

Outcome of Exhibition

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

Report on Submissions

September 2022

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2. Executive Summary

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

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

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

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

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

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

The primary issues raised in submissions related to:

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

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

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

3. Introduction

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

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

4. Consultation Strategy

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

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

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

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

Community consultation on the City of Canada Bay Collaborate Page

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

8 people are following the project for updates.

Social Media Promotion - Facebook

Two Facebook Posts were issued.

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

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

Social media Promotion – Instagram

Two Instagram posts were issued.

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

City of Canada Bay News Online February

One Online Newsletter was issued in February.

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

5. Review of Submissions – key concerns

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

49 submissions were received:

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

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

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

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

A. FSR and height of buildings

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

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

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

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

Response

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B. Key Site amalgamations and precinct boundaries

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

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

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

Reasons for the requested changes include:

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

Response

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

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

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

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

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

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

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

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

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

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

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

C. Viability

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

Response

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

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

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

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

Response

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

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

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

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

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

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

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

E. Public transport and Sydney Metro West

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

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

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

Response

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

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

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

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

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

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

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

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

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

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

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

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

F. Traffic and car parking

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

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

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

Response

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

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

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

Traffic

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

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

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

Vehicle speeds

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

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

Parking

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

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

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

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

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

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

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

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

Retail	3 per 250m2 GFA	5 per unit + 2 per 100m2 GFA	1 per 250m2 GFA	2 per unit + 1 per 100m2 GFA
Industrial	3 per 10 employees	5 per unit +2 per 100m2 GFA	1 per 10 employees	

G. Cycling infrastructure

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

Response

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

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

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

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

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

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

H. Local character

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

Response

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

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

The desired future character of the precincts are:

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

I. Design Excellence

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

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

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

Response

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

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

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

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

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

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

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

J. Public domain

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

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

Response

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

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

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

6. Individual Submissions

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

Submissions did not include any proforma submissions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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		<p>will create two distinct, disjointed and distorted public domain outcomes in the Corridor.</p> <ul style="list-style-type: none"> Provision by the <i>Parramatta Road Corridor Traffic and Transport Study</i> (2022) of: <ul style="list-style-type: none"> Generic actions which lack firm timeframes and budgets. Only minor discussion of public and active transport that do not directly link to the future Five Dock Metro Station. Discussion of additional bus lanes, which is an existing requirement of Westconnex and does not minimise traffic generated by the uplift. Lack of discussion about impacts on the surrounding local roads in the IWC LGA. Adoption of a ‘predict and provide’ approach, rather than a ‘vision and validate’ approach, which should also be reflected in the planning proposal by staging growth or reducing uplift. Provision of community and social infrastructure (separate to open space provision). <p>The submission makes the following recommendations:</p> <ul style="list-style-type: none"> That the proposed uplift, FSRs and building heights be revised to be in keeping with the local amenity and infrastructure limitations of the locality. Consider and appropriately respond to the outcomes of <i>Parramatta Road Corridor Traffic and Transport Study</i> (2022). Pause the level of growth envisaged in the planning proposal until there are committed agreements in place regarding provision of public and active transport. IWC and CCBC collaborate on further analysis of future community and social infrastructure needs of the Kings Bay Precinct. <p>Inner West Council requests:</p> <ul style="list-style-type: none"> Clarification of the short and long term uses of the proposed 6m setback along Parramatta Road, including the existing verge, noting that IWC is seeking to reduce the green edge to 1.5m width (for kerbside extensions, landscaping and 	<p><i>validate’ principles. Specifically, this means that all of the traffic congestion issues identified in the future are not intended to be ‘solved’. Rather, a balanced approach has been taken, blending the interpretation of simulation modelling results with the achievement of broader objectives of more trips being made by walking, cycling and public transport in safer, ‘people-friendly’ street environments.”</i></p> <p>The community and social infrastructure that will be provided is a requirement under PRCUTS and supported by Council’s <i>Social Infrastructure (Community) Strategy</i> (2019) and <i>Recreation and Open Space Strategy</i> (2019), which also informed the Canada Bay LSPS. Council will, however, continue to work with all adjoining councils to ensure a common understanding of Council’s objectives and plans.</p> <p>It is recommended that Council continue to implement the planning proposal to ensure that the area is rezoned in a holistic manner, rather than by way of disconnected spot rezonings – which are now permissible under the PRCUTS Implementation Update 2021. Also that Council collaborate with neighbouring councils to ensure the impacts of the development are monitored and, where necessary, consider further actions to address impacts, including unforeseen additional needs for community infrastructure and public and active transport.</p> <p>It is recommended that Council, not only progress the 6m green edge setback to Parramatta Road, but increase it as necessary and as per the submission from TfNSW, to accommodate a dedicated public transport lane. Council will collaborate and advocate with IWC for 24-hour public transport/ mass transit lanes for Parramatta Road.</p>

