

CANADA BAY LOCAL  
ENVIRONMENTAL PLAN  
2013 (PP2021/0001)

# PLANNING PROPOSAL – Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) – Stage 1

PP2021/0001

February 2022

## Table of Contents

<b>Introduction</b>	<b>3</b>
<b>Part 1 - Objectives or Intended Outcomes</b>	<b>3</b>
<b>Part 2 - Explanation of Provisions</b>	<b>6</b>
Section A – Need for the planning proposal	13
Section B – Relationship to strategic planning framework	13
Section C – Environmental, social and economic impact	41
Section D – State and Commonwealth interests	44
<b>Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies</b>	<b>44</b>
<b>Part 5 - Community Consultation</b>	<b>45</b>
<b>Part 6 - Project Timeline</b>	<b>45</b>
<b>Appendix A – Plain English Explanation of Proposed New Clauses</b>	<b>47</b>
<b>Appendix B – Land use zoning</b>	<b>55</b>
<b>Appendix C – All Proposed Maps</b>	<b>60</b>

## Attachments

1. Draft LEP Maps
2. Draft PRCUTS Community Infrastructure Map
3. PRCUTS Urban Design Masterplan – Kings Bay Precinct 2021
4. PRCUTS Urban Design Masterplan – Burwood-Concord Precinct 2021
5. PRCUTS Urban Design Masterplan – Homebush North Precinct 2021
6. PRCUTS Public Domain Plan 2020
7. PRCUTS Sustainable Precincts Strategy 2020
8. PRCUTS Flood Risk Assessment – Kings Bay and Burwood-Concord Precincts 2020
9. Draft Concord West Precinct Master Plan Flood Study 2015
10. Canada Bay Urban Tree Canopy Strategy 2019
11. Local Housing Strategy (LHS) 2019
12. Local Strategic Planning Statement (LSPS) 2020
13. Draft Kings Bay Precinct DCP
14. Draft Burwood-Concord Precinct DCP
15. Draft Homebush-North Precinct DCP
16. Draft PRCUTS Stage 1 Infrastructure Strategy
17. Draft Kings Bay Local Character Statement
18. Draft Burwood-Concord Local Character Statement
19. Draft Homebush North Local Character Statement
20. Strathfield\_Burwood\_Canada Bay Traffic and Transport Strategy

## Introduction

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is a significant strategy that has been developed to deliver the State Government's vision for transforming the Parramatta Road Corridor. The corridor is currently congested by heavy traffic, noise and declining commercial spaces. PRCUTS will create new precincts as Places for People, with new housing (including affordable housing), commercial and retail centres, jobs, green space and public areas. Delivering these outcomes requires a considered approach to renewal, to ensure quality urban design and activated public spaces are created, whilst facilitating the delivery of key community infrastructure.

This planning proposal seeks to amend the Canada Bay Local Environmental Plan (CBLEP) 2013 to implement Stage 1, also known as 2016 - 2023 implementation areas, of the PRCUTS. The planning proposal is underpinned by a comprehensive evidence-based strategic planning process, which has been developed to refine the PRCUTS implementation plan and to give effect to the Eastern Sydney District Plan, the Canada Bay Local Strategic Planning Statement (LSPS) and the Canada Bay Local Housing Strategy (LHS).

The planning proposal has been prepared in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and addresses the requirements of cl 3.8 (3) of the EP&A Act 'on the preparation of planning proposals under section 3.33 to give effect to the district strategic plan'. It is also in accordance with relevant Department of Planning and Environment Guidelines including "A Guide to Preparing Local Environmental Plans" and "A Guide to Preparing Planning Proposals".

## Part 1 - Objectives or Intended Outcomes

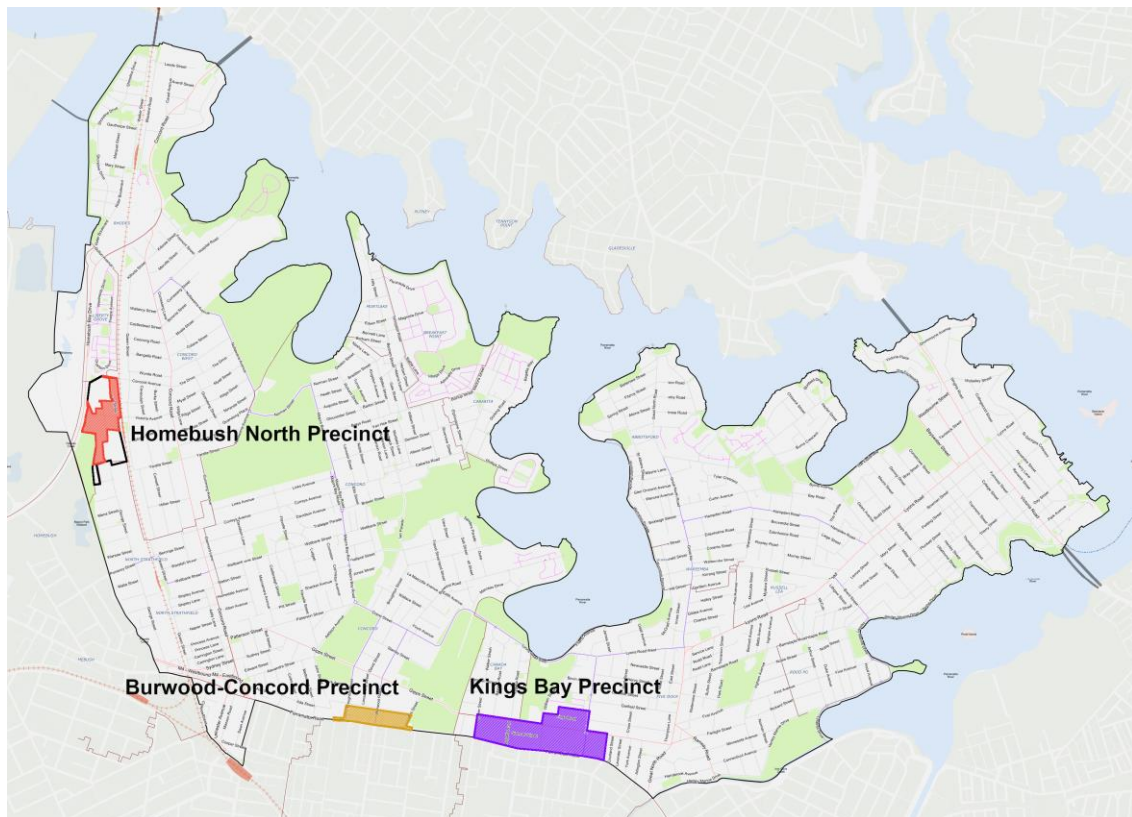
The objective of the planning proposal is to amend the Canada Bay Local Environmental Plan 2013 (CBLEP) to implement Stage 1 of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), which comprises the Kings Bay, Burwood-Concord and Homebush North precincts, with refinements that are justified by Council's comprehensive evidence-based studies.

The **Objectives** of the planning proposals are to:

- 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.

The **Intended Outcome** of the planning proposal is to:

- Implement planning controls for land within the Canada Bay LGA of the Stage 1 (2016 – 2023 release areas) that are consistent with Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), with refinements that are underpinned by Council's evidence-based strategic planning process.
- Deliver infrastructure commensurate with the planned intensity of development, as prescribed in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Infrastructure Schedule.



*Figure 1: Land within Stage 1 of PRCUTS within the Canada Bay LGA (black boundaries) and land subject to proposed changes under this planning proposal (coloured boundaries).*



*Figure 2: Land within Stage 1 of the Kings Bay Precinct.*





*Figure 3: Land within Stage 1 of the Burwood-Concord Precinct.*



*Figure 4: Land within Stage 1 of the Homebush North Precinct that is subject to this planning proposal.*

## Scope of the Stage 1 precincts

The planning proposal will deliver three holistically designed stage 1 precincts:

- Kings Bay will be 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.
- Burwood-Concord will be a commercial mixed use centre centred on the Parramatta Road- Burwood Road intersection and extending along the Parramatta Road frontage. The intersection will also be the location of the new Sydney Metro West train station, including a public plaza and station entryway. The commercial space will comprise fine-grained ground floor retail and urban services, with podium-level offices and commercial space above. The commercial centre will adjoin new high-rise residential tower development, stepping down towards the existing low-scale low-density residential areas. The public domain will be characterised by parks, footpaths, laneways and cycle ways.
- Homebush North will be a residential precinct centred on George Street, which will be a Places for People. The precinct will comprise diverse housing typologies, mainly terrace houses, and characterised by footpaths and cycle ways.

## Part 2 - Explanation of Provisions

### Proposal

The planning proposal seeks to amend the CBLEP 2013 by changing the zoning and built form controls for land within the three PRCUTS precincts within the Canada Bay LGA and by introducing sustainability incentives.

### **New and amended maps**

The planning proposal is seeking to amend the following maps:

- Land Zoning Map
- Height of Buildings Map
- Floor Space Ratio Map
- Active Street Frontages Map
- Key Sites Map

The proposed variations to the zoning, height, FSR, active street frontages and key sites maps are the result of the evidence-based strategic planning process undertaken by Council to deliver best urban design and community outcomes under PRCUTS. The

variations are discussed in detail below, under *Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy*.

The planning is also seeking to introduce three new map series:

- Community Infrastructure Height of Buildings Map (CIHOB)
- Community Infrastructure Floor Space Ratio Map (CIFSR)
- Design Excellence Map

The Community Infrastructure HOB and FSR maps supplement a new PRCUTS infrastructure clause (see below). The intention is to ensure coordinated development outcomes and the provision of public domain enhancements, public open space, pedestrian links and roads as prescribed in the PRCUTS Infrastructure Schedule. The development potential of specific sites on which proposed infrastructure to be delivered is commensurate with the quantum of floor space permitted by PRCUTS.

The Design Excellence, and Community Infrastructure HOB and FSR map series are also proposed in Planning Proposal - Strathfield Triangle Precinct, which is currently with the Department of Planning and Environment for Gateway assessment (Planning Portal reference number PP-2020-3843). Should the PRCUTS planning proposal proceed to finalisation prior to the Strathfield Triangle planning proposal, this PRCUTS planning proposal should be interpreted as seeking to introduce these map series that are proposed in that planning proposal.

## **New clauses**

The planning proposal is seeking to introduce new clauses to address:

- requirements and incentives to facilitate sustainable utilities infrastructure, to exceed BASIX energy and water efficiency standards, and achieve tree canopy cover targets (refer Q8 below); and
- infrastructure delivery as required under PRCUTS, including public domain enhancements, public open space, pedestrian through-site links and roads (refer to Q9 below).

Plain English explanations of the proposed new clauses are outlined in Appendix A.

The planning proposal is also seeking to introduce additional permitted uses to permit shoptop housing in certain locations:

- all land in Zone R3 Medium Density Residential in the Kings Bay precinct that fronts Parramatta Road. The planning proposal is seeking to rezone the land to R3 and to permit 'commercial premises' and 'light industry', but only if the use is located on the ground floors and the proposed development includes a facade that fronts Parramatta Road.
- land at 28-30 Burton Street and two Lots of 32-40 Burton Street, Concord in the Burwood precinct. The planning proposal is seeking to rezone the land to R3 Medium Density Residential and to permit ground floor retail uses along the eastern frontage to Burwood Road and the southern frontage to Niechs Lane, as recommended in the PRCUTS Burwood Masterplan.

The planning proposal is also seeking to introduce additional permitted uses to facilitate a new Council depot facility on Council's land, a park and a new shared accessway connecting through to Walker Street for pedestrians and through-traffic:



- land at 7 and 15-17 Regatta Road, Five Dock. The planning proposal is seeking to rezone the land to B4 Mixed Use and to permit development for the purpose of a depot is permitted with development consent.

The proposed additional permitted uses clauses are at Appendix A.

### Design Excellence map and clause

The Planning Proposal - Strathfield Triangle Precinct, which is currently with the Department of Planning and Environment for Gateway assessment (Planning Portal reference number PP-2020-3843) is seeking to introduce a Design Excellence clause that will also apply to the PRCUTS Stage 1 precincts. The planning proposal includes draft Design Excellence Maps that identify the precincts as subject to the proposed Design Excellence clause. Should the PRCUTS planning proposal proceed to finalisation prior to the Strathfield Triangle planning proposal, this PRCUTS planning proposal should be interpreted as seeking to introduce the Design Excellence clause that is proposed in that planning proposal.

The proposed clause will require design excellence to be demonstrated through a design review panel process or a competitive design process for development of a certain scale:

- development of a height greater than 28 metres would be subject to a competitive design process.
- development of a height of 28 metres or below would be subject to a review by the design review panel.

A plain English explanation of the proposed new clause is outlined in Appendix A.

### Table of changes to planning controls

*Table 1: Existing and proposed planning controls*

Precinct	Current zone/s	Proposed zone/s	Current FSR/s	Proposed bonus FSR/s	Current HOB/s	Proposed bonus HOB/s
<b>Kings Bay Precinct</b>	IN1	B4	1:1	1.3:1, 3.0:1	12m	2.5m, 17m, 32m, 55m, 61m, 67m
		R3	1:1	1.3:1, 1.4:1, 1.6:1, 1.8:1, 2.2:1	12m	2.5m, 17m, 19m, 25m, 28m
		RE1	1:1	3.0:1	12m	2.5m
	B6	B4	1:1	1:1	12m	12m
		R3	1:1	1.8:1	12m	2.5m, 20m, 28m
	R2	R3	0.5:1	0.5:1, 1.4:1	8.5m	8.5m, 17m
<b>Burwood-Concord Precinct</b>	B6	B4	1:1, 1.6:1, 2:1	3.0:1	12m	2.5m, 40m, 42m, 55m



		R3	2:1	3.0:1	12m	42m
	R3	B4	0.5:1	3.0:1	8.5m	2.5m, 42m, 78m
		R3	0.5:1	0.9:1, 3.0:1	8.5m	2.5m, 10.5m, 42m, 56m, 65.5m, 78m
		SP2	0.5:1	0.5:1	8.5m	8.5m
<b>Homebush North Precinct</b>	IN1	R3	1:1	1.4:1, 1.9:1	12m	16m, 22m
		IN1	1:1	1:1	8.5m	8.5m
	B1	B1	2.3:1	2.3:1	16m	16m
	R3	R3	0.75:1, 1.4:1	0.75:1 1.4:1	10m, 16m	10m, 16m
	R2	R3	0.5:1	0.7:1	8.5m	8.5m
		RE1	Nil	Nil	8.5m	2.5m
	SP2	SP2	Nil, 0.5:1	0.7:1	Nil, 8.5m	8.5m
		RE1	Nil	0.7:1	Nil	2.5m
	RE1	RE1	Nil	0.7:1	Nil	8.5m

Refer to Appendix B for a detailed table of land proposed to be rezoned, current and proposed zoning, and associated relevant information.

### **Arrangements for designated State public infrastructure**

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.

### **Background and rationale**

#### **Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)**

In November 2016, Urban Growth NSW released the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) together with a package of implementation and reference documents. Direction 7.3 issued by the Minister for Planning under Section 9.1 of the *Environmental Planning and Assessment Act 1979* gives the Strategy and Implementation Tool Kit statutory weight.

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.

### City of Canada Bay Local Strategic Planning Proposal

On 25 March 2020, the Greater Sydney Commission (GSC) endorsed the Canada Bay Local Strategic Planning Statement (LSPS). The LSPS sets out Council's vision for how the LGA will respond to significant residential growth, including the new housing and jobs to be delivered under the PRCUTS. The planning proposal will implement Actions 1.2, 5.6, 6.5, 9.2, 9.7, 10.1, 10.2, 13.1, 14.3, 16.5, 17.1, 18.1 and 18.3 of the LSPS.



Figure 5: LSPS Map 7, Structure plan.

### City of Canada Bay Local Housing Strategy

On 1 May 2021, the Department of Planning and Environment endorsed the Canada Bay Local Housing Strategy (LHS) 2019. The LHS is a primary technical study that was undertaken by Council to inform the LSPS and deliver needed housing, including housing diversity. The LHS estimated that the majority of new housing within the LGA will be delivered under PRCUTS and the Rhodes Planned Precinct (previously known as Rhodes East).

The remainder of the 2036 housing target will comprise new housing under the PRCUTS later stages, as infill development under current controls in existing residential zones and centres, and as new housing to be facilitated under Council's proposed housing diversity investigation areas.

The LHS was informed by some initial built form testing of the PRCUTS height and FSR planning controls to determine the Gross Floor Area yield and net housing

capacity in each of the PRCUTS Stage 1 and later stages. These initial yields have now been tested with detailed built form modelling undertaken by Council's PRCUTS Masterplans.

#### City of Canada Bay Kings Bay, Burwood-Concord and Homebush North Masterplans

Council has recently completed a strategic planning process to implement Stage 1 of the PRCUTS. The primary outputs for this process are a series of Urban Design Masterplans, one for each of the Stage 1 precincts.

The Masterplans are informed by a suite of evidence-based studies that Council has produced, including:

- PRCUTS Public Domain Plan: The Plan identified the public domain needs that will be required to support future development proposed under PRCUTS and to inform detailed planning for the Corridor, including requirements for private land (e.g. for street widening), and developer contributions. It makes detailed recommendations to deliver the needed passive and active recreational spaces and networks and to achieve an activated public domain.
- PRCUTS Sustainable Precincts Strategy. The Strategy provided analysis and a suite of strategies and mechanisms to facilitate future development that can achieve higher, aspirational environmental performance. It makes recommendations that can achieve a zero-carbon outcome for the precincts by 2050, lower water usage, lower car usage, and a greener, cooler community.

