficient bonus that will fail to drive the delivery of intended development outcomes and public domain benefits. This risks leaving portions of the Spencer Street extension unrealised into the long term compromising the delivery of PRCUTS objectives for community connection and permeability into the medium and long term.

Therefore, we recommend that Council review its building envelope and base assumptions underpinning the proposed FSR and height for this site, as the plan is unimplementable in its current form. In rethinking the envelope on the site, Council needs to work with a suitably qualified economist to ensure that the proposed FSR on the site is realistic, achievable and economically feasible given the significant public benefit that this site is required to provide.

Issue 3: The modelling for the site underpinning the proposed controls must be reconsidered and additional building height allowed to establish an achievable envelope that is consistent with the 2.2:1 FSR recommended by the PRCUTS and to provide a more feasible basis for delivering the substantial public benefit required of this site

Gyde has undertaken high level 3D modelling to consider an achievable and suitable FSR on the site, noting the requirement to deliver the Spencer Street extension and the widening of Parramatta Road to accommodate the green corridor.

The concept modelled by Gyde includes the 18m wide Spencer Street extension and the 6m wide Parramatta Road extension. It omits the additional public setback indicated in Council's Draft DCP for reasons outlined above. Indicative development yields have also been derived from the modelling that enabled us to determine an envelope that would allow the PRCUTS recommended FSR of 2.2:1 to be realised. The following assumptions underpin the 3D modelling:

- Residential building envelopes generally 20m wide.
- For residential uses, GFA is 75% of measured GBA.
- For non-residential uses, GFA is 90% of measured GBA.

The modelling demonstrates that once the public benefit elements are delivered, even with the removal of the additional public space along Parramatta Road, there is a need for 2 levels of commercial with residential units above, to a total of 6 storeys. The following principles and adjustments in relation to Council's PP, LEP controls and DCP should be considered to enable a feasible redevelopment of the site to be achieved and for the desired public benefits to be delivered in a timely and coordinated manner:

1. Allow a total of 6 storeys on the site to an overall height of 21m, which is consistent with the opposite side of Parramatta Road, with setback and articulation that maintain a 5-storey street wall along Parramatta Road. The additional building height could be allowed as a bonus, contingent upon achieving design excellence.
2. Setback of 3m to additional sixth storey along Parramatta Road to minimise additional overshadowing to Parramatta Road and future development opposite the Site.
3. Extend the Parramatta Street wall to a nil setback to the Site's eastern boundary of the Site to establish continuous street wall along Parramatta Road.
4. Abandon the 3m setback to the future Spencer Street proposed under the Draft Kings Bay DCP and allow commercial uses to front onto and activate this new street.
5. Allow for two (2) levels of commercial uses to extend between Parramatta Road and Walker Street. If this is not considered desirable, greater height should be considered to enable a feasible FSR to be achieved.

These principles re illustrated in Figure 8 and Figure 9 below:

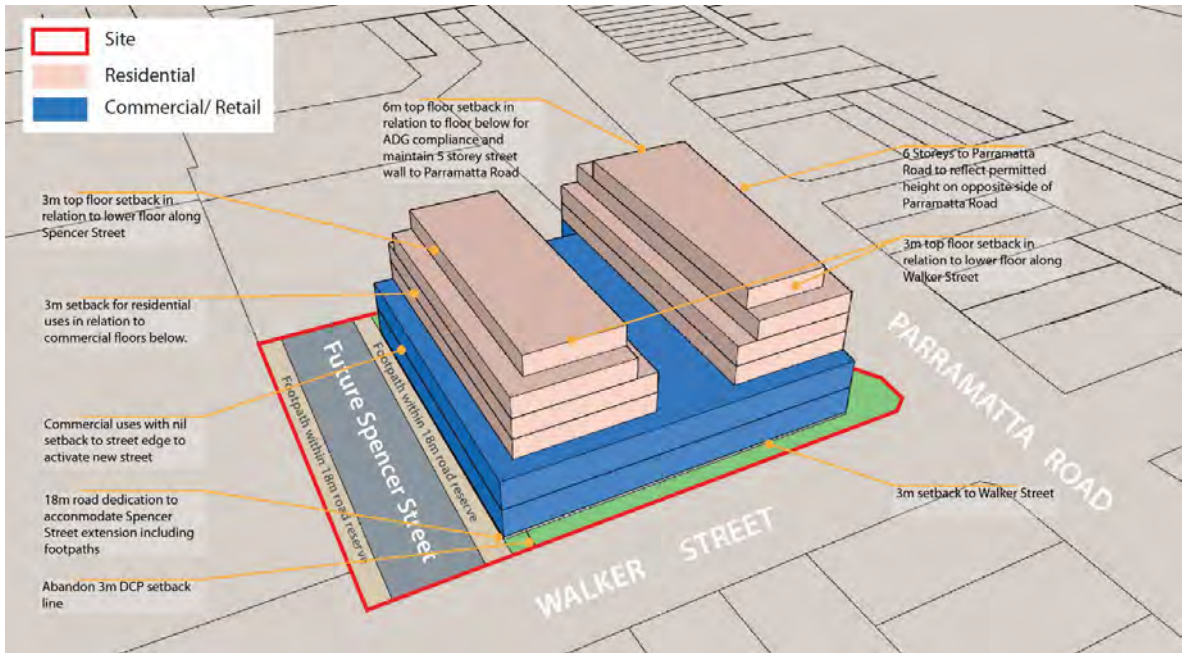


Figure 8 Preferred Envelope viewed from Walker Street

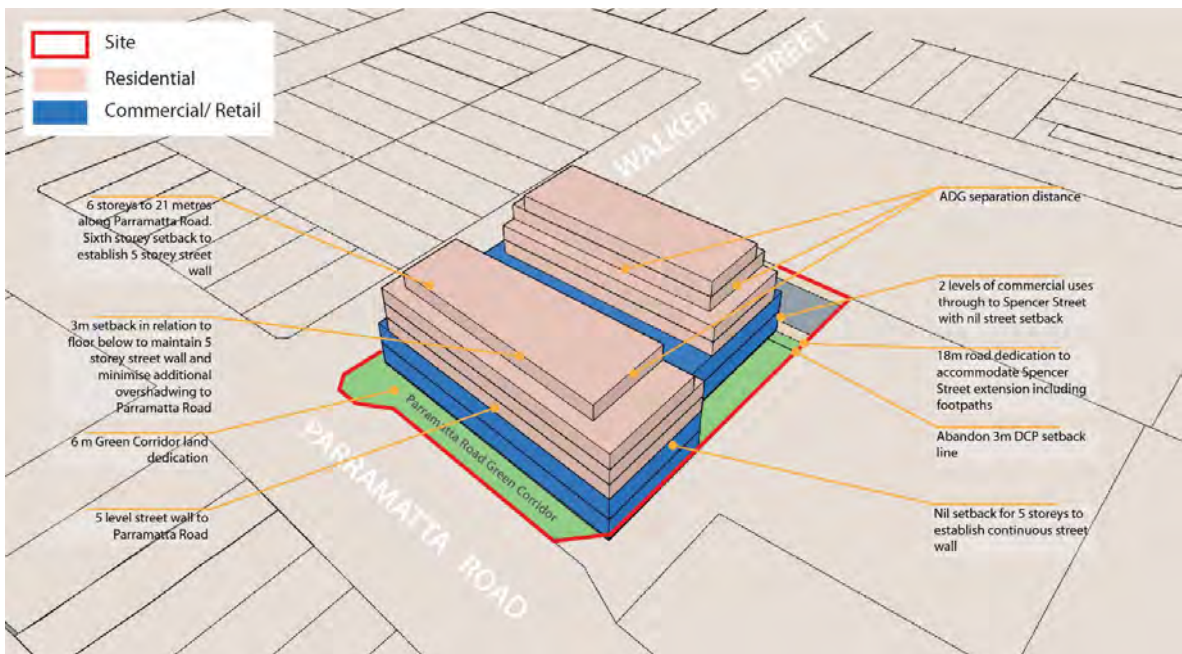


Figure 9 Preferred Envelope viewed from Parramatta Road



5. CONCLUSIONS AND RECOMMENDATIONS

Summary of issues:

1. The indicative building envelope and design testing on which proposed development controls are based are inconsistent with the intended outcome achievable under the controls.
2. The design testing is irrelevant to the controls sought by Council's PP and provide an unsatisfactory basis on which to support a reduction in FSR from the 2:2:1 recommended under the PRCUTS.
3. The reduction in FSR controls proposed by Council's PP and the design testing on which it is based results in an inequitable underutilisation of developable portions of the site that will disincentivise revitalisation and be detrimental to achieving the intended public domain benefits such as the Spencer Street connection and Parramatta Road Green Corridor.
4. The proposed controls would permit only a single ground floor level of commercial uses fronting onto Parramatta Road, whereas the tested concept and DCP envelope assumes two commercial levels.
5. In a circumstance where some 1,500sqm of land is required to be dedicated to Council to establish new connections and public domain elements, an FSR incentive of 0.6:1 above what is already permissible is vastly insufficient to incentivise the intended outcome. The controls must be based on parameters that realistic, achievable and economically viable – that is as a minimum FSR of 2.2:1 as stated in the PRCUTS.
6. There is no reason for an additional setback to Parramatta Road beyond the 6m wide Green Corridor, for the following reasons:
 - o a public space in this location is not identified under the PRCUTS, and therefore not a requirement to be delivered in accordance with Local Planning Direction 1.6.
 - o the existing easement is not required and would ultimately be extinguished in a fully redeveloped scenario, as per the vision for the Parramatta Road Corridor.
 - o the additional space adds an unreasonable burden and inequitable underutilisation of an already heavily constrained site.
7. There is a need for Council review its building envelope and base assumptions underpinning the proposed FSR and height for this site.

Proposed solution as outlined in Figures 8-9 to allow for an FSR of 2.2:1 as illustrated in Figure 8 and Figure 9:

1. Allow a total of 6 storeys on the site to an overall height of 21m, which is consistent with the opposite side of Parramatta Road, with setback and articulation that maintain a 5-storey street wall along Parramatta Road. The additional building height could be a bonus, contingent upon achieving design excellence.
2. Setback of 3m to additional sixth storey along Parramatta Road to minimise additional overshadowing to Parramatta Road and future development opposite the Site.
3. Extend the Parramatta Street wall to a nil setback to the Site's eastern boundary of the Site to establish continuous street wall along Parramatta Road.
4. Abandon the 3m setback to the future Spencer Street proposed under the Draft Kings Bay DCP and allow commercial uses to front onto and activate this new street.
5. Allow for two (2) levels of commercial uses to extend between Parramatta Road and Walker Street. If this is not considered desirable, greater height should be considered to enable a feasible FSR to be achieved.

In the event that the easement must be retained, we expect that a height of 27 metres would be required.

We trust that the above provides sufficient information to assist Council in refining its planning proposal and DCP. We look forward to further opportunities to work proactively and collaboratively with Council to help guide future development of the precinct.

Yours sincerely

Helen Deegan


Director | Major Projects

Sonny Embleton


Senior Associate



Attachment A – Title and Deposited Plan



LAND
REGISTRY
SERVICES

Title Search



NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 4/826686

SEARCH DATE	TIME	EDITION NO	DATE
20/10/2020	3:56 PM	20	8/5/2020

NO CERTIFICATE OF TITLE HAS ISSUED FOR THE CURRENT EDITION OF THIS FOLIO.
CONTROL OF THE RIGHT TO DEAL IS HELD BY COMMONWEALTH BANK OF AUSTRALIA.

LAND

LOT 4 IN DEPOSITED PLAN 826686
AT FIVE DOCK
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP826686

FIRST SCHEDULE

FATHI TOBIA BOCTOR
IN 1/4 SHARE
GEORGETTE AZIZ BOCTOR
IN 1/4 SHARE
MANTINO PTY LTD
IN 2/4 SHARE
AS TENANTS IN COMMON (T 7007786)

SECOND SCHEDULE (12 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 DP605020 EASEMENT TO DRAIN WATER APPURTENANT TO THE LAND ABOVE DESCRIBED
- 3 DP826686 RIGHT OF WAY 7.4,8.1,10 AND VARIABLE APPURTENANT TO THE LAND ABOVE DESCRIBED
- 4 DP826686 RESTRICTION(S) ON THE USE OF LAND
- 5 DP826686 EASEMENT FOR SERVICES VARIABLE WIDTH APPURTENANT TO THE LAND ABOVE DESCRIBED
- 6 DP826686 EASEMENT FOR SERVICES 3 WIDE APPURTENANT TO THE LAND ABOVE DESCRIBED
- 7 DP826686 EASEMENT FOR SIGNAGE VARIABLE WIDTH AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 8 DP826686 EASEMENT FOR SERVICES 1.5 WIDE APPURTENANT TO THE LAND ABOVE DESCRIBED
- 9 I714714 LEASE TO SYDNEY ELECTRICITY OF SUBSTATION PREM NO 7362(2.67X1.48)"PARRAMATTA WALKER" TOG WITH ROW & EASEM'T FOR ELECTRICITY PURPOSES & EASEM'T FOR ELECTRICITY PURPOSES 3.13 WIDE AS SHOWN IN PLAN I714714 EXP 30.6.2043
AK971351 LEASE OF LEASE I714714 TO BLUE ASSET PARTNER PTY

END OF PAGE 1 - CONTINUED OVER

Boctor Five Dock

PRINTED ON 20/10/2020

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH
-----FOLIO: 4/826686

PAGE 2

SECOND SCHEDULE (12 NOTIFICATIONS) (CONTINUED)

LTD, ERIC ALPHA ASSET CORPORATION 1 PTY LTD, ERIC ALPHA ASSET CORPORATION 2 PTY LTD, ERIC ALPHA ASSET CORPORATION 3 PTY LTD & ERIC ALPHA ASSET CORPORATION 4 PTY LTD EXPIRES: SEE DEALING. CLAUSE 2.3 (b) (ii).

AK971352 LEASE OF LEASE AK971351 TO BLUE OP PARTNER PTY LTD, ERIC ALPHA OPERATOR CORPORATION 1 PTY LTD, ERIC ALPHA OPERATOR CORPORATION 2 PTY LTD, ERIC ALPHA OPERATOR CORPORATION 3 PTY LTD & ERIC ALPHA OPERATOR CORPORATION 4 PTY LTD EXPIRES: SEE DEALING. CLAUSE 12.1

AK971502 MORTGAGE OF LEASE AK971351 TO ANZ FIDUCIARY SERVICES PTY LTD

AK971571 CHANGE OF NAME AFFECTING LEASE I714714 LESSEE NOW ALPHA DISTRIBUTION MINISTERIAL HOLDING CORPORATION

10 7007787 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

11 AM915300 LEASE TO OFFICEWORKS LTD OF TENANCY A, 213 PARRAMATTA ROAD, FIVE DOCK. EXPIRES: 25/4/2020.

AP437980 VARIATION OF LEASE AM915300 EXPIRY DATE NOW 25/4/2024.

12 AQ90485 LEASE TO SALLY TADROS OF SHOPS 2 & 3, 213-235 PARRAMATTA ROAD, FIVE DOCK. EXPIRES: 30/6/2024. OPTION OF RENEWAL: 5 YEARS AND A FURTHER OPTION OF 5 YEARS.

* AQ115547 MORTGAGE OF LEASE AQ90485 TO COMMONWEALTH BANK OF AUSTRALIA

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

Boctor Five Dock

PRINTED ON 20/10/2020

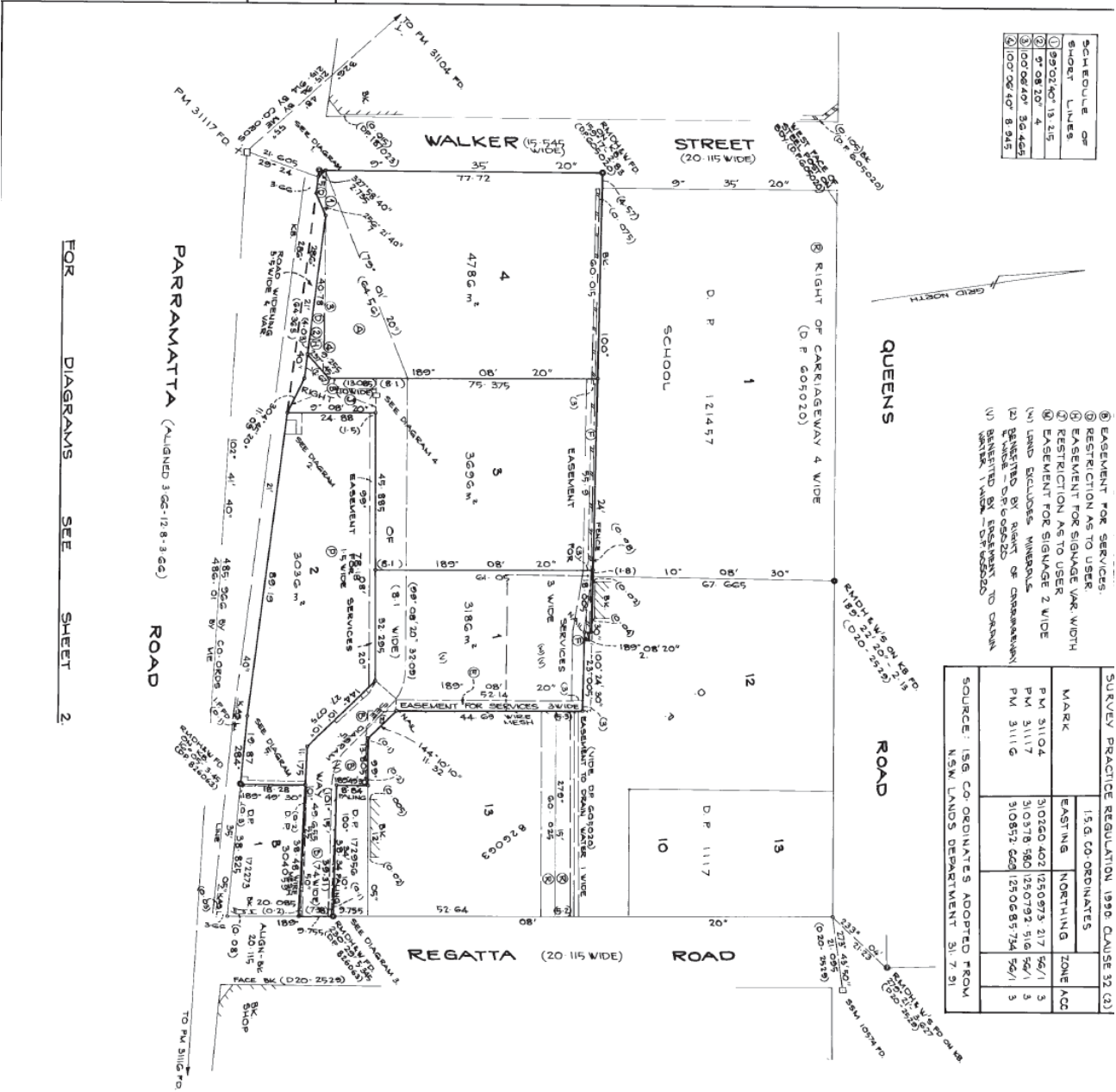
* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

R829371 /Doc:DP 0826686 P /Rev:03-Feb-1994 /NSW LRS /Pgs:ALL /Prt:20-Oct-2020 16:00 /Seq:1 of 2
Office of the Registrar-General /Src:INFOTRACK /Ref:Boctor Five Dock



Crown Lands Office Approval
APPROVED: [Signature]
Authorised Officer
Name: [Name]
Field Book: [Field Book]
Page: [Page]

Council Clerk's Certificate
I certify that:
The requirements of the Local Government Act, 1995 under the provisions of section 248 of the Metropolitan Water Supply, Sewerage and Drainage Act, 1991 have been complied with by the applicant in relation to the proposed subdivision.
I, [Signature], Council Clerk
Date: 11/12/2018



DP 826686
Registered: 9/12/1992
CA No. D898 OF 3-11-1992
The System: TORRENS
Purpose: SUBDIVISION
Ref. Map: U0944-1322/141*Last Plan: DP 826063
PLAN OF SUBDIVISION OF LOT 11 D.P. 826063
Lengths are in metres. Reduction Ratio: 1:800
Map Scale: DRUMMOYNE
Locality: FIVE DOCK
 Parish: CONCORD
 County: CUMBERLAND
This is a sheet of my plan in 2 sheets (Delete if inapplicable).
I, **MARK JOHN ANDREW DENNY LINNER & CO. (INCORPORATED)**, a company registered under the Corporations Act, 1993 as an authorised surveyor, hereby certify that the survey represented in this plan was carried out in accordance with the Survey Act, 1988 and the Survey Regulation 1988 and any special requirements of the Survey Act, 1988 and the Survey Regulation 1988, and was completed on 15/8/1992.
Signed: [Signature]
Dennis Linner & Co. Pty Ltd
Dennis Linner & Co. Pty Ltd
100/1000 Oldfield Rd, Five Dock, NSW 1585
Plans used in preparation of survey/compilation:
G050126 (12457, 513588, 172956, 1117, 187023, 10013, 17028, 304059, 333110, 172278, 020-2529R, 23243-1003, 826063)
PANEL FOR USE ONLY for statement of intention to dedicate public roads to create public reserves, use of third or positive easements on the land. IT IS INTENDED TO DEDICATE THE ROAD WIDENING TO THE PUBLIC AS ROAD. PURSUANT TO SEC 888 OF THE CONVEYANCING ACT 1919 IT IS INTENDED TO CREATE:
1. RIGHT OF WAY 10, 81, 74 WIDE & VARIABLE.
2. RESTRICTION AS TO USER 2.
3. EASEMENT FOR SERVICES 3.
4. RESTRICTION AS TO USER 4.
5. RESTRICTION FOR SERVICES 5 (WIDE).
6. EASEMENT FOR SERVICES 6 (WIDE).
7. EASEMENT FOR SIGNAGE 7 (WIDE).
8. RESTRICTION AS TO USER 8.
9. EASEMENT FOR SIGNAGE 9 (WIDE).
10. RESTRICTION FOR SIGNAGE 10 (WIDE).
11. RESTRICTION FOR SIGNAGE 11 (WIDE).

INSTRUMENT SETTING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER INTENDED TO BE CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919
(Lengths are in metres)

Sheet 1 of 12 Sheets

PLAN: #D826686
Subdivision of land comprised in Lot 11 in DP826686 covered by Council Certificate No. 221.20398

PULL NAME AND ADDRESS OF REGISTERED PROPRIETOR OF THE LAND:
* ACN 003 464 033
COMMONWEALTH BANK OF AUSTRALIA
Level 4, 49 Martin Place, Sydney

IDENTITY OF EASEMENT FIRSTLY REFERRED TO IN ABOVEMENTIONED PLAN: Right of way 1.0, 8.1, 7.4 and variable.

SCHEDULE OF LOTS AFFECTED
Lot Burdened
1
2, 3 and 4
3
1, 2 and 4

IDENTITY OF RESTRICTION AS TO USER SECONDLY REFERRED TO IN ABOVEMENTIONED PLAN: Restriction as to user.

SCHEDULE OF LOTS AFFECTED
Lots Benefited
1, 2 and 3
4

IDENTITY OF EASEMENT THIRDLY REFERRED TO IN ABOVEMENTIONED PLAN: Easement for services, variable width

SCHEDULE OF LOTS AFFECTED
Lots Burdened
1
2, 3 and 4
3
1, 2 and 4

City Council

CR122102
23.10.92

REGISTERED 9/12/1992

INSTRUMENT SETTING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER INTENDED TO BE CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919
(Lengths are in metres)

Sheet 2 of 12 Sheets

PLAN: #D826686
Subdivision of land comprised in Lot 11 in DP826686 covered by Council Certificate No. 221.20398

IDENTITY OF EASEMENT FIRSTLY REFERRED TO IN ABOVEMENTIONED PLAN: Easement for services 1 wide.

SCHEDULE OF LOTS AFFECTED
Lots Burdened
2
1 and 3
4
1, 2 and 3

IDENTITY OF RESTRICTION AS TO USER SECONDLY REFERRED TO IN ABOVEMENTIONED PLAN: Restriction as to user.

SCHEDULE OF LOTS AFFECTED
Lots Burdened
1
2, 3 and 4

IDENTITY OF EASEMENT THIRDLY REFERRED TO IN ABOVEMENTIONED PLAN: Easement for services 3 wide.

SCHEDULE OF LOTS AFFECTED
Lots Burdened
1
3
3 and 4
4

City Council

Handwritten signature

REGISTERED 9/12/1992

INSTRUMENT SETTING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER INTENDED TO BE CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919

(Lengths are in metres)

DP926686

PART 2 (continued)

Sheet 7 of 12 Sheets
Subdivision of Lot 11 comprised in DP926686
Lot 11 in DP926686 covered by Council
Clients Certificate No. 221.20398

All times to convey, pass, transmit and/or move substances of any kind (whether solid, liquid or gaseous) and/or energy of any kind through the servient tenement but only below, and not above, the surface of the servient tenement AND FOR THOSE PURPOSES to construct, install, lay and/or place below, but not above, the surface of the servient tenement any pipes, conduits, cables and/or other materials, apparatus, drains, paper, metal or other devices and/or apparatus of any kind to enter upon the servient tenement and/or apparatus of any kind to enter upon the servient tenement and remain there for any reasonable time for any of the aforesaid purposes (including repairs and maintenance) and to open and deposit the surface and soil of the servient tenement temporarily but not permanently and to be necessarily convenient and/or desirable in connection with the exercise of the rights conferred by this instrument. The surface of the easement for those purposes those persons will take all reasonable measures without delay to restore the surface of the servient tenement as nearly as reasonably practicable to the condition existing prior to the disturbance.

Terms of restriction as to user fifthly referred to in above-mentioned plan

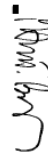
For the purpose of this restriction as to user the 'Height Covenant Site' is that land within Lot 4 in the above-mentioned plan shown as affected by this restriction as to user.

The surface of the Height Covenant Site and the whole of the air space above it may not be used for any purpose other than:

- (a) Vehicular traffic
- (b) Pedestrian traffic
- (c) Parking of motor vehicles
- (d) Landscaping and the growing of plants
- (e) Construction and support of an electricity kiosk or substation by any relevant electricity supply authority

No improvements (other than an electricity kiosk or substation) will be erected on or above the surface of the Height Covenant Site for any of the purposes and in no event will any improvement, landscaping or plants be erected, grown or permitted to remain within the air space higher than 0.5 metres above the surface of the Height Covenant Site.

This restriction as to user is not intended to prohibit or restrict any improvements which are level with, or below, the surface of the Height Covenant Site for any purpose.

City Council

 REGISTERED 9/12/1992

INSTRUMENT SETTING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER INTENDED TO BE CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919

(Lengths are in metres)

DP926686

PART 2 (continued)

Sheet 8 of 12 Sheets
Subdivision of Lot 11 comprised in DP926686
Lot 11 in DP926686 covered by Council
Clients Certificate No. 221.20398

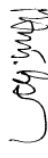
In the event that there is any breach of this restriction as to user, whether or not that breach is substantial and without affecting any other remedies which may be available, the registered proprietor of the servient tenement has to use all reasonable endeavours to ensure that this restriction as to user and every person authorised by him to exercise this restriction as to user do not comply with this restriction as to user and the registered proprietor of the land benefited shall be entitled to recover the costs of so doing from the registered proprietor of the land upon which the relevant improvements or plants were located.

Terms of easement eighthly, eleventhly and twelfthly referred to in above-mentioned plan

Full and free right for any person who is at any time entitled to an estate or interest in the lot benefited or any part thereof with which the right is capable of enjoyment and every person authorised by him from time to time and at all times, but not exclusively, to erect, use, maintain, repair and replace a sign within the land burdened together with the right to lay underground electricity supply cables and other electric apparatus and/or other machinery and apparatus for operating the sign together with the right for the proprietor of the lot benefited and any person authorised by him with any tools, implements or machinery necessary for the purpose to enter upon and within the lot burdened and every part thereof as may be reasonably necessary and to remain there for any reasonable time for the purpose of erecting, inspecting, cleaning, repairing, maintaining, replacing or removing the sign or any part thereof and for any of the aforesaid purposes to enter upon and within the lot benefited as may be reasonably necessary PROVIDED HOWEVER that the responsibility of the easement and every person authorised by him shall take all reasonable precautions to ensure as little disturbance or damage to the lot burdened as possible and will as soon as reasonably possible restore the lot burdened as nearly as practicable to its original condition and the proprietor of the lot benefited and every person authorised by him shall exercise the rights hereby granted so as to not to interfere unduly or unreasonably with the proprietor of the lot benefited AND FURTHER PROVIDED that the proprietor of the lot benefited shall have the exclusive right to have an advertising sign within the land burdened.

Terms of easement ninthly referred to in above-mentioned plan

Full and free right for any person who is at any time entitled to an estate or interest in the lot benefited or any part thereof with which the right is capable of enjoyment and every person authorised by him from time to time and at all times, but not exclusively, to erect, use,

City Council

 REGISTERED 9/12/1992

INSTRUMENT SETTLING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER INTENDED TO BE CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919

(Lengths are in metres)

Sheet 9 of 12 Sheets
Subdivision of land comprised in Lot 11 in DP826683 covered by Council Certificate No. 221.20398

PART 2 (continued)

DP826686

maintain, repair and replace a sign within the land burdened together with the right to lay underground electricity supply cables and other electrical apparatus for the purpose of illuminating and/or operating the sign or signs on the lot benefited and any person authorised by him to do so. The sign or signs on the lot benefited shall be erected, maintained or replaced in accordance with the requirements or machinery necessary for the purpose to enter upon and within the lot benefited and every part thereof as may be reasonably necessary and to remain there for any reasonable time for the purpose of erecting, inspecting, cleaning, repairing, maintaining, replacing or removing the sign or any part thereof and for any of the aforesaid purposes to open up the lot benefited to such extent as may be reasonably necessary for the purpose of the sign or signs on the lot benefited and every person authorised by him shall take all reasonable steps to ensure as little disturbance or damage to the lot burdened as possible and will as soon as reasonably possible restore the lot burdened as nearly as practicable to its original condition and the proprietor of the lot benefited and every person authorised by him shall exercise the rights hereby granted so as to not to interfere unduly or unreasonably with the rights of the proprietor of the lot burdened AND PROVIDED THAT the proprietor of the lot benefited shall not have the exclusive right to have erected, maintained or replaced on the lot benefited any sign or signs or any part thereof pursuant to this easement shall not be wider than 3.8 metres and shall not be higher (excluding the height of any pylon but not excluding the height of any sign on a pylon) than 3.8 metres AND PROVIDED FURTHER that the top of any sign erected pursuant to this easement shall be no higher than the higher of:-


- (a) 8 metres above the surface of the site of this easement; or
- (b) the highest point of the highest sign lawfully erected upon the land designated 'N' and 'NE' in the above-mentioned plan.

Terms of restriction as to user tenthly referred to in the above-mentioned plan

For the purpose of this restriction as to user the "Height Covenant Site" is that land within Lot 3 in the above-mentioned plan shown as affected by this restriction as to user.

The surface of the Height Covenant Site and the whole of the air space above it may not be used for any purpose other than:

- (a) Vehicular traffic
- (b) Pedestrian traffic
- (c) Landscaping and the growing of plants

City Council

 7 JRM

REGISTERED 9.12.1992

INSTRUMENT SETTLING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER INTENDED TO BE CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919

(Lengths are in metres)

Sheet 10 of 12 Sheets
Subdivision of land comprised in Lot 14 in DP826683 covered by Council Certificate No. 221.20398

PART 2 (continued)

DP826686


No improvements will be erected on or above the surface of the Height Covenant Site except for these purposes and in no event will any improvements, landscaping or plants be erected, grown or permitted to stand within the air space higher than 0.5 metres above the surface of the Height Covenant Site.

This restriction as to user is not intended to prohibit or restrict any improvements which are level with, or below, the surface of the Height Covenant Site for any purpose.

In the event that there is any breach of this restriction as to user, whether or not that breach is substantial and without affecting any other person, the registered proprietor of the lot benefited shall be entitled to, and shall exercise, the right to require the registered proprietor of the lot benefited to comply with this restriction as to user and the registered proprietor of the land benefited shall be entitled to recover the costs of so doing from the registered proprietor of the land upon which the relevant improvements or plants were located.

Terms of easement thirtenthly referred to in above-mentioned plan

Full and free right for any person who is at any time entitled to an estate or interest in the lot benefited or any part thereof with which the right is capable of enjoyment and every person authorised by him from time to time and at all times, but not exclusively, to erect, use, maintain, repair and replace a sign being no more than 2.7 metres at the highest point in the airspace above the ground surface within the lot benefited and every person authorised by him shall take all reasonable steps to ensure as little disturbance or damage to the lot burdened as possible and will as soon as reasonably possible restore the lot burdened as nearly as practicable to its original condition and the proprietor of the lot benefited and every person authorised by him shall exercise the rights hereby granted so as to not to interfere unduly or unreasonably with the rights of the proprietor

City Council

 7 JRM

REGISTERED 9.12.1992

INSTRUMENT SETTING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER
INTENDED TO BE CREATED PURSUANT TO SECTION 89B OF THE CONVEYANCING ACT
1919

(Lengths are in metres)
1/1820060
PART 1 (continued)
Sheet 3 of 12 Sheets
Subdivision of land comprised in Lot 11
in D8926063 covered by Council Clerks
Certificate No. Z11.25398

IDENTITY OF EASEMENT
EASEMENT REFERRED TO IN
ABOVE-MENTIONED PLAN

SCHEDULE OF LOTS AFFECTED

1
Lots Burdened
Easement for signage 2.5 wide.

IDENTITY OF EASEMENT
EASEMENT REFERRED TO IN
ABOVE-MENTIONED PLAN

SCHEDULE OF LOTS AFFECTED

4
Lots Burdened
Easement for signage var. width.

IDENTITY OF RESTRICTION AS
TO USER REFERRED TO
IN ABOVE-MENTIONED PLAN

SCHEDULE OF LOTS AFFECTED

3
Lots Burdened
Restriction as to user.

IDENTITY OF EASEMENT
EASEMENT REFERRED TO
IN ABOVE-MENTIONED PLAN

SCHEDULE OF LOTS AFFECTED

3
Lots Burdened
Easement for signage 1 wide.

City of Canada Bay
Principal Council

W.M. Brown
7/10/22
REGISTERED 15/12/1992

INSTRUMENT SETTING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER
INTENDED TO BE CREATED PURSUANT TO SECTION 89B OF THE CONVEYANCING ACT
1919

(Lengths are in metres)
1/1820060
PART 1 (continued)
Sheet 4 of 12 Sheets
Subdivision of land comprised in Lot 11
in D8926063 covered by Council Clerks
Certificate No. Z11.25398

IDENTITY OF EASEMENT
EASEMENT REFERRED TO IN
ABOVE-MENTIONED PLAN

SCHEDULE OF LOTS AFFECTED

1
Lots Burdened
Easement for signage 1 wide.

IDENTITY OF EASEMENT
EASEMENT REFERRED TO IN
ABOVE-MENTIONED PLAN

SCHEDULE OF LOTS AFFECTED

2
Lots Burdened
Easement for signage 2 wide.

IDENTITY OF RESTRICTION AS
TO USER REFERRED TO
IN ABOVE-MENTIONED PLAN

SCHEDULE OF LOTS AFFECTED

2
Lots Burdened
Restriction as to user.

IDENTITY OF EASEMENT
EASEMENT REFERRED TO
IN ABOVE-MENTIONED PLAN

SCHEDULE OF LOTS AFFECTED

2
Lots Burdened
Easement for services 1.5 wide.

City of Canada Bay
Principal Council

W.M. Brown
7/10/22
REGISTERED 15/12/1992

INSTRUMENT SETTING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER ENTITLED TO BE GRANTED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919

(Lengths are in metres)

DP826686

PART 2

Sheet 5 of 12 Sheets
Subdivision of land comprised in Lot 11 in DP 826686 covered by Council Clerks Certificate No. 221.20298

Terms of easement firstly referred to in above-mentioned plan

Full and free right for every person who is at any time entitled to an estate or interest in possession in all or any part of the land benefited and every person authorised by him (the Easement User) to use the land benefited for all purposes with or without vehicles or animals or both and for all purposes with or without vehicles or animals or both and for all purposes with or without vehicles or animals or both provided that it is agreed that the whole of the site of the right of way within Lots 1 and 3 as shown on the above-mentioned plan shall be maintained and repaired at all times in a condition appropriate to a premium quality commercial retail development by each of the registered proprietors from time to time of the land in Lots 1, 2, 3 and 4 in the said plan and the cost thereof shall be borne in the following proportions:-

Lot 1	-	24%
Lot 2	-	13%
Lot 3	-	28%
Lot 4	-	35%

It is agreed that no Easement User in respect of any lot benefited shall be entitled to enjoy any of the rights granted pursuant to this easement in respect of the lot benefited unless the proportion of maintenance and repair costs attributable to the lot benefited have been paid by the registered proprietor of the lot benefited prior to the enjoyment of those rights. Any registered proprietor of a lot benefited shall be liable for the proportion of any expenditure incurred by him from time to time of the relevant proportion of any other lot as if the relevant proportion were a liquidated debt.

Terms of restriction as to user secondly referred to in above-mentioned plan

For the purpose of this restriction as to user the 'Height Covenant Site' is that land within Lot 4 in the above-mentioned plan shown as affected by this restriction as to user.

The surface of the Height Covenant Site and the whole of the air space above it may not be used for any purpose other than:



1 Council

REGISTERED 9/12/1992

Kimberly
7/11/19

INSTRUMENT SETTING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER ENTITLED TO BE GRANTED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919

(Lengths are in metres)

DP826686

PART 2 (continued)

Sheet 6 of 12 Sheets
Subdivision of land comprised in Lot 11 in DP 826686 covered by Council Clerks Certificate No. 221.20298

- (a) Vehicular traffic
- (b) Pedestrian traffic
- (c) Parking of motor vehicles
- (d) Landscaping and the growing of plants
- (e) Construction and support of not more than one pylon sign
- (f) Construction and support of an electricity kiosk or substation by any relevant electricity supply authority.

No improvements will be erected on or above the surface of the Height Covenant Site except for these purposes and in no event will any improvements (other than a pylon sign and an electricity kiosk or substation), landscaping or plants be erected, grown or permitted to remain within the airspace higher than 0.5 metres above the surface of the Height Covenant Site.

For the purposes of this restriction as to user a 'pylon' sign is a sign supported by a structure fixed to the ground by a pylon and which complies with the following dimensions:-

- (a) The width of the pylon does not exceed 0.5 metres
- (b) The distance from the surface of the Height Covenant Site to the underside of the sign is not less than 2.8 metres
- (c) The distance between the bottom of the sign and the top of the sign (that is, not including the pylon) does not exceed 3.8 metres
- (d) The width of the sign does not exceed 3.8 metres

This restriction as to user is not intended to prohibit or restrict any improvements which are level with, or below, the surface of the Height Covenant Site for any purpose.

In the event that there is any breach of this restriction as to user, whether or not that breach is substantial and without affecting any other matters that may be available, the registered proprietor of the lot benefited shall be liable to pay to the registered proprietor of the Height Covenant Site the costs of any improvements or plants which do not comply with this restriction as to user and the registered proprietor of the land benefited shall be entitled to recover the costs of so doing from the registered proprietor of the land upon which the relevant improvements or plants were located.

Terms of easements thirdly, fourthly, fifthly, sixthly, seventhly and eighthly referred to in above-mentioned plan

Full and free right for every person who is at any time entitled to an estate or interest in possession in all or any part of the dominant tenement and every person authorised by him from time to time and at



1 Council

REGISTERED 9/12/1992

Kimberly
7/11/19

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 15 March 2022 3:30 PM
To: The City of Canada Bay
Subject: Submissions - Planning Proposals - Parramatta Road Corridor Urban Transformation Strategy
Planning Proposal - 235 Parramatta Road Five Dock - Kings Bay Precinct - Joe Brongo

[REDACTED]

Traffic and construction noise mitigation must be included in this plan before it is approved

My concerns relate to traffic and construction noise during stage 1 of the Concord Precinct plan.

There is no mention of noise mitigation in this plan. This is astounding considering nearby residents (many of whom are elderly) and St Mary's School will be subject to construction noise, increased heavy vehicle noise, and traffic disruption/congestion in this area for years to come while stage 1 is being completed.

I respectfully, ask the council to come up with a noise mitigation plan prior to this plan being ratified, it must have input from affected residents .

The plan should include:

1. The plan should be designed so to expedite the construction phase, thus limiting the pain local residents will be subjected to.
2. Strict limits on night work
3. Strict limits on the movement of heavy vehicles during the day or night
4. Strict limits on construction trucks using our streets for parking and or staging areas.

A possible solution to help alleviate points, 3 and 4 above and more generally decrease congestion in the area for the construction phase and post-construction phase is to construct a road/Street that joins Gipps Steet and Parramatta road on the east side of concord oval (currently under redevelopment) along the canal. Such a road/street can be used to service the construction phases of stage 1 and Metro Station while minimizing traffic on the local affected streets. Post-construction phases, it will provide a needed new traffic route in and out of Concord thereby reducing congestion.

As a resident at 9 Broughton street Concord, I am particularly worried about the noise that will be generated by construction traffic and the construction itself. I ask the council to put together a Traffic and Construction noise mitigation plan with input from its residents.

Kind Regards

Joe Brongo
9 Broughton Street Concord
[REDACTED]



15 March 2022

Canada Bay Council
Email: council@canadabay.nsw.gov.au

Attention: Strategic Planning

Dear Sir/Madam,

**RE: PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION
STRATEGY (PRCUTS) – STAGE 1 PLANNING PROPOSAL
8-10 HARRIS ROAD, FIVE DOCK**

GAT & Associates has been engaged by the owners of the property at 8-10 Harris Road, Five Dock to review the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) – Stage 1, which is currently on exhibition, and which proposes changes to our client's property.

The purpose of this submission is to provide comments on the proposed changes affecting the site at 8-10 Harris Road.

The documents contained on the NSW Planning Portal website have been reviewed, with particular regard being given to:

- Planning Proposal document prepared by Canada Bay Council, PP2021/0001 dated May 2021;
- Kings Bay Precinct Master Plan Report dated 4 February 2022;
- Parramatta Road Select Precincts Public Domain Plan dated April 2021;
- Sustainable Precincts Strategy dated 20 July 2020; and
- Flood Risk Assessment for City of Canada Bay Council dated September 2020; and
- The Draft City of Canada Bay Development Control Plan – Part K Special Precincts.

The NSW Department of Planning and Environment has planned precincts and growth areas to play a supporting role for housing supply. However, the Greater Sydney Housing challenge is a timeframe to re-zone land and to bring housing to the market. Additional capacity is required to meet 20 year strategic housing targets and as such, a longer term view should be taken. What these targets don't consider are market forces which determines supply, not necessarily zoned land. There are also other factors such as lower construction approvals, diminished spare construction capacity, and tougher credit conditions which play a role in the development of properties.

■ **Sydney Office**
Suite 15, Level 1
469-475 Parramatta Rd
Leichhardt NSW 2040

■ **Brisbane Office**
3A Cambridge Street
West End QLD 4101

t. 02 9569 1100
f. 02 9569 1103
e. gat@gatassoc.com.au
w. www.gatassoc.com.au

TOWN PLANNERS ■ BASIX/ENERGY ASSESSORS

The site

The site of 8-10 Harris Road contains two single storey dwellings, both with driveways accessing on-site car parking. The site is currently zoned B6 Enterprise Corridor under the Canada Bay Local Environmental Plan (CBLEP) 2013.

The site is located on the eastern side of Harris Road, between Queens Road to the north and Parramatta Road to the south. The site is located opposite Rosebank College. Adjoining the site to the north is a multi-storey commercial building located on the corner of Queens Road and Harris Road. Adjoining to the south and east are lower scale (two storey) industrial buildings.



Figure 1: Site location map (source: <https://www.mecone.com.au/mosaic>)

The site of 8-10 Harris Road is located within the Kings Bay Masterplan precinct as identified under the PRCUTS. The Masterplan envisages the Kings Bay Precinct as a thriving commercial and residential village centred around Spencer Street with new and active uses. The estimated yields in the Kings Bay Stage 1 Precinct is 2,779 dwellings over the next 20 years.

The Kings Bay Precinct is indicated in the following image.



Figure 2: The Kings Bay Precinct, Masterplan Kings Bay Precinct prepared by Group GSA for the City of Canada Bay Council

Kings Bay Precinct Master Plan

- ❑ Proposed Zoning, Building Heights and Floor Space Ratio

The zoning of the site is proposed to change from B6 Enterprise Corridor, to R3 Medium Density Residential, as indicated on Figure 3 below.



Figure 3: Recommended Land Uses for Kings Bay Precinct

The site is shown as being proposed to have a maximum height of 28 metres and maximum floor space ratio (FSR) of 1.8:1. Refer to Figure 4.

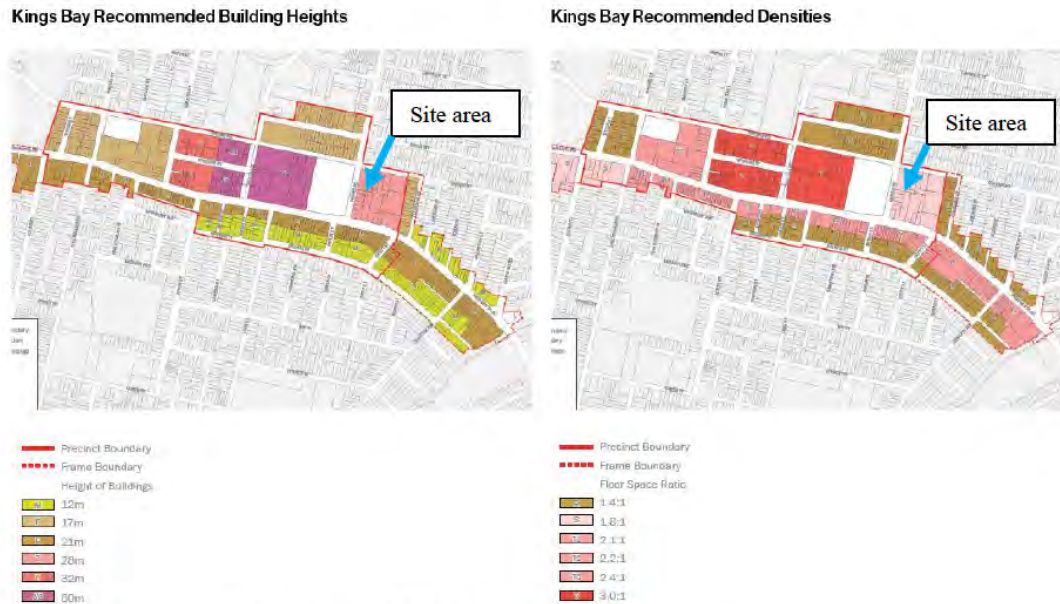


Figure 4: Recommended heights and FSR for Kings Bay Precinct

The maximum building height of 28 metres indicated for the R3 zone can only be achieved through the Design Excellence clause which requires design excellence to be demonstrated through a design review panel process.

However, the Masterplan goes onto provide specific height controls for properties within the precinct which differ from the controls applied across the broader R3 zone.

Page 39 of the Masterplan document states the following:

“The amalgamation pattern is proposed with consideration of current land ownership status, public domain dedication requirement, built form efficiency and urban design outcomes.

The current Land ownership pattern indicates single ownership for amalgamated lots A1, A3, B4, C and F2. This forms the base of the amalgamation pattern.

Several public parks and through-site links are required from the Planning and Design Guidelines of PRCUTS. These need to be dedicated by landowners where there is enough room and flexibility to arrange built form on the remaining of their land. Some larger amalgamation boundaries are informed by this.

The length and depth of the amalgamation are considered to provide space for efficient and functional built form.”

The site is shown to require amalgamation with the adjoining properties to the south, being No. 2, 4 & 6 Harris Road and 75 & 77 Parramatta Road, to create ‘Lot F3’, as depicted in Figure 5 on the following page.

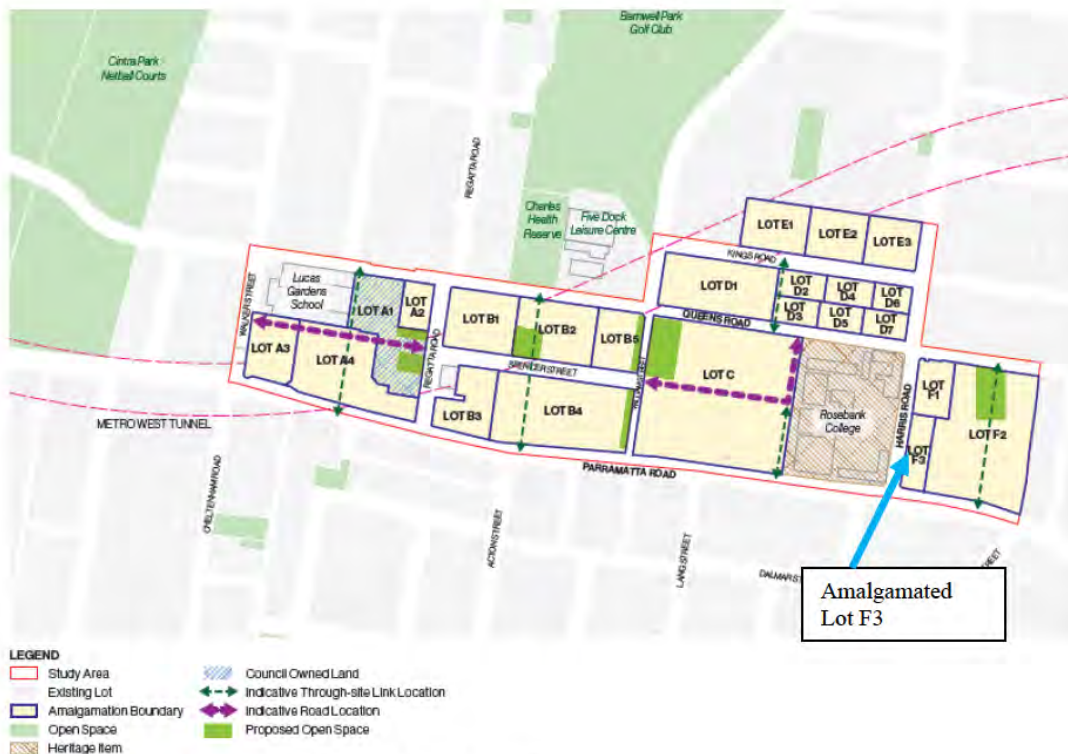


Figure 5: Lot amalgamation for Kings Bay Precinct

The Draft City of Canada Bay Development Control Plan – Part K Special Precincts, which is also on exhibition, contains section K20 which states the following control:

“C2 The delivery of identified amalgamation and community infrastructure is a prerequisite for the heights and densities identified in the LEP. If this is achieved, new development is to conform to the maximum number of storeys as shown in Figure K20-12 and Figure K20-13. Further controls regarding the permissible building envelope are contained in Section ‘K20.10 Street Wall Heights and Setbacks’ and ‘Section K20.13 Massing and Articulation’.”

Our clients own the properties of No. 8 and 10 Harris Road, however as stated the Masterplan document envisages amalgamation with five (5) other properties and potentially five (5) different land owners. How this will be achieved is not identified in the documents and this raises a number of questions as to how different property owners will reach agreement on developing the amalgamated sites, and what role Canada Bay Council will have in this process.

The Masterplan indicates that for the amalgamated site referred to as Lot F3, a total of 51 residential units are envisaged over the 2,685m² of site area.

The building envelopes diagram taken from the Draft City of Canada Bay Development Control Plan – Part K Special Precincts provided on the following page shows the general building footprints and heights which Council is proposing on Lot F3. A two-storey podium is shown at the front of the site, with an overall maximum building height of 6 storeys, or 20 metres. Refer to Figure 6.

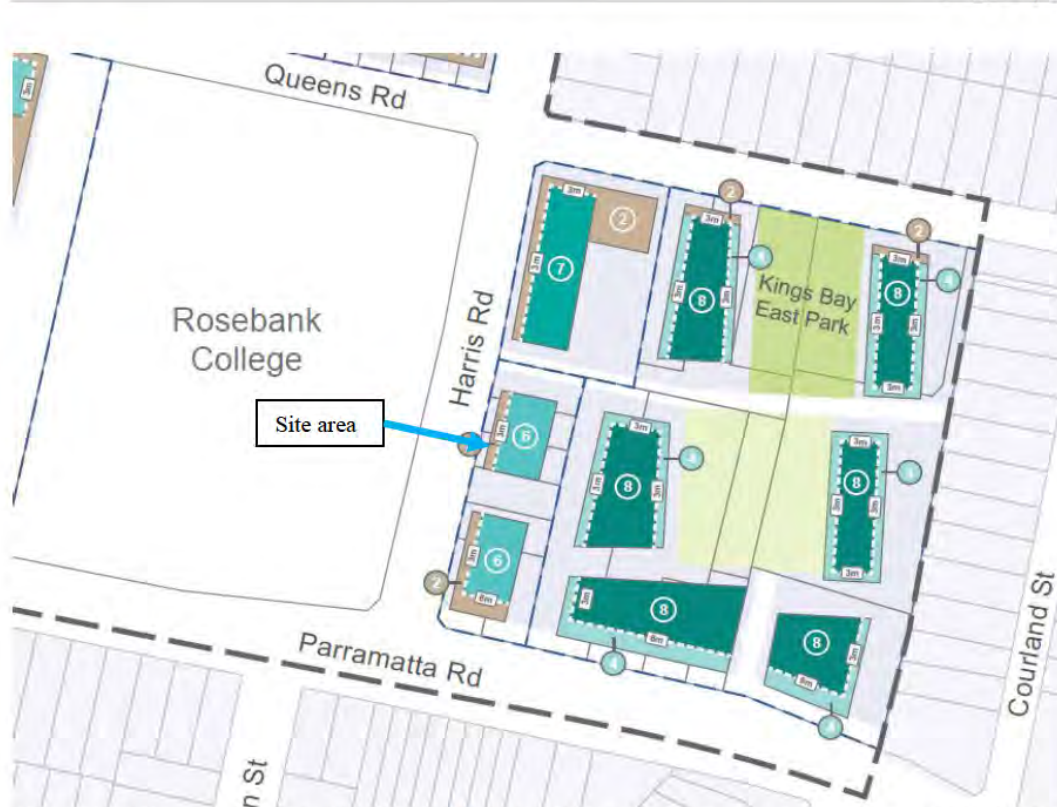


Figure 6: Extract of Figure K20-13 Building Envelopes Plan – eastern part, from the Draft City of Canada Bay DCP – Part K Special Precincts

Figure 6 above shows that two buildings are envisaged across Lot F3, with the northern building extending across our client’s property at 8-10 Harris Road, as well as No. 6 Harris Road.

❑ Through site links

A 12 metre wide through site link is indicated along the northern boundary of the site, to be shared with the adjoining property on the corner of Queens Road and Harris Road. This will provide access between Harris Road and the Kings Bay Park East, with intentions to later extend it to Courland Street to the east. This means that 6 metres along the northern boundary will be required to provide for the through site link on our client’s property.

The diagram provided in Figure 7 indicates that quite a large setback is desired to this through site link and to the rear setback, which further reduces the building footprint of development on the site, considering that any built form would also need to provide a front setback of at least 3 metres to Harris Road as per the draft DCP, and also meet the separation requirements under the Apartment Design Guide.

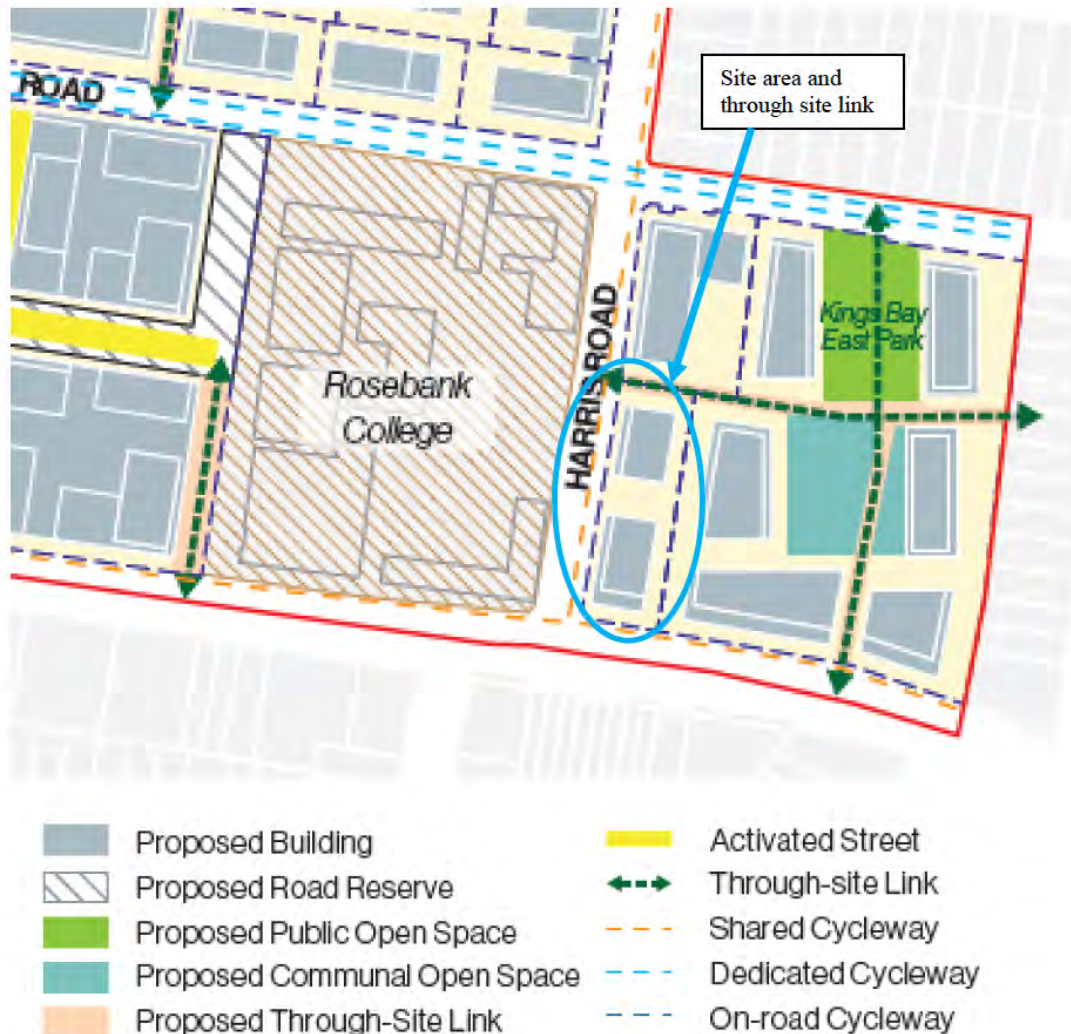


Figure 7: Through site link map

□ Parking and Harris Road works

Canada Bay Council is seeking to reduce dependence on car use; however we know from experience that limiting parking for developments does not necessarily mean that people will make the move to rely on public transport.

The Masterplan and draft DCP seeks to minimise underground parking, with no minimum parking within 800m of the metro and other rail stations, and no parking within 400m.

However, the traffic study for the Parramatta Road Corridor has not yet been finalised. In addition, the Sydney Metro West is not envisaged to be completed until 2030.

There is concern that the vision for this precinct is to significantly increase residential development, but to severely limit on-site car parking and also restrict on-street car parking, through the provision of clear ways and introduction of new cycle ways. The existing peak hour

clearways along Harris Road are proposed to be extended, and intersection works are proposed at Queens Road/Harris Road, which will impact on our client's site.

While the Sydney West Metro does have the potential to reduce traffic and the demand on private transport within the Five Dock area, the reality is that current car dependence is very high, as evident by the high traffic volumes in the area, particularly along Queens Road and Parramatta Road. Changing the mindset of people so they switch to public transport is a longer term outcome and one which we do not foresee to happen straight away, especially if the delivery of the Metro will not be until 2030.