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		<p>WSUD) to allow for larger rear setbacks to low-lying residential areas along Dalmar Street.</p> <ul style="list-style-type: none"> That DPE pause progression of the planning proposal until all traffic and transport issues for the entire Kings Bay Precinct have been resolved and commitments in place by NSW Government to provide on-street rapid transit along Parramatta Road. That CCBC collaborate and advocate with IWC for 24-hour public transport/ mass transit lanes for Parramatta Road. 	
45	Burwood Council	<p>Burwood Council expresses disappointment that they and the Burwood community were not more involved in the planning of the Burwood Precinct.</p> <p>The submission raises concerns that:</p> <ul style="list-style-type: none"> The proposed FSRs may not be economically viable. <p>Burwood Council request that:</p> <ul style="list-style-type: none"> CCBC consult more fully with Burwood Council and the Burwood community on any significant changes to either the planning proposal or the DCP that require re-exhibition and for future issues that span both LGAs. Burwood Council be able to review any land use economic testing by CCBC to ensure viability and alignment of methodology between the two LGAs. Further information be provided to Burwood Council about the three new map series for Community Infrastructure Height of Buildings, Community Infrastructure FSR and Design Excellence Map, which Burwood Council support to provide an incentive for the provision of infrastructure by developers. Solar performance and solar impacts do not compromise the pedestrian environment in mid-winter on the southern side of Parramatta Road and the entrance to the new Metro station, with regard to positioning of the higher tower forms towards the southern side. 	<p>Response is also provided in Item C, D and J above.</p> <p>PRCUTS was adopted by the NSW Government in 2016. The adoption of the Strategy followed engagement and exhibition of the planning framework with input from communities and councils along the corridor. The planning proposal and supporting documents are generally consistent with the outcomes contemplated by PRCUTS.</p> <p>The City of Canada Bay will seek to fully engage with Burwood Council and the Burwood community in the event that the planning proposal or DCP be re-exhibited, and other future issues that span both LGAs.</p> <p>Council Offices are available to meet with Burwood Council Officers to discuss the draft planning proposal's mechanism to deliver community infrastructure.</p> <p>The Masterplan and revised Masterplan were produced to ensure that a majority of the pedestrian environment and building frontage on the southern side of Parramatta Road will have at least 2 or more hours of direct solar access on 21 June (mid-winter) between 9am and 3pm.</p>
46	Sydney Metro	<p>The Agency supports Council's current Masterplan for the whole block, but also supports discussions with the adjacent landowner/s and Council to review Burton Street Plaza's optimal siting, function and</p>	<p>Response is also provided in Item F above.</p> <p>Council staff met with the adjoining landowners prior to exhibition to discuss their various concept designs and received</p>

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

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

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		<ul style="list-style-type: none"> • It be consulted on any proposed designs and works which may impact existing school travel paths (such as the proposed new road connection from Victoria Avenue public school to George Street) prior to implementation. • Transport planning for the precincts include fine-grain analysis of connectivity and active travel options, and consideration of the proposal's contribution to the functional and active transport networks to service the remainder of the PRCUTS area. • Transport planning for each precinct be guided by the NSW Government's Movement and Place Framework (MAPF) and its Built Environment Performance Indicators. 	