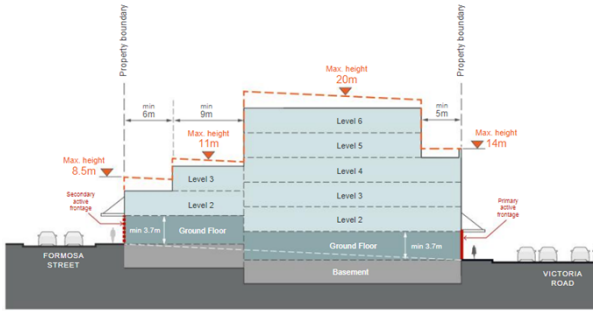


REVIEW OF SUBMISSIONS - PP2020/0002 - Planning Proposal - LEP Miscellaneous Amendments

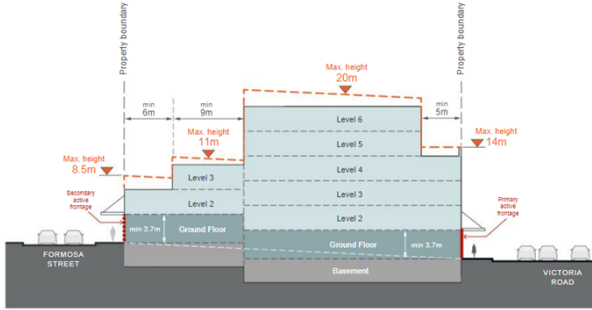
Submission No.	Submitter Name	Submitter Address	Comments	Response
1 Docset ID 7252862	Adam Whitton	9 Formosa St Drummoyne	Seeking clarification of height amendments to planning controls in College Street.	No change is proposed to the maximum building height applying to land on College Street.
2 Docset ID 7252615	John Protheroe	508/42A Formosa St Drummoyne	Disagree with 6 storey buildings on western side of Victoria Rd - overshadowing.	<p>The Victoria Road Urban Design Review made a number of recommendations in relation to the future scale and form of development within the Study area.</p> <p>The Review recommended that some areas increase in height, while other areas were recommended for a decrease.</p> <p>The maximum building height of properties along the western side of Victoria Road, between Lyons Road and Church Street, is proposed to increase from 15.0m to 20.0m to match the heights permissible on this side of Victoria Road, south of Church Street and north of Lyons Road. This will create a more consistent height modulation along Victoria Road that follows the topography rather than emphasising the ridges.</p> <p>Changes to the building envelope contained within the Canada Bay Development Control Plan are also proposed. Buildings on the north eastern side of Formosa Street will be required to have a</p>

				<p>maximum building height of 8.5m within 6.0m of the property boundary. Buildings between 6m and 15m from the Formosa Street boundary are to have a maximum height of 11m (see image below). This will enable a transition to lower scale areas to the south-west, limit overshadowing and deliver “human scale” along the street.</p>  <p>The proposed change to building heights will only result in overshadowing of properties on the south-western side of Formosa Street in the early morning. As Formosa St properties generally have a North-East to South-West orientation, any overshadowing will fall upon the front yard/front of dwelling and transition relatively quickly to the street.</p> <p>Any future DA will be expected to give further consideration to overshadowing impacts.</p>
			<p>How is creating a ‘tunnel’ of buildings adding to urban community village feel?</p>	<p>Changes to the height of two street blocks fronting Victoria Road were amongst a suite of</p>

				<p>changes recommended by the Victoria Road Urban Design Review.</p> <p>Other initiatives relate to new public open space, street planting and the quality of building design.</p> <p>The proposed changes to the draft LEP and DCP seek to collectively improve the Drummoyne Village centre.</p>
3 Docset ID 7376494	Sally Ash	77 Formosa St Drummoyne	Parking rates for Category A seem inadequate.	<p>The draft Canada Bay Development Control Plan (DCP) is not seeking to change the proposed car parking rates that apply to land identified as Category A.</p> <p>Category A parking rates apply to:</p> <ul style="list-style-type: none"> • the B3 and B4 zones and land within 400m of a B3 and B4 zones; • land where apartments are permitted within 800m of a railway or metro station. <p>The DCP sets maximum car parking rates in the B4 zone, whilst other areas with fewer public transport options, a minimum car parking rate is applied.</p> <p>Encouraging public and active transport (walking and cycling) within town centres aims to minimise the number of private vehicles and associated traffic congestion. The use of maximum car parking rates is one tool available to achieve this outcome.</p>