The Masterplans are also informed by Council's Local Strategic Planning Statement (LSPS) and the series of evidence-based studies that underpin the LSPS, including:

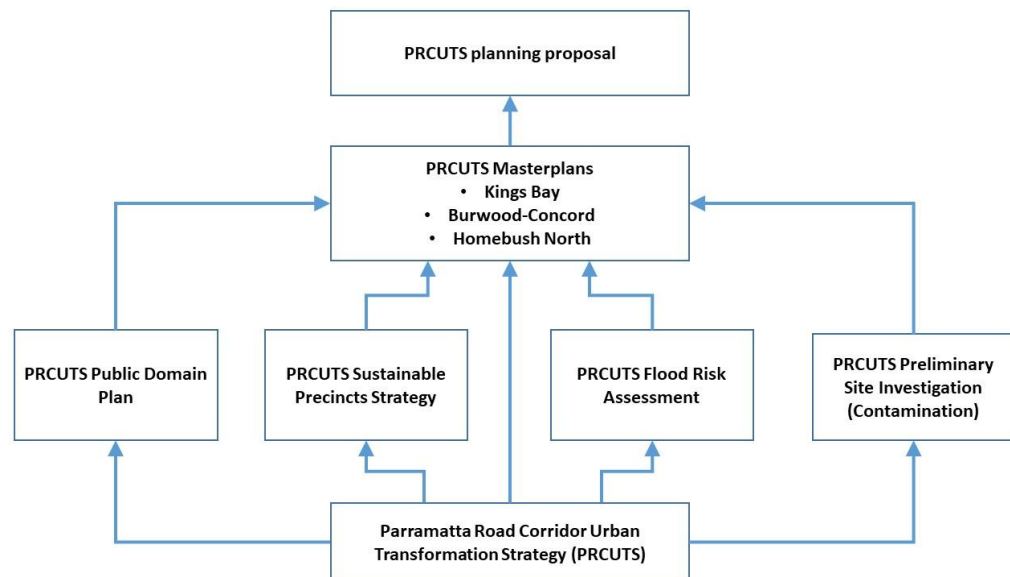
- the Eastern City District Plan, which is endorsed by the Greater Sydney Commission;
- the City of Canada Bay Local Housing Strategy (LHS) 2019, which is endorsed by DPE;
- the City of Canada Bay Employment and Productivity Strategy 2019;
- the City of Canada Bay Local Movement Strategy 2019;
- the City of Canada Bay Social Infrastructure Strategy 2019;
- the City of Canada Bay Open Space and Recreational Strategy 2019;
- the City of Canada Bay Urban Tree Canopy Strategy 2019; and
- the City of Canada Bay Biodiversity Report 2019.

The Masterplans synthesise PRCUTS with the LSPS and all of the above studies to produce three detailed reports. In addition to delivering the PRCUTS, the Masterplans aim to achieve the following:

- Kings Bay Masterplan re-imagines the future character of the Kings Bay Precinct as a thriving commercial and residential village centred around Spencer Street with new and active uses.
- Burwood-Concord Masterplan re-imagines the future character of the Burwood precinct as a gateway to Burwood Town Centre and Concord Oval, and a thriving commercial and residential village precinct for new residents.
- Homebush North Masterplan re-imagines the future character of the Homebush North Precinct as a new residential precinct with access to amenity and employment at Parramatta CBD and Sydney Olympic Park.



The Masterplans are consistent with PRCUTS, with some minor variations where recommended by the Masterplans and studies to ensure best urban design and public domain outcomes. This is discussed further below under *Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy*.



*Hierarchy of studies to inform the planning proposal. Note that the studies were also informed by the Eastern City District Plan and the City of Canada Bay Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS).*

The Masterplans also undertook detailed built form testing. The testing provides a more realistic and achievable assessment of the housing that is able to be facilitated in the three 2016-2023 release areas than that of Council's Local Housing Strategy, which was informed by relatively high-level assumptions about likely built form. The estimated yields are:

- 2,779 dwellings in the Kings Bay Stage 1 precinct
- 806 dwellings in the Burwood-Concord Stage 1 precinct
- 570 dwellings in the Homebush North Stage 1 precinct

These represent 109.3% of the City of Canada Bay's 6-10 year housing target of 3,800 (2021-2026) and 33.2% of the City of Canada Bay's 10-20 year housing target of 12,500.

The Masterplans also address the delivery of the infrastructure that is needed to support the forecast housing. The schedule is informed by the PRCUTS Infrastructure Schedule and the City of Canada Bay PRCUTS Public Domain Plan.

## Part 3 - Justification

### Section A – Need for the planning proposal

#### **Q1. Is the planning proposal a result of any strategic study or report?**

The planning proposal is consequential to, and consistent with, the State Government's Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), which is approved by the Secretary of the Department of Planning and Environment. The Masterplans are consistent with PRCUTS, with some minor variations where recommended by the studies and to ensure best urban design and community outcomes.

The planning proposal is also consequential to Council's LSPS, which was endorsed by the Greater Sydney Commission on 25 March 2020.

#### **Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The planning proposal is the only means to achieve the intended outcome, as the proposal is seeking to make changes to the Canada Bay LEP2013.

### Section B – Relationship to strategic planning framework

#### **Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?**

##### **Assessment Criteria**

##### **a) Does the proposal have strategic merit? Will it:**

- **give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or**
- **give effect to a relevant local strategic planning statement or strategy that has been endorsed by the Department or required as part of a regional or district plan or local strategic planning statement; or**
- **responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing strategic plans.**

The planning proposal has strategic merit as it pertains to land that the State Government has identified for change to deliver new residential and some commercial/retail development consistent with the future needs of the region.

The planning proposal is generally consistent with the Parramatta Road Corridor Urban Transformation Strategy in that it seeks to amend the zoning and built form controls as per the Strategy. Where the planning proposal seeks to diverge away from the Strategy, the proposal is supported by the recommendations of Council's evidence-based studies that were undertaken to deliver the best urban design and community outcomes.

The planning proposal is consistent with PRCUTS and, therefore the Greater Sydney Region Plan. The planning proposal also goes further in delivering the Greater Sydney Region Plan in that it delivers objectives that were either not covered by PRCUTS or that only subsequently became Government policy:

- Objective 3 - Infrastructure adapts to meet future needs;
- Objective 33 - A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change;
- Objective 34 - Energy and water flows are captured, used and re-used;
- Objective 35 - More waste is re-used and recycled to support the development of a circular economy.

The planning proposal seeks to introduce incentives to deliver precinct-wide sustainability infrastructure and outcomes.

- Objective 6 - Services and infrastructure meet communities' changing needs;
- Objective 16. Freight and logistics network is competitive and efficient;
- Objective 24. Economic sectors are targeted for success.

The planning proposal seeks to facilitate urban support services and reduce unnecessary road travel by ensuring ground floor commercial space is flexible and provides for the likely spatial and functional requirements of urban support services. It is Council's intention to prepare a Development Control Plan to facilitate the free movement of freight on Parramatta Road by ensuring ground floor commercial space is serviced from the rear.

- Objective 32 - The Green Grid links parks, open spaces, bushland and walking and cycling paths.

The planning proposal seeks to connect the proposed new parks, footpaths and cycleways with the existing parks, footpaths and cycleways, via new links and upgraded existing links.

The planning proposal also goes further in delivering the Eastern City District Plan in that it delivers objectives that were either not covered by PRCUTS or that only subsequently become Government policy in that it will deliver:

- Planning Priority E3 - Providing services and social infrastructure to meet people's changing needs
- Planning Priority E12 - Retaining and managing industrial and urban services land.
- Planning Priority E17 - Increasing urban tree canopy cover and delivering Green Grid connections.
- Planning Priority E18 – Delivering high quality open space.
- Planning Priority E19 - Reducing carbon emissions and managing energy, water and waste efficiently.
- Planning Priority E20 - Adapting to the impacts of urban and natural hazards and climate change.

**b) Does the proposal have site specific merit, having regard to the following?**

- **The natural environment (including known significant environmental values, resources or hazards) and**



- **The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and**
- **The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.**

The planning proposal has site specific merit.

It relates to land that is urban and has been generally continuously occupied for several decades and seeks to improve the quality of the urban environment for residential and commercial uses.

It seeks to deliver site specific outcomes for land within Stage 1 of PRCUTS. The planning proposal will be supported by a PRCUTS Infrastructure Strategy, which includes infrastructure required to be provided under the PRCUTS Infrastructure Schedule, to support the new development and population. The draft PRCUTS Infrastructure Strategy is intended to be exhibited with the planning proposal, along with a draft PRCUTS DCP, and will be supported by an amended Development Contributions Plan.

The planning proposal is also seeking to deliver the Green Grid, to ensure a continuous walking and cycling network, and free movement of transport and freight along Parramatta Road.

The planning proposal will deliver the evidence-based PRCUTS Masterplans. The Masterplans:

- synthesise the aims, vision and principles of the PRCUTS, including the site-specific requirements under the Implementation Tool Kit, to renew Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity;
- seek to ensure that all future decisions about rezoning of land will be made with a thorough understanding of potential cumulative impacts;
- seek to deliver orderly, transparent and high-quality design outcomes for development in the individual precincts and sites;
- are informed by detailed built form and urban design testing of the PRCUTS planning and design controls; and
- will guide the future built form and urban environment and inform amendments to the Canada Bay LEP 2013, DCP and development contributions plan for the PRCUTS Stage 1 precincts and sites within the precincts.

#### **Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?**

The planning proposal is consistent with the following Actions of Council's endorsed LSPS:

- 5.6 Ensure that Planned Precincts, Parramatta Road Corridor and redevelopment of large sites deliver a diversity of housing types ranging from terraces to apartments.
- 6.5 Prior to land use change occurring on the site known as 1- 7 King Street, Concord West, the Socio Economic Study is to be updated by Council to respond to Government plans and policies and other matters.

- 9.2 Ensure plans for the new Local Centre at Spencer Street in the Kings Bay precinct deliver fine grain retail frontages along Spencer Street, with large floor plate uses sleeved behind; large bulky goods retail concentrated along Parramatta Road; high floor to ceiling heights on the ground and second floor; material and finishes that reinforce the industrial character; and consistency with PRCUTS and 'movement and place'.
- 9.7 Ensure that B4 Mixed Use Zones and B1 Neighbourhood Centres maintain a substantial retail, office and commercial focus.
- 10.1 Investigate and encourage new mixed-use forms, larger format uses and urban support services on Parramatta Road ground floor development in Kings Bay Precinct.
- 10.2 Ensure that Kings Bay precinct has access from roads other than Parramatta Road; double height ceilings for Parramatta Road ground floor uses; rear lane low bay access for small trucks and customer parking; and shared loading docks for non-residential uses.
- 14.3 When preparing planning studies and controls, create links to habitat sites through canopy cover, the Green Grid and waterways, and improve planting of shrubs and understory.
- 16.5 Ensure that Master Plans and Precinct Plans achieve a minimum of 25% canopy cover
- 17.1 Consider and implement the Social Infrastructure (Open Space and Recreation) Strategy, including delivery of sports fields and courts; passive recreation; new open space in North Strathfield, Concord West and along the Parramatta Road Corridor; a new park in the Strathfield Triangle; expansion of Fred Kelly Place; and increased indoor recreation.
- 18.1 Advocate for increased BASIX water and energy targets.
- 18.3 Where appropriate, develop controls to compel developers to connect to planned recycled water schemes for all non-potable water uses.

**Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

Yes, the planning proposal is generally consistent with relevant State Environmental Planning Policies (SEPPs) and deemed SEPPs.

No.	SEPP Title	Consistency
1	Development Standards	Consistent.
19	Bushland in Urban Areas	N/A
21	Caravan Parks	N/A
33	Hazardous and Offensive Development	N/A
36	Manufactured Home Estates	N/A
44	Koala Habitat Protection	N/A
47	Moore Park Showground	N/A
50	Canal Estate Development	N/A
55	Remediation of Land	<p>Council undertook a Preliminary Site Investigation (Contamination) 2018 that found that some land in the precincts is potentially contaminated and would need to be remediated before the land is used for the proposed purposes.</p> <p>The planning proposal does not contain Provisions that contradict or would hinder application of this SEPP.</p>
64	Advertising and Signage	N/A
65	Design Quality of Residential Flat Development	The planning proposal does not contain Provisions that contradict or would hinder application of this SEPP.
70	Affordable Housing (Revised Schemes)	The planning proposal is supported by the Canada Bay Affordable Housing Scheme, which was recently made under SEPP 70.
	SEPP (Aboriginal Land) 2019	N/A
	SEPP (Affordable Rental Housing) 2009	The planning proposal does not contain Provisions that contradict or would hinder application of this SEPP.
	SEPP (Building Sustainability Index: BASIX) 2004	The planning proposal is seeking to introduce a clause to incentivise increased BASIX targets as recommended by PRCUTS and in the Canada Bay Sustainable Precincts Strategy. Refer to Appendix A for a plain English explanation of the proposed clause.
	SEPP (Coastal Management) 2018	N/A



	SEPP (Concurrences) 2018	The planning proposal does not contain Provisions that contradict or would hinder application of this SEPP.
	SEPP (Educational Establishments and Child Care Facilities) 2017	The planning proposal does not contain Provisions that contradict or would hinder application of this SEPP.
	SEPP (Exempt and Complying Development Codes) 2008	The planning proposal does not contain Provisions that contradict or would hinder application of this SEPP.
	SEPP (Gosford City Centre) 2018	N/A
	SEPP (Housing for Seniors or People with a Disability) 2004	The planning proposal does not contain provisions that contradict or would hinder application of this SEPP.
	SEPP (Infrastructure) 2007	Consistent. The planning proposal does not contain provisions that contradict or would hinder application of this SEPP.
	SEPP (Kosciuszko National Park-Alpine Resorts) 2007	N/A
	SEPP (Kurnell Peninsula) 1989	N/A
	SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A
	SEPP (Miscellaneous Consent Provisions) 2007	The planning proposal does not contain provisions that contradict or would hinder application of this SEPP.
	SEPP (Penrith Lakes Scheme) 1989	N/A
	SEPP (Primary Production and Rural Development) 2019	N/A
	SEPP (State and Regional Development) 2011	N/A
	SEPP (State Significant Precincts) 2005	N/A
	SEPP (Sydney Drinking Water Catchment) 2011	N/A
	SEPP (Sydney Region Growth Centres) 2006	N/A

	SEPP (Three Ports) 2013	N/A
	SEPP (Urban Renewal) 2010	The planning proposal does not contain provisions that contradict or would hinder application of this SEPP.
	SEPP (Vegetation in Non-Rural Areas) 2017	The planning proposal does not contain provisions that contradict or would hinder application of this SEPP.
	SEPP (Western Sydney Employment Area) 2009	N/A
	SEPP (Western Sydney Parklands) 2009	N/A
	<b>SREP Title</b>	<b>Consistency</b>
	Sydney Regional Environmental Plan No 8 (Central Coast Plateau Areas)	N/A
	Sydney Regional Environmental Plan No 9—Extractive Industry (No 2—1995)	N/A
	Sydney Regional Environmental Plan No 16—Walsh Bay	N/A
	Sydney Regional Environmental Plan No 20—Hawkesbury-Nepean River (No 2—1997)	N/A
	Sydney Regional Environmental Plan No 24—Homebush Bay Area	N/A
	Sydney Regional Environmental Plan No 26—City West	N/A
	Sydney Regional Environmental Plan No 30—St Marys	N/A
	Sydney Regional Environmental Plan No 33—Cooks Cove	N/A
	SREP (Sydney Harbour Catchment) 2005	The planning proposal does not contain provisions that contradict or would hinder application of this SEPP.

**Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?**

Council has undertaken a review to ensure the planning proposal is consistent with all relevant Section 9.1 Ministerial Directions. Relevant Directions are discussed in detail below:

Direction	Comments
1. Employment & Resources	
1.1 Business and Industrial Zones	<p>The planning proposal is not consistent with the Direction, as it seeks to rezone existing IN1 General Industrial and B6 Enterprise Corridor land to land that is zoned B4 Mixed Use, R4 High Density Residential and RE1 Public Recreation.</p> <p>However, the inconsistency is justified as it is consistent with Direction 7.1 and 7.3.</p> <p>Direction 7.3 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>Direction 7.1 requires planning proposals to be consistent with 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>
2. Environment & Heritage	
2.3 Heritage Conservation	<p>The planning proposal is consistent with the Direction. It does not contain provisions that contradict or would hinder application of heritage conservation controls.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
2.6 Remediation of Contaminated Land	<p>The planning proposal is consistent with the Direction. It seeks to rezone land that has been used for industrial purposes, including as automotive repairs/workshops, to residential purposes. Council has considered the change of use and is satisfied that the land can be made suitable and the rezoning can proceed.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
3. Housing, Infrastructure & Urban Development	
3.1 Residential Zones	<p>The planning proposal is consistent with the Direction. It seeks to broaden the location of housing available for sale and rent (including as affordable housing), make more efficient use of existing infrastructure and services, and facilitate new housing</p>



	<p>that is of good design.</p> <p>The planning proposal also seeks to ensure that requirements are in place prior to any development occurring under the proposed new controls to ensure the proposed increased housing capacity is adequately serviced.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
3.3 Home Occupations	<p>The planning proposal is consistent with the Direction. It does not contain provisions that contradict or would hinder the carrying out of low-impact small businesses in dwelling houses.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
3.4 Integrating Land Use & Transport	<p>The planning proposal is consistent with the aims, objectives and principles of Improving Transport Choice and The Right Place for Business and Services.</p> <p>The planning proposal is consistent with Principle 9 - Improve road management of Improving Transport Choice.</p> <p>The precinct-wide traffic study is currently being finalised and is intended to be exhibited with the planning proposal.</p> <p>The planning proposal will deliver the PRCUTS, which is an integrated land use planning and transport policy framework for the transformation of the Parramatta Road Corridor (the Corridor) that is approved by the Secretary of the Department of Planning and Environment.</p>
<b>4. Hazard and Risk</b>	
4.1 Acid Sulfate Soils	<p>The planning proposal is consistent with the Direction. Whilst it seeks to intensify land uses on land identified as having a probability of containing Class 2 and Class 5 acid sulfate soils, the Canada Bay LEP 2013 contains the Acid Sulfate Soils Model LEP clause, which includes the requirement that an acid sulfate soils management plan be prepared in accordance with the Acid Sulfate Soils Manual prior to a development consent being granted.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
4.3 Flood Prone Land	<p>The planning proposal is consistent with the Direction. Whilst it seeks to create, remove or alter a zone or a provision that affects flood prone land, the Canada Bay LEP 2013 and DCP include planning controls that require proposed developments to address flood behaviour and impacts.</p> <p>Also the planning proposal seeks to retain the current planning controls for certain land in the Homebush Precinct that has been</p>

	<p>identified as flood prone and not suitable for rezoning</p> <p>This is discussed further below.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
<b>5. Regional Planning</b>	
<b>5.10 Implementation of Regional Strategies</b>	<p>The planning proposal is consistent with the vision, land use strategy, goals, directions and actions of <i>Greater Sydney Region Plan – A Metropolis of Three Cities</i> and the Eastern City District Plan. Council's LSPS received Assurance by the Greater Sydney Commission on 25 March 2020.</p> <p>The planning proposal is also consistent with the Greater Sydney Region Plan and the Eastern City District Plan. Objective 23 of the Greater Sydney Region Plan - to plan, retain and manage industrial and urban services land – does not apply to land within the PRCUTS. The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
<b>6. Local Plan Making</b>	
<b>6.1 Approval and Referral Requirements</b>	<p>The planning proposal is consistent with the Direction. It does not seek to increase requirements for concurrence, consultation or referral provisions and does not identify any developments as designated development.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
<b>6.2 Reserving Land for Public Purposes</b>	<p>The planning proposal is consistent with the Direction. It does not seek to identify or remove land for acquisition for public purpose.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
<b>6.3 Site Specific Provisions</b>	<p>The proposal is consistent with the Direction. It does not seek to apply unnecessarily restrictive site specific planning controls.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment.</p>
<b>7. Metropolitan Planning</b>	
<b>7.1 Implementation of A Plan for Growing Sydney</b>	<p>The planning proposal is consistent with the principles, directions and priorities of the Eastern City District Plan. Refer to Section B – Relationship to strategic planning framework, Q3. (a) above.</p> <p>The planning proposal will also deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and</p>

	Environment.
7.3 Parramatta Road Corridor Urban Transformation Strategy	<p>The planning proposal is largely consistent with the Direction. It will deliver the PRCUTS, which is approved by the Secretary of the Department of Planning and Environment, with some minor variations that respond to more recent Government policy, or that will deliver precinct-wide best urban design, community infrastructure and public benefits. The latter are the result of Council's evidence-based PRCUTS strategic planning process.</p> <p>The <i>PRCUTS Implementation Update 2021</i> encourages Councils to progress planning proposals to exhibition prior to completion of a Precinct-wide traffic study. The traffic study must be completed prior to finalisation of the planning proposal.</p>

### **Direction 3.4 Integrating Land Use & Transport**

The Direction applies where a planning proposal is seeking to create, alter or remove a zone or a provision relating to urban land, to improve access to housing, jobs and services by walking, cycling and public transport; transport choices are increased; car dependency is reduced; freight movement efficiencies are created.