Another control contained within the *Draft City of Canada Bay Development Control Plan – Part K Special Precincts* which will increase construction costs is the desired outcome of having parking designed to be 'adaptable' and able to be converted to other uses in the future. Underground car parking and basement spaces are to have a minimum floor to floor height of 3.7m to be able to be converted to commercial uses. At ground level parking areas are to have a minimum floor to floor height of 4.4m to be able to be converted to retail uses. Above ground parking areas are to have a minimum floor to floor height of 3.7m (second floor level) to be able to be converted to commercial uses, or 3.1m-3.7m (above second floor level) to be able to be converted to commercial or residential uses.

Owners of properties within the precinct will obviously be seeking to gain a favourable return for the investment in redeveloping sites, given the high cost involved (including not only the construction cost but also the cost of obtaining development approval). The restriction on on-site parking, the lack of on-street parking, and the additional 'adaptability' requirements of parking levels will impact on the resale value of new residential accommodation and could potentially result in properties taking longer to be redeveloped due to financial reasons.

❑ Landscaping

The following controls are contained within the *Draft City of Canada Bay Development Control Plan – Part K Special Precincts*:

- Development consent must not be granted unless the development achieves at least 25% canopy cover across the site.
- A minimum of 30% of the total site area is to be provided as landscaped area.
- 50% of the required landscaped area is to be deep soil with deep soil planting (trees and shrubs) and a preference for native species.
- Calculation of landscaped and deep soil areas is not to include any land that has a length or a width of less than 1.5m.
- For residential development in the R3 Medium Density zone, at least 50% of the front setback area is required to be deep soil.

These landscape controls add another layer of restrictions to the developable area of the site. While landscaped and deep soil zones are an important element for residential development, the draft controls are considered to be onerous for a new R3 zone which is located along Parramatta Road and is currently used primarily for commercial and industrial uses.

It would be more appropriate to have these controls applying to established residential areas or areas undergoing a change in zoning that are surrounded by established residential areas.

It is our submission that the landscaping and deep soil controls applying to the new R3 zone within the Kings Bay Precinct should be reduced, particularly the requirement of having at least 50% of the front setback area as deep soil, which may be difficult to achieve once driveways and pedestrian pathways are factored in.

❑ Sustainability

Council is seeking to increase BASIX targets for residential dwellings, up to Energy 50 and Water 50 for developments less than 14 storeys in height. Council also wants to see EV charging infrastructure including charging outlets in each parking space, as well as all developments to have recycled water systems.

The current BASIX targets are Energy 25 and Water 40. The proposed target for energy is double what it currently is, and while it could be achieved simply by having more solar panels provided to a development, it does mean additional expense at the construction stage.

The water target is more difficult to achieve, as there are already limitations on the services and fixtures available in NSW to meet the current target of 40. The reality is that although a BASIX certificate may demonstrate targets being achieved, it is then reliant on suppliers having the infrastructure and fixtures available for the target to be met.

The need to provide EV charging infrastructure to every car space and recycled water systems adds yet another cost that needs to be outlaid during construction.

While these measures will result in cost savings in the long term, it will mean more expense for the owners and/or developers of property at the time of construction, and there is no guarantee that this cost will be recovered within the sale price of developments, as this is market driven.

Conclusion

This letter contains the key concerns relating to 8-10 Harris Road as proposed under the PRCUTS. We believe these issues require further consideration by Council and the Department of Planning & Environment, namely:

- The appropriateness of reducing the maximum 28 metre height limit applying across the R3 zone, down to a maximum of 20 metres or 6 storeys on the site;
- The challenges involved in amalgamating with adjoining property owners and reaching an agreement on the redevelopment of the sites, the expectations of how this will be managed by land owners, and what role Council will have in this process;
- The implications of providing minimum parking on site, in terms of the impact on on-street parking across the broader area, and on the commercial value of new properties within this precinct, while the Sydney West Metro is not envisaged to be completed until 2030;
- The restriction which the through site link presents to the development yield on the site, together with the setbacks and separation requirements under the Council DCP

and Apartment Design Guide, and the landscape and deep soil requirements for development in the R3 zone; and

- The additional burden of the increased sustainability targets placed on developers and whether these can be actually be achieved with the current services and fixtures available in NSW.

We believe that more discussion with the industry needs to be undertaken to understand the full implications of these proposed changes, particularly in relation to the decrease in parking within the precinct and the increased BASIX targets.

It is also our submission that the parking controls and increased restrictions for local streets (such as clear ways and cycle ways) should not be determined until the traffic study has been completed.

Should you have any questions please do not hesitate to contact me.

Kind regards,



Margaret Roberts
GAT & Associates
Plan 4442

[REDACTED]

From: Margaret Roberts [REDACTED]
Sent: Tuesday, 15 March 2022 3:50 PM
To: The City of Canada Bay
Subject: Submissions - Planning Proposals - Parramatta Road Corridor Urban Transformation Strategy
Planning Proposal - Masterplan and Draft DCP Controls - GAT & Associates on behalf of 8-10
Harris Road Five Dock
Attachments: 4442 PRCUTS Submission 8-10 Harris Rd Five Dock 15.03.22.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please report all suspicious emails to helpdesk@canadabay.nsw.gov.au

Attention: Strategic Planning Team

Good afternoon,

Please find attached a submission made on behalf of our clients to the PRCUTS Planning Proposal. Our clients own the site at 8-10 Harris Road, Five Dock. This submission is to the Masterplan and Draft DCP controls.

I note that the exhibition link provided on the NSW Planning Portal (<https://pp.planningportal.nsw.gov.au/ppr/post-exhibition/parramatta-road-corridor-urban-transformation-strategy-prcuts-stage-1>) has removed the facility to upload submissions. It was available earlier today but has been removed, even though Council's website says that submission close at 5pm today.

If I need to upload this submission via other means, please advise and I will do this straight away.

Thank you for your consideration of our submission.

Kind Regards,

Margaret Roberts
(Mondays, Tuesdays & Thursdays)



W www.gatandassociates.com.au

A Suite 15, Level 1, 469-475 Parramatta Road, Leichhardt NSW 2040 | PO Box 96, Haberfield NSW 2045



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**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

15 March 2022

Strategic Planning Team
City of Canada Bay
Locked Bag 1470
DRUMMOYNE NSW 1470
Via email: council@canadabay.nsw.gov.au

Dear Sir/Madam

PARRAMATTA ROAD CORRIDOR PLANNING PROPOSAL AND DRAFT DCP: SUBMISSION ON BEHALF OF SUTTONS IN RELATION TO 49-53 PARRAMATTA ROAD, CONCORD

On behalf of our client (Suttons Group) who own **49-53 Parramatta Road, Concord**, we welcome the opportunity to provide a submission on the Parramatta Road Corridor Planning Proposal and Draft DCP.

This is an important step in implementing the strategic aims and aspirations espoused within the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), and we acknowledge the hard work undertaken by the Council to prepare a very comprehensive package of technical information to inform the rezoning of the precinct. This will certainly be further enhanced by the additional Sydney Metro rail infrastructure and new stations in close proximity to the site at Burwood North.

The Suttons Group operates 24 motor vehicle dealerships across NSW, and as a major landowner in the Parramatta Road Corridor, have undertaken a detailed review of the exhibition material. This has included a review of the proposed built form controls by a leading architectural practice in the residential sector (Studio Johnston) to test these on a real-life, potential mixed use redevelopment of the site, to understand any limitations or additional opportunities that may need to be examined in further detail by the Council.

In summary, the key areas of our submission are noted in the sections below.

- **General Support for a mixed-use precinct:** Suttons Group are generally supportive of the proposed rezoning and built form controls as they represent a shift towards a mixed-use revitalisation of the Burwood/Concord Precinct. However, as discussed below, it would appear to be somewhat of a missed opportunity not to explore the potential for greater heights and density given the site's very close proximity, and a lack of impacts that may arise from buildings which don't have any direct impact on surrounding sensitive residential neighbouring properties.

Parramatta Road Corridor Suttons Group 15 March 2022



- **Alignment/Opportunity with Sydney Metro Infrastructure:** The new Sydney Metro rail infrastructure within very close walking proximity of the site will have a transformation impact on the Burwood/Concord Precinct, and it begs the obvious question of whether the now established built form controls developed many years ago by Urban Growth NSW need to be re-thought as they would not have been clearly understood at the time the PRCUTS was finalised. We would encourage the Council to explore this an important opportunity which should be examined in closer detail, given the potential for this precinct to accommodate potentially more residential and employment opportunities into the short-medium term.
- **'Key Site' Incentives and Design Excellence:** The site at 49-53 Parramatta Road Concord is identified as a 'key site' which has an incentive clause requiring the provision of community infrastructure and the requirement for a competitive design process for building heights greater than 28m to achieve the maximum height and floor space outcome.

While we acknowledge the provision of community infrastructure imposes the need for land dedication or embellishment and other works (monetary contribution still to be defined), we feel strongly that there also needs to be appropriate incentives to undertake a competitive design process.

The current wording of the clause does not suggest this, and similar to the process that other Council's are using we would recommend that the competitive design process should facilitate a 10-15% floor space and height bonus to allow for innovative design, flexibility for potentially taller and more slender buildings and also a means to off-setting the high costs for running a competition. In the City of Sydney, bonuses are provided, in addition to the community infrastructure floor space, given the above considerations.

- **Shop top housing, podium and active street frontages:** With buildings that have a scale of 11 storeys (envisaged on the site) and that are proximate to levels of high road noise, this requires a degree of innovation and flexibility to create high quality design outcomes and positive responses to the Apartment Design Guidelines. In our experience, the strict adherence to a podium and tower form style of building can sometimes stifle sound design responses, and we would encourage the DCP documents to encourage:
 - Inherent flexibility to allow buildings to respond better to their immediate context, as opposed to "buildings must have a street wall/podium" assuming that a high level of residential amenity and design excellence is achieved.
 - Allow for active street frontages, but allow for creative responses to manage sleeved car parking and retail/commercial uses which are able to be desirable to the market as opposed to being mandated across the entire ground plane.
 - We are concerned that deep commercial floor plates at the ground floor and/or in a podium arrangement are unlikely to be successful and/or taken up by the market based on our understanding of the current retail/commercial climate in and around the Concord Precinct. From our architectural modelling, in a scenario where there is movement away from a deep floor plate, and a more slender residential tower, this makes it very difficult to achieve the permitted FSR in the height plane. Accordingly,



this indicates the need for more flexibility with height and FSR outcomes where there is different ground and podium arrangements, and to embed this in the proposed controls.

- Given the relatively built up nature of Parramatta Road provide, encourage flexibility with the provision of landscaping in generous planters (to sufficient depths) as opposed to mandating onerous deep soil requirements.
- Allow for creative ways to manage road noise and natural ventilation on a busy road. One potential example would be to exclude 'enclosed wintergardens' as gross floor area in the LEP to allow for well designed and usable spaces. This would discourage the use of mechanical ventilation and encourage natural ventilation in innovative manners.

In summary, we feel that the above changes would enrich the nature of the exhibited documents and we would be more than happy to meet to discuss the above submission in further detail.

If you have any questions please don't hesitate to contact me on 0402 044 052.

Yours sincerely,



Andrew Harvey
Director

[REDACTED]

From: Fiona Taylor [REDACTED]
Sent: Tuesday, 15 March 2022 8:02 AM
To: The City of Canada Bay
Cc: Helen Wilkins; Warren Arndell; Nickolas Hontas
Subject: Feedback - PRCUTS Planning Proposal - Fiona Ackland
Attachments: Submission to Council w signatures_14Mar22.pdf; Eva's #29 permission.docx; EG report_dec15.pdf

[REDACTED]

Dear Council,

Please find attached a submission from the residents at Courland St, Five Dock in relation to the Kings Bay Precinct proposed plans.

I kindly request acknowledgement of receipt of this email.

Kind regards,

Fiona Ackland
#17 Courland St, Five Dock
[REDACTED]

[REDACTED]

From: li fei zou [REDACTED]
Sent: Monday, 14 March 2022 11:24 AM
To: Customer Service
Cc: uaa.wmai@gmail.com
Subject: PRCUTS Planning Proposal - Feedback

[REDACTED]

Dear Canada Bay Council,

My name is Annie and I am the owner of 7 Courland St, Five Dock. I am responding to the "Exhibition of Parramatta Road Corridor Urban Transformation Strategy Planning Proposal and draft Development Control Plan".

I recall that my house is included as part of stage one Parramatta Road Strategy document published in 2016 (see picture below). However, it is excluded from stage one development in the new document published in 2022 (see picture below). The location of my house is marked in pictures, which are snapshots from the published council documents regarding Parramatta Road Strategy.

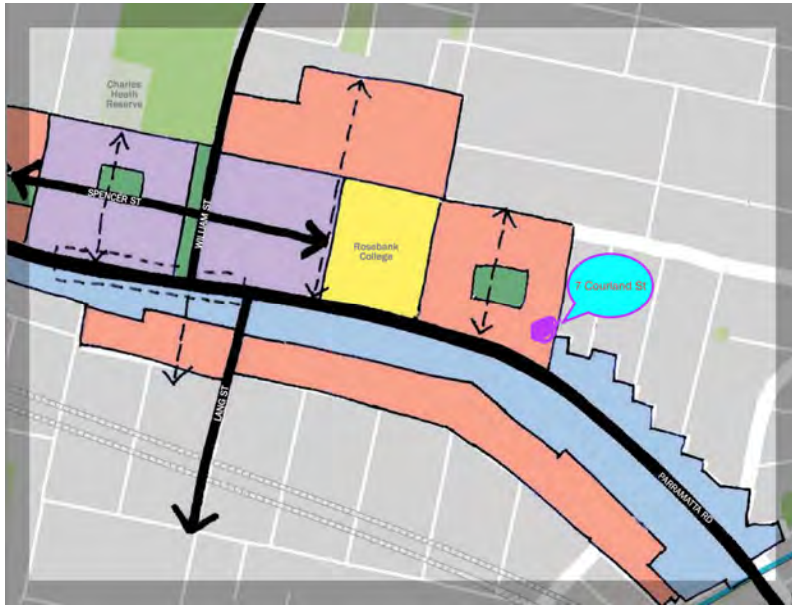
My house is zoned the same as all the other land behind me that are currently included in stage one Parramatta Road Strategy (B6 zoning).

So I am just wondering: can my house, and other nearby B6 zoned parcels on Courland St, be included in stage one strategy as well, providing the same zoning, recommendation from 2016 document and the proximity to the core development? In my opinion, adding these properties helps to open up the street access to Courland St from the proposed development site behind my land. It also doesn't fragment all the adjacent B6 zoned parcels.

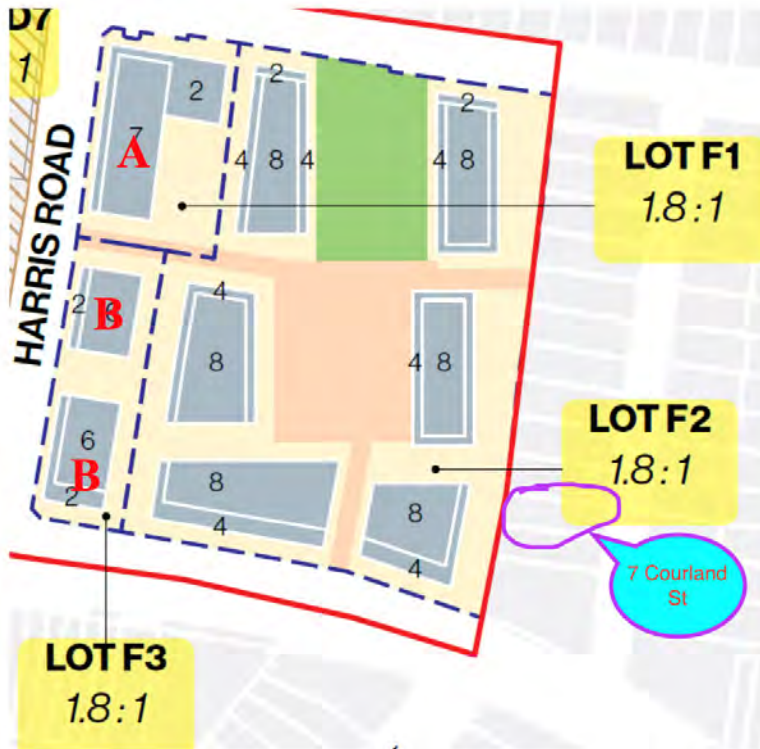
Thanks and regards,
Annie Zou & Willy Mai

[REDACTED]

2016 proposal

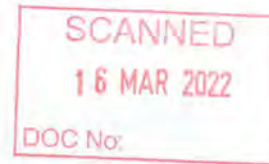


2022 exhibition



Attn: Strategic Planning Team
City of Canada Bay
Locked Bag 1470
DRUMMOYNE NSW 1470
Email: council@canadabay.nsw.gov.au
Subject: 'PRCUTS Planning Proposal - Feedback'

14th March 2022



Dear Canada Bay Council Strategic Planning,

Reference: Draft PRCUTS DCP – Kings Bay Precinct

We, the undersigned, are residents/owners of premises on the western side of Courland Street, Five Dock. We are submitting feedback regarding the draft proposed development of the Kings Bay Precinct, specifically the area directly to the west of our properties, Area 34.

Our submission includes:

1. A list of concerns about the proposed development behind our properties which we strongly oppose; and
2. A request that our properties be re-zoned as a priority and, if possible, also be considered for inclusion into the boundary of the Kings Bay Precinct.

Concerns about the proposed development in Area 34

- We strongly oppose the proposed development directly behind our properties.
- It is extremely disappointing to see that an 8 storey / 28 metre building could be considered a mere 12 metres from our homes.
- The height of such a development will create extensive shadowing and block natural light to our properties.
- We are concerned that our privacy will be compromised with multiple apartments overlooking our properties/ back yards.
- The proposed development is too close to the boundary of our properties.
- We are concerned about the noise of construction of the development occurring so close to our properties, as well as the future noise from the residents of the proposed apartment block.
- We are the only houses/ residential properties across the whole precinct that share a boundary with the precinct, yet we have an 8-storey high building proposed right behind us. We note that the Kings Road Proposal Areas 21, 22, and 23 have only 3 storeys, rising up to 5 storeys with a street in between and set-back from existing homes.
- A development of this size will devalue our properties.
- This proposal has already caused great anxiety to us as residents. If it goes ahead, we are concerned about the further anxiety and distress it will cause.

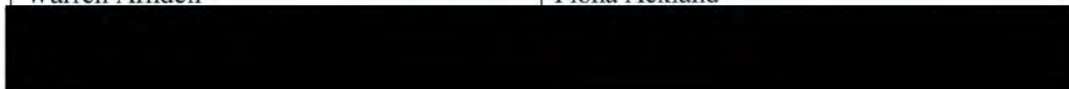
Requests for Council action

- Since UrbanGrowth NSW originally invited submissions for the Parramatta Road Corridor in 2015, our united group of residents in Courland Street commissioned EG to submit a proposal outlining the logical inclusion of our properties into the Kings Bay Precinct. A copy of the original 2015 EG submission to Urban Growth NSW is attached. We understand this submission never reached Canada Bay Council.

- We have again requested and funded EG to make a new submission on our behalf in response to this current Draft PRCUTS DCP – Kings Bay Precinct. We anticipate you will receive that separately.
- Regardless of whether we are formally included in the boundary of the Kings Bay Precinct or not, **our primary request is for our properties to be re-zoned**, so that we have a real opportunity to sell our properties to a developer as none of us want to live through the stress of a development on our back doorsteps and suffer the financial consequences and long-term life with a huge apartment block directly behind us.
- If the proposed development goes ahead, we strongly request more open and green space between our rear boundaries and the proposed buildings. We also want these buildings reduced in height as, in their current form, they would impact our natural light and sun, as well as be an incredible invasion of our privacy.

In conclusion, our primary request is for Canada Bay Council to re-zone our properties even if we are not able to be included within the boundary of the Kings Bay Precinct. We are a united group of neighbours who would rather sell than suffer the financial and psychological disadvantage that such a major development on our back doorstep will cause.

We are open to being contacted further about this submission. To do so please contact:

Warren Arndell	Fiona Ackland
	

Sincerely,

The owners/ residents of Courland St, Five Dock.
(Numbers: 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29)

Supporting documents attached:

1. A document originally submitted to Urban Growth in 2015, proposing our properties to be included in the boundary of the Kings Bay Precinct.
2. Email from Owner of #29 who gives permission for a proxy to sign on her behalf.

No.	Owner(s)	Signature
7		
9	Charlie Zumbo	
11		
13	Helen & Susan Mou	
15	Andrew & Kelly Phillips ✓	
17	Fiona & Richard Ackland ✓	
19	Peter Lalor	
21	Joanna & Julia Manuelli	
23	Amy Dai <i>Qiqian Dai</i> <i>& Jingyao Dai</i>	
25	Warren & Kellie Arndell	
27	Bill & Vicky Hontas	
29	Eva Wu Signed by Nick <i>Wong</i>	

----- Forwarded message -----

From: Eva WU [REDACTED]
To: Fiona Taylor [REDACTED]
Cc: nick.w.property@gmail.com [REDACTED]
Sent: Monday, 7 March 2022, 04:16:34 pm AEDT
Subject: Re: Fw: Courland St Update

Hi Fiona,
Hope you all good in Sydney. And thank you for the work you have done.

Yes, I would like to nominate Nick Wong as my proxy in this case, please contact Nick at [REDACTED] or by the email in this chain.

Best wishes,
Eva Wu

From my iPhone

---Original---

From: "Fiona Taylor" [REDACTED]
Date: Mon, Mar 7, 2022 03:45 AM
To: [REDACTED]
Cc: "[REDACTED]"
Subject: Fw: Courland St Update

Further to my email above, attached is a draft of what we are hoping you will agree to signing and some relevant photos from the website information relevant to our situation.

All the best - Fiona



SUBMISSION TO
URBANGROWTH NSW
**COURLAND STREET,
FIVE DOCK**

EG

DECEMBER 2015



KINGS BAY PRECINCT SUBMISSION, URBANGROWTH NSW

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DISCLAIMER

This document has been prepared by EG for the purpose of providing general information. While reasonable care has been taken in the preparation of this document, EG makes no representation in respect of this document including as to the accuracy or completeness of any statement in it including, without limitation, any forecasts.

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KINGS BAY PRECINCT SUBMISSION, URBANGROWTH NSW

ADDRESS:

9, 11, 13, 15, 17, 19, 21, 23, 25, 27 and 29 Courland Street, Five Dock

TOTAL AREA:

Approximately 4,707.8 square metres

PROPOSAL:

Inclusion in the 'Kings Bay Precinct' of the Parramatta Road Urban Transformation Strategy

PREPARED FOR:

Submission to UrbanGrowth NSW

PREPARED BY:

EG Property Group on behalf of 11 landowners of Courland Street, Five Dock

SUBMISSION DATE:

18th December 2015



EG

1. INTRODUCTION

EG Property Group has been commissioned to prepare a submission to UrbanGrowth NSW (UrbanGrowth) on behalf of 11 registered proprietors of contiguous land parcels located in Courland Street, Five Dock ('the Site'). We are seeking inclusion into the Kings Bay Precinct in the Draft Parramatta Road Urban Transformation Strategy ('the Strategy').

In September 2015, UrbanGrowth NSW, the state government's urban transformation agency ('UrbanGrowth'), released its Draft Parramatta Road Urban Transformation Strategy, dividing the area between Granville and Camperdown along Parramatta Road into eight precincts.

On behalf of our client, we wish to congratulate UrbanGrowth for working with Canada Bay Council, government agencies and the local community to produce a holistic approach to planning for this important growth corridor.

This submission explains the intended effect of and justification for the inclusion of the Site within the Kings Bay Precinct. It addresses matters relating to three primary objectives:

1. To support the objectives and vision of the Draft Parramatta Road Urban Transformation Strategy;
2. To seek the inclusion of the Site within the Kings Bay Precinct; and
3. To demonstrate the advantages of including the Site in the Kings Bay Precinct on planning, zoning and practical merit grounds.

This submission is divided into 5 sections, the first being this introduction. Section 2 provides background on the Site in the context of the local area. Section 3 details the objectives and prospective outcomes of the Strategy as a whole. Section 4 specifically addresses the design and delivery of Kings Bay Precinct. Section 5 explains the practical planning rationale for the Site's inclusion in the Precinct.

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2. THE SITE

2.1. DESCRIPTION

Located at western Courland Street, Five Dock, the Site consists of 11 individually-owned, contiguous land parcels, comprising a total area of approximately 4,707.8 sqm located in the Canada Bay local government area (LGA).

Courland Street is currently characterised by one and two-storey, low density, single residential homes (see: Figure 1).



Figure 1: 9-11 Courland St, Five Dock.

Figure 2 identifies the 11 properties that constitute the Site. Table 1 provides the legal description and addresses of each property.

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Figure 2. Location Map of the Site (Source: Nearmap, 2015 - not to scale).

Address	Legal Description	Site Area (sqm)
9 Courland Street	Lot 2/DP 126591	430
11 Courland Street	Lot 3/DP 126591	430
13 Courland Street	Lot 4/1 DP 1286	442.6
15 Courland Street	Lot 5/1 DP 1286	411
17 Courland Street	Lot 6/1 DP 1286	442.6
19 Courland Street	Lot 7/1 DP 1286	442.6
21 Courland Street	Lot 8/1 DP 1286	417.3
23 Courland Street	Lot 9/1 DP 1286	417.3
25 Courland Street	Lot 10 /DP 1286	424
27 Courland Street	Lot B/DP 958755	348
29 Courland Street	Lot A/DP 958755	503
	Lot 12/DP665711	
Total		4,707.8

EG

Table 1. Legal Description & Addresses of the Site's Properties.

2.2. SITE CONTEXT

The Strategy's proposed Kings Bay Precinct is primarily comprised of properties zoned IN1 - General Industrial zone under the Canada Bay Local Environmental Plan 2013 (CBLEP), with a small portion of B6 - Enterprise Corridor zone. The Strategy proposes that a Kings Bay Precinct be established with a boundary encapsulated by the areas within the IN1 and B6 zone which is within the immediate vicinity of the Site (see: Figure 4). These properties are envisaged to transform to high density residential and mixed-use areas in the Strategy (see: Figure 3).

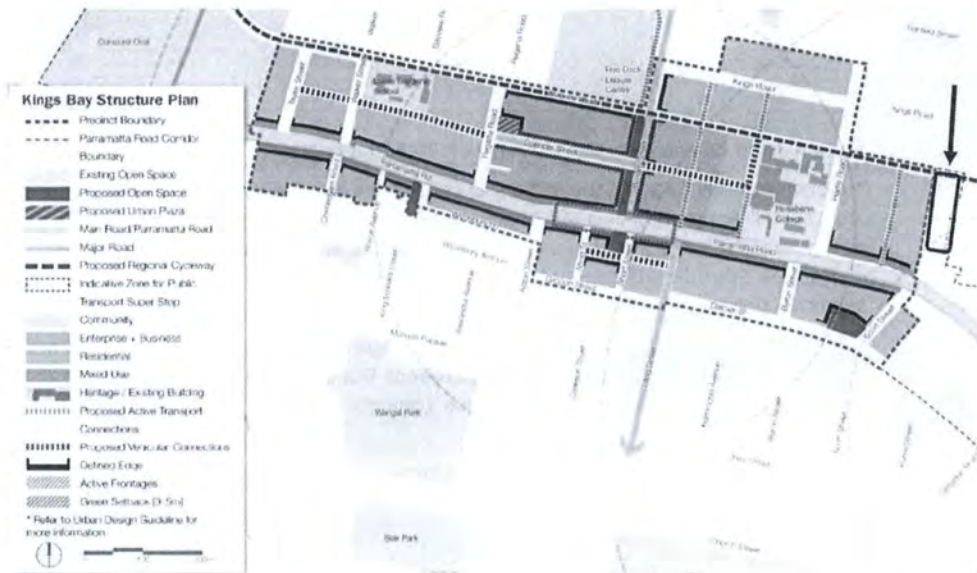


Figure 3. Kings Bay Structure Plan (Source: Draft Parramatta Road Urban Transformation Strategy, p. 70).

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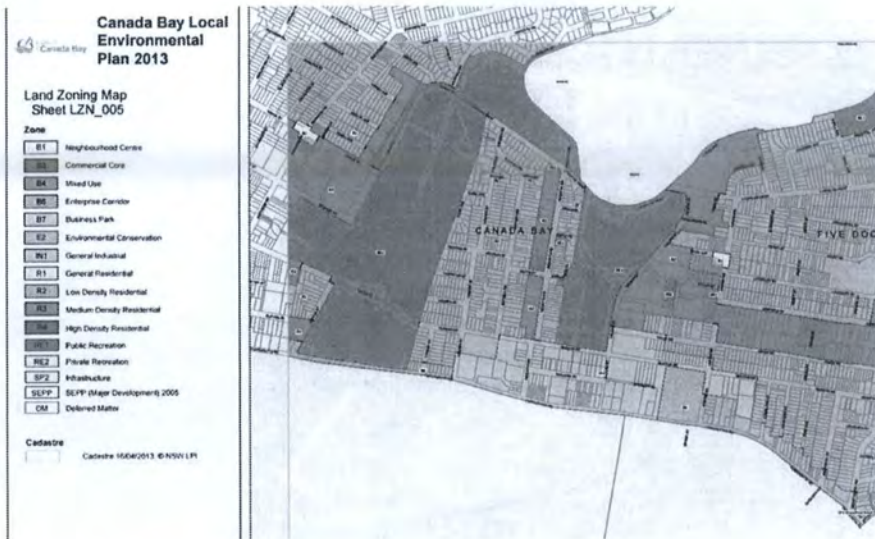


Figure 4. Land Zoning Map, Canada Bay LEP 2013 (not to scale).

The Strategy has flagged the Industrial properties immediately to the west of the Site, (and directly adjoining the entire length of the western boundary of the Site), for higher density Residential uses of between 6-8 storeys (29-metres max) in height. The boundary between these properties and the Site is marked by a "sensitive precinct edge" (see: Figure 5).

Figure 3 shows the Strategy's proposal to change the zoning of the Industrial and Commercial zones with frontage along Queens Road and Parramatta Road to higher density Residential and Mixed-Use zonings.

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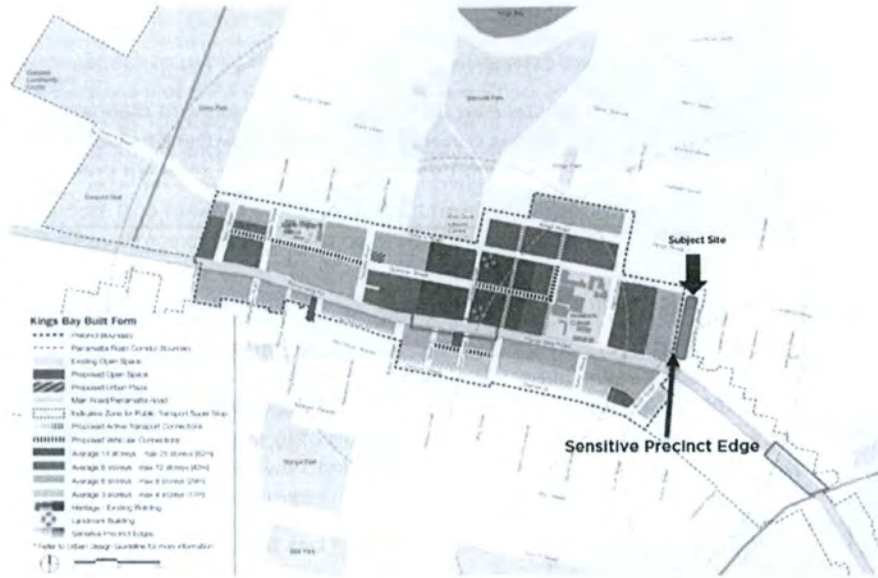


Figure 5. Kings Bay Built Form Plan (Source: Draft Parramatta Road Urban Transformation Strategy, p. 69).

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2.3. EXISTING PLANNING CONTROLS

Canada Bay Local Environmental Plan 2013 (CBLEP) is the relevant planning instrument for the Site. The Site is currently zoned R2 - Low Density Residential under the CBLEP. The objectives and permissible uses of the zone are presented below.

Zone R2 - Low Density Residential

1 Objectives of zone

To provide for the housing needs of the community within a low density residential environment.
To enable other land uses that provide facilities or services to meet the day to day needs of residents.

2 Permitted without consent

Environmental protection works; Home occupations

3 Permitted with consent

Bed and breakfast accommodation; Boarding houses; Boat sheds; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Environmental facilities; Group homes; Health consulting rooms; Jetties; Places of public worship; Recreation areas; Respite day care centres; Roads; Schools; Semi-detached dwellings; Water recycling facilities

4 Prohibited

Any development not specified in item 2 or 3

(Source: Canada Bay Local Environmental Plan 2013)

Table 2, below, identifies the current development standards that apply to the Site.

Development Standard	R2 - Low Density Residential
Floor Space Ratio	0.50:1
Height of Building	8.5m
Minimum Lot Size	450m

Table 2. Current development standards in accordance with CBLEP.

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2.4. EXISTING ROAD AND TRANSPORT ACCESS

With respect to public transport, Kings Bay Precinct benefits from accessibility to bus services along Parramatta Road, Queens Road and Harris Road. The Site is conveniently located within walking distance of a bus stop on the corner of Courland Street and Parramatta Road. Route 461 operates from Courland Street, along Parramatta Road and connects Chiswick to Campsie via Strathfield and Burwood. Bus services are an important form of transportation for residents of the Kings Bay Precinct as there are no railway stations located within 1 km of the Precinct boundary.

As stated within the Precinct Transport Report (p.60), Courland Street benefits from being situated in between the two primary corridors of the Precinct, acting as a thoroughfare for vehicle-access from both Parramatta Road and Queens Road. The site is approximately within 300 metres from Croydon Road, which is the first opportunity to turn right onto from Parramatta Road in the area. Croydon Road connects to Croydon Town Centre and Croydon Railway station (the closest station) which is approximately 2.5km south from the Site.

Similarly to William Street and Regatta Street, Courland Street provides unrestricted on-street parking.

2.5. HERITAGE

Under CBLEP 2013, the Site is not listed as a local, state or indigenously significant heritage item.

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3. STRATEGIC CONTEXT - DRAFT PARRAMATTA ROAD CORRIDOR STRATEGY

3.1. OVERVIEW

In September 2015, the New South Wales State Government's urban transformation agency, UrbanGrowth NSW, released its Draft Parramatta Road Urban Transformation Strategy. According to the Planning Minister, the Hon. Rob Stokes, the "Strategy provides an overview of the plans for transport and land uses for the Corridor over the next 30 years." (Draft Parramatta Road Urban Transformation Strategy, pg. 1)

The Parramatta Road Corridor is a priority for the growth and improvement of Sydney. The Corridor is 20-kilometres in length and extends along Parramatta Road from the Sydney CBD to the City of Parramatta. The vision is to transform Parramatta Road from a hostile, clogged artery to a spine of commerce and community activity. Through strategic planning, the Corridor has the potential to become a better place to live, work and socialise, with improved public transport, a better public domain and quality new development.

UrbanGrowth projects that the Strategy will be finalised by the second quarter of 2016. The timeline for the finalisation and implementation of the Strategy has been provided below:

(Source: 'Next Steps', UrbanGrowth NSW, 2015).

- Early 2016: Feedback considered and strategy finalised.
- 2016-2017: Urban Amenity Improvement approvals.
- Early 2016: Statutory plan making commences.
- 2017 onwards: Urban Amenity Improvement works commence.
- 2018: Development approvals and construction.

3.2. URBANGROWTH NSW

UrbanGrowth is leading an integrated project team that includes the Department of Planning and Environment, Transport for NSW, Roads and Maritime Services and the WestConnex Delivery Authority. The integrated project team is collaborating with nine local councils along Parramatta corridor, namely:

Auburn, Burwood, City of Canada Bay, Parramatta City Council and other councils affected by the transformation program. The City of Canada Bay Council (Council) is the relevant planning authority for the Site.

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3.3. THE VISION AND GUIDING PRINCIPLES

The Strategy has outlined that the vision for the Parramatta Road Corridor is:

"A high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs" (p. 3).

In order to deliver the vision, the following five principles apply:

- Diverse Housing and Jobs;
 - Plan for a diversity in housing and employment to meet existing and future needs.
- Accessible and Connected;
 - Reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel
- Community and Places;
 - Promote quality places and built form outcomes to transform the Corridor over time
- Sustainability; and
 - Create liveable local Precincts along the Corridor that are sustainable, resilient and make Sydney a better place
- Delivery
 - Deliver, drive, facilitate and monitor action.

Source: Draft Parramatta Road Urban Transformation Strategy

3.4. EIGHT PRECINCTS

Granville, Auburn, Homebush, Burwood, Kings Bay, Taverners Hill, Leichhardt and Camperdown are the eight precincts that have been subject to a Precinct Implementation Plan within the Strategy.

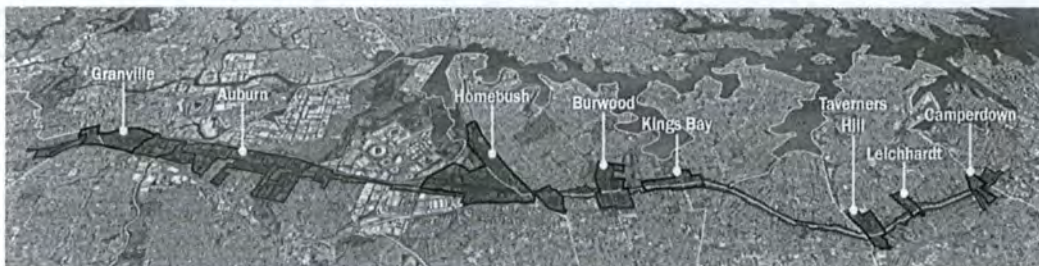


Figure 6. Eight Precincts proposed to change (Source: Draft Parramatta Road Urban Transformation Strategy, p. 3).

Figure 6 identifies the eight precincts that have been proposed for revitalisation along Parramatta Road. The Courland Street site adjoins the Kings Bay Precinct.

According to the Strategy, the Precincts were chosen because of their:

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- Proximity to places of employment
- Accessibility, especially to public transport
- Capacity to support new housing types
- Proximity to existing infrastructure
- Opportunity sites for future development
- Unique character and diversity
- Places of interest with potential for new or refreshed linkages Kings bay precinct

4. KINGS BAY PRECINCT

4.1. OVERVIEW

The Strategy envisages the Kings Bay Precinct to be ***"a new residential and mixed-use urban village on Parramatta Road, with an active main street and strong links to the open space network along Sydney Harbour."*** (p. 91).

The Precinct Implementation Plan for Kings Bay consists of:

- Vision for the Precinct;
- Structure Plan;
- Built Form Plan;
- Access and Movement Plan; and
- A plan for 'Delivery of the Vision'.

4.2. PROPOSED PRECINCT

The area of the Kings Bay Precinct is currently home to 425 residents and provides employment for 2,572. By 2050, the number of residents is projected to grow significantly to 6,201. The number of houses in the Precinct is also expected to dramatically increase, from 167 dwellings at present, to 3,445 by the end of 2050 – an increase of over 2000%.

The Vision is to create an urban village that includes taller residential buildings at the corner of Parramatta Road, William Street and Spencer Street, which are proposed to transition to adjacent lower level residential areas. William Street is proposed to act as a green link to connect the open space above Queens Road, north to the water at Kings Bay. These links will be characterised by a series of walking and cycling connections that will cross blocks and benefit from the western extension of Spencer Street. As seen in Figure 7, a new urban plaza will be located at the corner of Regatta Road and Spencer Street, less than 500 metres from the Site. Spencer Street will become the new main street for local shops and services in the area.

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Figure 7. Kings Bay Built Form Plan (Source: Draft Parramatta Road Urban Transformation Strategy, p. 70).

4.3. DELIVERING THE VISION

In order to transform the Kings Bay Precinct from its current light industrial character to a strategically planned mixed-use urban village, the Strategy has identified a number of ways to deliver the vision.

Delivering the Vision for Kings Bay

- Creating a new village centre that complements the nearby Five Dock Town Centre
- Creating high quality public areas that help
- Creating high quality public areas that help to define a new character and identity for the new village centre
- Improving walking and cycling paths to open space and the Harbour foreshore
- Ensuring new development interfaces well with Parramatta Road and existing neighbourhoods
- Opening up the views from Parramatta Road to take advantage of the attractive Harbour areas
- Widening narrow roads such as William Street and minimising traffic in the surrounding streets
- Creating a new separated regional cycleway along Gipps, Patterson and Queen Streets from Concord Road to Henley Marine Drive, Five Dock
- Using the right mechanisms to fund public infrastructure, including high quality public places

(Source: Draft Parramatta Road Urban Transformation Strategy, p. 66).

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4.4. EXISTING LAND USES

The Kings Bay Precinct is currently characterised primarily by light industrial land uses featuring car showrooms, car servicing centres, panel beaters, small manufacturers and warehouses. Residential and large public recreation areas, including parks, golf courses and leisure centres, are also within close proximity to the Precinct. The land adjacent to Parramatta Road is zoned B6 - Enterprise Corridor under the CBLEP, and is characterised by retail outlets and other commercial land uses.



Figure 8. Kings Bay Precinct - Existing Land Use (Source: Precinct Transport Report, Draft Urban Transformation Strategy 2015, p. 60).

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5. PLANNING RATIONALE

Following initial consultations with representatives from both UrbanGrowth and Canada Bay Council, EG has commissioned DesignInc to provide a very preliminary massing and scale design analysis that looks at the effects of extending the proposed precinct boundary across to the western side of Courland Street. Figure 9 illustrates the extension of the boundary across to the Site.

This submission and the accompanying architectural analysis provides a preliminary assessment of the Strategy's proposed controls and the main benefits in relation to the inclusion of the Site within the Kings Bay Precinct.

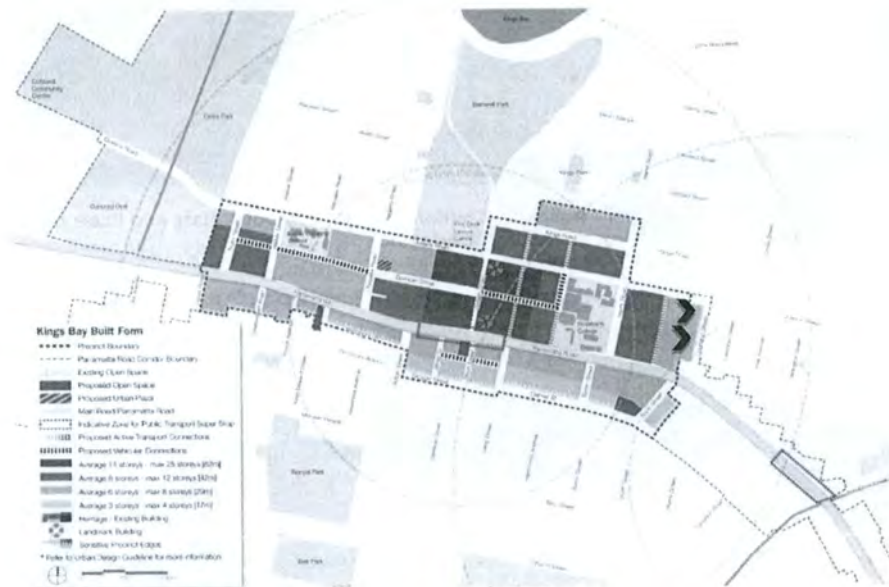


Figure 9. Kings Bay Precinct with the inclusion of Courland Street (Source: Draft Parramatta Road Urban Transformation Strategy, p. 70).

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Figure 10. Corner of Queens Road and Courland Street, Five Dock. Mass and Scale design of currently proposed controls (Source: Designinc).



Figure 11. Site Plan – Proposed Building Form with the Inclusion of Courland Street in Kings Bay Precinct (Source: Designinc).

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5.1. PLANNING CONTEXT

Extending the Precinct boundary east to incorporate the properties along the western side of Courland Street is consistent with accepted strategic planning practice. If the site were to be incorporated into the Kings Bay Precinct, the area would follow a more logical and sympathetic eastern boundary. EG notes that the boundaries of each of the eight proposed precincts in the Strategy are primarily located along streets, in line with generally accepted urban design principles.

From a planning perspective, it is preferable that the location of the precinct boundary should be a public road rather than the rear of the properties along the western side of Courland Street. This is because a road provides a natural, logical break for the Precinct, minimising adverse amenity effects that come about as a result of redevelopment in the area. The inclusion of the houses on the western side of Courland Street will better consolidate the block bounded by Courland Street, Queens Road, William Street and Parramatta Road as a medium-density residential Precinct.

5.2. TRANSITIONS OF SCALE

In order to create a Corridor that is both aesthetically pleasing and functional, it is important to ensure that the changes in the built form and land use are appropriately transitioned in scale. Under the proposed Strategy, the Precinct's eastern boundary is hard up against the Site's "sensitive precinct edge" with no changes to the existing low-density residential one and two-storey houses. This section will explore the prospect of including Courland Street into the Kings Bay Precinct in order to facilitate a more appropriate transitional zone.

Section 3.5 of the Strategy's Urban Design Guidelines outlines the requirements for Transition Zones, suggesting that new development should respond to the overall scale and form of existing elements or Precincts. With Local and State Government consideration of this proposal, the Site could potentially be amended to act as a new precinct edge, with Courland Street itself acting as a natural buffer for the existing low-density residential houses on the eastern side of the street. Through an integrated residential scheme and "soft" building form, Courland Street can deliver a genuine transitional zone between the Precinct's proposed 6-8 storey buildings and the homes outside the Precinct boundary. This is can be achieved through the careful variation of street edge heights and setbacks to respond to or celebrate existing built form elements.

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Figure 12. Massing analysis of the proposed Transition zone under the proposed draft Strategy (Source: DesignInc).

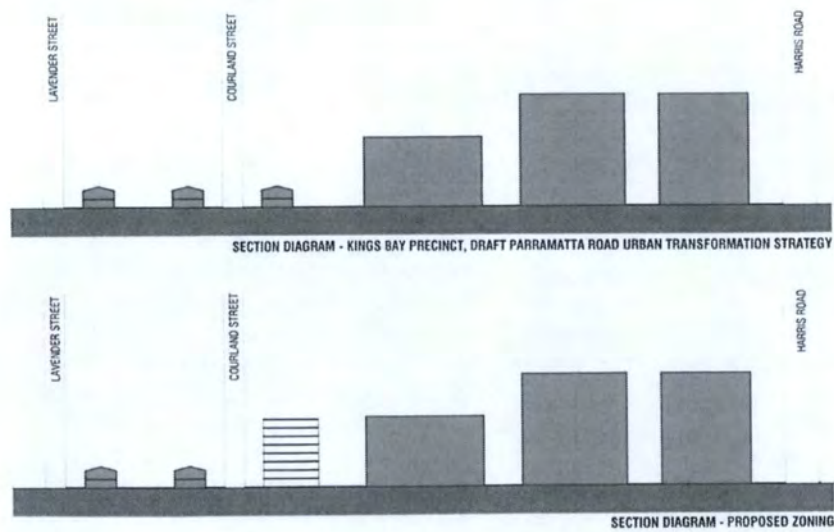


Figure 13. Section Diagram - Kings Bay Precinct, including Courland Street and excluding Courland Street (Source: DesignInc).

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5.3. AMENITY IMPACTS:

Amenity is a significant component of the Strategy and must to be taken into consideration throughout the implementation process. The proposed changes to the Kings Bay Precinct respond to projected population and employment growth, and the resulting changes in land use needed for residents both within the Precinct and in the surrounding area. The Strategy for the Corridor emphasises "better amenity and balanced growth of housing and jobs". (Draft Parramatta Road Urban Transformation Strategy, p. 16)

Amenity improvements have been identified as critical to achieving urban renewal within the Corridor. The Parramatta Road Urban Amenity Improvement Program (UAIP) is a \$200 million initiative under the Strategy, designed specifically to support the transformation of the Corridor. This includes the creation of new walking links, such as that proposed between Courland Street and Harris Road, and cycling links, such as that identified along Queens Road.

Views, overshadowing and solar access in addition to visual and acoustic amenity are factors that contribute to the quality and overall amenity of new development in any situation. On top of the visual impacts to the community and the Precinct, the absence of a transition of scale may also adversely impact the residents of Courland Street. The exclusion of the houses on the western side of Courland Street from the Precinct, as currently proposed, creates significant overshadowing and overlooking issues for the rear areas of the houses in Courland Street.

Given that the lack of transition in the scale of development has the potential to create adverse amenity impacts in terms of solar access, privacy, overlooking, noise, and visual impact, a street boundary would serve as a more logical transition for the Precinct.

Although some of these impacts may be able to be managed through skilful design, all of impacts could be largely avoided by incorporating the directly-adjacent Courland Street properties within the Precinct boundary. This approach allows for many of the potential issues associated with integration, height, massing and overall impact to be mitigated before they present as problems.

Facilitating better site design has the potential to improve amenity for the residents through the creation of a genuine transitional zone at Courland Street.

5.4. ECONOMIC IMPACTS IN COURLAND STREET:

The decision to include the properties on the western side of Courland Street within the Kings Bay Precinct will have significant economic impacts for the residents and the broader Canada Bay LGA.

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Inclusion of the site within the proposed Precinct will allow new opportunities for investment and economic viability. Such an amendment will also provide Council with funding for infrastructure, a key outcome in the delivery of Kings Bay Precinct as set out in the Strategy ("Using the right mechanisms to fund public infrastructure, including high quality public places", p.66). Alternatively, exclusion of the Site may result in the prospect of a 29-metre high development directly adjoining the properties with resulting adverse amenity impacts. As a result, the residents, many of whom have lived in the area for generations, would be put at a significant disadvantage.

EG understands that mitigating such adverse economic and social impact is an important consideration for both UrbanGrowth and Council in the delivery of this Strategy.

5.5. AMALGAMATION OF PROPERTIES ON COURLAND STREET

In EG's initial discussions with UrbanGrowth, it was suggested that the dwellings on the western side of Courland Street were intentionally left out of the Kings Bay Precinct as a result of their presentation as small, unconsolidated individually-owned residential land parcels. From UrbanGrowth's perspective, this meant that there was limited ability to amalgamate properties to enable higher and better uses.

The decision by the owners to formally band together to consolidate the Site for inclusion in the Strategy certainly suggests that amalgamation would now result in the creation of new and better outcomes for the individual properties and the Precinct.

As shown in Figure 1 in Section 1, the houses in Courland Street are nearing the end of their economic life. The street is characterised by older land-stock, emblematic of mid-century design and construction. The fact that these properties have now been consolidated makes Courland Street a unique planning opportunity to create a better amenity outcome for the street, the residents and the community as a whole.

5.6. DIVERSITY IN HOUSING CHOICE

According to the Parramatta Road Precinct Sustainability Report (p.10), planning for a diversity of housing and jobs to meet existing and future needs has been measured through land use mix, employment and housing provision. 40-50% of workers in Kings Bay live locally (p. 4) with a general trend showing higher household costs at the eastern end of the Corridor and higher transport costs at the western end of the corridor. In order to improve housing, jobs and transport for

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the overall corridor, the Strategy has strategically adopted the Integrated Land Use and Transport Concept.

The Strategy projects a 2,000% increase in the projected number of homes in the Precinct by 2050. Courland Street has the opportunity to be integrated into the Precinct that will accommodate for future housing needs as per Strategy objectives. This Submission seeks to support the Strategy's vision by creating more diverse housing choices in an area that is predominately characterised by density residential housing stock.

Incorporating Courland Street within the Kings Bay Precinct will enable the Strategy to deliver diverse housing choices. This mix of housing types will help to support the area's growth target over time and will allow the area to reach its full capacity. An outcome for housing and community within the Strategy's Urban Design Guidelines (p. 9) is to meet the target provision of a range of housing types and sizes in order to satisfy the growing and ageing population in the area. As a result, the inclusion of Courland Street will provide an enhanced opportunity for the Corridor to meet the demand to collectively integrate a mix of housing types, land use and transport needs.

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5.7. PUBLIC TRANSPORT

The vision for the corridor includes improved transport choices through the creation of movement networks and active transport modes. In order to achieve this vision, the Strategy has adopted the Integrated Land Use and Transport concept.

The Kings Bay Precinct relies heavily on bus services operating along Parramatta Road, Queens Road and Harris Road, as there is no railway station within walking distance of the Precinct - the closest station, Croydon, is approximately 2.5 km away.

The Site has two major benefits to offer from a public transport lens:

- It is located within 500 metres of two proposed public transport "super stops" (see: Figure 15 below);
- An existing bus stop on Parramatta Road is within 150 metres from 9 Courland Street.

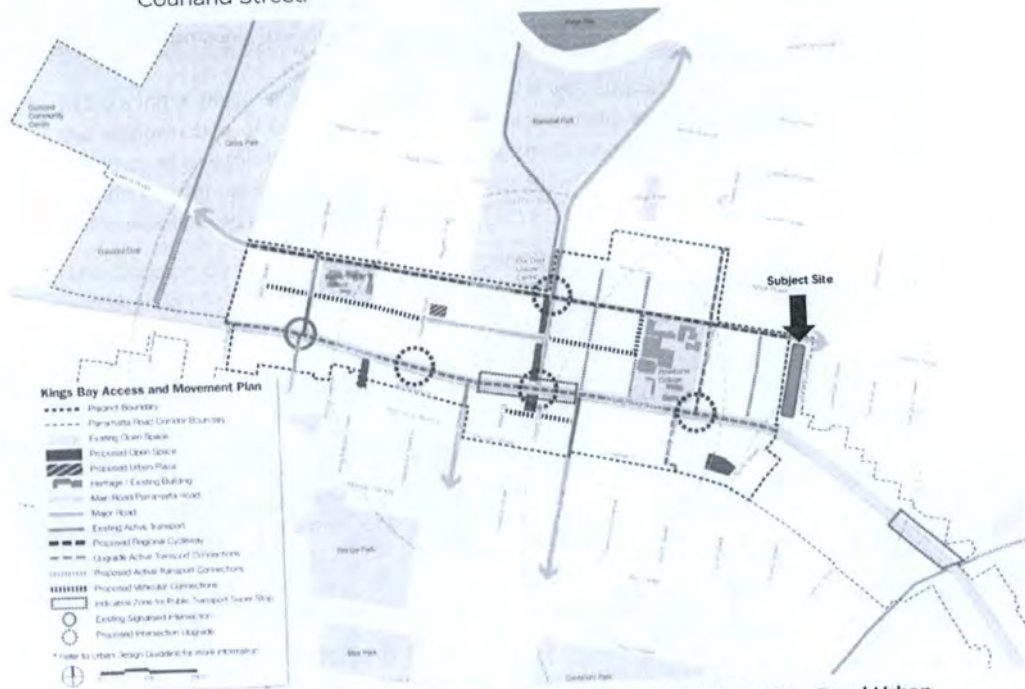


Figure 14. Kings Bay Precinct Access and Movement Plan (Draft Parramatta Road Urban Transformation Strategy, p. 71).

Considering Public Transport with respect to the Strategy's Urban Design Guidelines, the Site will support the ability to create site links to the existing bus stop on the corner of Courland Street and Parramatta Road. The closest bus stop is situated at the southern end of Courland Street in front of the Hertz Car Hire at

EG

Parramatta Road within minimal walking distance, in accordance with Transport Orientated Development principles.

Parramatta Road and Queens Road both serve as primary east-west arterial corridors for the Precinct, with north-south connections sub-arterial and collector roads. The Site is within 100 metres of Croydon Road, which provides the first opportunity for eastbound traffic to turn right. Courland Street also benefits from being situated within close proximity to two proposed "public transport super stops" - one at the corner of William Street and Parramatta Road, and the other at the intersection of Great Northern Road and Parramatta Road (see Figure 15).

Within the Strategy, there is a great emphasis on reducing vehicle trips and vehicle kilometres travelled, encouraging the use of public transport in light of the fact that Parramatta Road is often heavily congested. Incorporating Courland Street into the Kings Bay Precinct will assist in alleviating such challenges and provide for a precinct that can better integrate and activate its surrounds.

The Precinct Transport Report suggests a number of constraints for the surrounding road networks of Kings Bay Precinct. These include the "vehicular and pedestrian movement conflicts" at Regatta Road, William Street, Courland Street, Lavender Street and York Avenue due to the lack of pedestrian crossings. (, p. 61). The inclusion of Courland Street within the Kings Bay Precinct will provide new and improved opportunities to address such conflicts and potentially renew traffic management in the entire precinct.

EG

6. CONCLUSION

This submission has addressed:

1. To support the objectives and vision of the Draft Parramatta Road Urban Transformation Strategy;
2. To seek the inclusion of the Site within the Kings Bay Precinct; and
3. To demonstrate the advantages of including the Site in the Kings Bay Precinct on planning, zoning and practical merit grounds.

EG believes that the inclusion of Courland Street within the Kings bay Precinct satisfies the primary objectives and vision of the Strategy.

There are undeniable advantages in including the Site within the Precinct. From a planning perspective, and based on the urban design principles laid out in the Strategy, the site's inclusion is logical.

In the consideration of these objectives, we have taken into consideration all relevant material associated with the Strategy as well as the Apartment Design Guide for NSW and SEPP 65 principles.

Again, we must reiterate that the massing and scale analysis provided with this submission is preliminary in nature.

On behalf of our clients, EG looks forward to discussing this submission in greater detail with the relevant stakeholders in the New Year.



15 March 2022

Canada Bay Council

Attn: Strategic Planning

By email: council@canadabay.nsw.gov.au

Canada Bay Local Environmental Plan 2013 (LEP) Amendment: 51-73 Parramatta Road & 31A-43 Queens Road

1 Introduction and Recommendations

This submission has been drafted to assist Canada Bay Council in finalising the LEP and DCP controls associated with the Parramatta Road Urban Corridor Transformation Strategy (PRUCTS). We write on behalf of Toga, the owner of 51-73 Parramatta Road & 31A-43 Queens Road, also known as 'Five Dock Village', who is a key landowner affected by the Planning Proposal to amend the Canada Bay LEP and DCP 2013.

We commend the Council for progressing the NSW Government's mandate to implement the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), which was deemed as a 7.3 Direction under Section 9.1 the Environmental Planning and Assessment Act in 2016. Toga strongly welcomes the Council's action in progressing a LEP and DCP amendment associated with the Strategy, particularly given the time lag in development of planning controls since the Strategy's finalisation 2016.

The submission outlines a number of recommendations on built form, land use, public domain and public benefit associated with 'Five Dock Village' that we request Council support. Since the finalisation of PRCUTS in 2016, significant infrastructure changes have been approved for this area – including a Sydney Metro West station within a 600m radius of the subject site. The opening of Westconnex, further enabling a reduction in traffic with the local five dock precinct. However, the draft LEP and DCP controls, as exhibited, do not reflect these transformative circumstances.

Accordingly, we strongly recommend that Council support Toga's alternate scheme prepared by Bates Smart, that incorporates the residential dwelling sites to the east of Area 34. This proposal will enable, consistency with NSW Government's policy of delivering density around mass transit hubs, that also delivers significant community and public benefit both within the site and the wider Canada Bay LGA. Current examples are Rhodes, Burwood, Green Square, Epping to name a few.

Toga's alternate scheme increases opportunity for substantial non-residential and residential floor space that still delivers key ground-floor open space, public domain, permeability and activation. In addition, Toga strongly supports Council's recommended community infrastructure to be delivered within the LGA that focuses on the highest priorities for the community rather than specific project based initiatives .. Most importantly, Toga's alternate scheme ensures negligible environmental impact to surrounding properties, while delivering a development that meets local and state expectations for sustainability, amenity and design excellence.



In relation to our adjoining neighbours along Courland st we also support their request that their lots be included into the zoning for our site, thus creating a wholistic street block outcome for the precinct.

We also recommend that Council reconsider the proposed non-residential uses for the R3 Medium Density Residential zone to permit more than a single-storey of these uses on the subject site and other surrounding sites.

2 The Site

The site is located at 51-73 Parramatta Road & 31A-43 Queens Road, Five Dock NSW 2046 and is comprised of multiple lots and currently occupied by a number of industrial and commercial buildings.

The site is situated in Five Dock within the Kings Bays area in the Canada Bay LGA. The surrounding area is a mix of industrial and commercial buildings as well as residential dwellings, educational facilities, and recreational opportunities. Rosebank College is approximately 200m west of the site and Bardwell Golf Club, Five Dock Leisure Centre and Parramatta River are less than 1km to the northwest.