			<p>A biodiversity corridor should be added from Brett Park to Drummoyne Oval.</p>	<p>The biodiversity corridors proposed in the DCP are consistent with those contained within the <i>Canada Bay Biodiversity Framework and Action Plan</i>.</p> <p>Should the Biodiversity Framework be reviewed, opportunity will be available to include new biodiversity corridors, which may be reflected within the DCP.</p>
			<p>Migratory bird species not shown on Abbotsford/Five Dock side of Hen and Chicken Bay.</p>	<p>The biodiversity maps in the DCP are consistent with those contained within the <i>Canada Bay Biodiversity Framework and Action Plan</i>.</p> <p>Should the Biodiversity Framework be reviewed and species be identified in a particular location, the maps will be updated and reflected in the DCP.</p>
			<p>Object to the bulk and heights proposed for the specific development areas highlighted along both sides of Victoria Road and along Formosa St.</p> <p>There is no indication that the building heights will be adjusted, that is lowered, toward the top of the ridge at Lyons Road.</p> <p>Further developments along Formosa St of the scale of Tempo is out of character and scale with the adjacent heritage areas.</p> <p>The proposed height of 6 storeys on the Formosa St side is out of proportion to the surrounding area.</p>	<p>The Victoria Road Urban Design Review made a number of recommendations in relation to the future scale and form of development within the Study area.</p> <p>The Review recommended that some areas increase in height, while other areas were recommended for a decrease.</p> <ul style="list-style-type: none"> • Certain land was proposed to increase from 15m (4 storeys) to 20m (6 storeys). • No increase in height was recommended for land fronting Lyons Road. The proposed 20m height limit will step down

			<p>Overshadowing.</p>	<p>to 15m at 191 Victoria Rd when approaching the top of the ridge at the Lyons Rd intersection from the south.</p> <ul style="list-style-type: none"> • Land on the eastern side of Victoria Road was proposed to decrease by 1m. <p>Changes were also proposed to the DCP to ensure that the scale of the future development is moderated when viewed from the street and surrounding properties.</p> <p>Changes to the building envelope contained within the Canada Bay Development Control Plan are also proposed. Buildings on the north eastern side of Formosa Street will be required to have a maximum building height of 8.5m within 6.0m of the property boundary. Buildings between 6m and 15m from the Formosa Street boundary are to have a maximum height of 11m (see image below). This will enable a transition to lower scale areas to the south-west, limit overshadowing and deliver “human scale” along the street.</p>
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				 <p>The proposed change to building heights will only result in overshadowing of properties on the south-western side of Formosa Street in the early morning. As Formosa St properties generally have a North-East to South-West orientation, any overshadowing will fall upon the front yard/front of dwelling and transition relatively quickly to the street.</p> <p>Any future DA will be expected to give further consideration to overshadowing impacts.</p>
			<p>The proposal for Sutton Place appears to be monolithic and alienating, rising to 6 storeys.</p>	<p>No change is proposed to the existing LEP height limit or the number of storeys that apply to Sutton Place (the Drummoyne Village DCP).</p>
			<p>Sutton Place - C16 states that the fig tree and palm tree will be retained. Where are these? If they refer to trees in the Sutton Place courtyard these were removed some years ago.</p>	<p>Noted. This was an existing control that refers to vegetation that has been removed, and should be updated.</p> <p><u>Recommendation:</u> Delete C16.</p>