The planning proposal is consistent with the aims and objectives of *The Right Place for Business and Services – Planning Policy (DUAP 2001)* and the principles of *Improving Transport Choice – Guidelines for planning and development (DUAP 2001)*, as it seeks to concentrate new residential and commercial development and services in new mixed use centres (Principles 1 and 2), which are aligned with the Parramatta Road corridor and the PRCUTS and Council's land use strategy (Principles 3 and 4). The planning proposal seeks to connect streets, improve pedestrian access, improve cycle access, manage parking supply, reduce car dependency and implement good urban design (Principles 5-8, 10).

The planning proposal also seeks to improve road management (Principle 9) by prioritising freight movement along the Parramatta Road, minimising access ways off Parramatta Road, identifying potential intersection upgrades on Parramatta Road and local streets, and working with Transport for NSW to complete a Precinct-wide traffic study, which is required under PRCUTS.

### **Precinct wide traffic study**

The PRCUTS Implementation Plan 2016-2023 requires that "prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct." Council has been working collaboratively with Transport for NSW, Burwood and Strathfield Councils and the Department of Planning and Environment to complete the precinct-wide traffic study.

The *PRCUTS Implementation Update 2021* encourages Councils to progress planning proposals to exhibition prior to completion of a Precinct-wide traffic study. Planning proposals cannot be finalised prior to finalisation of the traffic study.

The traffic study was undertaken by City of Canada Bay, Burwood and Strathfield Councils. The traffic study is currently being finalised and is intended to be exhibited with the Planning Proposal. It applied a methodology that was agreed with TfNSW,

using a baseline of 2019 and with uplift modelling for 2026 and 2036. The study found that:

- By 2036, the study area will see a 35% to 39% increase in traffic from 2019 levels;
- Whilst some traffic will be diverted to WestConnex M4, a proportion will still be using surface roads, including Parramatta Road, and approximately 75% of the 2036 traffic will be traffic passing through the study area; Peak period queue lengths will impact local roads to the north and south of Parramatta Road, generating traffic re-routing through local east-west streets;
- Impacts need to be mitigated with public and active transport mode shifts as well as network traffic improvements that centre around relieving pinch points and on more efficient queue storage;
- The Kings Bay precinct is expected to have the heaviest reliance on private cars due to the relatively low level of direct public transport accessibility;
- Opportunities for turning and cross-movements at Parramatta Road, to the benefit of local traffic, have not been able to be progressed due to the forecast congestion and the unknown outcomes of the public and active transport planning currently being progressed by TfNSW;
- Initiatives are proposed for each precinct that include recommended new bus routes and traffic signals, walking and cycling connections, and intersection upgrades.

#### **Direction 4.3 Flood Prone Land**

The Direction applies where a planning proposal is seeking to create, remove, or alter a zone or provision for land that is flood prone.

The planning proposal is seeking to address flooding hazards for land that has been identified as flood prone, including:

- **Land within the Homebush North precinct**

Some of the land that is adjacent to Homebush Bay Drive is within the Powells Creek catchment and has been identified as flood prone by the Draft Concord West Flood Study 2015. Council's LEP Miscellaneous Amendments planning proposal is seeking to amend the Flood Planning Area to include all lots that are subject to overland flooding to a depth of 0.15m or more in a 1% AEP event, as recommended in the Study. The planning proposal was recently publicly exhibited and is now being prepared for finalisation.

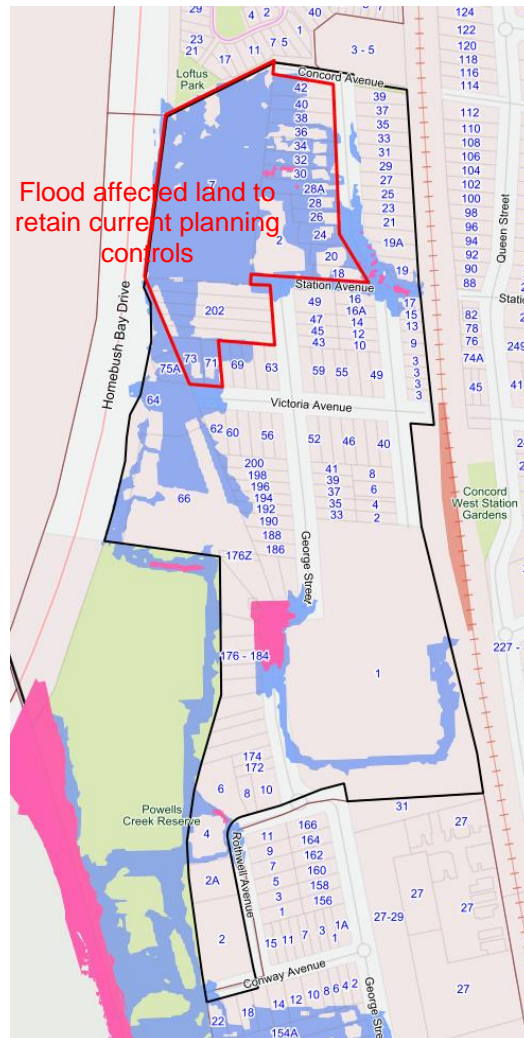
The subject planning proposal is seeking to retain the current planning controls for several lots that the flood study has identified as being flood affected: 7 Concord Avenue, 2 Station Ave, 202 George St, 71-73 Victoria Avenue and the residential properties west of King St and north of Victoria Ave.

On 11 March 2021, Sydney Eastern Planning Panel advised that rezoning of 7 Concord Ave is inconsistent with good planning principles and with Ministerial Direction 4.3 pertaining to flooding, and recommended that rezoning of the site should not proceed.

202 George Street, 2 Station Avenue and the properties on the western side of King Street were also identified in the Canada Bay Concord West Flood Study as being flood affected.

A flood study is currently being prepared for the Powell's Creek catchment. This study is anticipated to be completed by mid-2022.

Council intends to adopt a precautionary principle in relation to flood affected land in the Powells Creek catchment and is seeking to retain 7 Concord Avenue and 202 George Street as IN1 General Industrial zone, and 2 Station Avenue and the King Street properties as R2 Low Density Residential, until completion of the study, which can then inform the suitability of the area for rezoning.



*Flood affected land in the Homebush precinct (red border). Blue and pink areas are flood hazard area.*

- **Land within the Kings Bay precinct**

Certain land that is within the vicinity of William Street and Spencer Street has been identified as flood prone by the Parramatta Road Corridor Flood Risk Assessment 2020. The flood hazards will be addressed by new controls proposed in the Canada Bay DCP for the Kings Bay precinct.

### **Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy**

The Direction applies to planning proposals for land that is within a PRCUTS precinct. Planning proposals must be consistent with the PRCUTS (November 2016), including



the PRCUTS Planning and Design Guidelines, the PRCUTS Implementation Plan and the relevant District Plan, and they must contain a requirement that development is not permitted until the land is adequately serviced (or arrangements satisfactory are in place) consistent with the Strategy.

The planning proposal is the most efficient and effective way of addressing Objective 1 (c) of the Direction, *to guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure*, as the planning proposal has incorporated the delivery of public infrastructure into the proposed planning controls. The planning proposal will be also supported by a PRCUTS Infrastructure Strategy, which has been developed to address the infrastructure required to be provided in each of the precincts under the PRCUTS Infrastructure Schedule, as well as items recommended under the Canada Bay PRCUTS Public Domain Plan 2020 and the Canada Bay Social Infrastructure Strategy 2019. The draft PRCUTS Infrastructure Strategy is intended to be exhibited with the planning proposal, along with the draft PRCUTS DCP, and will be supported by an amended Development Contributions Plan.

This is discussed further below.

The planning proposal is generally consistent with the Principles and Strategic Actions of PRCUTS:

- Principle 1: Housing choice and affordability – The planning proposal will deliver Council's Local Housing Strategy and 37.5% of the 2036 housing target, with a focus on family and affordable housing. Note that 20% of apartments will be one-bed or studio, 20% will be 3-bed and 4% of all apartments will be affordable housing under the LSPS Planning Proposal.
- Principle 2: Diverse and resilient economy – The planning proposal will deliver two B4 Mixed Use precincts on Parramatta Road, a major connector route and freight corridor mid-way between the Sydney CBD and the Parramatta CBD. These will have a focus on creating new jobs and delivering urban services to the local population.
- Principle 3: Accessible and connected - The planning proposal will deliver three new development precincts with access to good rail transport: Homebush North has access to the Northern Line at the existing North Strathfield station, which is also to be upgraded to the future Metro West - North Strathfield station, and Burwood is located at the site of the future Metro West - Burwood North station. Kings Bay is midway between the future Metro West - Burwood North station and the Metro West – Five Dock station.

However, improvements to the road network will be required, which will need to be developed using detailed traffic modelling in consultation with TfNSW. This work is currently being finalised and is intended to be exhibited with the Planning Proposal.

- Principle 4: Vibrant communities and places - The planning proposal will deliver quality places and built form outcomes that will transform the Corridor over time to be places that people love. The local character will be guided by Local Character Statements. It is Council's intention that the Statements will eventually form part of the Canada Bay LEP when the SI Local Character clause and overlay are finalised by DPIE.
- Principle 5: Green spaces and links - The planning proposal will deliver new active and passive open spaces to support the recreational needs of the community and to encourage healthy and active lifestyles. Refer to the

PRCUTS Public Domain Plan for details about how each new park will be activated.

- Principle 6: Sustainability and resilience - The planning proposal will facilitate liveable local Precincts that are sustainable and resilient to future environmental, climate and social change.
- Principle 7: Delivery- The planning proposal is the best mechanism to drive and facilitate the delivery of holistically and strategically planned PRCUTS precincts.

The planning proposal is consistent with the Direction, but includes some variations that will either deliver better urban design and public benefits, or that respond to more recent Government policy. These are the result of Council's PRCUTS evidence-based strategic planning process and are discussed below.

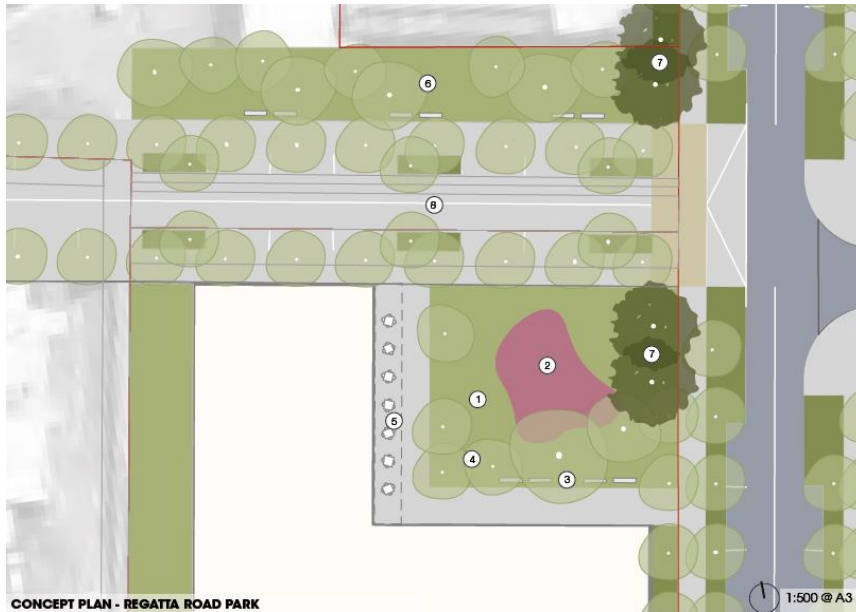
### **Variations that will deliver better urban design and public benefits**

- Additional public open space is proposed for the Kings Bay precinct, corner of Queens Road and William Street, William Street Park. This proposed new park will provide a venue for formal and informal community activation and tree planting (refer to page 43 of the Kings Bay Masterplan and page 57 of the Public Domain Plan). The configuration of the space allows for greater social activation than is possible in the linear park that is proposed under PRCUTS. Provision of open space in this location does not impact on the achievement of the floor space ratio requirements applying to development of the site.



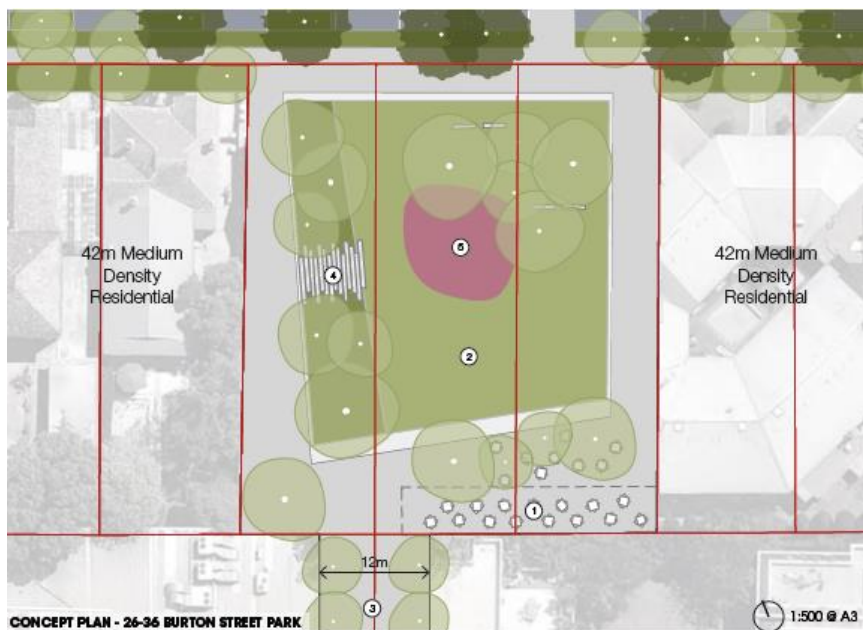
*William Street Park (Excerpt from Public Domain Plan)*

- Reconfiguration of Regatta Road Park, Kings Bay precinct. Reconfiguration of the park is proposed in order to accommodate a new Council depot facility on Council's land, whilst still providing a park in the location and a new shared accessway connecting through to Walker Street for pedestrians and through-traffic.



*Regatta Road Park and shared accessway (Excerpt from Public Domain Plan)*

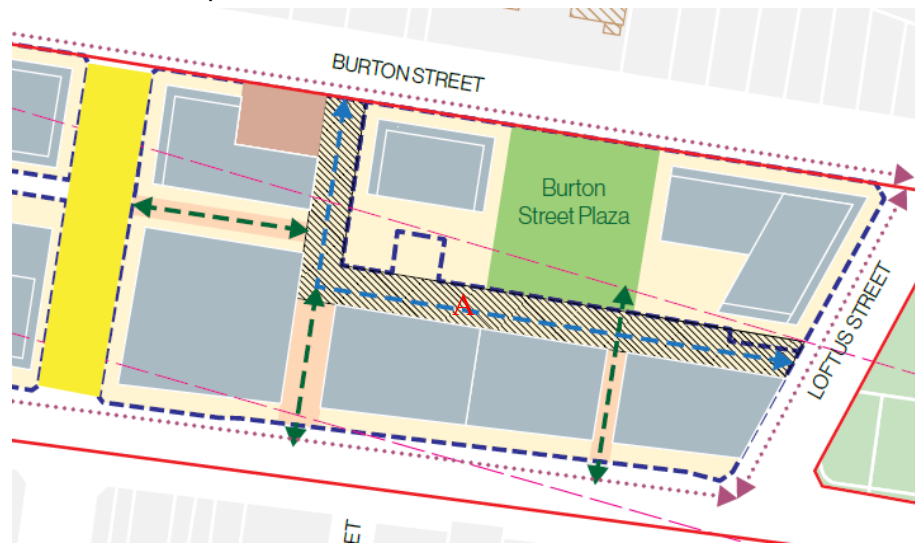
- An additional public pedestrian through-site link is proposed for the Burwood precinct, Burton Street Park, to connect Burton Street Park through to Parramatta Road. This proposed pedestrian through-site link will activate the park by facilitating pedestrian movement through the park, which would otherwise be minimal (refer to page 40 of the Burwood Masterplan and page 27 of the Public Domain Plan).