Figure 1 Subject Site

This site is the eastern most area within the 'Kings Bay' area of PRCUTS for Canada Bay Council.





Figure 2 Kings Bay area and subject site (Canada Bay Council as amended by The Planning Studio)

The Planning proposal identifies Kings Bay as:

“a commercial mixed use centre in the heart of the precinct, centred on Spencer Street (including new extensions to the east and west) and extending along the Parramatta Road frontage. The centre will provide fine-grained ground floor retail and urban services, with offices and commercial space in the podium levels above, to support and service the local community. The commercial centre will be surrounded by new high-rise residential tower development, stepping down towards the existing low-scale low-density residential areas. The public domain will be characterised by a network of inter-connecting parks, wide footpaths, laneways and cycle ways.”

The subject site is well placed to strongly contribute to the vision of Kings Bay given its location and site attributes. The site is located within a 600m radius from the future Metro West Five-Dock station; 400m to a future Parramatta Road super stop; and 1.5km to Croydon Station.

Additionally, it has the following attributes that would enable it to sustainably deliver a significant precinct beyond what is envisioned in the current controls, including:

- Excellent connections to existing and future mass transport including a future metro station at Five Dock,
- Opportunity to consolidate multiple lots and reduce fragmentation, particularly as a number of the dwelling houses to the east of the site not currently identified in the Planning Proposal have approached Toga for acquisition; Notably the residents of the Courland street properties located along the eastern boundary of our site.
- The sites orientation means that a density can be achieved without overshadowing of neighbouring low density housing. Opportunity to consolidate uses and build structured interfaces between commercial, light-industrial and residential uses. The frontage to Parramatta road suit light industrial , retail and commercial uses.
- Proximity to open space and foreshore recreation lands. In addition to the community infrastructure to be delivered on site, Toga would be willing to contribute substantially to adjacent community driven projects in the Canada Bay Area, including a desired new



boardwalk between Halliday Park and Friend Avenue along with other key walking connection points around the Kings Bay area (Figure below).

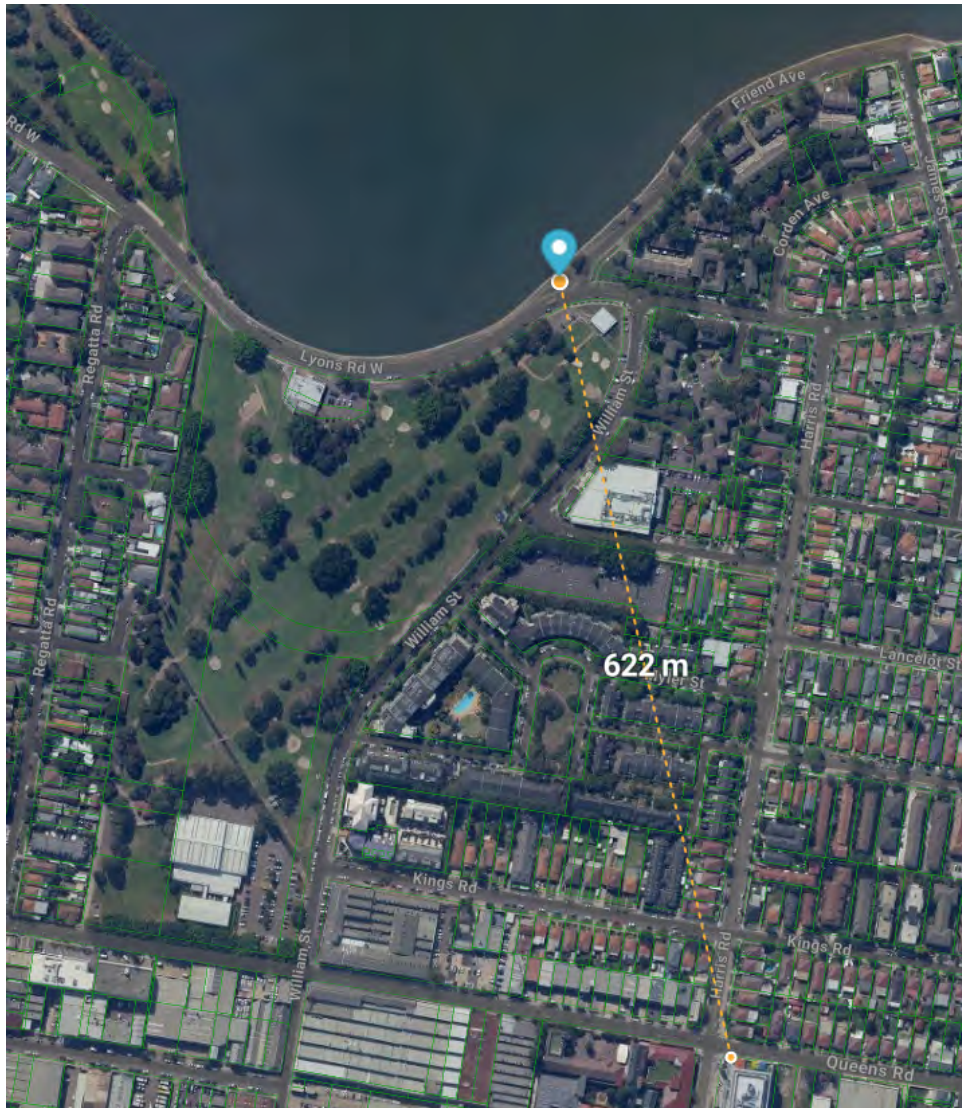


Figure 3 Subject site's proximity to Hen and Chicken Bay (Six Maps)

Given the above opportunities, and the fact that the site is ready for immediate redevelopment; higher-yield, feasible development on the site has the potential to act as catalyst for urban renewal of precinct to deliver on the Corridor Strategy.





3 Planning Proposal Controls

An overview of the key planning controls for Kings Bay proposed under the draft LEP and DCP is outlined below.

Planning Control	Description and detail
Zoning	<p>The site is proposed to be zoned for R3 medium density residential with commercial premises and light industry permitted on the site at ground-floor facing Parramatta Road.</p> <p>Parramatta Road also includes an 'active frontages' requirement in the LEP.</p>
Floor Space Ratio	<p>The site will have a proposed base FSR of 1.4:1, which will increase to 1.8:1 subject to delivery of community infrastructure and lot consolidation.</p>
Height of Buildings	<p>The site will have a proposed base FSR of 12m, which will increase to 28 metres (8 storeys in the DCP) subject to delivery of community infrastructure and lot consolidation. The area of land identified for future park and public domain connections has a 2.5m height value attributed to it.</p>
Clause 4.6	<p>Any variation sought to the height or FSR will be subject to a maximum 10% variation, in recognition of the uplift already attained through the community infrastructure clause.</p>
Community Infrastructure (Area 34)	<p>The following lot size and community infrastructure must be delivered to achieve the higher FSR and building heights:</p> <ul style="list-style-type: none"> • Lot size of 18,620m². • Public Open Space (Kings Bay East Park): <ul style="list-style-type: none"> ○ 2,091sqm on Queens Park frontage; ○ 1,560 sqm centrally located within the site. • Pedestrian link 6m wide connecting Kings Bay East Park and Parramatta Road. • Public Domain enhancement 6m wide along Parramatta Road frontage.
Design Excellence	<p>Any development above 28m will be subject to a design competition. As the site is currently proposed a maximum height control of 28m, it should be subject to review by a Design Panel during assessment of any future development application.</p>
Setbacks and built form controls	<p>The proposed development will have 8 storey buildings with a range of 2 and 4 storey podiums.</p>



Planning Control	Description and detail
Satisfactory Arrangements	The LEP controls will be subject to a 'satisfactory arrangements' provision to enable critical state infrastructure to be delivered as needed.

Refer to the Figures below showing key public domain and built form proposed elements of the land.



Figure 4 Subject site recommended public domain and connectivity controls (Canada Bay Council)



Figure 5 Subject site proposed building envelopes and height controls (Canada Bay Council)



3.1 Commentary on proposed controls

The primary concern with the controls, as exhibited, is that they do not reflect the significant infrastructure opportunity for the precinct being delivered through the Metro West. The controls currently on exhibition largely reflect the same yield, massing and infrastructure from the 2016 PRCUTS.

In contrast, Toga’s alternate scheme, outlined below, is a better reflection of the density and infrastructure that should be delivered in parallel with the Metro West. This scheme delivers optimal yield (residential and non-residential) while ensuring that the amenity and environment of existing and future land users is protected. The alternate scheme can also offer community infrastructure upgrades for both the redevelopment site and surrounding LGA.

Additionally, we consider the proposed single-storey, ground-level non-residential use to be low and should be increased for the sites within this area of Kings Bay. In order to deliver genuine and meaningful non-residential uses, particularly given the fall of land across the site, non-residential uses should not be restricted to a single storey.

Initial assessment indicates that there may be the potential of 3-4 storeys of commercial uses on Parramatta Road, along with 1-2 storey light industrial and retail uses. Restriction of these non-residential uses to a single storey would prevent the ability to achieve agglomeration of these uses in a commercially feasible mixed use manner. Examples of high-quality mixed use precincts are outlined below.



Figure 6 Headquarter 78 (Rothelowman)





Figure 7 The Cannery Rosebery (Tim da-Rin)

3.2 Opportunity presented by Sydney Metro

Since the finalisation of PRCUTS, the Sydney Metro West project was announced by Government, with the final Five Dock station identified in 2019 and within a 600sqm radius from Toga's site. Toga's site will be a key connection point for students travelling to Rosebank from the Metro Station. Refer to the Figure below:



Figure 8 Toga site's proximity to Metro Station (Google maps amended by TOGA)

However, despite this significant shift in terms of transport policy, the currently exhibited draft controls do not consider the station's location and any consequent amended approach that should be undertaken relating to built-form, land use and intensity, and public benefit for sites in and around the station. This can be clearly shown in the FSR controls continuing to be significantly higher for sites further from the future Metro station than 'Five Dock Village'.



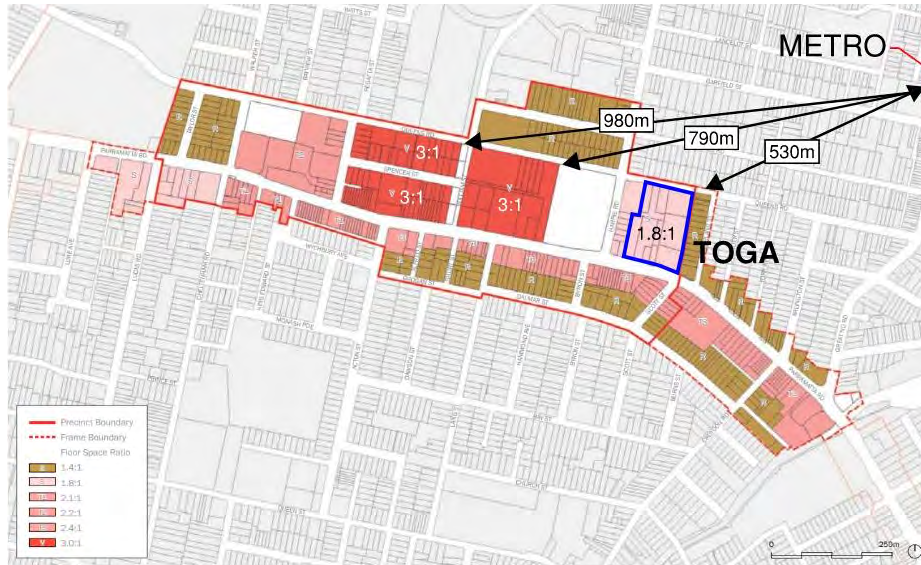


Figure 9 Toga site’s proximity to Metro Station and FSRs for Kings Bay (Urban Growth as amended by TOGA)

4 Proposed Alternate Scheme (Bates Smart)

The significant timeframe since the PRCUTS Direction was finalised in 2019, and Council’s exhibition of the draft LEP and DCP controls has enabled Toga to explore optimal land use, built form and community benefits for the subject site, ‘Five Dock Village’, within the more recent planning and infrastructure context of the new Metro West Station within 600m radius of the site.

Currently, the dwellings to the east of the Toga landholdings are excluded from the PRCUTS and Council LEP and DCP. Toga has been approached by most of these landowners about acquisition of their sites, which makes strong planning sense. The inclusion of these sites within the corridor has a number of benefits, including improved solar compliance for dwellings to the east, greater open space at ground, and improved permeability and block planning (refer to Figures below).





Figure 10 Alternative subject site (Bates Smart)

ALTERNATIVE SCHEME:
3 HOUR SOLAR PLANE TO HABITABLE FRONT ROOMS OF
ADJACENT BUILDINGS

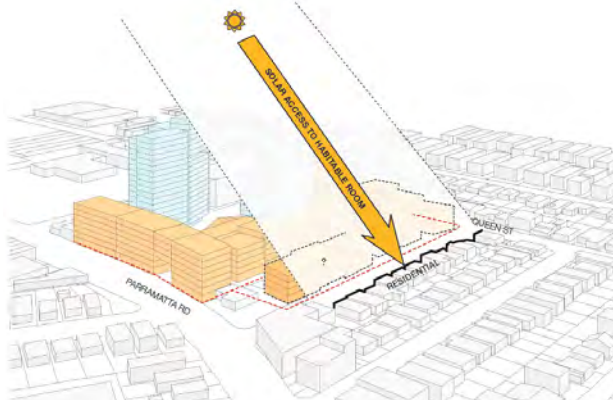


Figure 11 Alternative site solar access plane (Bates Smart)

Given the significantly changed planning and infrastructure circumstances that have resulted from the identification of a Metro station within a 600m radius of the Five Dock Village site, Toga requested Bates Smart to explore alternate development options consistent with the following principles:

- Maximising opportunities for dwellings and jobs in proximity to transport consistent with the Eastern Harbour City District Plan and Canada Bay Council LSPS;
- Ensuring that future built form has negligible environmental impact on surrounding development compared to the existing scenario;
- Developing block forms that maximise opportunity for connectivity, permeability and high-quality open space at ground-level;



- Ensuring that building envelopes meet key amenity criteria including solar access, visual privacy, and protection from noise and wind. As shown in **Figure 11**, the maximum height plane explored ensures that the front yards and living room windows of the nearest residential dwellings to the west retain 3 hours solar access at June 21st and has no impact on the rear yards. The detailed ‘view from the sun’ diagrams below also show a minor, compliant level of overshadowing to residential dwellings to the west and south; and
- Developing a principles-based scheme that is capable of achieving Toga and Council’s expectations related to design excellence, sustainability and place.

Bates Smart explored a number of built form options that implemented the above principles. The alternative scheme outlined below can deliver a FSR of between 3.15-3.46:1, while still achieving and exceeding the infrastructure requirements outlined in Council’s draft controls and protecting the amenity of surrounding properties.



Figure 12 Alternative built form scheme – high rise (Bates Smart)





Figure 13 Alternative built form scheme – mid rise (Bates Smart)

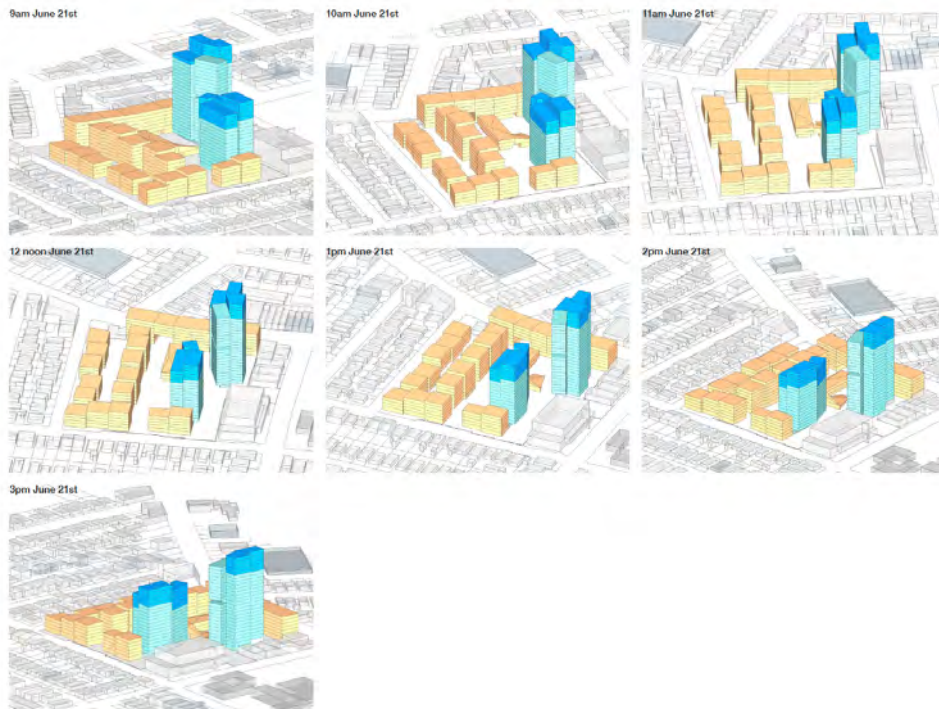


Figure 14 Alternative built form scheme – view from the sun diagrams (Bates Smart)





4.1 Strategic Merit and Public Benefit

The ability to meet the 'strategic merit test' and deliver significant public benefit has been a key driver for Toga in exploring alternate opportunities for the site that maximise the yield (residential and non-residential) and public benefits that can be delivered to the community. The schemes explored have been intended to meet the strategic priorities of the Eastern Harbour City District Plan and the Councils LSPS.

In particular, Toga has explored additional uplift for the site in response to the announcement of the Five Dock Metro West site, which will be within a 600m radius of 'Five Dock Village'. This is reflected in Canada Bay's LSPS, which states **"Planning Priority 11 (Productivity): Identify land use opportunities and implications arising from Sydney Metro West in Local Centres."** Importantly, Toga considers that the site can generate significant commercial, light industrial and retail uses on site, in addition to the residential envisioned through the R3 zone.

Toga raises no objection to the community infrastructure sought to be delivered on site as part of the draft LEP and DCP controls, including a new public park, through-site links and footpath and public domain upgrades.

Toga would include contributions towards identified recreation and open space needs for the LGA in accordance with Council's Recreation and Open Space Strategy 2019:

- Hen and Chicken Bay Foreshore Walk;

5 Conclusion

Thank you for the opportunity to make this submission on behalf of Toga Development Pty Ltd. Please don't hesitate to contact me if you would like further advice or have any queries regarding the statement and its recommendations.

I can be contacted via email at [REDACTED]

The proponent Toga can be contacted via Paul Shaw, [REDACTED] or on mobile [REDACTED]

Kind Regards



Kate Bartlett
Planning Director

Attachment 1: Bates Smart – Alternative Design Scheme, Five Dock Village



FIVE DOCK VILLAGE

—
LEP AMENDMENT COMMENTS
MARCH 2022
—

BATESSMART™

 TOGA GROUP

MASTERPLAN STRATEGY COMPETITION SITE

COMPETITION SITE

Site Area 18,886m²



BATESSMART™

MASTERPLAN STRATEGY ALTERNATIVE SITE

ALTERNATIVE SITE

Approximate. Site Area

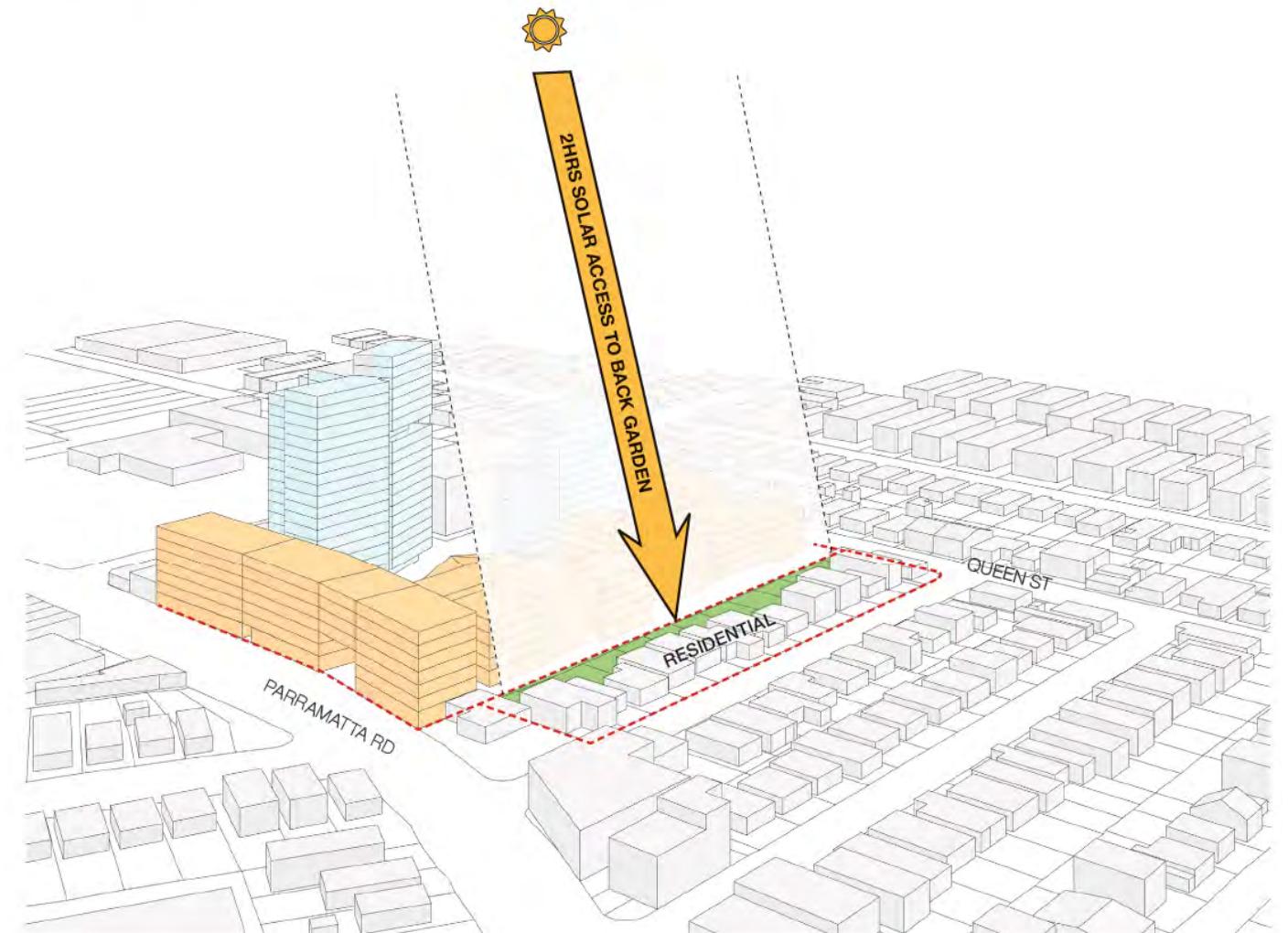
24,328m²



BATESSMART™

MASTERPLAN STRATEGY SOLAR ACCESS

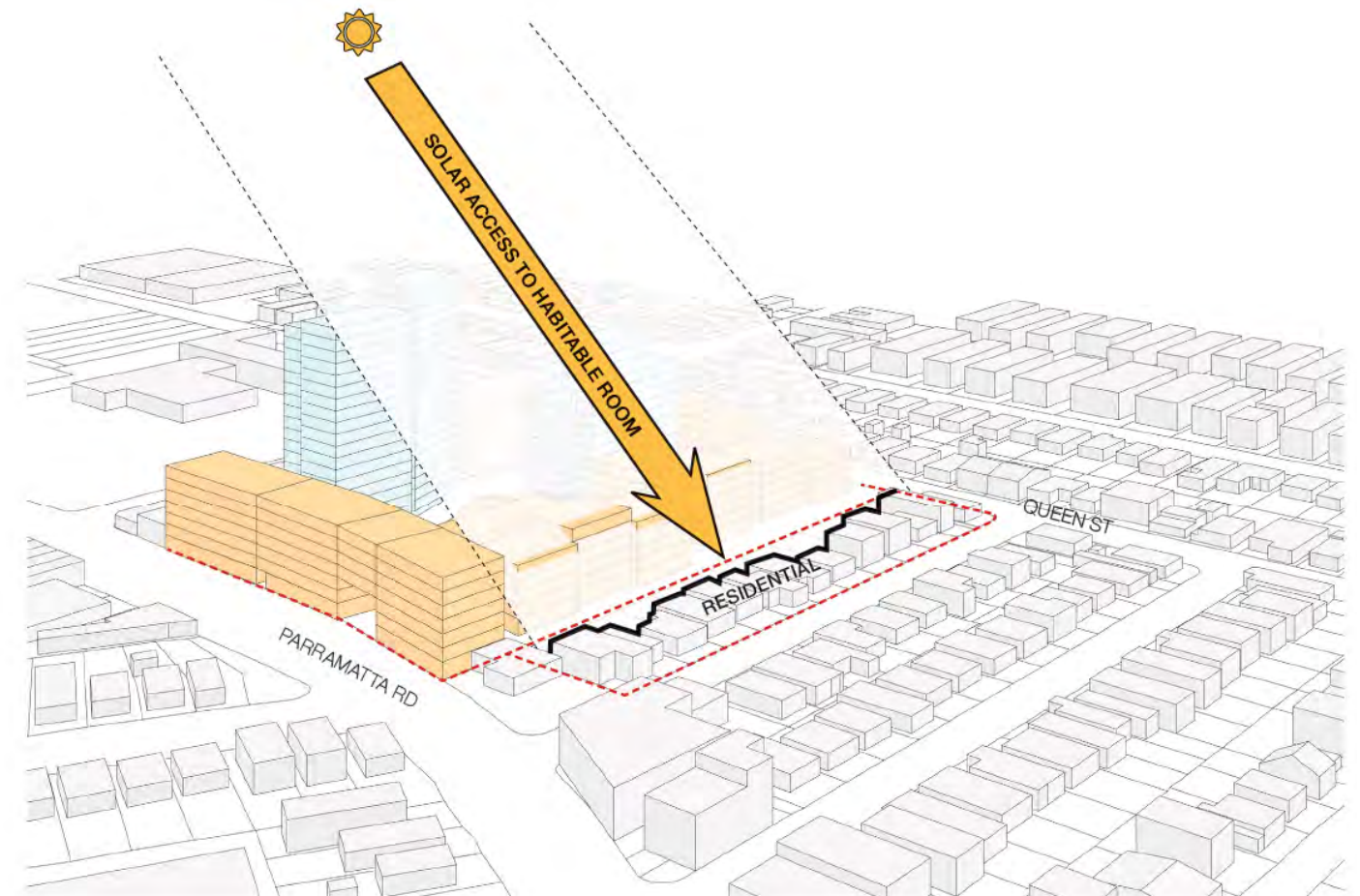
**COMPETITION SCHEME:
SOLAR ACCESS PLANE TO BACK GARDENS
TO ALLOW TWO HOURS SUN**



BATESSMART™

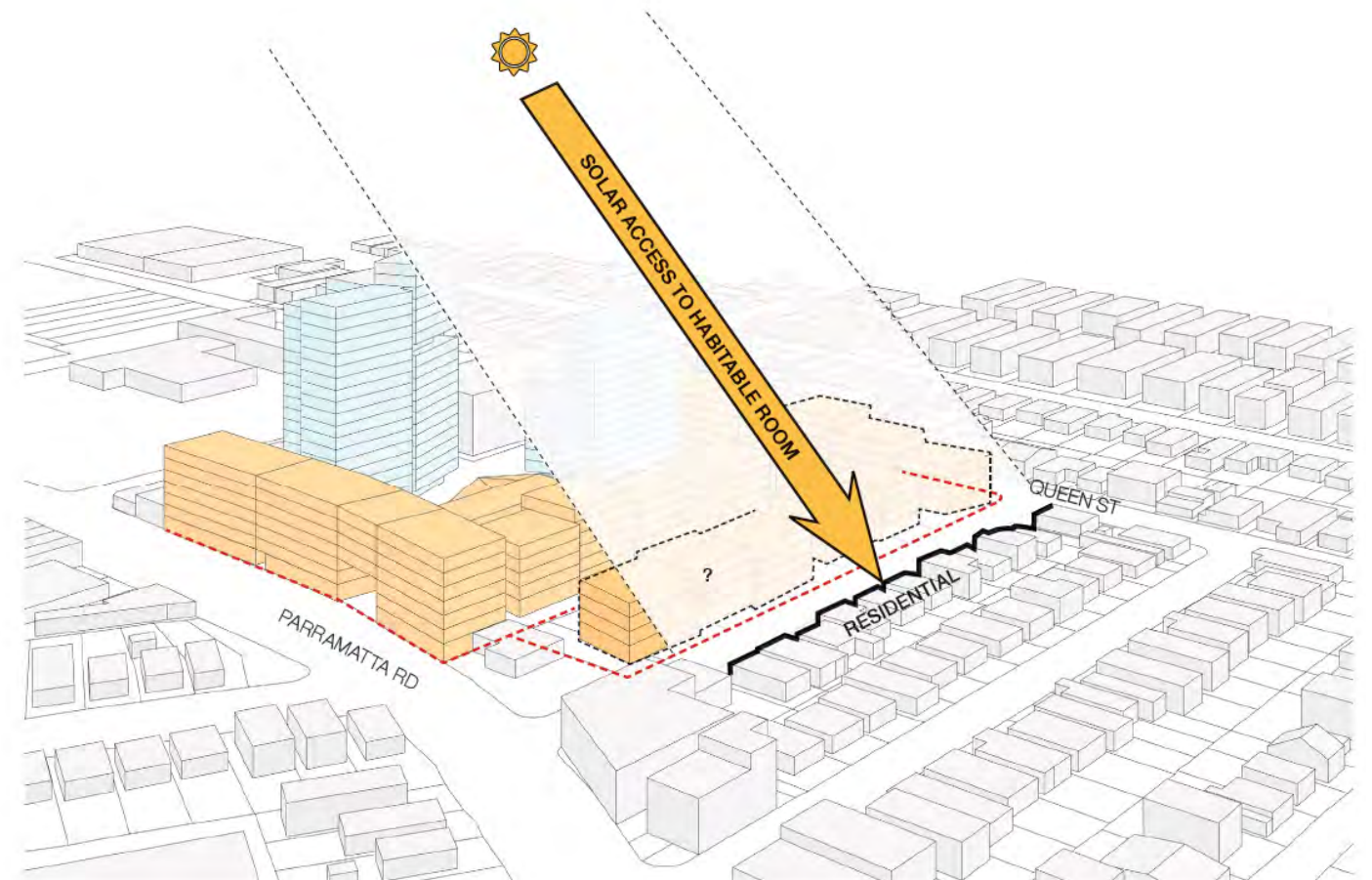
MASTERPLAN STRATEGY SOLAR ACCESS

**COMPETITION SCHEME:
3 HOUR SOLAR PLANE TO HABITABLE ROOMS AT REAR OF
BUILDING**



MASTERPLAN STRATEGY SOLAR ACCESS

**ALTERNATIVE SCHEME:
3 HOUR SOLAR PLANE TO HABITABLE FRONT ROOMS OF
ADJACENT BUILDINGS**



MASTERPLAN STRATEGY ALTERNATE SCHEME

ALTERNATIVE SCHEME_OPTION 02_UPLIFT

Site Area	24,328m ²
Total GFA	76,644 - 84,294m ²
FSR:	3.15:1 - 3.46:1
Residential GFA	68,516 - 76,166m ²
Retail GFA	8,129m ²

Residential Mix

Dwellings 901 - 1002 units

Car parking

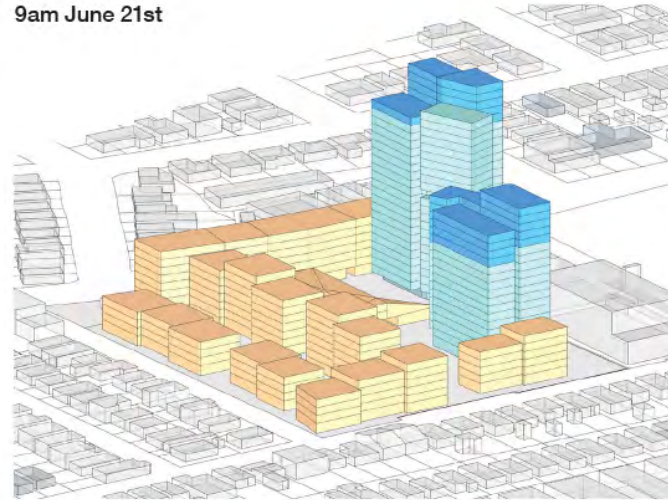
Residential spaces:	1149 - 1277 spaces
Visitor/Retail spaces:	451 - 501 spaces



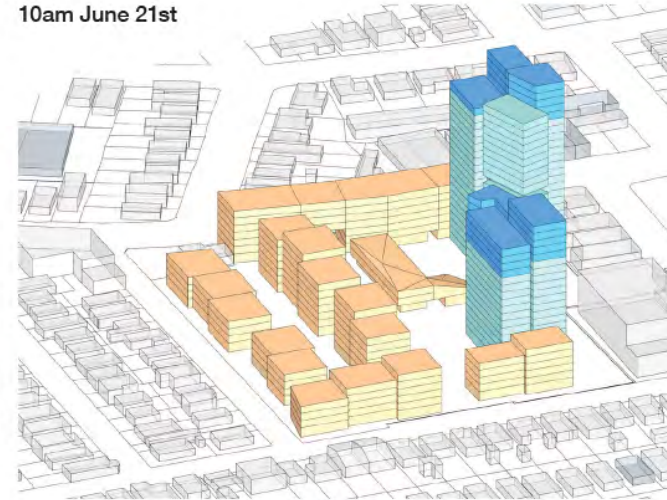
MASTERPLAN STRATEGY SOLAR ANALYSIS

ALTERNATE SCHEME_OPTION 03_UPLIFT
'WINTER SOLSTICE' - JUNE 21ST

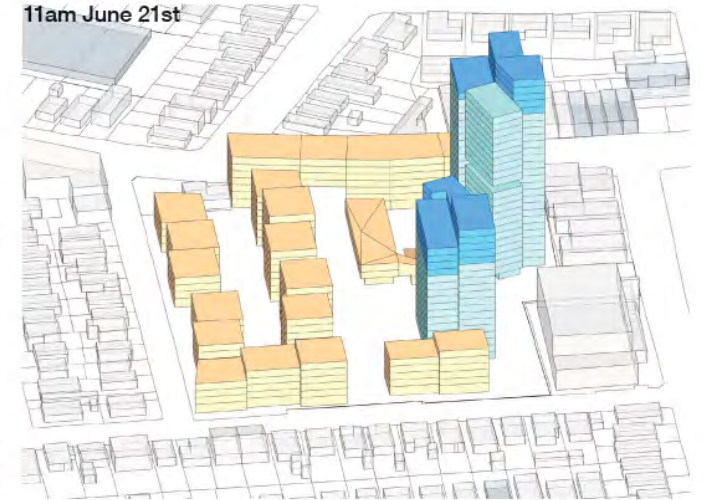
9am June 21st



10am June 21st



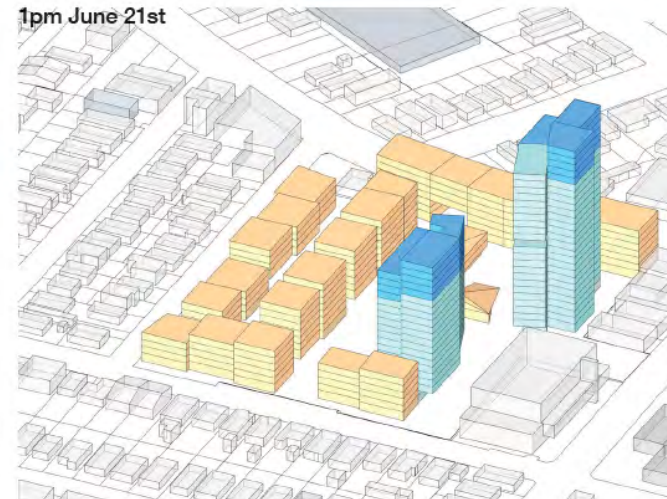
11am June 21st



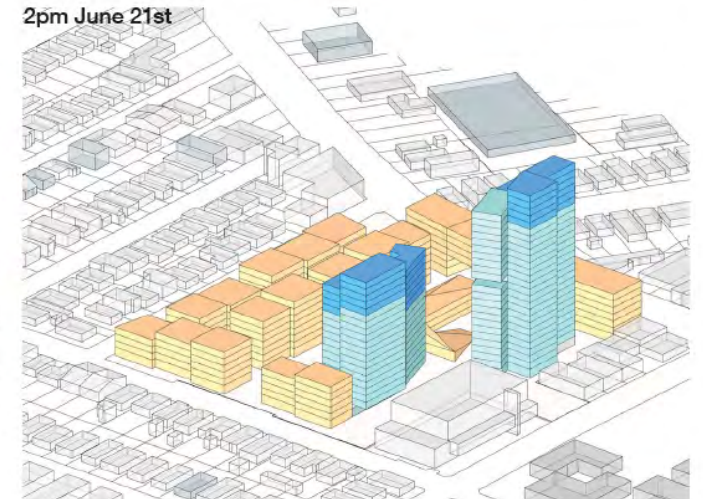
12 noon June 21st



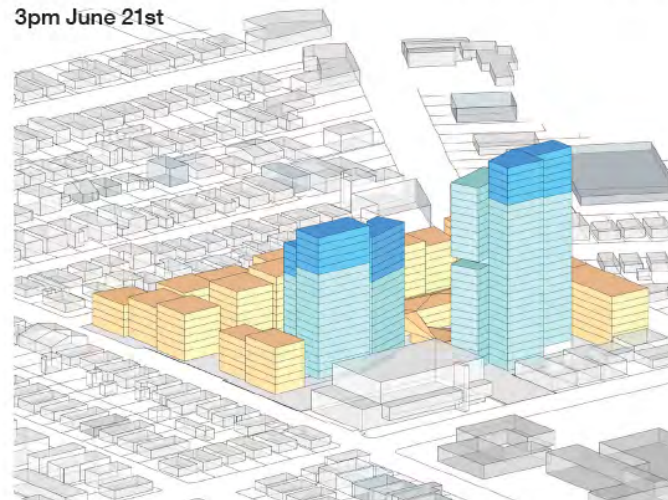
1pm June 21st



2pm June 21st



3pm June 21st



MASTERPLAN STRATEGY ALTERNATE SCHEME

ALTERNATIVE SCHEME_OPTION MID-RISE

Site Area 24,328m²
 Approx GFA 76,500 - 84,300m²
 Approx FSR: 3.15:1 - 3.45:1

Residential Mix

Approximate Dwellings 900 - 1000 units

Car parking

Residential spaces: 1150 - 1270 spaces
 Visitor/Retail spaces: 450 - 500 spaces



ETHOS URBAN

15 March 2022

John Clark
 General Manager
 Canada Bay Council
 By email: council@canadabay.nsw.gov.au

Dear Mr Clark,

Anglican Church Growth Corporation Submission in relation to the Stage 1 Planning Proposal for the Parramatta Road Corridor Urban Transformation Strategy

This submission is made on behalf of the Anglican Church Growth Corporation (ACGC) in relation to the Stage 1 Planning Proposal for the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). ACGC is responsible for the effective use of property and other resources for the Sydney Anglican Diocese, who are the landowner of St Luke's Anglican Church at 19 Burton Street, Concord (the Site), located immediately north of the Stage 1 Planning Proposal (see **Figure 1**).

As shown in **Figure 1**, the Site is sizeable, measuring approximately 4,624sqm, making it the largest consolidated Site in or near the Burwood-Concord precinct that is not zoned RE1 Public Recreation. It contains an existing church building, church hall and rectory. Given the Site's size and strategic location near Parramatta Road and the future Burwood North Metro Station, the Diocese envisions redeveloping the Site in a manner similar to Stage 1 of PRCUTS to deliver a new multi-purpose hall and other land uses that align with the Diocese's ethos and benefit the community. These potential uses include open space, community facilities, social and affordable housing, childcare facility, NDIS SDA accommodation, seniors housing etc.

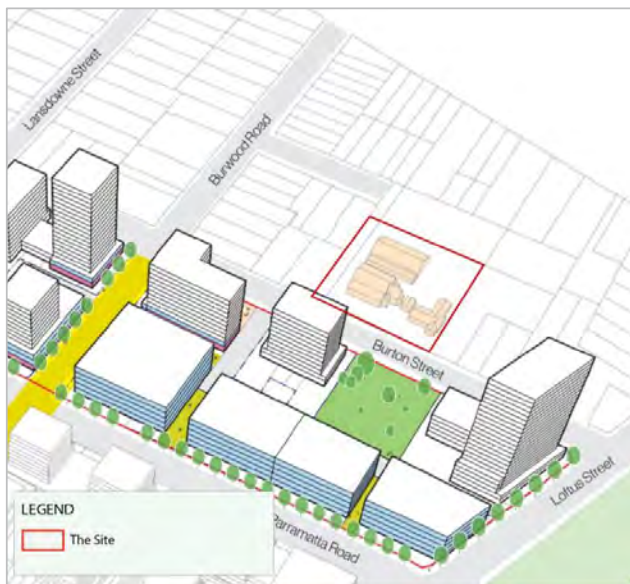


Figure 1 The site in the context of Stage 1 (Source: GroupGSA with our annotation)

We are writing to express concern that the Planning Proposal and accompanying Urban Design Masterplan as proposed may inhibit the Site's redevelopment potential when it is considered as part of Stage 2. It appears there may have been a presumption that as the Site is locally heritage listed, it is not capable of redevelopment in the future despite the fact the heritage building only occupies a small part of the site, and as a consequence the Plaza has been located immediately to the south of the site.

ACPT Submission on PRCUTS Stage 1 | 15 March 2022

The current plaza location has the potential to either result in it being in a suboptimal location for solar access when the land to the north is redeveloped, or it could prevent a heritage-sensitive community focused development from occurring on a large single-owner landholding within walking distance of a new Metro Station. In both cases it would not be an outcome in the Council, community or ACGC's interest.

Whilst we acknowledge that the subject site is not part of the PRCUTS Stage 1 scope, we believe it is important to contemplate what may occur in Stage 2 given its consequences for Stage 1. Whilst the Diocese has no specific design for its site at this point, if it is afforded a suitable redevelopment opportunity in the north western part of its site behind the heritage listed church there may be an opportunity to align and bring the open space through the church site to connect the precinct to the north to the Metro as shown in **Figure 2**.



Figure 2 Potential Through-site Link (Source: GroupGSA)

Such an approach would deliver a major public benefit by extending the envisioned through-site link connecting the future Burwood North Metro Station, Parramatta Road, and the proposed plaza north across Burton Street. This through-site link would also break up the sizeable block bound by Burwood Road and Loftus, Gipps, and Burton Street, improving its walkability and connectivity to the Metro Station.

Given the significant opportunity presented by the Church land in Stage 2 we request that the Council review the current size and location of the Plaza to ensure that it doesn't preclude the broader public benefits that can be provided in the precinct. We would be happy to meet with you to discuss integrating the Burton Street Plaza with the Site and including it as a potential redevelopment in Stage 2 of PRCUTS.

Should you have any questions, please do not hesitate to contact the author of this letter.

Yours sincerely,

[Redacted Signature]

Michael Rowe
Director

[Redacted Contact Information]

[REDACTED]

From: GORDON COLE [REDACTED]
Sent: Tuesday, 15 March 2022 4:34 PM
To: The City of Canada Bay
Subject: Submissions - Planning Proposals - Parramatta Road Corridor Urban Transformation Strategy - Gordon and Vivienne Cole

[REDACTED]

Subject :

**Attention: Strategic Planning Team
City of Canada Bay Council**

Thank you for the opportunity to make a submission regarding the PRCUTS Planning Proposal (PP) which has been a long time coming.

We do appreciate the time and effort that has gone into formulating the PP. Nevertheless, we have to say that we are disappointed with the PP as presented and the outcomes it proposes.

In particular to our situation (KING ST, CONCORD WEST, in the so called Homebush North Precinct as described in the PP), we were hoping for some certainty at last in respect of what is likely to happen to our community and local environment. This does not appear to be forthcoming as there are still unresolved issues, apparent contradictions and short comings in the PP as presented. More on this later.

While we will focus our feedback mainly on the “Homebush North” precinct which principally impacts our future, we do have some general comments in relation to the other precincts mentioned in the PP, namely Burwood-Concord and Kings Bay. Both are very busy locations now, adjoining the commercial precincts of Burwood and Five Dock, with a lot of vehicular traffic already impinging on local streets, spilling over from Parramatta and Queens Roads. Given this, the developments that are proposed for these precincts seems over the top, particularly at Kings Bay. They smack of the over-development of the “eyesore” that Meadowbank has become, evident to all when crossing Ryde Bridge.

And what does “commercial mixed use” really mean? Does it mean a proper shopping complex or strip as already exists at Burwood and Five Dock? If so, is this really needed?

OR, does it simply mean the ground floor levels of apartment tower blocks would be nominally reserved for commercial/ retail use? There are many examples of this style of development in surrounding areas (e.g. along Parramatta Rd), where these so-called commercial premises remain largely untenanted, empty for long periods. As a community, do we really need that sort of development in Canada Bay? We do not think so.

Now to focus on Homebush North, the uncertainty comes from the fact that our property, number 20 King Street, is excluded from the current proposal pending the findings of the Concord West Flood Study 2015, which we are still waiting on. This is very confusing for us as we have lived here for over 41 years and have never experienced flooding of our property as described on p 24 of the PP: “overland flooding to a depth of 0.15m or more in a 1% AEP” so why are we described as being flood prone? This is an error in fact. Nor have our immediate neighbours on the western side of King St experienced flooding. Flooding has occurred in some properties north of Number 30, principally as a result of the construction of Homebush Bay Drive; that is, the failure of Governments to plan and provide adequate drainage during construction of said road. It is about time Governments provided a solution instead of prolonging the suffering of residents with endless studies.

We are aware that prior to Homebush Bay Drive, flooding did occasionally occur at 202 George Street and 2 Station Avenue and this has also been exacerbated by the presence of Homebush Bay Drive.

Adding to the uncertainty is that there is nothing in Objectives and Outcomes p 3 that protects the rights and amenity of existing residents. It seems we are forgotten, we cease to exist.

There appears to be a contradiction with regard to the proposed zoning and types of dwellings to be built in Homebush Bay North. Page 6 paragraph 3 of the PP refers to diverse housing “ 570 dwellings in the Homebush North Stage 1 precinct”. This is a space that currently holds around 100 households! Again on the face of it, this seems a huge development in a relatively small area. So what are the buildings that are not “mainly terrace houses”, apartment blocks? How many of them? We have seen the pictures of the types of terracing proposed in the DCP with virtually no set back from the street and little or no green space within each property. They remind us of some of the soul-less street scapes at Rhodes.

As a society, we are still trying to pull through CO-VID 19 pandemic which emphasised the need for space between us and good ventilation. And yet here is a proposal to cram people into small spaces at high density. Have we learnt nothing along the way?

With regard to the unresolved issues, the flooding issues of land abutting Homebush Drive has already been noted.

The other big issue for residents in our immediate vicinity is traffic and in particular, egress and ingress along George Street and through the Pomeroy Street intersection. This is an issue that has been raised many times in the past and the situation is worsening. Meanwhile, absolutely nothing has been done by Governments to alleviate the problems, apart from initiating more endless studies.

Add to this, the build up in traffic congestions at peak periods in local streets, particularly since the State Government reimposed the toll on the M4 between Concord and Parramatta. It is quite clear that this is not just local drivers but also through traffic using local streets to bypass the toll. Plus the inevitable bank up of vehicles along Homebush Bay Drive.

The PP indicates , even at best case, traffic WILL increase by **35-39% by 2036** versus 2019 levels (p24) That is probably underestimating the likely reality.

It all makes for poor access and deterioration in air quality in our area. Adding hundreds of additional households is only going to add to the problem without adequate infrastructure. Let's face it, our municipality is at the North-South and East-West crossroads of Sydney.

And the trains are not going to resolve the issue. As it is, it is standing room only now if catching a train at Concord West Station in peak periods and sometimes, not even that! And I am told, by people that know, that there is NO capacity on the Northern Line to deal with a huge influx of extra passengers. As for the proposed Metro at North Strathfield, that is still a pipe dream at this point; it may never happen.

So , in conclusion, we were hoping for some clarity from the PP but find that it poses more questions than it answers. In addition, it offers nothing in the way of detail to give us confidence that traffic, transport, flooding and air quality issues will be resolved. Much more to do.

Thank you again for the opportunity. We hope the PP can be further developed to accommodate the well being of existing residents and address outstanding issues as well as creating a better future for all.

Yours sincerely,

Gordon and Vivienne Cole.

20 King Street Concord West 2138
15/3/2022

Re: Parramatta Road Corridor Planning Proposal and Draft DCP

Attention: Strategic Planning at Canada Bay Council
Phone 02 9911 6555
Email council@canadabay.nsw.gov.au

To Whom it may concern,

Appreciate the information provided regarding the changes to the Kings Bay Precinct.

I want to express my support of the Planning Proposal and Draft DCP. I want to provide some feedback and suggestions that I believe will assist in streamlining the redevelopment of amalgamation areas 21, 22 & 23.

The amalgamation proposal for areas 21, 22 and 23 (see fig 1 below) consists of a combination of single-detached dwellings and medium density style townhouse complexes. These existing dwellings are of varying age and condition. As an example, the strata lots are approximately 10-15 years old. The proposed amalgamation pattern suggests that it would be feasible to demolish and redevelop all of the various homes and complexes regardless of their age or condition. I believe it would make sense to provide some flexibility to allow the retention of newer developments that are not yet feasible to redevelop, while maintaining appropriate controls to ensure that ageing single detached dwellings are not left isolated or surrounded by development on all sides.

To ensure the precinct's success, I am suggesting additional options of amalgamation patterns be provided. See an example below (see Fig 2 and 3)

I believe that affording this additional flexibility in the amalgamation areas will make the redevelopment of these areas more feasible and provide future developers with the opportunity to work with a reduced amount of landholders.

Happy to discuss further if required.

Regards

Michael Awadalla

██████████

Fig 1 – Current Amalgamation proposal



Fig 2 – Proposed Amalgamation Proposal (Map view)



Fig 3 – Proposed Amalgamation Proposal (Satellite view)

The 112 Kings road address, in the original amalgamation proposal looked to be isolated as it was combined with area 21 isolating it if the strata development does not make sense to redevelop.

Amalgamating 112 with 110-98 (green box) is only a small change, which is still in line with the original proposal but just gives the layout a simpler and logical boundary to future proof the success of the area.



Fig 4 – Extract from Draft DPC



- Amalgamation boundary
- Lot identification number
- Proposed public domain/ road corridor
- Proposed future open space
- Existing open space
- Required through-site link
- Desired through-site link
- Cadastre
- Precinct boundary

[REDACTED]

From: Michael Awadalla [REDACTED]
Sent: Tuesday, 15 March 2022 4:59 PM
To: The City of Canada Bay
Subject: Submissions - Planning Proposals - Parramatta Road Corridor Urban Transformation Strategy & Draft DCP - Michael Awadalla
Attachments: Kings Bay Planning Feedback.pdf

[REDACTED]

Attention: Strategic Planning at Canada Bay Council
Phone 02 9911 6555
Email council@canadabay.nsw.gov.au

Attached is feedback on the proposed Kings Bay Planning section of Parramatta Road Corridor Planning Proposal.

Happy to elaborate further if required.

Michael Awadalla
[REDACTED]

[REDACTED]

From: Paul Abela [REDACTED]
Sent: Tuesday, 15 March 2022 2:59 PM
To: The City of Canada Bay
Subject: Parramatta Road Corridor Urban Transformation Strategy comments

[REDACTED]

Canada Bay Council,

I would like to comment on the Draft PRCUTSDCP-Burwood-Concord precinct

1. I am concerned about the height of the towers particularly the one opposite St Mary's Primary School and along Burton Street opposite heritage properties such as St Lukes Church and Lansdowne House.

Both sit on a high topography and will stand out for many kilometres. Much as there is an opportunity for outstanding architecture it is very rarely delivered so I believe it is an overdevelopment and not in keeping with the neighborhood.

2. In all cases of apartment and higher density development, less is more. There should be more of a step down to existing low density.

3. I still cannot see a solution to higher traffic volumes in an already crowded precinct. Families living in higher density will still need cars for shopping and school drop offs, many parents choosing to send their children to schools in different districts. Activating activity and renewing Parramatta road will still unfortunately need to allow for the car and commercial parking is not clearly noticeable in this plan.

4. Although I understand the push towards a area with a unique character, this does not dismiss the responsibility for the preservation of the existing local character. Despite many older houses being destroyed by owners, Concord remains a very much a suburb of the early 1900-1920s and those streets which have preserved their streetscapes are those that are sought after. At all times, the heritage aspects of our suburb needs to be considered as that is what makes Concord unique.

Paul Abela
5 Daly Avenue, Concord 2137

[REDACTED]

From: Andy Leong [REDACTED]
Sent: Tuesday, 15 March 2022 2:21 PM
To: The City of Canada Bay
Subject: Submissions - Planning Proposals - Parramatta Road Corridor Urban Transformation Strategy - Burwood-Concord concerns - Traffic and Parking - Andy Leong

[REDACTED]

Hi there,

My feedback regarding the Burwood-Concord component of the planning proposal relate the concerns about traffic and parking.

- the surrounding areas should be time limited street parking except for local residents who should be able to apply for parking permit.

- this should be enforced by rangers more than currently. This has been an issue with Church attendees and school parents illegally parking or doing drop offs in the parking spaces of residential buildings.

- traffic is already very busy at Broughton- Burton and Burwood-Burton rd intersections this should be taken into consideration to reduce or divert traffic from these regions.

Regards
Andy

Sent from my iPhone

[REDACTED]

From: Natalie @ NRP [REDACTED]
Sent: Tuesday, 15 March 2022 2:27 PM
To: The City of Canada Bay
Cc: 'Tammy Dunn'; 'natalie'
Subject: Submissions - Planning Proposals - Parramatta Road Corridor Urban Transformation Strategy & DCP - Natalie Richter Planning on behalf of 11-27 Harris Road Five Dock
Attachments: Final Parramatta Road Strategy_Submission_December 15 2015.pdf

[REDACTED]

Strategic Planning Team
City of Canada Bay
By email

Dear Strategic Planning Team.

Thank you for the notification of the proposed PRCUTS LEP and DCP documents.

This submission is prepared for the owners of the Kings Bay Estate, a master planned housing estate known as 11-27 Harris Road, Five Dock. The estate consists of medium density apartments and townhouses (269 residences in total). The dwellings are surrounded by green space and community facilities. The apartments within the Estate front William Street and the estate shares a boundary with the proposed residential development on the northern side of Kings Road. Housing within the estate borders the proposed Kings Bay redevelopment precinct, to the north. Kings Bay Estate was planned with its own park areas and green spaces.

Having reviewed the drafts, planning points for consideration are as follows:

- We recognise that our previous submissions have been addressed largely in relation to the important transition in scale between the 5 storey built form at the northern side of the area and the lower storey built forms at the Kings Bay Estate. Residents continue to be concerned around the density and scale and the impact on the valued area character, residential amenity (visual, wind, shadow, scale interface, privacy/separation).
- The proposed physical separation of built forms shown in the proposed DCP, tapering of the heights, front setbacks and provision of effective deep soil planting would assist in the scale transition and amenity impacts and should be effectively delivered by the future DCP controls. Clear controls should be provided in terms of how the height tapering, setbacks and dense landscaping are to be achieved to protect existing and future residents. Noting that there is a distinct difference in FSR densities at this transition point between existing and future residential development.
- The lot amalgamation pattern is supported in terms of supporting buildings which can provide spatial separation, pavilion forms for relief, landscaped/garden areas between and setbacks.
- Residents remain concerned about the impact of the proposed housing densities on already problematic local traffic and parking. It is requested that the heavy traffic along William Street and Queens Road be seriously considered and that a long term/10 year view be looked at or projected in terms of traffic on these streets when the development is realised (existing housing, proposed housing and new commercial elements). Detailed traffic planning is recommended.
- William Street is an already busy, narrow and curved road. Sight lines along the road are difficult.
- Previous resident submissions highlighted the lack of open space available in the area. It is considered that the areas proposed for supportive open space are minimal and could be improved through the block designs/DCP controls. Open space is necessary to support housing and well-being of occupants. Effective

controls should be included in the future DCP to deliver open space areas to support the housing and reduce pressure on existing park areas (including the small parks within the Kings Bay Estate). Existing parks would not have the capacity or space to support the incoming population and densities. Minimal provision of supportive open space is considered to undermine the original community and sustainability objectives of the original planning strategy for the area in 'promoting quality places and built form outcomes' and 'create liveable local precincts' (Chapter 3 – 'Visions and Principles' of the Urban Transformation Strategy). This, along with traffic management, are key areas to consider in a successful and healthy community.

Thank you for considering these points and we would be happy to discuss or assist at any time.

By way of background, I have attached out previous detailed submission in relation to the Draft Parramatta Road Urban Transformation Strategy 2015 in case this would assist by way of previous detailed points. This contains some maps and extracts regarding the relationship of the Kings Bay Estate to the precinct.

Please be in contact if we can answer any questions or assist.

Thank you and yours sincerely,

Natalie Richter, Town Planner (BTP UNSW)

Natalie Richter Planning
PO Box 59 Mt Colah NSW 2079

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Natalie Richter

PLANNING

15 December 2015

UrbanGrowth NSW
Parramatta Road Urban Renewal
PO Box 237, Parramatta NSW 2124

Draft Parramatta Road Urban Transformation Strategy 2015

Introduction and Summary

This submission is prepared and submitted on behalf of the owners of the Kings Bay Estate ('the estate'), a master planned housing estate known as 11-27 Harris Road, Five Dock. The estate consists of medium density apartments and townhouses, 269 residences in total. The dwellings are surrounded by green space and community facilities.

The apartments front William Street and the estate shares a boundary with the proposed residential development on the northern side of Kings Road. Housing within the estate borders the proposed Kings Bay redevelopment precinct, to the north.

The concerns detailed within this submission are summarised as follows:

- Residents are concerned about the density and scale and the impact on the valued area character, residential amenity (visual, wind, shadow, privacy).
- Heights and scales are completely different to surrounding housing and will be imposing.
- Residents are concerned about the impact of the proposed housing densities on already problematic local traffic and parking. Density would be better placed where there is rapid transit such as rail. Such an amount of additional people is very likely to worsen congestion for existing residents and undermine the objectives of the plan.
- Transport and road improvements are not extensive and many are yet to be 'investigated'. This is inadequate for the suggested densities. The Government has committed to investing in infrastructure for the Central sub region under *A Plan for Growing Sydney*.
- William Street is an already busy, narrow and curved road. Sight lines along the road are difficult. However the road is earmarked as a 'major' road and would require considerable widening and safety upgrading. This is not detailed.
- Previous resident submissions highlighted the lack of open space available in the area. The reporting does not provide detail in terms of open space needs for the population. This is considered to undermine the *community* and *sustainability* objectives of the strategy in 'promoting quality places and built form outcomes' and 'create livable local precincts' (Chapter 3 – 'Visions and Principles' of the *Urban Transformation Strategy*).
- The current character of the area is not appropriately described in terms of the mix between low and medium density residential, heritage and extensive industrial uses.
- There is no reporting on the loss of industrial and light industrial lands and impact on businesses which provide important services to the local area and region (such as car servicing). The proposed commercial zones are connected with a different range of uses.
- The complete loss of this industrial land and streetscape will drastically change the unique area character and does not take account of or respect the historical fabric of Five Dock.
- Insufficient consideration is given to Rosebank College as a heritage item and the plan is not considered to fairly consider scale, streetscape or student amenity impacts on the college.
- The plan does not reflect an appropriate village/centre hierarchy. The Kings Bay area is predominantly low density, similar to Leichardt and Camperdown. These areas are proposed to have less height and bulk. The height and densities proposed are not considered appropriate for Kings Bay and should be reduced to blend better with the area, reduce pressure on the roads (in the absence of rapid transit) and to reduce amenity and visual impacts for existing residents and the visual quality of Sydney Harbour.
- The proposal is considered to fall short of general planning and urban design principles in relation to density, landscaping, social aspects, infrastructure provision and context. This will undermine the vision of the strategy and is likely to result in an unsustainable and unsightly redevelopment.
- Points made during the 2014 Kings Bay consultation do not seem to have been considered.