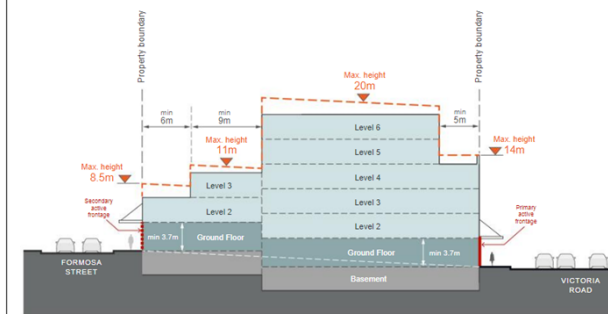
4 Docset ID 7458438	Nigel Fox	1 Gildea Ave Five Dock	The Planning Proposal suggests the introduction of Character Areas as a way of blocking future knock down rebuild and/or dual occupancy homes in selected areas whilst also prohibiting the use of the NSW State Governments Low Rise Medium Density Code and complying development certificates.	This Planning Proposal does not introduce character areas. Note: The separate planning proposal that has been prepared to introduce Local Character Areas does not prohibit knock down rebuilds or change the permissibility of dual occupancies.
			Council retains minimum lot sizes of 450sqm for dual occupancy rather than adopting the Low Rise Medium Density Code minimum lot size of 400sqm, and FSRs that further restrict increased density on low rise scale.	A landowner may choose to use <i>SEPP (Exempt and Complying Development) Codes 2009</i> and pursue a Complying Development. The controls within the Canada Bay LEP primarily apply to the preparation and assessment of Development Applications. The <i>Canada Bay Local Housing Strategy</i> identifies where and how increases in density will be achieved to deliver additional housing in the City of Canada Bay.
			The only way the council is going to assist the young who have grown up in the Canada Bay area and would like to remain in the area is to increase the supply of housing, and the choice of housing which can provide a more affordable entry point to purchase. The way to increase supply and affordability is as follows: 1. Do not introduce Character Areas which further restricts the ability to convert existing residences into more affordable housing choices such as dual occupancy, terraces and manor houses.	The City of Canada Bay has accommodated population and dwelling growth through local controls which enable sufficient and appropriate development. It has also worked with the NSW Government to implement a number of state-led urban renewal areas. There is often tension between the desire of the community to protect the character of established localities and the demand for new housing.

			<p>2. Adopt the use of the <i>Low Rise Housing Density Code</i> and its suggested lot sizes and FSR.</p> <p>3. Reduce the minimum lot sizes and increase the FSR in the LEP to reflect those of the <i>Low Rise Housing Density Code</i>.</p>	<p>The subject planning proposal does not seek to introduce local character areas. This initiative will be pursued as a separate planning proposal.</p> <p>The <i>Low Rise Housing Diversity Code</i> applies to Complying Development, whereas the Canada Bay LEP and DCP apply to development where a proposal cannot or does not meet the provisions contained within the <i>Low Rise Housing Diversity Code</i>.</p>
5 Docset ID 7471011	Margaret Harte & Terry Anson	2 Edwin St Drummoyne	<p>Not supportive of such a significant increase in height on the western side of Victoria Road.</p> <p>In particular regarding the bulk, height, design and colour scheme of the Tempo Building.</p> <p>Out of scale and excessive.</p> <p>The proposal will be inconsistent with the scale and character of buildings along Victoria Road from Lyons Road to Day Street.</p> <p>Further development on both sides of Victoria Road up to Lyons Road would be inappropriate.</p> <p>There is no indication that the building heights will be adjusted, that is lowered, toward the top of the ridge at Lyons Road.</p>	<p>The Victoria Road Urban Design Review made a number of recommendations in relation to the future scale and form of development within the Study area.</p> <p>The Review recommended that some areas increase in height, while other areas were recommended for a decrease.</p> <ul style="list-style-type: none"> • Certain land was proposed to increase from 15m (4 storeys) to 20m (6 storeys). • No increase in height was recommended for land fronting Lyons Road. The proposed 20m height limit will step down to 15m at 191 Victoria Rd when approaching the top of the ridge at the Lyons Rd intersection from the south. • Land on the eastern side of Victoria Road was proposed to decrease by 1m.