*Burton Street Park and pedestrian through-site link to the south (Excerpt from Public Domain Plan)*

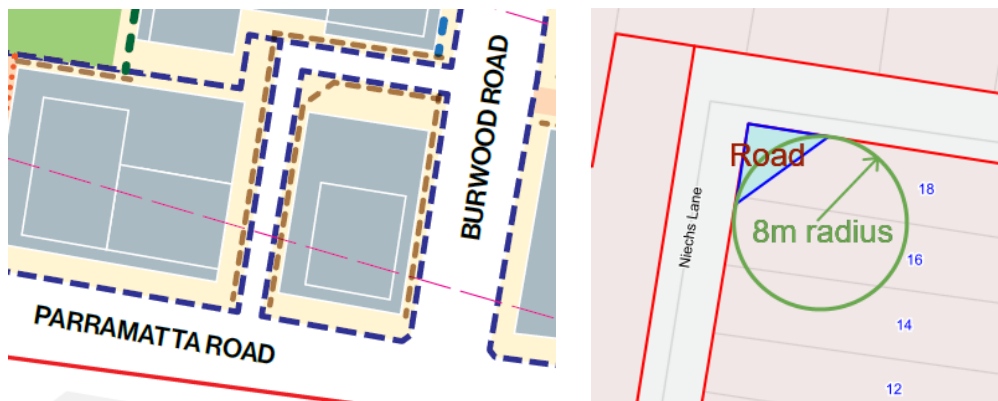
- An additional street reserve is proposed for the Burwood precinct, comprising a vehicular service accessway off Loftus Street and connecting through to Burton Street ('A' on the map). Provision of this laneway is at the request of Sydney

Metro West to provide access to/servicing of the lots facing Parramatta Road, which would otherwise need to be accessed directly off Parramatta Road. This will facilitate the free movement of pedestrians and traffic, including freight, along Parramatta Road. It is not intended for public access to the Metro station/Metro square.



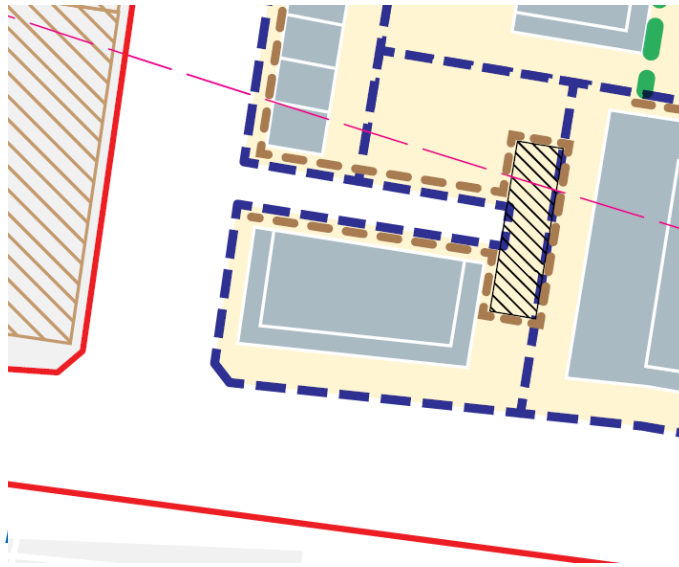
*Loftus Street vehicle service accessway (Excerpt from Burwood Masterplan)*

- A widening of the roadway at the 90° bend in Niechs Lane (western side) in the Burwood precinct is proposed to enable free access by service and emergency vehicles. An 8m clear turning radius is required to enable large vehicles to turn the corner.



*Niechs Lane widening to enable truck turning (Excerpt from PRCUTS Masterplan; and design requirements)*

- An extension to Frankie Lane in the Burwood precinct is proposed, which will also incorporate a T-section truck turning bay ('A' on the map). The laneway is required to provide access to/servicing of 49 Parramatta Road, which would otherwise need to be accessed directly off Parramatta Road. The truck-turning bay is required to enable trucks that enter the laneway to be able to turn around safely and to exit the laneway without having to reverse into Broughton Street.



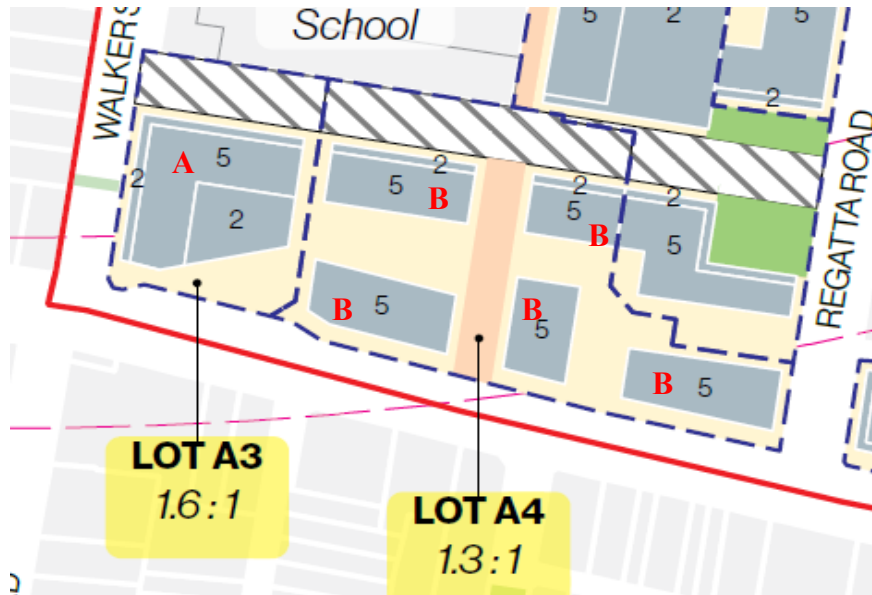
- The planning proposal is seeking to refine the PRCUTS recommended maps for density (FSR) and building heights in the Community Infrastructure Height of Buildings Map (CIHOB) and Community Infrastructure Floor Space Ratio Map (CIFSR). The draft CIHOB and CIFSR maps proposed in the planning proposal:
  - will deliver the yields recommended under PRCUTS;
  - will achieve a more detailed built form than the PRCUTS recommended FSR and height of buildings maps;
  - will contribute towards delivering the detailed urban design objectives and building massing recommendations in Council's PRCUTS masterplans and other supporting studies. Note that, for practical purposes and ease of implementation, the Community Infrastructure Height of Buildings Map in the planning proposal is a simplified version of the maximum building heights that are recommended in the masterplans, which include numerous different and very fine grain building heights. For this reason, the proposed height of buildings and FSR maps will be applied through both development standards in the LEP and development controls in a DCP.
  - are generally aligned with the landownership of recently amalgamated sites;
  - have been developed to ensure that development applications will be able to be compliant with SEPP 65;
  - are informed by the PRCUTS Masterplans for each of the three precincts, which were in turn informed by:
    - the PRCUTS Planning and Design Guidelines, which recommend FSR and building height controls for the precincts;
    - contextual interface and minimising impact on public parks, low scale residential areas, schools and heritage buildings;
    - positioning of the higher tower forms towards the southern side of the lots to achieve better solar performance of open space and reduced solar impacts on building facades, including those on the southern side of Parramatta Road (in the Burwood LGA);



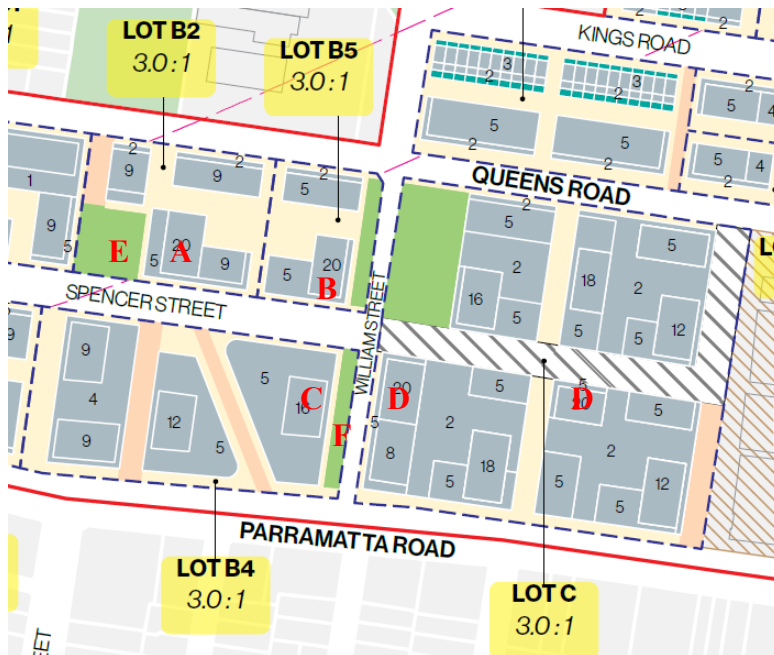
- maximising utilisation of land and minimising site coverage, to free up more space on the ground and provide generous separation between buildings; and
- provision of required infrastructure and public benefits;
- are the most efficient and effective way to ensure the infrastructure and public benefits required under the PRCUTS Infrastructure Schedule (parks, pedestrian through-site links, street reserves), the Eastern City District Plan (the Green Grid footpaths, cycleways and 25% tree canopy coverage) and Council's Public Domain Plan is delivered;
- in conjunction with the proposed public benefits clause (refer to Appendix A), are intended to incentivise the delivery of the required infrastructure by allocating a minimal height limit to the land parcels identified for open space and public domain and by transferring the floor space elsewhere within the amalgamated site (refer to Attachment – LEP Maps - Key Sites Map); and
- give consideration to current amalgamated land ownerships. Appropriate adjoining lots have been allocated additional incentive height limits which enables the transfer of floor space from land parcels identified for infrastructure. This will ensure that the required infrastructure and total floor area is delivered and in a fair and equitable way. In order to achieve the floor space reallocation, the planning proposal is seeking to vary the PRCUTS recommended building heights and FSRs in a number of specific locations.

It is also not possible to achieve both the maximum building height and FSR recommended in PRCUTS on all sites. Where detailed built form testing has revealed that the maximum building height has been achieved, the floor space ratio has been capped. And where the maximum FSR has been achieved, the building height has been capped. This is required to prevent the development capacity of PRCUTS from being exceeded, which would require additional evidence-based strategic and site specific justification to that provided by PRCUTS and the planning proposal. It would also require additional community and public infrastructure to be provided beyond what was envisaged would be delivered under PRCUTS:

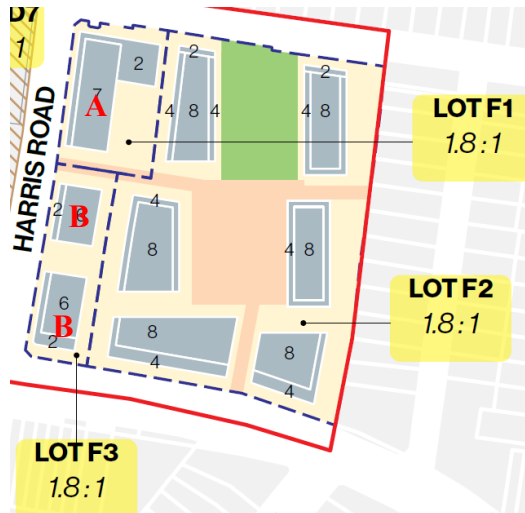
- Kings Bay Precinct, Masterplan Lots A3 and A4 / Key Sites 8 and 9, Parramatta Road between Walker Street and Regatta Road
  - Height from 17m under PRCUTS to 19m (5 storeys);
  - FSR from 2.2:1 under PRCUTS to 1.6:1 and 1.3:1 respectively;
  - The additional height and reduced FSRs ('A' and 'B' on the map) enables the development capacity under PRCUTS to be fully taken up, delivery of the PRCUTS Spencer Street western extension, the Parramatta Road Green Edge Setback, and taller ground floor commercial space along the Parramatta Road frontage, which PRCUTS envisages as an activated corridor.



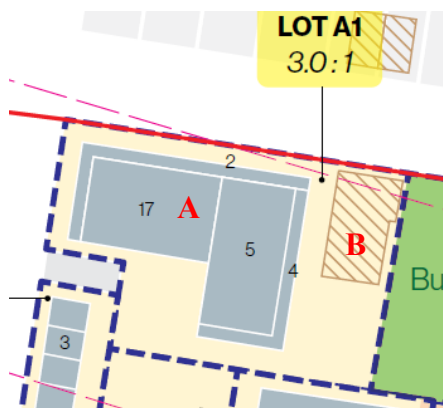
- Kings Bay Precinct, Masterplan Lots B2, B4, B5 and C / Key Sites 13, 14, 17 and 22.
  - Height from 80m under PRCUTS to 67m, 55m, 67m and 67m (20, 16, 20 and 20 storeys) respectively;
  - The lower maximum building heights ('A'-'D') on the map) enables the 3.0:1 FSR under PRCUTS to be fully taken up, the desired built form to be achieved and delivery of taller ground floor commercial space along the Parramatta Road frontage and the PRCUTS Parramatta Road Green Edge Setback and public open space, the Spencer Street Plaza ('E' on the map) and the linear park ('F' on the map).



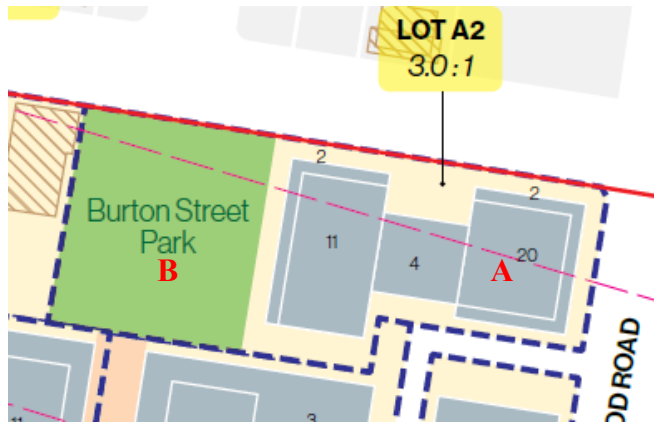
- Kings Bay Precinct, Masterplan Lots F1 and F3 / Key Site 2, Harris Road
  - Height from 28m under PRCUTS to 25m and 20m (7 and 6 storeys) respectively;
  - The lower maximum building heights ('A' and 'B' on the map) enables the 1.8:1 FSR under PRCUTS to be fully taken up, as well as the desired built form to be achieved and delivery of the PRCUTS Parramatta Road Green Edge Setback and taller ground floor commercial space along the Parramatta Road frontage.



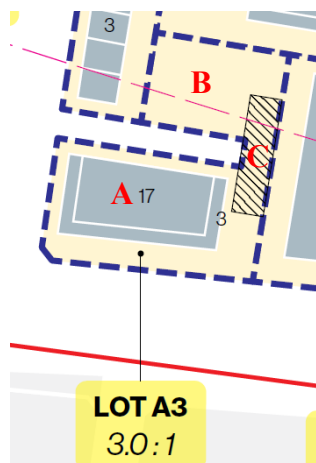
- Burwood Precinct, Masterplan Lot A1, cnr Burton Street & Broughton Street
  - Height from 42m under PRCUTS to 56m (17 storeys);
  - The additional height ('A' on the map) enables the 3.0:1 FSR under PRCUTS to be fully taken up and the podium mass of the tower to be reduced adjacent to and setback from the heritage item, the house "Loretto" ('B' on the map).



- Burwood Precinct, Masterplan Lot A2 / Key Site 2, cnr Burton Street & Burwood Road
  - From 42m under PRCUTS to 65.5m (20 storeys);
  - The additional height to the tower at 28-32 Burton Street, Concord ('A' on the map) enables the 3.0:1 FSR under PRCUTS to be fully taken up and the delivery of PRCUTS public open space, the Burton Street Park ('B' on the map).

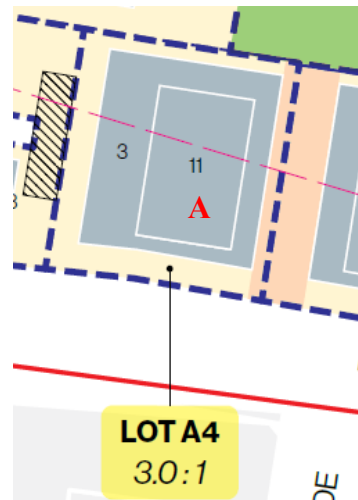


- Burwood Precinct, Masterplan Lot A3 / Key Site 2, cnr Parramatta Road & Broughton Street
  - From 42m under PRCUTS to 55m (17 storeys);
  - The additional height to the tower at 55-59 Parramatta Road, Concord ('A' on the map) enables the 3.0:1 FSR under PRCUTS to be fully taken up, extension to Frankie Lane to provide a service accessway for 49 Parramatta Road, and delivery of ground floor communal open space ('B' on the map), a T-section truck turning bay ('C' on the map), the PRCUTS Parramatta Road Green Edge Setback and taller ground floor commercial space along the Parramatta Road frontage.

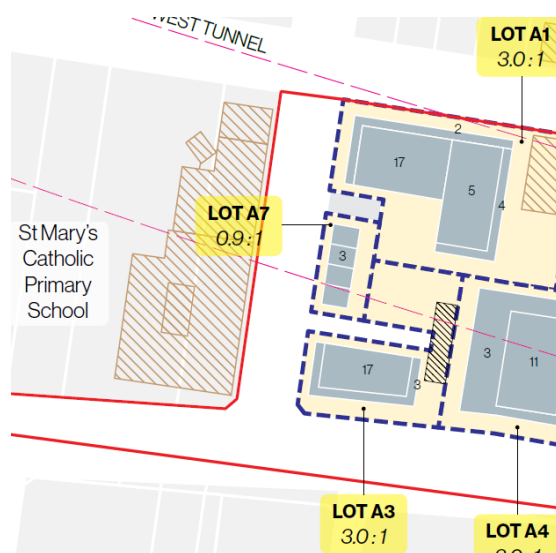


- Burwood Precinct, Masterplan Lot A4 / Key Site 3, 49 Parramatta Road
  - From 42m under PRCUTS to 40m (11 storeys);
  - The lower height to the tower at 59 Parramatta Road, Concord ('A' on the map) enables the 3.0:1 FSR under PRCUTS to be fully taken up, the desired built form to be achieved and delivery of a

pedestrian through-site link, the PRCUTS Parramatta Road Green Edge Setback and taller ground floor commercial space along the Parramatta Road frontage.