The Kings Bay Estate

The estate is a high quality, master planned housing estate which effectively balances different housing types and opportunities within a high quality, well considered blend of medium density built form amidst extensive landscaping and open space/community networks.

The estate covers approximately 4.22 hectares and is located at the southern end of Hen and Chicken Bay. The estate borders the proposed Kings Bay redevelopment precinct.

Kings Bay estate was planned jointly between Landcom and (the previous) Drummoyne Council, with a design by Peddle Thorpe and Walker Architects.

The design reflects a high quality urban and residential environment and has won awards. The design incorporated principles of *New Urbanism*, using traditional neighbourhood design to promote community interaction. Housing is focused around common open space with a series of links and open space 'rooms'. Community facilities such as meeting rooms and the swimming pool and children's park were planned in. The design creates sustainable, healthy, friendly and walkable streets. Housing is set within quality landscaping. Each space is unique and interesting.

Today, the estate is a very pleasant place to live and be, provides health and amenity for residents and provides a successful model housing development. It is an exemplary example of redevelopment.



Kings Bay Masterplan (Source: Landcom 1999)

Existing and Proposed Density

Canada Bay and Five Dock are predominantly low density in character. Some small sections of R3 are available in the area and there are 2 existing business zones and 1 large industrial zone adjacent to Parramatta Road. See the following current zoning extract.



Zoning Extract Canada Bay Local Environmental Plan 2013

The residents do not object to the reasonable redevelopment of Parramatta Road however are surprised at the densities and lack of integrated planning put forward in the *Parramatta Road Urban Transformation Strategy* ('the strategy').

The exhibited reports are not considered to provide the depth of background studies, planning rationale, merit consideration, detail and justification suitable for the scale of transformation proposed, particularly in the absence of strong rapid transit public transport services. The density proposed (up to 25 storeys of residential) is more suitable for around rail and bus interchanges and is considered unsupportable and intrusive for Kings Bay.

When the plan was first exhibited in 2014, residents were not informed of the high densities and scale envisaged. At that time, Kings Bay residents expressed concern as to the impact high densities would have on the area and indicated preference for much lower densities in order to protect the values of the area and limit additional traffic and road impacts. The precinct plan now put forward does not recognise or consider these points.

In general planning practice, transitions in density are provided to protect amenity and visual amenity. In this regard, it does not make sense to transition from existing detached housing, town housing and a very small number of 3 storey apartment developments to a narrow strip of 6-8 storeys beyond which there are sudden increases of 8-12 storeys and 14-25 storeys. This arrangement provides no reasonable scale transition is completely incongruous with the low density, village area and will impact on amenity and visual quality.

Urban Renewal and Urban Design Guidelines

A *Plan for Growing Sydney* (discussed below) outlines that existing areas should be recognised and that increasing housing choice may be provided around centres through 'urban renewal'. Urban renewal is defined as 'the process of planning and delivering changes to infrastructure, streets, and the public domain to deliver the greatest community benefit.' (p 21 of the plan).

The proposed densities, uses and scales do not adequately take into account the character of the area or the context. The plan does not deliver changes to infrastructure or integrate open spaces to deliver community benefits. This is not a sensitive renewal but a complete redevelopment.

A better outcome could be achieved if the following relevant urban design principles of *State Environmental Planning Policy No. 65 (Design Quality of Residential Flat Buildings)* were followed:

Principle 1: Context and neighbourhood character

Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area's existing or future character. Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.

Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.

Principle 2: Built form and scale

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

Principle 3: Density

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.

Principle 5: Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.

Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks.

Good landscape design optimises useability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long term management.

Principle 6: Amenity

Good design positively influences internal and external amenity for residents and neighbours.

Achieving good amenity contributes to positive living environments and resident well being.

Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility.

Principle 9: Aesthetics

Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.

The visual appearance of a well designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.

Direct Impacts on Kings Bay Estate



Google Map showing juxtaposition of building heights (2 storeys to potentially 8 storeys - without transitioning)
Courtesy: Smyth Planning



Urban Transformation Strategy Built Form map showing 6-8 storeys directly adjoining the estate ☆



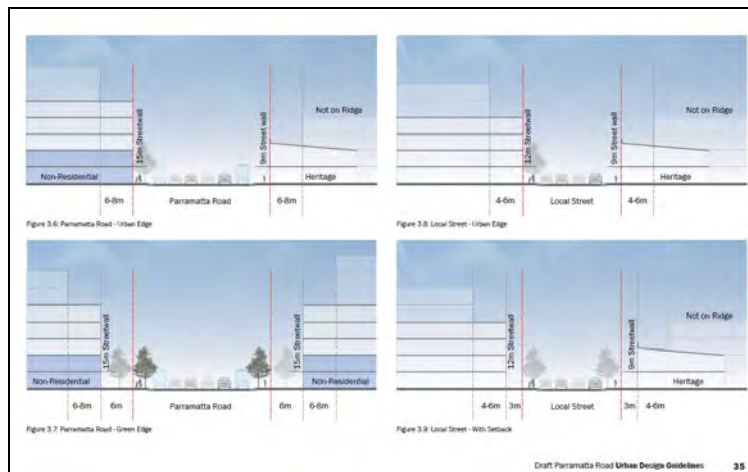
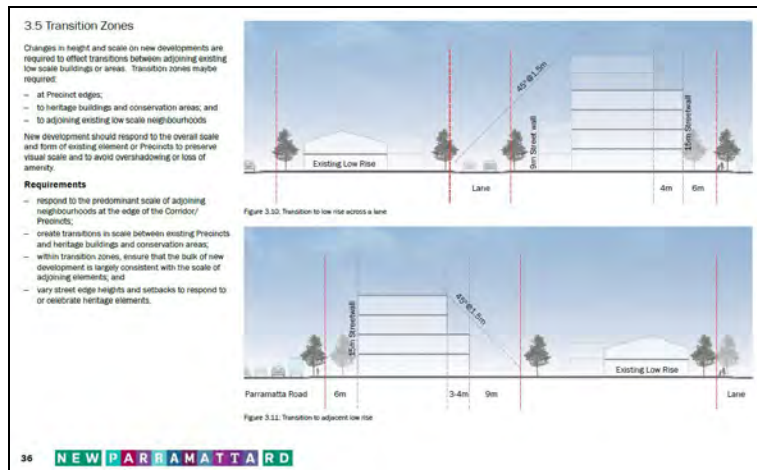
Kings Bay Estate, housing at the southern boundary



A few metres away, at the boundary where 6-8 storeys are proposed

The diagrams below show the scale relationship between 6 storeys and 2 storeys. These examples show lanes or roads separating the 2 scales/typologies.

The situation for Kings Bay Estate is that 6-8 storeys are provided directly against the boundary with 2 storey housing, with no reasonable scaling or buffering to protect residential amenities.



Source: *New Parramatta Road Urban Design Guidelines*

Proposed large buildings at heights of up to 25 storeys, will be visible for the residents of the estate.

These will affect the skyline, reduce visual amenity and impact on privacy for many properties. This could also affect wind patterns. The 6-8 storeys section proposed at the northern edge of the precinct will directly impose on the adjoining 2 storey townhouses by way of scale and privacy issues.

An appropriate scale transition is not provided at this direct interface, to protect existing residents.

Residents are also concerned that the heights should be fixed and not ranging, to ensure and that certainty is provided as part of the eventual rezoning outcome. Currently, there is a lack of certainty.

'Green space setbacks' are vital in this case to provide separation and screening. Separation distances would be expected to also comply with SEPP 65 guidelines.

Metropolitan Planning Goals - A Plan for Growing Sydney

The *Plan for Growing Sydney* ('the plan') is the latest metropolitan plan to guide the shape of future Sydney. This takes into account the current infrastructure and transport upgrades and incorporates the latest planning needs: a livable and sustainable city, better spaces, accelerated housing delivery and better housing choices and affordability levels. The plan talks about concentrating housing around existing centres and the most accessible places for the community.

Action 3.1.1 of the plan states that the government will direct its investment in social infrastructure in areas undergoing or capable of undergoing change. The plan considers a well-designed centre to: be an easy place to move around and travel to surrounding areas, comprise public and private spaces, be safe and welcoming to the community, provide mixed uses (day and night), create safe places and reflect the heritage and history of the place.

The principles 'that will guide how Sydney grows' include increasing housing choice close to centres and stations, locating jobs in around 30 to 40 large centres across Sydney and that these areas are an important focus due to the rail network as Centres rely on efficient transport.

'Higher density development that is matched by local infrastructure improvements and good design enhances liveability. It allows more people to live close to work and to services, makes the best use of existing infrastructure and provides greater choice in transport around the city' (p 83).

The exhibition documentation recognises the WestConnex is the catalyst for the redevelopment of Parramatta Road, given that large volumes of traffic may be diverted away from the currently congested main road and recognises this infrastructure project as an opportunity for renewal.

However, the plan also promotes the importance of jobs and housing near public transport and a '*balanced approach to the use of land and resources*' (p 4). The plan looks to manage long term growth (p 6) and deliver guidelines for a *healthy built environment*, promoting the importance of providing open spaces. The plan focusses on *Burwood* as a *Strategic Centre* and *Parramatta* as a *CBD* in terms of redevelopment scale and urban hierarchy.

The smaller areas such as Kings Bay are not noted as having a substantial role in terms of housing to meet 'strategic centre' type targets (relating to housing, jobs and public transport nodes). Therefore, the extensive type of redevelopment proposed for the Kings Bay precinct would be better placed in more connected strategic areas. The Kings Bay precinct is not considered suitable as a 'centre' as it does not have rail connection. The *Parramatta Road Urban Renewal Strategy* does not boost the kind of public transport, open space and social infrastructure required to support dense residential and commercial uses.

It is noted that the density of up to 25 storeys in height is not proposed for Taverners Hill, Leichhardt and Camperdown which are smaller and more village like areas (similar to Kings Bay). Therefore, from a scale relationship, visual and hierarchical point of view, the density and height proposed for the Kings Bay precinct is considered excessive and inappropriate and should be located in better connected areas.

The *2014 Draft Parramatta Road Urban Renewal Strategy* indicated that only 7% of population growth of the Corridor was expected within the Kings Bay precinct. We would like to know the percentage share of population which would be delivered under the current draft strategy for Kings Bay, to understand whether the plan is equitable for Kings Bay and its role as a smaller area along the corridor.

The 2014 strategy also said the development would be similar to Crows Nest (p 9). Crows Nest has a distinct village atmosphere and does not have heights anywhere near 25 storeys.

Open Space and Social Infrastructure Planning

The plan for Sydney seeks long term planning for education, health and social infrastructure and the supporting reports refer to other relevant departments being consulted. For Kings Bay to be developed to the density suggested, social infrastructure should be planned in, at the outset, to avoid people having to commute to other area for social, education and health services. Otherwise, the strategy is unlikely to succeed in attempting to avoid and resolve the current traffic congestion issues.

The plan also raises the importance of maintaining open space and creating 'great places to live' (Goal 3, p 84). As demonstrated by the high quality of the Kings Bay Estate, great places to live include open and green space for human health, recreation and enjoyment. Landscaping and space is an important method of improving and balancing the impact of new, denser urban form.

Planning open space to support housing is a well-recognized planning imperative. The NSW Department of Planning publication *Recreation and Open Space Guidelines for Local Government* (December 2010) ('the guideline') provides a framework for planning and provision of space.

The guideline suggests that recreation facilities should be well planned and resources should be used wisely given the costs involved. Local Governments have the responsibility to provide and maintain open space and effectively plan for community needs (p 7).

The NSW State Government provides clear steps in planning open space:

- Documentation of existing open space resources (listing types, quality and character)
- Developing an open space and recreation 'inventory'
- Undertaking a needs/demographic analysis conducting community consultation to ascertain values and needs
- Identifying opportunities and constraints and developing clear goals and strategies

The exhibition material does not provide details of these steps.

In terms of a baseline quantum, the guideline suggests a baseline of 2.83 hectares of open space per 1000 people and discusses different planning types and the opportunity for public/private joint ventures to deliver open space through master planning, road closures/land allocation in a similar way to what was achieved with Kings Bay Estate.

According to the *2014 Draft Parramatta Road Urban Renewal Strategy* (p 18), the high rise proposed (up to 25 storeys) could accommodate an average of 756 people per hectare and the medium density - 12 storey maximum heights an average of 432 people per hectare. This is proposed for numerous blocks in addition to the 8 and 4 storey maximum heights and shows the resultant level of population rise and increased need for open space to ensure health and amenity for residents and workers.

The *Parramatta Road Open Space and Infrastructure Schedule 2015* provides 1 new 0.10 hectare pocket park adjacent to Wynchbury Avenue and 1 new 0.17 hectare park south of Parramatta Road.

The 'Kings Bay Built Form' plan (within the *Urban Transformation Strategy*) shows 1 relatively small green park and 'urban plaza', 1 series of narrow inter-block open space linkages on the northern side of Parramatta Road and 3 relatively small pocket parks on the southern side of Parramatta Road. The choice as to this approach and rationale is not strong within the reports. There is little discussion as to how these will contribute to amenity, to what extent they will be useable and how they will function as part of the big picture.

The 'Kings Bay Built Form' plan provides no clear or reasonable 'balance' between concentrated built density and open space and landscaping.

A clear hierarchy of open spaces should be provided to integrate with the solid built 'blocks': small, medium, large, active and passive parks, green space linkages, street beautification etc.

This redevelopment scheme should contribute to local, district and regional open space allocation and this could be a missed opportunity for the inner west area and its current and future residents.

The result will be detrimental for an area which currently has a strong low density and landscaped identity, high amenity and an effective balance between built form and landscaping.

Kings Bay Estate residents are concerned that as a result of the lack of integrated open space planning, pressure will be placed on their valued open space areas and connections. The residents are primarily responsible for the upkeep of their landscaped spaces and this would also be implicated by the additional pressure.

Based on the above guidelines, the projected density and the current shortage of parks in the area, the proposed spaces are not considered adequate to provide the desired high quality environment and should be reviewed to ensure consistency with state government planning and design policies.

The *Parramatta Road Urban Amenity Improvement Plan 2015*, *Parramatta Road Open Space and Infrastructure Schedule 2015* and *Parramatta Road Open Space and Social Infrastructure Report 2015* touch on the current and future issues, requirements and government guidelines however are not considered rigorous in breaking down the opportunities and constraints and addressing urban design and population needs. Where is the opportunity and constraints analysis mentioned on page 5 of the *Urban Amenity Improvement Plan*? There are no specific details as to the quantum/nexus of open space required to support the density. Where are the public domain improvements mentioned in the *Open Space and Infrastructure Schedule*? How will they translate for the Kings Bay precinct?

The *Social Infrastructure Report* acknowledges the challenges of renewal in highly urbanised areas, highlighting the imperative to plan properly and effectively. Local amenity and infrastructure is required to 'be delivered quickly to achieve positive social and economic outcomes' (p 8).

The *Urban Amenity Improvement Plan* talks about the need to upgrade the Charles Health Reserve. This is not considered sufficient to support the proposed density nor promote quality of life.

Urban Growth states that there is an ambition to transform city living so that it is 'more vibrant, connected and healthy for all' (p 5 *Open Space and Infrastructure Schedule*). In order for the precinct to be vibrant and healthy, effective social infrastructure and open space should be planned in, up front, to ensure a vibrant community which does not need to rely on outer areas for space and services.

Some of the best open spaces can be created through master planning where land is reserved and dedicated through the development process for use as a park. This creates an almost immediate generation of open space to support unfolding housing. This type of master planning should be considered as a joint venture between government and the development industry - as an alternative to the suggested creation of space via Section 94 payments which provides a long term strategy and can take a while for Councils to acquire and embellish land. The *Social Infrastructure Report* indicates that 23% of the corridor consists of lanes and streets (p 21). Perhaps some of these could be utilised for open space corridors/dedication.

It is noted that a children and community services facility will be required and provided. Where will this go? It is not noted on the 'Structure Plan' (p 38 *Social Infrastructure Report*). This report recommends that alternative funding mechanisms be considered by the State Government to assist with social infrastructure requirements for the Corridor. Details of this would be of interest as part of the planning.

Transport Infrastructure and Traffic Issues

Drastically increased densities are generally concentrated around areas which are well serviced by different types of public transport to ensure people can be moved quickly and reliably in modes other than private cars, to reduce congestion. This is called Transit Oriented Development.

The suggested levels of density may be considered appropriate for Burwood, Granville and Homebush where there are multi-options for transport (train, bus, transport interchanges, walking, cycling). However, the level of density proposed for Kings Bay is not sustainable with only bus transport, walking and cycling. Buses can only move a certain, limited number of people at once and relies on the roads, adds to traffic and can be delayed with traffic issues. The residents feel this proposal has not been clearly considered in relation to roads and transport.

For Kings Bay, the *New Parramatta Road Precinct Transport Report* suggests that a range of transport improvements will be 'investigated' which is inadequate ahead of the suggested density and should be planned in advance. This includes an 'on-street' rapid transit system.

William Street is considered in the 'Built Form' plan as a 'major road'. The 'transport improvements strategy' for Kings Bay is not considered to cover the type of widening and safety upgrading to make this road capable of being a safe 'major' carrier. This road is sweeping and curved and does not have clear visibility in parts and is burdened by access driveways. This is a concern to the Kings Bay residents who currently experience access, traffic and safety issues. Amenity and noise impacts are also relevant for the existing apartments which face William Street.

The following photographs show the narrow nature of William Street, the existing parking congestion and bends which restrict visibility and cause safety issues where cars are moving at speed.



William Street, intersection of Rowe Street and the Kings Bay Estate



Limited visibility and parked cars– William Street



William Street, looking south towards Parramatta Road



William Street, through the industrial business area

The plan is unclear in relation to the implications for on-street parking along William Street.

Changes to this road would need to be considered in context of the leisure centre and golf course which are accessed from the road. These facilities have peak times which affect local traffic.

This report also acknowledges that Burwood Station is 1.1km to the south west and Croydon Station is 1.2km of the Kings Bay precinct boundary. This is not easy walking distance for apartment residents.

Google Maps measurements suggest that both Croydon and Burwood Stations are in fact over 2km walking distance from the intersection of William Street and Kings Road.

The report also states that 69% of people travel to work by car which would not be expected to change significantly without rail, even if suggested bus service improvements are made. The car parking discussion shows that the Kings Bay precinct is outside the 400m and 800m catchments to both these rail stations so bus and car transport will be relied upon.

This report compares the Kings Bay to Neutral Bay which also has bus services and relies on congested Military Road. Neutral Bay could not support the density proposed with the current traffic and peak hour issues.

The *Sustainability Report* suggests that higher scale buildings can be more environmentally sustainable. However, proximity to public transport services is also an important consideration in sustainability as reliance on car transport is not environmentally sustainable.

Existing Industrial Stocks and Employment Lands

The proposal involves re zoning of almost the entire industrially zoned area of Five Dock, currently zoned IN1 (General Industrial) and allows a wide range of industrial uses and activities.

This will result in loss and displacement of current businesses and a loss in industrial/employment land for the area. This issue has not been detailed within the supporting reports.

The priorities for the central sub region within *A Plan for Growing Sydney* include to: provide rapid transport along the corridor, to deliver Westconnex and light rail and to 'identify and protect strategically important industrially zoned land'.

The *Employment Lands Development Program Report for 2015* also says that 'maintaining an adequate stock of employment lands is essential in providing for economic growth and competitiveness as well as the affordability of employment lands.'

Also that 'establishing and replenishing stocks at each stage (in the planning and development process) will ensure that adequate stocks of well-located land are ready for development as developer demand requires.' (p 31). The loss of industrial land which contributes to the economy for the sub region and of Sydney should be addressed against Section 117 Ministerial Directions 1.1 (Employment and Industrial Zones) and 7.1 (Implementation of *A Plan for Growing Sydney*).

It is acknowledged that under the 'Kings Bay Structure Plan', a small portion of land south of Parramatta Road is proposed to be zoned Enterprise and Business. This is considered to limit the wide variety of industries available in the IN1 zone which has a significant part to play in the existing and desired economy.

In terms of boosting employment, the proposed mixed use zone is relatively small in comparison to the proposed land to be converted from industrial/employment to residential. The loss of the existing employment and industrial land should be justified in terms of local and regional impact and consistency with overarching government policies.

Impact on the Area Character

As described above, the Parramatta Road section of Five Dock has an industrial character and older style industrial buildings which contribute to the streetscape and history of the area. These older style buildings are generally low in height, provide interesting facades and blend well with and do not impose upon surrounding low and medium density housing.

Little consideration has been given to the complete transformation of the area character which is valued by residents. This project could not be considered renewal when nothing much of the old is to be valued and retained. Residents expressed during the 2014 engagement that they were concerned about the impact on the amenity of the area. At this time they were not aware of the scale and it is felt that these concerns have not been duly considered.

Rosebank College seems to be 'understated' as being a heritage item. Clear strategies are not put forward in terms of a suitable response. Instead it is proposed to surrounding the item with 8 -12 storeys and no peripheral green space/buffering.

Summary

The proposal is considered to be at odds with the objectives of the *Environmental Planning and Assessment Act, 1979*, metropolitan planning frameworks, Department of Planning open space guidelines and widely used urban design principles. The plan would require justification to address ministerial directions in relation to the retention of employment land and the delivery of the metropolitan plan.

Residents support the reasonable development and renewal of Parramatta Road. However this should be done in a more environmentally responsible and inclusive way, to ensure that existing residents are acknowledged.

Efficient public transport services, traffic management, open space and scale transitions should be key components of a liveable and sustainable plan. The strategy should also consider existing businesses and the area character, traffic issues and historical buildings are protected from adverse impacts.

In light of these issues and shortfalls, we request that the Kings Bay precinct plan be reviewed.

We are most willing to discuss these matters further and to provide constructive assistance to ensure the best plan is delivered.



Yours sincerely,

Natalie Richter, Consultant Planner (Bachelor of Town Planning, UNSW)

CC:
City of Canada Bay Council (Strategic Planning and Councillors)
Mr John Sidoti MP, Member for Drummoyne
The Hon. Gladys BEREJIKLIAN MP Shareholding Minister Urban Growth NSW (NSW Treasurer)
The Hon. Dominic Francis PERROTTET, MP Shareholding Minister Urban Growth NSW (Minister for Finance, Services and Property)
The Hon. (Rob) Robert Gordon STOKES, MP Portfolio Minister, Urban Growth NSW (Minister for Planning)

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This report has been prepared with due diligence by the author. Its contents are believed to be fair and accurate and are based on information available. The author disclaims all and any liability to any person in respect of the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

[REDACTED]

From: Geoff Ashton [REDACTED]
Sent: Wednesday, 16 March 2022 2:16 PM
To: The City of Canada Bay
Subject: Feedback - Planning Proposal - Parramatta Road Corridor Urban Transformation - Baybug - Canada Bay Bicycle User Group Inc

[REDACTED]

BayBUG's address is "care of the secretary" (me) 52 landra St Concord West. And you may have received the same submission multiple times, as I was getting a "message blocked" response from Council's email server. So I resent and tried using alternative email addresses. I'd prefer the last one sent to be the one forwarded as this first version below has 2 typos!

Regards,
Geoff Ashton

[REDACTED]

On 16 Mar 2022, at 2:07 pm, The City of Canada Bay <council@canadabay.nsw.gov.au> wrote:

Good Afternoon Geoff

Thank you for your email.

Before forwarding this to the relevant area within Council, please provide your company / residentfull address details including unit number for registration purposes. The information is required for the customer data base to prevent duplication, and will not be released to any other person or organisation.

Kind regards

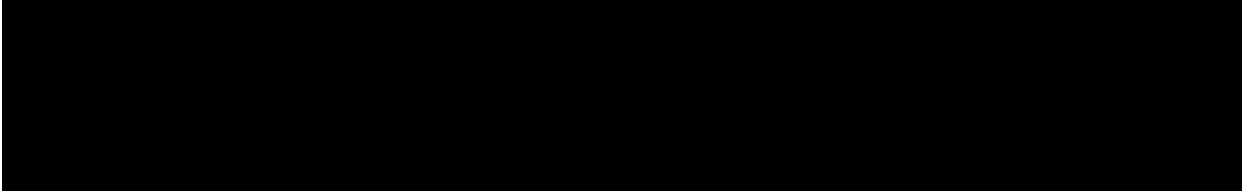
Records Officer
City of Canada Bay

1a Marlborough St Drummoyne NSW 2047 | www.canadabay.nsw.gov.au
T: 02 9911 6555 | council@canadabay.nsw.gov.au



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From: Geoff Ashton [REDACTED]
Sent: Tuesday, 15 March 2022 5:11 PM
To: The City of Canada Bay <council@canadabay.nsw.gov.au>
Subject: Submissions - Planning Proposals - Parramatta Road Corridor Urban Transformation Strategy & Draft DCP - Bay Bug

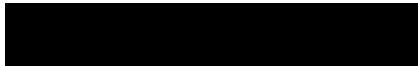


Feedback on the Planning Proposal, the DCP and the Infrastructure Strategy.

1. Where is the plain English summary? Notwithstanding some historical knowledge of the proposals, in 30 minutes thrashing around it was impossible to work out why this was happening and what it would result in.
2. But word searches in PDF versions of a few of the documents are sufficient to establish that there is in here no plan for the future populations of these areas to have adequate public transport, to be able to easily get across (preferably by gong under, at grade) Parramatta Rd or to easily cycle into Canada Bay using linear, efficient cycleways that are separated from vehicular traffic. Isolated concepts like the William Street proposal do not cut it. A transport and "ease of getting around" fail. eg What are there no setbacks on all developments sufficient to accomodate separated cycling??

Regards,

Geoff Ashton
Secretary, Canada Bay Bicycle User Group Inc. Incorporated in NSW under the
Associations Incorporation Act 2009 as INC9882364 and affiliated with Bicycle NSW.



Regards,

Geoff Ashton
[REDACTED]

[REDACTED]

From: Paul Bermingham [REDACTED]
Sent: Tuesday, 15 March 2022 3:48 PM
To: The City of Canada Bay
Subject: PRCUTS Planning Proposal - Feedback - Paul Bermingham on behalf of owners of 50 Burton St Concord
Attachments: Canada Bay - 15 March 2022.pdf

[REDACTED]

Please find attached a submission on the PRCUTS Planning Proposal on behalf of the owners of 50 Burton Street, Concord.

If you have any questions do not hesitate to get in touch.

Kind regards,
Paul Bermingham
[REDACTED]

15 March 2022

Strategic Planning Team
City of Canada Bay
Locked Bag 1470
Drummoyne
NSW 1470

SUBMISSION - Parramatta Road Corridor Planning Proposal and Draft DCP

This submission has been prepared on behalf of the owners of 50 Burton Street, Concord, regarding the Parramatta Road Corridor Planning Proposal and Draft DCP.

The residents welcome the exhibition of the Planning Proposal and wish to express our support for the direction of the Planning Proposal, which seeks to implement the PRCUTS Stage 1 (2016-2023) release areas. This will renew Parramatta Road, provide new homes, jobs and public amenity. While we are generally supportive of this work, we have identified some potential areas of concern that we would like Council to consider prior to finalizing the Planning Proposal.

Key Issues

1. Risk of delivery - we share the concerns of the Department of Planning Industries and Environment (DPIE) that delivery and take up may not be commercially viable for many sites in the precinct. Many of the sites in the amalgamation plans have a large number of owners making acquisition difficult and expensive. This, combined with the heightened cost to develop in the precinct - design excellence competitions, affordable housing contributions, state and local infrastructure contributions and Basix targets will make viability very difficult to achieve on many sites. This may lead to undesirable outcomes, site isolation - and prevent delivery of the proposed built form and urban design outcomes of the strategy.

Recommendation – That feasibility testing be undertaken for key sites to determine if they can be viable with consideration given to the realistic cost to amalgamate development sites. If the sites are not determined financially viable then densities should look to be increased where appropriate or the cost to develop these sites (contributions, affordable housing, etc) should be reduced accordingly.

2. Amalgamation Plan - while we commend Council on the work undertaken to define the preferred amalgamation plan and built form outcomes, there are often logistical realities that may impact on how this can be delivered so some flexibility should be provided to allow for this.

Recommendation - Council provides a mechanism to allow for some flexibility in site amalgamations to deliver the intent of the urban design outcomes envisaged in the Planning Proposal. This could be in the form of minimum site areas to achieve incentive FSR's to still avoid site isolation but provide much needed flexibility.

3. Response to Sydney Metro West – while we support the proposed outcomes identified in the PRCUTS back in 2016 we feel that an opportunity might be lost by not making some further changes to heights and densities across the precinct directly adjacent to future Metro stations. Sites within 400m of a Sydney Metro station provide the most appropriate location in Sydney to provide additional housing to meet the medium and longer term housing targets, while having the unique ability to maintain acceptable levels of traffic impacts. Density for sites directly adjacent to Sydney Metro stations is typically proposed at 6:1 FSR in other precincts (St Leonards, Crows Nest, Chatswood). Providing the correct level of density in these areas also serves to protect the lower density residential neighbourhoods from development to maintain the desired character of these areas. It is likely the density in these areas will be reviewed as part of the NSW's planning around the Sydney Metro West Stations so seems more efficient to consider the future direction now when finalizing this Planning Proposal.

Recommendation – Council to review proposed densities for opportunities for increases where appropriate, or look to add mechanisms to allow additional height and density through a Clause 4.6 Variation for sites in close proximity to Sydney Metro West stations, where they do not require a Planning Proposal to achieve an increase if there is sufficient strategic merit to support this/ if it is consistent with the built form outcomes in the future planning studies around Metro stations.

4. Design Excellence - We support the provision of design excellence and high-quality design, however, a design competition for buildings above 28 metres in height adds significant time and costs to projects which needs to be considered in the feasibility analysis. Many LGA's such as City of Sydney, provide design excellence bonus incentives to allow for this.

Recommendation - Provide bonus FSR incentive for all projects undertaking a design competition of 10-15%. Where there is no mechanism for an FSR incentive, the option of a design review panel or design alternative process should be considered to reduce time, resources and costs.

We thank Council for the work completed to date, and for the opportunity to provide feedback on this important and exciting precinct. We look forward to being updated on the response to the public submissions and to monitor the progress of the Planning Proposal in the coming weeks.

Yours sincerely,

Paul Bermingham

(On behalf of the owners of 50 Burton Street, Concord, 2137).

ETHOS URBAN

21 March 2022
2190967

Mr John Clark
General Manager
City of Canada Bay

Attention: Helen Wilkins, Senior Strategic Planner
via email: council@canadabay.nsw.gov.au

Dear Helen,

Re: Submission on the exhibition of the Parramatta Road Corridor Planning Proposal and Draft DCP Muir Burnside Group – 255-271 Parramatta Road, Five Dock (the site)

This submission has been prepared by Ethos Urban on behalf of Muir Burnside Group, in response to the exhibition of the Parramatta Road Corridor Planning Proposal – Stage 1 and accompanying draft Development Control Plan. The City of Canada Bay is to be commended for preparing these important strategic planning documents, for welcoming stakeholder feedback and for bringing the exhibition documents to fruition after a number of years in abeyance.

This submission should be read in conjunction with the previous submission provided to Council officers on the 1 September 2021 (**Attachment A**). We also thank Council for their formal response dated 8 September 2021.

Whilst we recognise and appreciate that the current Stage 1 exhibition documents do not directly relate to site, we consider it important to comment on the exhibition documents and flag our continued willingness to work with Council regarding the Stage 2 planning controls (where the site lies).

We note that Council's correspondence on our initial submission stated:

The proposal, as outlined, is seeking a significant change to the density contemplated by PRCUTS and the magnitude of the proposed change is not supported.

In response to this, we continue to advance that the site (and potential proposals for it) have a number of characteristics which lend themselves to a greater density than that predicated on the PRCUTS strategy (FSR 1.4:1 and 17m), which was first adopted some six years ago prior to the announcement of the Sydney West Metro project and prior to the current housing supply and affordability crisis. In particular:

- The site in proximity to multiple open space areas and within walking distance of water foreshore amenity;
- The site is a 6-minute walk to the Indicative Zone for Public Transport associated with the Burwood North Metro;
- The site and locality offer the opportunity of well-planned increases in density prior to the opening of Sydney West Metro. Rezoning land after the fact is a significant underutilisation of major transport investment.
- There is the opportunity for well planned, orderly density with site amalgamations to form a larger contiguous site.
- The site has the opportunity to adopt a number of the urban design principles included in the Stage 1 exhibition documents including the goals and aspirations for the public domain, fine grain design, road widths, amalgamation patterns, minimising the impact of parking, pedestrian connectivity, residential amenity and the like.
- The site has the opportunity to positively respond to the Stage 1 exhibition documents by proposing an extension of the Stage 1 Future Road, as a 'shared' pedestrian and vehicle space (i.e. low volume vehicle access to residential basements only). This shared space will improve the fine grain nature of the precinct and provide a notable public benefit in terms of pedestrian movement through the precinct (along a calmer access way) to areas of open space including the recently upgraded Concord Oval. In particular, this shared space will allow the safe passage of students from the Lucas Gardens High School to Concord Oval, away from the busy and hostile Queens Road.

Muir Burnside, Five Dock | Submission on the exhibition of the PRCUTS Stage 1 Planning Proposal | 21 March 2022

Despite these key matters supporting the investigation of greater density in Stage 2, we are also cognisant of Council's feedback to date. In this regard, our client is willing to prepare alternate schemes/densities for Council's consideration as part of the Stage 2 planning process. Understanding that Council is seeking to progress Stage 1 to gazettal first, this submission flags our intent to continue to work with the Council as the Stage 2 planning process commences.

We would request to be informed regarding key milestones in the Stage 2 planning process, and we would be keen to present to Council some alternate options/schemes/densities early in that planning process, to allow Council suitable time to consider our alternate ideas before draft planning controls are prepared.

We thank Council for the opportunity to comment and we look forward to continuing to engage with Council regarding the Stage 2 planning process.

Should you have any further queries on this matter, please do not hesitate to contact me via the details provided below.

Yours sincerely,



Clare Swan
Director



ATTACHMENT A – PLANNING SUBMISSION SUBMITTED TO COUNCIL 1 SEPTEMBER 2021

255-271 Parramatta Road, Five Dock

31 August 2021

**ETHOS
URBAN**

The Site

Context

- Canada Bay Local Government Area
- Kings Bay Precinct under the Parramatta Road Corridor Strategy
- Owned by Tanilbi Pty Ltd
- Currently used as a second hand car dealership 'The Japanese Car Centre'
- Consists of seven lots with a total site area of 2,487sqm



Open Space and Amenity

- Site in proximity to multiple open space area, within walking distance of water foreshore and in proximity to planned transport infrastructure



Canada Bay Local Environmental Plan 2013

Current Controls

- B6 zone
- 12m maximum permissible height
- 1:1 FSR



01 Canada Bay LEP Land Zoning Map

- LEGEND
- Subject Site
 - B6 - Enterprise Corridor
 - IN1 - General Industrial
 - R2 - Low Density Residential
 - R3 - Medium Density Residential
 - RE1 - Public Recreation



02 Canada Bay LEP Height of Buildings Map

- LEGEND
- Subject Site
 - I - 8.5
 - M - 12.0



03 Canada Bay LEP Floor Space Ratio Map

- LEGEND
- Subject Site
 - D - 0.5
 - N - 1.00
 - Area 1 - Refer to Clauses 4.4 (2A), (2B), (2F)

Parramatta Road Corridor Urban Transformation Strategy

Centres Structure

- Site is located within The Kings Bay Precinct between the established activity centres of Burwood (located approximately 1km to the south west) and Five Dock (1km to the east).
- While site is near the edge of Kings Bay Precinct Boundary, Kings Bay Precinct and Burwood-Concord Precinct are located directly next to each other allowing the Site to benefit from both the Sydney Metro and the planned rapid bus transit stop.



04 Burwood-Concord and Kings Bay Precinct Structure Plan
Source: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines

LEGEND

- Precinct Boundary
- - - Frame Boundary
- West Connex Tunnel
- Accessible Open Space
- Restricted Open Space
- Community Infrastructure
- Waterway
- Existing Movement
- New Movement
- Open Space / Green Grid
- Residential
- Enterprise & Business
- Mixed Use
- Indicative Zone for Public Transport Super Stop



05 Burwood-Concord and Kings Bay Precinct Recommended Green Edge, Transitions and Active and Commercial Frontages Plan
Source: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines

Parramatta Road Corridor Urban Transformation Strategy

Proposed Controls

- Zoning - R3
- Building height - 17m
- FSR - 1.4:1



08 Burwood-Concord and Kings Bay Precinct Recommended Land Uses
Source: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines



07 Burwood-Concord and Kings Bay Precinct Recommended Building Heights
Source: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines

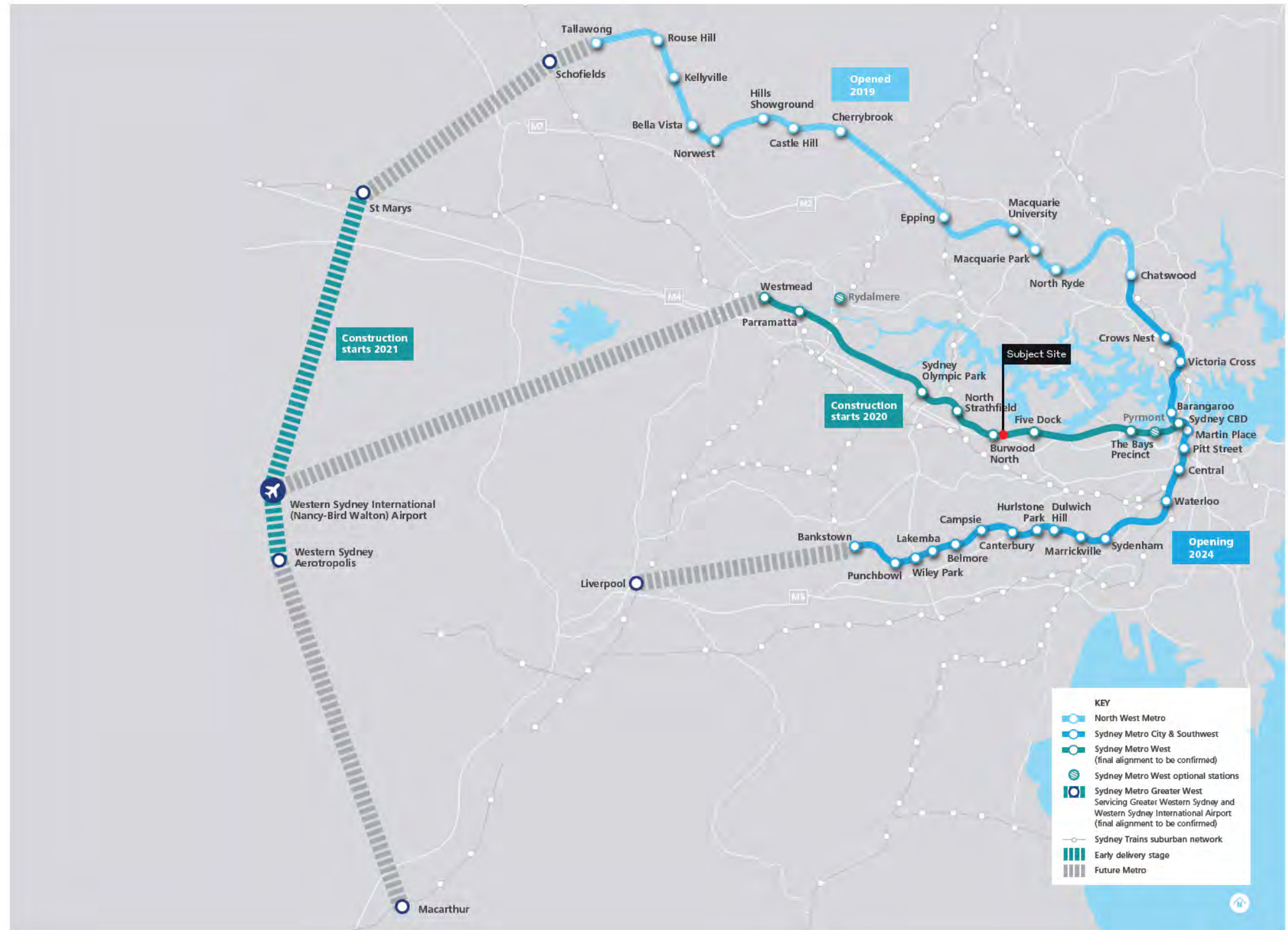


06 Burwood-Concord and Kings Bay Precinct Recommended Densities
Source: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines

- LEGEND
- Precinct Boundary
 - - - Frame Boundary
 - Medium Density Residential
 - Mixed Use
 - Enterprise Corridor
 - Infrastructure
 - Public Recreation

Sydney Metro

- Stations confirmed late 2019
- Burwood North within walking distance
- Four stops to Sydney CBD
- Four stops to Parramatta CBD
- Future connection to Western Sydney Airport
- Planned to open by 2030



09 Existing and Future Metro Network

Sydney Metro West and Parramatta Road Precinct Structure

- Planned metro affects the initial 2016 Parramatta Road Precinct Planning structure.
- The urban centre of these precincts and the distribution of height and floorspace pre-dates the Metro announcement.
- Some re-thinking of the relationship of the structure plan to planned new infrastructure required.



Transport Catchment

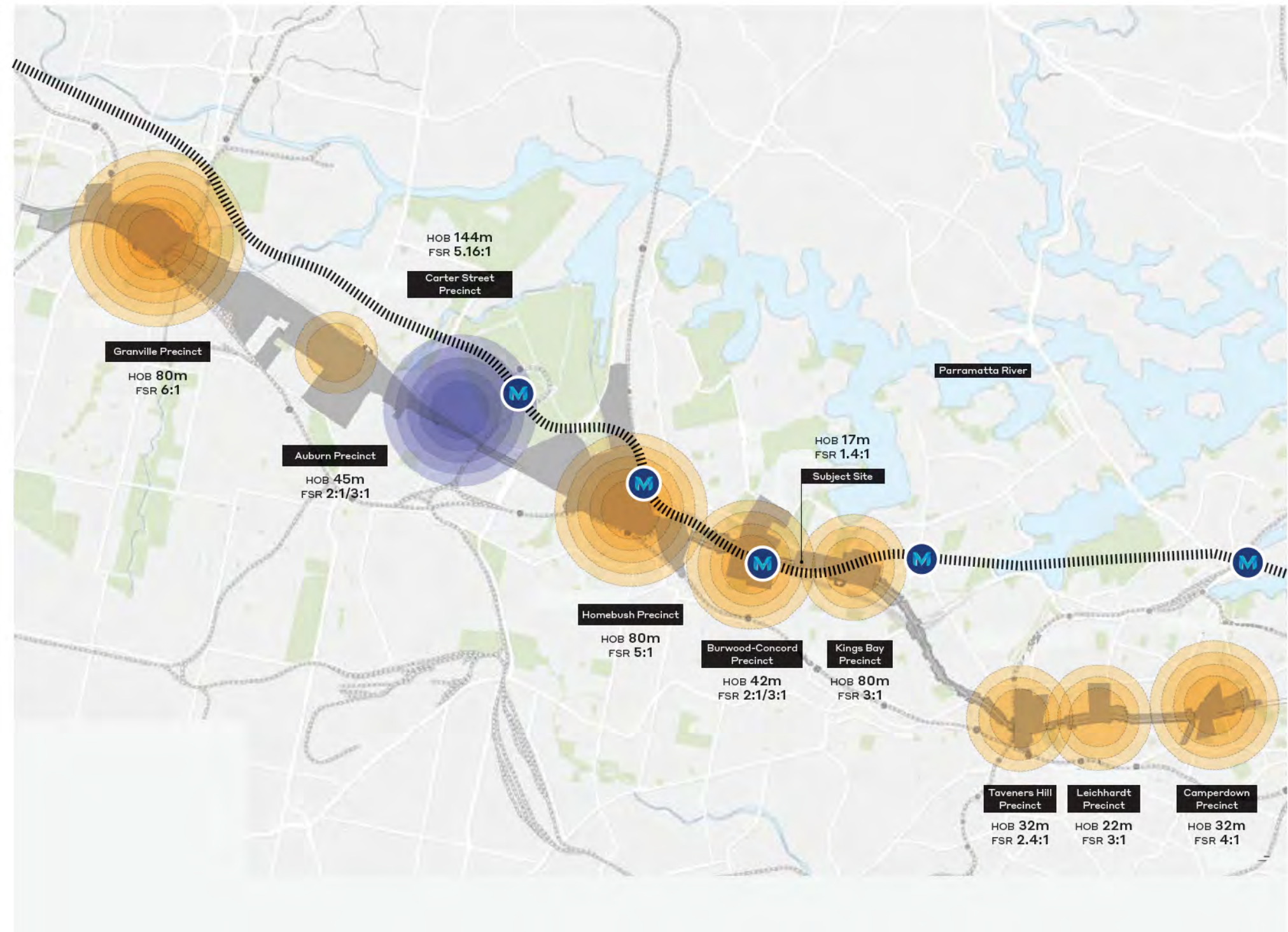
- Site is within the Indicative Zone for Public Transport Super Stop within The Kings Bay Precinct 6 min east of the site.
- There is also a bus stop located directly in front of the Subject Site with buses 415, 461 and 530 servicing a range of suburbs from Burwood, Campsie, Chatswood to Sydney CBD.
- Burwood Train Station is located 1.7km south west of Subject Site with T1, T2, T3 and T9 train lines connecting the Subject Site to wider Sydney.



Parramatta Road Corridor Urban Transformation Strategy

Precinct Maximum Densities

- Parramatta Road Corridor Strategy precinct maximum densities up to 80m and 6:1.
- Densities tend to correlate to proximity to infrastructure, amenity.
- Densities tend to taper from centre of precinct to periphery of each precinct.
- Sydney Metro offers the potential to re-think axis and structure of density within the Kings Bay Precinct.
- Given proximity to existing and planning infrastructure, FSR of 1.4:1 is a significant under-utilisation of the site.



10 Parramatta Road Urban Transformation Strategy 2016 - Maximum Density by Precinct

Recently Approved Developments

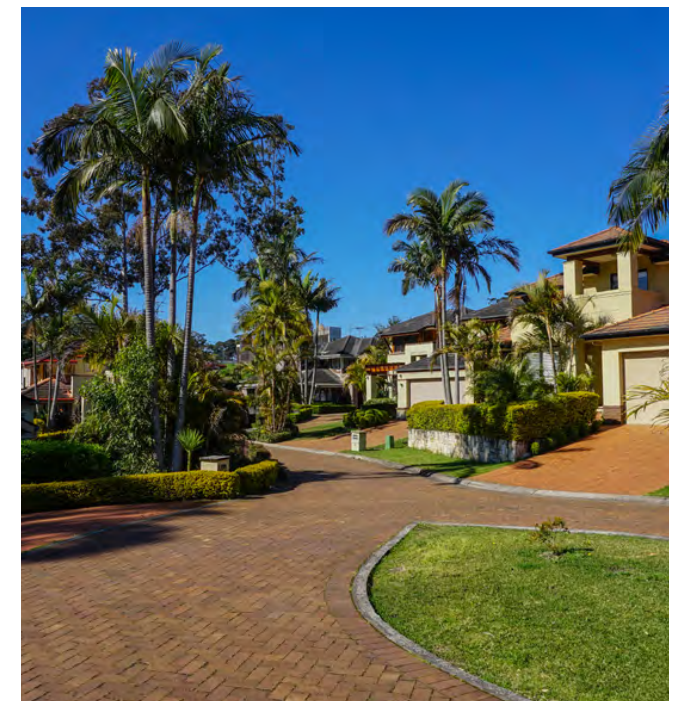
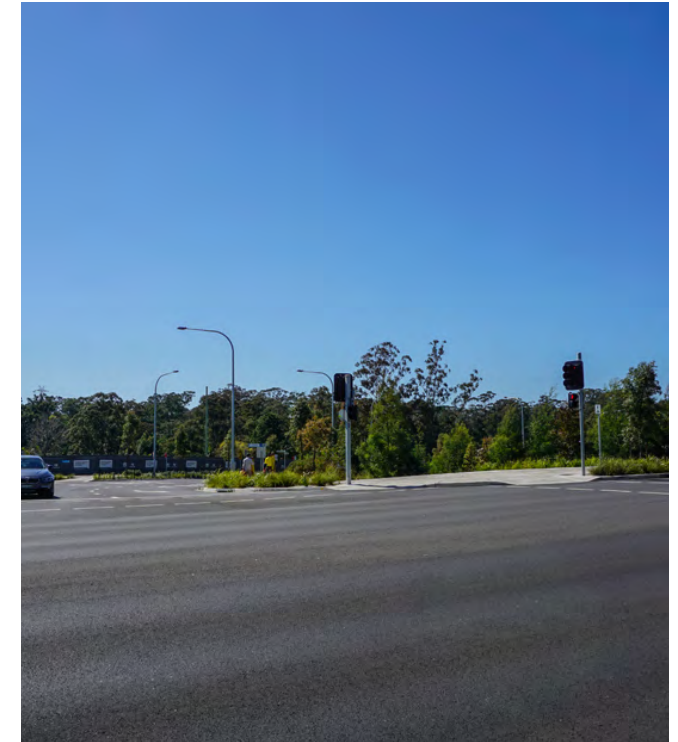
- Examples of notable density occur along the corridor even prior to full implementation of the Parramatta Road Corridor rezonings and before Sydney Metro West.



11 Parramatta Road Corridor Approved Developments

Plan Density Before Infrastructure Opens

- Site and locality offer the opportunity of well planned density prior to the opening of Sydney West Metro.
- Rezoning after the fact is a significant under utilisation of major transport investment.
- Expectations of landowners after opening of infrastructure mean that density expectations are pressured to be even higher.

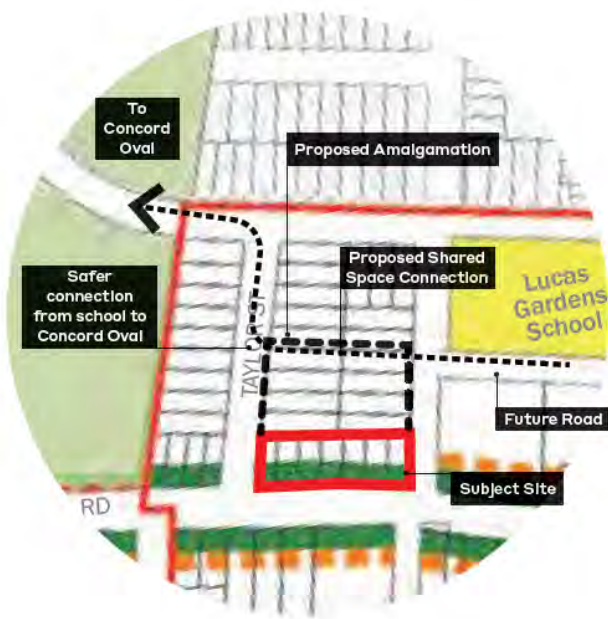


12 Cherrybrook Metro Station surrounding context

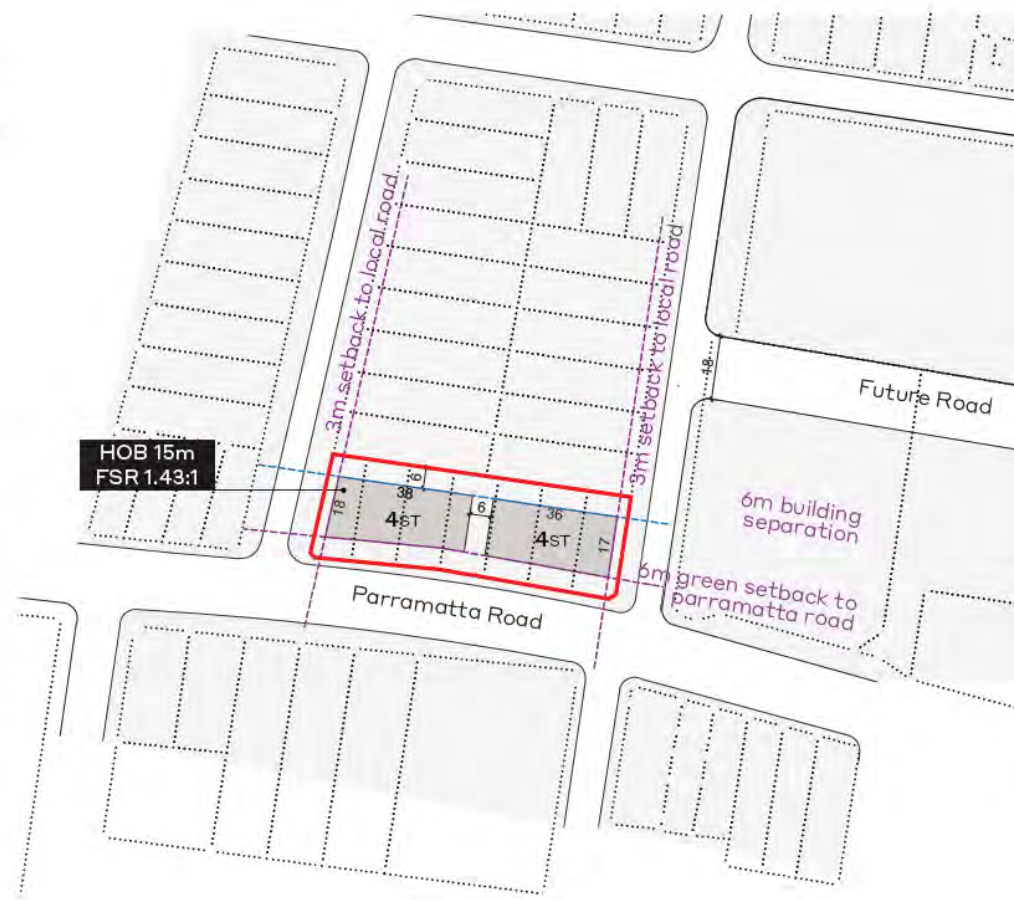
Structure Plan

- Expanded Kings Bay Structure Plan
- Site amalgamation
- Neighbours committed to create consolidated block

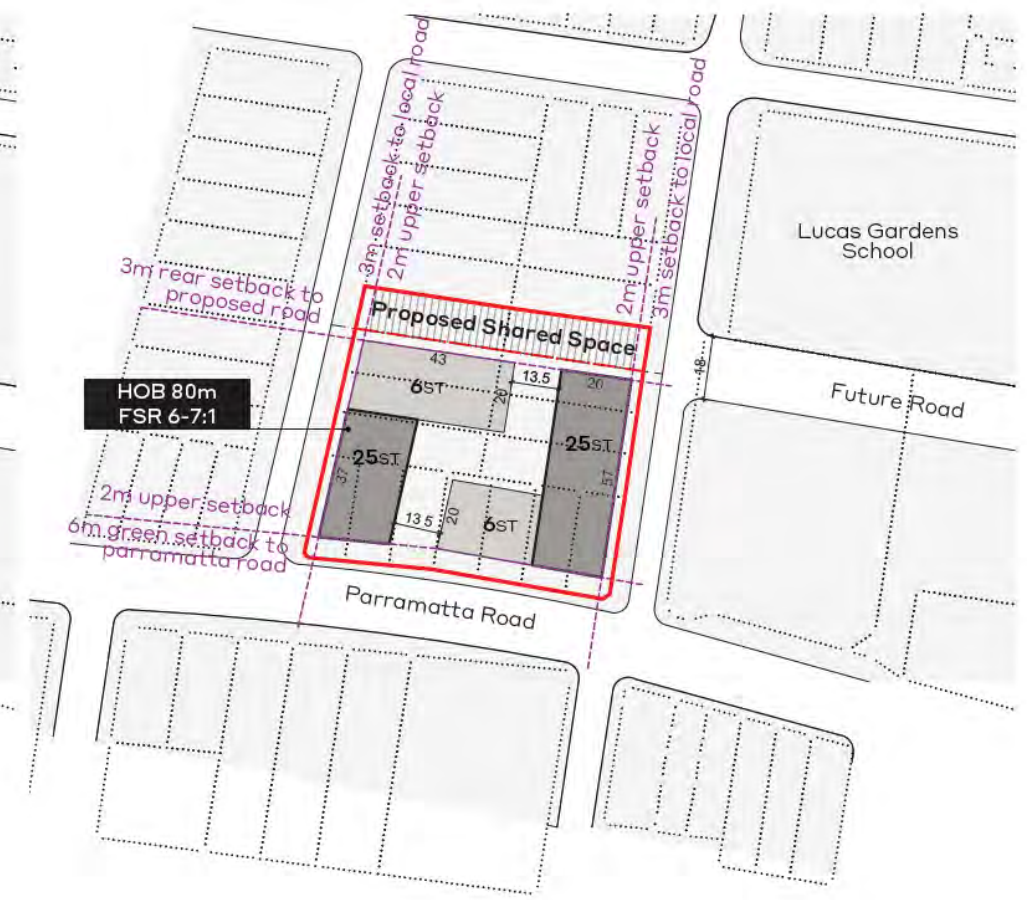
PRCUTS - Kings Bay Structure Plan



Current Controls



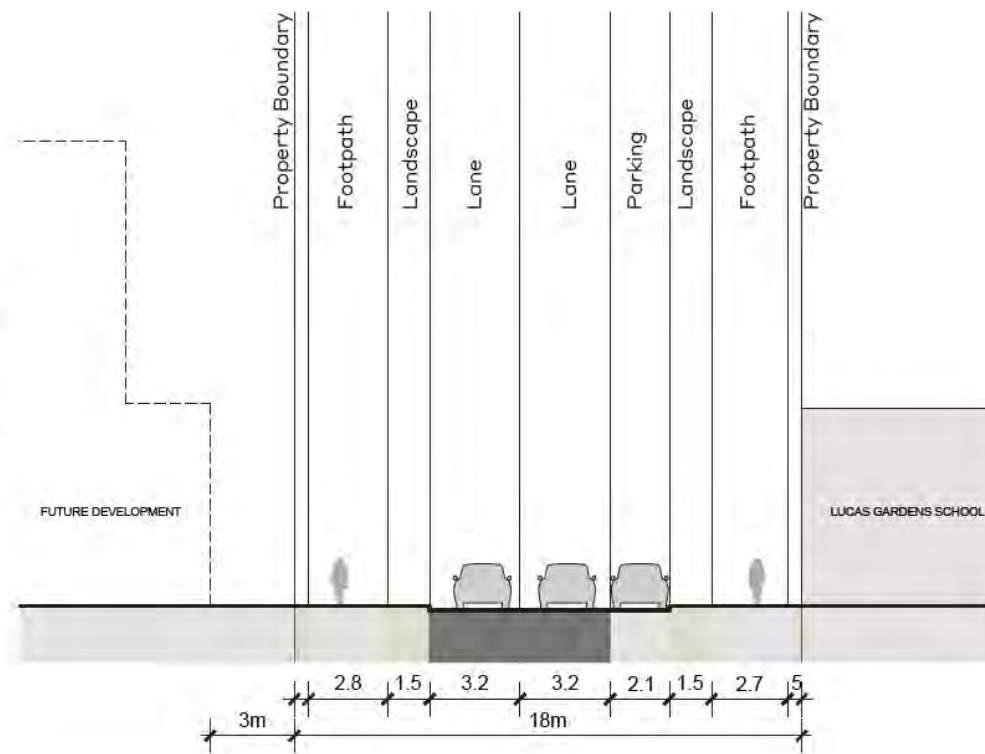
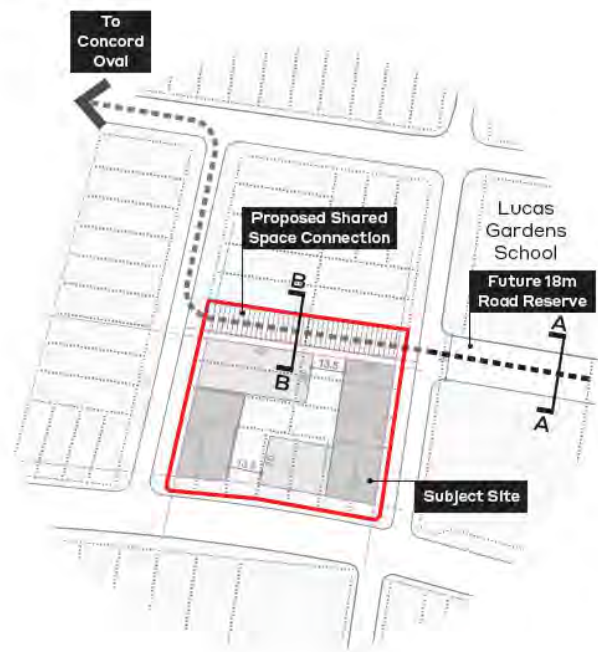
Contemplated Controls