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Changes were also proposed to the DCP to ensure that the scale of the future development is moderated when viewed from the street and surrounding properties.

Changes to the building envelope contained within the Canada Bay Development Control Plan are also proposed. Buildings on the north eastern side of Formosa Street will be required to have a maximum building height of 8.5m within 6.0m of the property boundary. Buildings between 6m and 15m from the Formosa Street boundary are to have a maximum height of 11m (see image below). This will enable a transition to lower scale areas to the south-west, limit overshadowing and deliver “human scale” along the street.



The height will not be increased for the heritage buildings to the north that have a frontage to Lyons Road.

				<p>The Formosa Street setback to levels 3-6 has been increased to provide greater separation and less visual bulk than the existing Formosa Street developments.</p> <p>The proposed building envelope in the DCP will enable a transition to lower scale areas and limit overshadowing.</p> <p>The maximum height of buildings is proposed to be decreased on the eastern side of Victoria Rd.</p>
			Balconies directly impact our privacy	<p>New controls have been added as recommended by the Victoria Road Urban Design Review to require the balconies to be contained entirely within the building envelope and to incorporate solid balustrades and screens.</p> <p><u>Recommendation:</u> Update G3.1 C53 to specify that solid balustrades and screens are also required for south-west facing balconies.</p>
			<p>Loss of on-street parking.</p> <p>The number of spaces for Category A Medium to High density seem very low.</p> <p>The requirements for less than one parking space for a 2-bedroom unit and 1.4 spaces for a 3 bedroom unit seems completely inadequate.</p>	<p>The draft DCP is not seeking to change the proposed car parking rates that apply to land identified as Category A.</p> <p>Category A includes maximum parking rates that apply to:</p> <ul style="list-style-type: none"> • the B3 and B4 zone and land within 400m of a B3 and B4 zone; • land within 800m of a railway or metro station.

				<p>The DCP has maximum rates in a B4 zone whilst other areas with fewer public transport options applies a minimum car parking rate.</p> <p>Encouraging public and active transport (walking and cycling) within town centres aims to minimise the number of private vehicles and associated traffic congestion. The DCP objectives have encouraged this for a long period of time and the use of maximum parking rates is one tool that is available to achieve this outcome.</p>
			Overshadowing	<p>The proposed change to building heights will only result in overshadow properties on the south western side of Formosa Street in the early morning. As Formosa St properties generally have a North-East to South-West orientation, any overshadowing will fall upon the front yard/front of dwelling and transition relatively quickly to the street.</p> <p>Any future DA will be expected to give further consideration to overshadowing impacts.</p>
			<p>The Traffic Study carried out in conjunction with the street closures advised that “traffic movements on Formosa Street are modest in all peak hours and, should Formosa Street be closed to traffic, delays at adjacent intersections would be minor”. I think it’s time to look at this again, as this is NOT the case. Formosa Street near Edwin Street is being used as a U Turn at a rate of 5-10 vehicles per hour. This is extremely dangerous.</p>	<p>Noted.</p> <p>The closure of Formosa Street is outside of the scope of the planning proposal and Development Control Plan.</p> <p>The concerns raised in this submission have been forwarded to Council’s traffic team for consideration.</p>