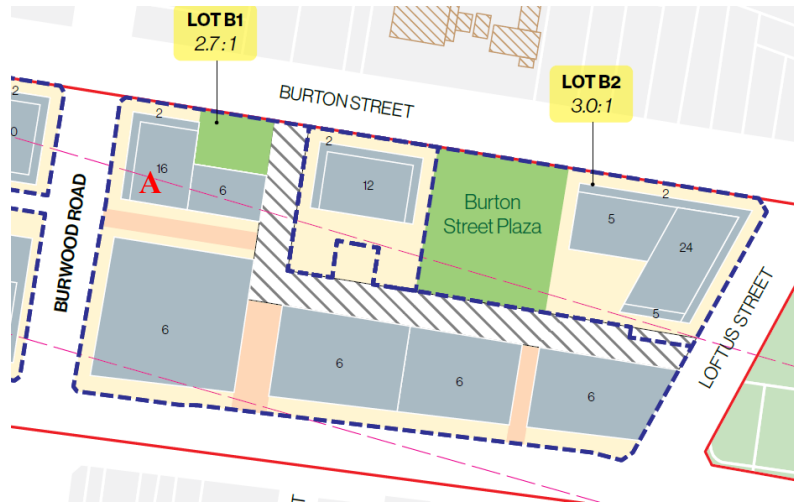
- Burwood Precinct, Masterplan Lot A7, 1 Broughton Street
  - From 42m under PRCUTS to 10.5m (3 storeys) and 3.0:1 FSR under PRCUTS to 0.9:1;
  - The lower height and reduced FSR at 1 Broughton St ('A' on the map) enable the major development sites at Masterplan Lots A1 and A3 to be fully developed, as envisaged under PRCUTS. However, 1 Broughton St is isolated from those Lots, due to the location of Frankie Lane on the south and an electrical substation on the north, and it is not possible to incorporate it into Lots A1 or A3. 1 Broughton Street therefore represents an opportunity to deliver some fine-grained terrace-house-style dwellings on a constrained site directly opposite a primary school.



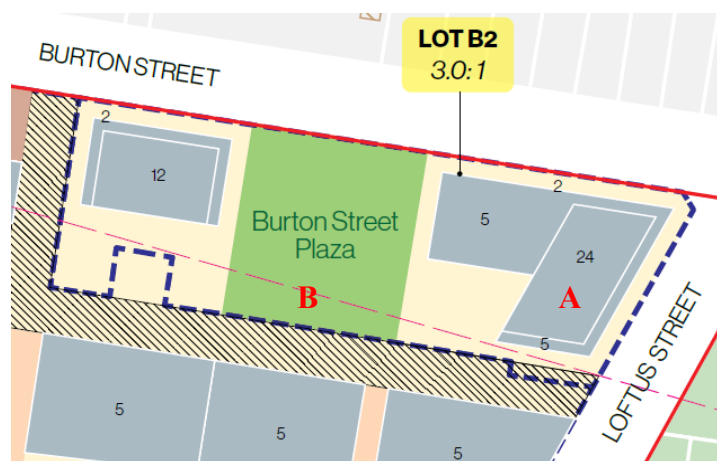
- Burwood Precinct, Masterplan Lot B1 / Key Site 6, Sydney Metro West land
  - From 42m under PRCUTS to 56m (16 storeys);
  - The additional height to the residential tower at corner of Burwood Road and Burton Street, Concord ('A' on the map) is at the request



of Sydney Metro. Metro's intention is to deliver a residential tower in this location and 6 storeys of commercial along Parramatta Road, with no residential above. The additional height to the tower enables the 3:1 FSR under PRCUTS to be fully taken up for that section of the site, and a 2.7:1 FSR overall. Metro's approach is to deliver a two-stage development: 1. significant commercial floor space in association with the metro station; and 2. the residential TOD.

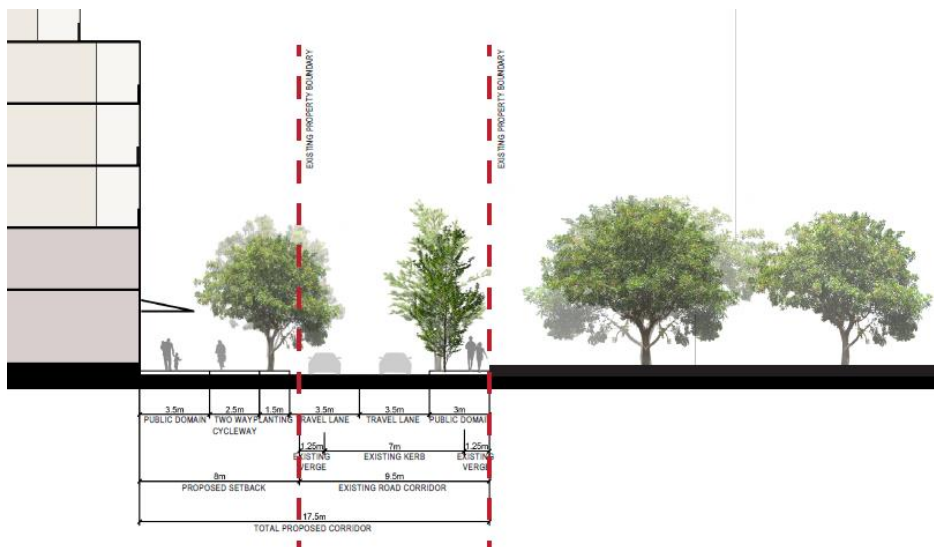


- Burwood Precinct, Masterplan Lot B2 / Key Site 7, Burton Street
  - From 42m under PRCUTS to 78m (24 storeys);
  - The additional height to the tower at 1A, 2, 2A, 3, 3A Loftus Street, Concord ('A' on the map) enables the 3.0:1 FSR under PRCUTS to be fully taken up and delivery of a service road for the commercial development fronting Parramatta Road and the PRCUTS public open space, the Burton Street Plaza ('B' on the map).



- Homebush Precinct, Masterplan Terraces area
  - From 0.5:1 FSR under PRCUTS to 0.7:1;
  - The additional FSR for the terraces increases the feasibility of terrace-house development. This change is therefore necessary to facilitate delivery of low-scale medium density residential development, as recommended under PRCUTS.

- The planning proposal is seeking to reduce the width of the proposed linear park along the western side of William Street, between Queens Road and Parramatta Road ('A' on the map) from 15m to 8m. This is justified on the basis that:
  - Council is intending to deliver a significant new park on the eastern side of William Street, the William Street Park ('B' on the map), which will have a configuration that is more easily able to be activated for community uses;
  - The linear park will be a focus for delivering the Green Grid by providing 3.5m width of public domain, 2.5m width for a dedicated two-way cycleway and 1.5m width of planting to contribute towards Council's 25% tree canopy target (refer to page 55 of the Kings Bay Masterplan); and
  - The reduced width enables a reduction in the building heights, which reduces overshadowing to Parramatta Road.

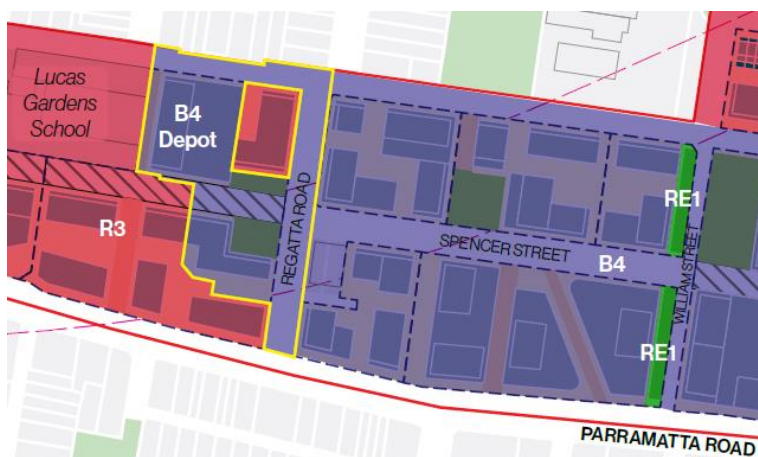


*William Street cross-section (Excerpt from Kings Bay Masterplan)*

- The planning proposal is seeking to vary the rezoning proposed by PRCUTS for 15-17 Regatta Road Five Dock, Kings Bay precinct / Key Site 12, from R3 Medium

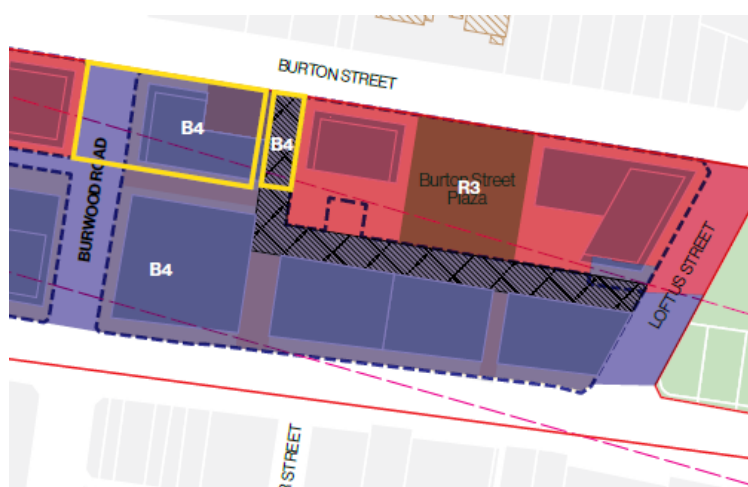
Density Residential under PRCUTS to B4 Mixed Use with Additional Permitted Uses as a depot. This will facilitate the following:

- Contiguous extension of the PRCUTS B4 Mixed Use zone;
- Retention of the current function of the site as Council's depot;
- Operational flexibility for Council by ensuring Council's key civil function is accommodated within the local government area and for which there is no alternative site.



*Council Depot Site – Proposed B4 Mixed use zoning for Council Depot Site (Excerpt from Kings Bay Masterplan)*

- The planning proposal is seeking to vary the rezoning proposed by PRCUTS for 19 (Lot A and part Lot B), 20 and 26 Parramatta Road, Concord, Burwood precinct, from R3 Medium Density Residential under PRCUTS to B4 Mixed Use. This will facilitate the following:
  - Contiguous extension of the PRCUTS B4 Mixed Use zone; and
  - Continuous permissible land uses for the Sydney Metro West land, which is required in entirety to facilitate the delivery of the new Burwood North station.



*Sydney Metro West site - Proposed B4 Mixed use zoning for Burwood North (Concord) station precinct (Excerpt from Burwood Masterplan)*

- The planning proposal is seeking to introduce height and FSR controls for land at 75A, 66 and part of 64 Victoria Avenue, Concord West of 8.5m maximum height and 0.7:1 maximum FSR. This is consistent with Council's practice of applying the same height and FSR controls to land that is used for infrastructure purposes as is applied to the adjoining residential land. The proposed controls also permit adequate flexibility for the entities in accommodating future change, given all structures on the subject sites are currently single storey.

75A Victoria Avenue is owned and used by Sydney Water. It contains permanent operational infrastructure that is critical to servicing the existing population and future population growth in the Canada Bay LGA. 66 and part of 64 Victoria Avenue is owned by the City Canada Bay Council and is used for educational purposes. It contains the Victoria Avenue Public School.



- The planning proposal is seeking to retain the current planning controls for certain land in the Homebush North precinct:
  - 7 Concord Avenue, 2 Station Ave, 202 George St, 71-73 Victoria Avenue and the residential properties west of King St and north of Victoria Ave.

These Lots are flood affected and Council wishes to adopt the precautionary principle in relation to rezoning of land that the Sydney Eastern Planning Panel has advised should not be rezoned as it would be inconsistent with good planning principles and with Ministerial Direction 4.3 pertaining to flooding. Refer to section Direction 4.3 Flood Prone Land above.

- 1-7 King Street, Concord West.

This site is subject to Action 6.5 of the Canada Bay LSPS, which states that:

Prior to land use change occurring on the site known as 1-7 King Street, Concord West, the Concord West Socio Economic Study is to be updated by Council to respond to:

- the Eastern City District Plan;

- the Parramatta Road Corridor Urban Transformation Strategy;
- any outcomes arising from the Burwood, Strathfield, Homebush Planned Precinct;
- any commitment by the NSW Government in relation to a metro station in North Strathfield; and
- any other matter of material importance.

The Study is to provide a recommendation on the preferred land use outcome for the site having regard to the above plans, strategies and considerations.

Rezoning in the precinct beyond what is proposed in this planning proposal will be considered when the above Actions have been completed.



*Homebush North precinct – Land proposed for retention of current planning controls*

## Responses to Recent Government Policy

In July 2021, the Department of Planning and Environment published the *PRCUTS Implementation Update 2021*.

In response to the Sydney Metro West rail project and discussions Council has had with Sydney Metro about the agency's aspirations for the government-owned land in the Burwood Precinct, the planning proposal is seeking to vary the PRCUTS to:

- Extend the B4 Mixed Use zone through to Burton Street, to create a continuous mixed use centre to service and support the station;



- Acknowledge Metro's preference for a concentration of commercial floor space along Parramatta Road, with a 6-storey height limit;
- Remove Niechs lane (east) as a vehicular accessway, but retain it as a pedestrian link; and
- Increase the setbacks to both sides of Burwood Road within the B4 Mixed Use zone, 5m on the eastern side and 3m on the western side (south of Neichs Lane).

The planning proposal is justified on the basis that it is consistent with the preliminary Sydney Metro West EIE Burwood North Station placemaking place and design principles:

- Improve amenity north and south of the Parramatta Road with Sydney Metro as a catalyst for positive change. The planning proposal is seeking to facilitate a new Mixed Use centre and high-density residential precinct to activate the area and create positive change.
- Facilitate transit-oriented development with public spaces and local services that support the station as a focal point for activity. The planning proposal is seeking to facilitate the
- Deliver legible, safe and intuitive station entries that address both north and south of Parramatta Road.
- Improve the priority and amenity for pedestrians in the area.
- Facilitate activation and urban renewal around the station in accordance with the Parramatta Road Corridor Urban Transformation Strategy.
- Enable provision of pedestrian through-site links to enhance permeability in and around the station. Indicative place and design principles for Burwood North are shown in Figure 7-7.



Figure 7-7 Indicative Burwood North place and design principles

## Section C – Environmental, social and economic impact

### **Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The proposed changes are not likely to result in any adverse effects on critical habitat for threatened species and ecological communities.

The proposed changes will result in beneficial effects on critical habitat for threatened and endangered species as it is seeking to rezone land that has been developed as industrial uses to business and residential uses. This will require development applications for land that is currently zoned IN1 general Industrial to investigate the level and nature of contamination on the site and to demonstrate that the land has been remediated for residential purposes. As the subject sites are all within Parramatta River catchments, this will result in reduced adverse impacts on the Parramatta River and improve the water quality.

**Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

The proposed changes are unlikely to result in any environmental effects.

The planning proposal will result in beneficial environmental effects as it is seeking to implement the following sustainability measures, as recommended in the Canada Bay Sustainable Precincts Strategy 2020:

- To incentivise increased Basix Targets for energy and water usage under the *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* by adding a new clause to the Canada Bay LEP to enable developments to be approved with an additional 5% FSR, but only if the following BASIX water and energy targets are met:
  - BASIX Energy 50 and BASIX Water 50 (<14 storeys)
  - BASIX Energy 40 and BASIX Water 50 (15 - 29 storeys)
  - BASIX Energy 35 and BASIX Water 50 (30 - 39 storeys)
  - BASIX Energy 30 and BASIX Water 50 (40+ storeys)and if the additional floor space does not have adverse impacts on adjoining land and property;
- To require new developments to include construction of both potable water pipes and recycled water pipes for all internal and external water uses to future proof water supply security and increase water usage efficiency; and
- To increase tree canopy coverage targets to reduce urban heat island effect and increase urban resilience to heat events. The planning proposal is seeking to add a new clause to require development to meet criteria relating to tree canopy coverage (target of 25%), as recommended by PRCUTS and the Canada Bay Urban Tree Canopy Strategy 2019.

Refer to Appendix A for a plain English explanation of the proposed clause.

**Q9. Has the planning proposal adequately addressed any social and economic effects?**

The proposed changes are unlikely to result in any adverse social or economic effects. The planning proposal will result in beneficial effects as it is seeking to facilitate needed housing, local infrastructure and jobs. The planning proposal is also the only mechanism to ensure that the infrastructure that is required to be delivered under PRCUTS and itemised as 'Opportunity through development' in the PRCUTS Infrastructure Schedule is delivered.

PRCUTS was underpinned by a Social Infrastructure Analysis Report and an Economic Analysis Report. These documents confirmed that social infrastructure

should be provided in association with the roll-out of new housing, within either short term (2016-2023) or medium to long term (2024-2054) timeframe.

The supporting Public Domain Plan describes the infrastructure that is required to be delivered under the PRCUTS Infrastructure Schedule and that is needed to support the forecast housing.

Council is intending to ensure coordinated development outcomes and the delivery of infrastructure required to be delivered under PRCUTS by:

- Amending the Canada Bay LEP 2013 by:
  - Amending the Key Sites Map to identify the land amalgamation that would be prerequisite to a development achieving the heights and FSRs shown in the Community Infrastructure maps.
  - introducing the following new Community Infrastructure maps:
    - Community Infrastructure Height of Buildings Map; and
    - Community Infrastructure Floor Space Ratio Map;
  - introducing a new Public Benefits clause (refer Appendix A below).
  - amending clause 4.6(8) to prevent development consent from being granted for development that seeks to avoid the requirements of the Incentive Clause by instead using clause 4.6 to seek to vary the base height and FSR development standards to achieve the same variation.

The Community Infrastructure Height of Buildings Map and Community Infrastructure Floor Space Ratio Map show the bonus building height and FSR that would be permissible if (a) the development lot achieves the specified minimum lot size by amalgamating lots as per the Key Sites Map, and (b) the identified community infrastructure, which is required to be delivered under PRCUTS, is delivered. (Refer to Appendix A, Table 2 below; and Attachment - Draft LEP Maps).

- Developing maps to illustrate and explain the infrastructure that is intended to be provided, which are intended to be exhibited with the planning proposal. Refer to Attachment – Draft PRCUTS Community Infrastructure Map.
- Developing a PRCUTS Infrastructure Strategy to complement the planning proposal by identifying and outlining the method of delivery for each item of infrastructure. Specifically, it will:
  - identify the infrastructure that is required for each Precinct (including the public realm, services to the area);
  - describe the planning nexus between the infrastructure and the future development;
  - describe the method of delivery of essential infrastructure between landowners/developers within the Precinct, including the planning basis on which the physical components and aspects of the essential infrastructure have been allocated to each area of land within each stage 1 area; and
  - describe how the need for the provision of essential infrastructure may be met by a landowner/developer.
- Amending the Canada Bay Development Control Plan to address items of infrastructure.

- Amending the Canada Bay Contributions Plan to refer to the PRCUTS Infrastructure Strategy and items of infrastructure.

### **State/Regional Infrastructure**

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*.