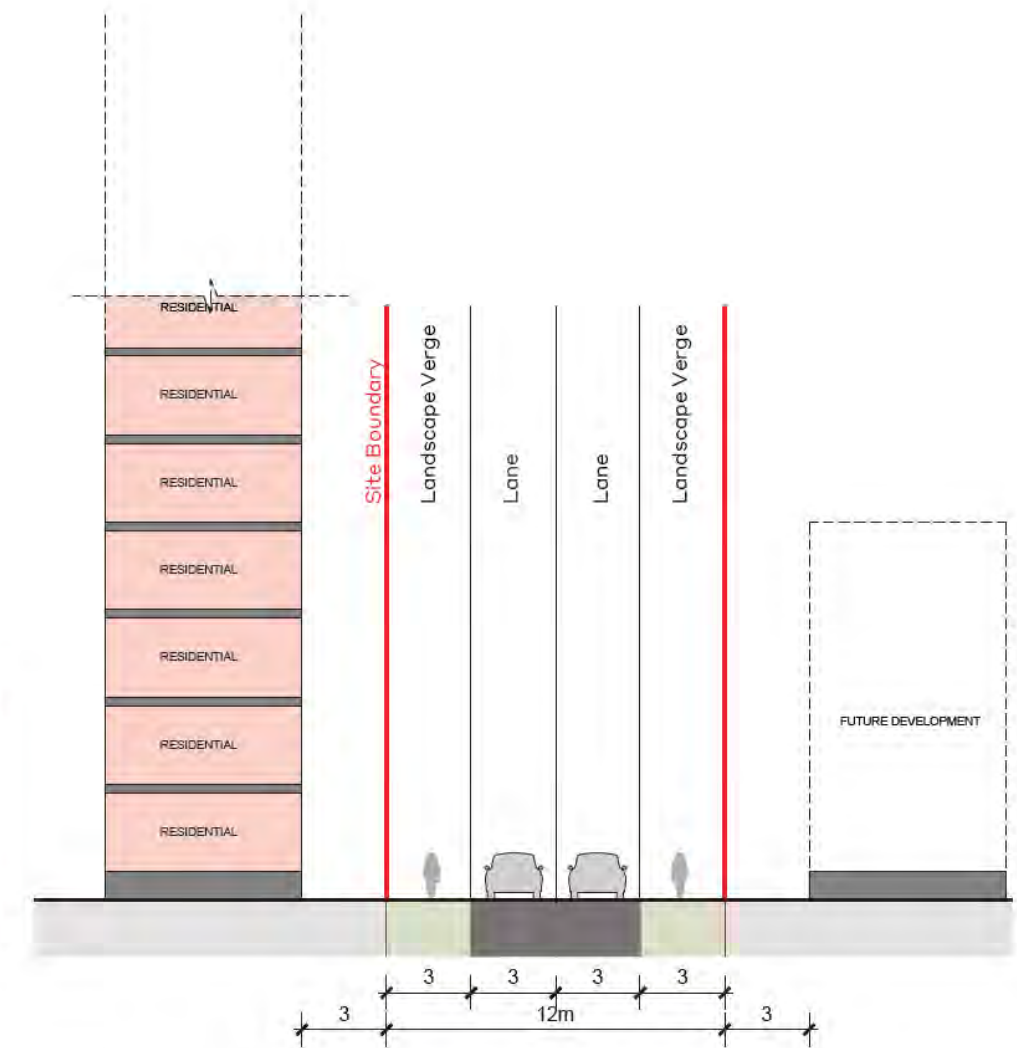
Street Section

Indicative Future 18m Road Reserve

Indicative 12m Shared Space on Subject Site



13 Street Section A - Indicative Extension of Spencer Street (18m Road Reserve)



14 Street Section B - Indicative East West Shared Space Through Site Connection

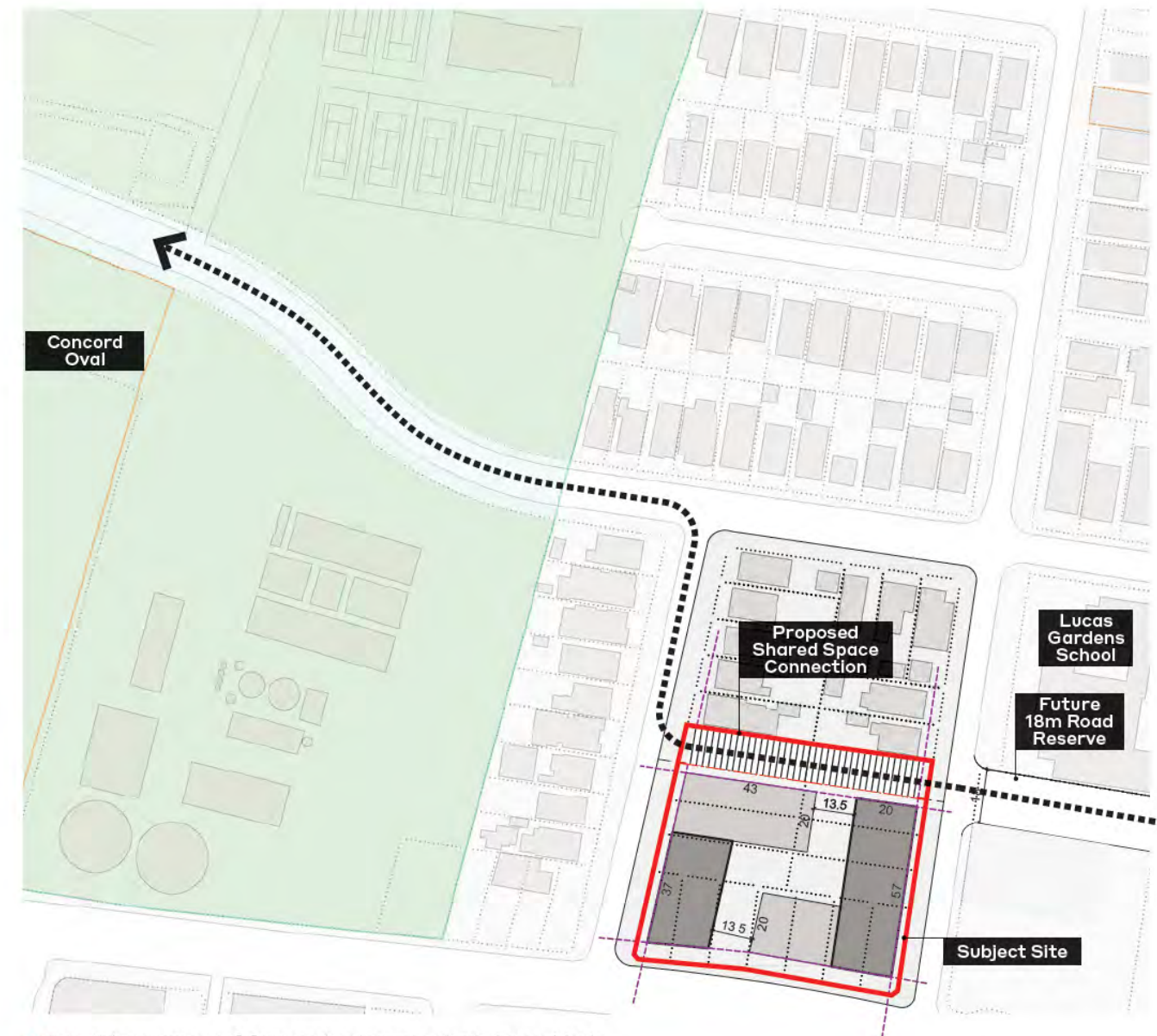
Connection to Concord Oval

Future Connection to Concord Oval (Lucas Gardens School)



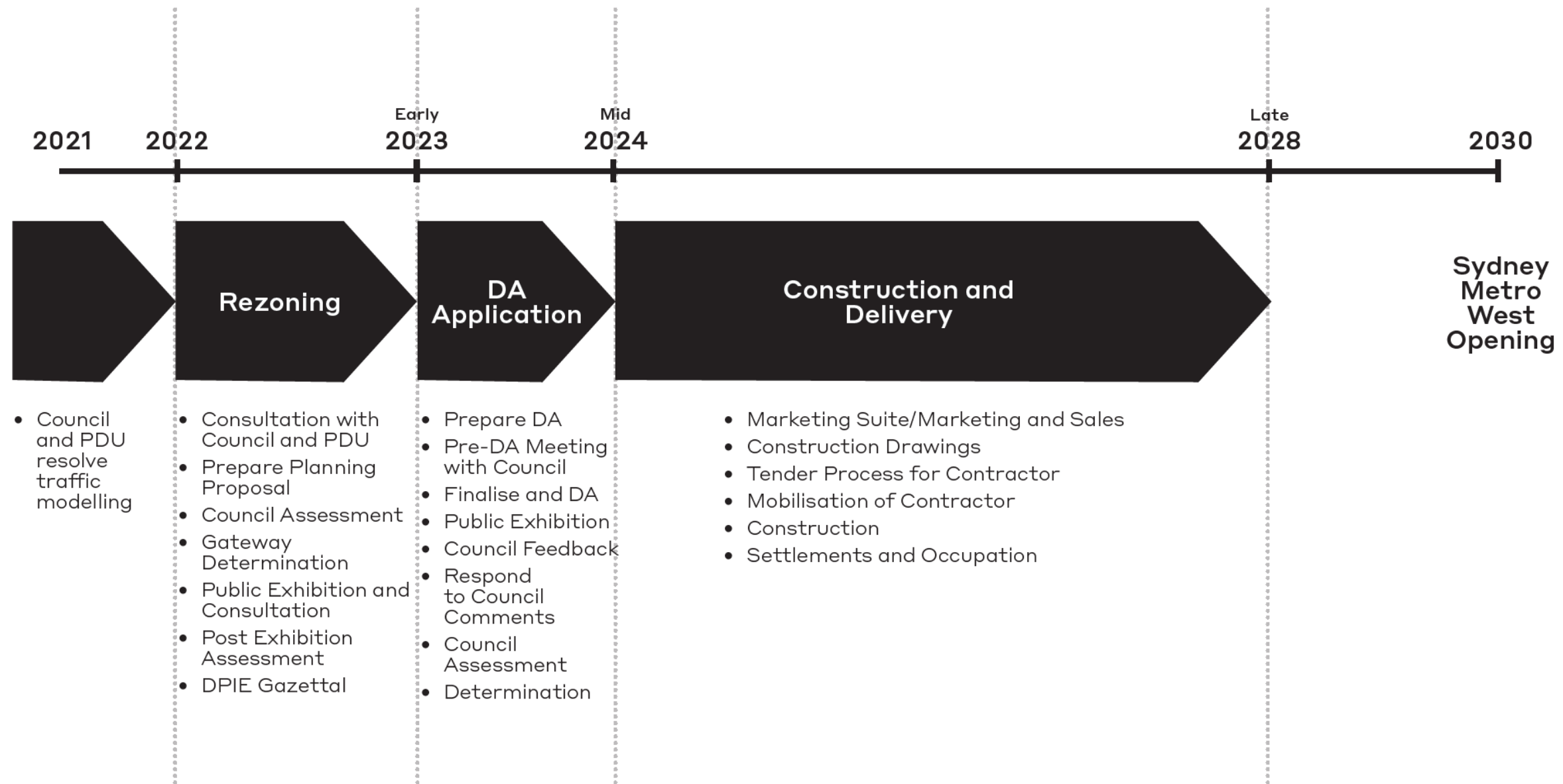
15 Future pedestrian connection from Lucas Gardens School to Concord Oval
Source: Parramatta Road Corridor Urban Transformation Planning and Design Guideline

Potential Improvement of Connection to Concord Oval



16 Potential Improvement of future pedestrian connection to Concord Oval

Development Timeline



**ETHOS
URBAN**

[REDACTED]

From: Anna Harvey [REDACTED]
Sent: Monday, 21 March 2022 1:12 PM
To: The City of Canada Bay
Subject: Submissions - Planning Proposals - Parramatta Road Corridor Planning proposal - Anna Harvey

[REDACTED]

Thank you – my residential address is 51 Edwin St Croydon.

As discussed in my submission, I live in the area and often visit shops and playgrounds at Five Dock, Concord, and Carbarita. I am impacted by motor vehicle congestion in the area.

Kind regards,

Anna

On Mon, 21 Mar 2022 at 13:09, The City of Canada Bay <council@canadabay.nsw.gov.au> wrote:

Good Afternoon Anna,

Thank you for your email.

Before forwarding your enquiry to the relevant area within Council, please provide your residential address details for registration purposes only. The information is required for the customer data base to prevent duplication, and will not be released to any other person or organisation.

Kind Regards

Records Officer
City of Canada Bay

1a Marlborough St Drummoyne NSW 2047 | www.canadabay.nsw.gov.au
T: 02 9911 6555 | council@canadabay.nsw.gov.au



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From: Anna Harvey [REDACTED]
Sent: Friday, 18 March 2022 12:12 PM
To: The City of Canada Bay <council@canadabay.nsw.gov.au>
Subject: Attn: Strategic Planning Team

[REDACTED]

To the Strategic Planning Tea,

I'm afraid with work and looking after children, I forgot to send this email. Could you please accept this feedback on the Parramatta Road Corridor Planning proposal?

I live in the area, and am frustrated by the poor public and active transport facilities, and the dominance of cars. We live so close to the city – this shouldn't be the case.

With the increase in density expected from this development, I would like to request that these areas be designed with as few car spaces as possible from the outset. Please work with TfNSW to prioritise public transport access in the area, and fully connected and networked bike lanes and walking paths (note – not shared paths, as these can be dangerous and frustrating) from the outset.

Please only provide parking spaces for those with a disability, and for (electric) car share. The Nightingale developments in Melbourne are a fantastic example of these principles. [For example](#), with the Council requirements at the time, this development would have needed 280 parking spaces, but the consultants were able to show the Council why only 20 car spaces should be provided. Much better for carbon emissions, air quality, cement consumption, construction times, lowering the number of heavy vehicles that must access the site to build underground car parks and to provide the cement for them, and more.

Please include easier access over Parramatta Rd for people on foot in this plan.

Please ensure that the project increases the safe, separated bike network throughout the area so that children can ride a bike to school.

Please work for dedicated public transport corridors all the way to the city for those on public transport. People on buses shouldn't have to wait in traffic congestion caused by people in private vehicles.

Please ensure that the buildings are built to the highest possible standard, so that residents are comfortable (even during a heatwave + power outage).

Thank you very much, and my apologies for the late submission!

Anna Harvey

[REDACTED]

From: Alice Bhasale [REDACTED]
Sent: Sunday, 20 March 2022 12:39 PM
To: The City of Canada Bay
Subject: PRCUTS Planning Proposal - Feedback

[REDACTED]

Hi Council

I am sorry to be late providing this feedback. All the events and rain of the last few weeks has made life a little disordered.

If it is possible to consider these points I would be grateful.

I live on Regatta Rd, which is already becoming a shortcut for buses, trucks and other vehicles as it is a straight connection between Queens Rd and Lyons Rd. Also a lot of cars park here during the day, and many houses (like mine) do not have off street parking.

I do not see the need for such a massive rezoning and change to the area along Spencer St between William st and Regatta Rd. This area will not be very close to the new Metro and the current bus services only just cope as it is, so I am not sure how an influx of people to the area will affect transport for others. Overall I oppose the scale of the rezoning and planned changes as it would significantly change the character of Canada Bay and make it like Mascot or Zetland, concrete towers and vacant shop fronts that nobody uses.

If this development occurs as proposed in the LEP, I would like to see a change to traffic flows around Regatta Rd and other areas which are currently suburban streets to prevent them being turned into busy streets as people come to the area and there are more residences along Spencer Street. This will spoil the amenity of the area for current residents while maximising access for new residents in new buildings. I suggest closing the Queens Rd end of Regatta or traffic calming barriers. I am also concerned about noise from traffic and overshadowing of the area in general.

While the plan already encourages much higher buildings of up to 6 stories than currently exist in this area, what provisions are in place to ensure that much higher buildings are not allowed by exception, as so often occurs?

Finally, this LEP must ensure there is a proper ratio of green space and concrete to prevent overheating. Canada Bay Council is currently focused on increasing the Tree Canopy. All the existing trees on Queens Rd in Charles Heath Reserve and surrounding the golf course should definitely be protected as part of this plan, and proper consideration to existing and future wildlife corridors between the golf course and Queen Elizabeth park in concord.

Thanks for considering my (late) feedback.

Dr Alice Bhasale
34 Regatta Rd
Canada Bay
[REDACTED]



21 March 2022

General Manager – Mr John Clark
Attention: Monica Cologna
Canada Bay Council
Locked Bag 1470
DRUMMOYNE NSW 1470

Email: council@canadabay.nsw.gov.au

Dear Mr Clark

RE: SUBMISSION IN RESPONSE TO THE PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY PLANNING PROPOSAL IN RELATION TO 176-184 GEORGE STREET CONCORD WEST

Thank you for this opportunity to provide this late submission into Canada Bay Council's Planning Proposal (Council's PP) to implement the NSW Government's Stage 1 vision for the Parramatta Road Corridor.

Gyde has prepared this submission on behalf of George Concord Pty Ltd, the registered landowner of the site at 176-184 George Street Concord West.

1. THE SITE



Figure 1 Site location

The site is located in Concord West with an area of approximately 8,000sqm. It is located in the Parramatta Road Corridor, which is identified by the NSW Government for major transformation and revitalisation.

Suite 6.02, 120 Sussex St, Sydney NSW 2000
GYDE.COM.AU
ABN 58 133 501 774

22-019



2. IDENTIFIED ISSUES WITH COUNCIL'S PP

Issue 1: The landowner-initiated planning proposal for 176-184 George Street, Concord West (PP2018/0001) should not be withdrawn

At the Ordinary Meeting of Council on 15 March 2022, Council deferred its decision in relation to the request by the Department of Planning and Environment to withdraw the PP from the Gateway Planning Portal.

We have since sought to clarify the recommendation to Council as follows (with proposed edits provided to Council in red).

1. THAT Council, in response to the request from the Department of Planning, Industry and Environment, withdraw the landowner-initiated planning proposal for 176-184 George Street, Concord West (PP2018/0001) **from the DPE Gateway Portal and hold it the PP in abeyance pending the outcome of the exhibition to Councils PRCUTS Planning Proposal.**
2. THAT Council maintains its position regarding the planning merit to the PP, **which has had significant planning review and consideration for a period of at least 9 years.**
3. THAT Council write to the proponent to advise of the decision and explain the reasons for it, as outlined in the report.

The planning for the subject site has been undertaken in consultation with Canada Bay Council planning officers for close to 10 years. The rezoning for the site was the outcome of Council's 2014 Concord West Masterplan and seeks to change the zoning from general industrial to residential. The proposal also provides a drainage solution that solves Council's precinct wide flooding issue and dedicates a portion of floorspace as affordable housing – both immense public benefits.

The site specific Concord West PP is currently included in Councils PRCUTS PP, which has recently been on exhibition. This was considered to be a suitable approach given the consistency of these two proposals, however we are concerned that should the Council's PRCUTS PP become further delayed by issues that are not relevant to the Concord West site that our planning for the site will be even further delayed.

We seek to keep the opportunity to separate the Concord West proposal from the broader Canada Bay PRUCTS PP, if the multitude of issues that are being dealt with in this broader PP take longer than expected to resolve.

The 15 March 2022 recommendation in the form presented to Council would have resulted in the need for us effectively start over a process that has already taken years and resulted in a site specific planning proposal that has been determined by Council to proceed to Gateway.

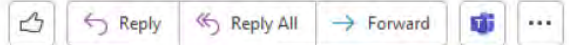
In addition, the NSW DPE requested in late 2021, and then confirmed on 10 March 2022, was for Council to withdraw the PP from the Gateway Portal. It did not suggest in any way that Council needed to withdraw its support for the PP. See extract of DPE email below:



Planning proposal - 176-184 George Street



Katrina Burley
To: Paul Dewar
Cc: Laura Locke



Thu 10/03/2022 10:30 AM

Hi Paul,

Thanks for your call this morning.

To confirm, the Department would like the planning proposal withdrawn from the planning portal. This is due to the duplication of process and consistent with the process-related issues reasons outlined in our letter. The Department has not undertaken a merit assessment of the planning proposal.

Ultimately it is a decision for Council as the PPA if the planning proposal is withdrawn. If Council does not support the withdrawal the Department will be required to make a determination.

Thanks,
Katrina

Katrina Burley
Manager, Place and Infrastructure

Greater Sydney Place Infrastructure, Eastern and South Districts, Department of Planning and Environment
Level 18, 12 Darcy Street, Parramatta, 2150



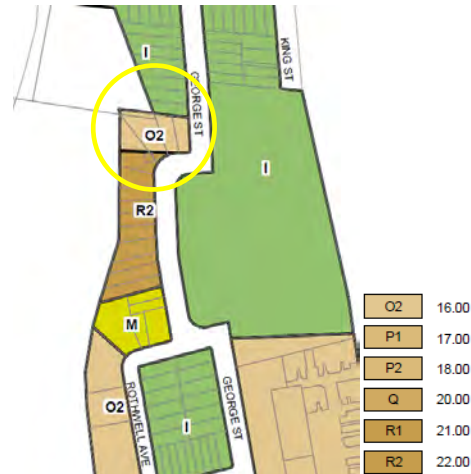
To ensure that there remains some degree of flexibility for the Concord West endorsed site specific PP to proceed in a situation where the PRCUTS PP gets further delayed, we reiterate our request that the additions in red in the recommendation be adopted as they allow clarity around the intent of the DPE request.

Issue 2: The LEP height of buildings mapping should align with the intended modelled outcome as provided for in the Site-Specific Planning Proposal (PP2018/0001 - DPE Ref PP-2021-6169) for 176-184 George Street Concord West

The historical cadastral arrangement on the site does not reflect its proposed future use or site configuration under the 2022 or 2014 Masterplan. Given current internal cadastral boundaries will cease to exist upon redevelopment, it would make sense for the height of building mapping to reflect the intended outcome of the Masterplan rather than redundant cadastral boundaries.

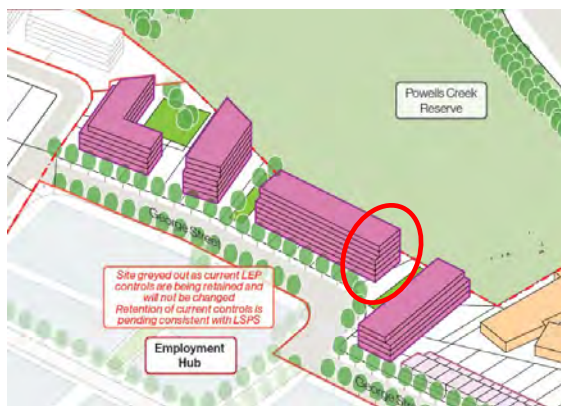


Proposed as per PRCUTS PP

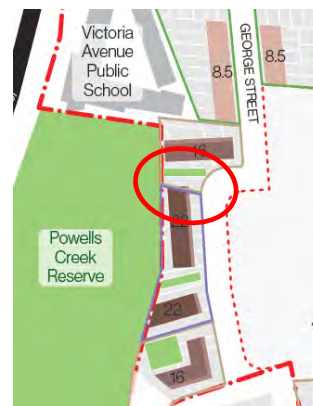


Preferred as per proponent's Site-Specific PP

The Masterplan confirms that the boundary of the R and O height zones proposed under the PRCUTS PP are unrealistic and difficult to achieve, as the 6-storey bulk cannot be wholly contained in the existing cadastral boundary. This is evidenced by a small portion of the 6-storey height bulk sitting outside of the cadastral boundary defining 22m height zone as modelled in the GSA 2022 Masterplan.



GSA Homebush Master Plan Page 31



GSA Homebush Master Plan Page 35

Although the issue may appear to be minor, it confirms that the theoretical height boundaries will pose an unnecessary constraint on the site, noting for this site, the boundary of height controls will interact with the requirement to include a through-site link in this location. As such the height of building mapping should be amended to reflect the Site-Specific Planning Proposal (PP2018/0001 - DPE Ref PP-2021-6169) for 176-184 George Street Concord West. Further, in flood affected location such as this site, building height should be measured from flood levels rather than natural ground level.

Issue 3: Despite a raft of planning investigations that have occurred and the increased public benefit and special infrastructure contributions that this site will be required to provide, there has been no consideration for further planning uplift since the 2014 Masterplan

Despite the 10 years that has passed since planning changes on the site and precinct were initially conceived, and considerable public benefits and monetary contributions that this site is now required to provide, there has been no consideration for further planning uplift to support the desired public benefit.



The following planning history outlines the incremental steps in planning leading to the current recommendations for height and FSR:

- **17 July 2012** - Council resolved undertake technical analysis and urban design testing for the land zoned IN1 General Industrial in Concord West to inform potential land use change.
- **6 August 2013** - Council resolved to endorse the future rezoning of 176-184 George Street Concord West from IN1 General Industrial to R3 Medium Density Residential.
- **3 June 2014** – Council considered the Draft Concord West Master Plan, which recommends R3 Medium Density Residential zone, building height of between 16m and 22m and FSR of 1.9:1.
- **November 2014 to February 2015** – Preliminary Draft Parramatta Road Corridor Urban Transformation Strategy was exhibited. It proposed substantial increases in development potential above the recommendations of Concord West Master Plan.
- **October 2015 to December 2015** – Updated Draft Parramatta Road Corridor Urban Transformation Strategy was exhibited and it reverted to the recommendations of the Concord West Master Plan Master Plan 2014.
- **November 2016** – Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), and s9.1 Ministerial Direction 7.3 (now Local Planning Direction 1.5) Parramatta Road Corridor Urban Transformation Strategy came into effect. The PRCUTS recommended planning controls generally in accordance with Council's 2014 Concord West Master Plan Master Plan, despite the requirement for substantial public benefits such as affordable housing and a requirement for Special Infrastructure Contributions.
- **January 2018** – Site Specific Planning Proposal (PP2018/0001 - DPE Ref PP-2021-6169) lodged with Canada Bay Council in relation to 176-184 George Street Concord West.
- **20 March 2018** – Council resolved to submit the Site-Specific Planning Proposal (PP2018/0001 - DPE Ref PP-2021-6169) to Department of Planning and Environment for gateway determination
- **February - March 2022** – Council exhibits its Draft PRCUTS Planning Proposal (DPE Ref - PP-2021-3169), which includes a 2022 updated Masterplan by Group GSA which mirrors the recommendations of the Draft Concord West Master Plan Master Plan 2014. This master plan did not challenge any of the recommendations for the site made under the 2014 master plan despite the considerable public benefits it is now required to provide.

The above clearly confirms that, since 2014, there has been no further consideration for how infrastructure and public benefits will be funded other than by an incremental erosion of the overall feasibility of developing this site. As such a review of the envelope underpinning the proposed controls is warranted with a view to increasing height and density.

3. CONCLUSIONS AND RECOMMENDATIONS

1. The Site-Specific Planning Proposal (PP2018/0001 - DPE Ref PP-2021-6169) for 176-184 George Street Concord West should not be withdrawn as we are concerned that should the Council's PRCUTS PP become further delayed by issues that are not relevant to the Concord West site that our planning for the site will be even further delayed. We seek to keep the opportunity to separate the Concord West proposal from the broader PRCUTS PP, if the multitude of issues that are being dealt with in this broader PP take longer than expected to resolve.

We request that Council withdraw the landowner-initiated planning proposal for 176-184 George Street, Concord West (PP2018/0001) from the DPE Gateway Portal and hold it in abeyance pending the outcome of the exhibition to Council's PRCUTS Planning Proposal.

2. The existing internal cadastral lines are redundant as they no longer reflect the intended development outcome for the site under the Masterplan. The height of building map should be updated to reflect the height boundaries in the Site-Specific Planning Proposal (PP2018/0001 - DPE Ref PP-2021-6169) for 176-184 George Street Concord West so as to avoid unnecessarily constraining the site. In flood affected location such as this site, building height should be measured from flood levels rather than natural ground level.
3. A review of the envelope underpinning the proposed controls is warranted with a view to increasing height and density to ensure that the additional public benefits envisaged since the proposed controls were conceived in 2014 can feasibly be delivered.



We trust that the above provides sufficient information to assist Council in refining its planning proposal. We look forward to further opportunities to work proactively and collaboratively with Council to help guide future development of the precinct.

Yours sincerely

Helen Deegan



Director | Major Projects

Sonny Embleton



Senior Associate

[REDACTED]

From: Anthony Wynen [REDACTED]
Sent: Wednesday, 16 March 2022 11:04 AM
To: Sonny Embleton
Cc: Helen Deegan
Subject: RE: Request to provide late submission to the PRCUTS Planning Proposal

Good morning Sunny

Council is happy to give you an extension to make a submission to the PRCUTS Planning Proposal.

Please lodge your submission with Council before close of business on 22 March 2022. The submission will need to be sent to council@canadabay.nsw.gov.au and include PRCUTS Planning Proposal Feedback in the subject line.

Thanks
Anthony

Anthony Wynen | Senior Strategic Planner
City of Canada Bay

1a Marlborough St Drummoyne NSW 2047 | www.canadabay.nsw.gov.au



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From: Sonny Embleton [REDACTED]
Sent: Wednesday, 16 March 2022 9:59 AM
To: Anthony Wynen [REDACTED]
Cc: Helen Deegan [REDACTED]
Subject: Request to provide late submission to the PRCUTS Planning Proposal

[REDACTED]

Hi Anthony,

Hope all is well. I left a phone message for you this morning – we would like to lodge a late submission to the PRCIUTS PP in relation to the site at 176-184 George Street Concord West.

Could you please let me confirm an acceptable timeframe for a submission to be lodged (it would be good to have at least a week if possible)?

If you need to call to discuss, my mobile is [REDACTED]

Kind Regards,

Sonny Embleton
Senior Associate



[REDACTED]
Level 6, 120 Sussex Street, Sydney NSW 2000
www.gyde.com.au



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22 March 2022

Attn: Strategic Planning Team
City of Canada Bay
Drummoyne, NSW, 2047
council@canadabay.nsw.gov.au

To the Strategic Planning Team,

RE: SUBMISSION IN RESPONSE TO THE CITY OF CANADA BAY PARRAMATTA ROAD CORRIDOR PLANNING PROPOSAL AND DRAFT DCP

Thank you for this opportunity to respond to the City of Canada Bay's Planning Proposal (PP) to implement the NSW Government's Stage 1 vision for the Parramatta Road Urban Transformation Corridor Strategy (PRCUTS).

GYDE Consulting has prepared this submission on behalf of the consortium of landowners known as the Kings Bay Partnership, the registered landowner of the site at 129 -153 Parramatta Road, Five Dock and 53 - 75 Queens Road, Five Dock.

1. THE SITE

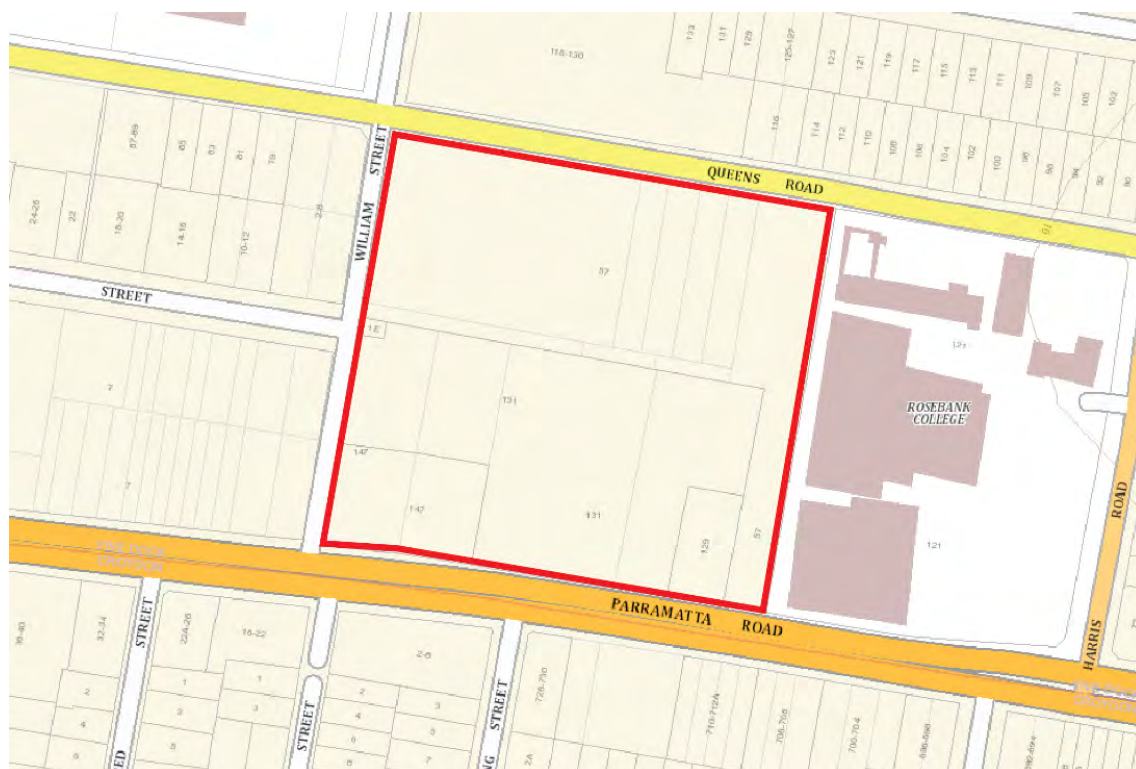


Figure 1: Site Plan of 53 - 75 Queens Road, Five Dock and 129 -153 Parramatta Road, Five Dock.

Level 6, 120 Sussex St, Sydney NSW 2000
GYDE.COM.AU
ABN 58 133 501 774

P-15006



Figure 2: Aerial Photograph of 53-75 Queens Road, Five Dock and 131-135 Parramatta Road, Five Dock.

The subject site is comprised of 17 existing lots, legally described as Lot 1 in DP 180829, Lot 1 in DP 176343, Lot 1 in DP 191889, Lot 1 in DP 176163, Lot 1 in DP 73026, Lot A in DP 401689, Lots X & Y in DP 386093, Lot 1 in DP 82068, Lots 1 & 2 in DP 591225, Lots A-C in DP 332646, Lot 1 in DP 872782 and Lots 40 & 41 in DP 1097688.

The site shares a frontage to Parramatta Road, Queens Road and William Street, and contains a mix of commercial and industrial buildings accessed via William Street and Parramatta Road, currently occupied by low employment generating uses such as car storage. The site shares its eastern boundary with Rosebank College. The existing improvements on the site are at the end of their economic life and their future has been 'on hold' for several years whilst the future planning parameters for the Parramatta Road Corridor have been under review.

The landowners are pleased that those future planning controls are getting closer to fruition, and hope that they will be finalised expeditiously (with some minor amendments as outlined in this submission) to enable them to move forward with the redevelopment of their strategically important site, which is designated as the commercial heart of the Kings Bay Precinct.

2. SUMMARY OF THIS SUBMISSION

- The indicative building envelope and design testing on which the proposed development controls are based is inconsistent with the intended outcome sought by the controls.
- The reduction in building height proposed by Council's PP, which is inconsistent with the PRCUTS Ministerial Direction, has been demonstrated to fall short of the proposed 3:1 FSR. This inconsistency will render redevelopment of the site unviable and unable to fund the additional public infrastructure required to enable access to the incentive height and FSR allowances. The whole purpose of these incentives to deliver the proposed outcomes for the Kings Bay precinct is therefore undermined by the proposed building height controls.
- The delivery of retail and commercial space of the scale identified in the controls will be functionally and financially unviable under the proposed controls. The commercial viability of the development is hindered by a number of functional deficiencies. These include the inability to accommodate a full-line supermarket, and the unviability of the proposed Level 1 commercial floorplate and the proposed Level 1 retail component.



Having identified the adverse design and feasibility implications of Council's exhibited PP controls, we submit that the following amendments are required in order to enable the PRCUTS and Council's vision for the site and new local centre to be practically and viably delivered.

Requested Amendments:

- Reinstatement of the maximum building heights for the site of up to 80m as described in Figure 4 below, as outlined in the PRCUTS and to be consistent with Ministerial Direction 1.6 (formerly 7.3), in order to realistically achieve the proposed FSR of 3:1.
- If Council intends to prioritise the delivery of a retail offering consistent with a functional neighbourhood centre, the proposed extension of Spencer Street should be conceived of as either a publicly accessible but privately owned road, or a public road with a private stratum underneath.
- However, if Council prioritises the street layout and its public dedication as outlined in the proposed controls and accepts a reduced retail quantum on the site, this amendment is not required. The only required amendment to the exhibited controls in those circumstances is to the building heights, as described above.

3. PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY

The PRCUTS sets a long-term vision for the transformation and revitalisation of the Parramatta Road Corridor. The subject site is located in the Kings Bay Precinct of the PRCUTS, which is envisaged to be a new medium and high density residential and mixed-use urban village.

Under the PRCUTS, Kings Bay's transformation is to occur via the following recommended changes to the Canada Bay Local Environmental Plan 2013 (CBLEP) as they relate to the site:

- **Land Use Zoning:** Amend the site's land use zone from IN1 General Industrial to B4 Mixed Use.
- **Height of Buildings:** Increase the maximum building height from 12 metres to 80 metres.
- **Floor Space Ratio:** Increase the site's maximum FSR from 1:1 to 3:1.

The PRCUTS envisaged public domain enhancements to the subject site:

- A minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting.
- A through-site link extending north-south from Queens Road to Parramatta Road along the eastern boundary.
- A proposed vehicle connection, extending Spencer Street access east through the subject site.

The above recommendations are given statutory effect via Local Planning Direction 1.6 Parramatta Road Corridor Urban Transformation Strategy pursuant to Section 9.1 of the *Environmental Planning Assessment Act 1979*.

Note: Ministerial Directions were reoriented under a thematic framework on 1 March 2022 before which this ministerial direction was known as Ministerial Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy.

4. IMPLICATIONS OF THE PP FOR THE SUBJECT SITE

The subject site represents the largest consolidated landholding in the Kings Bay precinct of the PRCUTS, forming more than half of the proposed high density mixed use urban village upon which the precinct is focused.

The subject of this submission is the Council-led PP, which seeks to amend the *Canada Bay Local Environmental Plan 2013* (CBLEP) and vary the planning controls as proposed by the PRCUTS. The proposed building height and FSR increases proposed under the PRCUTS are now only achievable subject to major infrastructure facilities dedicated or delivered on the site, that was not envisaged in the PRCUTS.

In relation to the site, Council's PP seeks to amend the CBLEP as follows.



Land Use Zoning

Amend the site's land use zone from IN1 General Industrial to B4 Mixed Use. This zoning is supported and we assume is to be translated to Zone MU Mixed Use under the impending Employment Land Zoning reforms.

Community Infrastructure Height of Buildings

Increase the maximum building height from 12 metres to up to 67 metres, subject to the delivery of major public infrastructure on the site.

Building heights have been reduced from a maximum 80 metres to a maximum 67 metres. This variation is effectively a four (4) storey reduction compared to those in the PRCUTS.

Community Infrastructure Floor Space Ratio

Increase the site's maximum FSR from 1:1 to 3:1, but only subject to the delivery of major public infrastructure on the site.

Community Infrastructure

The PP identifies the consolidated subject site as 'Area 31', for which key community infrastructure must be delivered by the landowner in order to realise the incentive building height and FSR:

- A major new public park on the corner of Queens Road and William Street
- A new road extension of Spencer Street through the subject site, linking to Queens Road
- A new pedestrian link from Parramatta Road to the Spencer Street Extension
- Public domain enhancements on Queens Road (3m setback) and Parramatta Road (6m setback).

The proposed Kings Bay DCP outlines further requirements for a desired central pedestrian link between Parramatta Road and Queen Street, which would effectively dissect this large, consolidated site into four relatively small quadrants.



Figure 3: Public Domain Plan (Draft Kings Bay DCP) with proposed community infrastructure.

5. IDENTIFIED ISSUES WITH THE PROPOSED PLANNING CONTROLS

The landowners have engaged AJ+C to critically evaluate the proposed controls of the PP to determine if they allow for the practical redevelopment of the site for a successful mixed-use development. AJ+C's findings are attached to this submission, but can be summarised as follows.

Inconsistent FSR and height standards



AJ+C disagrees with Council's urban design analysis and demonstrates it is not possible to attain the 3:1 FSR on the site within the maximum heights of the PP and with the various community infrastructure, DCP and ADG requirements.

In testing the proposed envelopes as indicated in the draft DCP diagrams and the Kings Bay Precinct Masterplan Report, a scheme of approximately 2.7:1 was determined to be achievable, rather than the 3:1 proposed in the draft LEP.

Analysis by AJ+C has determined that, despite increasing all residential tower floor plates to the maximum permitted in the draft DCP (875m² BEA), the scheme still does not attain the 3:1 FSR.

To achieve the 3:1 FSR identified in both Council's PP and PRCUTS, it will be necessary to retain the proposed maximum building height of up to 80m, as was specified in the PRCUTS.

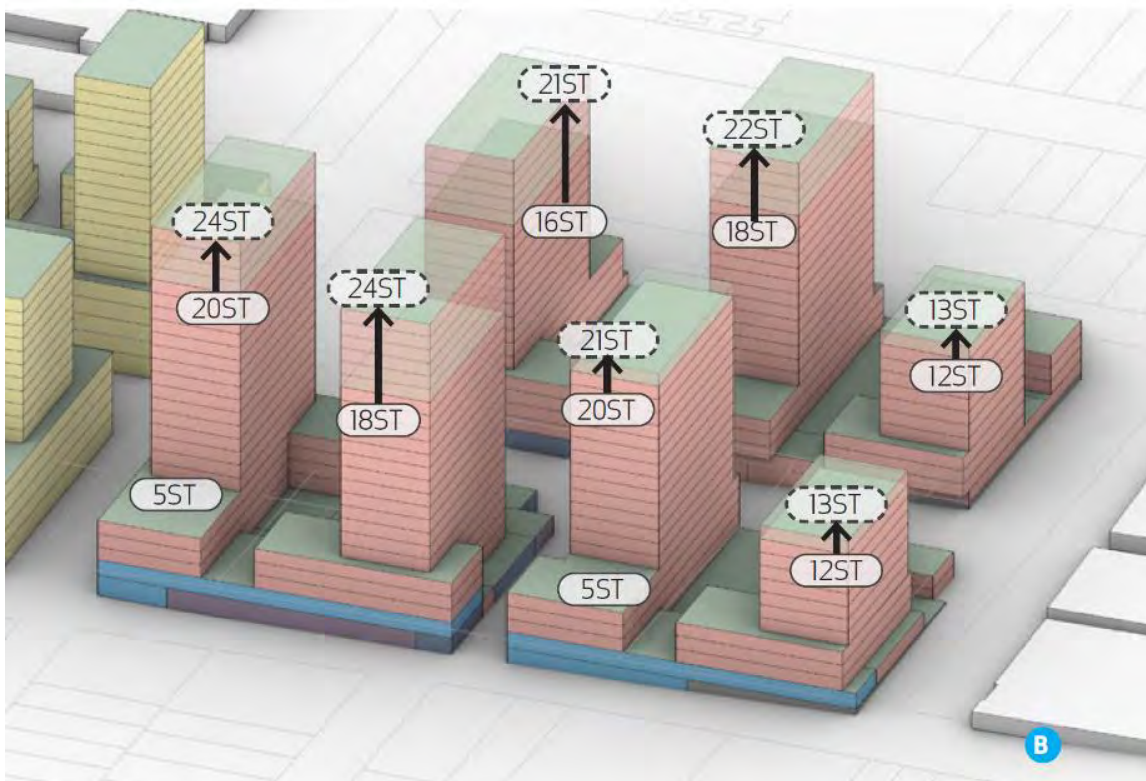


Figure 4: Analysis by AJ+C indicates that it will be necessary to retain the proposed building heights of the PRCUTS in order to achieve an FSR of 3:1 on the site.

If these height changes are not made and the FSR cannot be achieved, the financial basis upon which Council expects the landowner to fund the community infrastructure requirements on the site is undermined.

There appears to be no urban design reason why the heights identified in the PRCUTS should not be permitted. As a maximum FSR applies to the site, any restoration of the PRCUTS height standards will not increase the intensity of the use of the site. The rationale behind the proposal to reduce the PRCUTS heights appears to be solely based on the PRCUTS height being deemed unnecessary to achieve the FSR of 3:1. As this has been demonstrated to be erroneous, we request that the PRCUTS height standards are restored.

This amendment to the maximum building height of Council's PP will remain consistent with the Section 9.1 Direction for the PRCUTS, whereas Council's PP presents inconsistencies in relation to heights. This cannot be attributed to the Direction's requirement for a precinct wide traffic study, it is purely driven by the yield analysis, which has proved by AJ+C to be erroneous. Therefore, the exhibited PP's inconsistency with the Section 9.1

Direction in terms of building heights is not justified and should be amended to be consistent.

Inability to deliver a functional retail development

AJ+C’s analysis has determined that, with the application of required and rational servicing elements, such as delivery docks, back of house and car parking requirements, the proposed controls will not enable functional retail development of the scale envisaged by Council, on the site.

AJ+C has determined that the PP outlines approximately ~14,000m² of retail floor space to be provided on the subject site. Analysis by AJ+C indicates that, under the current controls which disaggregate the site, only approximately 5,000m² GLA of retail can realistically be provided.

Presented as Option 4, AJ+C have detailed the realistic built envelope of a scheme that would achieve a functional retail development of close to ~14,000m². Whilst this also delivers the essential elements of Council’s vision for the centre it will necessitate a full line ‘anchor’ supermarket and associated parking and facilities, to be located beneath the proposed Spencer Street Extension.

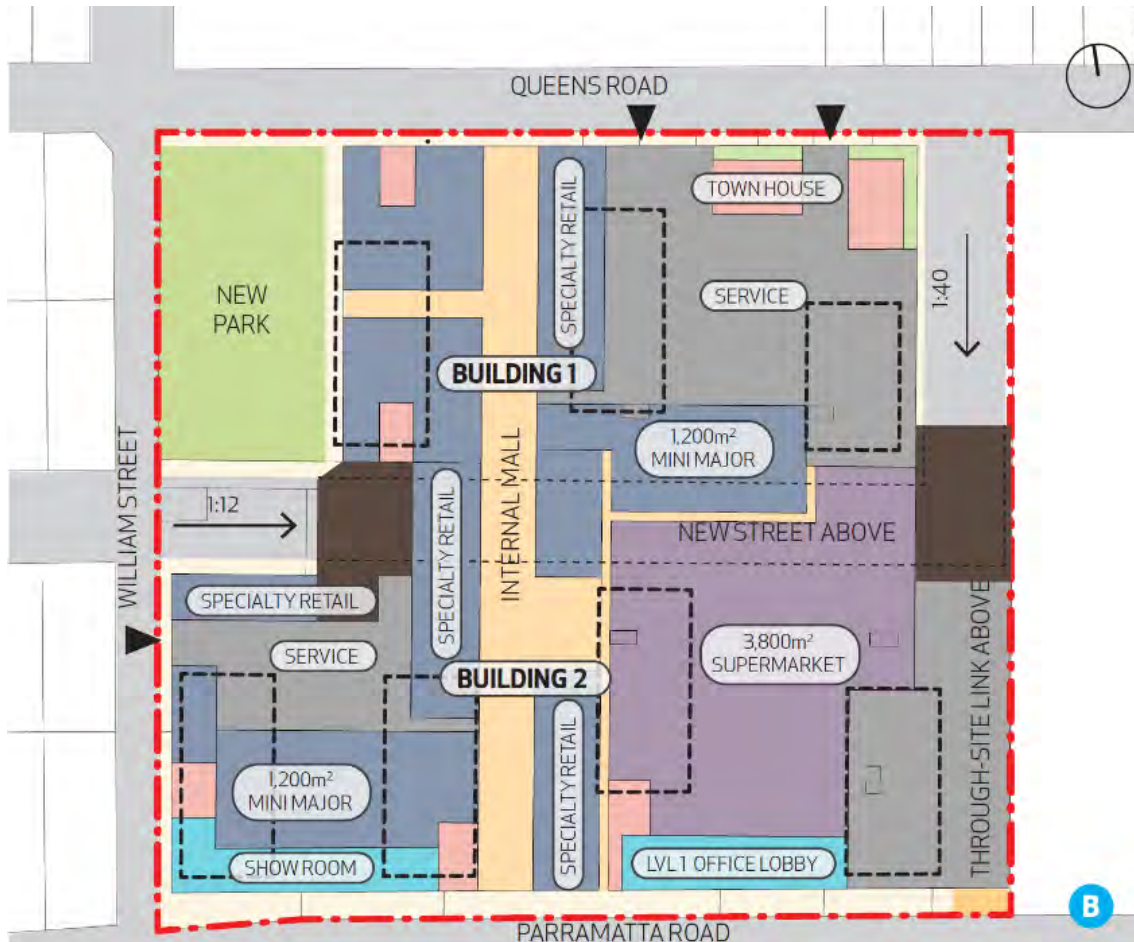


Figure 5: Indicative 'Option 4' Ground Floor Plan, with development beneath the proposed Spencer Street Extension.

If Council intends to prioritise the delivery of a functional neighbourhood centre with up to ~14,000m² of retail floor space, as well as a mix of active shopfronts and a viable commercial anchor to support smaller businesses, Council’s controls will need to be altered to reflect the viable Option 4 scheme concluded by AJ+C. This option will require that the extension of Spencer Street be conceived of as either a publicly accessible but privately owned road, or a public road with a private stratum underneath. Also, whilst the north south through site link identified in the draft DCP can be provided, the controls would need to be amended to allow it to be internalised



rather than be necessarily 'open to the sky'.

Alternatively, if Council's priority is to retain the footprint of the proposed scheme as envisaged in the PP and draft DCP, a significant loss of retail GFA from the site must be accepted. Under this arrangement, where viable yield cannot be supported through the retail development, capacity to achieve the proposed residential yield is of further importance. The implication of this analysis further reinforces the need to reinstate the maximum building height up to 80m in accordance with the PRCUTS Direction, to achieve the proposed 3:1 FSR.

Viability of commercial development

Flowing from AJ+C's urban design analysis, a number of issues have been identified that highlight the functional deficiencies arising from Council's PP controls.

While the proposed development is identified as an active new neighbourhood centre, the current urban design configuration has been proven to effectively prevent the construction of a full-line supermarket on the site. A retail floor area of ~14,000m² GLA would typically be anchored by 7,000 – 8,500m² major tenancy, or two full-line supermarkets. Without this key retail offering acting as an anchor to the area, the long-term commercial viability of the desired external facing, fine-grain shopfronts is considered to be at risk.

Furthermore, AJ+C has identified that the proposal of a single commercial floorplate shown on Level 1 of the south-eastern block (Building 4) is not considered feasible, as it would require multiple lift and stair cores to service a single commercial level.

Moreover, the proposal indicates a second retail level shown on the south-western block (Building 3). This retail level is also considered unviable and unlikely to be delivered as proposed, and it is unclear what retail tenant type would require such a large, unlit floor area above the street.

As a consequence of these findings, unless Council is prepared to accept the amendments to the draft controls identified above in order to viably and practically achieve the scale commercial development modelled by Council, it must accept a more limited quantum of commercial development, particularly as it relates to first floor space and to the extent of 'fine grain' externally facing shop fronts not supported by large anchors.

6. CONCLUSION

Council's PP proposes major variations to the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) proposal for the subject site, involving reductions in maximum building heights and a requirement to dedicate significant parts of the site for community infrastructure not envisaged in the PRCUTS.

Other new controls not envisaged in the PRCUTS (including requirements for a major public park, an additional through site link, road extension and building setbacks) disaggregate the largest single consolidated development site in the precinct into four relatively small quadrants.

The implications of the above are that the site no longer functions as a single site that can be efficiently developed, and instead must be developed as four small, inefficiently developed sites. Whilst the quadrant approach may be appropriate for a residential scheme, it ignores the practical requirements of a retail based commercial development. This site has been identified as a commercial centre, however, if the controls inhibit viable and functional commercial development, this purpose may be compromised.

Most critically, the PP proposes a reduction in maximum building height of up to four (4) storeys, which will prevent future development on the site attaining the proposed maximum floor space ratio of 3:1. Given that this 'incentive' FSR is designed to privately fund the delivery of the major public infrastructure identified for the site, if that FSR cannot be realistically achieved, the major infrastructure cannot be viably delivered. As the delivery of the infrastructure is a precondition to accessing the incentive FSR, site redevelopment in accordance with the PP cannot, in such circumstances, be delivered.

Whilst we have identified changes to the exhibited PP and DCP that would be necessary to enable a commercial centre of the scale identified in the PP, should Council no longer wish to pursue that quantum of commercial development, the only amendment to the exhibited PP that is necessary to achieve its other principles, is to

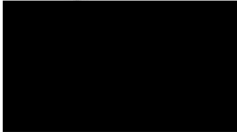


increase the maximum building heights to be consistent with those contained in the PRCUTS document and its associated Ministerial Direction (refer to Figure 4 in this submission).

It should be clearly understood that in requesting these amendments, the landowners do not seek any additional yield on the site to that envisaged under the PRCUTS and Council's PP (i.e. FSR of 3:1). It only seeks to overcome the PP's inconsistency with the Ministerial Direction under Section 9.1 in relation to building height, which renders that FSR unachievable.

It also does not seek to diminish or alter the planning principles underlying the proposed redevelopment of the new centre as envisaged by Council. Rather, the recommended amendments aim to enable those principles to be delivered, in a way that Council's controls currently do not allow.

Yours sincerely,



David Ryan
Executive Director



**KINGS BAY REZONING
EXHIBITED PLANNING PROPOSAL
ENVELOPE TESTING**

MARCH 2022

AJ+C
ALLEN JACK+COTTIER

1.1 EXECUTIVE SUMMARY

This document analyses the City of Canada Bay exhibited Planning Proposal for Kings Bay rezoning within the Parramatta Road Corridor Urban Transformation (PRCUTS) zone, on behalf of the owners of the largest consolidated landholding within the rezoning area.

Canada Bay Council's Planning Proposal represents a convincing effort that will help revitalise the Parramatta Road Corridor. This document aims to provide Council with a more detailed level of analysis of a single property, which by virtue of being focused can be more detailed than is possible at the wider precinct scale of the Planning Proposal's supporting documentation.

Within the subject site, the key attributes of the Council Scheme are:

- The eastern extension of Spencer Street, looping around to meet Queens Road on the eastern edge of the site.
- Four podium and tower building blocks created by the new Spencer Street extension and desired/required through-site links running north south.
- A new public park proposed within the northwestern block.

Four studies are provided in this document (and illustrated on the following page). Each study follows the basic structure plan listed above, with differing degrees of changes.

Option 1 interprets the Council scheme as exhibited. Our analysis shows that the outcome of the Planning Proposal on these sites is unlikely to be as intended in the indicative master plan.

The master plan shows residential towers with unusually small floor plates above two-storey retail/commercial floor plates that run the full depth of the whole neighbourhood block. The non-residential component in particular is not considered a realistic outcome, while the towers can be expected to increase in size compared to what is shown.

Despite the unrealistic amount of deep-plate retail and commercial floor area, yield analysis indicates that the Council scheme as exhibited will not meet the stated FSR of 3:1.

Option 2 illustrates AJ+C's advice on a likelier outcome of the planning proposal as exhibited. The subject site currently represents the only consolidated landholding in the area large enough for a full-line supermarket. However, the small blocks created by the Council master plan will break up this landholding into four blocks, preventing a full-line supermarket in this location.

Consequently, the retail component in Option 2 is shown significantly reduced to a small supermarket and the maximum specialty external retail that is expected to be able to be anchored off it. The reduction in retail is significantly offset by increasing the floor plate sizes of all residential towers to the maximum size permitted under the draft DCP. This should be an expected outcome on all blocks - a limitation of this kind is likely to result in identically sized tower plates across the entire rezoning area. Despite the increased residential, the scheme still does not reach the stated FSR of 3:1.

Option 3 is therefore provided, which illustrates an identical outcome to Option 2 but with the increased residential tower heights that would be required to meet an FSR of 3:1.

Option 4 provides an illustration of a more differentiated alternative. This aims to deliver a similar level of non-residential floor space as Option 1 (that is, the Council scheme as on exhibition), but done in a feasible manner following standard retail dependencies.

Delivering a larger retail component can be expected to require a full-line supermarket which, as noted previously, would not fit in any of the small blocks shown in the Council master plan.

Consequently, Option 4 shows Spencer Street rising more steeply to provide sufficient head room for an internal retail level to continue underneath the road reserve. The internal retail level then acts as the north-south through site links, with vertical transport at the centre point to provide access to Spencer Street.

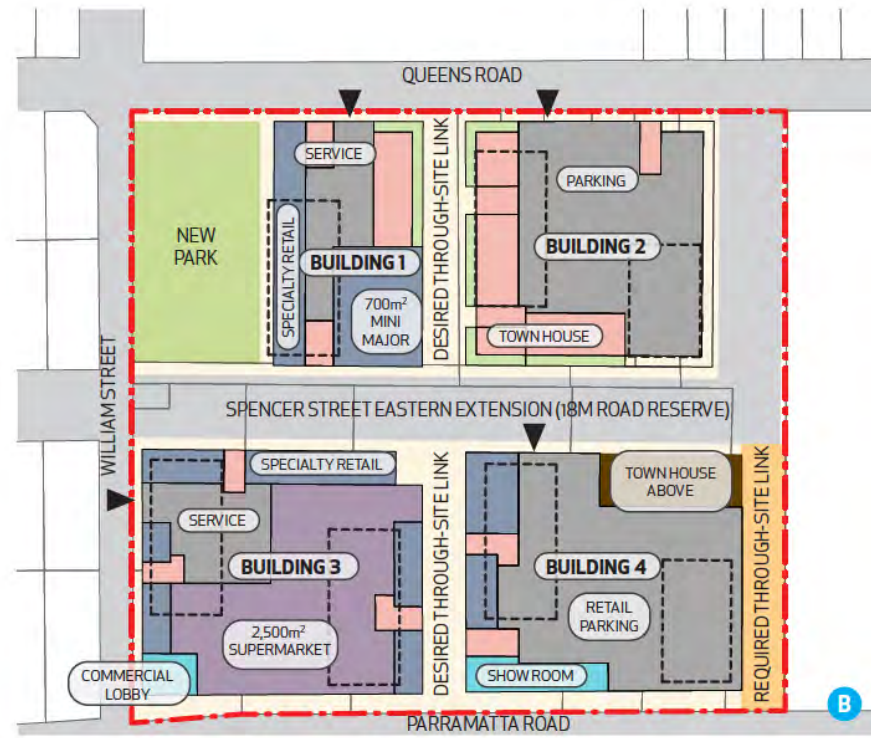
Even with the increased retail component, yield analysis identifies that residential tower heights will still need to be increased to reach the stated FSR of 3:1.