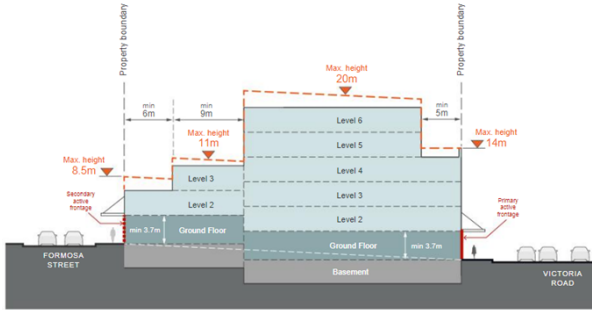
<p>6</p> <p>Docset ID 7416160</p>	<p>James Jeffery</p>	<p>82-88, 142, 151, 153 Victoria Rd Drummoyne</p>	<p>F3.2 C2. Harbour foreshore development and access.</p> <p>Trees grow, roof lines don't. An added control should be in place to maintain tree heights so 'views' are not grown out.</p>	<p>The subject control requires roof lines to be below the tree canopy in foreshore localities so as to maintain the importance of the landscaped setting of the Parramatta River.</p> <p>Separate controls are currently contained within the DCP to guide the assessment of view loss arising from new development. The DCP does not regulate view loss resulting from vegetation. This would be managed through the provisions contained within the <i>Trees (Disputes Between Neighbours) Act 2006</i>.</p>
			<p>F3.11 Access to views.</p> <p>Objective O4 says "recognise value of view sharing whilst not restricting the reasonable development potential of the site".</p> <p>Placing a height control of 11 metres on developments along the Eastern side of Victoria Road greatly restricts the development potential of the entire three blocks covered in this report.</p> <p>The Eastern side of Victoria Road should not have height limitations placed on it simply to accommodate future developer / development wishes to build high rise apartments on the Western side of Victoria Road to maximise sale price.</p> <p>There is no comment in the report regarding access to views for the properties on the Eastern</p>	<p>Proposed changes to building heights for land on the eastern side of Victoria Road do not relate to the protection of views from the buildings on the western side of Victoria Road.</p> <p>The Victoria Road Urban Design Review recommended that the existing 12m maximum building height along Victoria Road be reduced to 11m, as this height would discourage new development pursuing a fourth storey with associated impacts to the heritage buildings to the east and to minimise the likelihood of development pursuing a sunken ground floor (to fit an extra storey with the maximum height limit) which results in poor quality streetscape and pedestrian activation.</p>

			<p>side of Victoria Road. The Eastern side is closer to the water view however does not have any views of the water. Property views are all about location. To artificially create views from the Western side of Victoria Road by building massive buildings on one side of Victoria Road at the expense of the other is not equitable.</p> <p>Why is it not reasonable to offer property owners on the Eastern side of Victoria Road the same opportunity to share in water views and potentially build higher to enjoy them?</p> <p>Control C2 says development should seek to protect views from the front and rear of buildings. How is this control put into effect for the rear of buildings on the Eastern side of Victoria Road?</p>	
			<p>Residents within the large apartment buildings on the Western side of Victoria Road look straight across, over Victoria Road and have a clear visual of businesses, their customers coming and going and residences. This clearly is an invasion of privacy.</p>	<p>It is beneficial for people to have a view of the street to encourage passive surveillance.</p> <p>The buildings have a physical separation distance of approximately 25m. This meets the minimum 9-18m building separation required by the <i>Apartment Design Guide</i>.</p>
			<p>The building height on the Western side casts a shadow on the properties on the Eastern side.</p>	<p>There will likely be overshadowing in the late afternoon as the sun goes down behind buildings on the south-western side.</p> <p>However, at 9am, 12pm and 3pm there is unlikely to be any significant overshadowing of the north-eastern side of Victoria Road by buildings to the south-west.</p>

		<p>Requesting that new developments on Eastern side of Victoria Road have to sacrifice 3 metres of their property for a deep soil zone is not reasonable. The cost of this strip of land would be massive. Will owners and developers be compensated for this strip of land which can no longer be used?</p>	<p>Planning requirements are put in place to both facilitate development and control impacts upon people and property.</p> <p>The proposed deep soil planting zone will assist to mitigate impacts between the commercial and mixed-use buildings fronting Victoria Road and the residential houses in the heritage conservation area fronting Renwick Street.</p> <p>The DCP currently permits a maximum building height of one storey at the rear boundary. Recent developments tend to have either pushed the boundaries of a single storey height when constructing ground floor commercial to the rear boundary, or provided a landscaped rear setback for ground floor residential units at the rear.</p> <p>The landscaped rear setback results in a much better outcome and will now be required for all developments.</p>
		<p>Figure G3.5 - I note that this figure depicts a tree height no higher than a person's line of sight from the second level of the Eastern side of Victoria Road property. In reality this is not accurate. The tree heights in the backyards of residents in Renwick Street have now grown higher than a 3 storey house.</p>	<p>Submitter's comment on the diagrammatic drawings are noted.</p> <p>Council does not regulate the height of trees.</p> <p>Should there be issues relating to trees observed by the submitter, the <i>Trees (Disputes Between Neighbours) Act 2006</i> provides a system for the resolution of tree disputes.</p>
		<p>Privacy can be achieved for Renwick Street residents without setbacks. Privacy screens can be</p>	<p>The draft DCP proposes to introduce setbacks, as well as solid balustrades.</p>