## **Section D – State and Commonwealth interests**

### **Q10. Is there adequate public infrastructure for the planning proposal?**

There is currently insufficient public infrastructure to support the proposed increase in residential development. The planning proposal is seeking to provide the following public infrastructure, which is required to be delivered under PRCUTS and the Eastern City District Plan:

- Activated public open space
- Public pedestrian through-site links to increase connectivity
- 6m wide landscaped setbacks to Parramatta Road
- Green Grid pedestrian public domain and cycleways
- 25% tree canopy coverage

### **Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?**

The views of any relevant State and Commonwealth agencies will be sought through consultation following receipt of the Gateway Determination.

## **Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies**

The following map sheets are included at Appendix C – All Proposed Maps and Attachment – Draft LEP Maps

- Land zoning
- Height of buildings
- Floor space ratio
- Community infrastructure maximum building height
- Community infrastructure maximum floor space ratio
- Key sites
- Active street frontages
- Design excellence

## Part 5 - Community Consultation

Council has engaged with landowners as part of the development of the PRCUTS Public Domain Plan and PRCUTS Masterplans, giving consideration to potential cumulative impacts and high quality design. These Plans underpin the planning proposal.

It is intended to publicly exhibit the draft plan for a minimum period of 28 days.

Council intends to consult with the following agencies and Local Councils in respect of the planning proposal:

- Greater Sydney Commission
- Transport for NSW
- Environment, Energy and Science (EES) Group
- Environmental Protection Agency (EPA)
- Sydney Metro
- Department of Education
- Sydney Water
- Ausgrid
- Jemena Gas
- State Emergency Service
- Inner West Council
- Strathfield Council
- Burwood Council

## Part 6 - Project Timeline

It is anticipated the planning proposal will take a minimum of **6** months to finalise. An indicative project timeline for this minimum period is provided below.

Action	Timeframe
Submission for Gateway	May 2021
Gateway Determination	November 2021
Government Agency Consultation	February/March 2022
Exhibition Period	February/March 2022
Consideration of submissions	March - May 2022
Consideration of proposal	May – July 2022
Council Meeting (TBC)	August 2022

Date of submission to the Department for drafting and finalisation	September 2022
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## Appendix A – Plain English Explanation of Proposed New Clauses

The explanation of the proposed provisions below have been prepared by Council. The final LEP provisions will be subject to drafting by the Parliamentary Counsel Office (PCO) at finalisation.

### **Public benefits on land in the Parramatta Road Corridor Urban Transformation Strategy Precincts**

Council is seeking to introduce a new clause that achieves the following objectives:

- (a) Recognise the need to provide new infrastructure within the Parramatta Road Corridor Urban Transformation Strategy Precincts that is commensurate with the scale of development to be facilitated by and required under the Strategy.
- (b) Provide building height and floor space incentives for development within the Parramatta Road Corridor Urban Transformation Strategy Precincts that supports the proposed uplift by providing for —
  - coordinated development outcomes,
  - 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.

Council's intention is that:

- i. The clause will apply to development identified on the Key Sites Map that involves the erection of 1 or more new buildings on land within the Parramatta Road Corridor Urban Transformation Strategy Precincts.
- ii. The changes will deliver coordinated development outcomes, and the infrastructure identified in the relevant clause and as indicated on the Draft PRCUTS Community Infrastructure Map. The map is not intended to form part of the Canada Bay LEP 2013, but will be publicly exhibited with the planning proposal.
- iii. The clause 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 below.
- iv. 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 listed in Table 2 below.
- v. Clause 4.6(8) will be amended to insert an additional subclause that refers to the LEP incentive clause, as described above, to prevent development approvals that contravene the base height of buildings and FSR under clause 4.3 and clause 4.4 of the LEP by more than 10%. This aims to limit the extent to which a developer could use clause 4.6 to achieve building heights and

FSRs in excess of the base height and FSR, without relying on the proposed Community Infrastructure Height of Building and FSR clause and without having to provide community infrastructure.

## Table of Community infrastructure

Table 2: Minimum Site Area and Minimum Infrastructure requirement

Key Sites Areas	Minimum Site Area	Community Infrastructure	Minimum Infrastructure Requirement
Area 1	3,620	N/A	N/A
Area 2	130	N/A	N/A
Area 3	570	N/A	N/A
Area 4	5,600	Public Open Space (Burton St Park)	2,280 sqm at 40, 42, 44 Burton Street, Five Dock
Area 5	1,830	Road, service access for buildings fronting Parramatta Road	40sqm for extension of Frankie Lane, connecting Frankie Lane to 49 Parramatta Road, Five Dock.
			146 sqm for T-section truck-turning 7m wide by 2x10m long.
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
			3.0m wide along Broughton Street frontage
Area 6	2,260	Pedestrian link	3.0m wide connecting Burton St Park and Parramatta Road and contiguous with pedestrian laneway on Area 5
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
Area 7	3,560	Pedestrian link	9.0m wide connecting Burton St Park and Parramatta Road and contiguous with pedestrian laneway on Area 4
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
Area 8	2,000	Road, service access for buildings fronting Parramatta Road	32 sqm at the inside corner for 8m internal radius truck turning
		Public Domain Enhancement	3.0m wide along Burwood Road frontage
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
Area 9	1,3080	Road, service access for buildings fronting Parramatta Road	151m length, 12.0m wide to rear of 1, 3, 7 and 13 Parramatta Road

		Pedestrian link	12.0m wide connecting Burton Street and Parramatta Road
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
			5.0m wide along Burwood Road frontage
Area 10	7,530	Public Open Space (Burton St Plaza)	2,276 sqm at 6, 8, 10 Burton Street, Five Dock
		Road, service access for buildings fronting Parramatta Road	74 sqm, Part of 1 Loftus Street, Five Dock. Connecting rear of 3 Parramatta Road, Five Dock to Loftus Street
Area 11	4,660	Road	62m length, 18.0m wide along northern boundary, connecting rear of 225 Parramatta Road, Five Dock and Walker Street
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
Area 12	10,690	Road	94m length, 18.0m wide along northern boundary, connecting rear of 235 Parramatta Road, Five Dock and 15-17 Regatta Road
		Pedestrian link	6.0m wide connecting service accessway and Parramatta Road
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
Area 13	8,680	Public Open Space (Regatta Road Park)	1,168 sqm on Regatta Road
		Road	60.2m length, 18.0m wide, connecting rear of 3 Regatta Road, Five Dock and Regatta Road
		Pedestrian link	6.0m wide connecting rear of 3 Regatta Road, Five Dock and Queens Road
		Public Domain Enhancement	3.0m wide along Queens Road frontage
Area 14	2,130	Public Domain Enhancement	3.0m wide along Queens Road frontage
Area 15	6,260	Public Domain Enhancement	3.0m wide along Queens Road frontage
			3.0m wide along Spencer Street frontage
Area 16	7,150	Public Open Space (Spencer Street Plaza)	1115 sqm at 24-28 Spencer Street, Five Dock
		Pedestrian link	12.0m wide connecting Spencer Street Plaza and Queens Road.
		Public Domain Enhancement	3.0m wide along Queens Road frontage
			3.0m wide along Spencer Street frontage

Area 17	4,180	Public Open Space	8.0m wide along William Street frontage
		Public Domain Enhancement	3.0m wide along Queens Road frontage
			3.0m wide along Spencer Street frontage
Area 18	870	Public Domain Enhancement	3.0m wide along Spencer Street frontage
Area 19	4,860	Public Domain Enhancement	3.0m wide along Spencer Street frontage
			6.0m wide along Parramatta Road frontage
Area 20	13,930	Public Open Space	8.0m wide along William Street frontage
		Pedestrian link	12.0m wide from Spencer Street and Parramatta Road
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
			3.0m wide along Spencer Street frontage
Area 21	4,790	N/A	N/A
Area 22	4,310	N/A	N/A
Area 23	3,920	N/A	N/A
Area 24	9,200	Pedestrian link	6.0m wide connecting Queens Road and Kings Road
		Public Domain Enhancement	3.0m wide along Queens Road frontage
Area 25	1,940	N/A	N/A
Area 26	1,940	N/A	N/A
Area 27	1,525	N/A	N/A
Area 28	1,800	Public Domain Enhancement	3.0m wide along Queens Road frontage
Area 29	1,780	Public Domain Enhancement	3.0m wide along Queens Road frontage
Area 30	1,780	Public Domain Enhancement	3.0m wide along Queens Road frontage
Area 31	31,420	Public Open Space (William Street Park)	2,291 sqm at 57 Queens Road, Five Dock along William Street frontage
		Road	166m length, 18.0m wide, centred on Spencer Street and connecting through to eastern boundary.
			93m length, 18.0m wide, connecting Spencer Street road extension and Queens Road, on eastern boundary.

		Pedestrian link	12.0m wide connecting Spencer Street road extension and Parramatta Road, on eastern boundary.
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
			3.0m wide along Queens Road frontage
Area 32	3,070	N/A	N/A
Area 33	2,680	Public Domain Enhancement	6.0m wide along Parramatta Road frontage
Area 34	18,620	Public Open Space (Kings Bay East Park)	2,091 sqm on Queens Road frontage
			2,560 sqm centrally located within the site
		Pedestrian link	6.0m wide connecting Kings Bay East Park and Parramatta Road.
		Public Domain Enhancement	6.0m wide along Parramatta Road frontage
			6.0m wide along Parramatta Road frontage

## Sustainability – Resilient Development

Council is seeking to introduce a new clause that achieves the following objectives:

- (a) To ensure that development that is resilient to environmental and social change; and
- (b) To build sustainable communities that are resilient to environmental and climate change.

Council's intention is that development of a building or a part of a building that is a dwelling, including as a part of a residential flat building or mixed use development, may exceed the maximum permissible residential floor space above that already permitted, but only if the following BASIX Energy and BASIX Water standards are met:

- BASIX Energy 50 and BASIX Water 50 (<14 storeys)
- BASIX Energy 40 and BASIX Water 50 (15 - 29 storeys)
- BASIX Energy 35 and BASIX Water 50 (30 - 39 storeys)
- BASIX Energy 30 and BASIX Water 50 (40+ storeys)

If these standards are met, a development application may exceed the maximum permissible floor space ratio as shown on the Floor Space Ratio Map by up to 5%, subject to the consent authority being satisfied that this additional residential floor space does not adversely impact on neighbouring and adjoining land in terms of visual bulk and overshadowing.

Car parking cannot be associated with any additional floor space resulting from exceeding BASIX Energy and BASIX Water standards. Car parking rates that are consistent with PRCUTS will be required under Council's PRCUTS DCP, which is intended to be exhibited concurrently with the planning proposal.

- i. Development consent must not be granted unless the building, or part of a building, contains both potable water pipes and recycled water pipes for the purposes of all available internal and external water uses.
- ii. Development consent must not be granted unless the development achieves at least 25% tree canopy cover across the site, identified on the landscape plan and measured by the extent of canopy at maturity.

## **Design Excellence**

Note that the following plain English explanation is taken from Planning Proposal – Strathfield Triangle Precinct, which is currently with the Department of Planning and Environment for Gateway assessment (Planning Portal reference number PP-2020-3843). The clause is intended to apply to any site in the LGA. Should the PRCUTS planning proposal proceed to finalisation prior to the Strathfield Triangle planning proposal, it will be necessary to ‘bring forward’ the finalisation of the Design Excellence clause with this planning proposal.

Council is seeking to introduce a new clause that achieves the following objectives:

- (a) to deliver the highest standard of architectural, urban and landscape design.

Council’s intention is that development consent must not be granted unless the development exhibits design excellence. Consideration of whether the development exhibits design excellence must give regard to:

- (a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved;
- (b) whether the form, arrangement and external appearance of the development will improve the quality and amenity of the public domain;
- (c) the requirements of any development control plan made by the Council and as in force at the commencement of this clause;
- (d) how the development addresses the following matters—
  - i. the suitability of the land for development,
  - ii. the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,
  - iii. bulk, massing and modulation of buildings,
  - iv. street frontage heights,
  - v. environmental impacts such as sustainable design, overshadowing, wind and reflectivity,
  - vi. the achievement of the principles of ecologically sustainable development,
  - vii. public open space requirements
  - viii. pedestrian, cycle, vehicular and service access, circulation and requirements,
  - ix. the impact on, and any proposed improvements to, the public domain,
  - x. achieving appropriate interfaces at ground level between the building and the public domain,



- xi. excellence and integration of landscape design.

It is also Council's intention that development consent must not be granted unless:

- (a) if the development is in respect of a building that is, or will be, higher than 12 metres or 3 storeys (or both) but not higher than 28 metres or 8 storeys (or both):
  - i. a design review panel reviews the development, and
  - ii. (ii) the consent authority takes into account the findings of the design review panel, or
- (b) if the development is in respect of a building that is, or will be, higher than 28 metres or 8 storeys (or both):
  - i. (i) an architectural design competition is held in relation to the development, and
  - ii. (ii) the consent authority takes into account the results of the architectural design competition.

But this will not apply if:

- a) the NSW Government Architect certifies in writing that an architectural design competition need not be held but that a design review panel should instead review the development, and
- b) a design review panel reviews the development, and
- c) the consent authority takes into account the findings of the design review panel.

An architectural design competition conducted in accordance with Design Excellence Guidelines that were in force when the competition was conducted would be taken to have been conducted in accordance with the Design Excellence Guidelines.

The following definitions are taken to apply:

- **architectural design competition** means a competitive process conducted in accordance with the NSW Government Architect's Design Excellence Competition Guidelines
- design review panel** means a panel of 3 or more persons established by the consent authority for the purposes of this clause and approved by the NSW Government Architect.

### Proposed Additional Permitted Uses Clauses

The Planning Proposal seeks to amend the CBLEP 2013 to permit the following additional permitted uses:

- shoptop housing on land fronting Parramatta Road in the Kings Bay precinct.
  - 21 Use of land in zone R3 in the Kings Bay precinct
    - (1) This clause applies to land in Zone R3 Medium Density Residential.
    - (2) Development for the purpose of commercial premises or light industry is permitted with development consent on the ground floor of residential flat buildings.

(3) Consent must not be granted under this clause to development for the purposes of commercial premises or light industry unless the consent authority is satisfied that the proposed development has a facade that fronts Parramatta Road and the premises are able to provide 'commercial premises' and 'light industry' that are compatible with residential uses.

Compatible uses are defined here as including: business premises, office premises, retail, printing; motor vehicle and parts retailing; hardware, building and garden supplies retailing; postal and courier pick-up and delivery; warehousing and storage; rental and hiring (except real estate); professional, scientific and technical services; building cleaning and pest control; repair and maintenance.

- shoptop housing on certain land fronting Burwood Road and Niechs Lane in the Burwood precinct.

22 Use of certain land at 28-30 Burton Street and 32-40 Burton Street, Concord that fronts Burwood Road and Niechs Lane

(1) This clause applies to land at 28-30 Burton Street and 32-40 Burton Street, Concord, being Lots 1, 2, 3 and 4, DP 10928.

(2) Development for the purpose of commercial premises is permitted with development consent on the ground floor of residential flat buildings.

- use as a depot at 7 and 15-17 Regatta Road, Five Dock.

23 Use of land at 7 and 15-17 Regatta Road, Five Dock

(1) This clause applies to land at 7 and 15-17 Regatta Road, Five Dock, being Lot 1 DP 172956, and Lots 12 and 13 DP 826063.

(2) Development for the purpose of a depot is permitted with development consent.

## Appendix B – Land to be rezoned

Land	Current zone	Proposed zone	Proposed zone under Indicative Employment Zones Reform	Associated relevant notes
<b>Kings Bay Precinct</b>				
121 Queens Road, Five Dock	R2 Low Density Residential	R3 Medium Density Residential	N/A	
7 and 15-17 Regatta Road Five Dock	IN1 General Industrial	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 13 Kings Bay Masterplan Lot A1
19, 21-23 and 25-27 Regatta Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 14 Kings Bay Masterplan Lot A2
235 Parramatta Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 11 Kings Bay Masterplan Lot A3
1 and 3 Regatta Road, 215 and 225 Parramatta Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 12 Kings Bay Masterplan Lot A4
2-12 Regatta Road, 28 (Lot 7 DP 663408) -38 Spencer Street, and 97 Queens Road, Five Dock	IN1 General Industrial	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 15 Kings Bay Masterplan Lot B1
37, 83, 85, 87, 89 and 95 Queens Road, 14, 16, 18, 20, 22, 24, 26 and 28 (Lot 8 Section 3 DP 1117) Spencer Street, Five Dock	IN1 General Industrial	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 16 Kings Bay Masterplan Lot B2
2-8, 79, 81 Queens Road, and 10-12 Spencer Street, Five Dock	IN1 General Industrial	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 17 Kings Bay Masterplan Lot B5

25-27 Spencer Street, Five Dock	IN1 General Industrial	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 18
17-19 Spencer Street, 181-199, 201 and 203 Parramatta Road	IN1 General Industrial	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 19 Kings Bay Masterplan Lot B3
155 Parramatta Road, Five Dock	IN1 General Industrial	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 20 Kings Bay Masterplan Lot B4
118-130 Queens Road, 129-133 Kings Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 24 Kings Bay Masterplan Lot D1
112, 114, 116, 118, 120, 122 and 124 Kings Road, Five Dock	R2 Low Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 21 Kings Bay Masterplan Lot E1
98, 102, 106, 106A, 108, 108A and 110 Kings Road, Five Dock	R2 Low Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 22 Kings Bay Masterplan Lot E2
1, 3, 5, 7 and 9 Harris Road, and 92-96 Kings Road, Five Dock	R2 Low Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 23 Kings Bay Masterplan Lot E3
109, 111, 113, 115 and 117 Kings Road, Five Dock	R2 Low Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 26 Kings Bay Masterplan Lot D4
119, 121 and 123 Kings Road, Five Dock	R2 Low Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 25 Kings Bay Masterplan Lot D2
125-127 Kings Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 25 Kings Bay Masterplan Lot D2
101, 103, 105, 107 Kings Road, Five Dock	R2 Low Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 27 Kings Bay