Based on the four envelope studies, AJ+C recommends that the exhibited Planning Proposal be modified prior to gazettal in the following ways:

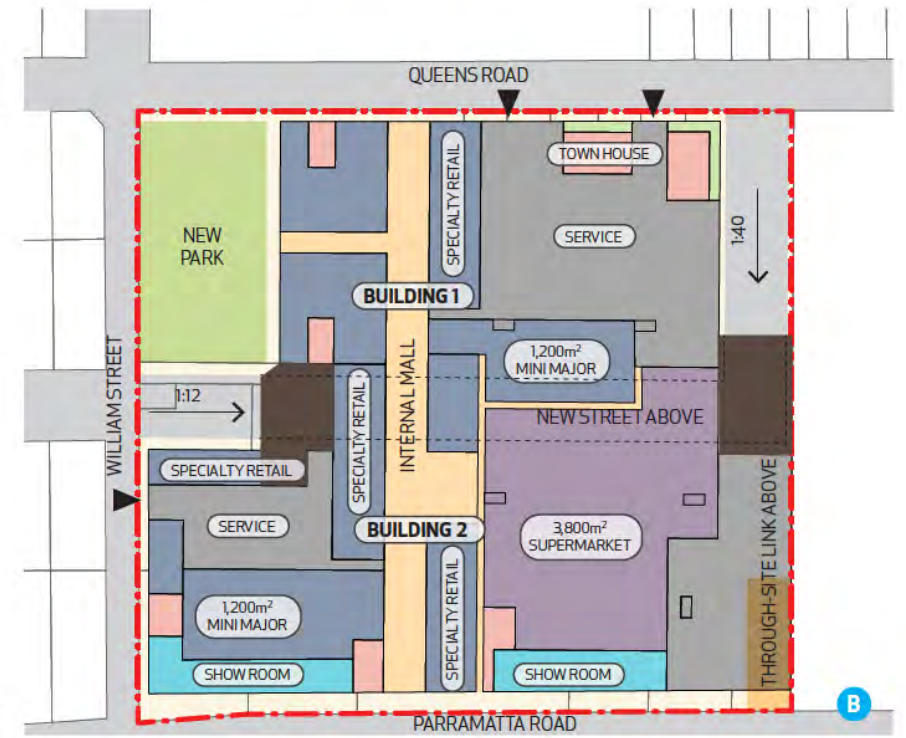
- To permit the stated FSR of 3:1 to be achieved in this location, allowable tower heights need to be increased to up to 24-storeys. This is achievable within a Height of Building limit (HOB) of 80m, which is the height proposed by the NSW State Government for this site in their initial PRCUT strategy.
- If Council desires a neighbourhood-scale retail component in this area, we recommend that the extension of Spencer Street be conceived of as either a publicly accessible but privately owned road, or a public road with a private stratum underneath.



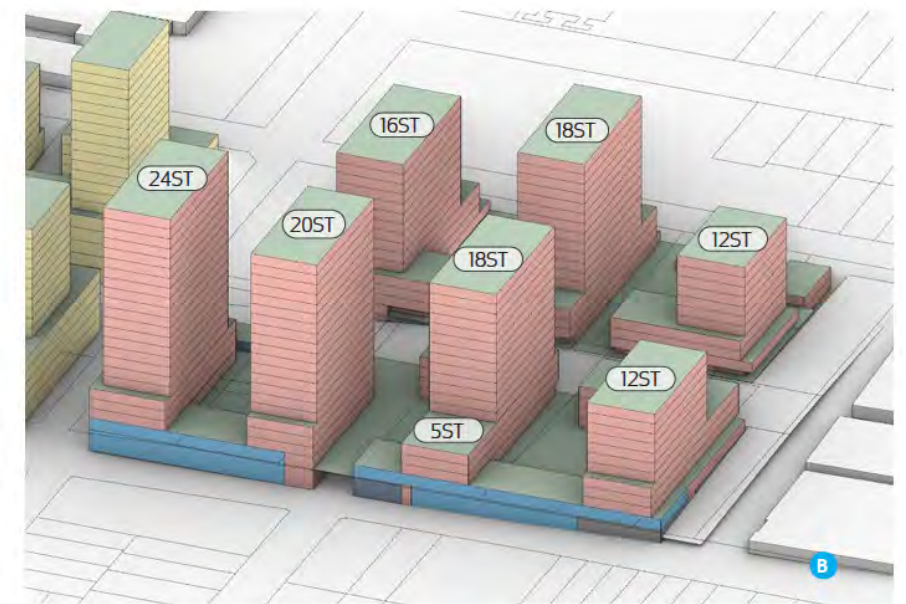
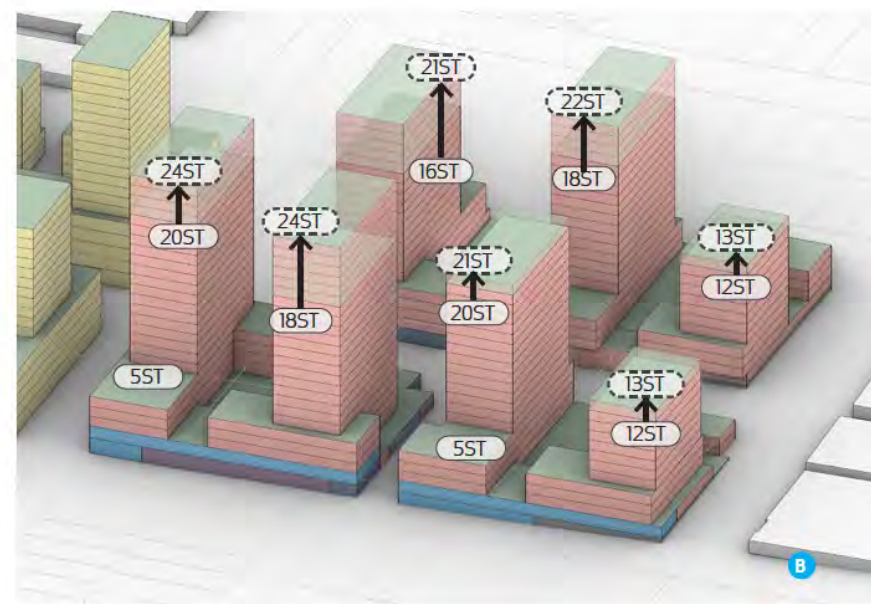
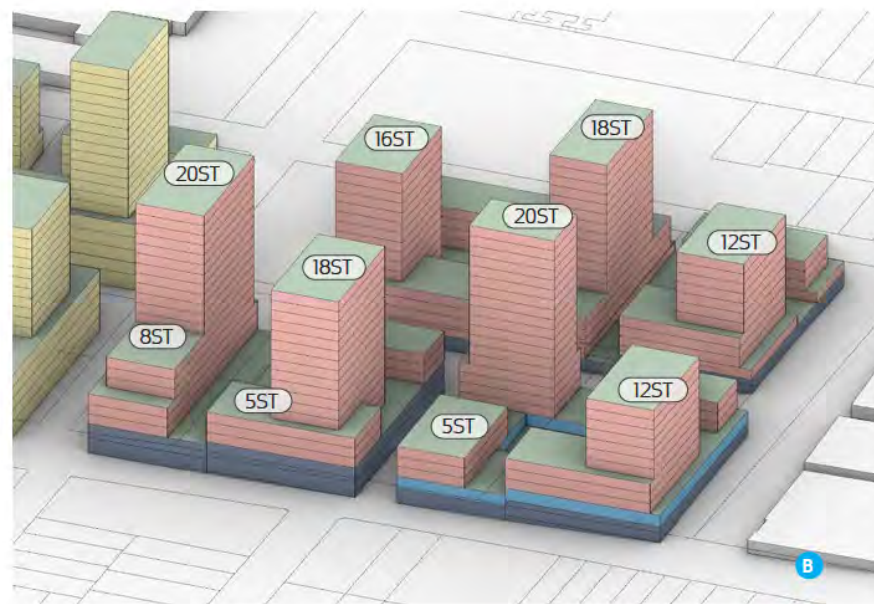
OPTION 1 - COUNCIL SCHEME AS EXHIBITED



OPTION 2 - EXPECTED OUTCOME OF COUNCIL SCHEME
OPTION 3 - AS PER #2, WITH HEIGHT INCREASE TO REACH 3:1



OPTION 4 - ALTERNATIVE OUTCOME RECOMMENDED TO ACHIEVE
A FEASIBLE NEIGHBOURHOOD RETAIL DEVELOPMENT



1.2 OPTION 1 - COUNCIL SCHEME AS EXHIBITED

Option 1 shows the development of the subject site as proposed by Council in the exhibited documents. It is based on the draft DCP diagrams and the Kings Bay Precinct Master Plan Report (04 Feb 2022) as exhibited.

Analysis of the proposed envelopes indicate that they illustrate a scheme of approximately 2.7:1 (area schedule provided), rather than the 3:1 listed in the draft LEP.

However, AJ+C has numerous concerns with the feasibility of the indicative envelopes, and so expect the deliverable FSR may be significantly lower than that 2.7:1 figure.

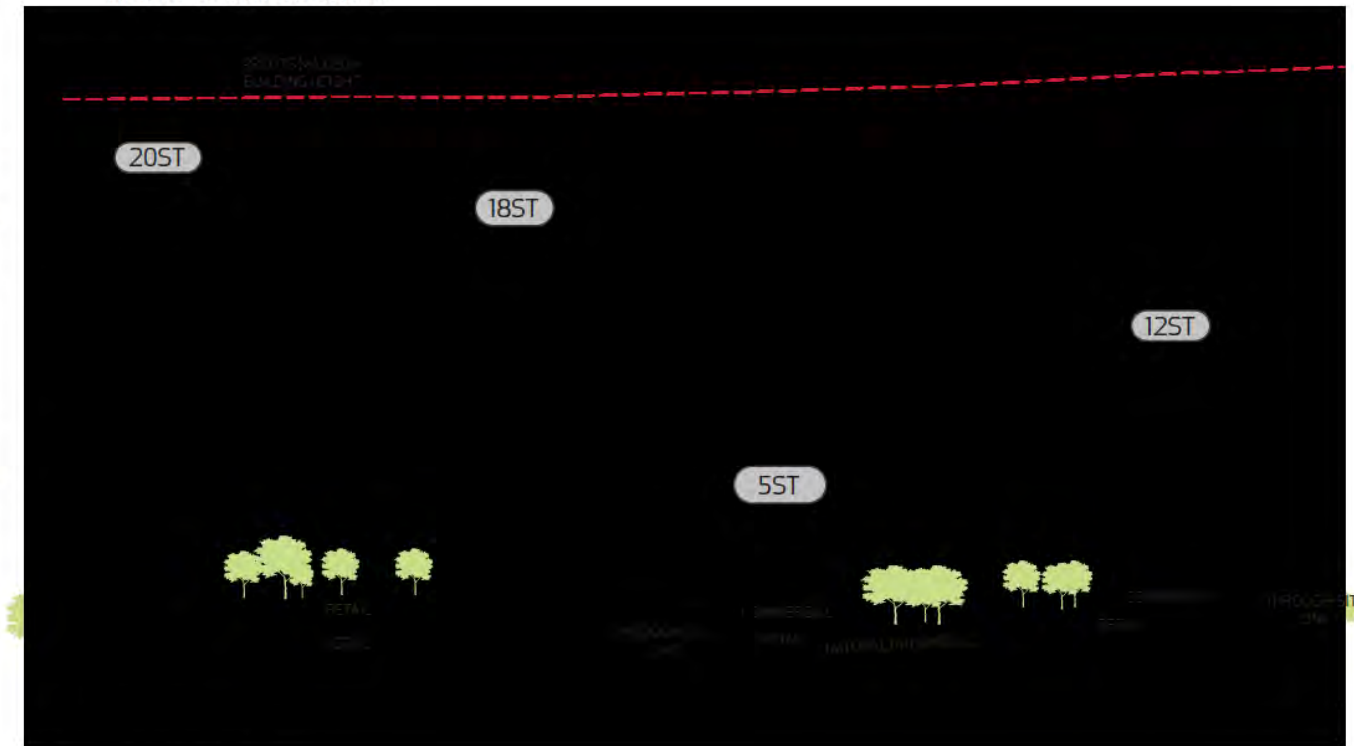
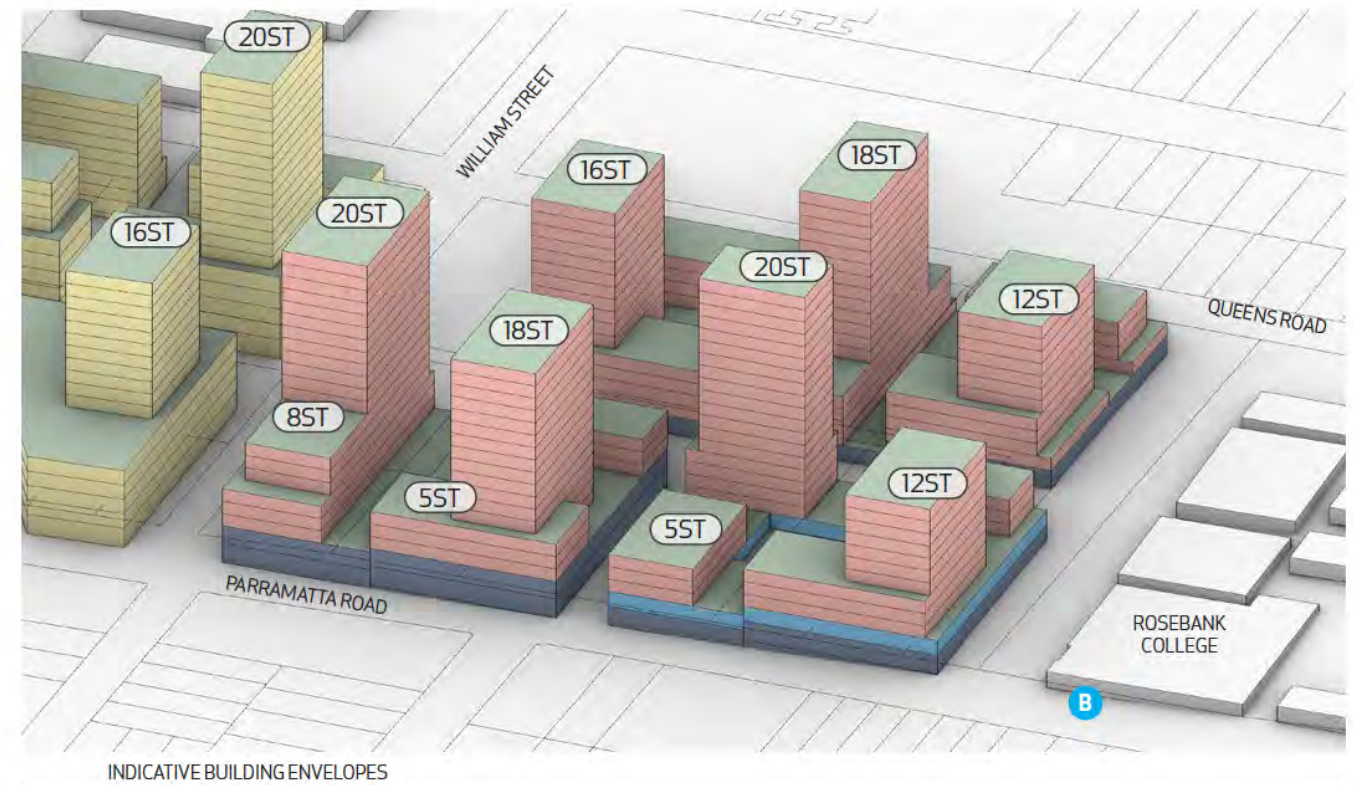
Concerns with the residential and commercial components include:

- The tower floor plates are shown as small as 430m² in Building Envelope Area (BEA) - approximately 300m² Gross Floor Area (GFA), representing 3 apartments, per floor - which is considered far too small to be feasible.
- For comparison, the exhibited DCP proposes 875m² "total floor area assuming 15% balconies", which would appear to refer to either a BEA or Gross Building Area (GBA) figure.
- The single commercial floorplate shown on Level 1 of the southeastern block (Building 4) is not considered feasible, requiring multiple lift and stair cores to service a single commercial level covering the full city block. We have shown a light well in the centre of the plate to provide minimal light to the interior spaces, which reduces its yield but is considered essential.

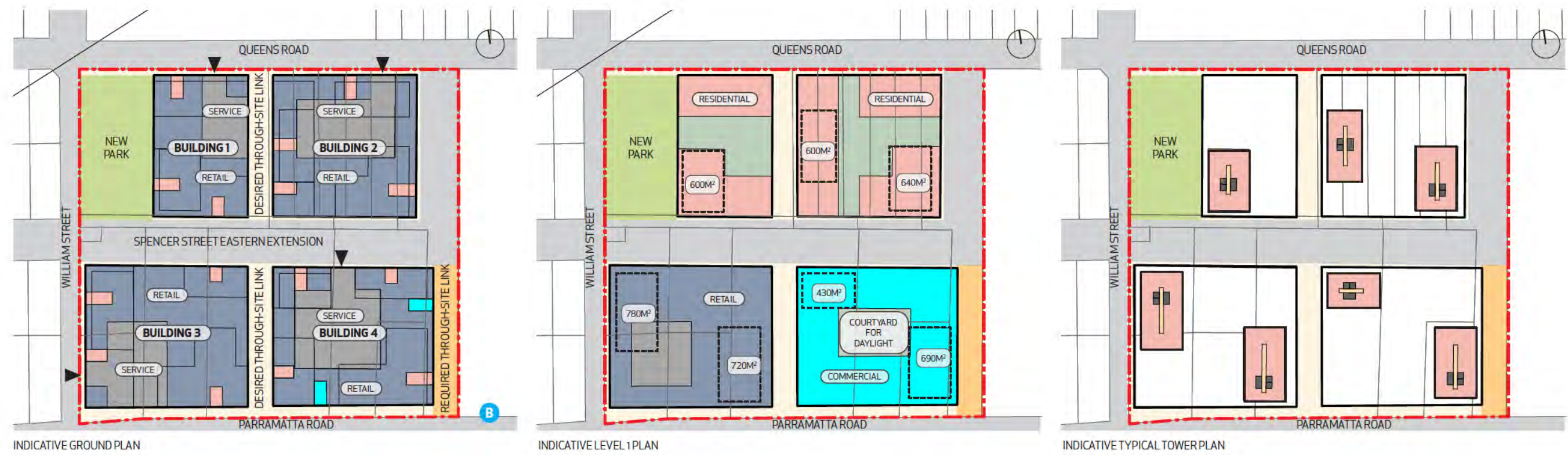
Of greater concern is the proposed retail offering, which is not considered to be a realistic outcome for the following reasons:

- Total Retail Area - The ~14,000sqm GLA shown falls between two retail centre types - neighbourhood centre with 5,000-10,000sqm GLA and subregional centres with 15,000-30,000sqm GLA. The category it is closest to - a subregional centre - would typically be anchored by at least two major tenants (e.g. two full-line supermarkets, or a full-line supermarket and discount department store), which could not be accommodated within the block dimensions shown.
- Retail Mix - As identified, a retail floor area of ~14,000sqm GLA would typically be anchored by 7,000 - 8,500sqm major tenancy, or two full-line supermarkets. Each of the four building footprints in Option 1 are too small to accommodate a full-line supermarket. The block dimensions could accommodate at most 2,500sqm NLA tenancy at Ground and Level 1, or two smaller supermarkets (eg. SuperIGA and Aldi).
- Retail Layout - Approximately 13 ground floor external street frontages are shown, with a total of ~950m of shopfront or ~86 externally facing shops. This amount of external facing retail would be typical of a major regional centre or central business districts, and is not considered feasible without anchors in this location. Consolidated external facing retail is also not considered sustainable on major roads without on-street parking or being along a major pedestrian route.
- Multi-level retail - the large, full-plate unanchored retail shown on the second storey of the southwest block is not considered sustainable, requiring vertical transport and egress to access an unclear tenant type.
- Depth - to achieve the ~14,000sqm retail GLA in Option 1, the external facing shops would need to be up to 30m deep (i.e. ~300sqm shops). Externally facing shops are typically 7-14m deep.

1.2.1 OPTION 1 INDICATIVE ENVELOPES



1.2.2 OPTION 1 INDICATIVE LAYOUT PLANS



1.3 OPTION 2

Option 2 explores AJ+C's view of a likelier outcome of the master plan as exhibited.

The main design focus has been on establishing a more feasible retail outcome:

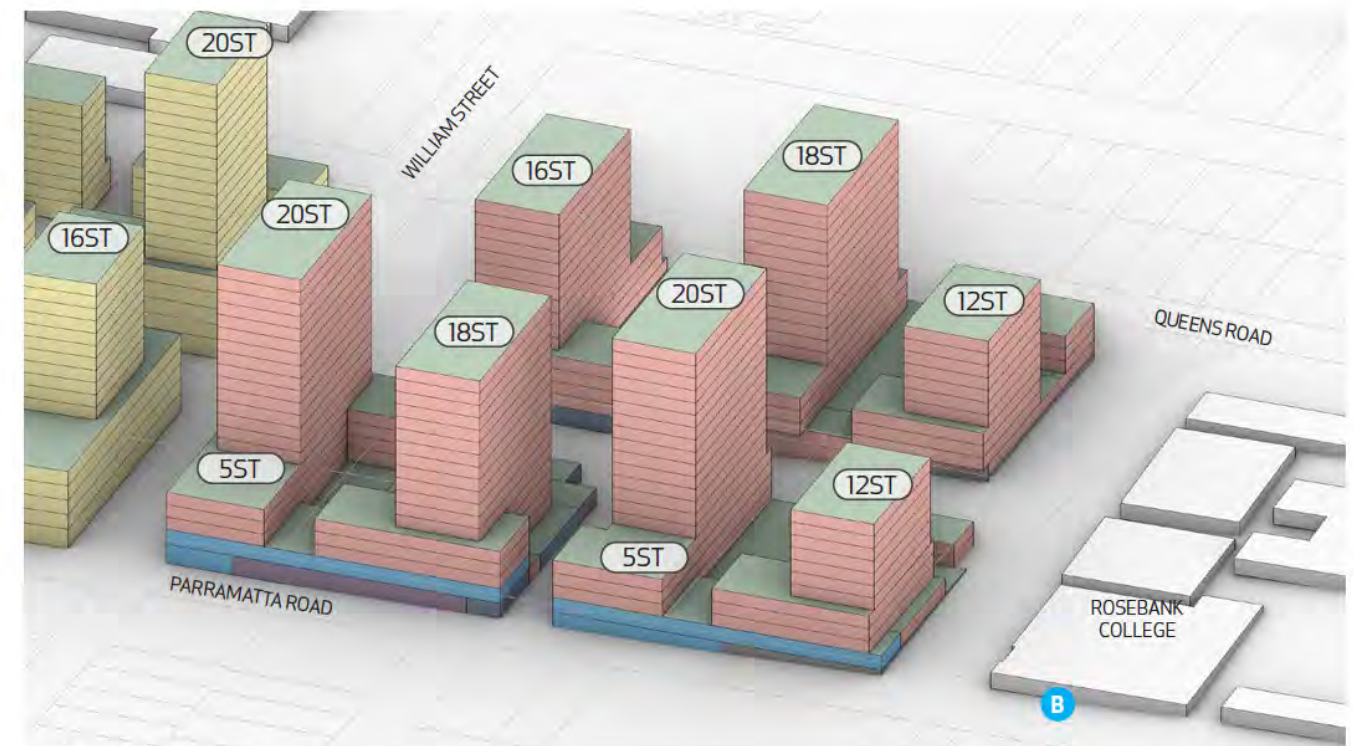
- A significantly reduced retail offering is shown, with a 2500m² small format supermarket within the southwest block (Building 3) and a Mini-Major in the northeast block (Building 1) as the retail anchors. A smaller format supermarket meeting the convenience shopping needs of the immediate community may be accommodated in the block layout shown. Two smaller supermarkets are not likely to be sustainable, and there is no block large enough to accommodate a full-line supermarket. We also note that there are 3 Aldi stores within 5km of the Subject Site, so there is not an obvious tenant for a second smaller supermarket.
- External facing retail is limited to public streets and through-site links. External facing retail may be sustainable along the proposed Spencer Street extension if supported by an anchor tenancy and convenient carparking. A small number of food & beverage tenancies may also be sustainable facing west across the proposed park. A neighbourhood centre anchored by a single small supermarket is typically limited to ~5000sqm GLA, as shown in this scheme.
- Note that all specialty retail is entirely exterior in this scheme. This is considered a feasibility risk given the small amount of foot traffic and the very low rent expectations set by existing retail along Parramatta Road.
- The second-storey of retail is removed, as it is not considered a feasible outcome.

Other uses align more closely with the Council plan, with the following changes:

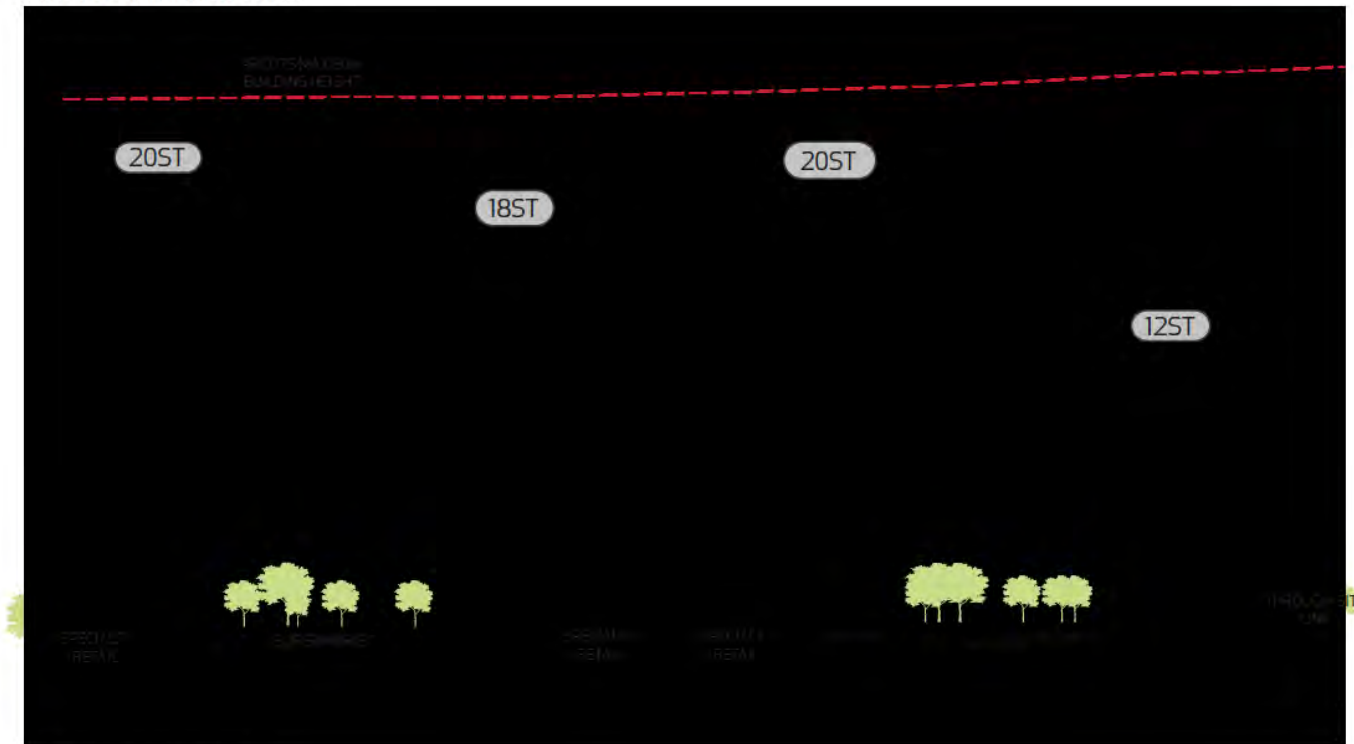
- The second storey of commercial is retained to align with the Council plan, however it is reduced to a more feasible level, with depth based on access and daylight.
- All residential tower floor plates have been increased to approximately 875m² BEA, the limitation proposed in the draft DCP (K20.6 C4).

Overall, the scheme proposed follows the Council exhibited master plan, and represents AJ+C's view on a likely outcome. However, yield analysis shows that, despite the increase in residential GFA compared to the Council scheme, the site is not expected to be able to reach the stated FSR of 3:1.

1.3.1 OPTION 2 INDICATIVE ENVELOPES



INDICATIVE BUILDING ENVELOPES



INDICATIVE CROSS SECTION

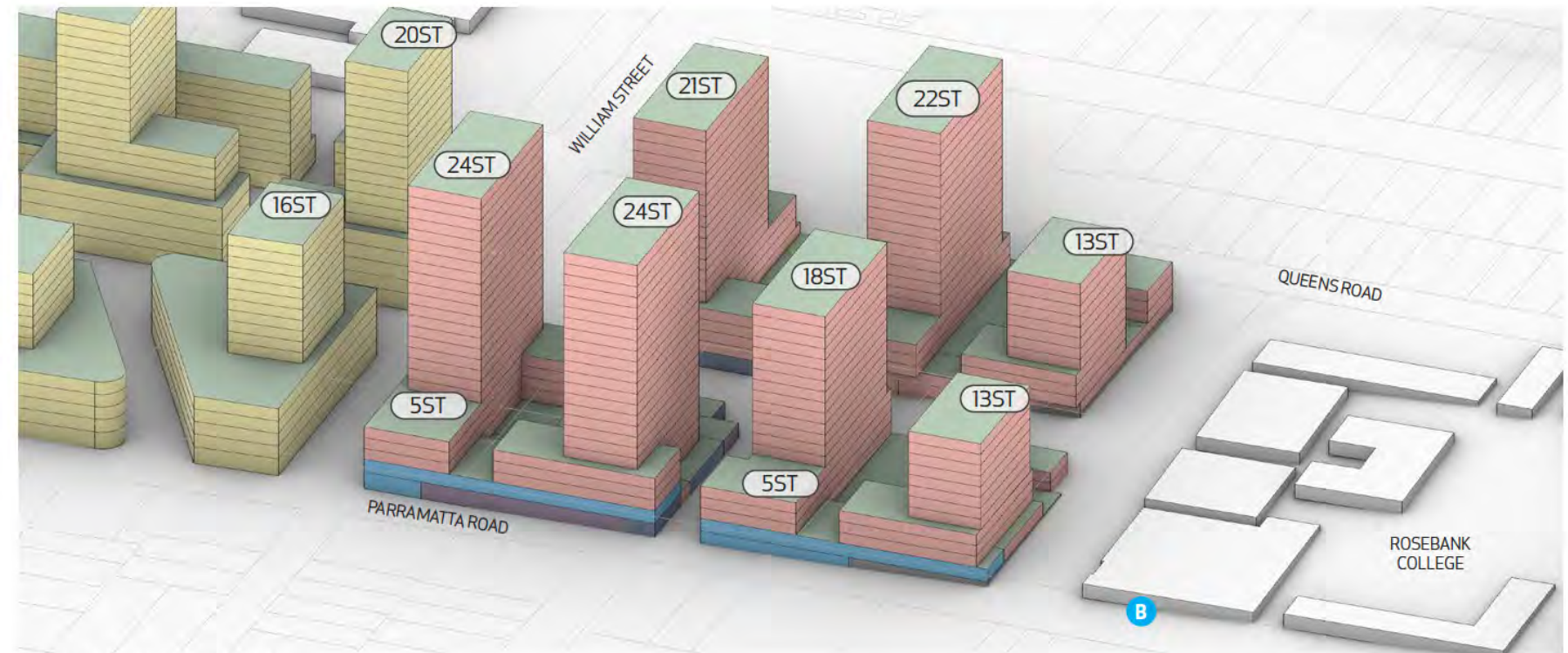
1.4 OPTION 3

Option 3 increases the tower heights shown in Option 2 in order to reach the stated FSR of 3:1. The two schemes are otherwise identical.

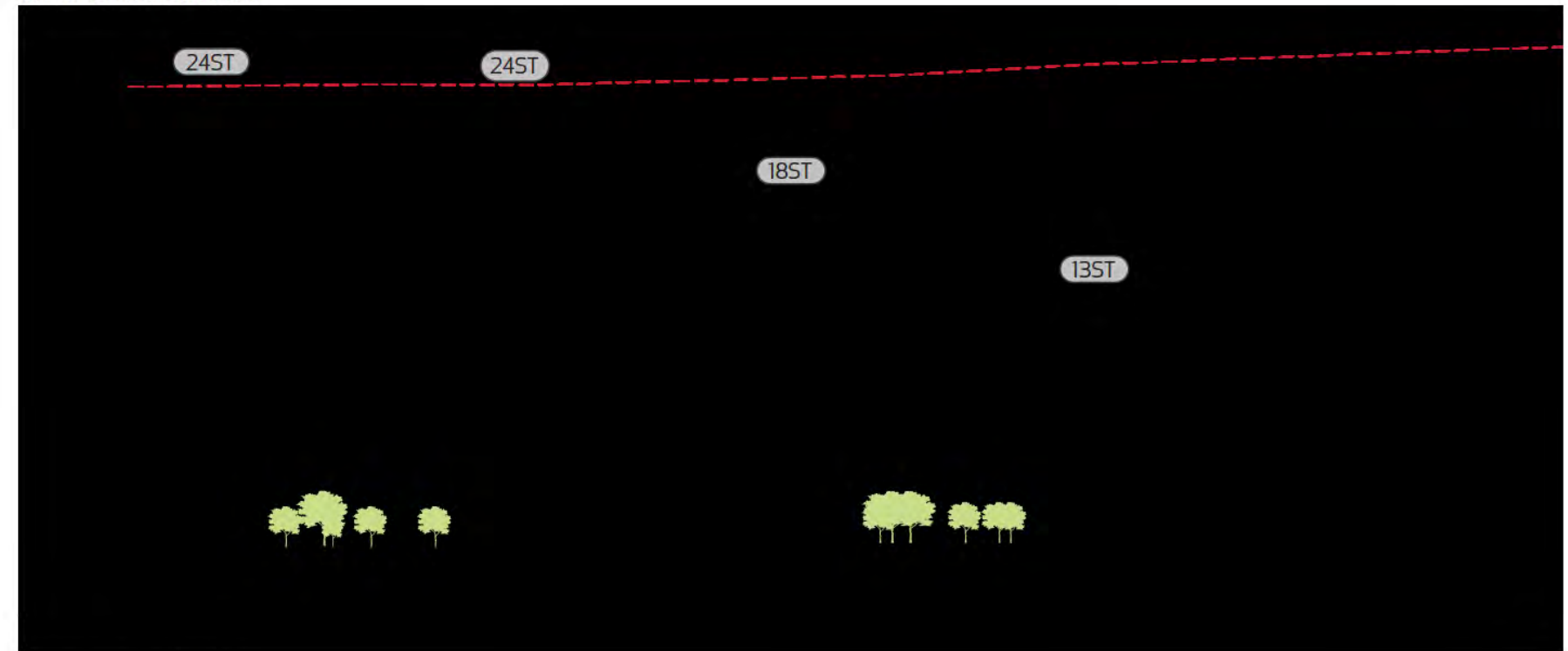
Building heights of all towers are increased, with heights shown up to 24 storeys. This height aligns with the NSW State Government's recommended Height of Building of 80m for this location (as listed in the PRCUT Strategy).

Tower locations are indicative only, and have not been tested for numeric ADG compliance. They are intended only to show required building heights to reach 3:1.
(Refer to Option 2 for indicative layout plans.)

1.4.1 OPTION 3 INDICATIVE ENVELOPES

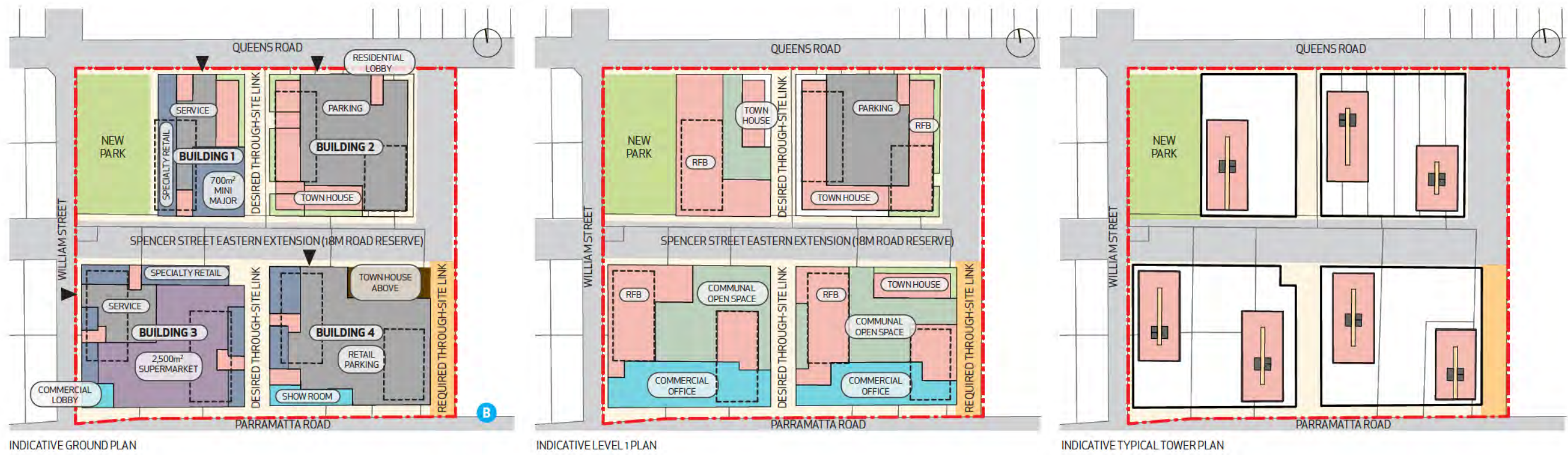


INDICATIVE BUILDING ENVELOPES



INDICATIVE CROSS SECTION

1.4.2 OPTION 2 INDICATIVE LAYOUT PLANS



1.4.3 OPTION 4

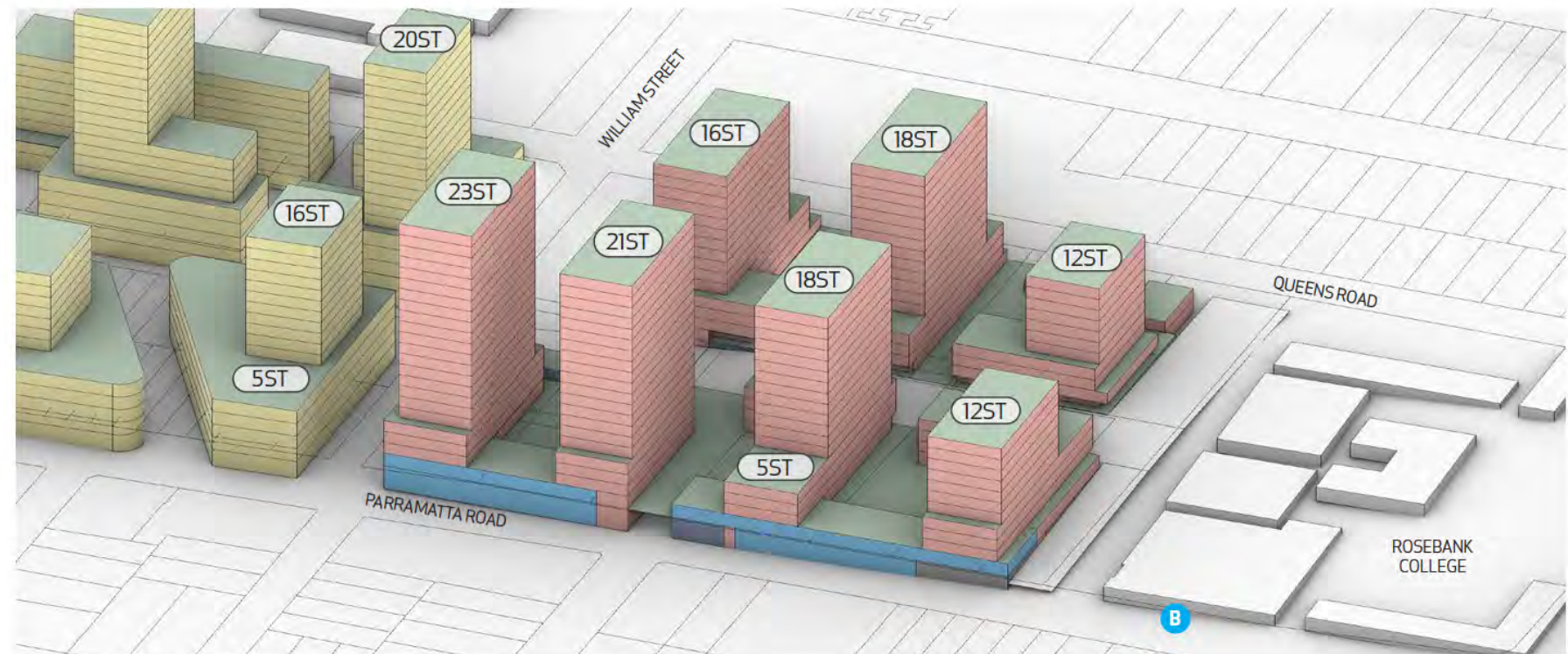
Option 4 illustrates how a larger neighbourhood retail centre could be accommodated through changes to the exhibited structure plan. It shows a retail outcome intended to serve convenience shopping needs and provide a dining precinct for the immediate local community, without challenging the catchment of nearby regional retail centres like Birkenhead Point.

The option shows:

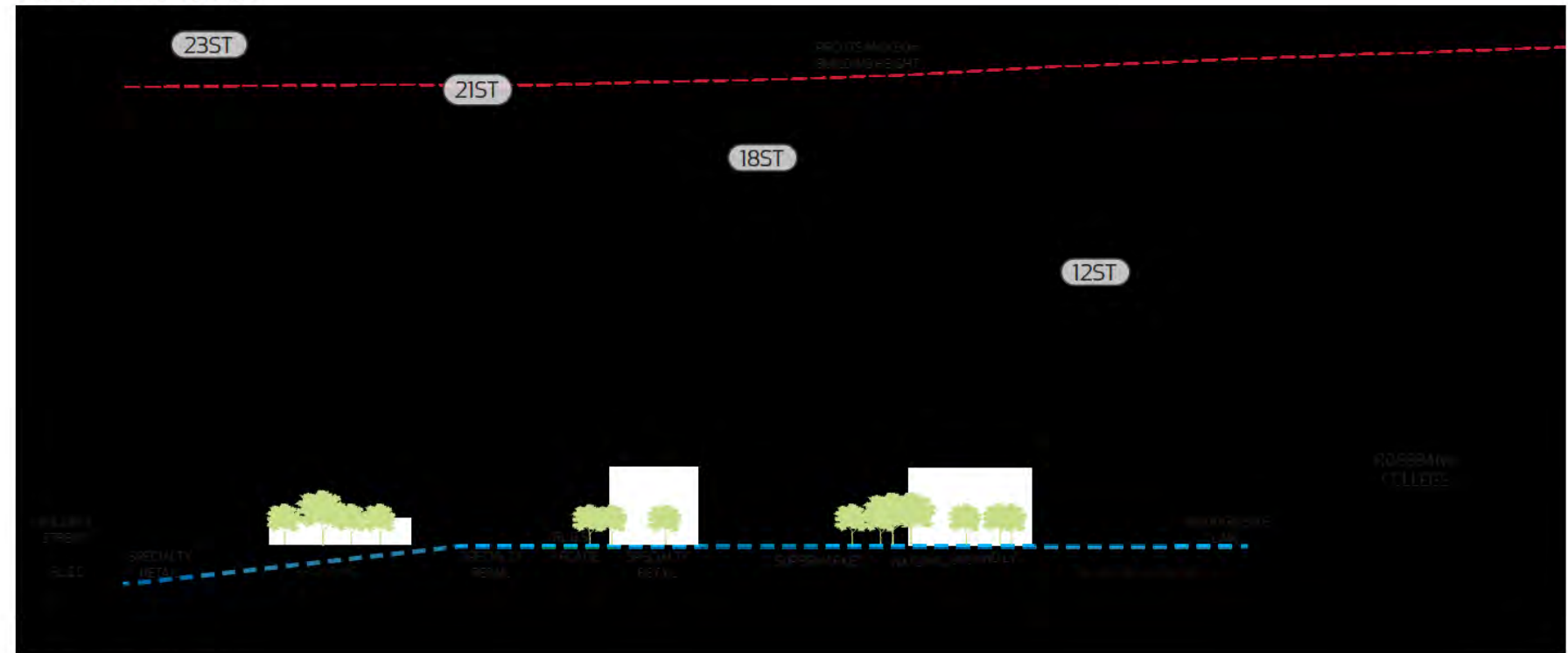
- Spencer Street rising at 1 in 12 west-to-east, to provide sufficient clearance underneath that a retail level can continue internally underneath the street while remaining above the flood planning level.
- While acknowledging this is not considered accessible, gradients on streets are often steeper than ramps within buildings. All entrances are equitably accessible; the street is used to access limited residential lobbies above.
- The raised street then permits a north-south fully internal through-site link through the retail centre, lined on two sides by internal specialty retail.
- The retail uses would generate demand for 450 car spaces, which would likely occupy a basement level extending across the whole site.
- Positioning retail boxes underneath the street allow all major and mini-major façades to be either underground or sleeved with active uses.

This scheme provides a more typical neighbourhood centre retail mix and ratio of internal to external specialty retail, and is considered a more feasible contemporary retail development by offering sufficient differentiation to existing tenancies on Parramatta Road to demand higher rents.

Option 4 shows a retail yield of approximately 10,000GLA, which is at the upper limit of a neighbourhood retail centre. To achieve the stated FSR of 3:1 FSR for the, residential tower heights still need to be increased compared to the exhibited Council proposal.

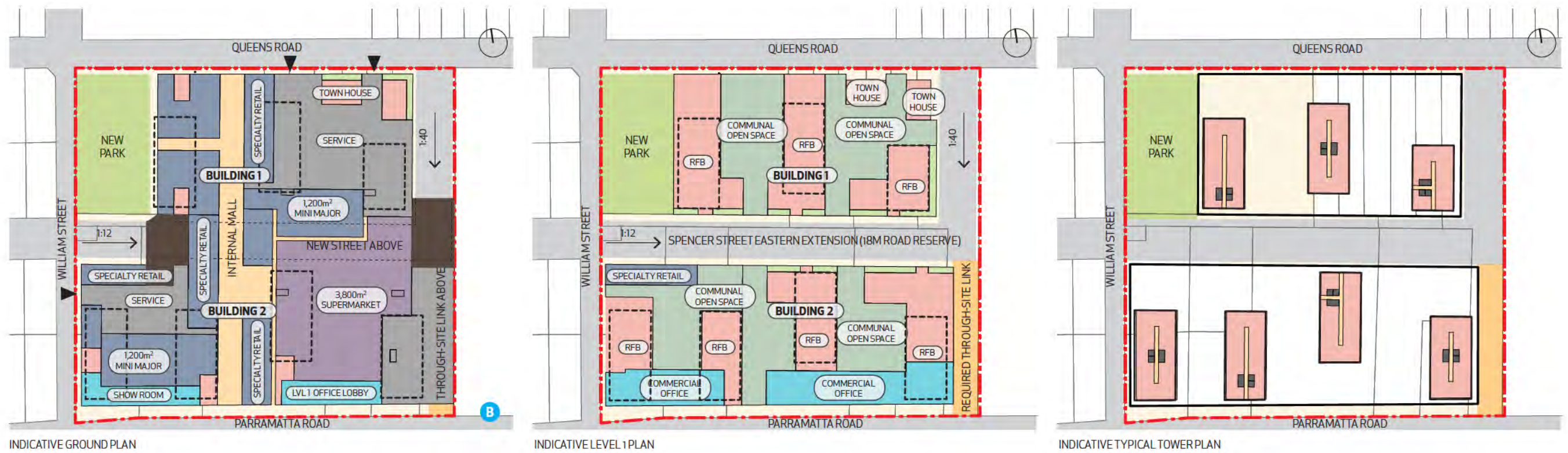


INDICATIVE BUILDING ENVELOPES



INDICATIVE CROSS SECTION

1.4.4 ALTERNATIVE OPTION 4



1.5 YIELD SCHEDULES

1.5.1 OPTION 1 INDICATIVE YIELD

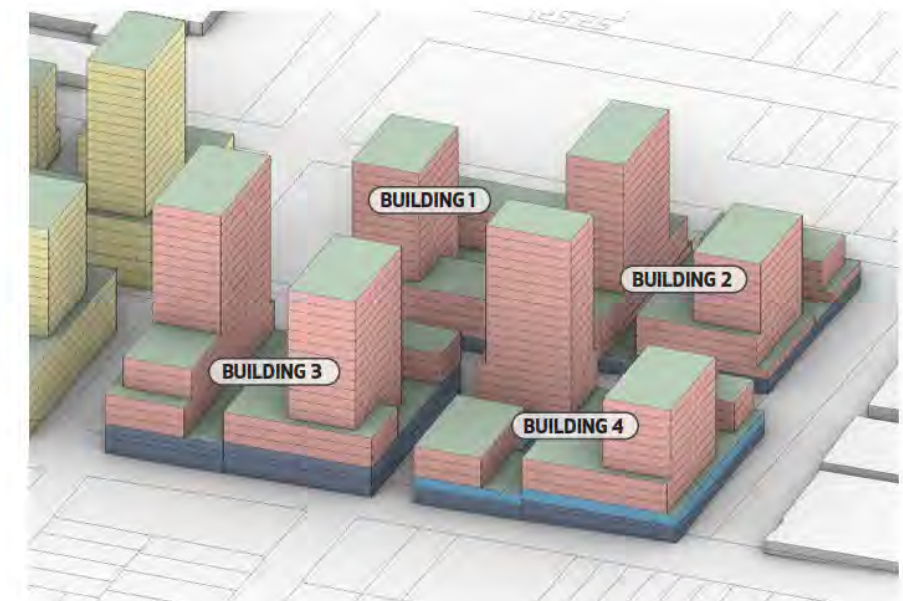
KINGS BAY PARTNERSHIP - Option 1_Rev. 1					
	Building 1	Building 2	Building 3	Building 4	Total
Net Site Areas	-	-	-	-	31,695 m2
GBA					
Retail	2,203	3,072	8,165	3,147	16,587
Commercial	0	0	0	4,384	4,384
Residential	14,142	23,378	30,988	19,521	88,028
Service	803	1,518	1,363	1,749	5,433
Parking	9,636	14,646	16,518	15,882	56,682
Total GBA	26,784	42,614	57,034	44,683	171,114 m2 GBA
GFA					
Retail	1,983	2,765	7,349	2,832	14,928
Commercial	0	0	0	3,946	3,946
Residential	10,606	17,533	23,241	14,640	66,021
Total GFA	12,589	20,298	30,590	21,419	84,895 m2 GFA
NSA/NLA/GLA, DUs & Parking					
Retail	1,884	2,627	6,981	2,691	14,182 m2
Commercial	0	0	0	3,551	3,551 m2
Residential	9,015	14,903	19,755	12,444	56,118 m2
Dwelling Units, Apts	113	186	247	156	745 d.u.s
Parking	241	366	413	397	1,417 spaces
vs. target	178	281	465	347	1,272 spaces
FSR					
Non-Residential FSR	-	-	-	-	0.60
Residential FSR	-	-	-	-	2.08
Total FSR	-	-	-	-	2.68 :1

ASSUMPTIONS

Efficiency Assumptions

Use	GEA: GBA	GBA: GFA	GFA: NSA/NLA	Parking*
Retail	100%	90%	95%	40
Commercial	95%	90%	90%	40
Education	95%	90%	90%	40
Residential	95%	75%	85%	40
Service	100%	0%	0%	
Parking	100%	0%	0%	

*1 space per x sqm (GBA)



1.5.2 OPTION 2 INDICATIVE YIELD

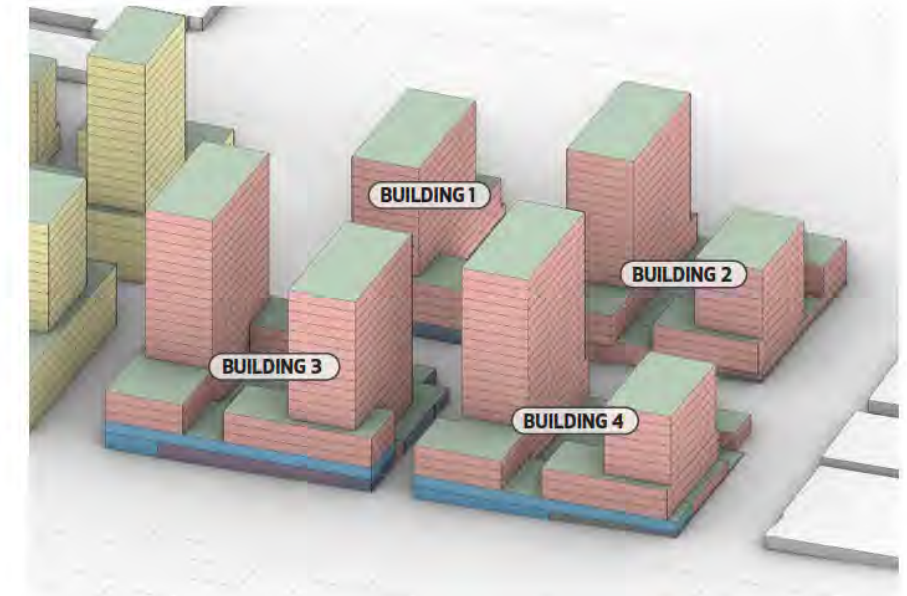
KINGS BAY PARTNERSHIP - Option 2_Rev. 1					
	Building 1	Building 2	Building 3	Building 4	Total
Net Site Areas	-	-	-	-	31,695 m2
GBA					
Retail	1,483	0	4,142	534	6,159
Commercial	0	0	1,739	1,577	3,316
Residential	17,449	26,637	34,930	27,381	106,396
Service	749	0	1,050	0	1,799
Parking	9,636	9,661	16,518	19,455	55,270
Total GBA	29,317	36,298	58,378	48,947	172,940 m2 GBA
GFA					
Retail	1,335	0	3,728	481	5,543
Commercial	0	0	1,565	1,419	2,984
Residential	13,086	19,978	26,197	20,536	79,797
Total GFA	14,421	19,978	31,490	22,436	88,324 m2 GFA
NSA/NLA/GLA, DUs & Parking					
Retail	1,268	0	3,541	457	5,266 m2
Commercial	0	0	1,408	1,277	2,686 m2
Residential	11,124	16,981	22,268	17,455	67,828 m2
Dwelling Units, Apts	139	212	278	218	832 d.u.s
Parking	241	242	413	397	1,292 spaces
vs. target	192	242	450	296	1,180 spaces
FSR					
Non-Residential FSR	-	-	-	-	0.27
Residential FSR	-	-	-	-	2.52
Total FSR	-	-	-	-	2.79 : 1

ASSUMPTIONS

Efficiency Assumptions

Use	GEA: GBA	GBA: GFA	GFA: NSA/NLA	Parking*
Retail	100%	90%	95%	40
Commercial	95%	90%	90%	40
Education	95%	90%	90%	40
Residential	95%	75%	85%	40
Service	100%	0%	0%	
Parking	100%	0%	0%	

*1 space per x sqm (GBA)



1.5.3 OPTION 3 INDICATIVE YIELD

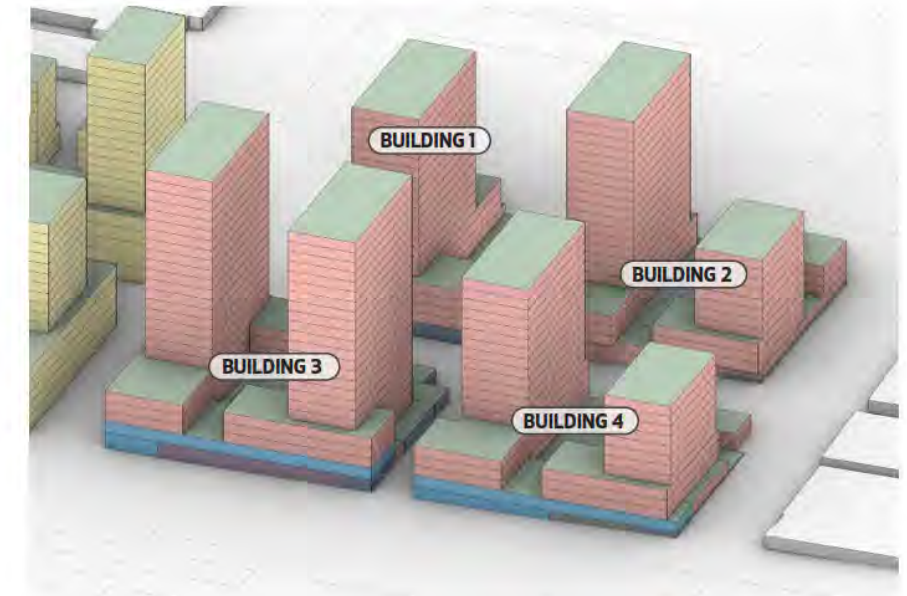
KINGS BAY PARTNERSHIP - Option 3_Rev. 1					
	Building 1	Building 2	Building 3	Building 4	Total
Net Site Areas	-	-	-	-	31,695 m2
GBA					
Retail	1,483	0	4,142	534	6,159
Commercial	0	0	1,739	1,577	3,316
Residential	21,605	30,567	36,600	27,198	115,969
Service	749	0	1,050	0	1,799
Parking	9,636	9,661	16,518	19,455	55,270
Total GBA	33,473	40,228	60,048	48,764	182,513 m2 GBA
GFA					
Retail	1,335	0	3,728	481	5,543
Commercial	0	0	1,565	1,419	2,984
Residential	16,204	22,925	27,450	20,398	86,977
Total GFA	17,538	22,925	32,742	22,298	95,504 m2 GFA
NSA/NLA/GLA, DUs & Parking					
Retail	1,268	0	3,541	457	5,266 m2
Commercial	0	0	1,408	1,277	2,686 m2
Residential	13,773	19,487	23,332	17,338	73,930 m2
Dwelling Units, Apts	172	244	292	217	909 d.u.s
Parking	241	242	413	397	1,292 spaces
vs. target	230	278	465	295	1,267 spaces
FSR					
Non-Residential FSR	-	-	-	-	0.27
Residential FSR	-	-	-	-	2.74
Total FSR	-	-	-	-	3.01 : 1

ASSUMPTIONS

Efficiency Assumptions

Use	GEA: GBA	GBA: GFA	GFA: NSA/NLA	Parking*
Retail	100%	90%	95%	40
Commercial	95%	90%	90%	40
Education	95%	90%	90%	40
Residential	95%	75%	85%	40
Service	100%	0%	0%	
Parking	100%	0%	0%	

*1 space per x sqm (GBA)



1.5.4 ALTERNATIVE OPTION 4 - INDICATIVE YIELD

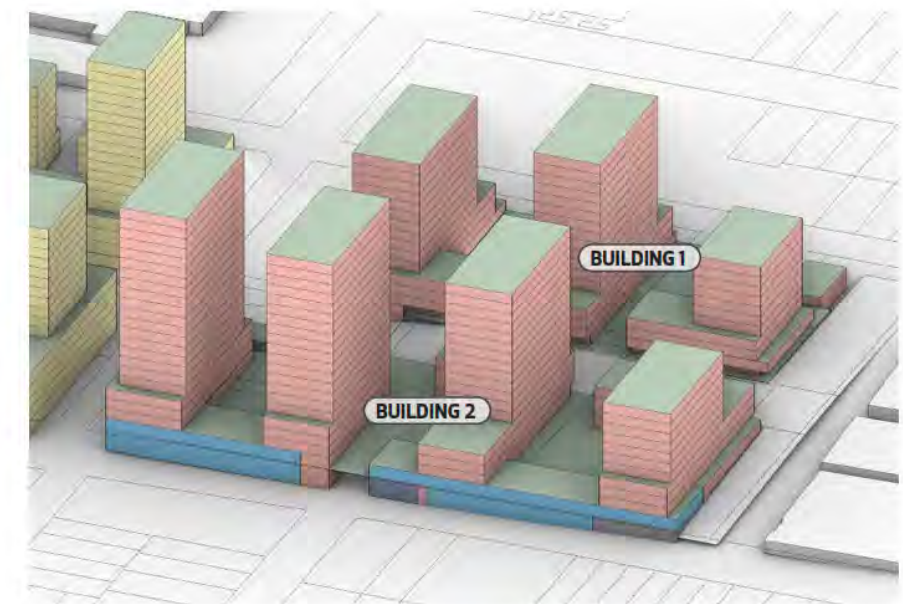
KINGS BAY PARTNERSHIP - Option 4_Rev. 1			
	Building 1	Building 2	Total
Net Site Areas	-	-	31,695 m ²
GBA			
Retail	7,229	7,830	15,059
Commercial	0	3,604	3,604
Residential	40,968	63,947	104,915
Service	3,235	1,441	4,676
Parking	22,676	39,263	61,939
Total GBA	74,108	116,086	190,193 m² GBA
GFA			
Retail	6,506	7,047	13,553
Commercial	0	3,244	3,244
Residential	30,726	47,961	78,686
Total GFA	37,232	58,251	95,483 m² GFA
NSA/NLA/GLA, DUs & Parking			
Retail	4,770	5,514	10,284 m ²
Commercial	0	2,919	2,919 m ²
Residential	26,117	40,766	m ²
Dwelling Units, Apts	326	510	828 d.u.s
Parking	567	982	1,548 spaces
vs. target	535	838	1,373 spaces
FSR			
Non-Residential FSR	-	-	0.53
Residential FSR	-	-	2.48
Total FSR	-	-	3.01 : 1

ASSUMPTIONS

Efficiency Assumptions

Use	GEA: GBA	GBA: GFA	GFA: NSA/NLA	Parking*
Retail	100%	90%	95%	40
Commercial	95%	90%	90%	40
Education	95%	90%	90%	40
Residential	95%	75%	85%	40
Service	100%	0%	0%	
Parking	100%	0%	0%	

*1 space per x sqm (GBA)



[REDACTED]

From: Jim Murray [REDACTED]
Sent: Wednesday, 23 March 2022 2:53 PM
To: The City of Canada Bay; Helen Wilkins
Cc: John Scicluna; [REDACTED] Clare Swan
Subject: PRCUTS Planning Proposal - Feedback
Attachments: Attachment 1 - Indicative Concept Analysis.pdf; 2190699 2-8 Spencer Street and 79-81 Queens Road Five Dock - 23 March 2022.pdf

[REDACTED]

Hi Helen,
On behalf of Taylor thank you for allowing an extension to the submission deadline.
As per my earlier email, we needed a short additional extension due to Covid.
I have attached the submission to the PRCUTS Planning Proposal prepared on behalf of Taylor. It includes:

- Planning letter prepared by Ethos Urban
- Indicative concept analysis prepared by Plus Architecture (Attachment 1).