			placed on new developments so higher levels cannot look down at lower level residential properties.	<p>A privacy screen would need to be much higher than a balustrade to prevent downward overlooking if setbacks were not applied. This would effectively enclose the balcony space and prevent outward views.</p> <p>The combination of setbacks and solid balustrades is considered to result in a better outcome for users of the balcony as well as rear neighbours.</p>
			Setback design reduces the development potential of properties by reducing upper level floor space available that could be constructed.	<p>The current DCP applies a 30 degree rear building envelope starting at the rear boundary. The draft DCP does not propose to change this.</p> <p>The draft DCP includes dimensions for clarification of how the building envelope should be applied. There are no expected changes to the development potential of upper levels.</p>
			There is a massive risk to neighbouring buildings and public infrastructure when creating basement car parks with the extensive excavation required. Will the plan include who will pay for pre and post construction dilapidation reports and any damage created by excavation works?	<p>Basement parking is permitted.</p> <p>Conditions will be applied to development consents, where required, to specify if a dilapidation report is required.</p> <p>The cost of dilapidation reports and damage is borne by the applicant/proponent/developer.</p>
7 Docset ID 7528981	Phyl Blennerhassett	81 Formosa St Drummoyne	Please ensure that the new height restrictions include ALL building and related structures e.g. air con units, lift over-runs, rooftop garden structures etc on top of the building.	<p>Building height is defined by the LEP as:</p> <p><i>building height (or height of building) means—</i></p>

				<p>(a) in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building, or</p> <p>(b) in relation to the RL of a building—the vertical distance from the Australian Height Datum to the highest point of the building,</p> <p>including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.</p> <p>Air conditioning units, lift overruns, rooftop garden structures and the like are required to be included in height calculations.</p> <p>No change is proposed to this definition of building height.</p>
8 Docset ID 7489188	Sue Halcrow	32 Wrights Rd Drummoyne	<p>Objection to the section in the above proposal where the height along Victoria Road west side, Drummoyne, will be increased from 15m to 20m.</p> <p>The suggestion that this is a valley cannot be supported. The proposed height increase begins almost at the top of a hill.</p>	<p>The Victoria Road Urban Design Review made a number of recommendations in relation to the future scale and form of development within the Study area.</p> <p>The Review recommended that some areas increase in height, while other areas were recommended for a decrease.</p> <p>The maximum building height of properties along the western side of Victoria Road, between Lyons Road and Church Street, is proposed to increase from 15m to 20m to match the heights permissible on this side of Victoria Road, south of</p>

				<p>Church Street and north of Lyons Road and create a more consistent height modulation along Victoria Road that follows the topography rather than emphasising the ridges.</p> <p>Changes to the building envelope contained within the Canada Bay Development Control Plan are also proposed. Buildings on the north eastern side of Formosa Street will be required to have a maximum building height of 8.5m within 6.0m of the property boundary. Buildings between 6m and 15m from the Formosa Street boundary are to have a maximum height of 11m (see image below). This will enable a transition to lower scale areas to the south-west, limit overshadowing and deliver “human scale” along the street.</p> 
			<p>The traffic in Formosa Street and the adjoining streets is already problematic for residents</p>	<p>A traffic study was prepared that analysed the impacts arising as a consequence of changes to planning standards outlined in the planning proposal. The study concluded that traffic generation arising from full build out of</p>