				Masterplan Lot D6
90-94, 96 and 98 Queens Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 30 Kings Bay Masterplan Lot D7
100-108 Queens Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 29 Kings Bay Masterplan Lot D5
110-116 Queens Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 28 Kings Bay Masterplan Lot D3
57 Queens Road, 1E Spencer Street, 129, 131 and 147 Parramatta Road	IN1 General Industrial	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 31 Kings Bay Masterplan Lot C
121 Parramatta Road, Five Dock	B6 Enterprise Corridor	B4 Mixed Use	MU1 Mixed Use	
49 and 51 Queens Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 32 Kings Bay Masterplan Lot F1
75-77 Parramatta Road, and 2, 4, 6, 8 and 10 Harris Road, Five Dock	B6 Enterprise Corridor	R3 Medium Density Residential	N/A	LEP Key Site Area 33 Kings Bay Masterplan Lot F3
33, 35 and 43 Queens Road, and 61 (Lot A DP 360990 and Lot 1 DP 908833) Parramatta Road, Five Dock	IN1 General Industrial	R3 Medium Density Residential	N/A	LEP Key Site Area 34 Kings Bay Masterplan Lot F2
51-55 and 61 (Lot B DP 366113, Lot 13-16 DP 718237)	B6 Enterprise Corridor	R3 Medium Density Residential	N/A	LEP Key Site Area 34 Kings Bay Masterplan Lot F2
<b>Burwood-Concord Precinct</b>				
46, 48, 50-54 Burton Street,	R3 Medium Density	R3 Medium Density	N/A	LEP Key Site Area 1

Concord	Residential	Residential		Burwood-Concord Masterplan Lot A1
1E Broughton Street, Concord	R3 Medium Density Residential	SP2 Infrastructure	N/A	
1 Broughton Street, Concord	R3 Medium Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 3 Burwood-Concord Masterplan Lot A7
1A Broughton Street, 55 and 57-59 Parramatta Road Concord	B6 Enterprise Corridor	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 5 Burwood-Concord Masterplan Lot A3
49 Parramatta Road Concord	B6 Enterprise Corridor	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 6 Burwood-Concord Masterplan Lot A4
29-45 Parramatta Road Concord	B6 Enterprise Corridor	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 7 Burwood-Concord Masterplan Lot A5
28, 30, 32, 34, 36, 38, 40, 42 and 44 Burton Street	R3 Medium Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 4 Burwood-Concord Masterplan Lot A2
2A, 4, 6, 8, 10, 12, 14, 16 and 18 Burwood Road, Concord	B6 Enterprise Corridor	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 8 Burwood-Concord Masterplan Lot A6
19 Parramatta Road (Lot A DP 340812) 20 and 26 Burton Street, and 11 and 13 Burwood Road, Concord	R3 Medium Density Residential	B4 Mixed Use	N/A	LEP Key Site Area 9 Burwood-Concord Masterplan Lot B1
19 Parramatta Road (Lot B DP 344400),	R3 Medium Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 9 Burwood-



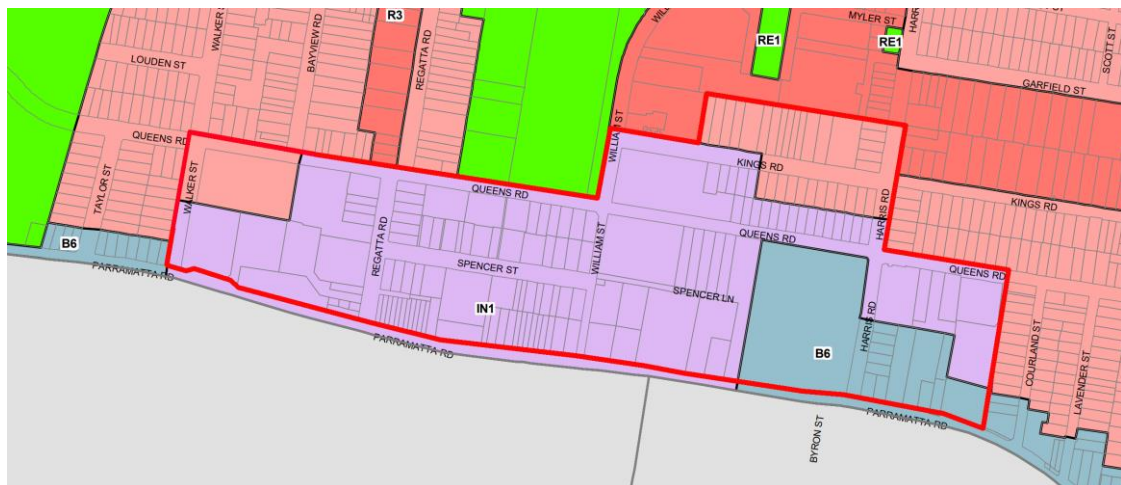
Concord				Concord Masterplan Lot B1
1-13, 19 (Lots B-C DP 340812) and 21 Parramatta Road, and 1, 3, 7 and 9 Burwood Road, Concord	B6 Enterprise Corridor	B4 Mixed Use	MU1 Mixed Use	LEP Key Site Area 9 Burwood-Concord Masterplan Lot B1
1-3A Loftus Street, and 2, 4, 6, 8, 10, 12, 14 and 14A Burton Street, Concord	R3 Medium Density Residential	R3 Medium Density Residential	N/A	LEP Key Site Area 10 Burwood-Concord Masterplan Lot B2
<b>Homebush North Precinct</b>				
176-184 George Street Concord West	IN1 General industrial	R3 Medium Density Residential	N/A	Homebush North Masterplan Lot B
6-10 Rothwell Avenue and 172-174 George Street Concord West	IN1 General Industrial	R3 Medium Density Residential	N/A	Homebush North Masterplan Lot C
3 King Street, Concord West	B1 Neighbourhood Centre	B1 Neighbourhood Centre	E1 Local Centre	Homebush North Masterplan Lot F
33-49 and 186-200 George Street, Concord West	R2 Low Density residential	R3 Medium Density Residential	N/A	Homebush North Masterplan Terraces
2-8, 9-17, 19, 19A, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39 and 41 King Street, Concord West	R2 Low Density residential	R3 Medium Density Residential	N/A	Homebush North Masterplan Terraces
40, 42, 44, 46, 48-63, 65, 67-69A Victoria Avenue, Concord West	R2 Low Density residential	R3 Medium Density Residential	N/A	Homebush North Masterplan Terraces

## Appendix C – All Proposed Maps

### Land Zoning Maps

Zone	
B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
B6	Enterprise Corridor
B7	Business Park
E2	Environmental Conservation
IN1	General Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure
SSP	SEPP (State Significant Precincts) 2005

### Kings Bay Precinct

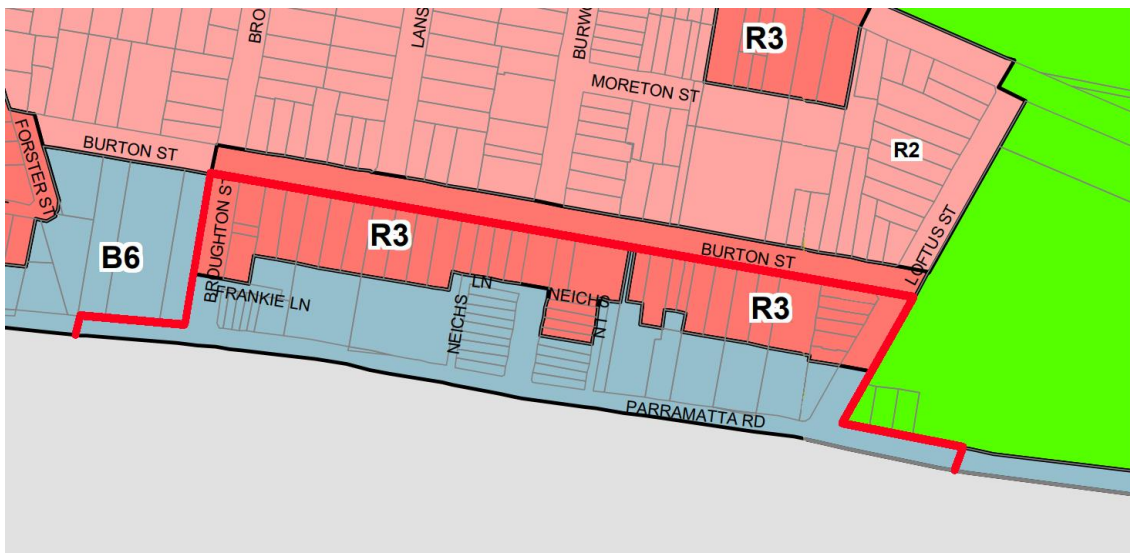


Current zoning (Land Zoning Map Sheet LZN\_005)

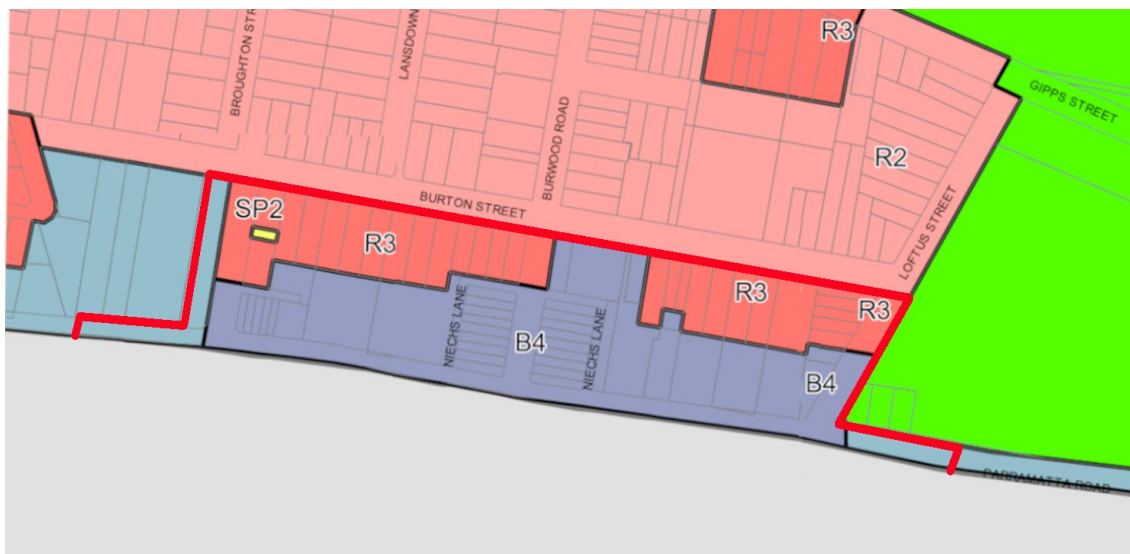


Proposed amended zoning (Land Zoning Map Sheet LZN\_005)

## Burwood Precinct

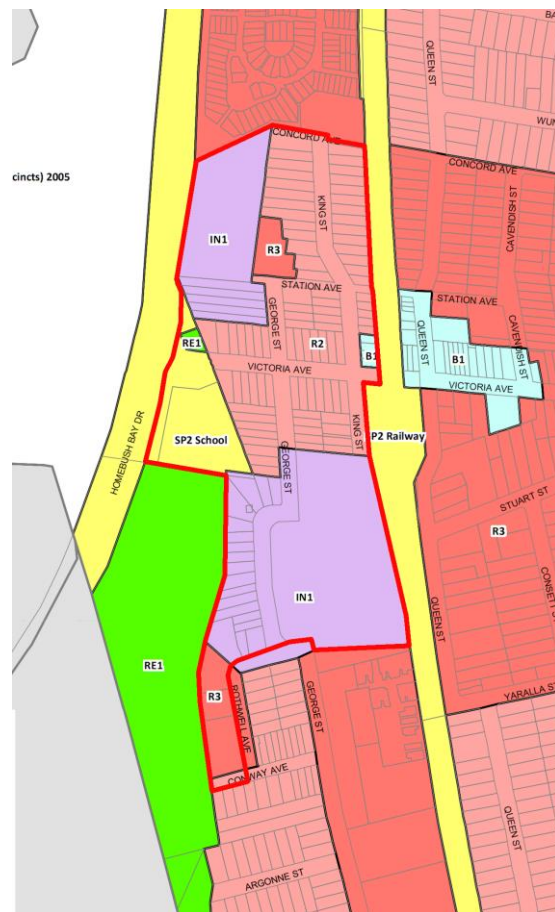


Current zoning (Land Zoning Map Sheet LZN\_003 and 005)

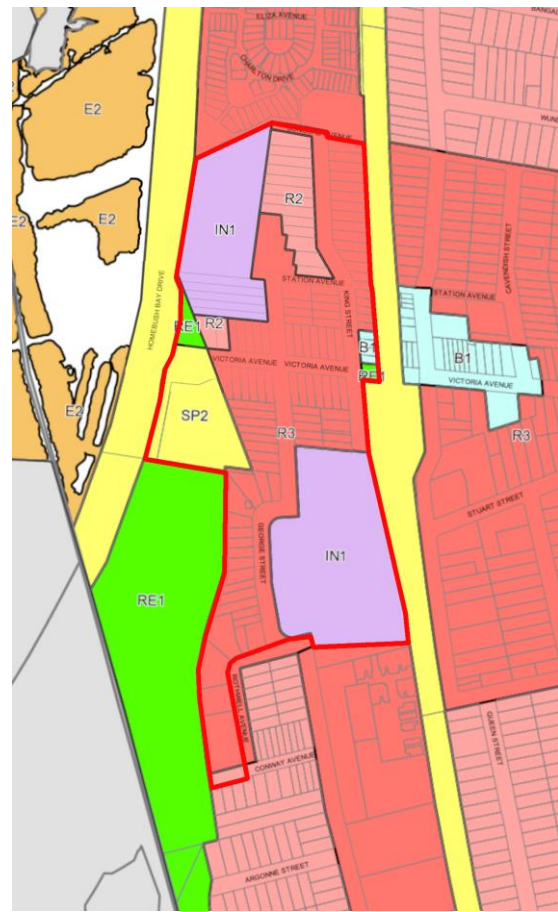


Proposed amended zoning (Land Zoning Map Sheet LZN\_003 and 005)

## Homebush North Precinct



Current zoning  
(Land Zoning Map Sheet LZN\_002)



Proposed amended zoning  
(Land Zoning Map Sheet LZN\_002)



## Height of Buildings Maps

### Maximum Building Height (m)

A1	0.0	T4	28.0
A2	2.5	T5	29.0
A3	1.0	U1	31.0
I	8.5	U2	32.0
J	9.5	V	35.0
K1	10.0	W1	40.0
K2	10.5	W2	41.0
L	11.0	W3	42.0
M	12.0	Y1	50.0
N	14.0	Y2	55.0
O1	15.0	Y3	56.0
O2	16.0	Z	59.0
P1	17.0	AA1	61.0
P2	18.0	AA2	63.0
Q1	19.0	AA3	65.5
Q2	20.0	AA4	67.0
R1	21.0	AA5	78.0
R2	22.0	AB1	82.0
S1	23.0	AB2	84.0
S2	24.0	AB3	93.0
T1	25.0	AD1	125.0
T2	26.0	AD2	127.0
T3	27.0		

## Homebush North Precinct



Current height of buildings  
(Height of Buildings Map Sheet  
HOB\_002)



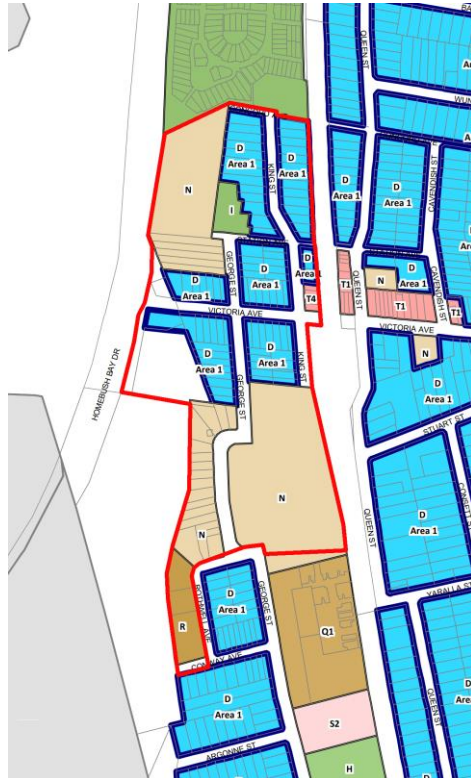
Proposed amended maximum  
building height (Height of Buildings  
Map Sheet HOB\_002)

## Floor Space Ratio Maps

**Maximum Floor Space Ratio (n:1)**

A	0.00	S5	1.83
D	0.50	S6	1.90
F	0.60	T1	2.00
H	0.70	T2	2.10
I	0.75	T3	2.20
L	0.90	T4	2.30
N	1.00	U1	2.50
O	1.10	U2	2.80
P	1.20	U3	2.90
Q1	1.30	V1	3.00
Q2	1.35	V2	3.30
R	1.40	Y1	4.50
S1	1.50	Y2	4.60
S2	1.60	Z	5.60
S3	1.76	AB	7.50
S4	1.80	AD	9.30

## Homebush North Precinct



Current maximum FSR  
(Floor Space Ratio Map Sheet  
FSR\_002)



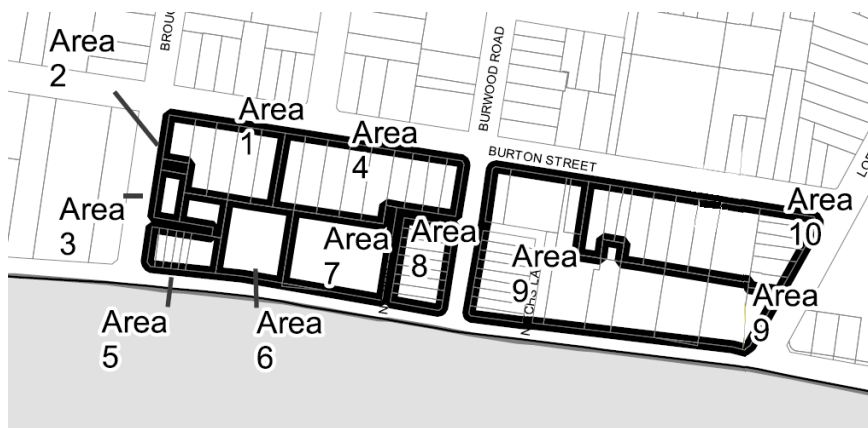
Proposed amended maximum FSR  
(Floor Space Ratio Map Sheet FSR\_002)



## Key Sites Map



Proposed Key Sites Map (Key Sites Map Sheet KS\_005)



Proposed Key Sites Map (Key Sites Map Sheet KS\_003)

## Community Infrastructure Height of Buildings Maps

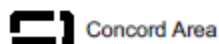
### Maximum Building Height (m)