We appreciate your consideration of the submission and look forward to any follow up questions you may have.
Kind regards
Jim

Jim Murray

Associate Director
Planning



[REDACTED]
W. ethosurban.com

173 Sussex Street
Sydney NSW 2000
(Gadigal Land)

Ethos Urban acknowledges and pays respect to the past, present and emerging Traditional Custodians and Elders of this nation and the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples.

This email is confidential and may contain information that is confidential and privileged.
If you are not the intended recipient please notify us by return email or phone, and delete the original message.

ETHOS URBAN

23 March 2022
2190699

Mr John Clark
General Manager
City of Canada Bay

Attention: Helen Wilkins, Senior Strategic Planner
via email: council@canadabay.nsw.gov.au

Dear Helen,

Parramatta Road Corridor Planning Proposal and Draft DCP 2-8 Spencer Street and 79-81 Queens Road, Five Dock

We write on behalf of Taylor, who intend to redevelop the site at 2-8 Spencer Street and 79-81 Queens Road, Five Dock (the Taylor site). Taylor recognises and appreciates the resources and expertise the City of Canada Bay Council have invested in the preparation of the Parramatta Road Corridor Planning Proposal – Stage 1 and accompanying draft Development Control Plan. Taylor supports the Council's vision for the Kings Bay precinct and can contribute to its realisation including the provision of public domain enhancements along William Street, Spencer Street and Queens Road.

However, the proposed amendments to the *Canada Bay Local Environmental Plan 2013* (the LEP) and the Canada Bay Development Control Plan 2013 (the DCP), in their current form, prevent the Taylor site delivering the development envisioned by the Council and the Parramatta Road Urban Transformation Strategy (PRCUTS). This submission recommends amendments to the Planning Proposal and draft DCP to enable the Council's vision for the Taylor site to be realised. The recommended amendments seek to:

- Permit development of the Taylor land utilising the incentive height and FSR controls if the nominated public benefits (for the Taylor site) are still capable of being delivered within a minimum site area of 3,180m².
- Clarify that notwithstanding Table 2 Minimum Site Area and Minimum Infrastructure requirement, that development on the Taylor site is permitted to achieve a height of 67m and FSR of 3:1 if the required community infrastructure is delivered. We recommend that Table 2 is augmented by a site-specific provision:

2-8 Spencer Street and 79-81 Queens Road, Five Dock

Despite Table 2, Development consent may be granted for development on land at 2-8 Spencer Street and 79-81 Queens Road, with a maximum building height of 67 metres and a maximum floor space ratio of 3:1, if the consent authority is satisfied that the following community infrastructure is provided:

- 8.0m wide public open space along the William Street frontage
- 3.0m wide public domain enhancement along the Queens Road frontage
- 3.0m wide public domain enhancement along the 2-8 Spencer Street frontage
- Tie the incentive FSR and height to a concrete, realistic and feasible development proposal that Taylor have been discussing with the Council. The proposed amendment varies from Council's strategy through necessity, by tying community infrastructure to a development proposal ready for lodgement rather than tying it to an amalgamation pattern which may never be realised. The proposed LEP amendment provides greater certainty of delivery for the community infrastructure for Council.

As a result of the above, the submission recommends that Council amend the Building Envelopes Plan in the draft Kings Bay DCP to locate the future 20-storey tower entirely on the Taylor site.

It is noted that tying the incentive height and FSR controls to the development of the Taylor site provides no material windfall for Taylor. With an amalgamated Area 17 site (4,180m²), the community infrastructure benefits directly related to the site would be required to be delivered as part of a proposal with 12,540m² of GFA (3:1). By permitting the Taylor site to develop to the incentive height and FSR on 3,180m² of land, the community benefits will still be provided within a reduced GFA of 9,540m² (3:1).

Importantly, the amendments proposed do not undermine the orderly and economic development of the adjoining land at 10-12 Spencer Street:

- Firstly, the retention of Table 2 in the Planning Proposal (Area 17: 4,180m²) means that amalgamation is maintained as a possibility in the unlikely event that the adjoining owner (10-12 Spencer) does agree to sell.
- Secondly, if amalgamation does not occur, this submission demonstrates that the orderly and economic development of the 10-12 Spencer Street land can still occur and still meet Council's vision. Plus Architecture have prepared an indicative scheme which demonstrates that 10-12 Spencer Street can accommodate a 5-storey building that has the potential to achieve an approximate 2.5:1 FSR which is entirely consistent with the Council's vision as mapped in the draft DCP diagrams (5 storeys).

We note that Council's desired amalgamation pattern is predicated on achieving orderly and economic development and amenity and public domain outcomes. However, the proposed planning controls should also be grounded in the practical reality of the most likely land ownership scenario to deliver the desired precinct outcomes. Taylor for years have flagged the intention to develop their site as soon as practicable. Placing a minimum site area requirement in the LEP that forces negotiation with an adjoining owner to facilitate a shared podium with no certainty of outcome, places the delivery of the development and the planned community infrastructure in peril.

The proposed amendments in this submission represent a balanced outcome by:

- allowing the development of the Taylor site to proceed in a timely manner, with DA to be lodged as soon as practical after gazettal of the LEP that utilises the incentive height and density.
- facilitating and ensuring the community infrastructure is still provided in a DA scheme on the Taylor site.
- protecting the ability for 10-12 Spencer Street to redevelop on its own in accordance with the draft DCP built form vision for a 5-storey podium building fronting Spencer Street.

The site, the proposed amendments and planning rationale are described in further detail below.

1.0 The Site intended for development by Taylor

Taylor has held an interest in 2-8 Spencer Street and 79-81 Queens Road, Five Dock for a significant period and have been engaged in the PRCUTS planning process for some time. Council understands Taylor is committed to the delivery of new development on the site.

The Taylor site is a prominent corner site with frontages to Spencer Street, William Street and Queens Road in the heart of the future Kings Bay urban village centre. It has a total area of 3,180m². The site location is shown at **Figure 1**. The Planning Proposal and draft DCP recognise the Taylor site's strategic significance and propose it accommodates the following:

- A 20-storey high density residential tower development to mark the centre of the precinct and five storey residential building that provides a transition to the Five Dock leisure centre.
- A new 8m wide public open space along William Street connecting the future Kings Bay urban centre to open space and the foreshore.
- New 3m wide public domain enhancements to Spencer Street and Queens Road.

Development of the site is fundamental to the successful delivery of the Kings Bay precinct and Stage 1 of the broader PRCUTS.



The Taylor Site

Figure 1 The Site

2.0 Amend the Area 17 Minimum Site Area

The Planning Proposal segments the Kings Bay precinct into 24 key sites and proposes a new clause that:

“will permit new development within the Areas shown on the Key Sites Map to exceed the current maximum permissible height of buildings and floor space ratio up to that shown on the Community Infrastructure Height of Buildings Map and the Community Infrastructure Floor Space Ratio Map, but only if the development achieves the Minimum Site Area and delivers the Community Infrastructure listed...”

The Planning Proposal also states that:

“Clause 4.6(8) of the Canada Bay LEP 2013 will be amended to prevent development consent from being granted for development that would contravene the minimum site area provisions...”

The Taylor site occupies the majority of Area 17 on the draft LEP Key Sites Map (refer **Figure 2** below). The minimum site area for Area 17 is 4,180m² which is achieved by amalgamating the Taylor site (3,180m²) with the neighbour at 10-12 Spencer Street (refer **Figure 2**). Taylor is acutely aware of the benefits of amalgamating with their neighbour notwithstanding the minimum site area provision and have made multiple attempts to engage with the owner of 10-12 Spencer Street. However, the owner is unwilling to negotiate or enter a joint venture to develop the land. It is Taylor’s understanding that the owner of 10-12 Spencer Street has no desire, in the short, medium, or long term, to sell or develop 10-12 Spencer Street in the manner envisioned by the Planning Proposal, the draft DCP or the PRCUTS and has not engaged with the planning process to date in any meaningful way.

If the proposed amendment to Clause 4.6(8) is gazetted, Area 17, subject to the current drafting in the Planning Proposal, will remain in its current condition and the public domain enhancement, public open space and the new retail and housing that are planned for this critical corner within the Kings Bay town centre will not be delivered.

To prevent this outcome, and to acknowledge that the Taylor site is 'shovel ready' we recommend that Council amend the Planning Proposal to include an additional site-specific sub clause that qualifies the Area 17 minimum site area requirement and ties the delivery of the community infrastructure and the incentive FSR and height directly to the development of the Taylor site. As outlined in the introduction to this submission, the sub clause could read as follows:

2-8 Spencer Street and 79-81 Queens Road, Five Dock

Despite Table 2, Development consent may be granted for development on land at 2-8 Spencer Street and 79-81 Queens Road, with a maximum building height of 67 metres and a maximum floor space ratio of 3:1, if the consent authority is satisfied that the following community infrastructure is provided:

- 8.0m wide public open space along the William Street frontage
- 3.0m wide public domain enhancement along the Queens Road frontage
- 3.0m wide public domain enhancement along the 2-8 Spencer Street frontage

As outlined earlier, tying the incentive height and FSR controls to the development of the Taylor site provides no material benefit for Taylor. With an amalgamated Area 17 site (4,180m²), the community infrastructure benefits directly related to the site would be required to be delivered as part of a proposal with 12,540m² of GFA (3:1). By permitting the Taylor site to develop to the incentive height and FSR on 3,180m² of land, the community benefits will still be provided within a reduced GFA of 9,540m² (3:1).

To support the proposed site-specific sub clause, Taylor's team have prepared an analysis to demonstrate that the intent of the PRCUTS and the orderly and economic development of both the Taylor site and 10-12 Spencer Street can still occur in a scenario where both sites are development independently (refer Section 3.0 below).



Figure 2 Proposed LEP Kings Bay Key Sites Map (10-12 Spencer Street highlighted red)

3.0 Orderly and Economic Development if Minimum Site Area is reduced

Taylor have been working with Plus Architecture for three years investigating appropriate design responses for the site. Noting that 10-12 Spencer Street do not want to engage with Taylor or the Council's planning process, Plus have reviewed the Council's draft built form provisions and prepared an indicative design concept (Attachment 1) which demonstrates that:

- the Taylor site can accommodate the public open space, public domain enhancements and the 5-storey and 20-storey buildings envisaged by the Planning Proposal and draft DCP.
- 10-12 Spencer Street can still develop in accordance with its draft built form controls.

In summary the indicative Taylor concept accommodates:

- The 8m William Street linear public open space.
- The 3m public domain enhancement to Spencer Street.
- The 3m public domain enhancement to Queens Road.
- Approximately 100 dwellings in 1 x 5 storey and 1 x 20 storey building with an approximate total FSR of 3:1.
- Shared basement parking accessed from Queens Road with flexibility to provide future basement access to 10-12 Spencer Street.
- Party wall to 10-12 Spencer Street to enable future development to occur in accordance with the urban vision for King's Bay up to an approximate FSR of 2.5:1 and 5 storeys.

Figures 3 and 4 illustrate the indicative concept envelope.

As 10-12 Spencer Street are unwilling to take part in the delivery of the future vision for Kings Bay, and to avoid any uncertainty as part of any future development application, Taylor recommends that Figure K20-12 Building Envelopes Plan – western part and Figure K20-13 Building Envelopes Plan – eastern part are supplemented with an alternative option for Area 17 that positions the 20-storey tower entirely on the Taylor site and references the proposed site-specific LEP sub clause.

It is Taylor's intention to continue to seek an agreement with their neighbour, however, the alternative option will avoid the tower form, with common podium (across the Taylor site and 10-12 Spencer) being prevented in totality, if 10-12 Spencer Street is unable to be acquired. The relevant extract from the draft DCP building envelope plan and the proposed amendment to the building envelope plan are at **Figure 5 and 6** below. As shown in the Figures below and at **Attachment 1**, the amended DCP layout with the Taylor site developing independently will not impact the DCP's key built form parameters or generate any unforeseen shadow impacts to the future William Street park. 10-12 Spencer Street can still accommodate a 5-storey building that has the potential to achieve an approximate 2.5:1 FSR which is entirely consistent with the Council's vision.

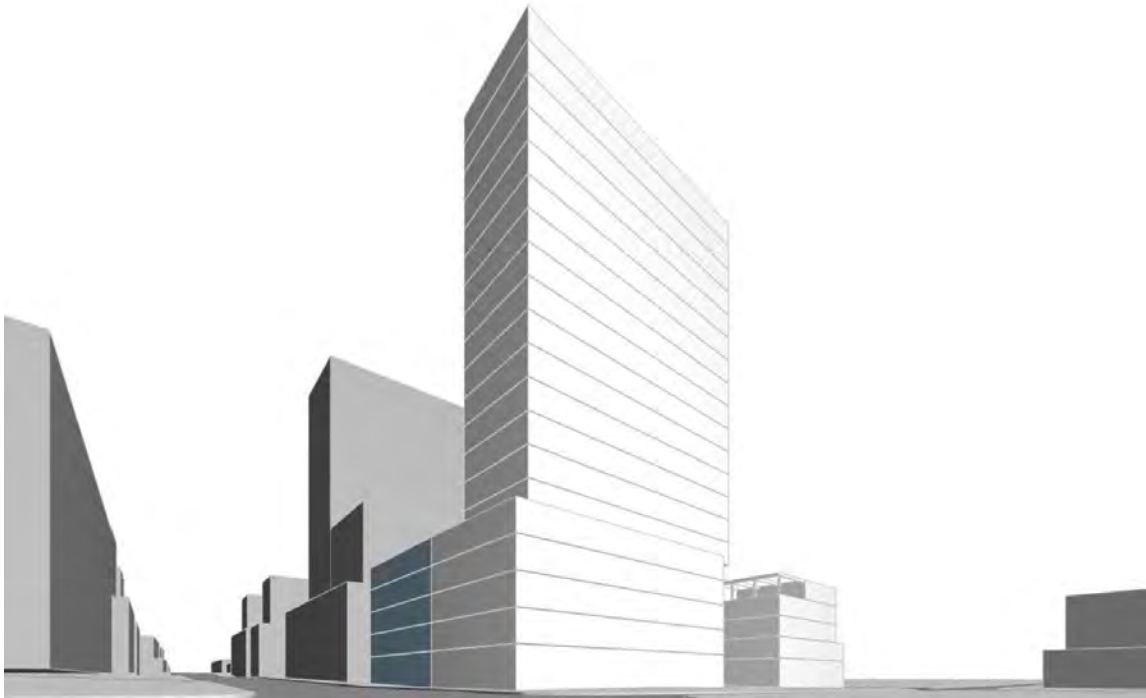


Figure 3 Area 17 Alternative Building Envelope – looking west at the corner of Spencer Street and William Street (10-12 Spencer Street shaded)

Source: Plus Architecture

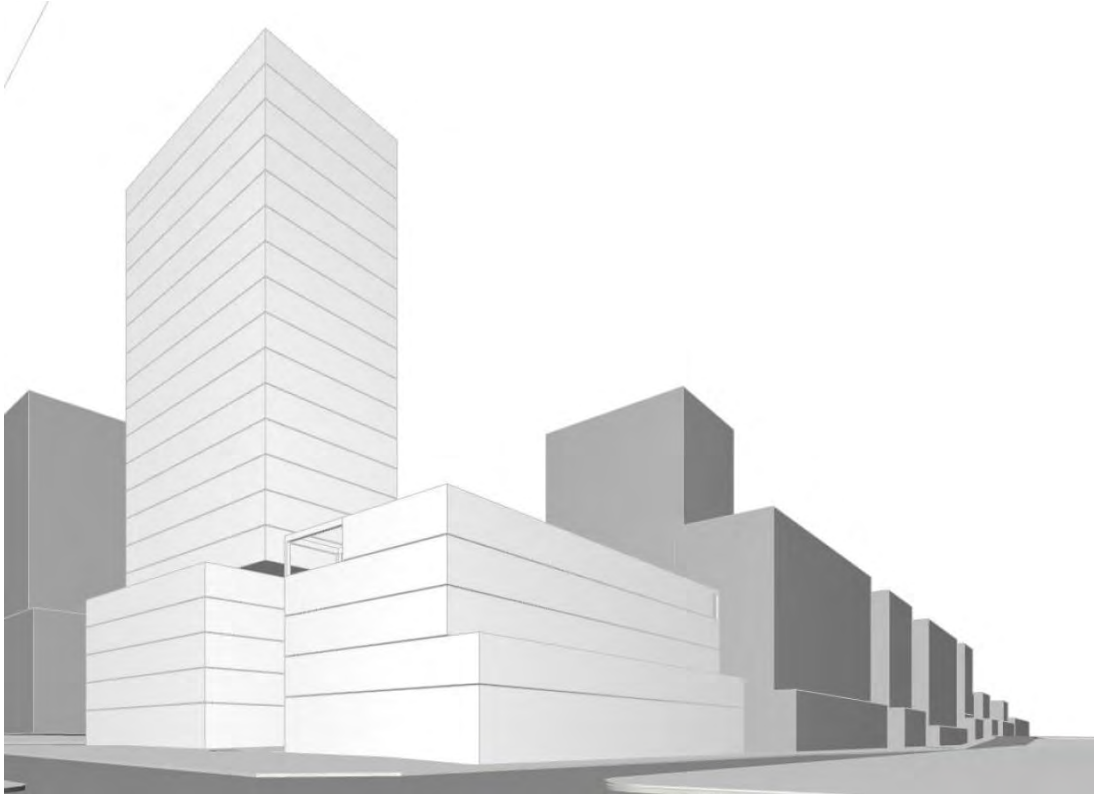


Figure 4 Proposed Area 17 Building Envelope – looking south-west at the corner of Queens Road and William Street

Source: Plus Architecture



Figure 4 Area 17 DCP Building Envelope Plan - Council Draft (left) and Proposed Alternative Option (right)

Source: Draft Kings Bay DCP & Plus Architecture

4.0 Conclusion and Recommendations

The Taylor site is strategically important in delivering the Council's future direction for Kings Bay. The neighbouring site at 10-12 Spencer Street forms the remainder of Key Site Area 17, however, at present they do not want to participate in the planning or redevelopment process and do not want to sell.

Taylor is committed to delivering a high-quality built form and urban outcome at their site, despite 10-12 Spencer Street's unwillingness to participate. The design analysis undertaken by Plus Architecture demonstrates that the Taylor site can accommodate the proposed public domain enhancements, and the proposed incentive height and FSR without relying on or restricting the orderly and economic development potential of 10-12 Spencer Street.

However, the Planning Proposal and draft DCP in their current form will prohibit the Taylor site from contributing to the renewal of the Kings Bay precinct as Area 17 will not be able to be realised with the amalgamation requirements and DCP envelopes as currently drafted. Key public benefits, including the William Street linear public open space between Spencer Street and Queens Road will therefore also not be realised. To avoid this unintentional and contrary planning outcome, we strongly recommend that:

- Council includes a site specific LEP sub clause that qualifies Table 2 Minimum Site Area and Minimum Infrastructure requirement, to the effect that development on the Taylor site is permitted with consent to achieve a height of 67m and FSR of 3:1 if the required community infrastructure is delivered. We recommend that Table 2 to is augmented by the following site-specific provision:

2-8 Spencer Street and 79-81 Queens Road, Five Dock

Despite Table 2, Development consent may be granted for development on land at 2-8 Spencer Street and 79-81 Queens Road, with a maximum building height of 67 metres and a maximum floor space ratio of 3:1, if the consent authority is satisfied that the following community infrastructure is provided:

- 8.0m wide public open space along the William Street frontage
 - 3.0m wide public domain enhancement along the Queens Road frontage
 - 3.0m wide public domain enhancement along the 2-8 Spencer Street frontage
- To avoid any uncertainty when applying the Kings Bay DCP to future development applications, an alternative DCP option is prepared allowing the 20-storey tower proposed in Area 17 to be located entirely on the Taylor's site, that does not prevent the future provision of a 5-storey building on 10-12 Spencer's Street.

It is our view that the proposed LEP amendment provides greater certainty for Council regarding the delivery of the community infrastructure by tying the incentive FSR and height and community infrastructure to a development proposal ready for lodgement, rather than tying it to an amalgamation pattern which may never be realised.

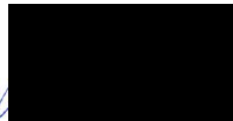
On behalf of Taylor, we thank Council for the opportunity to comment on the Planning Proposal and draft DCP for Kings Bay. Taylor is committed to the achievement of the Council's vision for Kings Bay and looks forward to continuing working with Council to translate the vision into reality.

Please feel free to contact me to discuss this letter further.

Yours sincerely,



Jim Murray
Associate Director



Clare Swan
Director



cc: John Scicluna, General Manager Property, Taylor
Adam Wheat, Senior Development Manager, Taylor

79-81 QUEENS ROAD, FIVE DOCK

STUDY TO SUPPORT SUBMISSION TO PARRAMATTA ROAD CORRIDOR PLANNING PROPOSAL
AND DRAFT DCP

22.03.22



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CONTROLS

KINGS BAY PRECINCT
PROPOSED ALTERNATIVE DCP BUILDING ENVELOPE PLAN



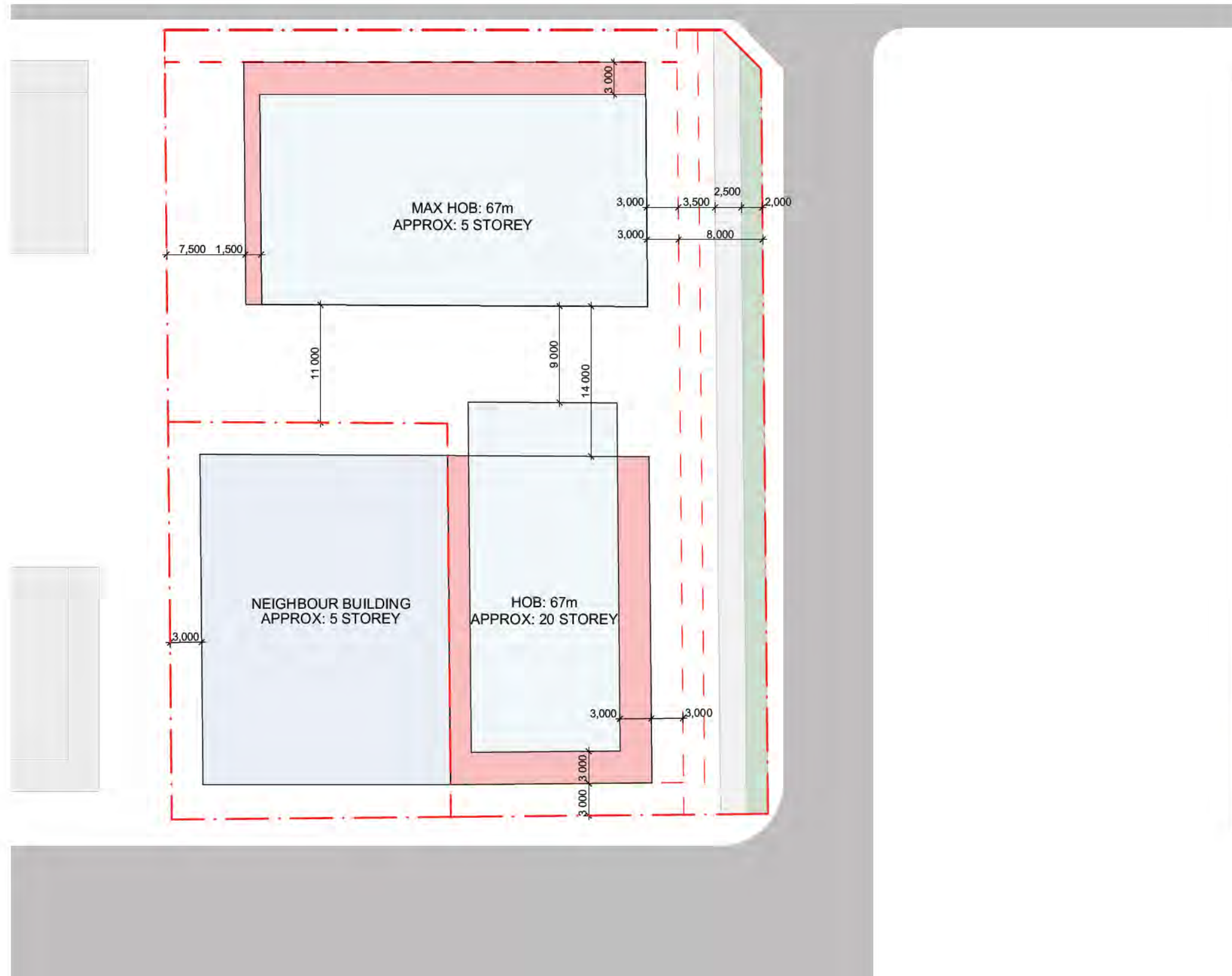
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INDICATIVE FLOOR PLANS AND SECTION

INDICATIVE FLOOR PLANS AND SECTION
SITE PLAN - COMPLIANCE



SITE - 5 STOREY, 20 STOREY

SITE AREA	3180 m ²
FSR	3.00 :1
FSR ALLOWED	3.00 :1
HOB	65.8 m
HOB ALLOWED	67 m

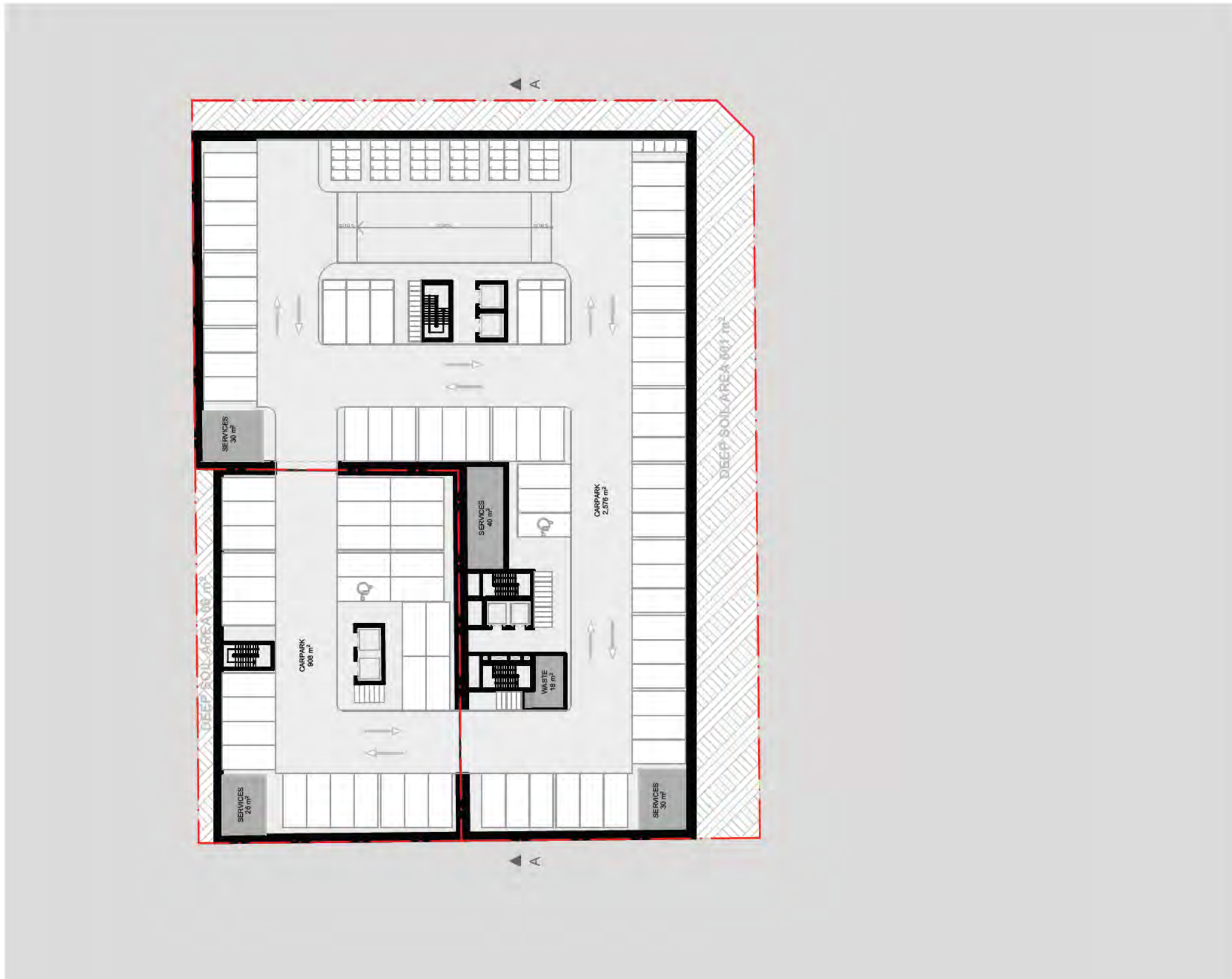
NEIGHBOUR BUILDING - 5 STOREY

SITE AREA	980 m ²
FSR	2.49 :1
FSR ALLOWED	3.00 :1
HOB	19.2 m

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INDICATIVE FLOOR PLANS AND SECTION
BASEMENT



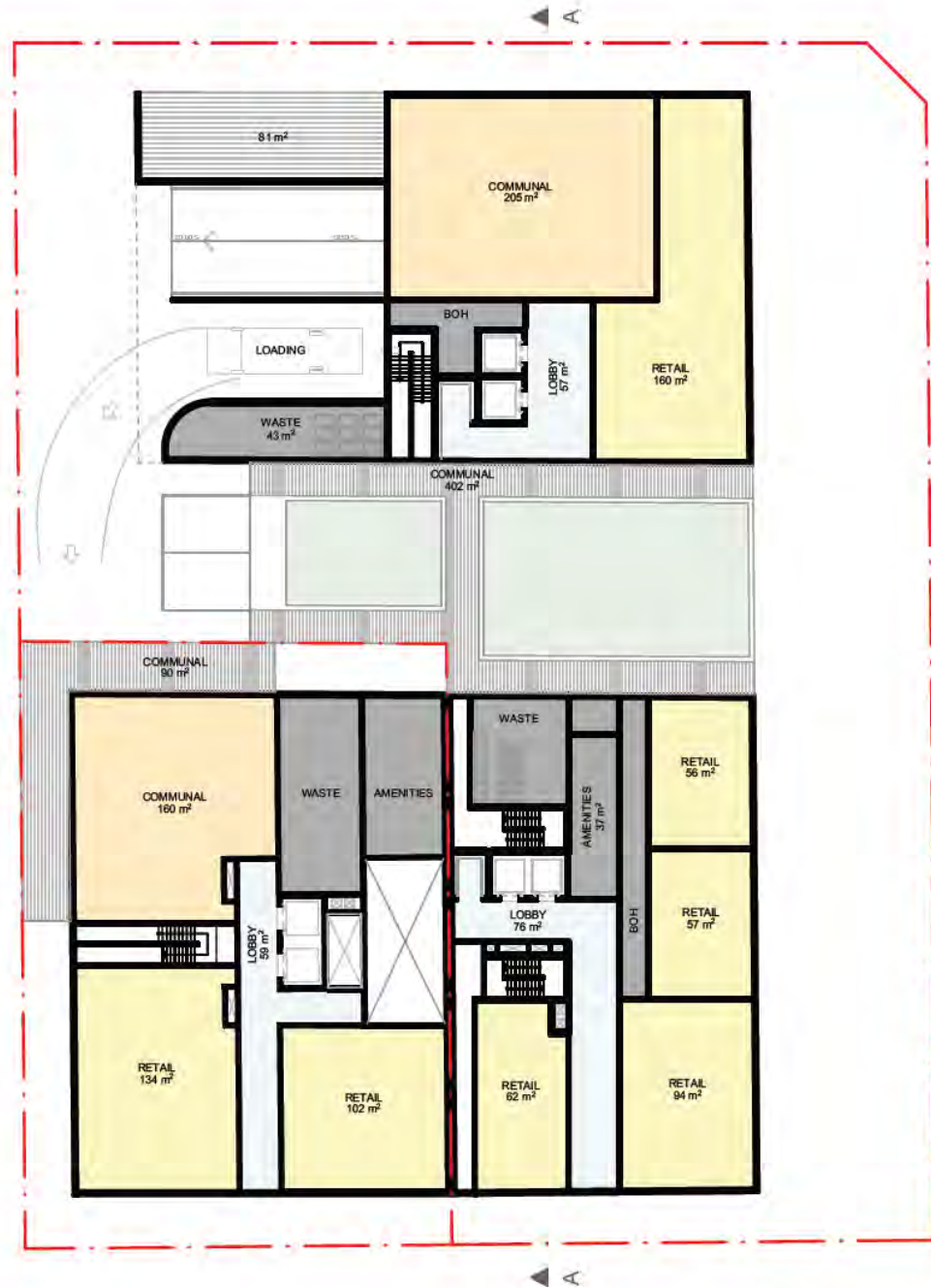
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INDICATIVE FLOOR PLANS AND SECTION
GROUND



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INDICATIVE FLOOR PLANS AND SECTION
LEVEL 1



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INDICATIVE FLOOR PLANS AND SECTION
LEVEL 2 - 3



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INDICATIVE FLOOR PLANS AND SECTION
LEVEL 4

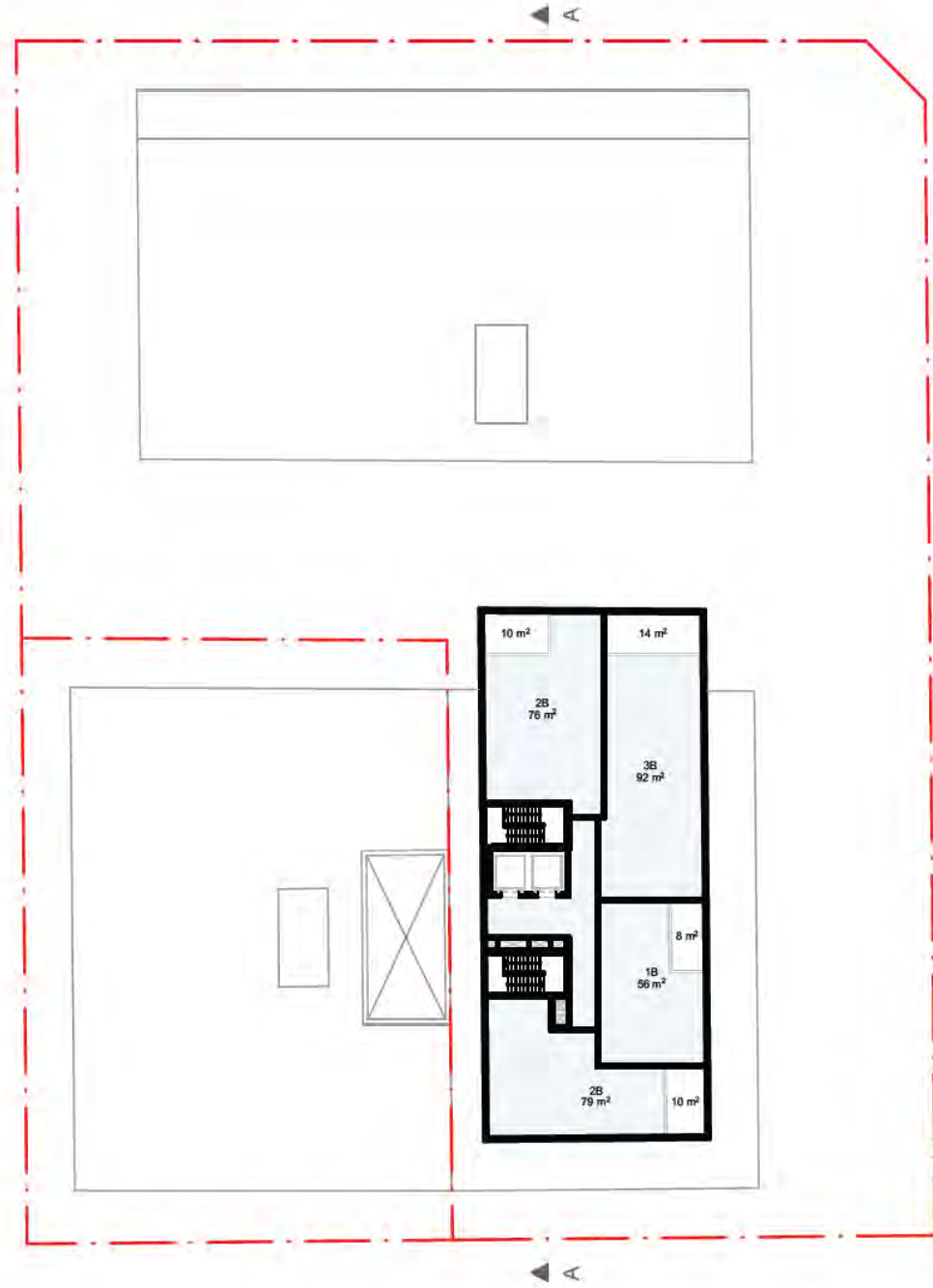


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INDICATIVE FLOOR PLANS AND SECTION
TYPICAL PLAN



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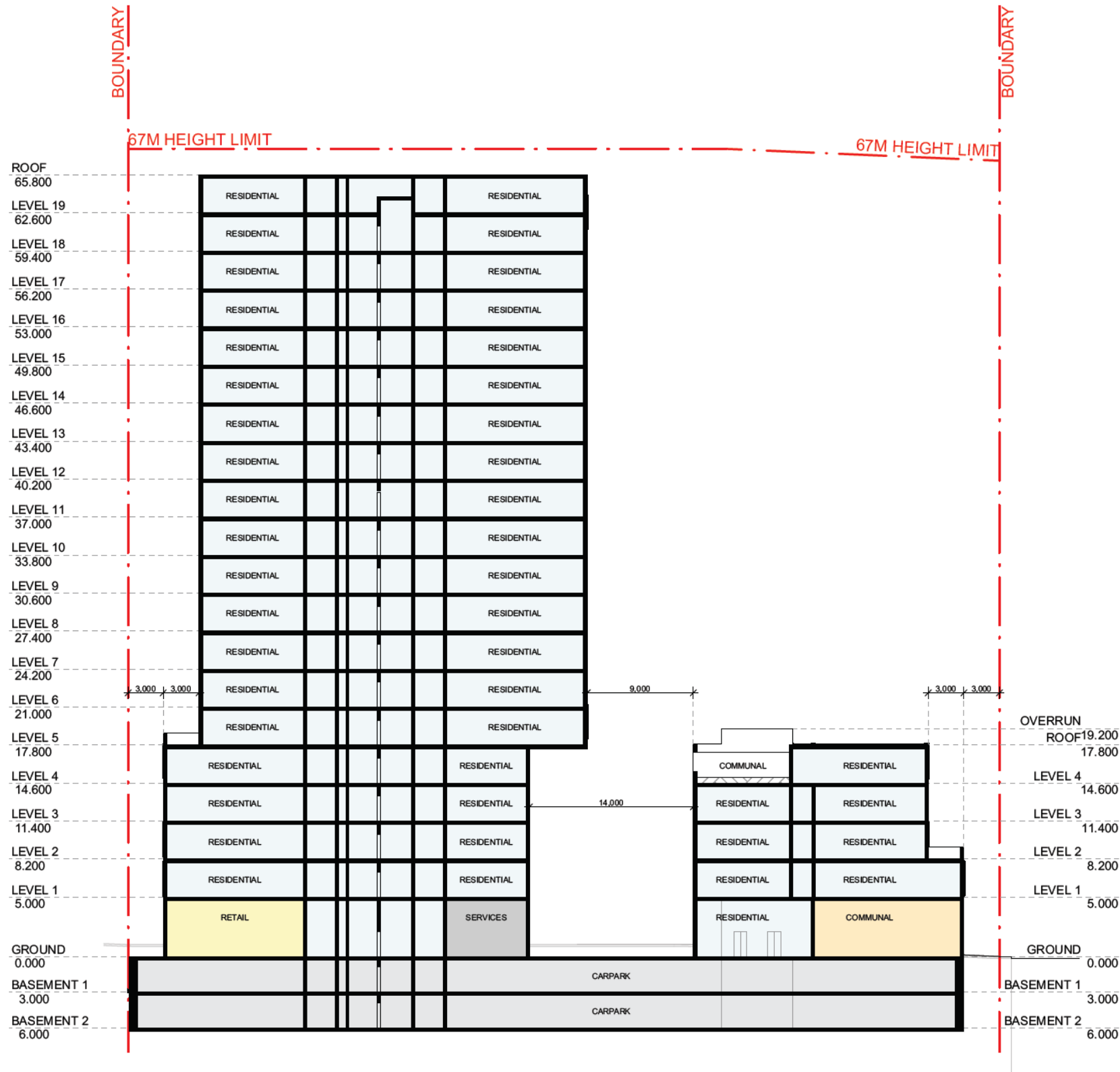
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INDICATIVE FLOOR PLANS AND SECTION
N-S SECTION

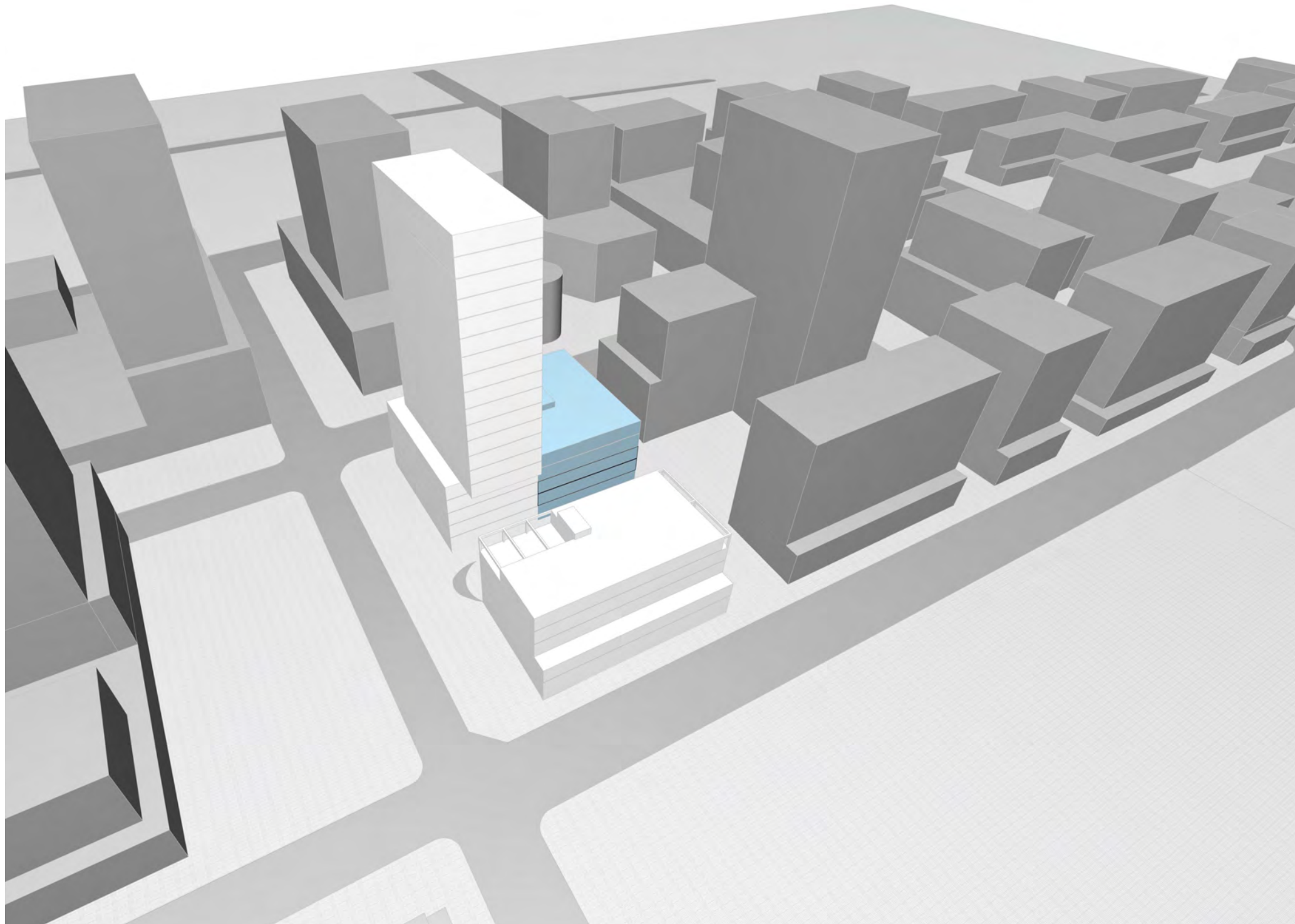


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PERSPECTIVE VIEWS

PERSPECTIVE VIEWS
OVERVIEW

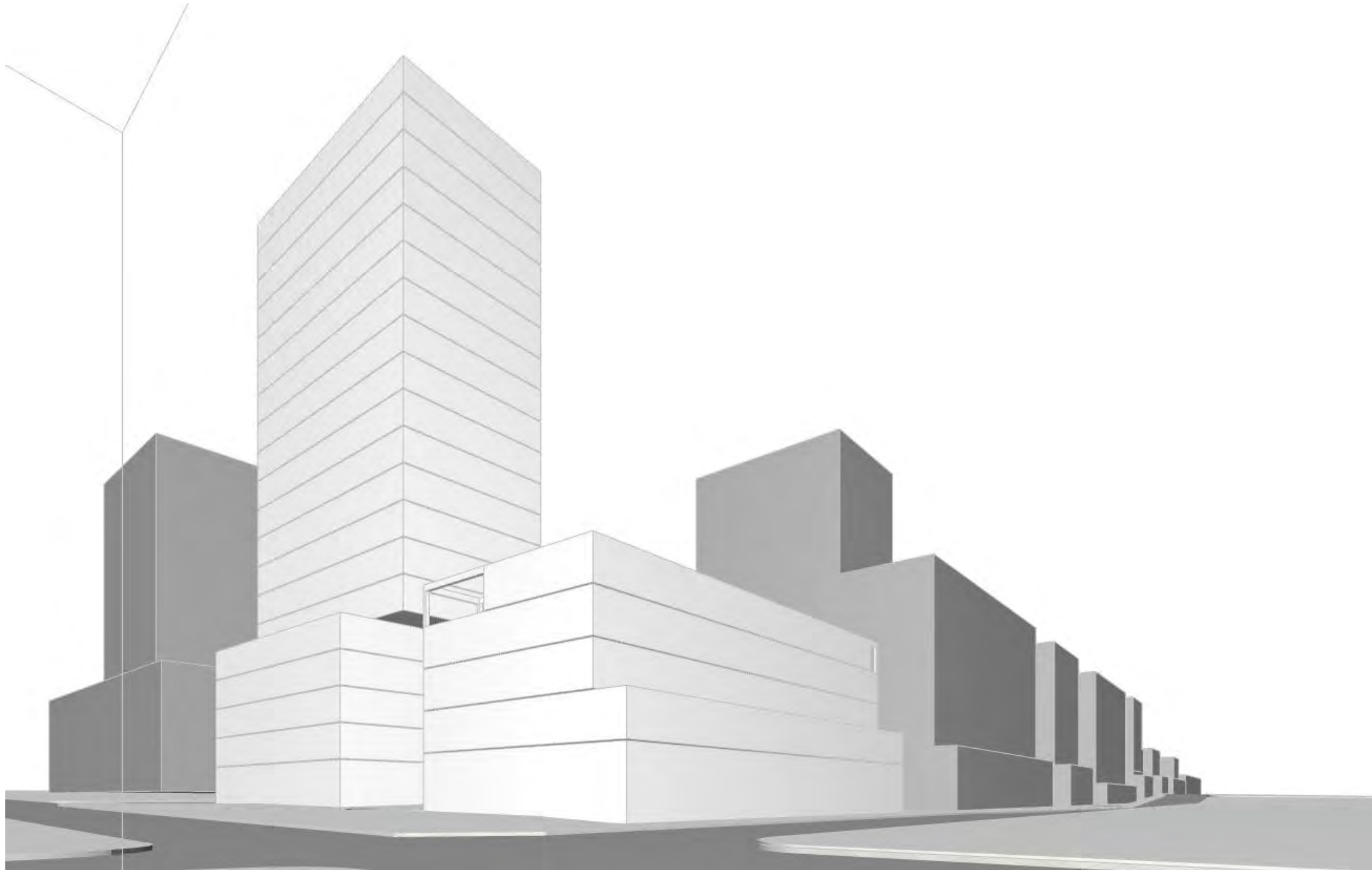


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PERSPECTIVE VIEWS
STREET VIEW TOWARDS WILLIAM STREET



79-81 QUEENS ROAD, FIVE DOCK

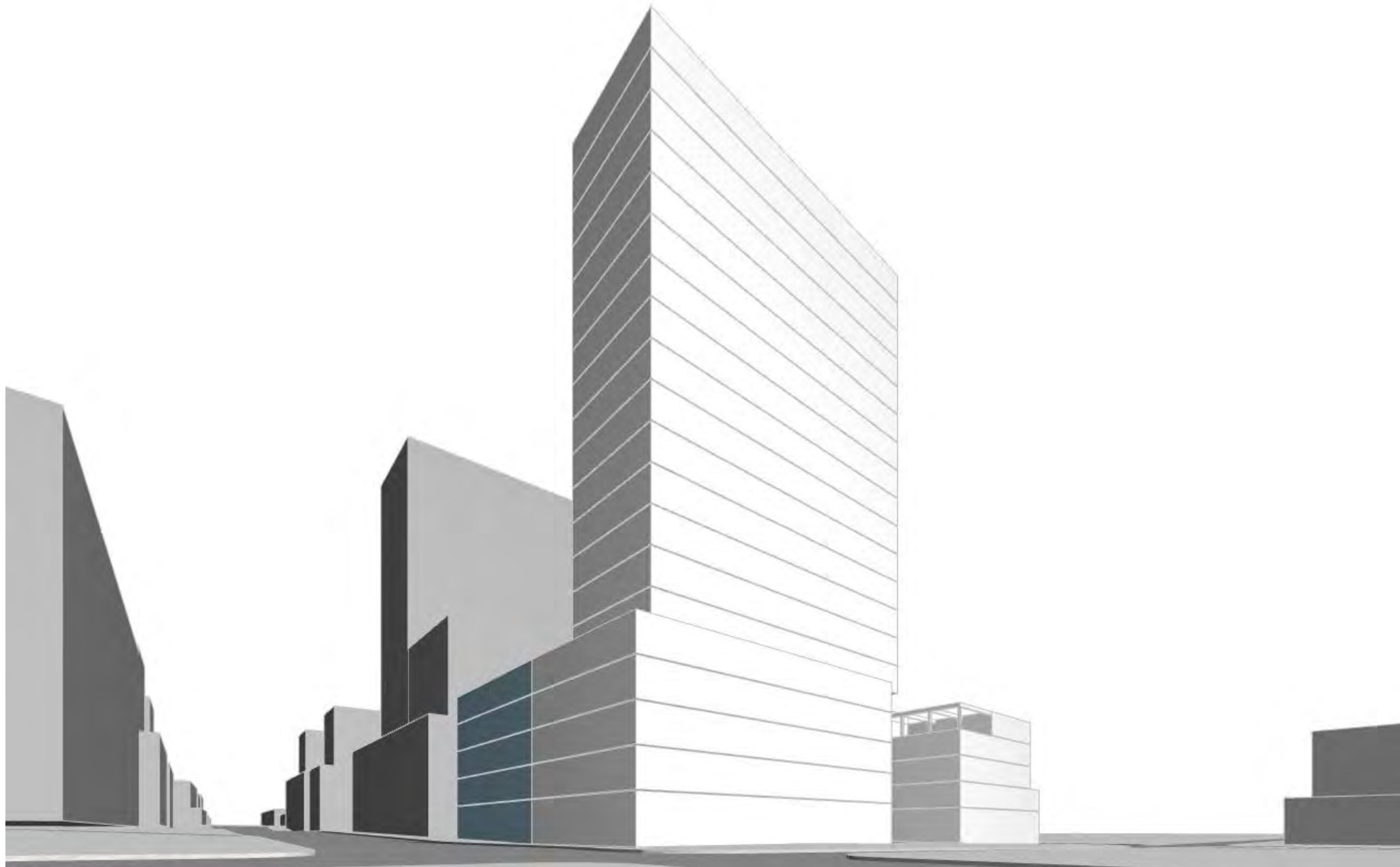
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PERSPECTIVE VIEWS

STREET VIEW TOWARDS SPENCER STREET



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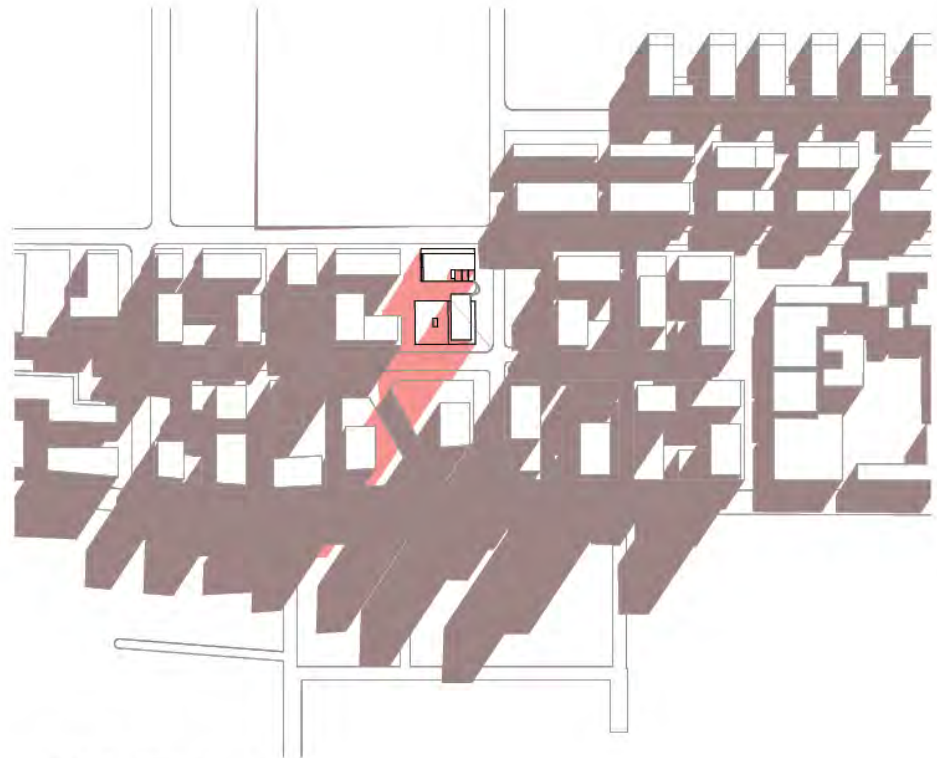
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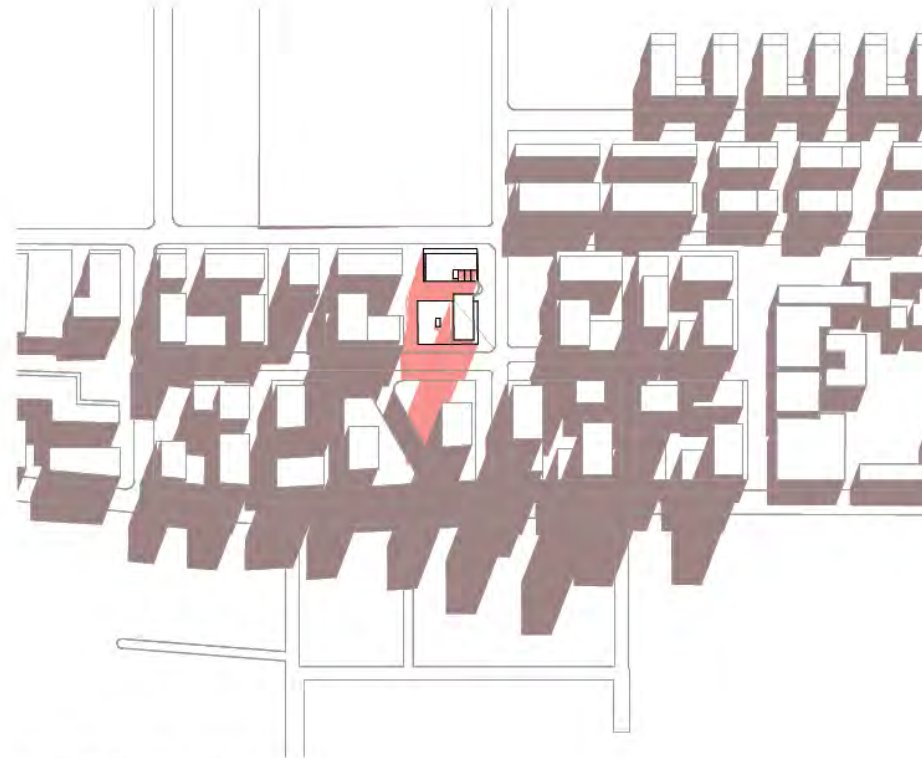
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SHADOW ANALYSIS

SHADOW ANALYSIS
OVERSHADOWING IMPACT



JUNE 21ST - 9 AM



JUNE 21ST - 10 AM



JUNE 21ST - 11 AM



JUNE 21ST - 12 PM

- SHADOW CAST BY DRAFT DCP BUILDING ENVELOPES
- SHADOW CAST BY ALTERNATIVE BUILDING ENVELOPE OPTION

79-81 QUEENS ROAD, FIVE DOCK

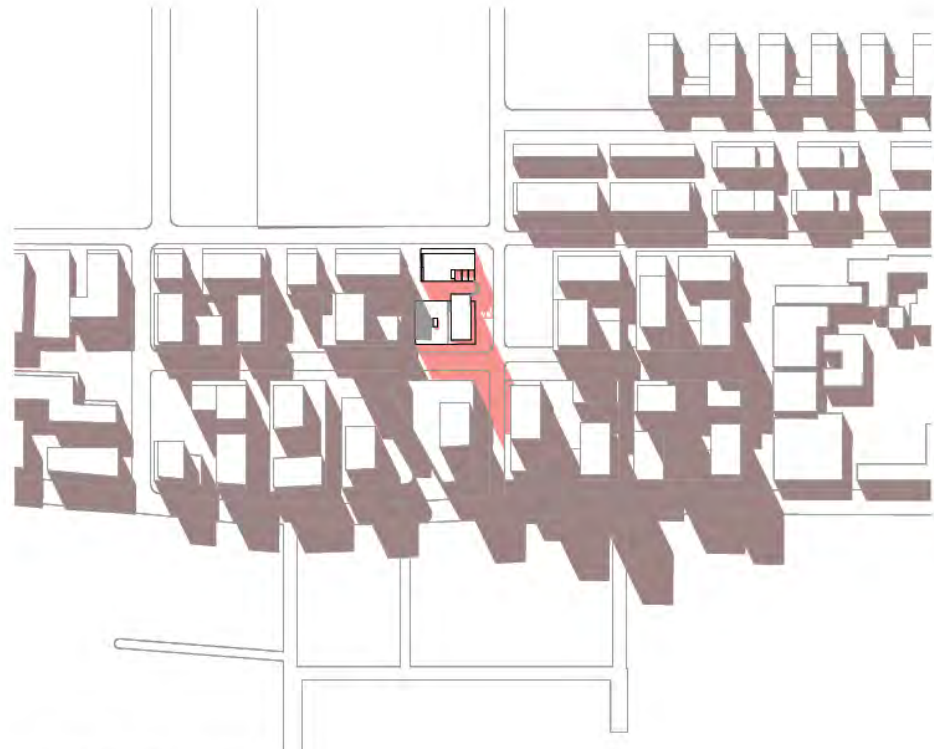
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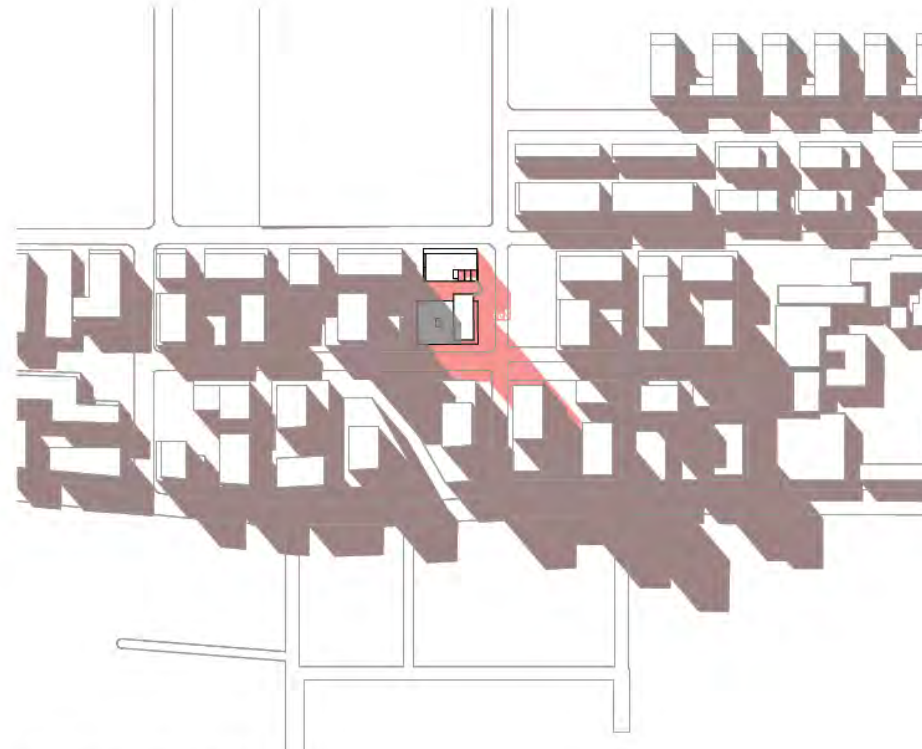


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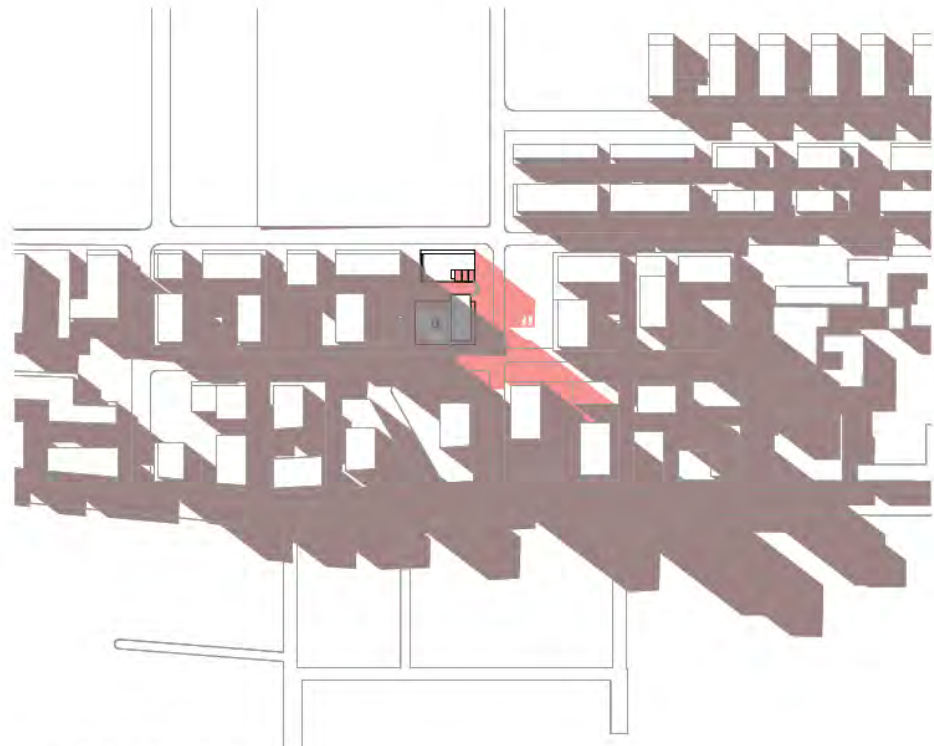
SHADOW ANALYSIS
OVERSHADOWING IMPACT



JUNE 21ST - 1 PM



JUNE 21ST - 2 PM



JUNE 21ST - 3 PM

- SHADOW CAST BY DRAFT DCP BUILDING ENVELOPES
- SHADOW CAST BY ALTERNATIVE BUILDING ENVELOPE OPTION

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79-81 QUEENS ROAD, FIVE DOCK



DOC22/125069-6

1 March 2022

Department of Planning and Environment
Submitted via the Planning Portal

EPA Response to Planning Advice Request

To Whom It May Concern,

I refer to your request to provide comment on Stage 1 of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

The NSW Environment Protection Authority (EPA) advises that the proposal does not constitute a Scheduled Activity under Schedule 1 of the Protection of the *Environment Operations Act 1997* (POEO Act).