				development potential facilitated by amendments to the planning controls would be minor and within acceptable levels.
			The proposed active street frontages along Formosa Street may be an attractive and welcome commercial contribution to our suburb. I would assume the lost parking and the increased need for parking will be included within each development.	Parking provision in individual developments will be considered upon receipt and assessment of future development application.
			The loss of the heritage feel to our suburb is not welcome and great care must be taken to ensure this remains. The quality of any development is paramount. Each development needs to visually contribute to the landscape and to the lifestyle of the people who live or visit Drummoyne.	No height changes are proposed to conservation areas or heritage items. There are conservation areas to the east and west and building envelopes are proposed to ensure building heights are stepped down to create a transition to these areas.
9 Docset ID 7524608	Alan & Jan Rodrick	6 Bowman St Drummoyne	There seems to have been very little publicity and consultation with residents about what are substantial changes to the environment in which we live.	Council values the views and feedback from the community. The project began in 2018 with the Victoria Road Urban Design Review which had a number of mailouts, workshops, drop-in sessions, council meetings and a community engagement webpage. The current draft LEP/DCP stage included a mailout to properties in the vicinity of Victoria Rd, as well as a status update to the Urban Design engagement platform (Collaborate) and a new Planning Proposal web page.
			Concerned about the loss of morning sunlight caused by the proposed 20m height of any new developments.	The Victoria Road properties are approximately 35m to the north-east of the subject site. The proposed additional height is 50m away. There may be early morning shadows in winter, however

				<p>at this distance, any overshadowing at that time is more likely to be from structures and trees on adjacent properties on Bowman St.</p> <p>It is anticipated that there will be minimal impact at 9am, 12pm and 3pm and 3 hours of solar access can be maintained.</p> <p>Overshadowing impacts will be given further consideration during assessment of any future development application.</p>
			<p>Already over-burdened traffic and parking problems in our narrow streets.</p>	<p>A traffic study was prepared that analysed the impacts arising as a consequence of changes to planning standards outlined in the planning proposal. The study concluded that traffic generation arising from full build out of development potential facilitated by amendments to the planning controls would be minor and within acceptable levels.</p>
			<p>Concerned about the destruction of heritage in our suburb, e.g. the monstrosity looming over and diminishing the Drummoyne Post Office and the possible similar defacement of heritage buildings along the strip of Victoria Rd in question.</p>	<p>There are no heritage items within the area of the proposed height increase.</p>
10 Docset ID 7524689	Ross & Kristy Lees	69 Formosa St Drummoyne	<p>All objections raised in submission are consistent with submission #3 (from Sally Ash).</p>	<p>Please refer to comments in relation to submission #3.</p>
11 Docset ID 7530958	Transport For NSW	N/A	<p>No objections, however advisory comments have been provided for consideration.</p>	<p>Noted.</p>

			<p>TfNSW does not support the retention of existing driveways or proposed new driveways to be located on classified roads if practicable access cannot be achieved by the local road network.</p> <p>Strategic consideration should be given to this requirement as part of the development standards of the precinct.</p>	<p>Clause 101 of SEPP (Infrastructure) states that Council must not approve to development with a frontage to a classified road unless it is satisfied that safe vehicular access to the land is provided by a road other than the classified road.</p>
			<p>For new developments, 'No Stopping' on the frontage to Victoria Road would need to be considered in future designs. 'Clearways' already exist on Victoria Road and Lyons Road, but it is expected that over time, permanent 'No Stopping' would be implemented to enable increased safety as drivers and pedestrians are not accessing vehicles beside state road traffic, and more efficiency with public transport as buses do not need to weave in and out of parked vehicles.</p> <p>Consider including future Development Control Plan (DCP) provisions for off-street parking and loading to replace current on-street parking the parking and loading on Victoria Road to enable the future implementation of extended (all day and weekend) bus lane operating hours on Victoria Road.</p>	<p>This is a matter that is currently addressed at DA stage.</p> <p><u>Recommendation:</u> Add a new heading at the end of Part G3.1 Victoria Road Drummoyne as follows:</p> <p>On-street parking and loading New developments must not rely on Victoria Road on-street parking to meet parking and/or loading/delivery requirements or to facilitate access to the development and/or any associated commercial uses.</p>
			<p>Council should consider including an appropriate setback in the DCP to provide better placemaking that would facilitate the provision of public and active transport provision along Victoria Road.</p>	<p>The planning proposal is seeking to amend controls that apply to some (but not all) land within the Victoria Road shopping strip.</p> <p>Many buildings are recently constructed and have been strata subdivided.</p>