A1	0.0	T4	28.0
A2	2.5	T5	29.0
A3	1.0	U1	31.0
I	8.5	U2	32.0
J	9.5	V	35.0
K1	10.0	W1	40.0
K2	10.5	W2	41.0
L	11.0	W3	42.0
M	12.0	Y1	50.0
N	14.0	Y2	55.0
O1	15.0	Y3	56.0
O2	16.0	Z	59.0
P1	17.0	AA1	61.0
P2	18.0	AA2	63.0
Q1	19.0	AA3	65.5
Q2	20.0	AA4	67.0
R1	21.0	AA5	78.0
R2	22.0	AB1	82.0
S1	23.0	AB2	84.0
S2	24.0	AB3	93.0
T1	25.0	AD1	125.0
T2	26.0	AD2	127.0
T3	27.0		

Current HOB Map Legend

### Maximum Building Height (m)

A2	2.5
W1	40.0
W3	42.0
Z1	55.0
Z2	56.0
AA3	65.5
AA5	78.0.0

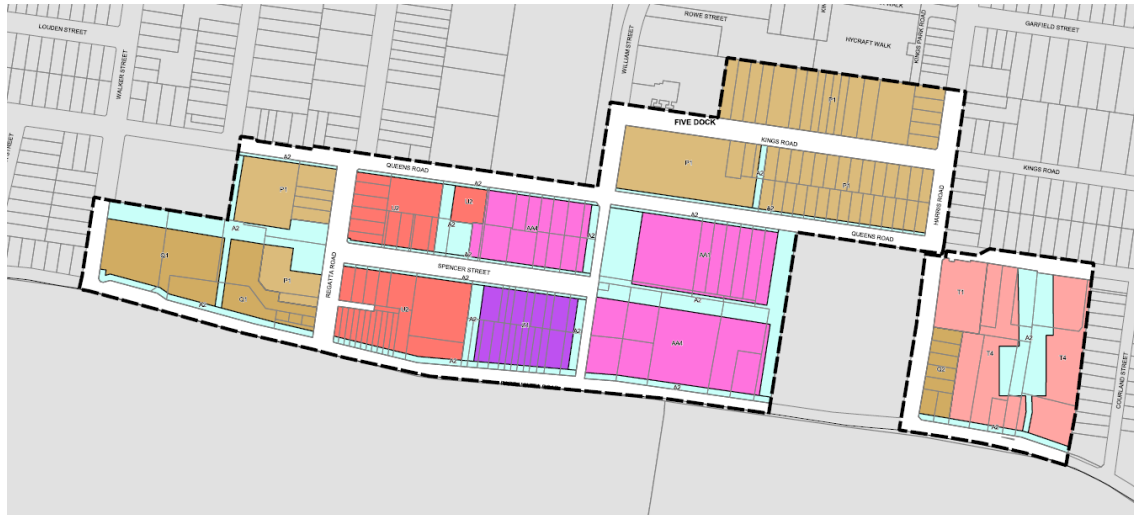


Proposed Community Infrastructure HOB Map Legend

## Kings Bay Precinct

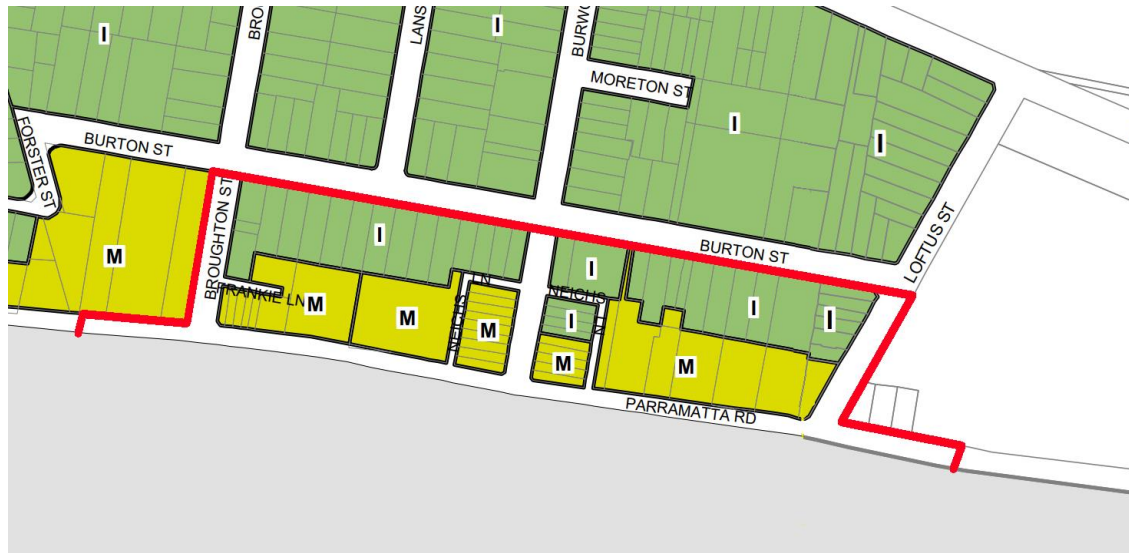


Current height of buildings (Height of Buildings Map Sheet HOB\_005)



Proposed community infrastructure maximum building heights (Height of Buildings Map Sheet HOB\_005)

### Burwood Precinct



Current height of buildings (Height of Buildings Map Sheet HOB\_003 and 005)



Proposed community infrastructure maximum building heights (Height of Buildings Map Sheet HOB\_003 and 005)

## Community Infrastructure Floor Space Ratio Maps


### Maximum Floor Space Ratio (n:1)

A	0.00	S5	1.83
D	0.50	S6	1.90
F	0.60	T1	2.00
H	0.70	T2	2.10
I	0.75	T3	2.20
L	0.90	T4	2.30
N	1.00	U1	2.50
O	1.10	U2	2.80
P	1.20	U3	2.90
Q1	1.30	V1	3.00
Q2	1.35	V2	3.30
R	1.40	Y1	4.50
S1	1.50	Y2	4.60
S2	1.60	Z	5.60
S3	1.76	AB	7.50
S4	1.80	AD	9.30

Current FSR Map Legend

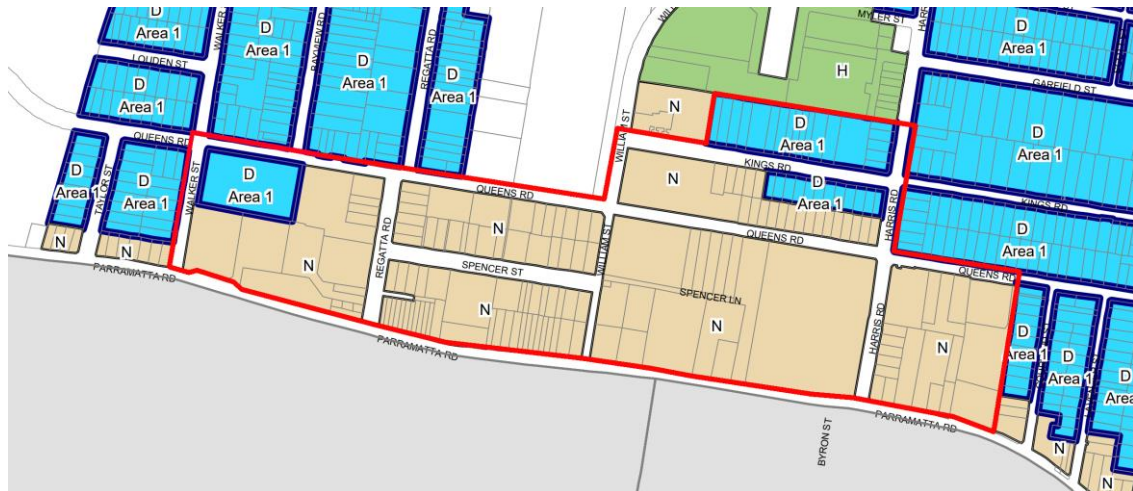
### Maximum Floor Space Ratio (n:1)

V1 3.00

 Concord Area

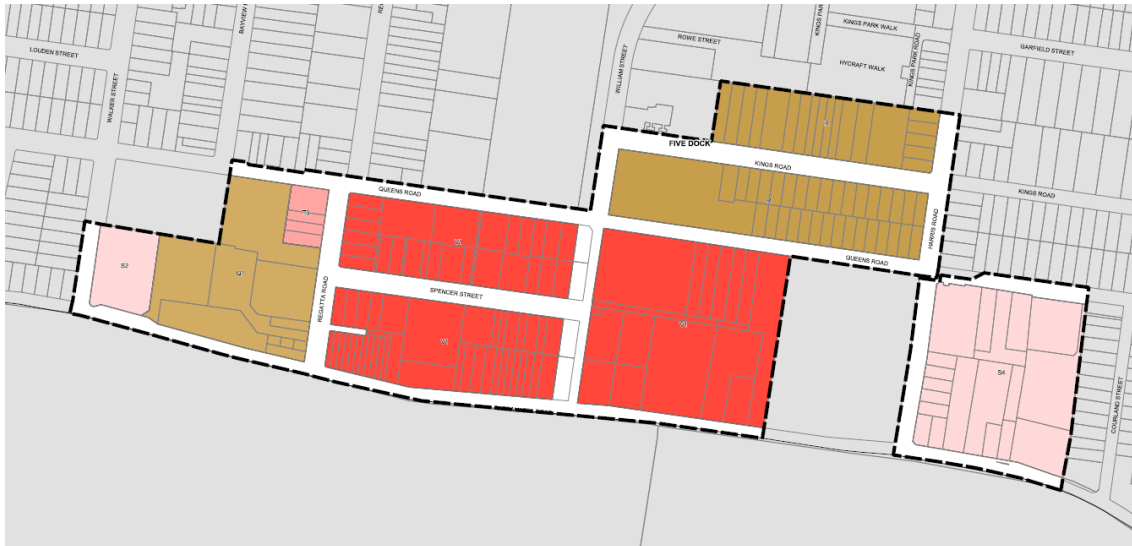
Proposed Community Infrastructure FSR Map Legend

### Kings Bay Precinct



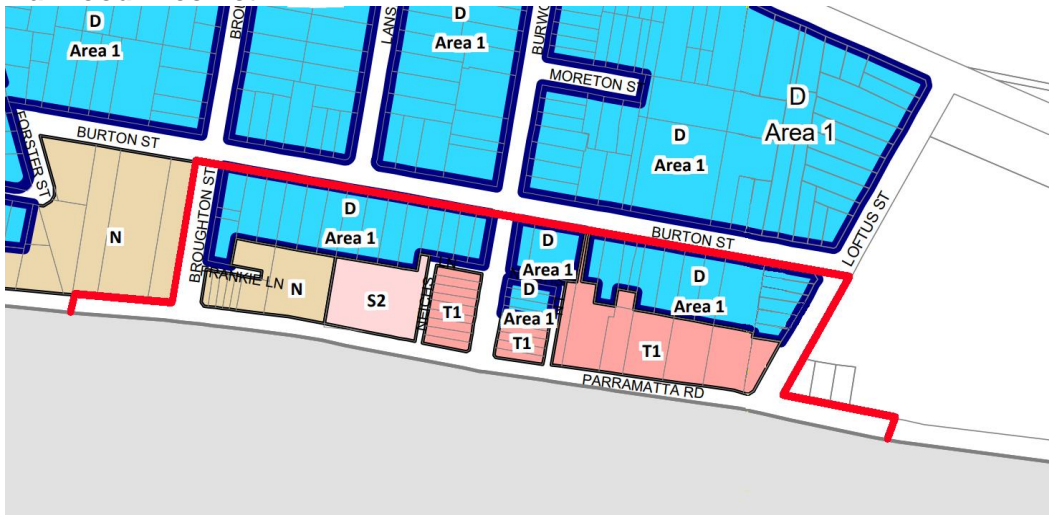
Current maximum FSR (Floor Space Ratio Map Sheet FSR\_005)





Proposed community infrastructure maximum FSR (Floor Space Ratio Map Sheet FSR\_005)

### Burwood Precinct




Current maximum FSR (Floor Space Ratio Map Sheet FSR\_003 and 005)



Proposed community infrastructure maximum FSR (Floor Space Ratio Map Sheet FSR\_003 and 005)

## Active Street Frontages Maps

 Active Street Frontage

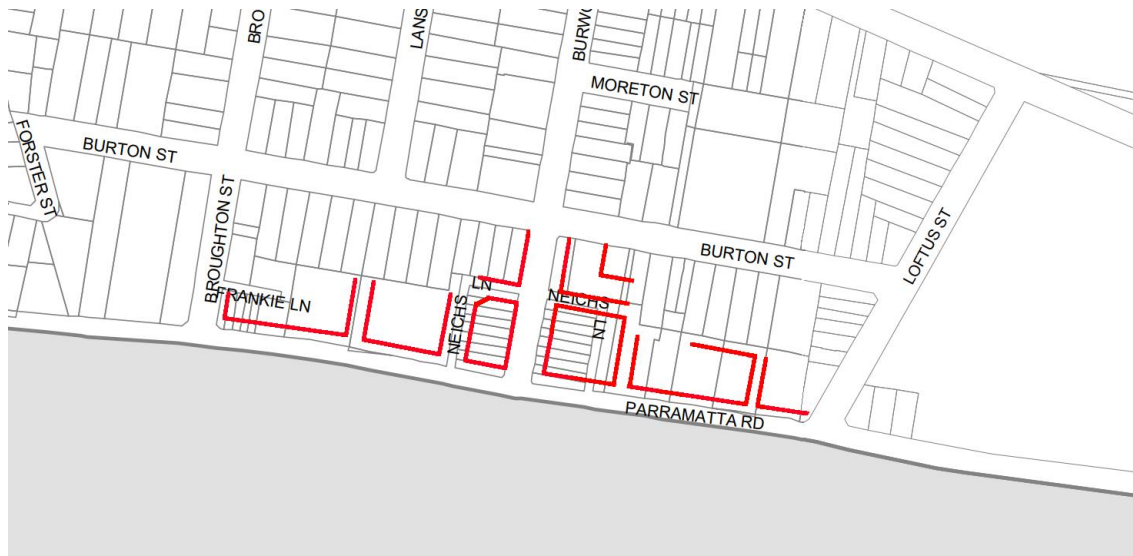
### Kings Bay Precinct



Proposed amended active street frontages map (Active Street Frontages Map Sheet ASF\_005)

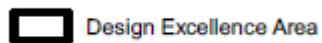


## Burwood Precinct



Proposed amended active street frontages map - new sheet 003 (Active Street Frontages Map Sheet ASF\_0035 and 005)

## Design Excellence Maps

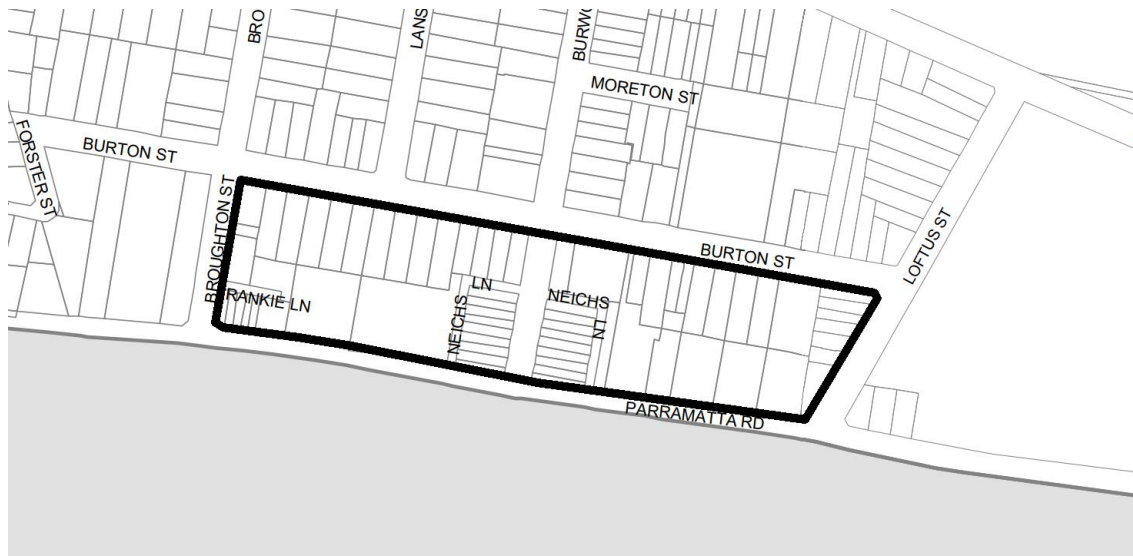


## Kings Bay Precinct



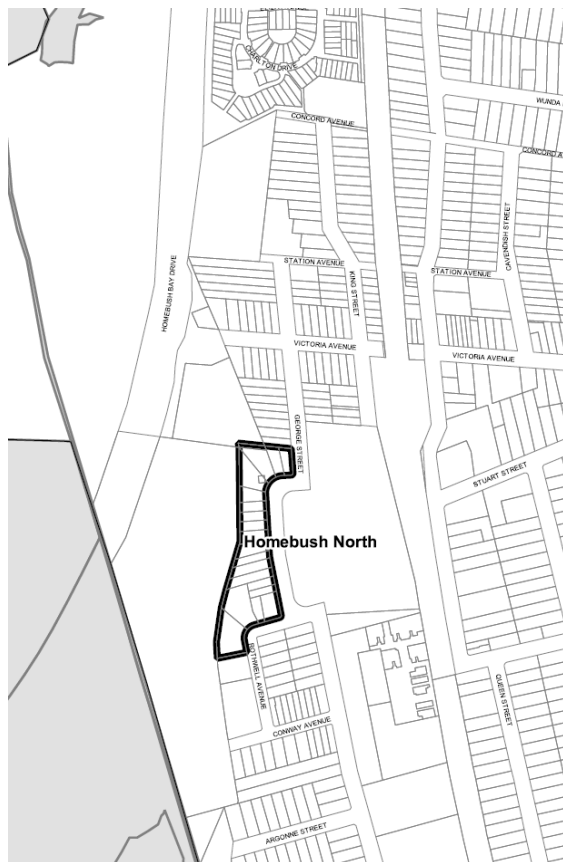
Proposed amended draft design excellence map from Planning Proposal - Strathfield Triangle Precinct (Planning Portal reference number PP-2020-3843) – new sheet (Design Excellence Map Sheet DEX\_005)

## Burwood Precinct



Proposed amended draft design excellence map from Planning Proposal - Strathfield Triangle Precinct (Planning Portal reference number PP-2020-3843) – new sheet 005 (Design Excellence Map Sheet DEX\_003 and 005)

## Homebush North Precinct



Proposed amended draft design excellence map from Planning Proposal - Strathfield Triangle Precinct (Planning Portal reference number PP-2020-3843) – new sheet (Design Excellence Map Sheet DEX\_002)