Given that the proposal in some part will be undertaken by or on behalf of a NSW Public Authority, the EPA does have an interest in ensuring that the strategy includes sound design and environmental principles and is undertaken in a way that is reflective of Ecologically Sustainable Development (ESD).

In reviewing the documentation presented for comment, we note that the planning proposals, masterplans, strategies, LEPs and DCPs all contain the necessary information to ensure that stage 1 of PRCUTS is delivered effectively.

We would encourage both state and local councils involved in the project to include current and future guidelines and policy documents relating to design excellence for residential and mixed-use buildings as the project progresses.

This is of particular importance where this project intersects with the Metro rail developments, as residential developments should include adequate protections for noise and vibration from Metro station and rolling stock activity.

Should you have any questions regarding this submission, please contact Jacqui Pulkkinen at

Yours sincerely

Jacqueline Pulkkinen
Unit Head, Strategic Planning Unit
Regulatory Policy, Initiatives and Advice

Phone 131 555

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12 Darcy St, Parramatta
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Transport

30 March 2022

TfNSW Reference: [REDACTED]



John Clarke
General Manager
City of Canada Bay Council
Locked Bag 1470
Drummoyne NSW 14

Attention: Helen Wilkins

**RE: CANADA BAY PLANNING PROPOSAL – PARRAMATTA ROAD CORRIDOR
URBAN TRANSFORMATION STRATEGY (PRCUTS) – STAGE 1****Dear John Clarke,**

Thank you for referring the Planning Proposal to Transport for NSW (TfNSW) on 14 February 2022. TfNSW notes the planning proposal seeks to amend the Canada Bay Local Environmental Plan (CBLEP) 2013 to implement Stage 1 (known as 2016-2023 implementation areas) of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) comprising the Kings Bay, Burwood-Concord and Homebush North precincts.

Detailed comments on the planning proposal, dated 10 February 2022, are provided in **Attachment A** for Council's consideration prior to the making of the Plan.

TfNSW understands that the planning proposal is supported by the Parramatta Road Corridor Traffic and Transport Study and Action Plan, dated 18 February 2022, prepared in collaboration with the City of Canada Bay, Burwood Council and Strathfield Council which assesses the cumulative traffic and transport impacts of the three PRCUTS' precincts. Detailed comments on the PRC Traffic and Transport Study and Action Plan (prepared by Bitzios Consulting) are provided in **Attachment B** for Council's consideration prior to the making of the Plan.

TfNSW is investigating potential transport options for the Parramatta Road corridor in line with the broader future transport network, which includes this geographical study area. TfNSW is currently working on a plan for potential short, medium and long term options to enhance public transport and support the corridor's urban transformation. Council will be consulted on these options in due course.

Thank you for the opportunity to provide comment on the final report. Should you have any questions or further enquiries in relation to this matter, Dipen Nathwani – Land Use Planner would be pleased to take your call on [REDACTED] [REDACTED] [REDACTED] or email: [REDACTED]

Sincerely,



James Hall
**A/Senior Manager Strategic Land Use
Greater Sydney Division**

OFFICIAL

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Attachment A – TfNSW Comments on the Planning Proposal

Parramatta Road/ Walker Street/ Cheltenham Road Intersection

The *Parramatta Road Corridor Urban Transformation Strategy* Precinct Transport Report (UrbanGrowth NSW, 2016) identified certain interventions for the state road network that are required to support rezoning envisaged in the PRCUTS. TfNSW highlights that the interventions identified in this 2016 study have not been investigated/proposed in the PRC Traffic and Transport Study and Action Plan (prepared by Bitzios Consulting) provided in support of the planning proposal.

One such intervention involved the provision of a new westbound right turn lane from Parramatta Road into Walker Street. TfNSW notes that this intervention requires opening of the existing full road closure on Walker Street and would have to be supported by Council and local community. While TfNSW is not aware of Council's position on the opening of existing full road closure, if supported, this intervention would necessitate acquisition/dedication of some land from adjoining properties to accommodate compliant swept paths of turning traffic.

TfNSW highlights that the planning proposal seeks zone changes (IN1 General Industrial to R3 Medium Density Residential) to the east of the Parramatta Road/ Walker Street/ Cheltenham Road intersection. The proposed zone change is anticipated to likely increase the cost of future land acquisition/dedication should the intervention be required to be delivered in the future.

It is noted that the final Infrastructure Strategy – Parramatta Road Corridor Stage 1 Precincts (dated June 2021) exhibited with the planning proposal indicates a 6m wide area along Parramatta Road, east of the intersection, as being earmarked for public domain enhancement in the future. This area for public domain enhancement is identified to be dedicated to Council in the future.

TfNSW considers that some of the 6m wide area earmarked for public domain enhancement could potentially be utilised to accommodate road widening necessary to accommodate this intersection intervention to minimise/avoid affecting any additional land within private properties. Alternatively, if Council prefers to maintain the 6m wide area exclusively for public domain enhancement then the additional land for the necessary road widening to accommodate this intersection upgrade would need to be proposed as a SP2 Infrastructure zone within the planning proposal in addition to the 6m wide public domain enhancement area.

It is recommended that Council undertakes consultation with TfNSW and Department of Planning, Industry and Environment (DPE) on the way forward on this matter prior to the making of this Plan.

Future Transport Improvements on Parramatta Road

TfNSW is investigating potential transport options for the Parramatta Road corridor in line with the broader future transport network, which includes this geographical study area. TfNSW is currently working on a plan for potential short, medium and long term options to enhance public transport and support the corridor's urban transformation.

It is noted that the final Infrastructure Strategy – Parramatta Road Corridor Stage 1 Precincts (dated June 2021) exhibited with the planning proposal indicates 6m wide setbacks along the Parramatta Road corridor within the Kings Bay and Burwood-Concord precincts as being earmarked for public domain enhancement in the future, except for the frontage of Rosebank College. These areas for public domain enhancement are identified to be dedicated to Council in the future.

Preliminary investigations undertaken to date indicate that some of the 6m wide area earmarked for public domain enhancement could potentially be utilised to accommodate the future new road reserve to minimise/avoid affecting any additional land within private properties. Alternatively, if Council prefers to maintain the 6m wide area exclusively for public domain enhancement then the additional land for the future new road reserve would need to be proposed as a SP2 Infrastructure

Attachment A – TfNSW Comments on the Planning Proposal

zone within the planning proposal in addition to the 6m wide public domain enhancement area. In this regard, the following three (3) plans provided with this submission illustrate the extent of affected land beyond the proposed 6m offset from the future new road reserve boundary in the draft planning controls:

- Plan 1 – Parramatta Road (Broughton Street – Loftus Street)
- Plan 2 – Parramatta Road (Walker Street – William Street)
- Plan 3 – Parramatta Road (William Street – Courland Street)

It is recommended that Council undertakes consultation with TfNSW and Department of Planning, Industry and Environment (DPE) on the way forward on this matter prior to the making of this Plan.

Funding & Implementation

Many consolidated actions contained in Table 10.1 of the PRC Traffic and Transport Study and Action Plan (prepared by Bitzios Consulting) identifies TfNSW as the responsible delivery agency. TfNSW highlights that these actions are not committed (funded) projects in TfNSW's forward works program and therefore would need to be funded/implemented via an appropriate funding mechanism (i.e. 7.11 or 7.12 contribution plans and/or planning agreement).

TfNSW notes that page 9 of the planning proposal in relation to the arrangements for designated State public infrastructure states that:

“Future development will also be subject to State/Regional infrastructure contributions in accordance with the implementation actions in the Parramatta Road Corridor Urban Transformation Strategy Implementation Update 2021.

Clause 6.9 of the CB LEP 2013 is intended to apply to the land that is subject to this planning proposal. The Intensive urban Development maps will be amended to identify the land subject to State infrastructure contributions. The maps will be prepared before making of the intended LEP.”

As you would appreciate, the proposed interventions and actions are subject to further investigations and planning over the medium to long term and may require approved business cases prior to implementation. While it is acknowledged that future development along the corridor associated with the PRCUTS has the potential to fall under the proposed Regional Infrastructure Contribution (RIC) Scheme, TfNSW is of the view that consideration needs to be given to a planning mechanism to capture developer contributions, including land dedication, towards regional transport infrastructure in the event that the RIC is not implemented ahead of rezoning and development envisaged within the PRCUTS.

It is recommended that Council undertakes consultation with TfNSW and Department of Planning, Industry and Environment (DPE) on the way forward on this matter prior to the making of this Plan.

Sydney Metro Submission

It is noted that Sydney Metro received a separate referral for the planning proposal on the NSW Planning Portal and will provide a submission under separate correspondence in due course.

Car Parking Rates

The Sydney Metro West line is currently under construction and is anticipated to change the future mode share of the three precincts and further reduce car dependence. Council may wish to consider maximum car parking rates for the precincts within 800m of the new Metro West stations as further reduction to the recommended maximum parking rates in the *PRCUTS Planning and Design Guidelines*.

TfNSW encourages Council to consider unbundling and decoupling of car parking. Future access points should be rationalised and basement car parking between sites/different development are interconnected and shared.

Attachment A – TfNSW Comments on the Planning Proposal

Active Transport

The three PRCUTS precincts are ideally placed to take advantage of the future Metro West stations to encourage the mode shift to sustainable transport options. TfNSW recommends Council to consider improving walking and cycling connections as ‘first/last mile’ trips to and from these new stations.

Provision of on-site bicycle parking and end-of-trip facilities should be above the minimum required by Council’s Development Control Plan (DCP). In addition, sufficient bicycle parking for short journeys (ie. errand runs) typically outdoors, should be provided for areas where intensification of activity would occur from the future development of the precincts.

Future connection opportunities to existing local cycleway routes should be considered. TfNSW recommends that consideration be given to TfNSW’s *Cycleway Design Toolbox – Designing for cycling and micromobility* (December 2020). The toolbox provides a range of design tools for on and off-road environments that can be tailored to specific environments to deliver high-quality cycling infrastructure.

Freight and Servicing

Ensure loading and servicing demands can be wholly accommodated within the site rather relying on kerbside space as to not preclude any street activation or improvements in the future. TfNSW recommends that consideration be given to TfNSW’s 2021 Freight and Servicing Last Mile Toolkit for recommended configuration and recommended number of loading spaces.

TfNSW supports provisions to prohibit vehicular access from a classified road. Council needs to ensure an appropriate laneway network is established to facilitate rear servicing and vehicle access.

Attachment B – TfNSW Comments on the PRC Traffic and Transport Study and Action Plan

Mesoscopic Modelling

It is noted that the PRC Traffic and Transport Study and Action Plan, and associated models, identify a significant level of congestion with too much latent demand that cannot enter the model due to congestion on Parramatta Road, as well as local road approaches to Parramatta Road.

TfNSW highlights that these findings are based on a worst-case single modelling scenario that does not factor changing travel behaviours over the long term (i.e. 2036), such as peak spreading and alternative route choice to avoid the congestion. It should also be noted that this scenario was undertaken based on pre-Covid data, which hasn't considered changes to travel demand due to hybrid working arrangements and lower rates of future population and employment forecast due to border closures during the pandemic. Given that the Strategy recommends ongoing reviews over the 30-year horizon, it is suggested that any future review consider updated models that include the latest land use forecasts and travel demand that is validated for that future year time period.

Commentary in the Final Report

TfNSW raises concern with the following commentary in the final report and requests that it be clarified further or deleted.

Commentary 1

Section 3.5, page 41 (emphasis added) - *"The vision and key principles were established in mid-2018 before WestConnex M4 was open in the study area and the PRCUTS vision was of one lane each way on Parramatta Road being converted into exclusive use for public transport."*

Further Clarification Required: It is unclear where these key principles were established as it is understood that PRCUTS vision established in 2016 was kerbside bus lanes east of Burwood Road.

Commentary 2

Section 3.5, page 42 (emphasis added) - *"While it is understood that TfNSW is currently preparing a strategic business case for the Parramatta Road corridor which considers options for dedicated bus lanes on Parramatta Road, TfNSW has advised not to include kerbside bus lanes as an assumption for this study."*

Further Clarification Required: TfNSW highlights that this advice was based on the fact that TfNSW is investigating transport options for the Parramatta Road corridor and until such time that a preferred option is adopted by Government, TfNSW is not in a position to provide advice on the preferred option. As you would appreciate, TfNSW cannot endorse any preferred option recommended by this Bitzios study until such time that TfNSW has completed the investigation of the Parramatta Road corridor.

Commentary 3

Section 4.3.1, page 55 - *"The approach used in this study essentially commenced on a 'predict and provide' basis but has since shifted to consider 'vision and validate' principles. Specifically, this means that all of the traffic congestion issues identified in the future are not intended to be 'solved'"*

Further Clarification Required: This statement requires further explanation to advise stakeholders and the community that the congestion is not ignored but rather the private vehicle trips causing the congestion is guided towards alternative public and active transport options via travel demand management measures, improved place outcomes and active transport infrastructure, etc.

Attachment B – TfNSW Comments on the PRC Traffic and Transport Study and Action Plan

Sr. No.	Section	Comment/suggestion
1	General comment	<p>It is noted that one of the key recommendations of the Bitzios report to support the population and employment uplift within the urban renewal precincts of Kings Bay, Burwood-Concord and Homebush is public and active transport infrastructure on the Parramatta Road corridor, including dedicated bus lanes.</p> <p>Transport for NSW (TfNSW) is investigating transport options for the Parramatta Road corridor in line with the broader future transport network, which includes this geographical study area.</p> <p>TfNSW is currently working on a plan for potential short, medium and long term options to enhance public transport and support the corridor’s urban transformation. Council’s will be consulted on these options in due course.</p>
2	General comment	Please ensure that all TfNSW road reservations within the study area are maintained.
3	General comment	Many suggestions may have to be amended as a result of the Metro Station projects as there are plans for parking and road layouts around them. The stations, which are already starting construction works are Five Dock, Burwood North and Strathfield North. Although two of them are not in the study area, some of the proposed alterations will be impacted. As such, it is recommended that the document should be appropriately updated to include the latest information from the Metro project team.
4	Section 4.4.1	No Right Turn restriction from Underwood Road into Pomeroy Street would need a TMP prepared by Strathfield Council as both roads are local roads under the control of Council. No alternative routes are proposed by the changes.
5	Figure 4.36	The study appears to use a 150 meter buffer zone around bus stops to determine service coverage gaps. This calculation differs from TfNSW’s published aim to provide 90% of households a bus stop within 400 metres (Integrated Public Transport Service Planning Guidelines, page 19 – Table 9).
6	Section 4.5.1	The study states, “There are no daytime bus services between Burwood Road and Concord Road”. This is not correct, bus routes 410 and 458 connect Burwood Rd and Concord Rd (please refer to Region 6 Inner West network map).
7	Section 4.7.3	Clearways are generally not used on local/regional roads. As these roads are managed by Council, it would have to organise tow contractors. Alternatively, No Parking or No Stopping restrictions can be considered in consultation with Council. This comment applies for all proposed Clearways in the study.

Attachment B – TfNSW Comments on the PRC Traffic and Transport Study and Action Plan

8	Section 5.4.2	An agreement in-principle for a single diamond overlap on Pomeroy Street was given for this intersection on the 24/3/21. The proposal in the study is therefore not supported.
9	Section 5.4.2	<p>This is beside the Strathfield North train station where there have been multiple changes proposed in the area, especially on Queens Street and Pomeroy Street and at the signalised intersection.</p> <p>The changes proposed in the study are not compatible with the Metro proposal in that the main traffic route will be travelling along Queens Street, then Pomeroy Street and then onto Underwood Road (all regional roads) with the minor leg being George Street (local road) with a few sets of new traffic signals proposed on Queens Street. Therefore, any alterations to favour George Street is expected to create a gridlock along the above regional road network.</p>
10	Section 5.4.3	TfNSW will not support the reduction in cycle length to 80 seconds. Considering the pedestrian movements, minimum greens and pedestrian protection this reduction is unrealistic. TfNSW is not convinced that a leading RT is efficient, further justification would be required prior to accepting this proposal.
11	Figure 6.6	The proposed geometric layout at the intersection is problematic and concerning due to the weave movement. TfNSW is therefore unable to support it.
12	Figure 7-3	Burwood North Metro will be located on both sides of Parramatta Road. There is a pedestrian / cyclist link proposed to connect the two stations under Parramatta Road which would be open during operating hours (about 20 hours per day) and only closed when the Metro lines are not operational.
13	Section 7.4.2	The signalised mid-block crossing at Meryla Avenue will need to meet warrants. It is noted that as per the guidelines, mid-block crossings must be a minimum of 30m from the nearest side road. This length of Burwood Road, between Meryla Avenue and Comer Street is only 50m due to which mid-block signals may not be supported at this location.
14	Section 7.4.3	TfNSW does not consider that this proposal will improve operations as proposed. During heavy loading days from Westfield Shopping centre the 'D' phase cross movement is the main movement. The potential solution would be to simplify the intersection by banning right-turn movements and providing displaced traffic with other alternatives.

Attachment B – TfNSW Comments on the PRC Traffic and Transport Study and Action Plan

15	Section 7.4.4	<p>It should be ensured that relevant warrants have been met and that a formal signed Agreement In Principle (AIP) based on the proposal has been obtained from TfNSW Network & Safety and Network Operations.</p> <p>The distance between the existing traffic signals at Parramatta Road and Burwood Road and the new proposed ones may be too close or may have issues with sight lines (see-through effect) which may result in this location not obtaining the necessary AIP.</p> <p>The Metro team has some plans to make alterations to parking in the area. The study should be updated to ensure it is compatible or conflicts.</p>
16	Section 7.4.5	<p>The proposal to convert Loftus Street to one-way northbound between Burton Street and Parramatta Road would have to be modelled with the proposed traffic signals at Burwood Road and Burton Street as well as compared to Metro plans for the area.</p> <p>It is likely that diverted traffic may have to use the proposed traffic signals and therefore impact of this may indicate that it would be best to allow southbound traffic flow from Loftus Street onto Parramatta Road.</p> <p>Similarly, diverting traffic from turning left from Loftus Street may also result in increased traffic along Burton Street beside the Metro station where there will be increased pedestrians and cyclists movements.</p>
17	Section 7.4.6	<p>This intersection was recently upgraded to improve pedestrian safety and a cycle facility. To make this intersection operate as a 3 leg split approach will considerably effect the current level of service. It is suggested that RT movement is banned to simplify the intersection. TfNSW is not supportive of another phase at the intersection.</p> <p>There is a primary school on Broughton Street between Gipps Street and Parramatta Road as well as recently installed bike lanes. The proposal to install non-filtered right turns would result in this area becoming more desirable to traffic wanting to access Parramatta Road and as such would likely reduce safety of school aged children and cyclists.</p> <p>Gipps Street is the priority road as it is a State road while Broughton Street is a regional road. As such any time taken from the signals to allow for a right-turn phase would have to be taken off Broughton Street.</p>
18	Figure 8.5	<p>Right turn bays of less than 25 metres length are problematic and consideration should be provided to increase the bay length.</p>

Attachment B – TfNSW Comments on the PRC Traffic and Transport Study and Action Plan

19	Section 8.4.1	<p>TfNSW have been liaising with the administration of Rosebank College for a number of years regarding availability of pick-up/drop-off within school property. Although some alterations are presently being considered regarding on-site parking, this is so as to ensure that existing spaces are brought up to Australian Standards and that staff are able to park on-site instead of on local streets. There is not enough space on the school property to be able to expand the parking to provide room for pick-up/drop-off abilities.</p> <p>Harris Road (northbound) is the only available location for pick-up/drop-off of school students as these facilities must be on the same side of the road as the school and parking is not permitted on the other two frontages of the school, namely Parramatta Road and Queens Road as they are State roads with high traffic volumes.</p> <p>Any widening of Queens Road is supported but due to the layout of the signals on Queens Road any acquisitions (as a result of redevelopment) on the south east side of the intersection will misalign the intersection even more. The proposed design at Figure 8.5 shows that if the short right-turn bay was installed as a result of widening Queens Road to the south, then the through-traffic has to veer significantly to the left when crossing over the intersection as the continuing lane will be about 1.5 lanes to the side. This reduces the safety of vehicles manoeuvring around the intersection as well as safety of any pedestrians standing on the corner outside of the school. The only solution is plan for land acquisitions as a result of any redevelopments for the north-eastern side of the intersection (northern kerb of Queens Road) so the intersection can be more aligned and safer.</p>
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Attachment B – TfNSW Comments on the PRC Traffic and Transport Study and Action Plan

20	Section 8.4.2	<p>Careful consideration needs to be given in removing street parking along this section of Queens Road due to the design of many of the properties between Harris Road and Queens Road. This is because many of them were constructed prior to automobiles so they do not have driveways or garages or there is only room for one vehicle on the property when there may be more vehicles belonging to the residents. Any removal of parking and installation of clearways will impact these residents who would need to be consulted.</p> <p>For lane designations on Great North Road and Parramatta Road, swept paths for the largest sized vehicle would have to be performed to ensure that vehicles are able to safely turn-right without conflicting with traffic in other lane/s.</p> <p>For traffic to be encouraged more to travel along Queens Road instead of Parramatta Road, the two proposals do not appear to be sufficient. In reality Queens Road (and Gipps Street) needs to have two trafficable lanes in both directions along the entire length as many vehicles avoid this route due to many squeeze points as traffic is funnelled into one lane due to historic construction with properties being built close to the road, narrow pedestrian paths and parked vehicles. Land acquisition would be required on both sides of the road to ensure not only two lanes of moving traffic but also footpaths with appropriate widths.</p> <p>Swept path of two heavy vehicles side by side turning right from Great North Road onto Parramatta Road is required.</p>
21	Section 9.3	<p>The estimated costs for various proposals presented in the study appear to be low. It is recommended that estimated costs are reviewed given the significant increases in construction costs over recent years.</p>

Attachment B – TfNSW Comments on the PRC Traffic and Transport Study and Action Plan

22	Section 10.6	<p>RN-3 – Please ensure that it does not conflict with traffic plans for the Metro and as such does not negatively impact upon safety of pedestrians on Queens Street which will be the main accessway for the station.</p> <p>RN-10 – This is not recommended as it will reduce safety of school aged children and cyclists as it will encourage increased traffic in a vulnerable area of Broughton Street.</p> <p>RN-11 – An Agreement In Principle for the concept design would be required to be signed-off by TfNSW in the first instance. It is recommended that the proposal is checked for compatibility with the most up-to-date Metro plans.</p> <p>RN-12 – It is recommended that the proposal is checked for compatibility with the most up-to-date Metro plans.</p> <p>AT-6 – There is already a cycle route on Broughton Street between Gipps Street and Parramatta Road with access to the overbridge over Parramatta Road.</p> <p>TDM-10 – there is no alternative location for the school pick-up and drop-off.</p> <p>RN-13 – due to offset (misaligned) nature of Queens Road at this intersection, this would only work if there was land acquisition on the northern side as any acquisition on the southern side to install a short right-turn bay will make the offset even more sharper and therefore decrease safety at the intersection.</p> <p>TDM-11 – Consultation would need to be undertaken regarding the proposal due to limited off-street parking availability in the affected properties.</p> <p>RN-14 – Swept path analysis is required to justify that the proposal is a safe solution.</p>
23	Section 10.6	TfNSW notes the consolidated actions provided in Table 10.1 are not committed (funded) projects in TfNSW's forward works program and therefore would need to be funded/implemented via an appropriate funding mechanism (i.e. 7.11 or 7.12 contribution plans and/or planning agreement).
24	All Models	A number of intersections in the network do not have common phases in the interphases coded in. One example is shown in the image: in the Parramatta Road / Knight Street intersection, phase 1 and phase 3, the eastbound through movement is activated. However, during phase 2 (interphase) the eastbound through movement should also be activated. The interphases must be coded this way so that traffic flow is maintained especially for a busy road like Parramatta Road. This is how it would operate in real life. Please review all intersections (especially the ones along Parramatta Road) to ensure interphases are filled with the common phases.
25	All Models with Upgrades	Some intersections such as Harris Street / Queens Road have a sub-phase coded in (shown in image) to replicate pedestrians coded in. Why was this not done for the newly upgraded Burton Street / Burwood Street intersection? If this was an oversight, please add the sub-phase to simulate delay due to pedestrians.

Attachment B – TfNSW Comments on the PRC Traffic and Transport Study and Action Plan

26	All Models with Upgrades	Concept design drawings attached at the end of the report show that there is a midblock signalised cyclist / pedestrian crossing to the north of the Burwood Road / Meryla Street intersection. The model does not seem to include this part of the upgrade. Why is this the case?
27	Table 4-8 & Table 4-9	VKT/VHT Ratio should reflect the average speed of the network. However, the speed and VKT/VHT Ratio stated in the table are very different. Why is this the case?







INNER WEST

1 April 2022

Mr. John Clark
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**RE: City of Canada Bay - Parramatta Road Corridor Urban Transformation Strategy
Planning Proposal Stage 1 - Public Exhibition**

Inner West Council is writing in response to the City of Canada Bay's recent public exhibition of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal Stage 1. Noting that the Planning Proposal seeks to amend the Canada Bay Local Environmental Plan 2013 (LEP) for the three precincts that are within the City of Canada Bay being Homebush North, Burwood-Concord and Kings Bay.

As an identified Council of PRCUTS and as an adjoining local government area, Inner West Council (IWC) seeks to work closely with City of Canada Bay on strategic land use and transport planning matters regarding Parramatta Road and its surrounds. Of particular interest to IWC is the Kings Bay Precinct, and ongoing commitments to sustainable transport solutions and infrastructure for the wider Parramatta Road corridor.

The following points are raised in response to the Planning Proposal and public exhibition documents:

1. Proposed growth, FSRs and building heights

Council acknowledges the strategic merit-based assessment of amending Canada Bay LEP 2013 to enable the implementation of PRCUTS. Conversely, concern is raised with regard to the proposed maximum floor space ratio of 3 : 1 and the proposed maximum building heights of up to 80m within Kings Heart and Warehouse localities of the Kings Bay Precinct, as identified in Table 1.

Table 1.

Sub locality	Composition	FSR	Building Height
Residential Nexus	Residential flat buildings with active street frontages at ground floor that are directly accessed from the street	1.4 – 2.2 : 1	17 -28m (equivalent to 5-9 storeys)
Kings Heart	Fine grain small frontage retail with residential above	3.0 : 1	32-80m (equivalent to 9-24 storeys)
Warehouse	Large formal retail tenancies, residential flat buildings	3.0 : 1	17-80m (equivalent to 5 – 24 storeys)

The Planning Proposal anticipates the redevelopment of Canada Bay's Kings Bay Precinct to result in 3,293 new dwellings, 20,450m² GFA of retail development, and 6,935m² GFA of

commercial development. The proposed number of dwellings and jobs exceed what is envisaged in the PRCUTS. PRCUTS Planning and Design Guidelines proposed 2,510 new dwellings and 4,440 new jobs in the entire Kings Bay precinct up to 2050.

IWC is concerned that the proposed FSR and building heights within the Kings Heart and Warehouse sub-precincts will impact the existing character of the surrounding area and result in potential adverse amenity impacts for the locality including impacts on streetscape and overshadowing.

Additionally, the proposed FSR and building height will generate a significant increase to local traffic and increase pressure on local infrastructure. This concern is evidenced by the Parramatta Road Corridor Traffic and Transport Study December 2021, prepared by City of Canada Bay, Burwood and Strathfield Councils, clearly stating *'that until such a time that a rapid bus system or similar is introduced to Parramatta Road, the following development uplift of the Kings Bay precinct should be reconsidered, noting the area has limited public transport accessibility, especially the areas proposed north of Queens Road.'*

The revised Parramatta Road Corridor Traffic and Transport Study, February 2022 further states *'Due to the relatively low level of direct public transport accessibility, this precinct is expected to have the heaviest reliance on private cars of all the precincts investigated. As such, the uplift traffic generation should be balanced by commensurate improvements to public and active transport services presumably identified and committed to through the current TfNSW study for Parramatta Road public transport improvements'*.

It is noted that the proposed FSR and building heights in the Planning Proposal were not amended or staged to reflect revised conclusions of the traffic and transport study, nor has TfNSW firmly committed to additional public transport improvements to Parramatta Road, or the provision of a rapid transport system.

IWC appreciates the reasoning provided by Canada Bay Council to substantially increase building heights of residential flat buildings, in terms of delivering additional housing supply, however the direct and indirect impacts to the adjoining IWC local traffic and transport network, by way of increasing through-traffic as additional people travel in and out of the Kings Bay Precinct is an unbalanced outcome for IWC.

Recommendation 1.

IWC recommends that Canada Bay Council review its Planning Proposal with regard to the proposed level of uplift and associated FSRs and building heights for the Kings Bay Precinct, to enable future development to be reflective of a size and scale that is in keeping with local amenity and meets the infrastructure limitations of the locality.

Recommendation 1.2.

IWC requests Canada Bay Council and TfNSW to consider and appropriately respond to the outcomes of Parramatta Road Corridor Traffic and Transport Study (February 2022). The level of growth envisaged in Canada Bay's Planning Proposal should be paused until there are committed agreements in place regarding provision of public and active transport.

2. Street Setbacks

Guidelines for street setbacks are provided in both the City of Canada Bay Kings Bay Urban Design Masterplan and the City of Canada Bay PRCUTS Public Domain Plan with the general street setback for the Kings Bay precinct being 3m, including Spencer Street, with exceptions of 0m for active frontages and lane frontages.

Of critical interest to IWC is the introduction of green edges, as stipulated in the Parramatta Road Corridor Urban Transformation - Planning and Design Guidelines, which seeks to provide a 6m setback along the Parramatta Road component of the precinct for mixed use and residential buildings.

IWC is fully supportive of enhancements to public domain through provision of setbacks, landscaping and street trees in both Inner West and Canada Bay local government areas. However, it is somewhat unclear from the Planning Proposal if these setbacks will be acquired by Council for public domain improvements only or for widening of Parramatta Road to cater for additional through-traffic flow anticipated from new development.

IWC seeks clarification of a clearly defined use of the proposed 6m setbacks along the Canada Bay Council Kings Bay Precinct of Parramatta Road and emphasise that the 6m approach is not complementary to IWC's approach for public domain improvements in its section of Kings Bay precinct.

Through the detailed urban design testing undertaken by IWC in preparation of its [Planning Proposal](#) for the implementation of PRCUTS, the 6m green edge setback has been recommended to be reduced to 1.5m which would then allow for larger rear setbacks to protect amenity of low-lying residential area along Dalmar Street.

Council will be implementing this recommendation for new developments in its section of the Kings Bay precinct. This setback will be used for public domain enhancements only in the form of kerbside extensions, landscape planting and water sensitive urban design.

Recommendation 2.

IWC is opposed to lane widenings in the Parramatta Road Corridor to support additional traffic movements. In the possible scenario of acquisition of this 'green edge setback' for new traffic or public transport lane, IWC raise concerns, as the two distinct public domain approaches and lack of coordinated efforts would result in disjointed and distorted outcomes in the Corridor.

Recommendation 2.1

The Planning Proposal clearly define the short and long term uses of the proposed 6m setback, including the existing verge, for the Canada Bay Council Kings Bay Precinct of Parramatta Road.

3. Parramatta Road Corridor Traffic and Transport Study

The abovementioned study recognises that the proposed uplift within the Canada Bay local government area of the Kings Bay Precinct will generate a significant increase in traffic. By 2036, the study area will see a 35% to 39% increase in traffic from 2019 levels. It is expected that the Kings Bay Precinct will have the heaviest reliance on private cars due to the relatively low level of direct public transport accessibility. It is noted that such traffic

levels are based on only minor variation to existing public transport services along Parramatta Road.

Overall, the traffic study provides generic actions associated with the Kings Bay Precinct, lacking firm timeframes or budgets to secure any improvements. Public and active transport discussions within the study are minor and do not directly link to the future Five Dock Metro Station.

In addition, it is noted that the study's discussion of the provision of additional bus lanes is an existing requirement (Condition 34.b) of WestConnex, and this action does not minimise traffic associated with the proposed uplift in this Planning Proposal. Notwithstanding the proposed uplift in this Planning Proposal exceeds PRCUTS anticipated growth.

The study does not discuss direct or indirect impacts on the surrounding local road network in the IWC area, despite PRCUTS having identified lands for uplift in the Kings Bay Precinct.

Additionally, the traffic study reflects a 'predict and provide' approach that is in direct contrast with IWC's own traffic studies for Parramatta Road Corridor. We suggest 'a vision and validate' process that balances uplift with equitable and sustainable access to transport for future residents and communities. This should also be reflected in the Planning Proposal by staging the proposed growth or reducing the level of proposed uplift.

Recommendation 3.

A consistent and coordinated approach to both uplift and public and active transport is required across the Kings Bay Precinct, including lands located within the Inner West. IWC objects to the Planning Proposal proceeding in its current form, and request that the DPE pause the progression of this Planning Proposal until a time that all traffic and transport issues for the entire Kings Bay Precinct have been resolved and that there are commitments in place by NSW Government to provide on-street rapid transit solution along Parramatta Road.

Recommendation 3.1

IWC continue to collaborate and advocate together with Canada Bay Council, for the provision of a 24-hour public transport/ mass transit lanes for Parramatta Road in the implementing PRCUTS and reaffirm that any uplift be proportionate to infrastructure provision.

4. Provision of Social and Community Infrastructure

The Canada Bay PRCUTS Infrastructure Strategy states that *the increase in population within these precincts will require the provision of extensive new urban infrastructure including a permeable network of improved public streets, pedestrian links, shared zones and open space, integrated with the existing urban fabric to provide a setting for a new, sustainable mixed-use urban development.*

The study concentrates heavily on the provision of infrastructure relating to open space. IWC raise concerns with regard to impacts on community and social infrastructure. IWC welcome discussion and collaboration in undertaking further analysis and planning of social and community needs (for example: a multipurpose community centre, childcare centres, a community garden, social enterprise opportunities, schools, health, and aged care services) across the Kings Bay Precinct.

Recommendation 4.

That IWC and Canada Bay Council collaborate with regard to further analysis of future community and social infrastructure needs of the Kings Bay Precinct, including discussion of any estimated service shortfalls.

Inner West Council look forward to ongoing dialogue with Canada Bay Council in relation to the implementation of PRCUTS, particularly with reference to the Kings Bay precinct, and in advocating collectively for the provision of critical infrastructure such as a rapid bus system for Parramatta Road.

We aim to provide constructive comments in our submission and invite you to meet and discuss any of the matters raised, together with opportunities to collaborate in achieving sustainable outcomes for the Inner West and Canada Bay local government areas.

If you require any clarification or wish to discuss matters further, please contact Gunika Singh, Acting Team Leader, Strategic Planning on [REDACTED]

Regards

[REDACTED]

Daniel East
Strategic Planning Manager



Burwood Council
2 Conder St, Burwood 2134
PO Box 240 Burwood NSW 1805

P - (02) 9911 9911
E - council@burwood.nsw.gov.au

monica.cologna@canadabay.nsw.gov.au

Our Ref.: 22/8563

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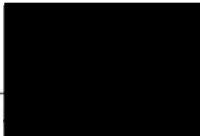
preparation.

- It is noted that there are variations in the planning controls from the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) which has been justified. The impacts this will have on the Burwood LGA has been considered and determined to be reasonable and note that in some matters there are improved outcomes. In regards to positioning of the higher tower forms towards the southern side, it is requested solar performance and solar impacts should not compromise the pedestrian environment in mid-winter on the southern side of Parramatta Road and the entrance to the new Metro station.
- The variations to PRCUTS referred to above have not been conveyed to the broader Burwood community through a public consultation process. The original PRCUTS planning process engaged more broadly with our community. It is requested that if there are any significant changes to either the planning proposal or the DCP that require re-exhibition that the broader Burwood community is consulted.

We look forward working together to progress your planning proposal and DCP through to implementation.

Should you wish to discuss this matter further, please do not hesitate to contact me on [REDACTED].

Yours sincerely



Dylan Porter
DIRECTOR CITY STRATEGY

cc Paul Dewar, Manager, Strategic Planning
Tina Kao, Coordinator, Strategic Planning
Helen Wilkins, Senior Strategic Planner

If you require information in other languages contact the Telephone Interpreter Service directly on 131 450 (free service) and ask them to call Burwood Council on 9911 9911 on your behalf.

ARABIC

إذا كنت بحاجة إلى معلومات بلغات أخرى، اتصل بخدمة الترجمة الشفهية عبر الهاتف على الرقم 131 450 (خدمة مجانية) واطلب منهم الاتصال بالنيابة عنك بمجلس بيروود على الرقم 9911 9911.

CANTONESE

如果您需要以其他語言瞭解信息，請致電131 450聯繫電話傳譯服務中心（免費服務），並請他們代您致電9911 9911聯繫Burwood市議會。

GREEK

Εάν χρειάζεστε πληροφορίες σε άλλες γλώσσες επικοινωνήστε με την Υπηρεσία Μετάφρασης και Διερμηνείας στο 131 450 (δωρεάν υπηρεσία) και ζητήστε τους να καλέσουν εκ μέρους σας το Δήμο Burwood στο 9911 9911.

HINDI

यदि आपको अन्य भाषाओं में जानकारी की आवश्यकता है, तो सीधे 131 450 (निःशुल्क सेवा) पर टेलीफोन दुभाषिया सेवा से संपर्क करें और उनसे बरवुड काउंसिल को 9911 9911 पर आपकी ओर से कॉल करने के लिए निवेदन करें।

ITALIAN

Se avete bisogno di informazioni in altre lingue contattate il servizio di interpretariato telefonico direttamente al numero 131 450 (servizio gratuito) e chiedete loro di chiamare il Burwood Council al numero 9911 9911 per conto vostro.

KOREAN

다른 언어로 정보가 필요하시면 전화통역서비스(Telephone Interpreter Service)에 바로 연락하셔서(131 450번, 무료) 귀하를 대신해 버우드 카운슬(9911 9911번)로 전화를 걸어 달라고 요청하십시오.

MANDARIN

如果您需要以其他语言了解信息，请致电131 450联系电话传译服务中心（免费服务），并请他们代您致电9911 9911联系Burwood市议会。

NEPALI

अरु भाषामा यहाँलाई जानकारी आवश्यक भएमा 131 450 (निःशुल्क सेवा) मा सिधै टेलिफोन दुभाषे सेवामा सम्पर्क गर्नुहोस् र आफ्नो तर्फबाट 9911 9911 मा बरवुड काउन्सिलमा सम्पर्क गर्नका लागि उनीहरूलाई भन्नुहोस्।

VIETNAMESE

Nếu quý vị cần thông tin bằng các ngôn ngữ khác xin liên lạc trực tiếp với Dịch vụ Thông dịch qua Điện thoại qua số 131 450 (dịch vụ miễn phí) và nhờ họ thay quý vị gọi cho Hội đồng Thành phố Burwood qua số 9911 9911.



11 April 2022

The General Manager
Canada Bay City Council
Email: council@canadabay.nsw.gov.au
Cc: [REDACTED]
Attention: Strategic Planning Team

Dear Sir/Madam,

**Planning Proposal – Parramatta Road Corridor Urban Transformation Strategy
(PRCUTS) - Stage 1**

Thank you for the opportunity to provide feedback on the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Planning Proposal.

The Planning Proposal relates to three precincts identified under PRCUTS, which include the Homebush North, Burwood-Concord and Kings Bay Precincts. The northern site of the future Burwood North metro station is within the Burwood-Concord Precinct and is subject to proposed revised planning controls.

Sydney Metro has reviewed the proposal and is supportive of the strategic intent of the Planning Proposal to implement refined planning controls that are generally consistent with PRCUTS and to deliver supporting infrastructure as prescribed in the Draft PRCUTS Infrastructure Schedule.

Sydney Metro is supportive of the proposed changes to the Canada Bay Local Environmental Plan 2013 relating to the Burwood North Station Precinct (metro station site), identified as 'Area 9' in the draft Key Sites Map (Lot B2, Key Site 6 as per the Burwood-Concord Master Plan):

- B4 Mixed Use Zoning (from Part B4 Mixed and R3 Medium Density as per PRCUTS)
- Part 56m and 42m maximum height control (from 42m as per PRCUTS), subject to specified 'Community Infrastructure' being delivered
- Overall Floor Space Ratio (FSR) of 3:1 (consistent with PRCUTS), subject to specified 'Community Infrastructure' being delivered
- Active street frontage controls at key locations along Parramatta Road, Burwood Road and potential future lanes and public spaces
- Additional 5% FSR for residential or mixed use development at the consent authority's discretion, if BASIX water and energy targets are met
- Tree canopy coverage target of 25%.

Sydney Metro

Level 43, 680 George Street, Sydney NSW 2000 | PO Box K659, Haymarket NSW 1240
T 02 8265 9400 | sydneymetro.nfo | ABN 12 354 063 515

Notwithstanding, Sydney Metro provides the following comments relating to the Planning Proposal and associated documents:

Document	Subject	Feedback/Changes suggested
Planning Proposal	Active Street Frontage Map	Sydney Metro suggests a focus on key locations along Parramatta Road and Burwood Road and intersections with new laneways (not the entirety of these frontages) to ensure more targeted fine grain activation.
Planning Proposal	Community Infrastructure FSR Map	Sydney Metro suggests the Community Infrastructure FSR Map be applied FSR on development areas, consistent with other precincts.
Draft Development Control Plan and Burwood-Concord Master Plan	Street wall height along Burton Street	Given the future desired built form character for the precinct, a four-storey street wall height may be more appropriate to provide a more legible architectural language between podia and tower components, while still providing a responsive transition to surrounding lower scale development on the opposite side of Burton Street. This is similar to the approach in Five Dock as per Council's <i>Five Dock Town Centre Urban Design Study (2013)</i> .
Draft Development Control Plan and Burwood-Concord Master Plan	Public space along Burton Street and setback along Burwood Road	Sydney Metro requests the relocation of the 'potential open space' within 19-26 Parramatta Road to the intersection of Burwood Road and Burton Street. This would potentially provide a better place outcome, an opportunity to provide an activated public space adjacent to future development, and a more positive interface with the bus interchange and metro station entry.
Burwood-Concord Master Plan	Location of future Burton Street Plaza and future development on adjoining land	Sydney Metro's current concept master plan supports the realisation of Council's master plan for the whole block. Sydney Metro would also support ongoing discussions with adjacent landowner/s and Council to review Burton Street Plaza's optimal siting, function and detailed design to ensure that it would have a beneficial relationship with the metro station and maximise its activation, solar access, connectivity, and useability.
Draft Development Control Plan and Traffic and Transport Strategy	Traffic and transport measures	Support the introduction of adaptable and unbundled maximum residential car parking rates to reduce car dependency in areas with access to public transport. Sydney Metro seeks clarification of the intent of no parking allowed within 400m of a station provision in the draft DCP. Sydney Metro requests further discussions relating to the recommendations of the Traffic and Transport Strategy, in particular relating to non-residential parking rates.

Draft Development Control Plan and Draft PRCUTS Infrastructure Strategy	Management and configuration of new and realigned linkages	Sydney Metro suggests noting that the design and operation of future linkages including the proposed realigned Neichs Lane and future proposed Burton, Burwood and Loftus lanes within the metro station site and their interface with any future development and surrounding public spaces is subject to the final design of the metro station.
General	Future development above tunnel alignments	Any Future development on land above the tunnel alignments for Sydney Metro West will need to consider the State Environmental Planning Policy (Transport and Infrastructure) 2021 and the Sydney Metro Underground Corridor Protection Guidelines or Sydney Metro At Grade and Elevated Sections Guidelines (as applicable and available from www.sydneymetro.info).

Sydney Metro thanks Council for its assistance. Please contact Sean Kaufman, Manager Precinct and Place at [REDACTED] should you wish to discuss this matter further.

Yours sincerely

[REDACTED]

Phil Leijten
 Director Place Making and Precinct Activation

14 April 2022

Paul Dewar

Manager, Strategic Planning

City of Canada Bay

1A Marlborough Street, Drummoyne NSW 2047

[REDACTED]

RE: PP-2021-3619 Parramatta Road Corridor Urban Transformation Strategy

Thank you for notifying Sydney Water of PP-2021-3619 Parramatta Road Corridor Urban Transformation Strategy, which seeks to amend the Canada Bay LEP 2013 to implement Stage 1 (2016-2023 release areas) of the Parramatta Road Corridor Urban Transformation Strategy by amending planning controls and introducing flooding and contamination remediation requirements, active street frontages, community infrastructure and sustainability incentives, and local provisions. Sydney Water has reviewed the application based on the information supplied and provides the following comments to assist in planning the servicing needs of the proposed development.

Sydney Water support Council's vision for growth, water efficiency and sustainability. Council's proposal for buildings with dual piping for alternative water sources and improved water sensitive urban design outcomes will be instrumental in helping market viability for both public or private water providers and to ensure recycled water usage can be fully optimised across the stage 1 release areas.

To assist Sydney Water's investigations into future servicing options for the identified areas, Sydney Water will continue to engage with Council on precincts and sub-precincts identified for intensification of dwellings and jobs. As part of these discussions, Sydney Water requests advice on the anticipated yearly staging of growth. This information is critical for assessing the total impact of the proposed changes and enables Sydney Water to effectively plan for water related infrastructure in a controlled and sequenced manner as the delivery of water and wastewater infrastructure to service growth is subject to internal funding gateways which require confidence in the proposed growth to justify the funding approvals.

If you require any further information, please contact Thomas Mudgway, Senior Development Consultant in the Growth Planning team, via [REDACTED]

Yours sincerely,

[REDACTED]

Kristine Leitch

Commercial Growth Manager

City Growth and Development, Business Development Group

Sydney Water, 1 Smith Street, Parramatta NSW 2150

[REDACTED]

From: Josephine [REDACTED]
Sent: Monday, 16 May 2022 10:40 PM
To: The City of Canada Bay
Subject: Attention: Paul Dewar - Strategic Planning Team

[REDACTED]

Good Evening Paul,

I am writing an objection to rezoning proposals in regards to Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and Local Housing Strategy.

The proposal to rezone areas in the City of Canada Bay Council to create additional density does not take into consideration the impacts of the proposed changes on urban sociology. For example;

Overcrowded trains

Based on past surveys, the Northern line has offered the most overcrowded trains in Sydney. Pre-COVID, passengers were frequently unable to board trains in Rhodes, Concord West and North Strathfield due to overcrowding. It is important to remember that the Rhodes station also services the suburb of Wentworth Point. The government has mentioned the possibility of various upgrades of the Rhodes station which will not actually increase the throughput of passengers on trains. It is unacceptable that, with trains already overcommitted, the government still plans a 75% increase to the population of Rhodes.

Traffic congestion

1. "Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed..."* This was promised in 2016 and still not delivered. However, rezoning is under way right now in parts of Concord West, Concord and Kings Bay

2. The NSW government has twice promised a Rapid Transit system using buses or light rail along Parramatta Road. Delivery was planned to commence in 2019-20, in line with the opening of Westconnex M4 East. Only Rapid Transit can abate Parramatta Road congestion. While the Metro will be welcome, it cannot do that.

* Parramatta Road Corridor Urban Transformation Implementation Plan 2016 – 2023, pages 27, 31 & 35

Over-crowded schools

The NSW government has fallen far short in delivering *public school places, especially in high schools* with long waiting lists. The Sydney Olympic Park High School due in three years (promised for 2020) will not be enough.

Concord Hospital upgrade – upgrades behind schedule

The hospital's stage 1 upgrades which have just finished in late 2021 were designed to deal with a population increase of 20% over decades. The 2015 stage 1 plan aimed for the hospital to cope with a projected population increase of 20% over 10–15 years based on 2011 census figures. In 2011 the Canada Bay population in was 75,762. Yet the population had already grown by 20% around the start of the project in 2017, and now – at completion – exceeds 30%!

In addition to the above other important matters have not been taken into consideration such as;

- Access to open space,
- Environmental i.e. air and water quality,
- Sporting facilities,
- Swimming pools,
- Libraries

There has been a lack of democratic planning and consideration of community values and policy goals regarding a positive social and physical development of the City of Canada Bay Council.

The landscape and its urban areas are a critical component to creating liveable and sustainable cities. The footprint of major metropolitan areas, suburbs, and small towns ultimately shapes the environmental and social conditions within our communities. The proposed rezoning of areas identified in the proposal does not meet the interests and requirements to foster sustainable communities and provide a decent quality of life.

Regards,

Josephine Perricone



Education

27th May 2022

CONFIDENTIAL

John Clark
General Manager
City of Canada Bay Council
Locked Bag 1470,
Drummoyne NSW 1470

Attn: Helen Wilkins, [REDACTED]

Dear Ms. Wilkins,

**RE: SINSW SUBMISSION – PARRAMATTA ROAD CORRIDOR URBAN
TRANSFORMATION STRATEGY (PRCUTS) – STAGE 1 (PP 2021 – 3619)**

School Infrastructure NSW (SINSW), as part of Department of Education (the Department), welcomes the opportunity to provide comments on Planning Proposal for Stage 1 of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

SINSW understands that the proposal seeks to amend the *Canada Bay Local Environmental Plan 2013* (CBLEP) to implement Stage 1 (2016-2023 release areas) of the PRCUTS. The Stage 1 areas include portions of the Kings Bay, Burwood-Concord, Homebush North Precincts. These Stage 1 areas will provide a combined total of 4,175 dwellings.

SINSW has reviewed the exhibition package and finds that the number of students projected to be generated by the larger Parramatta Road Corridor (PRC) Strategy will result in demand for additional educational infrastructure. Future school development in the corridor is subject to review of the matters outlined in this submission, as well as ongoing collaboration between SINSW, DPE and the Council. This will ensure that infrastructure provision in the corridor aligns with growth through to 2036.

SINSW has provided detailed commentary within the attachment below. SINSW welcomes the opportunity to engage further on the planning proposal and the content contained in this submission.

Should you require further information about this submission, please contact A/Director, Service Need Analysis, Alejandra Rojas at [REDACTED]

Yours Sincerely,
[REDACTED]

Paul Towers,
Executive Director, Infrastructure Planning

School Infrastructure NSW (SINSW)
Level 8, 259 George Street GPO Box 33, Sydney, NSW 2001
schoolinfrastructure@det.nsw.edu.au education.nsw.gov.au



ATTACHMENT – SINSW SUBMISSION - PP 2021 – 3619

Demand for Educational Facilities

SINSW uses population and dwelling projection data provided by the Department of Planning and Environment (DPE) as the basis for school planning. These form the Department's Student by Area (SbA) projections. This data allows SINSW to assess the anticipated demand for public schools within an area or region and the best way to deliver infrastructure to support this need. The SINSW approach to identifying and evaluating the service need also includes consideration of asset suitability, equity and strategic opportunities.

SINSW advises that, while the overall growth proposed by the PRCUTS will result in demand for additional educational infrastructure within the corridor, a portion of the growth stemming from the Stage 1 proposal can likely be absorbed by the existing schools (within and around) each precinct.

Future delivery of any schools in or along the PRC is subject to future site investigations, realisation of development potential within the precincts and capacities in surrounding schools. SINSW has commenced optioneering in order to identify appropriate solutions to accommodate the projected enrolment demand. This will ensure that existing schools are fully utilised before new schools are considered.

SINSW is committed to working with DPE and the Council to ensure that schools are supporting community needs and continue to be appropriately resourced to respond to student population changes. As a result, SINSW requests ongoing engagement with DPE and the relevant Councils regarding the future growth and change identified for the remainder of the Stage 1 Release Areas and the wider PRC.

Active Transport and Access

SINSW notes that an Integrated Traffic and Transport Strategy has been prepared by Bitzios Consulting to address the densification in the Kings Bay, Burwood-Concord and Homebush precincts. While supportive of Principle 4 of the report, (which states a general intent to improve walking and cycling connectivity between the precincts), SINSW requests that it be consulted on any proposed designs and works which may impact existing school travel paths (such as the proposed new road connection from Victoria Avenue public school to George Street) prior to implementation.

In support of Principle 4, SINSW requests that transport planning for the PRC precincts include fine-grain analysis of connectivity and active travel options inside each, as well as consideration of the proposal's contribution to the functional and active transport networks being constructed to service the remainder of the PRC study area.

In addition, transport planning for each precinct should be guided by the NSW Government's Movement and Place Framework (MAPF) and its Built



Environment Performance Indicators. These indicators are based on qualities that contribute to a well-designed built environment and should inform the PRC transport infrastructure and operations.

The MAPF's core 'Amenity and Use' and 'Primary Schools' indicators are of particular importance to SINSW, as these encourage urban designers to consider the impact on adjacent places/uses, as well as emphasising movement that supports place. The 'Primary Schools' indicator provides two specific metrics to judge the effect of infrastructure on the accessibility of public schools in an area; these being walkability and public transport access. These metrics require designers to assess whether proposed infrastructure facilitates access to primary school facilities (or public transport connections to schools) or whether it exacerbates gaps in the existing network.

The primary school-focused MAPF amenity indicator can be accessed via the link below:

<https://www.movementandplace.nsw.gov.au/place-and-network/built-environment-indicators/primary-schools>

Effective precinct-level transport planning would include the following measures to promote safety, access and pedestrian prioritisation:

- Prepare a Precinct Access and Movement Strategy, which prioritises active and public transport and supports all ages and abilities
- Install pedestrian safety measures, such as:
 - Physical separation between pedestrians, cyclists and heavy vehicles
 - Default, lower vehicle speeds (e.g. 30kmh zones and School Streets)
- Implement pedestrian prioritisation measures such as:
 - Equitable access for all, such as for ambulant disabilities and prams
 - Kerb outstands and refuges crossings (particularly around schools).
 - Pedestrian legs on all approaches to intersections.
 - Weather-protected bus departure zones
 - Lower vehicle speeds (e.g. 30km/h zones, 15km/h in High Pedestrian Activity Areas or School Streets)

There should be clear responsibilities to deliver pedestrian prioritisation measures to increase walkability from the uplift areas to the schools within each precinct. Transport considerations for precincts should also consider infrastructure required to facilitate increased travel demand from the residential areas.