				<p>Applying a front set back requirement will therefore have limited benefit given the incremental and sporadic nature in which this outcome would be applied/realised.</p> <p>Further, new front setback requirements would not be able to be continued past the heritage items to the north.</p> <p>If a bicycle lane is desired in the future it will need to be accommodated within the existing roadway or footpath or on parallel streets.</p>
12 Docset ID 7530960	Heritage Council of New South Wales	N/A	<p>The planning proposal includes the addition of a new local heritage item being “Southern end of Gladesville Bridge” (Item no. I546). “Gladesville Bridge” (SHR 01935) is already an SHR item. The curtilage of the local item only partially overlaps the curtilage of the SHR item (Attachment 1). It should be clear in Schedule 5 that the two items are different. SHR items should be included in schedule 5 and on the heritage map, and their significance noted as ‘State’. Gladesville Bridge is an asset managed and controlled by Transport for NSW. If Council has not already consulted Transport for NSW about the proposed local listing, it is recommended that Council does so.</p>	<p>The inconsistency in the curtilage is because the curtilage of the proposed Local Item is contained within the City of Canada Bay LGA boundary whereas the State Item covers the full extent of the bridge.</p> <p>A referral was sent to Transport for NSW during the exhibition period. No objections were raised.</p> <p><u>Recommendation:</u> Amend draft Schedule 5 to include all land parcels within LGA relevant to Gladesville Bridge and revise listing as State Item.</p>
			<p>Based on the information provided, we have reviewed the planning proposal against our records and do not believe that there are any identified impacts on items listed on the State Heritage Register. In relation to historic</p>	<p>The planning proposal proposes to remove one heritage item and reduce the curtilage of another. All other heritage amendments relate to updates to property details or increasing curtilage.</p>

			<p>archaeology, if the proponent has not already undertaken their own investigation to assess the likelihood of 'relics' and any subsequent management required under the <i>Heritage Act 1977</i>, they should do so.</p>	<p>Heritage removal – Amendment R – I383 AGL Power House. Development approval was issued in 2013 and construction was completed by 2016.</p> <p>Curtilage reduction – Amendment U – I178 Tobique The site has been subdivided into two lots with the original dwelling occupying one lot and a new two storey dwelling occupying the second lot. This was approved in 2010.</p> <p>Any relevant heritage investigations/search for relics would have been undertaken prior to approval and during construction.</p>
			<p>Prior to finalisation of the proposal, Council should be satisfied that all necessary heritage assessments have been undertaken and that any impacts have been sufficiently addressed. Council's assessment should include, but not be limited to, a search of the State Heritage Inventory (https://www.heritage.nsw.gov.au/search-for-heritage/search-for-nsw-heritage/) and the Aboriginal Heritage Information Management System (https://www.heritage.nsw.gov.au/protecting-our-heritage/record-aboriginal-sites/).</p>	<p>A review of the State Heritage Inventory has identified that the only amendment where a State Heritage Item is affected is in relation to the Gladesville Bridge. This amendment only involves adding the heritage item to the LEP and will not impact upon the significance of the item.</p> <p>A review of the Aboriginal Heritage Information Management System has identified that there are no Aboriginal Heritage sites in the vicinity of the proposed amendments that would be adversely impacted.</p>
13 Docset ID 7530964	NSW Environment, Energy and Science, DPIE,	N/A	No comments or concerns.	Noted.

	Biodiversity and Conservation			
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